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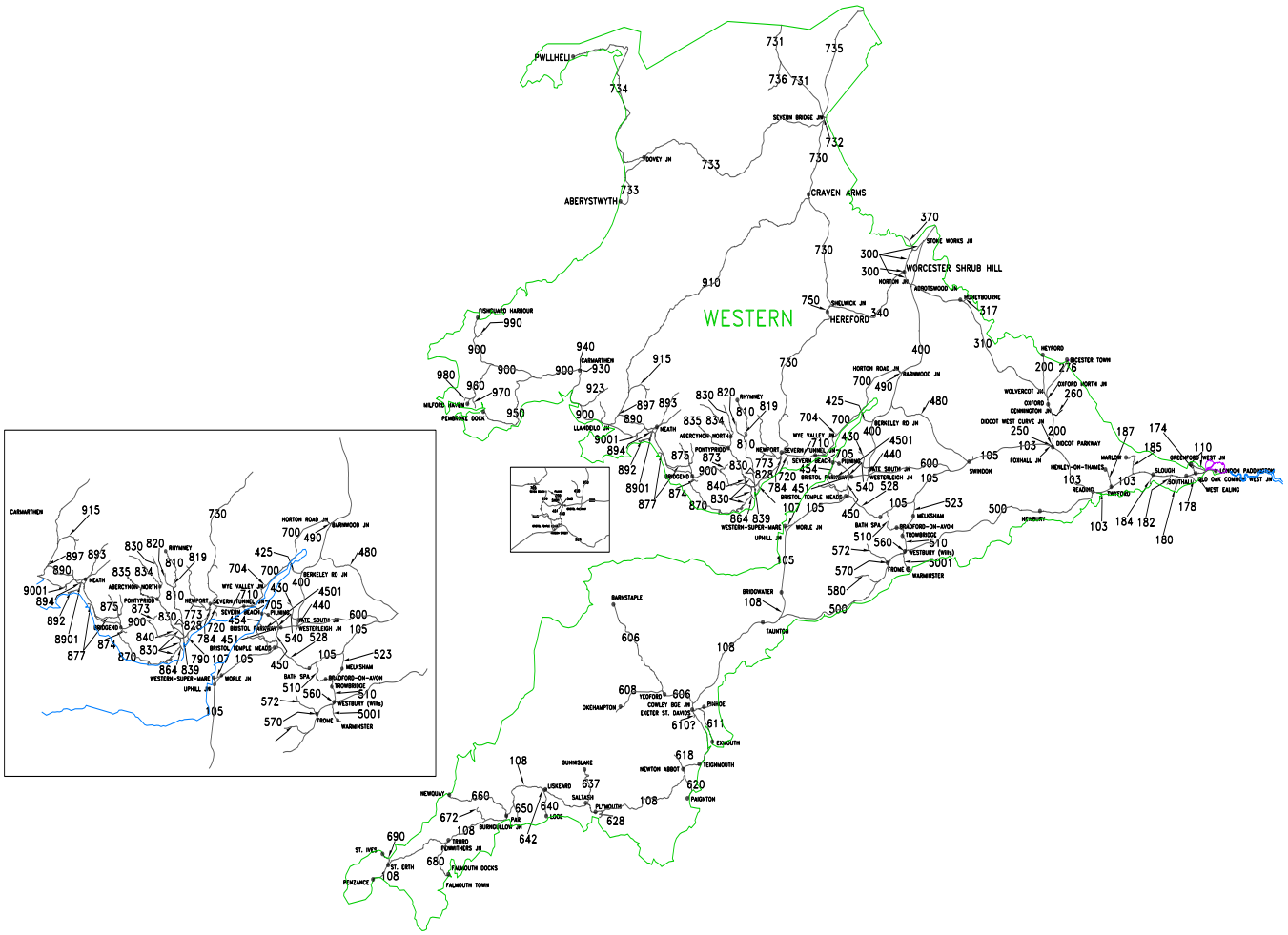
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Rule Book Module AC

Section 4.2 – When working on traction units or other vehicles

The cleaning of traction unit windscreens in platforms must not be carried out under live overhead line electrified wires except where published in the local instructions section of this appendix

WesternTerritory GI - Dated: 19/03/16

Rule Book Module G1 - General safety responsibilities

Section 5 - Communications procedure

Using GSM-R berth triggered messages and non-verbal acknowledgements to caution Drivers

A GSM-R berth triggered broadcast can be used to caution drivers for operational safety messages. Drivers must confirm receipt and acknowledge that they have clearly understood the broadcast by using the GSM-R 'ST' acknowledgement button. All GSM-R fitted trains in the area will receive these broadcasts. The berth-triggered safety broadcast process can be used in the following circumstances:

Poor railhead conditions

Animals on the line

Defective Emergency Indicators

Missing or Obscured Temporary Speed Restriction board

Unusual events (Not Track or Signalling)

Drivers of trains not fitted with version 3.5 GSM-R software may disregard the GSM-R berth-triggered safety broadcast.

Methodology

Signaller records the berth triggered safety broadcast to a set script and stores it on the system.

Signaller sets up the berth triggered safety broadcast at the appropriate signal berth.

Signaller maintains the protecting signal at danger. This is the signal where the signaller would stop and caution the train if an acknowledgement from drivers is not received.

The safety broadcast will be made automatically to each train occupying the designated berth(s)

Driver acknowledges that the safety broadcast has been received and that it has been understood by pressing the 'ST' button.

The protecting signal is maintained at danger until the signaller receives an acknowledgement from the train concerned. The acknowledgement will be an 'Acknowledgement' (ACK) message from the driver.

The protecting signal may be cleared when the signaller receives the acknowledgement message.

If the acknowledgement message is not received the protecting signal will be maintained at danger.

When the caution message is received and acknowledged by the driver, all signal aspects must be obeyed and the appropriate rules for the section of line concerned must be applied.

Broadcast Message Content

In all cases the message will begin : "This is a safety broadcast from the signaller at _____"

Poor Railhead – "There are low/exceptionally poor* railhead conditions at/on* the approach to _____.

Animals on or near the line -There are animals on or near the line at/between* _____ and* _____.

Defective Emergency Indicators – "There is a defective emergency indicator for a ___ mph emergency speed restriction at _____.

Missing or obscured TSR board – There is a missing/obscured* warning board or speed indicator* for the ____ mph temporary speed restriction at _____**.

Unusual events - +_____".

+ insert details of the incident, location and any speed restriction in the main body of the broadcast

In all cases the message will end 'Only acknowledge if you have fully understood this message. To acknowledge, press 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 berth triggered broadcast message cannot be used for this purpose

Note: Unusual events and structure faults can include overcrowding on station platforms or loose canopies on stations platforms. These locations must be easily identifiable by both the signaller and the driver.

WesternTerritory GI - Dated: 24/10/15

Rule Book Module G1 - General safety responsibilities and personal track safety for non-track workers

Section 7 – Going on the operational railway

Hard Hat Areas

The locations shown below are designated as permanent “hard hat” areas. All personnel must wear an approved safety helmet at all times when in the following places unless in a driving cab, brakevan or other similar place.

NOTE: Temporary "hard hat" sites will be shown in Weekly Engineering Notices as necessary.

Acton Yard
Avonmouth BPA
Barrow Road
Bath Westmoreland Yard
Berkeley Road Rail Terminal
Bridgwater Nuclear Electric
Bristol Bulk Handling Terminal
Bristol East Depot
Exeter – Marsh Barton (Alphington to site)
Serc Siding, Severn Beach
Swindon High Output Operating Base
Tytherington Quarry
Westerleigh Murco
Westerleigh Yard

Aberthew Power Station
Barry Docks
Cardiff Tidal – Asew Rod Mills
Cwmbargoed
Cwmgrach
Jersey Marine – steel supply
Llanwern Mills
Machen Quarry
Margam Grange
Newport Docks
Onllwyn
Onllwyn Branch – Seven Sisters coal loading pod
Port Talbot Iron Ore Terminal
Robeston area Refinery
Swansea Docks
Wentloog Freightliner Terminal

Western Route GI - Dated: 27/03/2021

Rule Book Module M3 - Managing incidents, floods and snow

Section 5 - Snow

Sets of 3 part miniature snow ploughs (a set comprises 2 centre sections, 2 left hand blades and 2 right hand blades, one of each to be fitted at each end of the locomotive), are held at the following Depots:-

Old Oak Common	2
Plymouth Laira	2
Cardiff Canton	5*
Swansea Landore	6*

* - 2 sets for fitting to diesel shunting locomotives

Western Route GI - Dated: 09/06/2012

Rule Book Module M3 – Managing incidents, floods and snow

Section 6 - Independent snow ploughs

Two independent snow ploughs are based at Margam and Bristol Barton Hill depots. Between 30 November and 1 April (and exceptionally outside this period if instructed by Network Rail) they must be kept ready for immediate use. Independent snow ploughs may work over any running line shown in this Appendix subject to the following restrictions:-

(a) PROHIBITED from using any crossover between Platforms.

(b) PROHIBITED between Heathrow Airport Junction and Heathrow Terminals 4 and 5.

(c) PROHIBITED from passing over the bridge at 210m 29ch between Chapelton and Barnstaple.

(d) PROHIBITED between Bere Alston and Gunnislake.

(e) PROHIBITED between Onllwyn and Neath and Brecon Junction.

(f) Proceed with extreme caution through either platform at Llandovery station.

Western Route GI - Dated: 05/12/15

Rule Book Module P1 - Single line working

CCTV crossings with no Attendant

Provided that wrong direction movements enter the SLW section at the location and over the line stated, it is not necessary to provide an attendant at the following CCTV level crossings:-

Route	Crossing	SLW over (line)	Between	and
GW105	Huish 132m 11ch	Down	Worle Jn	Yatton GF (or east thereof)
GW108	Stoke Canon 190m 16ch	Down	Cowley Bridge Jn	Tiverton Loops (or east thereof)
GW500	Midgham 46m 56ch	Up	Towney	Newbury (or west thereof)
	Thatcham 49m 51ch	Down	Newbury	Towney (or east thereof)
	Hamstead 56m 09ch	Up	Newbury	Hungerford (or west thereof)
	Hungerford 61m 47ch	Up	Hungerford	Bedwyn (or west thereof)
GW610	Pinhoe 168m 39ch	Down Up	Exmouth Jn Honiton	Honiton (or east thereof) Exmouth Jn (or west thereof)
GW620	Paignton North 222m 04ch	Down	Paignton	Newton Abbot West Jn

Catch points shown as 'out of use' in Table A

If the single line includes any catch points shown as "out of use" in Table A of this Appendix, before Single Line Working starts the Pilot must make sure that:

- a special check is made to see that they remain properly secured
- a green flag or a green light is placed alongside them which is clearly visible to Drivers of all wrong-direction movements.

The above instruction supplements Section 3.7 of the Module.

Western Route GI - Dated: 07/01/22

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

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

Track Circuit Block lines - failure of points

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

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

Track Circuit Block Lines – failure of track circuits

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

- bi-directional line.

At or between	Line	Direction	Remarks
GW103. Paddington to Uffington			
Ladbroke Grove and Old Oak Common	Engine & Carriage	Down	-
Acton West Junction to Acton West Ground Yard Switch Panel	Acton Switch Panel – Up Poplar	Up	Inclusive of Acton Yard Receptions 1, 2 and 3
Southall East Jn and Heathrow Airport Jn	Down Main	Down	#
GW107 Worle Jn to Uphill Jn via Weston Super Mare			
Weston Super Mare to Worle	Single	Up	Drivers must obtain Modified Working Ticket (RT3177) at Weston Super Mare station as directed by the Signaller. Permitted for a maximum of two hours.
GW108. Fordgate to Penzance			
Saltash and St Budeaux Ferry Road	Single	Up	-
St Pinnock and Largin	Single	Both	-If there is failure of a track section(s) affecting the single line trains may be run in one direction only based on traffic requirements when it is necessary to run a train (or trains) in the opposite direction provided the line has been examined working by Pilot must be introduced
Truro and Penwithers Junction	Down	Down	#
Long Rock and Penzance	Single	See remarks	Provided that signal PZ.2 (protecting Long Rock level crossing) can be cleared, signal PZ.1 can be passed at Danger without a pilot. Provided that signal PZ.66 (Ponsandane) can be cleared, signals PZ.67,68,69,70 or 71 can be passed at Danger without a Pilot.
GW174. West Ealing to Greenford West Junction			
West Ealing Jn to Plassers	Down Greenford	Down	-
GW175. Greenford South Jn to Greenford Station			

At or between GE51 and Greenford Bay Platform	Bay Line	Down	At or between GE51 and Greenford Bay Platform
GW176. Hanwell to Drayton Green Jn			
Hanwell Jn to 8157 points	Up West Loop	Down	-
GW180. Heathrow Airport Junction to Heathrow Terminals 4 and 5			
Heathrow Airport Jn and Heathrow Central (terminals 2 and 3)	Down Airport	Down	#
Heathrow Central (terminals 2, 3) and Heathrow Airport Jn	Up Airport	Up	#
Heathrow Central (Terminals 2, 3) and Heathrow Terminal 5	Down T5	Down	#
Heathrow Central (Terminals 2, 3) and Heathrow Terminal 5	Up T5	Up	#
Heathrow Airport Jn and Heathrow Tunnel Jn	Down Airport Relief	Down	#
GW184. Slough to Windsor			
Slough	Bay line	Down	-
Bath Road Siding and Slough Station	Single	Up	Bath Road Siding and Slough Station
GW187. Twyford to Henley-on-Thames			
Twyford and Henley-on-Thames	Single	Up	-
GW310. Wolvercot Junction to Pershore (Excl.)			
Wolvercot Junction and Charlbury Junction	Single	Up	One train only. Driver must obtain a special modified working ticket as directed by the Signaller. Tickets kept in a locked cabinet at Charlbury signal AW.2406
Evesham West Junction and MD910 (Pershore to Norton Jn) Norton Junction	Up & Down Cotswolds Single	Either	Drivers must obtain modified working ticket RT3177 at signals E2457 or E2453 at Evesham or from signal NJ9 at Norton Junction. Tickets kept in signal post telephone cabinets on the platforms at Evesham and in a cabinet near signal NJ9 at Norton Junction. Permitted for a maximum of three hours.
GW454. Severn Beach to Narroways Hill Jn			
Holesmouth Junction and Severn Beach	Single	Either	Drivers must obtain modified working ticket RT3177 at signal SA5 at Avonmouth station. Tickets kept in signal post telephone cabinet. Permitted for a maximum of three hours.
GW548. Parson Street Jn to Portbury			
Ashton Junction and Portbury	Single	Either	Drivers must obtain modified working ticket RT3177 at signal BL2191 at Ashton Junction or from the shunter's cabin at Portbury. Tickets kept near the token machines in a blue folder. Permitted for a maximum of three hours.
GW650 Lostwithiel to Carne Point, Fowey			
Lostwithiel to Carne	Single	Down	If the train staff and key are divided, provided **both** are available the driver may proceed to Fowey. On arrival at Fowey, the train staff and key must

Point, Fowey			be delivered to the signalling technician or pilot. If the key cannot be removed from the release instrument, the signalling system must be treated as having failed and a pilot sent for.	
GW580. East Somerset Junction to Merehead/Cranmore				
Merehead West and Merehead Quarry Jn		Single	Up	-
White's Crossing Siding		Siding line	From Merehead Quarry	-
GW606. Cowley Bridge Jn to Barnstaple				
Crediton and Eggesford		Single	Down	Drivers should obtain a Modified working ticket which is kept in a cabinet at the End of Section board at Eggesford
Eggesford and Crediton		Single	Up	Drivers should obtain a Modified working ticket which is kept in a cabinet at the Start of Section board at Eggesford – End of Section board at Crediton
Eggesford and Barnstaple		Single	Down	Drivers should obtain a Modified working ticket which is kept in the Token hut at Eggesford
GW608. Crediton to Meldon (Okehampton Line)				
Crediton and Okehampton		Single	Down	Drivers should obtain a Modified working ticket which is kept at Crediton Signal Box
Okehampton and Crediton		Single	Up	Drivers should obtain a Modified working ticket which is kept in the Modified Working Cabinet at Okehampton
GW610. Crannaford LC (incl) to Exeter St David's				
Pinhoe and Honiton		Single	Up	Driver must obtain modified working ticket RT3177 at Pinhoe as directed by the Signaller. Tickets kept in lockable box adjacent to signal EJ2.
GW611. Exmouth Jn to Exmouth				
Topsham and Exmouth		Single	Down	Driver must obtain modified working ticket RT3177 at Topsham as directed by the Signaller. Tickets kept in lockable box adjacent to signal EJ27.
GW680. Penwithers Jn to Falmouth				
Penryn to Falmouth Docks		Single	Both	Driver must obtain modified working ticket RT3177 at Penryn as directed by the signaller. Tickets kept in lockable boxes adjacent to signals T30 CL3833 (**only** when arrangements apply via the Falmouth Single line) and CL3835. Permitted for up to two hours only.
Penwithers Jn to Penryn		Single	Both	Drivers must obtain Modified Working Ticket (RT3177) at Truro station or signal CL3834 (Penryn station)
GW733. Sutton Bridge Jn to Aberystwyth				
All single line sections - Welshpool and Machynlleth		Single	Either	-
Machynlleth and Dovey Junction		Single	Either	One train only.
Dovey Junction and Aberystwyth		Single	Either	One train only.
GW734. Dovey Jn to Pwllheli				

All single line sections - Dovey Junction and Pwllheli	Single	Either	-
GW740. Maindee North Jn to Maindee East Jn			
Maindee East Jn and Maindee North Jn	Hereford Loop	Up	Up line is for trains towards Little Mill Junction.
GW770. Ebbw Vale Town to Gaer Junction			
Ebbw Vale Town and Aberbeeg Junction	Single	Both	Drivers must complete a modified working ticket as directed by the Signaller
Risca South Junction and Park North Junction	Single	Down	Drivers must complete a modified working ticket as directed by the signaller
Park North Junction and Risca South Junction	Single	Up	Drivers must complete a modified working ticket as directed by the signaller
GW810. Rhymney to Queen Street North Jn			
Rhymney and Tir-Phil	Single	Either	-
Tir-Phil and Bargoed	Single	Either	-

GW820. Cwmbargoed to Ystrad Mynach South			
Cwmbargoed and Ystrad Mynach South	Single	Either	-
GW830. Merthyr Tydfil to Barry Island via Cardiff Queen Street			
Pontypridd Junction and Pontypridd Station	Down/ Up Platform	Down	-
Barry Town to Barry Island	Single	Either	-
GW834. Hirwaun to Abercynon			
Abercwmboi Loop	Single	Up	-
GW839. Queen Street South Jn to Cardiff Bay			
Queen Street South Jn and Cardiff Bay	Single	Either	-
GW840. Radyr Junction to Cardiff, Radyr Branch Junction			
Penarth Curve North Junction and Radyr Branch Junction	Single	Up	-
GW850. Leckwith Loop North Junction to Leckwith Loop South Jn			
Leckwith Loop South Junction and Leckwith Loop North Junction	Leckwith Loop (single)	Down	-
GW864. Cogan Jn to Penarth			
Cogan Junction to Penarth	Single	Either	-
GW874. Bridgend (Llynfi Jn) to Maesteg			

Tondu and Maesteg	Single	Both	Drivers will be handed a modified working ticket by the Signaller at Tondu signal box
GW877. Tondu to Port Talbot Docks			
Bridgend and Tondu signals PT3025, PT3461, PT3603 or PT3463	Up/Down Maesteg	Down	Form dictated by the Port Talbot A signaller. Modified working only available for 2 hours.
Tondu and Bridgend signal TU6		Up	Form dictated by the Tondu signaller. Modified working only available for 2 hours.
Margam Abbey Works East Jn and signals PT.3483/ 3484	Down/ Up O.V.E	Up	-
Signals PT.3485/3484 and Margam Yard Junction	Down/ Up O.V.E	Down	-
GW890. Court Sart Junction/Up Flying Loop Jn to Morlais Junction			
Court Sart Junction and Signal PT.3527	Down/Up R&SB	Down	
GW900. Pilning to Fishguard Harbour			
Landore Junction and Swansea Loop West Junction	Single	Down	-
Cockett West and Dyffryn West	Single	Up	-
Clarbeston Road to Fishguard Harbour			Drivers will carry RT3177 Modified Working Tickets and these will also be available from the Signal Box. The signaller will dictate the details for the RT3177 to the driver at CR5 signal. Drivers must treat each return journey as separate movements, so the signaller must dictate the details for the RT3177 at Fishguard Harbour.
Clarbeston Road to Stop Block Fishguard Harbour	Single	Down	Drivers will carry RT3177 Modified Working Tickets and these will also be available at Clarbeston Road Signal Box. The signaller must dictate the details for the RT3177 to the driver at required protecting signal or suitable location for movements towards Fishguard Harbour. Return Journeys are treated as separate movements where the signaller must dictate the details for the RT3177 to the driver again, once they have received permission
Fishguard Harbour to CR6	Single	Up	

			from the Network Rail Route Control Manager.
GW9001. Landore Junction to Swansea			
Swansea Loop East Junction and Swansea station	Up Main	Up	-
GW910. Crarven Arms Junction to Llandeilo Junction			
Hendy Junction and Morlais Junction	Llandeilo Branch (single)	Up	-
Pantyffynnon and Hendy Junction	Single	Either	Special authority cards must be completed
GW930. Carmarthen Junction to Carmarthen Station			
Carmarthen Junction and Carmarthen Station	Single	Down	
GW940. Carmarthen Station to Carmarthen Bridge Junction			
Carmarthen Station and Carmarthen Bridge Junction	Single	Up	
GW960. Clarbeston Road to Milford Haven			
Haverfordwest and Milford Haven	Single	Up	Provided that all other intermediate signals in the route concerned can be cleared, signals CR.24 or CR.28 or CR.32 (as appropriate) may be passed at Danger without a Pilot.
Clarbeston Road to Milford Haven	Single	Down (via Up platform at Haverfordwest)	Drivers will carry RT3177 Modified Working Tickets and these will also be available from the Signal Box. The signaller will dictate the details for the RT3177 to the driver at CR5 signal. Drivers must treat each return journey as separate movements so the signaller must dictate the details for the RT3177 at Milford Haven.
Milford Haven to Clarbeston Road	Single	Up	
Clarbeston Road to Milford Haven Station	Single	Down via Up platform	Drivers will carry RT3177 Modified Working Tickets and these will also be available at Clarbeston Road Signal Box. The signaller must dictate the details for the RT3177 to the driver at required protecting signal or suitable location for movements towards Milford Haven. Return Journeys are treated as separate movements where the signaller must dictate the
Milford Haven to CR10	Single	Up via Up platform	

			details for the RT3177 to the driver again, once they have received permission from the Network Rail Route Control Manager.

Western Route GI - Dated: 07/06/2025

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

Section 1.2 – Train signalled towards a wrong route

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

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

Western Route GI - Dated: 05/03/16

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

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

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

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

Western Route GI - Dated: 11/03/2024

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

Section 5 – Automatic warnng system (AWS)

AWS track equipment located ahead of a signal

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

AWS track equipment on single and bi-directional lines

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

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

Western Route GI - Dated: 05/03/16

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

Section 7 Reporting signalling failures and irregularities, 7.1 Signalling equipment

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

Western Route GI - Dated: 29/06/19

Rule Book Module SP - Speeds

Section 2.1 Permissible speeds and enhanced permissible speeds

Permissible speed indicators with letters

This is what the letters mean:

Letters	Description
HST	Class 91 locomotive with mark 4 vehicles and DVT, classes 80x 158, 159, 165, 166, 168, 170, 171, 172, 175, 180, 220, 221, 222, 253, 254, 387 and 373
MU	Multiple Unit Trains
DMU	Diesel Multiple Units
EMU	Electrical Multiple Units
SP	Classes 150, 153, 155, 156, 158, 159, 165, 166, 168, 170 , 171 and 172
CS	Class 67 locomotive

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

National exceptions to MU trains

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

National GI - Dated: 06/11/21

Rule Book Module SS1 - Station duties and train dispatch

Starting of Driver Only (D.O.) trains

All stations between Paddington - Oxford and between Reading - Bedwyn must be regarded as UNSTAFFED at all times for train dispatch purposes, except the stations shown below:

Paddington	CD and RA indicators provided
Heathrow Central	CD and RA indicators provided
Heathrow Terminal 4	CD and RA indicators provided
Heathrow Terminal 5	CD and RA indicators provided
Slough	Normally staffed and handsignals in use
Reading	CD and RA indicators provided
Oxford	CD and RA indicators provided

Western Route GI - Dated: 02/12/17

Rule Book Module SS1 - Station duties and train dispatch

Starting of trains with a Guard from staffed platforms

At the stations listed below in Sectional Appendix line of route order, staff must give the necessary STATION WORK COMPLETE and READY-TO-START handsignals using a white dispatch baton by day and a white light by night or in bad visibility.

Guards must understand that a white baton or light held above the head is their only authority to give the READY TO START signal to the Driver at staffed platforms, and must clearly acknowledge each handsignal by raising one arm above the head.

The READY TO START signal to the Driver may then be given in accordance with the Rule Book and with any local instructions that may be shown elsewhere in this Appendix.

Where station staff are not in attendance at a station listed in these instructions as being staffed, the instructions contained in Rule Book, Module SS1, Section 3 regarding unstaffed platforms apply.

Paddington – note 1
Reading – notes 1 and 2
Didcot Parkway – note 1
Swindon
Chippenham
Bath Spa
Weston-super-Mare
Taunton
Tiverton Parkway
Exeter St. David's
Dawlish
Teignmouth
Newton Abbot
Totnes
Plymouth
Liskeard
Bodmin Parkway
Par
St. Austell
Truro
Redruth
Camborne
St Erth
Penzance
Cheltenham Spa
Kemble
Stroud
Pewsey
Castle Cary
Westbury – note 3
Bristol Parkway
Exeter Central
Torquay
Paignton
Gloucester
Shrewsbury
Machynlleth
Newport – note 4
Cardiff Central
Bridgend
Port Talbot Parkway – note 5
Neath – note 5
Swansea

Notes:
1 - See separate instructions regarding Driver Only (D.O.) trains.
2 - At Reading, all trains from platforms 1, 2 and 3 must be dispatched using RA (and CD indicator for trains with doors controlled by the Driver).

3 - Westbury platform 1 is regarded as an UNSTAFFED platform for the dispatch of Great Western Railway services formed of Class 14x, Class 15x and Class 16x trains. This also applies to South West Railway services formed of Class 158 and Class 159 trains.

4 - 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.

5 - Port Talbot Parkway and Neath are regarded as UNSTAFFED stations between the hours of 22.00 and 06.00.

6 – At Bristol Temple Meads, all trains must be dispatched by station staff

Western Route GI - Dated: 28/06/2025

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Rule Book Module SS2 - Shunting

Propelling on a running line

Propelling of Engineers' Trains

The propelling of Engineers' trains is prohibited between the following locations. These prohibitions also apply outside work sites in T3 Possessions.

NOTE: *Wrong direction only.

From	To
GW103 PADDINGTON TO UFFINGTON	
5m 17ch	4m 40ch Acton Dive Under Line
36m 33ch	37m 30ch Reading Flyover (Down direction)
37m 25ch	36m 33ch Reading Flyover (Up direction)
GW105. UFFINGTON TO FORDGATE VIA BOX	
Wootton Bassett Junction	88 mp
98m 60ch	Bathampton Junction
100m 78ch (Bathampton Junction end of Box Tunnel)	98m 60ch
*116 mp	North Somerset Junction
*North Somerset Junction	Dr Day's Junction
*Bedminster	116 mp
GW200. DIDCOT TO HEYFORD	
*Wolvercot Junction	69m 6ch (Kidlington)
69m 6ch (Kidlington)	Wolvercot Junction
GW260. KENNINGTON JUNCTION TO MORRIS COWLEY	
Morris Cowley	Kennington Junction
GW310. WOLVERCOT JUNCTION TO PERSHORE (EXCL)	
97¼ mp (between Campden crossing and Campden Tunnel)	101¼ mp (Honeybourne)
GW450. STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION	
Filton Junction	Stapleton Road
*Dr Day's Junction	Bristol East Junction
*North Somerset Junction	Dr Day's Junction
GW454. NARROWAYS HILL JUNCTION TO SEVERN BEACH	
Bristol, Narroways Hill Junction	St Andrew's Junction
St Andrew's Junction	Bristol, Narroways Hill Junction

From	To
GW480. SWINDON TO STANDISH JUNCTION	
94m 70ch (Kemble end of Sapperton Long Tunnel)	Kemble
94m 70ch (Kemble end of Sapperton Long Tunnel)	Stroud
GW528. NORTH SOMERSET JUNCTION TO BRISTOL WEST JUNCTION VIA ST PHILIP'S MARSH	
North Somerset Junction	Bristol West Junction
Bristol West Junction	North Somerset Junction
GW5401. FILTON JUNCTION TO PATCHWAY JUNCTION	
Patchway Junction	Filton West Junction
GW548. PARSON STREET JUNCTION TO PORTBURY	
*Bristol, Parson Street Junction	Ashton Junction
Does not apply when the line is under possession – see Local Instructions	
GW600. WOOTTON BASSETT JUNCTION TO PILNING	
100 mp (Badminton)	Chipping Sodbury
103m 49ch (Bristol end of Chipping Sodbury Tunnel)	100 mp (Badminton)
Patchway Junction	Pilning Station
7m 56ch (Pilning end of Patchway Tunnel)	Patchway Junction
GW610. CRANNAFORD TO EXETER ST DAVID'S	
Exmouth Junction	St James Park
St James Park	Exmouth Junction
Exeter Central (overbridge at west end of platform)	Exeter St David's
Exeter St David's	Exeter Central (overbridge at west end of platform)
GW690. ST ERTH TO ST IVES	
St Erth	St Ives
St Ives	St Erth
GW730. SEVERN BRIDGE JUNCTION TO MAINDEE WEST JUNCTION	
42m. 50ch	Moreton-on-Lugg
43m. 40ch	42m. 60ch (through Dinmore Tunnel)
3m. 25ch	Hereford signal box
Pandy	12m. 15ch
18m. 65ch	Pandy
18m. 65ch	22m. 63ch
22m. 63ch	26 mile post
Nantyderry	26m. 23ch
29m. 13ch	Nantyderry
29m. 13ch	Little Mill Junction
Pontypool & New Inn	Little Mill Junction
Pontypool & New Inn	36m. 26ch (Llantarnam Junction)
36m. 26ch (Llantarnam Junction)	40m. 23ch
GW770. EBBW VALE TOWN TO GAER JUNCTION	
Ebbw Vale	10 mp
159m. 66ch (N. end of Gaer Tunnel)	Gaer Junction
159m. 45ch	159m. 66ch (N. end of Gaer Tunnel)

From	To
GW810. RHYMNEY TO QUEEN STREET NORTH JUNCTION	
Rhymney	16m. 23ch
7m. 15ch (N. end of Caerphilly Tunnel)	Heath Junction
6mp	7m. 15ch (N. end of Caerphilly Tunnel)
Heath Junction	2 mile post
GW820. CWMBARGOED TO YSTRAD MYNACH SOUTH	
Cwmbargoed	Ystrad Mynach South
GW830. MERTHYR TYDFIL TO BARRY ISLAND	
Merthyr Tydfil	23m. 60ch
19m. 41ch (former Black Lion SB)	Abercynon
GW834. HIRWAUN TO ABERCYNON	
Aberdare	Abercynon
GW835. TREHERBERT TO PONTYPRIDD JUNCTION	
Llwynypia	Porth
GW864. COGAN JUNCTION TO PENARTH	
Penarth	Cogan Junction
GW874. BRIDGEND, LLYNFI JUNCTION TO MAESTEG	
Maesteg	Tondu
GW877. TONDU TO PORT TALBOT DOCKS	
2m. 43ch	Tondu
2m. 43ch	Site of Newlands Junction (3m 34ch)
GW890. COURT SART JUNCTION TO MORLAIS JUNCTION	
1m. 7ch	1m. 50ch (through Lonlas Tunnel)
1m. 50ch	1m. 7ch (through Lonlas Tunnel)
4m. 3ch	5m. 13ch (through Llangyfelach Tn.)
Llangyfelach	Felin Fran
Grovesend Colliery Loop Junction	Morlais Junction
GW893. ONLLWYN TO NEATH & BRECON JUNCTION	
Onllwyn	Neath & Brecon Junction
GW897. GROVESEND COLLIERY LOOP JUNCTION TO HENDY JUNCTION	
Grovesend Colliery Loop Junction	Hendy Junction
GW900. PILNING TO FISHGUARD HARBOUR	
194m. 60ch (Stormy)	198m. 40ch (Margam Moors)
Skewen East	Neath East
Swansea Loop West Junction	Landore Junction
216m. 65ch (Cockett Tunnel)	Swansea Loop West Junction
216m. 25ch (Cockett Tunnel)	220 mile post (Gowerton)

From	To
GW910. CRAVEN ARMS JUNCTION TO LLANDEILO JUNCTION *(CENTRAL WALES LINE)*	
17m. 78ch	18m. 29ch (Llangunllo Tunnel)
18m. 29ch (Llangunllo Tunnel)	14 mile post (between Knucklas and Knighton)
50m. 65ch	Llandovery
51m. 45ch	Llanwrtyd Wells
GW915. GWAUN-CAE-GURWEN TO PANTYFFYNNON	
Gwaun-cae-Gurwen	Ammanford
Ammanford	Pantyffynnon
GW950. WHITLAND TO PEMBROKE DOCK	
266 mile post	Tenby
266 mile post	Whitland
285m 05ch	285m 27ch (Pembroke Tunnel)
285m 27ch	285m 05ch (Pembroke Tunnel)
GW960. CLARBESTON ROAD JUNCTION TO MILFORD HAVEN	
Johnston	Haverfordwest

Western Route GI - Dated: 27/03/2021

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

Section 2.7 - Using the token as protection

Using the token as protection through a PICOPS agent (where applicable) T3 2.7

The PICOP will advise you the name of his/her agent whilst agreeing the possession arrangements.

The Signaller is authorised to release/give the token to the PICOPS nominated agent, the Signaller must record the name of this person in the train register/occurrence book.

The PICOPs agent will advise the PICOP once he or she has taken possession of the token.

The PICOP will then agree the T3 with the Signaller.

Western Territory GI - Dated: 07/01/16

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

Section 5 - Movements over level crossings

Automatic half barrier crossing (AHBC) level crossing

An attendant must be appointed to take local control before **any** movement within a T3 possession, including one passing in the normal direction, is made beyond the stop signal protecting the following AHBCs on Western and Wales routes.

GW108 Fordgate to Penzance

Victory

Bradford-on-Tone

Hele & Bradninch

GW500 Reading to Cogload Junction via Westbury & Frome A/Ls

Athelney

GW510 Westbury North Junction to Bathampton Junction

Greenland Mill

GW700 Gloucester Barnwood Junction to Severn Tunnel Junction

Naas

GW730 Shrewsbury, Severn Bridge Junction to Newport, Maindee West Junction

Leominster

Wellington (Herefordshire)

GW735 Shrewsbury, Crewe Jn to Nantwich

Shrewbridge Road

Newcastle Road

GW900 Pilning to Fishguard Harbour

Pontsarn

Llanboidy

Western Route GI - Dated: 05/03/16

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

Section 5 - Movements over level crossings

Manually Controlled Barriers – Obstacle Detector (MCB-OD) Level Crossings

An attendant must be appointed to take local control before any movement within a T3 possession, including one passing in the normal direction, is made beyond the stop signal protecting the following MCB-ODs on Wales route:

GW735 Shrewsbury, Crewe Jn to Nantwich

Harlescott

Wem

Prees

Wrenbury

Nantwich

Western Route GI - Dated: 05/03/16

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

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

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

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

Western Territory GI - Dated: 07/01/17

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

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

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

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

Western Territory GI - Dated: 18/03/17

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

Stabling and out-berthing of trains formed of empty coaching stock (ECS) on a STABLING LINE

When trains formed of empty coaching stock (ECS) are stabled or out-berthed on a stabling line at the location(s) shown below when adjacent lines are blocked by a possession for engineering work, it will not be necessary to place detonator protection at the starting signals.

Maidenhead Stabling Lines 1 – 6

During this time, no work is permitted on the line(s) concerned between the stabled train(s) and the starting signal(s).

If it is necessary (for testing purposes) to operate a signal which when cleared will allow a train to leave the stabling line which is not included in the possession arrangements, the PICOP must arrange for NOT TO BE MOVED board(s) to be attached to the train(s) affected. The NOT TO BE MOVED board(s) must remain attached to any train(s) affected during the time that the signalling equipment is being tested.

Stabling and out-berthing of trains formed of empty coaching stock (ECS) on a THROUGH platform line

When trains formed of empty coaching stock (ECS) are stabled or out-berthed on a through platform line at the location(s) shown below and adjacent lines are blocked by a possession for engineering work, it will NOT be necessary to place detonator protection at the platform starting signal(s).

- Plymouth, platforms 4-8

During this time, no work is permitted on the line(s) concerned between the stabled train(s) and the platform starting signal(s).

If it is necessary (for testing purposes) to operate a signal which when cleared will allow a train to leave platform line which is not included in the possession arrangements, the PICOP must arrange for NOT TO BE MOVED board(s) to be attached to the train(s) affected. The NOT TO BE MOVED board(s) must remain attached to any train(s) affected during the time that the signalling equipment is being tested.

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

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

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

1. London Paddington, platforms 1-14
2. Hayes, platform 5
3. Slough, platform 1
4. Twyford, platform 5
5. Reading station, platforms 1-3 and 4-6 (note the exception below)
6. Swindon, platform 2
7. Bristol Temple Meads, platforms 1 and 13
8. Greenford, platform 2
9. Oxford, platforms 1 and 2
10. Newbury, platform 3
11. Gloucester, platform 3
12. Heathrow Airport Terminal 4, platforms 1, 2 (note the exception below)
13. Heathrow Airport Terminal 5, platforms 3, 4 (note the exception below)
14. Hyde Park Siding, Exeter St. Davids
15. Exeter St. Davids, platform 2
16. Exeter Central, platform 1 (Down Bay)
17. Taunton, platform 6
18. Carmarthen, platforms 1 and 2

19. Shrewsbury, platforms 5 and 6
20. Hereford, platform 4
21. Pwllheli, platform 1
22. Llandudno Jn, platform 2
23. Holyhead, platforms 1, 2 and 3
24. St Erth platform 3
25. Merthyr Tydfil (see note below)
26. Aberdare (see note below)
27. Pembroke Dock
28. Treherbert (sse note below)

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

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

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

If it is necessary (for testing purposes) to operate a signal which when cleared will allow a train to leave a bay or dead-end platform line which is included in the possession (line blockage) arrangements, the PICOP (COSS) must arrange for NOT TO BE MOVED board(s) to be attached to the train(s) affected. The NOT TO BE MOVED board(s) must remain attached to any train(s) affected during the time that the signalling equipment is being tested. The activity is allowed on all platform lines listed above **except** Heathrow Airport Terminals 4 and 5.

Use of a hand trolley (Handbook 10 – *Duties of the COSS and person in charge when using a hand trolley*) must not proceed closer than 2 metres short of the train at the affected platform and is allowed on all platform lines listed above **except** Reading station, platforms 1-3, 4-6.

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

Western Route GI - Dated: 14/06/2025

Rule Book Module TS1 – General signalling regulations

Regulation 13 - Safety of personnel

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

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

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

Newton Abbot - Totnes Down Main 214m 54ch - 220m 77ch Up Main 222m 32ch - 214m 57ch **Totnes - Plymouth** Down Main 223m 6ch - 230m 30ch Down Main 230m 43ch - 235m 18ch Down Main 235m 24ch - 239m 8ch Down Main 239m 13ch - 242m 58ch Down Main 244m 40ch - 245m 30ch Up Main 245m 41ch - 244m 40ch Up Main 243m 63ch - 242m 70ch Up Main 242m 44ch - 239m 34ch Up Main 239m 6ch - 235m 23ch Up Main 235m 18ch - 230m 43ch Up Main 230m 30ch - 223m 16ch **Plymouth - St. Germans** Down Main 247m 45ch - 249m 29ch Up Main 248m 62ch - 247m 45ch Single 250m 27ch - 251m 20ch Down Main 251m 57ch - 256m 30ch Up Main 256m 47ch - 251m 57ch	
GW401 ASHCHURCH (INCL.) TO WESTERLEIGH JN	Ashchurch to Berkeley Road Jn.
GW4501 STOKE GIFFORD JN TO BRISTOL BULK HANDLING TERMINAL **Stoke Gifford Jn - St Andrews Jn** Up / Down Stoke Gifford 112m 08ch - 112m 35ch **Stoke Gifford Jn - St Andrews Jn** Down Branch 117m 25ch - 117m 70ch Down Branch 117m 76ch - 118m 25ch Up / Down Arrival 14m 30ch - 14m 71ch Up / Down Departure 14m 75ch - 14m 58ch Up Branch 118m 40ch - 117m 76ch Up Branch 117m 70ch - 117m 25ch Up Branch 117m 16ch - 116mp	St Andrews Jn to Bristol Bulk Handling Terminal
GW480 SWINDON TO STANDISH JN **Sapperton Short Tunnel - Kemble** Up Kemble 93mp – 91m 57ch	Standish Jn to Sapperton Short Tunnel and Kemble to Swindon

GW500 READING TO COGLOAD JN VIA WESTBURY AND FROME A/LS (*BERKS & HANTS LINE*) **Lavington - Somerton via Westbury and Frome avoiding lines** Down Westbury 89m 60ch - 94m 29ch Down Westbury Avoiding 94m 48.5ch - 96m 62ch Down Westbury 111m 19ch - 114m 32ch Down Frome Avoiding 114m 43ch - 116m 28ch Down Westbury 116m 51ch - 119m 32ch Down Westbury 120m 50ch - 129m 02ch Down Westbury ** 129m 26ch - 129m 50ch Down Athelney 115m 42ch - 126m 04ch **Athelney - Heywood Road Jn via Frome and Westbury avoiding lines** Up Athelney 127m 43ch - 126m 17ch Up Westbury ** 129m 49ch - 129m 26ch Up Westbury 129m 10ch - 122m 06ch Up Westbury 120m 41ch - 116m 74ch Up Frome Avoiding 116m 31ch - 114m 50ch Up Westbury 114m 38ch - 111m 32ch Up Westbury Avoiding 96m 76.5ch - 94m 59ch **Westbury Station Area **** **Platform 1 109m 59ch to 109m 72ch** **Platform 2 109m 60½ch to 109m 72ch** **Platform 3 109m 61ch to 109m 71ch** **Athelney - Cogload Jn** Down Athelney CCL 135mp - 138m 12c Up Athelney CCL137m 74ch - 136m 49c	Reading to Lavington ** - Additional Protection using T-CODs in this area is permitted only for track patrolling between the starting signals at each end of the station. ** - Additional Protection using T-CODs in this area is permitted only for track patrolling between the starting signals at each end of the station.
GW5001 BEECHGROVE GF (INCL.) TO WESTBURY SOUTH JN **Salisbury - Westbury** Up Salisbury 119m 25ch - 115m 43ch Up Salisbury 114m 40ch - 114m 30ch Down Salisbury 110m 57ch - 114m 40ch Down Salisbury 115m 60ch - 117m 40ch	
GW510 WESTBURY NORTH JN TO BATHAMPTON JN **Bradford Jn - Westbury** Down Trowbridge 109m 10ch - 105m 54ch Down Trowbridge 104m 42ch - 8m 17ch (change of mileage) Up Trowbridge 104m 43ch - 109m 09ch	Bradford Jn to Freshford
GW523 THINGLEY JN TO BRADFORD JN Single 103m 62ch - 104m 28ch	
GW540 FILTON JN TO PATCHWAY JN	
GW570 CLINK ROAD JN TO BLATCHBRIDGE JN VIA FROME Frome Station – Blatchbridge Jn Single Line 115m 57.5ch – 116m 37ch	
GW572 FROME NORTH JN TO WHATLEY QUARRY Single Line 0m 20ch - 3m 58ch	

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

GW900 PILNINGTO FISHGUARD HARBOUR	Pilning to Leckwith Loop and 200m 23ch to Fishguard Harbour
Leckwith Loop to Margam East Junction Down Main 182m 04ch – 186m 38ch 183m 34ch - 186m 38ch Down Main 186m 56ch – 187m 56ch Down Main 191m 24ch – 194m 08ch Down Main 194m 76ch – 198m 58ch Down Main 198m 68ch – 200m 23ch	
Port Talbot East (Taibach) to Leckwith Up Main 202m 03ch – 200m 39ch Up Main 200m 23ch – 198m 69ch Up Main 198m 57ch – 194m 77ch Up Main 194m 29ch – 191m 25ch Up Main 190m 38ch – 189m 11ch Up Main 186m 55ch – 183m 35ch	
Whitland Junction, through Whitland to St Clears Crossing Down Main W101 (253m 18.5ch) – (253m 40ch) Down Main (254m 28ch) – W2 (258m 40ch) Down Main W2 (258m 40ch) – Whitland Signal Box (258m 68ch) Down Main W3 (258m 78ch) – Down Main Up W34 (259m 08ch) Up Main W30 (258m 40ch) – (254m 28ch) Up Main (254m 0ch) – W100 (253m 25ch)	To avoid striking Ffynnongain MSL crossing circuits. To avoid striking Ffynnongain MSL crossing circuits. To avoid striking Ffynnongain MSL crossing circuits. To avoid striking Ffynnongain MSL crossing circuits
GW960 Clarbeston Road to Milford Haven (including GW970 Gulf Oil Branch and GW980 Herbrandston Jn to Robeston)	
Haverfordwest to Milford Haven Up Main CR14 (275m 74ch) - Down Main Up CR13 (275m 59ch) Down Main CR19 (276m 34ch) - Down Main Up CR20 (276m 57ch) Up Main CR15 (276m 11ch) - Down Main Up CR20 (276m 57ch) Down Main Up CR25 (281m 75ch) – CR28 (282m 25ch) Down Main Up CR29 (283m 08ch) – CR32 (283m 23ch)	Note (CR26 on GW970 also locked) Note (CR30 on GW980 also locked)

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	BB
	Pontrilas	Up Main	5m 49ch	PS35/PS39	AB
		Up Main	11m 35ch	PS41	CD
	Severn Bridge Jn	Down Main	0m 40ch	SBJ24	24(N)L
		Up Main	0m 28ch	SBJ72	NP
GW731 Abbey Foregate to Ruabon	Abbey Foregate	Up Main	170m 65ch	AF9	T13
		Down Main	170m 70ch	AF91	T1
	Crewe Junction	Up Main	180m 40ch	CJ200	200D7PR
GW900 Pilning to Fishguard Harbour	Pembrey	Down Main	228m 54ch	PY4 (placed ay PY7)	AF
	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
	Clarbeston Road	Down Main	270m	CR3	HR
		Up Main	270m 29ch	CR4	DR
		Down Main	270m 75ch	CR5	UGR
		Up & Down Main	271m 22ch	CR10	10HR
GW910 Craven Arms Jnc to Llandeilo Jn	Port Talbot Control Centre Llanelli Workstation	Down Goods /LLA	0m 18ch	PT378	LJ
		Down Jersey	1m 40ch	PT397	FA
GW930 Carmarthen Jn to Carmarthen Station GF	Carmarthen	Carmarthen Triangle Platform 1	245m 49ch	CJ12	EF
		Carmarthen Triangle Platform 2	245m 46.4ch	CJ15	CD
		Single CAN	245m 32ch	CJ10	CH
GW940 Up sidings No 2 to Carmarthen Bridge Jn	Carmarthen	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

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

Rule Book Module TS11 – Failure of, or work on, signalling equipment – signaller's regulations

Regulation 5.1 – Failure of signalling equipment – Immediate actions

Section 5.1 is modified in that Signallers must report all faults direct to the relevant Fault Control. If any faults are likely to disrupt the passage of trains, Signallers must also tell Operations Control what has happened.

Western Route GI - Dated: 06/09/14

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

Regulation 15 – When a train or vehicle fails to operate track circuits – track circuit 'high risk' sites during leaf season

The following locations have been identified as 'high risk leaf fall sites' with regard to the potential for track circuits failing to operate during the passage of a train. Operations Control may require the controlling Signaller to apply special instructions to protect trains/ vehicles when a high risk of failure is anticipated in these areas.

Location	Mileage	Line
GW900 Pilning to Fishguard Harbour		
Carmarthen Bridge Jn to Whitland	246m 13ch to 258m 39ch	Down
Whitland to Sarnau LC	258m 30ch to 249m 60ch	Up

Western Route GI - Dated: 05/03/16

Rule Book Module TW1 - Preparation and movement of trains

Section 5, Clause 5.1 - Broken, distorted or damaged rails and broken fishplates

The following arrangements apply for the passage of trains over broken rails in the Western Route tunnels listed in the table below.

A yellow handlamp will usually be placed in the four-foot at a distance of 5 metres (or 5 yards) on the approach side of the rail defect to help the Driver locate the defect's position.

Unless it can be established for certain that a yellow lamp has been provided, the Driver will be instructed not to exceed 5 mph throughout the length of the tunnel.

Trains on the adjacent lines will be stopped whenever a movement is authorised on the affected line and on other occasions when the person inspecting the defect requests it.

Mileage	At or between	Tunnel name
GW105. Uffington to Fordgate via Box		
99m 12ch to 100m 78ch	Thingley Jn and Bathampton Jn	Box
101m 39ch to 101m 48ch	Box Tunnel and Bathampton Jn	Middle Hill
106m 24ch to 106m 28ch	Bathampton Jn and Bath Spa	Sydney Gardens East
106m 29ch to 106m 33ch		Sydney Gardens West
108m 70ch to 108m 72ch	Oldfield Park and Keynesham	Twerton Short
109m 03ch to 109m 15ch		Twerton Long
111m 57ch to 111m 65ch		Saltford
115m 58ch to 116m 25ch	Keynesham and Bristol East Depot	St. Annes Park No. 3
116m 41ch to 116m 48ch		St. Annes Park No. 2
123m 61ch to 123m 66ch	Parson Street Jn and Nailsea & Backwell	Flax Bourton
GW108. Fordgate to Penzance		
173m 13ch to 173m 63ch	Norton Fitzwarren Jn and Tiverton Parkway	Whiteball
206m 34ch to 206m 43ch	Dawlish and Teignmouth	Kennaway
206m 53ch to 206m 63ch		Coryton
206m 66ch to 206m 69ch		Phillot
206m 72ch to 206m 75ch		Clerks
207m 19ch to 207m 42ch		Parsons
217m 63ch to 217m 76ch	Newton Abbot West Jn to Totnes	Dainton
227m 62ch to 228m 22ch	Totnes to Ivybridge	Marley
231m 58ch to 231m 61ch	Totnes to Ivybridge	Wrangaton
245m 32ch to 245m 46ch	Ivybridge and Plymouth	Mutley
248m 37ch to 248m 42ch	Devonport and Dockyard	Devonport
254m 07ch to 254m 27ch	Saltash and St Germans	Wivelscombe
267m 54ch to 267m 59ch	Liskeard and Bodmin Parkway	Sperritt
275m 16ch to 275m 20ch	Bodmin Parkway and Lostwithiel	Brown Queen
279m 19ch to 279m 44ch	Lostwithiel and Par	Treverrin
297m 50ch to 297m 76ch	St Austell and Truro	Polperro
299m 10ch to 299m 25ch		Buckshead
301m 10ch to 301m 13ch	Truro and Redruth	Higher Town
309m 62ch to 309m 64ch		Redruth
GW174. West Ealing to Greenford West Jn		
7m 15ch to 7m 36ch	Drayton Green to Castle Bar Park	Drayton Green

GW310. Wolvercot Jn to Pershore (Excl.)		
97m 47ch to 98m 07ch	Campden LC and Honeybourne GF	Campden
GW401. Ashchurch (incl) to Westerleigh Jn		
115m 28ch to 116m 12ch	Charfield to Yate	Wickwar
GW430. Yate Middle Jn to Tytherington		
5m 46ch to 5m 56ch	Latteridge LC and Tytherington	Tytherington
GW4501. Stoke Gifford Jn to Bristol Bulk Handling Terminal		
113m 79ch to 114m 12ch	Filton West Jn to Hallen Moor East	Charlton
GW454. Severn Beach to Narroways Hill Jn		
5m 06ch to 4m 07ch	Sea Mills and Clifton Down	Clifton Down
2m 61ch to 2m 47ch	Montpelier and Narroways Hill Jn	Montpelier
GW480. Swindon to Standish Jn		
90m 41ch to 90m 60ch	Minety LC and Kemble	Kemble
94m 50ch to 94m 66ch	Kemble and St. Mary's LC	Sapperton Short
94m 70ch to 95m 74ch		Sapperton Long
GW500. Reading to Cogload Jn via Westbury & Frome ALs		
126m 59ch to 127m 27ch	Castle Cary to Cogload Jn	Somerton
GW510. Westbury North Jn to Bathampton Jn		
7m 25ch to 7m 18ch	Bradford Jn and Bradford-on-Avon	Bradford
GW548. Parson Street Jn to Portbury		
122m 23ch to 122m 25ch	Ashton Jn LC and Network Rail Boundary	Clifton Bridge No.1
122m 53ch to 122m 63ch		Clifton Bridge No.2
123m 77ch to 124m 01ch		Sandstone
125m 33ch to 125m 63ch		Pill
GW572. Frome North Jn to Whatley Quarry		
2m 51ch to 2m 64ch	Frome North Jn and Whatley Quarry	Bedlam
2m 76ch to 3m 11ch		Great Elm
3m 56ch to 3m 58ch		Murcercombe
GW600. Wootton Bassett Jn to Pilning		
97m 34ch to 97m 57ch	Hullavington and Chipping Sodbury	Alderton
101m 06ch to 103m 48ch		Chipping Sodbury
6m 56ch to 7m 56ch	Patchway and Pilning	Patchway New (Up)
6m 68ch to 7m 45ch		Patchway Old (Down)
7m53ch to 7m 56ch		Patchway Short (Down)
GW610. Crannaford LC (incl) to Exeter St Davids		
170m 44ch to 170m 56ch	Exmouth Jn and Exeter Central	Blackboy
171m 53ch to 171m 61ch	Exeter Central and Exeter St Davids	St Davids
GW620. Newton Abbot West junction to Goodrington Carriage Sidings (Paignton)		
215m 25ch – 215m 38ch	Newton Abbot West Jn to Torre	Aller
GW660. Par to Newquay		
285m 45ch to 285m 47ch	St Blazey Bridge LC and Luxulyan	Luxulyan
GW680. Penwithers Jn to Falmouth		
302m 68ch to 303m 10ch	Penwithers Jn and Perranwell	Sparnick
308m 23ch to 306m 40ch	Perranwell and Penryn	Perran

GW700. Gloucester Barnwood Jn to Severn Tunnel Jn		
125m 08ch to 125m 19ch	Westbury LC and Awre LC	Newnham
140m 59ch to 140m 75ch	Lydney and Chepstow	Chepstow
GW730. Severn Bridge Jn to Newport Maindee West Jn		
27m 47ch to 27m 53ch	Ludlow and Woofferton SB	Ludlow
42m 68ch to 43m 36ch	Leominster SB and Moreton-on -Lugg	Dinmore
3m 15ch to 3m 18ch	Hereford and Tram Inn SB	Red Hill
11m 27ch to 11m 29ch	Pontrilas SB and Abergavenny	Pontrilas
GW731. Abbey Foregate to Ruabon		
192m 35ch to 192m 37ch	Gobowen and Chirk	Chirk
194m 07ch to 194m 09ch	Chirk and Ruabon	Whitehurst
GW734. Dovey Jn to Pwhelli		
81m 11ch to 81m 20ch	Dovey Junction to Penhelig	Aberdovey Tunnel No.1
82m 07ch to 82m 17ch		Aberdovey Tunnel No.2
83m 74ch to 84m 03ch		Aberdovey Tunnel No.3
84m 14ch to 84m 38ch	Penhelig and Aberdovey	Aberdovey Tunnel No.4
100m 08ch to 100m 11ch	Morfa and Barmouth	Barmouth
GW770. Ebbw Vale Town to Gaer Jn		
159m 62ch to 159m 47ch	Park Jn and Gaer Jn	Gaer
GW810 Rhymney to Queen Street North Jn		
7m 14ch to 6m 06ch	Caerphilly and Lisvane and Thornhill	Caerphilly
GW830. Merthyr Tydfil to Barry Island via Cardiff Queens Street		
2m 75ch to 3m 05ch	Cogan and Eastbrook	Cogan
GW870. Barry to Bridgend, Barry Jn (Vale of Glamorgan line)		
0m 52ch to 0m 77ch	Barry Junction and Rhoose	Porthkerry No.1
1m 73ch to 1m 76ch		Porthkerry No.2
GW890. Court Sart Jn / Up Flying Loop to Morlais Jn		
1m 08ch to 1m 50ch	Jersey Marine North Jn and Grovesend Colliery Loop Jn	Lonlas
4m 04ch to 5m 13ch		Llangyfelach
6m 45ch to 6m 58ch		Penllergaer
GW900 Pilning to Fishguard Harbour		
10m 51ch to 10m 55ch	Pilning and Severn Junction	Ableton Lane
11m 01ch to 15m 29ch		Severn Tunnel
158m 71ch to 159m 25ch	Newport and Cardiff	Newport
216m 28ch to 216m 64ch	Llansamlet and Gowerton	Cockett
257m 01ch to 257m 10ch	Ferryside and Whitland	Whitland
274m 40ch to 274m 51ch	Clarbeston Road and Fishguard Harbour	Spittal
GW910 Craven Arms Jn to Llandeillo Jn (Central Wales line)		
17m 79ch to 18m 28ch	Knucklas and Llangynllo	Llangynllo
27m 70ch to 28m 09ch	Dolau and Pen-y-bont	Pen-y-bont
38m 15ch to 38m 18ch	Builth Road and Cilmeri	Rhosferig
39m 15ch to 39m 20ch		Cilmeri
43m 79ch to 44m 01ch	Garth and Llangammarch	Llangammarch
50m 79ch to 51m 45ch	Sugar Loaf and Cynghordy	Sugar Loaf
5m 17ch to 5m 13ch	Pontarddulais and Hendy Jn	Pontarddulais

GW915. Gwaun-cae-Gurwen to Pantyffynnon		
11m 57ch to 11m 55ch	Gwaun-cae-Gurwen and Pantyffynnon	Pontamman
GW950. Whitland to Pembroke Dock		
264m 16ch to 264m 29ch	Narberth and Kilgetty	Narberth
285m 06ch to 285m 26ch	Pembroke and Pembroke Dock	Pembroke
NW3001. Crewe North Jn to Holyhead		
217m 32ch to 217m 54ch	Abergele & Pensarn to Colwyn Bay	Penmaenrhos
226m 42ch to 226m 75ch	Conwy to Penmaenmawr	Penmaenbach
228m 30ch to 228m 37ch		Moel Llys
228m 77ch to 230m 09ch	Penmaenmawr to Llanfairfechan	Pen-y-Clip
237m 26ch to 237m 49ch	Llanfairfechan to Bangor	Llandegai
238m 19ch to 238m 60ch		Bangor
250m 59ch to 250m 79ch	Bangor to Llanfairpwl	Belmont
NW3015. Llandudno Junction to Blaenau Ffestiniog		
11m 50ch to 11m 54ch	North Llanwrst to Llanwrst	Llanwrst
16m 14ch to 16m 19ch	Betws-y-Coed to Ponty-y-Pant	Beaverpool
19m 10ch to 19m 17ch		Pont-y-Pant Lower
19m 56ch to 19m 59ch	Pont-y-Pant to Dolwyddelan	Pont-y-Pant Upper
24m 33ch to 26m 48ch	Roman Bridge to Blaenau Ffestiniog	Ffestiniog

Western Route GI - Dated: 17/06/2023

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

Section 7, Clause 7.2 – Dead locomotives - as a formation of light locomotives

Not more than **two** locomotives (or **three** Class 253/4 power cars) coupled together, whether running light or as part of a train, are permitted on any Western Route running line except where specially authorised by Network Rail's Regional Engineer or where listed below:-

A maximum of **five** locomotives is permitted only on the following routes:

GW103	Paddington to Uffington
GW105	Uffington to Fordgate via Box
GW107	Worle Junction to Uphill Junction via Weston-super-Mare
GW108	Fordgate to St. Budeaux (Ferry Road)
GW108	Saltash to Penzance See the special conditions below concerning the Royal Albert Bridge
GW110	Old Oak Common West to South Ruislip
GW117	Greenford East Junction to Greenford South Junction
GW130	Acton Wells Junction (route Boundary) to Acton Main Line
GW174	West Ealing to Greenford West Junction
GW175	Hanwell to Drayton Green Junction
GW200	Didcot Parkway Station to Heyford
GW220	Reading, Oxford Road Junction to Reading West Junction
GW240	Didcot East Jn to Didcot North Jn via Avoiding Line
GW250	Foxhall Jn to Didcot West Curve Jn
GW401	Ashchurch (Incl.) to Westerleigh Junction
GW450	Stoke Gifford Junction to Bristol East Junction
GW4501	Stoke Gifford Junction to Bristol Bulk Handling Terminal
GW480	Swindon to Standish Junction
GW490	Gloucester Yard Junction to Horton Road Junction
GW500	Reading to Cogload Junction via Westbury and Frome avoiding lines
GW510	Westbury North Junction to Bathampton Junction
GW523	Thingley Junction to Bradford Junction
GW530	Bristol, North Somerset Junction to Dr Day's Junction
GW540	Filton Junction to Patchway Junction
GW560	Heywood Road Junction to Fairwood Junction via Westbury
GW580	East Somerset Junction to Merehead Quarry Junction Merehead Quarry Junction to Merehead Quarry
GW600	Wootton Bassett Junction to Pilning
GW610	Exmouth Junction to Exeter St David's
GW611	Exmouth Junction to Exmouth
GW620	Newton Abbot West Junction to Paignton
GW660	Par to St. Blazey Depot
GW700	Gloucester, Barnwood Junction to Severn Tunnel Junction
GW730	Severn Bridge Jn to Newport, Maindee West Jn
GW731	Severn Bridge Jn to Crewe Jn
GW735	Shrewsbury, Crewe Jn to Nantwich
GW740	Maindee North Junction to Maindee East Junction

GW830	Cardiff Central to Barry
GW870	Barry to Bridgend, Barry Junction
GW877	Margam to Port Talbot Docks
GW890	Swansea District Line
GW897	Grovesend Colliery Loop Junction to Hendy Junction
GW900	Pilning to Carmarthen Junction
GW9001	Landore Junction to Swansea
GW906	Swansea Loop East Junction to Swansea Loop West Junction
GW910	Pantyffynnon to Llandeilo Junction
GW930	Carmarthen Junction to Carmarthen Station

NOTE :

Not more than **one** locomotive additional to the number shown above may be coupled to clear a failed train or locomotive(s) to the first practicable point where the failed locomotive(s) can be detached.

Special conditions for the line over the Royal Albert Bridge (between St. Budeaux and Saltash)

1. When running light or being hauled 'dead', not more than **five** locomotives coupled together are permitted.
2. When hauling a train, not more than **two** locomotives (or **three** Class 253/4 power cars) coupled together are permitted, except when the formation can consist of:
    a. **Three** locomotives RA5 (or less).
    b. **Two** locomotives RA5 (or less), plus **one** locomotive RA6.

    The weight of the train must not exceed 37.8 tons per SLU (21 Feet)
3. A formation consisting of Locomotives as 2 above but with locomotives at **both ends of a train** is permitted provided the weight of the train between them does not exceed 37.8 tones per SLU (21 feet)
4. Extra locomotives to the numbers above **must not** be used to clear a failed train.

Western Route GI - Dated: 19/10/2024

Rule Book Module TW1 - Preparation and movement of trains

Section 8 – Doors on passenger, postal and parcel trains

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

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

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

HSTs on which any Power Car sliding doors are secured out of use must NOT convey passengers through Ledbury Tunnel.

Western Route GI - Dated: 07/12/13

Rule Book Module TW1 - Preparation and movement of trains

Section 12 - Examining the line, using steam-hauled trains

Passenger trains hauled by steam locomotives are prohibited from examining the line through any tunnel on Western or Wales Routes.

Western Route GI - Dated: 05/03/16

Rule Book Module TW1 – Preparation and movement of trains

Section 33, Single lines worked with a token or with or without a train staff
Persons other than Signaller authorised to give/take Train Staff or Token to/from the Driver

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

Western Route GI - Dated: 13/01/2024

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

Section 8 - Incidents involving exterior doors

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

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

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

Western Route GI - Dated: 27/03/2021

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

Section 4 - Automatic warning system (AWS)

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

Western Route GI - Dated: 07/12/13

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

Section 11 - Emergency bypass switch (EBS)

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

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

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

Western Route GI - Dated: 11/03/2024

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

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

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

Western Route GI - Dated: 05/03/15

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

Section 26, Clause 26.4 - Moving vehicles with wheelskates

Vehicles being moved on wheelskates must not pass over any section of line in Western or Wales Routes containing axle counters unless the Signalling Technician is in attendance in order to re-set the axle counter equipment after passage of the movement.

For locations concerned, see separate entry about axle counters.

Western Route GI - Dated: 05/03/16

Rule Book Module TW8 - Level crossings - drivers' instructions

Where level crossings are described in Table A pages as AOCL+B, Automatic Open Crossing (half barriers) monitored by train crew, the rules applicable to ABCL level crossings as shown in Rule Book, Module TW8, Section 4 apply.

Western Route GI - Dated: 12/07/14

Rule Book Handbook 8 - IWA, COSS or PC blocking a line

Clause 2 - Blocking the line

The following locations are permitted to have trains stabled in the platform during a blockage :

Exeter St. David's	Plymouth	Penzance
Hereford Bay	Shrewsbury Bays	Machynlleth
Aberystwyth	Pwllheli	Cardiff Central
Swansea	Carmarthen	

The COSS must supply and ensure that the following protection is placed on the train before authorising the work to start :

- During daylight - a NOT TO BE MOVED board or a red flag.
- During darkness, fog, or falling snow - a red light (steady or flashing).

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

• at the end from which the train is to be driven, or

• at both ends of the train if it can be driven from either end.

Signallers must record the details on their line blockage form.

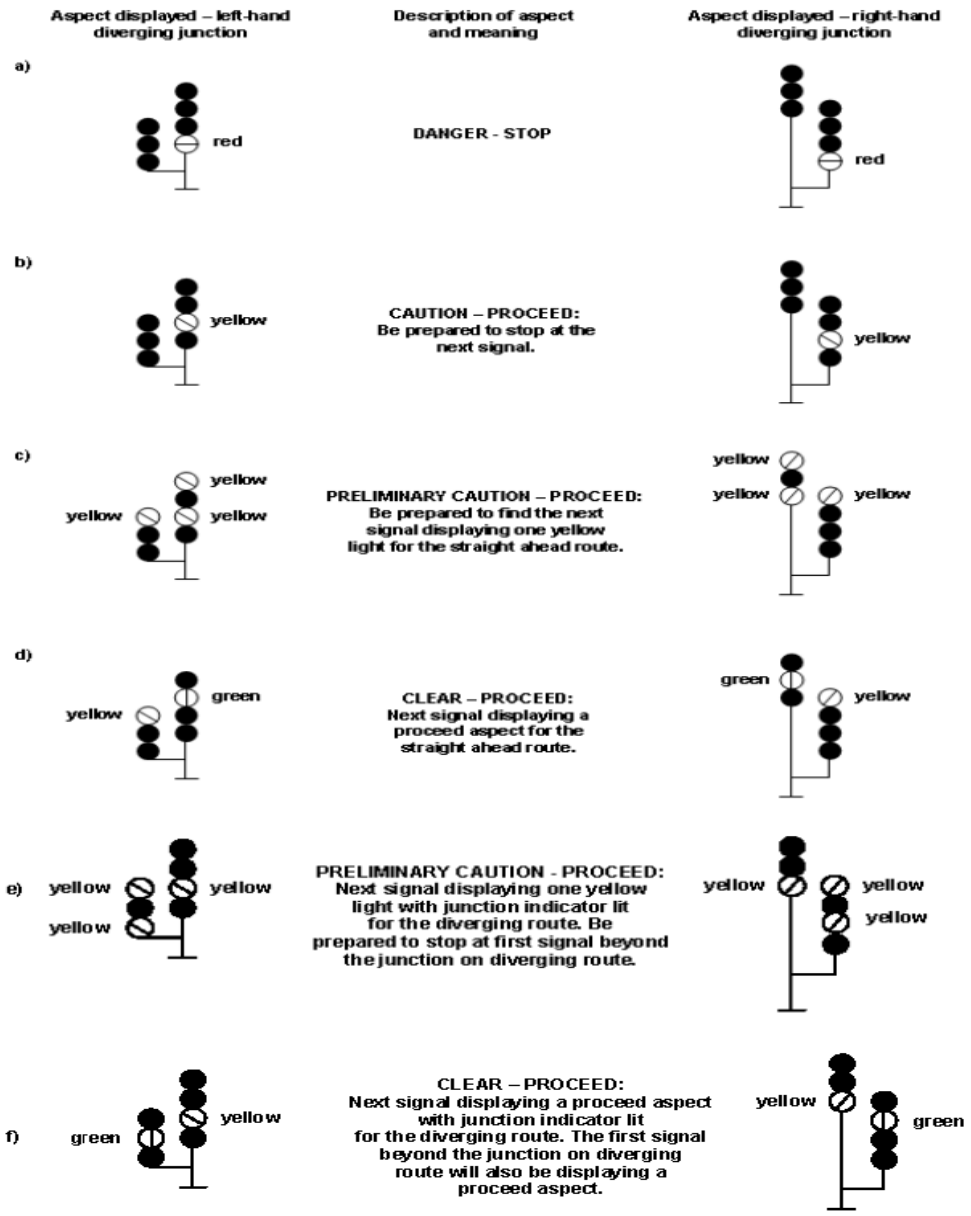
Western Route GI - Dated: 08/08/2020

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

Splitting distant signal

Where a splitting distant (sometimes called a 'directing distant') signal is provided in rear of a junction signal on Western Route, the meaning of each aspect is as follows:



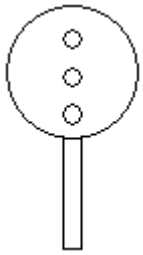
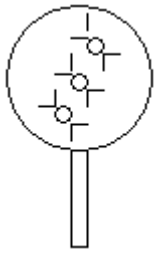
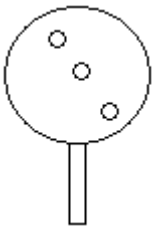
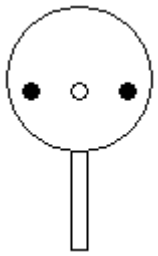
NOTES:

1. AWS clear (bell) indications will be given when either signal head shows a green, i.e. as shown in examples d) and f). The AWS and example b) may be different from the arrangements on other Routes.

2. Under certain bulb failure conditions it is possible for a single yellow to be shown in each head – i.e. displayed as 2 yellows horizontally. This must be treated as a **caution,** i.e. be prepared to stop at next signal.
3. When both the directing distant and the junction signal are cleared, the normal **4** aspect sequence is shown for the route set, a single yellow aspect is shown for the route that is **not** set.
4. There are signals where the splitting distant feature is not associated with a danger aspect, i.e. the signal only shows distant signal aspects and the red (example a) is omitted.

Loading/ unloading indicators

Where these signals are provided at terminals and yards on Western Route, each indication means as follows:

	Move slowly in the **normal** direction for loading or unloading (three steady vertical white lights)
	Move slowly in the **opposite** direction as for loading or unloading (three flashing white lights at 45 degrees)
	Prepare to **stop** (three steady white lights at 45 degrees)
	**Stop immediately**, regardless of distance from the indicator (three horizontal lights; two outer reds, one middle white)

The indicators are unlit when not in use. At some locations, certain of the above aspects are not used. See also local instructions in this Appendix.

Semaphore shunting signals that display a white light

Certain semaphore shunting signals on Western and Wales Routes show a white light when the signal is in the 'Normal' position, which means **stop**. However, provided the Signaller has given authority, the Driver may pass a signal in the 'Normal' position if it cannot be cleared to the 'Proceed' position for the route the movement is to take.

Points Indicators

At certain remote crossing loops on Western and Wales Route lines controlled by the NSTR system, points indicators show two white lights at an angle of 45˚ (i.e. similar to a position light signal when cleared) to indicate when the points are correctly set. Section 5.6 of Handbook RS/521 is modified accordingly. See also NSTR Regulations published separately.

Western Route GI - Dated: 27/03/2021

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ANIMALS ON THE LINE

NOTICE TO TRAINCREW, SIGNALLERS AND CONTROLLERS

Where the rules and regulations (General Signalling Regulation 18.2 and Rule Book Module TW1 section 44) require that trains be cautioned because of animals on the line, this procedure need not be applied providing that the animals are:

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

However, drivers are still required to make an initial report of the animals being 'on the line' and maintenance response teams are mobilised to establish where the animals gained access to the line and where necessary effect repairs.
Once a report is received from a driver, then a general call will be put out via GSM-R to all trains in the area, advising them of the approximate vicinity of the incursion and that they are not required to stop to report the incident.
Drivers are advised that if they believe the safety of trains is at risk then they are instructed to carry out the relevant provisions of the Rule Book.

SWANS ON THE LINE

A train need only be cautioned for a swan on the line if the swan is reported to be within the "four foot" of the line concerned

Western Territory GI - Dated: 13/01/2024

ASSISTING TRAINS ON STEEP GRADIENTS - LOW RAIL ADHESION

During times of low rail adhesion, trains which have stopped on rising gradients steeper than 1 in 60 due to failure between the following points should normally be assisted in the rear:-

Newton Abbot to Laira Junction

Laira Junction to Newton Abbot

Bodmin Parkway to Liskeard

If this is not practicable, however, the failure can be assisted from the front provided that the assisting loco/ unit;

- is fitted with sanding equipment which is working, and
- does not exceed 4 mph on the steep falling gradient approaching the disabled train.

Western Route GI - Dated: 21/10/17

BRIMONT ROAD/RAIL TUG UNIT AND TUNNEL MAINTENANCE UNIT

The following instructions supplement those in the Rule Book, Handbook 15.

1. No train, other than the road/rail Tug Unit and its associated vehicles, may be permitted within any work site when occupied by these vehicles.
2. The road/rail Tug Unit must only be placed on or removed from the track at authorised locations published in the Engineering Notices. These must be treated as a work site within the possession concerned.
3. No train may be permitted to enter any section of line occupied by this unit or associated vehicles until they are within the protection of a work site.
4. The extended cantilever section of the inspection platform must not be used unless the adjacent line is under possession. When not in use, the cantilever must be secured in the stowed position by means of the padlock provided. The ES is responsible for checking that it is secured. Only the ES may hold the key to the padlock.
5. When the Tug Unit is used to work the Tunnel Maintenance Unit, a fully trained Driver and assistant must be provided. The Driver is responsible for ensuring that the Tug Unit is correctly coupled to the Maintenance Unit and that the securing pin is in position. The Driver must carry out a full brake continuity test, having ensured that all brake pipes are correctly coupled and cocks are in the correct position.
6. Movements to and from the work site must not exceed a speed of 20 mph or such lower speed as may be in force.
7. The Driver and assistant may only leave the Tug Unit from the side opposite to any line open to traffic.
8. The Tunnel Maintenance Unit may only be propelled within a work site. Propelling movements must not exceed walking pace and must be under the control of a competent person. The movement must be controlled by handsignals, or by the use of the emergency brake application levers in emergency.
9. If the Tug Unit fails, it will be necessary for the Driver to disconnect the drive shafts so as to allow it to be hauled clear by a locomotive. The Tug Unit cannot be coupled at the front, and if it fails whilst hauling the Tunnel Inspection Unit, the assisting locomotive may only attach at the rear.

Western Route GI - Dated: 07/06/14

CAB SIGNALLING SIGNAGE

CBTC – Communication Based Train Control

The following signage is provided at Westbourne Park Junction drivers of Class 345 units entering and exiting the Crossrail Central Operating Section



Start of CBTC Cab Signalling Board
This board indicates the start of CBTC Cab Signalling



End of CBTC Cab Signalling Board
This board indicates the end of CBTC cab signalling

Western Route GI - Dated: 27/03/2021

CLASS 220/221 TRAINS WORKING ON REDUCED TRACTION POWER

1. Four-car units with at least **two** engines, and five-car units with at least **three** engines available for traction may operate on Western Route without restriction. Trains consisting of more than one unit must have the equivalent ratio of engines available throughout the train.
2. Assistance **must** be provided for five-car units with only two engines available for traction over the sections of line listed in clause 4 below. Elsewhere on Western Route, such trains may operate unassisted provided the relevant Fleet Controller agrees in each case.
3. Before working over the sections of line listed in clause 4 below, all effort must be made to restore traction power by the last booked stopping point. If this cannot be done but the minimum number of engines shown in clause 1 above remains available, the train may proceed unassisted. Operations Control must be told what is to happen and if at all possible must arrange with the Signaller concerned for an unchecked run to be made over the relevant incline(s).
4. Unless sufficient engines per unit shown in clause 1 are available for traction, Class 220/ 221 trains **must** be assisted when working over the following sections of line:
   - Newton Abbot to Plymouth
   - Plymouth to Newton Abbot *(train may proceed as far as Tavistock Jn if this would facilitate assistance)*
   - Paignton to Newton Abbot
   - Par to St. Austell
5. In all cases the arrangements must be agreed between TOC Control and Operations Control.

Western Route GI - Dated: 21/10/17

CLASS 253/254 (HST) - ISSUE OF REDUCED SPEED CERTIFICATES

When agreed between Operations Control, TOC Control and others concerned that an HST (loaded or empty) is to continue in service with specified on-train equipment defects, the following procedure must apply:

1. Fleet Maintenance personnel (or anyone else) becoming aware of any defect requiring an HST train to run at reduced speed must immediately report the details to TOC Control. ***If the train has to be stopped out of course in order to do this, the Driver must tell the Signaller immediately as for any other incident.***

2. TOC Control must tell Operations Control and must arrange entry of the necessary details into the POIS defect system.

3. Having reached a clear understanding on the details and the restriction that must apply, TOC Control must instruct the Person in Charge at the starting point of the train's next journey to fill in a Reduced Speed Certificate *(see example on next page)* and hand it to the Driver. The certificate must indicate which vehicle(s) are defective, the relevant code letter and the nature of the restriction.

4. If the starting point of the next journey is unstaffed or it has not been possible to contact any staff on duty there, TOC Control must arrange to tell the Driver about the restriction by the quickest possible means (including cab fixed radio if necessary). This need NOT apply when TOC Control is sure that the next journey is to be worked by the same Driver and he is already aware. Whichever is the case, TOC Control must arrange for the certificate to be issued at the next suitable stopping point of that train.

CLASS 253/254 TRAINS (HST): REDUCED SPEED CERTIFICATE

The ..... (hours) train from .....

to ..... on .....

is restricted to a maximum speed of .....

on account of defect code ..... on vehicle(s) .....

[for details of defect codes, see overleaf]

The Driver of the train specified above must observe the above maximum speed in accordance with the Rule Book or the current Working Instructions for Class 253/254 trains.

The Driver must draw this Certificate to the attention of any Driver that relieves him (and also any Conductor Driver) during the journey. The Driver completing the journey must submit this Certificate in accordance with Company instructions.

The Train Manager should be told of this restriction before the journey starts but after the Brake Test has been carried out.

Signed ..... Time .....

Designation ..... Date .....

REDUCED SPEED CERTIFICATE: CLASS 253/254 TRAINS (Rear of form)

CODE	SPEED RESTRICTION	CONDITION
A	100 mph	Collapsed Suspension on trailer vehicle
B	100 mph	Broken outer skin on trailer vehicle
C	100 mph	Loud note on horn defective
D	100 mph	Rear E 70 Brake Control Unit Isolated
E	10 mph below line speed over 100 mph with regard to available braking power	Brakes isolated on one trailer vehicle
F	10 mph below line speed over 100 mph with regard to available braking power	Brakes isolated on one bogie of a power car
G	20 mph below line speed over 100 mph with regard to available braking power	Brakes isolated on two trailer vehicles
H	40 mph with rotation test every 10 miles	Traction Motor Fault - after rotational test and all wheels rotate
J	60 mph	Emergency brake only available on EHST working
K	100 mph (or maximum speed of barrier vehicle if lower)	Rear Power Car detached from formation

Western Route GI - Dated: 04/04/09

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

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

1. Lines over which assistance must always be provided

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

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

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

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

a) the train comprises more than 8 trailer vehicles.

b) rail head conditions in the area concerned are reported as poor, for example during falling snow, severe frost, drizzle or period of leaf fall.

c) other technical problems exist with the train, to which the driver or the train operator's fleet controller will draw attention.

d) signalling equipment failures or temporary / emergency speed restrictions exist in the section preventing an unchecked run being made.

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

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

a) the appropriate train operator's fleet controller must obtain the permission of Network Rail operations control,

b) Network Rail operations control must ascertain that local weather conditions are suitable, and arrange (as far as is practicable) with the controlling signaller for a "clear run" to be provided as indicated below:

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

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

4. If the unassisted HST stops in section

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

- The driver must not attempt to re-start the train against the gradient until assistance is provided *.
  or
- If the train which is low-powered is capable of being driven from the cab which will become leading, arrangements may be made to return the train to a location in rear as instructed by the signaller. The line must be considered blocked and the wrong direction movement must be authorised and conducted in accordance with Rule Book Module TW7.

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

Short Formed HSTs operating OEO

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

Western Route GI - Dated: 18/03/2024

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DIRECT-LINE TELEPHONES

Where telephone circuits are grouped on certain recently renewed telephone concentrators, there is NO engaged tone if a call is started whilst another telephone in the same group is in use.

This situation is normal. If no ringing or engaged tone is heard initially, it probably means that another line in that group is being used. The caller **must hang up and try again in thirty seconds**. Unless you still cannot get through after two or three attempts, do NOT assume that the telephone has failed.

Reminder stickers are provided at the telephones concerned.

Western Route GI - Dated: 05/08/06

DRIVER ONLY OPERATION

Passenger (DOO – P)

The operation of DOO (P) trains is permitted on the following sections of the routes listed below:

GW103	Paddington to Foxhall Junction
GW174	West Ealing to Greenford Bay Junction
GW175	Greenford Bay Junction to Greenford
GW176	Hanwell Junction to Drayton Green Junction
GW180	Heathrow Airport Junction to Heathrow Terminals 4 and 5
GW184	Slough to Windsor & Eton Central
GW185	Maidenhead to Bourne End
GW187	Twyford to Henley-on-Thames
GW200	Didcot to Heyford
GW220	Reading, Oxford Road Junction to Reading West Junction
GW240	Didcot East Junction to Didcot North Junction via Avoiding line
GW250	Foxhall Junction to Didcot West Curve Junction
GW500	Reading to Bedwyn

Non-Passenger (DOO - NP)

The operation of DOO (NP) trains is permitted on all lines controlled by Network Rail Western route.

Empty passenger coaching stock trains must be fitted with power doors or central door locking. DOO (NP) working is permitted with defective passenger doors provided that they have been locked out of use.

Some lines have equipment such as level crossings and ground frames, or particular methods of working which require a second member of Train Operating Company staff to be present. Personnel involved in the planning of DOO (NP) movements must take this into account.

Western Route GI - Dated: 17/02/14

ELECTRIC POINT HEATERS

The point heaters at certain locations function automatically but may, in addition, be switched on manually by authorised persons if conditions require this to be done. Access to the electrical equipment cabinet is by a BR 222 Key. The "Off/Manual/Remote" Switch should be turned to the Manual position and the cabinet re-locked. The Infrastructure Fault Control staff must be advised at the first opportunity when this has been done.

In no circumstances may staff operate or alter any other apparatus in the cabinet.

Western Route GI - Dated: 05/08/06

EUROPEAN RAIL TRAFFIC MANAGEMENT (ERTMS)

The Western and Wales Route has two applications of the European Rail Traffic Management System (ERTMS). The first is on the Cambrian Route from Sutton Bridge Junction near Shrewsbury to Aberystwyth and Pwllheli. This is ERTMS Level 2 **without** lineside signals. The second is on the Great Western Main Line between Ealing Broadway and Stockley Junction, including the Heathrow Airport Branch. This is ERTMS Level 2 **with** lineside signals, often referred to as 'Overlay'.

Although the technological principles of both ERTMS systems are broadly similar. The requirements for normal, abnormal and degraded operations are different and not inter changeable.

The ERTMS instructions are now predominately located in single General Instruction, but divided into the specific applications (Part 1 Cambrian and Part 2 for the Great Western Main Line) for ease of access.

Users **must** ensure that they clearly identify the route for which the instructions apply to.

1 WALES ROUTE – CAMBRIAN LINES

The following instructions apply to the following lines of route where ERTMS Level 2 signalling arrangements apply :

GW733 Sutton Bridge Junction to Aberystwyth

GW734 Dovey Junction to Pwllheli

Where reference is made to the 'signaller' this means the signaller at Machynlleth SC unless otherwise stated. Items are listed in rule book module order first and the general instructions are listed alphabetically

Dated 26/11/2023

1.1 ERTMS RULE BOOK ITEMS:

Rule Book Module M3 – Managing incidents, floods and snow

Section 6 - Independent snow ploughs

Movement of snowploughs to site to commence ploughing must be made in SR mode under a series of written orders as appropriate.

When ploughing the movement must be made in SH mode, unless otherwise authorised.

Wales Route GI - Dated: 26/11/2023

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

Section 1, Clause 1.1 - Circumstances

Working by pilotman is not required if all axle counters related to the signalled route are clear. The signaller will explain the circumstances to the driver and issue written order 01 to enable the train to proceed.

Section 1, Clause 1.2 - Exceptions

If a train has already entered the single line under normal conditions and a failure then occurs, a pilot is not required for the movement of that train. The signaller will issue the driver with written order 01 to permit the train to pass through the affected section.

Section 3, Clause 3.7 - Arriving at the other end of the single line

If an MA is obtained during the journey through the single line the driver may travel at the supervised speed, except where instructed otherwise. Unless travelling on the following train the pilotman must accompany the driver throughout the entire single line.

Wales Route GI - Dated: 07/01/2023

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

Section 1, Clause 1.1 – When to contact the signaller

Trains may be detained waiting an MA at the following location where the EOA in each direction is not provided with a block marker :

Between Borth and Aberystwyth at 89m 5ch - single line in both directions.

Wales Route GI - Dated: 07/06/15

Rule Book Module S5 - Passing a signal at danger or an end of authority (EOA) without a movement authority (MA)

Section 3, Clause 4 – During the movement

After reaching a clear understanding with the signaller, the driver must ensure that the override symbol is displayed on the DMI before giving one blast on the horn.

Wales Route GI - Dated: 07/06/14

Rule Book Module SP - Speeds

Section 2 - Permissible speeds

Speed signs

The normal ceiling speed for trains in degraded operation (that is, without an MA issued by the ERTMS system) is 40 km/h in SR mode. However, the driver of a class 158 train in SR mode is permitted to raise the ceiling speed to 80km/h.

Certain lineside speed signs are provided to assist drivers in degraded operation. These signs are not applicable to normal working. The signs show the permissible speed at locations where this is lower than the ceiling speed. At the start of each restriction, a sign indicates the permissible speed and at the end of each restriction or series of restrictions a sign showing resumption of the ceiling speed is provided.

Km/h speed signs are a roundel with white numbers on a black background with a red border around the circumference. Some signs show differential speeds. The bottom figure (higher speed) applies to class 158 trains only. The upper figure (slower speed) applies to all other trains.

During degraded working, signallers are not required to remind drivers of speeds below the ceiling speed EXCEPT for temporary and emergency speed restrictions, details of which will be included in the appropriate written order.

Any persons who need to walk on or near the line between Sutton Bridge Junction and Aberystwyth and between Dovey Junction and Pwllheli must continue to obtain information about line speeds from the sectional appendix and not rely on these lineside signs which only apply during signalling equipment failure conditions.

Section 4 - Emergency speed restriction (ESR)

Emergency speed restriction (ESR) at or near the ERTMS boundary between Sutton Bridge Junction and Machynlleth

Down direction

The signaller will advise drivers of down trains if an ESR

- commences before and continues after the Start of Cab Signalling board, or
- commences beyond the Start of Cab Signalling board.

Drivers will obtain instructions (written order 03) from the signaller via the GSM-R radio before they depart Shrewsbury station. This arrangement must continue until the ESR is either withdrawn or programmed into the system.

Up direction

If an ESR starts before and continues after the End of Cab Signalling board, the signaller will advise drivers details of the ESR at block marker MH1013 or MH1015 using written order 03. Drivers must not exceed the equivalent speed in mph on passing the End of Cab Signalling board until reaching the end of the restriction. The advice must continue until :

- the restriction is withdrawn, or
- the restriction is programmed into the system and lineside equipment is provided for the portion of line beyond the End of Cab Signalling board.

If an ESR applies between the End of Cab Signalling board and Sutton Bridge Junction signal SUB11, the signaller will advise drivers details of the ESR at block marker MH1003. This arrangement must continue until either the restriction is withdrawn or lineside equipment is provided.

Wales Route GI - Dated: 05/12/15

Rule Book Module SS1 - Station duties and train dispatch

Section 3 - Train dispatch

Starting of ERTMS passenger trains

At the following locations the driver must give the Ready to Start buzzer code signal to the guard when a MA is received or when other permission is given by the signaller to proceed. On a locomotive-hauled train the driver must inform the guard when the train has authority to proceed.

- Welshpool
- Newtown
- Machynlleth
- Dovey Junction
- Aberystwyth
- Tywyn
- Barmouth
- Harlech
- Porthmadog
- Pwllheli

Wales Route GI - Dated: 07/06/14

Rule Book Module SS2 – Shunting

Section 5.1 – General

ERTMS Movements in SH mode passing block markers

Movements into a siding: Drivers are authorised to make a movement without a MA at the block markers listed below provided :

- the ground frame release has been obtained
- the ERTMS cab equipment is in SH mode
- the driver has reached a clear understanding with the person in charge of the ground frame of the movement to be made, and
- the person in charge of the ground frame has authorised the movement.

Welshpool	MH1017
Newtown	MH1037
Aberystwyth	MH1152
Tywyn	MH1165
Barmouth	MH1198
Porthmadog	MH1236
Pwllheli	MH1255, MH1256, MH1257

Passing block markers in SH mode when propelling

Drivers are authorised to make a propelling movement past the block marker(s) listed below without an MA, provided :

- the driver has reached a clear understanding with the signaller of the movement to be made and the route is set and
- the ERTMS cab equipment is in SH mode,

Welshpool	MH1017
Newtown	MH1037
Talerddig	MH1077
Machynlleth	MH1099, MH1101 and stop board MH2023
Aberystwyth	MH1152, MH1154
	MH1155*, MH1153
Pwllheli	MH1256, MH1257

* Drivers will have to select override in SH mode to pass this block marker

Propelling movements at Pwllheli: Drivers are authorised to make a movement without an MA past one block marker at a time at the following block markers :

- MH1256,
- MH1257

Wales Route GI - Dated: 09/05/15

Rule Book Module T3 - Possession of a running line for engineering work where lineside signals are not provided

Section 1, Clause 1.1 - Possession details to be published (possessions at the transition of ERTMS between Sutton Bridge Junction and Welshpool)

Rule Book module T3 ERTMS applies to any possession which can be protected by MH1010. Any work which is planned on the approach of MH1010 must be taken as a conventional T3 in accordance with Rule Book module GE/RT8000/T3.

Section 2, Clause 2.3 - Arranging to block the line

The block markers, listed in the table below where the supervised location (SvL) is longer than 200 metres, must not be used to protect the work unless :

the first worksite marker board is placed ahead of the (SvL) for that particular block marker, or

the route is closed at the block marker on the approach side of the block marker being used to protect the T3.

Location	Block marker		Distance from EOA to SvL (metres)
Welshpool	MH1016	(from MH1010 and MH1012)	225
	MH1018	(from MH1014)	240
	MH1021	(from MH1031)	215
Newtown	MH1033	(from MH1037)	234
	MH1035	(from MH1039 and MH1041)	235
	MH1037	(from MH1041)	234 (*)
	MH1040	(from MH1036 and MH1038)	201
Talerddig	MH1071	(from MH1075 and MH1077)	401
	MH1075	(from MH1079 and MH1081)	400 (*)
	MH1076	(from MH1070 and MH1072)	1265 (*)
	MH1077	(from MH1079 and MH1081)	400 (*)
	MH1078	(from MH1072 and MH1074)	1,265 (*)
Machynlleth	MH1091	(from MH1093, MH1095 and MH1097)	245
	MH1095	(from MH1099)	234 (*)
	MH1097	(from MH1103)	234 (*)
	MH1099	(from MH1103)	234 (*)
	MH1100	(from MH1096)	663
	MH1100	(from MH1098)	234
	MH1102	(from MH1090)	234 (*)
	MH1104	(from MH1100 and MH1102)	245
Dovey Junction	MH1127	(from MH1133)	232
	MH1128	(from MH1106 and MH1120)	296
Tywyn	MH1168	(from MH1164 and MH1166)	225
	MH1169	(from MH1191)	385
Barmouth	MH1190	(from MH1168)	885
	MH1191	(from MH1193 and MH1197)	265
Porthmadog	MH1239	(from MH1253)	245

(*) shows SvL for extended overlap only

Protecting with detonators. Only normal protection, as set out in clauses 2.4 and 2.5, of Rule Book Module T3 can be used on a conventional T3 possession which is taken on the ERTMS fitted area at the transition of ERTMS between Sutton Bridge Junction and Welshpool.

Section 4 – Train movements

The instructions in Cambrian Driver's User Procedure section 11 apply to trains that are in the Level 2 area and are required to operate to, from or within a conventional T3 possession at the transition of ERTMS between Sutton Bridge Junction and Welshpool.

Wales Route GI - Dated: 05/12/15

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

Section 7 - Train approaching defective trackside equipment, defective main aspect on TCB or ERTMS lines, an EOA without MA or a missing block marker

If there is a failure that prevents a route being set to the protecting block marker, or the work being carried out prevents the route being set, a train must not be permitted to approach the block marker if the distance between the protecting block marker and the first work-site marker board is less than 400 metres.

If this is not possible then the possession should be taken at an alternative block marker.

Wales Route GI - Dated: 02/12/17

Rule Book Module TW1 - Preparation and movement of trains

Section 26, Clause 26.1 - Authority for propelling

A propelled movement, or movement with an ERTMS unfitted vehicle leading, on an ERTMS fitted line must be made in SH mode.

In addition to the general conditions for propelling permitted by the Rule Book, propelling on running lines is authorised at those locations listed in the Special Working Arrangement tables in this appendix.

Wales Route GI - Dated: 07/06/14

Rule Book Module TW7 – Wrong-direction movements

Section 1, Clause 1.2 - Driver getting authority

If a train overruns a platform the following additional actions must be applied :

- Once the driver has changed ends the signaller gives the driver permission to set back to the station by issuing written order 04.
- On arriving back in the station the driver is issued written order 01 to proceed in the normal direction of travel for the train service.

Wales Route GI - Dated: 07/06/14

Rule Book Handbook 8 – IWA, COSS or PC blocking a line

The block markers, listed below where the supervised location (SvL) is longer than 200 metres, must not be used to protect line blockages unless the route is closed at the block marker on the approach side of the block marker being used for protection.

Location	Block marker		Distance from EOA to SvL (metres)
Welshpool	MH1016	(from MH1010 and MH1012)	225
	MH1018	(from MH1014)	240
	MH1021	(from MH1031)	215
Newtown	MH1033	(from MH1037)	234
	MH1035	(from MH1039 and MH1041)	235
	MH1037	(from MH1041)	234 (*)
	MH1040	(from MH1036 and MH1038)	201
Talerddig	MH1071	(from MH1075 and MH1077)	401
	MH1075	(from MH1079 and MH1081)	400 (*)
	MH1076	(from MH1070 and MH1072)	1265 (*)
	MH1077	(from MH1079 and MH1081)	400 (*)
	MH1078	(from MH1072 and MH1074)	1,265 (*)
Machynlleth	MH1091	(from MH1093, MH1095 and MH1097)	245
	MH1095	(from MH1099)	234 (*)
	MH1097	(from MH1103)	234 (*)
	MH1099	(from MH1103)	234 (*)
	MH1100	(from MH1096)	663
	MH1100	(from MH1098)	234
	MH1102	(from MH1090)	234 (*)
	MH1104	(from MH1100 and MH1102)	245
Dovey Junction	MH1127	(from MH1133)	232
	MH1128	(from MH1106 and MH1120)	296
Tywyn	MH1168	(from MH1164 and MH1166)	225
	MH1169	(from MH1191)	385
Barmouth	MH1190	(from MH1168)	885
	MH1191	(from MH1193 and MH1197)	265
Porthmadog	MH1239	(from MH1253)	245

(*) shows SvL for extended overlap only

Wales Route GI - Dated: 07/06/14

Rule Book Handbook 11 - Duties of the person in charge of the possession (PICOP) on ERTMS lines

4.7 Possession procedure T3-P (PICOP or PICOP's agent going to the signal box)

a.) When this procedure can be used

The use of T3-P is authorised between Machynlleth and Dovey Junction within the following block markers:

- MH1090 (Down direction)
- MH1131 and MH1133 (Up direction)

This excludes any blockage of the Aberystwyth siding.

T3-P must not be used if engineers' trains are to work in the possession.

Wales Route GI - Dated: 05/12/15

1.2 ERTMS GENERAL ITEMS

ERTMS Level 2 Lineside signs

At some locations, block markers indicate the position of an End of Authority (EOA). They consist of a reflective square showing a yellow arrow on a blue background. The arrow points to the line to which the marker applies. Not all Ends of Authority are marked on the lineside.

Shunt entry boards indicate to a driver when the train is clear of infrastructure that would otherwise be locked by the presence of the train. They also mark the entry to a shunt route. They consist of a reflective board showing a white chevron on a violet background.

See handbook RS/521 Section 4

ERTMS geographical position function

This in-cab function is not reliable and must not be used by drivers. If it is necessary for a driver to define the location of a train this must be done by referring to its position in miles and chains and any other relevant local information.

Position-light signals

If the signaller is unable to clear subsidiary signals MH1093 or MH1096 from the Aberystwyth siding the driver must, in addition to complying with Rule Book Module S5, Section 2.2, be issued with written order 01.

The driver must not press 'override' if the train is already in SR mode.

DMI display – operating modes

Non-leading (NL) mode

Class 158 trains are not provided with a facility for the driver to select NL mode. Although the NL facility is fitted to class 97 locomotives it is not to be used**.**

ERTMS train awakening areas

Train awakening areas are provided at all block markers, shunt entry boards and unmarked EOAs except at the following block markers protecting CCTV level crossings :

- MH1052 and MH1051 at Llanidloes Road crossing
- MH1054 and MH1053 at Caersws crossing
- MH1056 and MH1055 at Weig Lane crossing
- MH1251 and MH1252 at Merllyn crossing.

SH selected by driver

Drivers must not select SH mode for movements on running lines except :

- when it is necessary to make a propelling movement in accordance with the rules and regulations
- when an attaching movement of more than 2 metres is required.

In these circumstances, the driver must not select SH until the signaller gives permission for the movement to be made.

The driver must inform the signaller when the shunt movement has been completed and the train is no longer in SH mode.

See separate instructions for movements to and from sidings.

Entering an ERTMS area from a siding (Rule Book, Module S7, Section 1.4)

'Start of cab signalling' boards are provided at some locations when entering a running line from a siding. In this case the driver will not obtain an MA until the train has passed the associated stop board.

Defective on-train equipment

A train on which the ERTMS equipment is isolated or in level 0 must not enter a running line from a siding, yard or depot other than in exceptional circumstances and then only when authorised by the On-Call operations manager.

Stopping at end of authority

If a train has to stop short of a block marker because of an uncorrected odometry error, the driver must obtain the signaller's permission to press override and move forward in SR mode in order to reach the correct stopping location. Written order 01 must be completed.

If the train fails to transition when entering an ERTMS area (Rule Book, Module S7, Section 8.1)
Unexpected failure to transition to ERTMS Level 2

If a train does not transition it will be tripped by ERTMS and, depending on the cause of the failure, may also receive a TPWS intervention. The driver and signaller must try to establish the reason for the failure. If the fault cannot be rectified the train may proceed if directed by operations Control. The signaller will issue written order 02 to authorise the train to proceed (or written order 01 if the train stopped before being tripped). If TPWS has not intervened, the driver must operate the TPWS override.

If TPWS intervention occurs at the Start of Cab Signalling board in any other circumstances it must be treated as a TPWS equipment irregularity and the driver and signaller must complete form RT3185 (Reporting a signal/AWS/TPWS/ATP/TVM failure or irregularity).

Known system failure preventing transition to ERTMS Level 2

If there is a failure which may prevent a down train from transitioning but the train can be signalled normally, the signaller will advise the driver that he transition may not work. The driver must prepare to be tripped at the Start of Cab Signalling board. If this happens, the procedures for an unexpected failure (above) must be applied.

If it known that an MA cannot be issued at the Start of Cab Signalling board because the route cannot be Set from there in the normal way, the Sutton Bridge Junction signaller will authorise the driver to pass signals SUB 54 and 53 at danger and proceed at caution and stop at the Start of Cab signalling board. The driver must contact the Machynlleth SC on arrival at the board and obtain written order 01 and press override to enable the train to proceed. The train will transition to SR on passing over the balise at the board and, if the train is a Class 158, the driver must stop again in order to raise the ceiling speed to 80km/h and then proceed.

If it is not possible to clear Sutton Bridge Junction signals SUB 54 and 53 but a route can be set from the Start of Cab Signalling board in the normal way, the Sutton Bridge Junction signaller will authorise the driver to pass signals SUB 54 and 53 at Danger and proceed at caution as far as the Start of Cab Signalling board where normal working will apply.

Working by pilot must be introduced if required by Rule Book Module P2

If the ERTMS train fails to transition when leaving an ERTMS area (Rule Book, Module S7, Section 8.2)

Unexpected failure to transition to ERTMS Level 0

If a train does not transition it will be tripped by ERTMS at the End of Cab Signalling board. The driver must contact the signaller and report the failure and they must both try to establish the reason for the failure. The driver must select Level 0 manually and the train may proceed and obey all Sutton Bridge Junction signals.

Known system failure preventing transition to ERTMS Level 0

If there is a failure which may prevent an up train from transitioning but the train can be signalled normally, the signaller will advise the driver that the transition may not work. The driver must prepare to be tripped at the End of Cab Signalling board. If this happens, the procedures for an unexpected failure (above) must be applied.

If it is not possible to issue an MA from block marker MH1003, the signaller will issue written order 01 to enable the train to proceed. The driver must carry out the normal transition procedure on passing the End of Cab Signalling board but if the transition is not successful the procedures for an unexpected failure (above) must be applied. The driver must obey all Sutton Bridge Junction signals.

Wales Route GI - Dated: 26/11/2023

PART 2 WESTERN ROUTE – EALING BROADWAY TO STOCKLEY JUNCTION AND THE HEATHROW AIRPORT BRANCH

The following instructions relate to the following lines of route where ERTMS Level 2 signalling arrangements apply:

- **GW103** Ealing Broadway to Stockley Junction
- **GW180** Heathrow Airport Jn to Heathrow Terminals 4 and 5

Where reference is made to the 'Signaller' this means the Signaller at Thames Valley Signalling Centre (TVSC) on the Heathrow, Hayes and Acton Workstations unless otherwise stated.

Wales Route GI - Dated: 26/11/2023

2.1 ERTMS RULE BOOK ITEMS

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

Section 7 Reporting signalling failures and irregularities, 7.1 Signalling equipment.

An MA extends beyond a signal at danger. The requirement in Rule Book module S7, Section 7.1, to report a Movement Authority (MA) which may extend beyond a signal at danger does not apply. Drivers may expect to see an MA extend up to approximately 5 metres beyond the signal at danger to which they apply.

If the driver believes that the MA extending beyond a signal at danger is 'significant' then they should report this to the signaller.

Dated: 26/11/2023

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

Section 8 ERTMS failures and irregularities, 8.1 If the trains fails to transition when entering an ERTMS area

ETCS fitted train failing to transition. Any ETCS train which fails to transition from Level NTC to ERTMS Level 2 on the Great Western Main line should follow the instructions set out in Rule Book Module S7, section 8.1 b.

The driver shall continue normally in Level NTC and report the failure to transition at the first convenient opportunity.

These instructions are modified accordingly if the destination of the train concerned is Heathrow Airport.

If the train has not transitioned before passing Hayes and Harlington, the driver must stop at one of the signals (SN321, SN323 or SN325) protecting Heathrow Tunnel Junction. The driver must make no further movement until authorised.

The driver must inform the signaller they have failed to transition. The driver must carry out a Start of Mission (SoM) to manually transition to ETCS Level 2.

If the SoM is successful and the train transitions to ETCS Level 2 with a movement authority (MA), and the signal is showing a proceed aspect then the driver may proceed normally.

If the SoM is unsuccessful the driver and signaller must come to a clear understanding. The train shall be dealt with by following the instructions in Rule Book module TW5, section 24.5 as if TPWS was affected, except where modified below.

- Where the driver cannot be accompanied, trains may proceed at a speed not exceeding 40 mph (65 km/h).
- If the movement is made towards buffer stops, the train must not proceed at a speed above 5 mph (10 km/h) from the platform ramp.

Dated: 26/11/23

Rule Book Module TS11 – Failure of, or Work on, Signalling Equipment – Signallers' Regulations

Section 21 Resetting and restoring axle counters

Using an ETCS Fitted train for a Conditional Axle Counter Reset. When a train in ETCS is used to remove aspect restriction as part of a Conditional Axle Counter Reset, the signaller shall tell the driver that they are to pass the signal at danger and how far the movement may proceed.

The driver shall press 'override' to proceed in Staff Responsible (SR). If the train does not step up to a Movement Authority (MA) before reaching the next signal, the driver must stop at that signal and contact the signaller. This should be done for every signal where a Movement Authority (MA) is not available.

If the train steps up to On-Sight (OS) during the movement to the location defined by the signaller, the driver should continue to check that the line is clear.

Dated: 26/11/23

Rule Book Handbook RS/521 – Signals, Handsignals, Indicators and Signs Handbook,

Section 4.3 Cab Signalling Boards

'Start' and 'End of Cab Signalling Boards' are fitted close to the Core Transitions at Ealing Broadway and Stockley Junction (See 2.2 ERTMS General Items – Transitions).

'Warning of the Start of Cab Signalling Boards' are not provided.

'Start of Cab Signalling Boards' are not fitted to the Intermediate Transitions (See 2.2 ERTMS General Items – Transitions).

There are 'Start of Cab Signalling Boards', facing to trains in the Down Direction, at 12m 20ch on the Up Airport and 12m 20ch on the Down Airport near Heathrow Tunnel Junction. These are to indicate that only trains which are already operating in ERTMS Level 2 may proceed. There is no transition functionality associated with these boards.

Dated: 26/11/23

2.2 ERTMS GENERAL ITEMS

Transitions

Core Transitions from Level NTC to ERTMS Level 2 are indicated by a 'Start of Cab Signalling Board' and are located at:

- Up Relief at 12m 32ch beyond SN310 at Stockley Junction
- Down Relief at 5m 50ch beyond SN203 at Ealing Broadway
- Up Main at 12m 25ch beyond SN308 at Stockley Junction
- Down Main at 5m 78ch beyond SN207 at Ealing Broadway

Core Transitions from ERTMS Level 2 to Level NTC are indicated by an 'End of Cab Signalling Board' and are located at:

- Up Relief at 5m 37ch beyond SN206 at Ealing Broadway
- Down Relief at 12m 30ch beyond SN307 on the countryside of 8218B points at Stockley Junction
- Up Main at 5m 68ch beyond SN212 at Ealing Broadway
- Down Main at 12m 26ch beyond SN305 on the country side of 8206B points at Stockley Junction
- Intermediate Transitions from Level NTC to ERTMS Level 2, which are not signed, are located at:
- Up Relief at 9m 59ch beyond SN266 on the approach to Southall
- Down Relief at 10m 35ch beyond SN273 on the approach to Hayes and Harlington
- Up Main at 9m 01ch beyond SN254 at Southall
- Down Main at 10m 33ch beyond SN271 on the approach to Hayes and Harlington

Approach Control Inhibit

The Approach Control functionality for some diverging routes have been inhibited to permit the junction signal to be cleared when the system recognises that the route has been set for a train with a valid MA. The ETCS speed supervision will ensure that the train approaches the signal and the corresponding junction movement at the correct speed without the need for the signal held at red.

The Approach Control Inhibit, for train approaching with a valid MA, will apply at the following main aspect signals and routes.

- SN255 on the Down Main to SN279 on the Hayes Up Goods Loop
- SN265 on the Down Relief to SN275 on the Up Relief
- SN265 on the Down Relief to SN279 on the Hayes Up Goods Loop
- SN270 on the Up Main to SN252 on the Down Main
- SN281 on the Up Relief to Hayes Bay (Platform 5)
- SN283 on the Down Relief to SN289 on the Up Relief
- SN283 on the Down Relief to Hayes Bay (Platform 5)
- SN284 on the Up Relief to SN272 on the Hayes Up and Down Goods Loop
- SN287 on the Down Relief to SN301 on the Up Airport
- SN289 on the Up Relief to SN291 on the Up Airport Relief
- SN289 on the Up Relief to SN293 on the Up Relief (applies to movements going into Dawley Up Goods Loop)
- SN318 on the Down Airport to SN290 on the Down Airport

Failure to step up from Staff Responsible (SR)

When a train is making a movement in Staff Responsible (SR) mode and it does not step up to a Movement Authority (MA) before the limit of movement specified by the signaller, the driver must stop the train irrespective of the signal aspect. If, the train fails to step up after a 2nd attempt at the next signal the driver must inform the signaller that the train has not stepped up from SR and that they will carry out another Start of Mission (SoM).

If the SoM is successful and a Movement Authority (MA) is obtained, then the train can proceed normally.

If the SoM is not successful and the train does not obtain an MA, then the driver must obtain permission from the signaller to revert to Level National Train Control (NTC).

This does not apply when the train is being used as part of a Conditional Axle Counter Reset.

Western Territory GI -Dated: 26/11/23

FOOT OR BARROW CROSSINGS BETWEEN PLATFORMS

At staffed stations where foot or barrow level crossings are provided but public access is only permitted via a footbridge or subway, whenever practicable station staff must prevent members of the public using the level crossing or otherwise crossing the line.

Staff must report any irregular or unauthorised use of foot or barrow crossings, and any missing or defaced warning signs. The manager concerned must tell the Network Rail Head of Operations Delivery.

Where public use of foot or barrow crossings is permitted only when escorted by railway personnel, staff must only carry this out if their employer has suitably briefed them.

Western Route GI - Dated: 13/05/19

GROUND FRAMES EQUIPPED WITH KEY INSTRUMENT RELEASED FROM A SIGNALBOX

1. The Ground Frame Operator must telephone the Signaller for permission to use the ground frame. When told that the release can be granted, the Operator must -

- turn the key in the release instrument anti-clockwise from No.1 to No.2 position
- wait for the indicator to show “Free”
- turn the key to the No.3 position and withdraw it.

NOTE: At ground frames where a short length track circuit is provided just in advance of the trailing end of the points, the track circuit must be occupied for one minute before the key in the release instrument can be turned to the No.2 position.

2. When the key is released, the Operator may put it into the ground frame Annett's lock in order to work the levers.

3. If the train is not to shut in, the Operator must keep the key out of the release instrument until the train is ready to depart.

4. If the train is to shut in, the Operator must assure the Signaller on completion of shunting that vehicles are clear of the running line and the ground frame has been restored to normal. The Signaller may give instructions as to the time that the train is required to leave.

5. When shunting has been completed and the train is either (a) clear of the points ready to depart, or (b) has been shunted into the siding clear of all running lines and the points have been restored to normal, the Operator must -

- take the key out of the ground frame Annett’s lock
- replace the Annett's key in the release instrument
- turn the key clockwise to the No.1 position
- tell the Signaller (and press the plunger where one is provided)
- remain at the ground frame until the Signaller confirms that all is in order.

6. If a ground frame is being released to work a crossover during Single Line Working, the Operator must keep the Annett's key out of the release instrument until normal working is about to be resumed. For other shunting movements over crossovers, the Operator must comply with 5. above as soon as the movement has passed clear of the crossover points concerned.

7. The Operator must not use excessive force when manipulating release instrument keys.

Western Route GI - Dated: 04/04/09

GSM-R - CAB RADIO REGISTRATION AT MAIN SIGNALS/BLOCK MARKERS & POSITION LIGHT SIGNALS- LOCATION CODES

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

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
GW103 PADDINGTON TO UFFINGTON					
Acton Yard	West Exit	SN205	195	TVSC Acton	74 6105 01
GW105 UFFINGTON TO FORDGATE VIA BOX					
Wootton Bassett	Down Wootton Bassett Siding	SW6535	995	TVSC Swindon	74 5109 01
Bristol East Jn	Down Main	BL6686	995	TVSC T/Meads	74 5222 01
Bristol West Jn	West Carriage Washing Siding	BL6730	995	TVSC T/Meads	74 5222 01
Bristol West Jn	West Carriage Line	BL6728	995	TVSC T/Meads	74 5222 01
Bristol West Jn	Down Main	BL6732	995	TVSC T/Meads	74 5222 01
Bristol Temple Meads	Middle Spur 1	BL6706	995	TVSC T/Meads	74 5222 01
Bristol Temple Meads	Middle Spur 2	BL6708	995	TVSC T/Meads	74 5222 01
GW108 FORDGATE TO PENZANCE					
Norton Fitzwarren Jn	Boundary with West Somerset Railway	-	995	Exeter Panel C	74 5233 01
Penzance	Platform 2	PZ68	067	Penzance	74 5279 01
Penzance	Platform 3	PZ69	067	Penzance	74 5279 01
Penzance	Platform 4	PZ70	067	Penzance	74 5279 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
GW174 WEST EALING TO GREENFORD WEST JN					
Greenford	Bay Platform	GE29	996	Greenford East	74 6104 01
GW200 DIDCOT TO HEYFORD					
Oxford	Up Carriage Sidings	OX137	995	Oxford	74 6103 01
Oxford	Down Carriage Sidings	OX127	995	Oxford	74 6103 01
Oxford	Down Carriage Sidings	OX129	995	Oxford	74 6103 01
Oxford	Down Carriage Sidings	OX125	995	Oxford	74 6103 01
Oxford	Down Passenger Loop - Up	OX123	995	Oxford	74 6103 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
GW310 WOLVERCOT JN TO PERSHORE (EXCL.)					
Charlbury	Up Cotswolds	AW2406	995	Ascott-under-Wychwood	74 5229 01
Moreton-in-Marsh	Down Refuge Siding exit	MM10	995	Moreton-in-Marsh	74 5266 01
Moreton-in-Marsh	Up Cotswolds	MM37	995	Moreton-in-Marsh	74 5266 01
Moreton-in-Marsh	Down Cotswolds -Up	MM27	995	Moreton-in-Marsh	74 5266 01
Moreton-in-Marsh	Down Cotswolds	MM5	995	Moreton-in-Marsh	74 5266 01
Evesham	Down Cotswolds	E2457	995	Evesham	74 5230 01
Evesham	Up Cotswolds -Down	E2453	995	Evesham	74 5230 01
GW350 WORCESTER TUNNEL JN TO HENWICK					
Worcester Foregate Street	Platform 2	TJ20	995	Worcester Tunnel Jn	74 5285 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
GW425 BERKELEY ROAD JN TO SHARPNESS					
Berkeley Road Junction	Sharpness Branch	G401	995	Gloucester Panel C	74 5243 01
GW600 WOOTTON BASSETT JN TO PILNING					
Bristol Parkway	Platform 4	-BL1507	995	TVSC Stoke Gifford	74 511301
GW606 COWLEY BRIDGE JN TO BARNSTAPLE					
Barnstaple	Platform	-	995	Crediton	74 5226 01
GW611 EXMOUTH JN TO EXMOUTH					
Exmouth	Platform		995	Exmouth Jn	74 5234 01
GW608 CREDITON TO COLEFORD (MELDON LINE)					
Coleford Jn	183m 79ch (former Coleford Junction	-	995	Crediton	74 5226 01
GW620 NEWTON ABBOT WEST JN TO PAIGNTON					
Paignton	Up Torbay – Platform 2	PN4	995	Paignton	74 5276 01
Paignton South	Boundary with Dart Valley Railway	-	995	Paignton	74 5276 01
Paignton South	Reception Loop – Up	PN12	995	Paignton	74 5276 01
GW637 ST BUDEAUX JN TO GUNNISLAKE					
Bere Alston	Platform	-	995	Plymouth West	74 4219 01
Gunnislake	Platform	-	995	Plymouth West	74 4219 01
GW720 USKMOUTH TO EAST USK JN					
East Usk Jn	Head Shunt (Down Direction)	NT6031	995	SWCC East Usk	74 5359 01
GW730 SEVERN BRIDGE JN TO NEWPORT, MAINDEE WEST JN					
Sutton Bridge Junction	Up Goods Loop	SUB9	995	Sutton Bridge Junction	74 5328 01
Sutton Bridge Junction	Up Main	SUB3	995	Sutton Bridge Junction	74 5328 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Sutton Bridge Junction	Up Main (Down Direction)	SUB17	995	Sutton Bridge Junction	74 5328 01
Sutton Bridge Junction	Down Main (Up Direction)	SUB15	995	Sutton Bridge Junction	74 5328 01
Dorrington	Down Main (Up Direction)	DR13	995	Dorrington	74 5327 01
Dorrington	Up Main (Down Direction)	DR15	995	Dorrington	74 5327 01
Hereford	Salop Bay	H7	995	Hereford	74 5340 01
Hereford	Platform 1	H54	995	Hereford	74 5340 01
Hereford	Platform 2	H57	995	Hereford	74 5340 01
Hereford	Platform 3	H6	995	Hereford	74 5340 01
Hereford	Platform 1	H35	995	Hereford	74 5340 01
Hereford	Down Siding exit	H30	995	Hereford	74 5340 01
Hereford	Diesel Sidings exit	H15	995	Hereford	74 5340 0
Little Mill Jn	Glascoed Branch Siding	LM12	995	Little Mill Jn	74 5337 01
Little Mill Jn	Up Main	LM11	995	Little Mill Jn	74 5337 01
Pontypool / Pont-y-Pwl and New Inn	Cripple Siding	LM350	995	Little Mill Jn	74 5337 01
Panteg Loop	Up Main (Down Direction)	LM352	995	Little Mill Jn	74 5337 01
Panteg Loops	Down Main (Up Direction)	LM353	995	Little Mill Jn	74 5337 01
Chapel Lane GF	Pilkington Glass Factory	LM3	995	Little Mill Jn	74 5337 01
GW731 ABBEY FOREGATE TO RUABON					
Abbey Foregate Jn	Up Siding No.1 Exit	AF62	996	Abbey Foregate	74 6416 01
Abbey Foregate Jn	Shrewsbury Carriage Siding	AF39	996	Abbey Foregate	74 6416 01
Abbey Foregate Jn	Shropshire Sidings Exit	AF37	996	Abbey Foregate	74 6416 01
Severn Bridge Jn	Shrewsbury S.U. Siding Exit	SBJ43/38	996	Severn Bridge Jn	74 6417 01
Severn Bridge Jn	Shrewsbury Up Siding (Back Line)	SBJ41	996	Severn Bridge Jn	74 6417 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Shrewsbury	Shrewsbury Station Plat 4 Up Direction (Wellington Line)	SBJ26	996	Severn Bridge Jn	74 6417 01
Shrewsbury	Shrewsbury Station Plat 4 Up Direction (Hereford Line)	SBJ20	996	Severn Bridge Jn	74 6417 01
Shrewsbury	Shrewsbury Station Plat 7 Up Direction (Hereford Line)	SBJ16	996	Severn Bridge Jn	74 6417 01
Shrewsbury	Shrewsbury Station Plat 7 Up Direction (Wellington Line)	SBJ11	996	Severn Bridge Jn	74 6417 01
Shrewsbury	Shrewsbury Station Plat 5	SBJ67/77	996	Severn Bridge Jn	74 6417 01
Shrewsbury	Shrewsbury Station Plat 6	SBJ60/75	996	Severn Bridge Jn	74 6417 01
Shrewsbury	Shrewsbury Station Plat 3 Up Direction	SBJ99	996	Severn Bridge Jn	74 6417 01
Shrewsbury	Shrewsbury Station Platform 7 Down Direction	CJ53	995	Crewe Jn	74 6415 01
Shrewsbury	Shrewsbury Station Down Main	CJ104/106	995	Crewe Jn	74 6415 01
Shrewsbury	Shrewsbury Station Platform 3 Down Direction	CJ119	995	Crewe Jn	74 6415 01
Shrewsbury	Shrewsbury Station Platform 4 Down Direction	CJ94/97	995	Crewe Jn	74 6415 01
Crewe Jn	Crewe Jn Sidings Up Dep Line	CJ19/20	995	Crewe Jn	74 6415 01
GW734 DOVEY JN TO PWLLHELI					
Pwllheli	Headshunt (Down direction)	MH2070	995	Machynlleth SC West Workstation	74 5364 01
Pwllheli	Run Round (Down direction)	MH2072	995	Machynlleth SC West Workstation	74 5364 01
Pwllheli	Down Siding	MH2071	995	Machynlleth SC West Workstation	74 5364 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
GW735 SHREWSBURY, CREWE JN TO NANTWICH					
Crewe Jn	Crewe Bank Down Sidings Up Direction	CJ62	995	Crewe Jn	74 6415 01
Nantwich Crossover	Down Main (Up direction)	SC8478	995	SWCC Shrewsbury North Workstation	74 5366 01
GW784 ALEXANDRA DOCK JN TO 160M 27CH (BOUNDARY WITH NEWPORTS DOCKS)					
Alexandra Dock Jn	Courtybella Head Shunt Exit	NT6063	995	South Wales Control Centre	74 5357 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET					
Abercynon Stormstown	Down Main (Up Direction)	VA292	995	Core Valley Lines Integrated Control Centre (CVLICC) TAM Workstation	74 5370 01
Pontypridd Jn	Up Main (Down Direction)	VR753	995	Core Valley Lines Integrated Control Centre (CVLICC) TAM Workstation	74 5370 01
Pontypridd	Engineers Siding	VR752	995	Core Valley Lines Integrated Control Centre (CVLICC) TAM Workstation	74 5370 01
Radyr	Up Main (Down Direction)	VR717	995	Core Valley Lines Integrated Control Centre (CVLICC) TAM Workstation	74 5370 01
Radyr Jn	Down Main (Up Direction)	VR720	995	Core Valley Lines Integrated Control Centre (CVLICC) TAM Workstation	74 5370 01
Abercynon Stormstown	Down Main (Up Direction)	VA292	995	Core Valley Lines Integrated Control Centre (CVLICC) TAM Workstation	74 5370 01
Pontypridd Jn	Up Main (Down Direction)	VR753	995	Core Valley Lines Integrated Control Centre (CVLICC) TAM Workstation	74 5370 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
GW834 HIRWAUN TO ABERCYNON					
GW835 TREHERBERT TO PONTYPRIDD JN					
Pontypridd Jn	Up Branch (Down Direction)	VR751	995	Radyr Junction – Pontypridd Panel	74 5319 01
GW840 RADYR JN TO CARDIFF, RADYR BRANCH JN VIA CITY LINES					
Radyr Jn	Down Branch (Up Direction)	VR726	995	Core Valley Lines Integrated Control Centre (CVLICC) CVLICC TAM Workstation	74 5370 01

GW877 TONDU TO PORT TALBOT DOCKS (OGMOOR VALE EXTENSION)					
Tondu	Down Branch (Up Direction)	TU47	995	Tondu	74 5320 01
Depot inwards STOP Boards	Depot Sidings (Inward)	PT7515	995	Port Talbot ASC Panel A	74 5303 01
End of / Start of Token Section Boards	Engineers Sidings	PT7517	995	Port Talbot ASC Panel A	74 5303 01
Heol-Y-Deliaid LC (UWC)	Down OVE (Up Direction)	PT7522	995	Port Talbot ASC Panel A	74 5303 01
Heol-Y-Deliaid LC (UWC)	NSP (Up Direction)	PT7526	995	Port Talbot ASC Panel A	74 5303 01
Margan East Jn	Up OVE (Down Direction)	PT7527	995	Port Talbot ASC Panel A	74 5303 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
GW892 CWMGWRACH TO BURROWS SIDINGS					
Neath and Brecon Junction	Down Goods Loop (Up Direction)	NB9/10	995	Neath and Brecon Junction	74 5306 01
Neath and Brecon Junction	Down Goods Loop	NB4	995	Neath and Brecon Junction	74 5306 01
Neath and Brecon Junction	Up & Down Vale of Neath (Up Direction)	NB13	995	Neath and Brecon Junction	74 5306 01
Neath and Brecon Junction	Up & Down Vale of Neath (Down Direction)	NB3	995	Neath and Brecon Junction	74 5306 01
GW900 PILNING TO FISHGUARD HARBOUR					
East Usk Jn	In Road (Up Service) Steelworks West	NT6023	995	SWCC East Usk	74 5359 01
East Usk Jn	Up Relief (Down Direction)	NT6025	995	SWCC East Usk	74 5359 01
East Usk Jn	Down Relief (Up Direction)	NT6042	995	SWCC East Usk	74 5359 01
Maindee West Jn	Up Main (Down Direction)	NT6041	995	SWCC East Usk	74 5359 01
Ebbw Jn	Head Shunt (Up Direction)	NT6068	995	SWCC Ebbw Workstation	74 5357 01
Ebbw Jn	Down Relief (Up Direction)	NT6072	995	SWCC Ebbw Workstation	74 5357 01

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LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Port Talbot East (Taibach)	Up Relief (Down Direction)	PT7533	995	Port Talbot ASC Panel A	74 5303 01
Port Talbot East (Taibach)	Up Main (Down Direction)	PT7535	995	Port Talbot ASC Panel A	74 5303 01
Port Talbot East (Taibach)	Down Relief (Up Direction)	PT7536	995	Port Talbot ASC Panel A	74 5303 01
Port Talbot East (Taibach)	Up Sidings	PT7540	995	Port Talbot ASC Panel A	74 5303 01

Llanelli Dock Jn East	Up Reception Siding	PT7614	995	Port Talbot Control Centre Llanelli Workstation	Llanelli Dock Jn East
Llanelli Dock Jn East	Sidings	PT7612	995	Port Talbot Control Centre Llanelli Workstation	Llanelli Dock Jn East
Llanelli East LC	Up Main (Down Direction)	PT3701	995	Port Talbot Control Centre Llanelli Workstation	Llanelli East LC
Pembrey	Up Main (Down Direction)	PY7	995	Pembrey SB	74 5307 01
Pembrey & Burry Port / Pem-bre & Porth Tywyn	Down Main (Up Direction)	PY9	995	Pembrey SB	74 5307 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
GW910 CRAVEN ARMS JN TO LLANDEILO JN (CENTRAL WALES LINE)					
Pantyffynnon	Up Siding	PF16	995	Pantyffynnon	74 5324 01
Sewerage Works LC	Up & Down Main (Up Direction)	PF6/8	995	Pantyffynnon	74 5324 01
Llandeilo Jn	Up District (Down Direction)	PT7611	995	Port Talbot Control Centre Llanelli Workstation	74 5305 01
Llandeilo Jn	Up District (Down Direction)	PT7610	995	Port Talbot Control Centre Llanelli Workstation	74 5305 01
Llandeilo Jn	Trostre Siding	PT	995	Port Talbot Control Centre Llanelli Workstation	74 5305 01
Llandeilo Jn	Up Loop (Down Direction)	PT528	995	Port Talbot ASC Panel C	74 5305 01
GW915 GWAUN-CAE-GURWEN TO PANTYFFYNNON					
Pantyffynnon Jn	No.1 Through Siding	PF40	995	Pantyffynnon	74 5324 01
Pantyffynnon Jn	No.2 Siding	PF39	995	Pantyffynnon	74 5324 01
Pantyffynnon Jn	No.3 Siding	PF38	995	Pantyffynnon	74 5324 01

GSM-R – CAB RADIO REGISTRATION – AREA-SPECIFIC 99X LOCATION CODES

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

995 Western Route.

Western Route GI - Dated: 14/12/2024

GSM-R GENERAL INSTRUCTION

TW5 SECTION 25 – KNOWN SEARCHING NETWORK LOCATIONS

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

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

Location	Fault Number	Comments	Outcome
East Usk	FMS 307441	Coverage issues	Fixed – new cell 6538 brought online

LIMITED COVERAGE ON FREIGHT ONLY BRANCH LINES

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

SECTION	SA	ELR	Start Miles	Start Chains	End Miles	End Chains	GSM-R Predicted Poor Coverage Details
Honeybourne Stratford Line Junction to Long Marston	GW317	STD	0	0	2	70	Poor coverage: STD 2m20ch – 2m70ch
Parson Street Junction to Portbury	GW548	POD	120	28	126	59	Poor coverage in the vicinity of Clifton Bridge No. 2 Tunnel: POD 122m38ch – 122m66ch, also in the vicinity of Sandstone Tunnel: POD 123m32ch – 123m53ch and in the vicinity of Pill Tunnel: POD 125m10ch – 125m72ch
Burngullow Junction to Parkandillack	GW672	SDS	288	26	293	52	Poor coverage beyond Treviscoe works: SDS 292m79ch – end of line at 293m52ch
Bassaleg Junction (former) to Machen Quarry	GW733	BJR	0	0	4	69	Poor coverage: BJR 4m14ch – 4m69ch
Tondu Junction to Garw (Pontycymmer branch)	GW874	OGM / GAW1	0	0	0	48	Poor coverage: OGM 0m20ch – GAW1 0m48ch (end of line)
Tondu to Port Talbot Docks	GW877	POR	0	0	2	43	Poor coverage: POR 0m 65ch – 0m 70ch
Neath and Brecon Junction to Onllwyn (NR Boundary)	GW893	NAB	0	1	10	10	Poor coverage NAB 9m20ch – 10m10ch

GSM-R FAULTS AND FAILURES RESPONSE

VERSION 1.1

PURPOSE

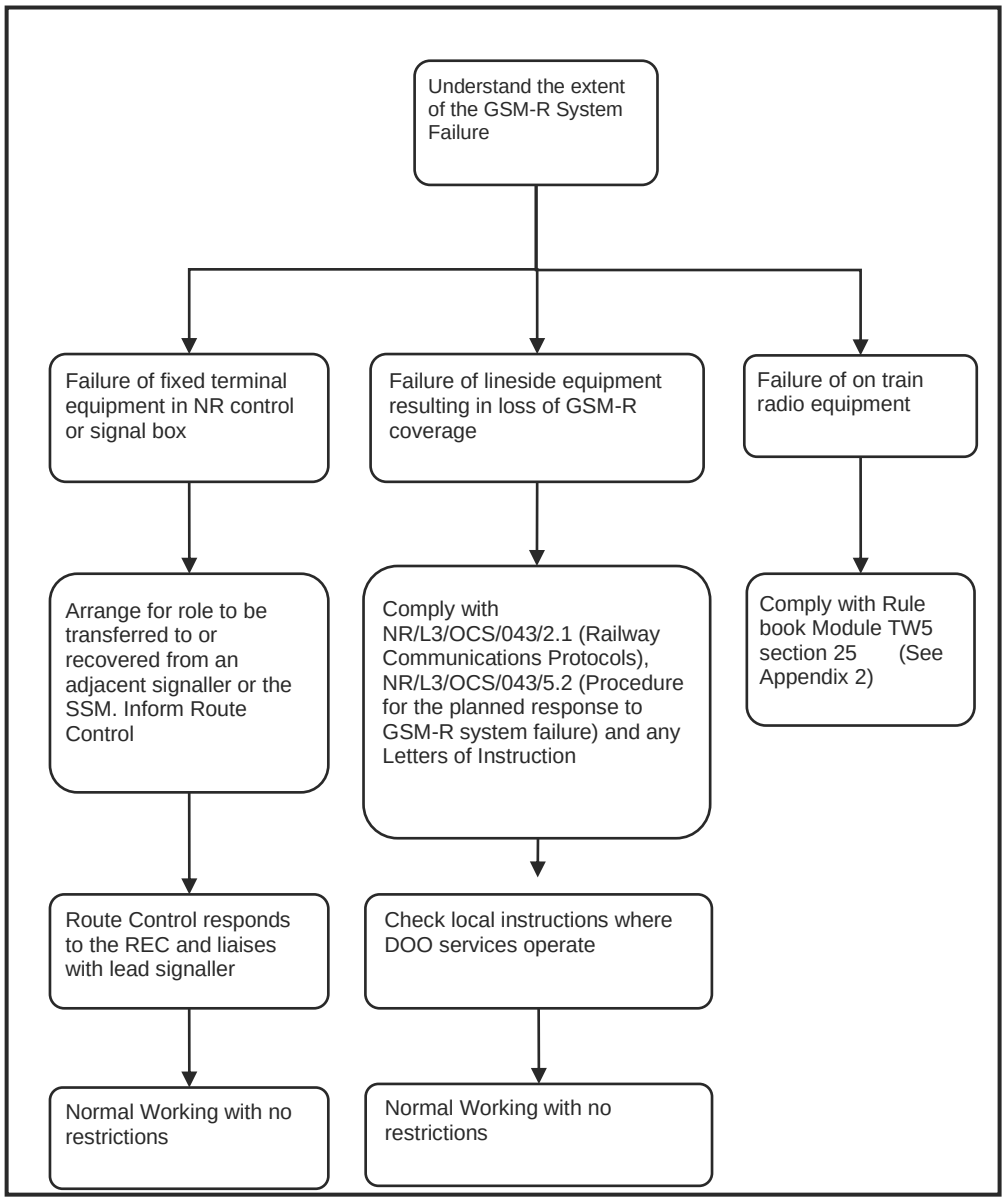
To provide guidance on the response to onboard GSM-R system faults and local/area infrastructure faults.

Appendix 1 covers the response to system faults from a single fixed terminal through to failures of the infrastructure resulting in loss of coverage in a geographical area.

Western Route Sectional Appendix Module WR1

APPENDIX

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



Western Route GI - Dated: 15/04/17

GSM-R BLANKET SPEED RESTRICTION BROADCAST

RS523.8.3, GERT80000/SP-6, - GERT8000/G1.5

Where a blanket speed restriction is to be imposed, an additional berth triggered advisory broadcast shall be made on approach to the restriction. This is in addition to drivers being advised by the late notice of by other means. (where a blanket speed is applied at short notice). An acknowledgement is not required for this broadcast. The broadcast shall state:

This is an advisory broadcast from the signaller at_____ As previously issued, due to _____ a blanket speed restriction of _____MPH has been imposed between _____ & _____

End of advisory broadcast.

Western Route GI - Dated: 02/10/2021

High Output Ballast Cleaner (HOBC) and Track Relaying System (TRS) Trains

These trains are authorised to transit between their operating bases and engineering possessions in excess of the normal route length limits on Western and Wales Routes provided that a suitable train path has been identified.

The train identification used and maximum lengths (including locomotives) are as follows:

HOBC	6Y07 or 6Y15	127 SLUs	811 metres	887 yards	2659 feet
MOBC	6Y19	105 SLUs	670 metres	733 yards	2198 feet
TRS	6X01 or 6X04	117 SLUs	744 metres	813 yards	2439 feet

The HOBC and TRS may also exceed the maximum permitted single engine load between the locations listed below. In these circumstances the train concerned must operate with a locomotive at each end. The rear loco is authorised to apply power as directed by the lead driver to assist as required in the negotiation of inclines between the mileages shown. In these cases both locomotives must be manned as per Train Company manning agreements and equipped with back to back radios.

Rule Book, Module TW1, Section 15.1 is modified accordingly.

Between	**Line**	**Mileage**
GW105 Uffington to Fordgate via Box		
Chippenham and Wootton Bassett Jn	Up Main	87m 40ch to 86 mp
Middle Hill Tunnel and Thingley Jn	Up Main	101m 50ch to 98m 70ch
GW108 Fordgate to Penzance		
Wellington and Whiteball Tunnel	Down Main	170m 40ch to 174 mp
Hele & Bradninch and Whiteball Tunnel	Up Main	181m 40ch to 174mp
Newton Abbot - Totnes	Down Main	214m 05ch to 222m 66ch
Totnes – Dainton Tunnel	Up Main	222m 66ch to 217m 57ch
Totnes – Aish Emergency Crossover	Down Main	222m 66ch to 230m 37ch
Tavistock Jn - Ivybridge	Up Main	242m 55ch to 234m 27ch
GW450 Stoke Gifford to Bristol East Jn		
Stapleton Road and Filton Abbey Wood	Up Filton Relief Up Filton Main	2m 20ch to 4 mp

Between	Line	Mileage
GW480 Swindon to Standish Jn		
Kemble and Sapperton Long Tunnel	Down Kemble	92m 10ch to 95mp
Stroud and Sapperton Short Tunnel	Up Kemble	100 mp to 94m 60ch
GW500 Reading to Cogload Jn via Westbury & Frome A/Ls		
Castle Cary and East Somerset Jn	Up Main	128 mp to 122m 40ch
GW5001 Beechgrove GF (incl) to Westbury South Jn		
Westbury South Jn and Warminster	Down	110m 7ch to 113mp
GW510 Westbury North Jn to Bathampton Jn		
Bradford Jn and Hawkeridge Jn	Up Trowbridge	104m 40ch to 109m 60ch
GW600 Wootton Bassett Jn to Pilning		
Severn Tunnel and Patchway	Up Tunnel	13mp to 6mp
GW900 Pilning to Fishguard Harbour		
Severn Tunnel and Severn Tunnel Jn	Down Tunnel	13mp to 16m 40ch
Severn Tunnel and Patchway	Up Tunnel	13mp to 6mp

Western Route GI - Dated: 25/07/2020

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IDLING OF DIESEL ENGINES AND CONTROL OF NOISE

To minimise noise nuisance and to avoid the waste of fuel, Drivers must shut down engines in accordance with the following instructions:-

a) When standing time is likely to exceed FIVE minutes for a locomotive or multiple unit, or FIFTEEN minutes for an HST, ALL engines must be shut down on arrival (or completion of shunting or other work) at stations, depots, sidings or loops where the train is to be detained.

b) Exceptions to this instruction are:-

1. During extremely cold weather, when the minimum necessary number of engines may be kept running to maintain acceptable interior heat levels.
2. During extremely hot weather, when the minimum necessary number of engines may be kept running to maintain sufficient air conditioning.
3. When specified in Driver's diagrams.
4. Certain classes of locomotive as specified in driving instructions e.g. Class 59.

c) Drivers must not restart engines earlier than is necessary to ensure a punctual departure.

d) At the locations listed in the following table, Drivers must take special care to comply with the above instructions and to avoid sounding the horn other than when it is strictly necessary:-

At or between	**Location**
GW103. Paddington to Uffington	
Royal Oak and Subway Jn	Royal Oak sidings
Acton Terminal Complex (between Acton East and Acton West)	All sidings and loops
Wantage Road	Signal SB 988 (Didcot end of the Up Relief line)
GW105. Uffington to Fordgate via Box	
Swindon	Signal SW1179 (Down Swindon Goods)
Bath Spa and Oldfield Park	BL1925 (Down Bath Goods Loop)
GW107. Worle Junction to Uphill Junction via W-S-M	
Weston-super-Mare	Station (See also Local Instructions)
GW108. Fordgate to Penzance	
Penzance	Station (See also Local Instructions)
GW200. Didcot to Heyford	
Kennington Jn	Signal OD2336 (Up Kennington Goods Loop)
Wolvercot Jn	Down Oxford Relief Signal OD2413
	Down Oxford Signal OD2415
	Up Oxford (Reversible) OD2417
GW220. Reading, Oxford Road Junction to Reading West Junction	
Reading West Curve	Signal T2807

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

Western Route GI - Dated: 27/03/2021

INFRASTRUCTURE MONITORING TRAINS

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

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

Western Route GI - Dated: 18/04/15

INSTRUCTIONS RELATING TO FREIGHT TRAIN OPERATIONS

1. WORKING OF MGR TRAINS TO ABERTHAW POWER STATION

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

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

2. WORKING OF MGR TRAINS FROM PARC SLIP

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

3. STABLING OF FREIGHTLINER VEHICLES

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

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

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

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

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

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

   15mph over the bridge at 286m. 38ch between Bugle and Luxulyan
   20mph over the bridge at 285m. 10 1/2ch between St Blazey Bridge LC and Luxulyan.

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

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

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

6. CATTEWATER BRANCH RA5

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

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

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

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

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

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

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

9. CONVEYANCE OF COACHING STOCK BY FREIGHT TRAIN

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

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

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

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

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

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

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

(ii) Any Service Department vehicles which are outside the C1 gauge MUST be referred to Train Planning Centre for conditions of passage.

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

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

12. USKMOUTH POWER STATION / USKMOUTH BRANCH (RA8)

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

These instructions apply in both directions.

Western Route GI – Dated: 23/03/2024

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

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

2. **USKMOUTH POWER STATION / USKMOUTH BRANCH (RA8)**

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

   These instructions apply in both directions.

Western Route GI - Dated: 06/09/2021

INTERMEDIATE AND AUXILIARY TOKEN INSTRUMENTS

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

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

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

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

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

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

Western Route GI - Dated: 05/08/06

INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS

Trains may be shunted for other trains to pass at all intermediate sidings connected to lines worked in accordance with the Track Circuit Block System or ERTMS Level 2.

The following is a list of intermediate sidings connected to lines worked by other than the Track Circuit Block System or ERTMS Level 2, at which trains may be shunted for other trains to pass:

Name of Siding(s)	Situated at or between	Line connected with	Method of Control
GW454 – Severn Beach to Narroways Hill Jn			
SERC Waste Disposal Terminal	Severn Beach and Holesmouth Junction	Up / Down Main Single	SERC Ground Frame released from St. Andrews Junction SB
GW730. Severn Bridge Jn to Maindee West Jn			
Tarmac	Bayston Hill (Sutton Bridge Jn. and Dorrington)	Down Main	Ground frame released from Sutton Bridge Jn SB
GW731. Abbey Foregate to Ruabon			
Shell Mex & BP	Baschurch and Gobowen	Down	Ground frame released from Gobowen SB
Kronospan	Chirk	Up Main	Ground frame released from Croes Newydd SB

Western Route GI - Dated: 09/04/16

LINES EQUIPPED WITH AUTOMATIC TRAIN PROTECTION

NOTE: These instructions do NOT apply to ERTMS Level 2 lines.

8. **Scope**

These Instructions apply to all lines shown in Table A of this Appendix as fitted with ATP track equipment, which are broadly defined as follows:

- Paddington, platforms 1-12 and 14
- Paddington to Kensal Green, Lines 1-6
- Kensal Green to Bristol TM East Junction, Main lines
- Kensal Green to Heathrow Airport Junction, Relief lines
- Heathrow Airport branch
- Reading (Westbury Line Jn) to Newbury / Ufton
- Wootton Bassett Junction to Stoke Gifford East.

ATP trainborne equipment is fitted to:

- All Class 180 DMU trains
- Most Class 253/ 254 (HST) trains that operate on the routes concerned
- IEP Class 80x

These Instructions apply equally to all classes of ATP-fitted train regardless of Train Operator except where stated otherwise.

9. **General**

ATP is an additional safety system, which must be used at all times by Drivers of ATP-fitted trains* when operating over the lines defined above. Trains not fitted with ATP may use ATP fitted lines without restriction, subject to any relevant conditions that may be imposed under Vehicle Acceptance certification processes.

NOTE ***** *- Classes 165 and 168 trains fitted with Chiltern Lines ATP, which is technically incompatible, are not "ATP-fitted" for the purposes of these Instructions.*

ATP-fitted trains must not enter service with ATP equipment inoperative in any driving cab that requires to be used, unless the train concerned can operate entirely away from ATP-fitted lines until the fault has been rectified**$**. Should ATP equipment become inoperative on a train in service on an ATP-fitted line, the train must be taken out of service in accordance with the Contingency Plan agreed between Network Rail and the TOC concerned.

All Rules, Regulations and other Instructions continue to apply in the same way as for lines not fitted with ATP equipment, but additional Instructions as shown herein apply in respect of Temporary and Emergency Speed Restrictions.

Partial ATP supervision is provided for any train on which the ATP equipment has been set up, whether or not the line is ATP fitted.

2. **Description of the system**

ATP consists of two elements :-

Track equipment - fitted to the lines described above - which updates the trainborne equipment with information regarding the line conditions ahead. It consists of beacons and loops of varying lengths, positioned in the four-foot of the line to which they apply, on the approach to fixed signals, permissible speed changes and (in some cases) buffer stops.

and

10.

Trainborne equipment - fitted to the trains described above - through which the Driver, provided he has performed the appropriate ATP set-up, receives information relating to the maximum permitted speed of the train.

Principles of operation

ATP is a "fail safe" system which, providing the correct data has been entered into the trainborne equipment, will correctly supervise the speed of the train.

Full Supervision by ATP is obtained on ATP fitted lines where the on-train equipment measures the actual speed of the train and compares this to a target speed. A target speed is calculated by the on-train computer based on permissible line speed, the condition of the line ahead as indicated by fixed signals, buffer stops, any temporary speed restriction imposed, together with the maximum permitted speed of the train.

When necessary ATP will provide a warning to Drivers of the need to reduce their speed. If the train speed is not reduced sufficiently, ATP will intervene and brake the train to match the target speed.

Where track equipment is not available, or unable to update the target information, the trainborne ATP will operate in Partial Supervision Mode, supervising to the maximum train speed only.

If it is necessary for a train to pass a signal at Danger or to undertake shunting movements or make an unsignalled wrong direction movement, the Driver must select either ***Pass Stop Signal*** ("PSS") or "***Shunting***" mode as appropriate.

When it is necessary to pass two or more consecutive signals at danger (e.g. Temporary Block Working or Single Line Working), the Driver must carry out ***Temporary Isolation*** of ATP. The equipment must be switched in again whilst the train is stationary at the last signal affected.

Where an emergency speed restriction (ESR) is imposed, full supervision will not be immediately available until the "speed plugs" for the track equipment have been altered. During this period (usually 48 hours or less), ATP will initiate a brake application (which should be cancelled) and an "ESR" indication will appear in the cab display main window. This warning will remain in the cab display until the first signal after the end of the ESR. The ESR will not be supervised but any other restrictive or stop signal encountered during the ESR will be supervised.

ATP acts on the information received at the previous beacon or loop. Should the signal aspect change after the train has passed over the last loop or beacon, the display in the main window will not be updated.

ATP acts as an additional safety aid to Drivers and does NOT relieve them of their general responsibility laid down in the Rule Book to observe fixed and hand signals, and regulate their speed accordingly.

Operating modes

ATP has seven modes of operation, defined as follows:-

Self Test	An automatic, computer-driven test of the trainborne ATP equipment.
Data Entry	The setting up of trainborne ATP equipment to input the individual characteristics of the train.
Full Supervision	Provides supervision of train speed to within the braking curve for conditions which exist ahead (restrictive signals, buffer stops, speed changes etc.), also protects against trains rolling away.
Partial Supervision	Available providing Data Entry has been properly carried out, but where track data is not provided. Also applies when it is necessary to pass a signal at danger, enter an occupied section, make a reversal or after a recoverable fault.
Shunt	Used for slow speed movements, especially where train formation is likely to vary. Train speed is supervised to 20 mph.
Temporary Isolation	Used when passing consecutive signals at danger, also when assisting a failed train.
Non-Recoverable Fault ("**Fxx**")	Will require the train borne equipment to be completely isolated
Recoverable Fault ("**Exx**")	Temporary removal of Full Supervision pending detection of correct lineside data.

3. **Faults and failures – categories**

Failures of the ATP system are categorised into three levels. These are:-

Level 1	"Wrong Side" failure where no speed target is displayed under restrictive circumstances, or where the target speed displayed is higher than it should be, or where a "SPD" indication shows in the main cab display window when approaching a signal displaying a proceed aspect.
Level 2	"Right Side" failures - non recoverable fault affecting trainborne equipment. These are identified by an alpha-numeric code in the main cab display window.
Level 3	"Right Side" - recoverable failures of lineside equipment identified by an alpha-numeric code in the main cab display window.
	(see Driver's Manual for full explanation of fault codes).

4. **Faults and failures - immediate actions**

In the event of any fault or failure being apparent affecting ATP equipment, suitable action must be taken as shown in the following table. All concerned must ensure that the correct FAULT CATEGORY, as defined in Clause 6, is quoted on each occasion.

LEVEL 1	LEVEL 2	LEVEL 3
WRONG SIDE FAILURE	RIGHT SIDE - NON-RECOVERABLE	RIGHT SIDE - RECOVERABLE
Driver stops train at next practicable signal. Driver isolates ATP if fault is non recoverable Driver tells Signaller. Signaller informs Operations Control and Control. Operations Control informs the appropriate TOC Control(s) and Control. Signaller tells Drivers of all subsequent ATP-fitted trains what has happened and instructs them to disregard the ATP indications in the area concerned.* Signaller continues doing this until ATP track equipment has been reported in order.	Driver stops train at next practicable location. Driver isolates ATP. Driver tells Signaller. Signaller tells Operations Control. Operations Control tells the appropriate TOC Control.	Driver need NOT report the fault when a notice has been issued about disconnection or known failure of ATP lineside equipment at that location. Driver should only tell the Signaller if delay has been incurred or if the fault occurs in the tunnel section of the Heathrow Branch.

**** Signallers must treat all FGW HSTs and Class 180s plus all EMU trains as "ATP-fitted for the purposes of this instruction.***

Faults and failures affecting ATP equipment must be reported fully and promptly. Failure to do so may cause essential equipment performance data to be lost. Reporting of LEVEL 1 faults to the Signaller ensures that subsequent Drivers are told that the ATP may be unreliable at a specific location. It will also ensure that the on-train equipment is investigated without delay.

5. Faults and failures - subsequent actions

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

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

7. **Speed restrictions**

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

(a) Temporary Speed Restrictions

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

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

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

(b) Emergency Speed Restrictions

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

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

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

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

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

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

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

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

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

(b) Emergency Speed Restrictions

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

11. **Work affecting track equipment**

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

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

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

Western Route GI - Dated: 22/10/2022

LINES EQUIPPED WITH AXLE COUNTERS

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

GW103. Paddington to Uffington
Paddington to Uffington
GW105. Uffington to Fordgate
Uffington and Flax Bourton
Down Main to 125m 40ch
Up Main from 124m 30ch
GW108. Fordgate to Penzance
Powderham and Dawlish Warren
Dawlish Warren and Teignmouth
St Germans and Liskeard
Liskeard and Lostwithiel
Par and Truro
Penwithers Jn and dolcoath Lc (301m 54ch to 312m 62ch)
Camborne to Hayle (314m 25ch to 318m 67ch)
Long rock and Penzance (Single) (overlay system for use during adverse weather – not primary form of train detection)
GW110. Old Oak Common to South Ruislip (excl)
Greenford West Jn and South Ruislip (Single)
GW108 Fordgate to Penzancce
Up Main signal PH5632 to Totnes signal E1
Down Main Totnes signal PH5601 to signal P8 (Tavistock Junction excl.)
GW182. West Drayton to Colnbrook
Throughout
GW184. West Drayton to Windsor & Eton Central
Throughout
GW185. Maidenhead to Marlow
Maidenhead to Furze Platt (25m 20ch)
GW187. Twyford to Henley-on-Thames
Throughout
GW190. Reading Spur Jn to Reading New Jn
Throughout
GW195. Reading, Southern Jn to Reading, East Jn (Reading Low Level line)
Throughout
GW200. Didcot to Heyford
Chester Line Jn to 55m 60ch
GW220. Reading, Oxford Road Jnto Reading West Jn
Throughout

GW225. Reading, Caversham Road Jn to Oxford Road Jn (Reading Feeder Lines)
Throughout
GW250. Foxhall Junction to Didcot West Curve Jn
Throughout
GW310. Wolvercot Jn to Pershore (Excl.)
Wolvercot Jn and Charlbury
Evesham West jn and MD910Norton Jn (singleLine sections)
GW401. Ashchurch (Incl.) to Westerleigh Jn
Up Charfield line from Westerleigh Jn to 109m 47ch (Gloucester side signal UC109)
Down Charfield line from Bristol side BL2007 (109m 0.9ch) to Westerleigh Jn
GW451. Filton Jn to Filton West Jn (Filton Chord)
Throughout
GW4501. Stoke Gifford Jn to Bristol Bulk Handling Terminal
Up Avonmouth Dock Line – signal BL1842 to Filton West Jn
Filton West Jn to Down Avonmouth Dock line signal SA24
Filton West Jn to Stoke Gifford Jn (Single Line)
GW450. Stoke Gifford Jn to Bristol East Jn
Throughout
GW454. Severn Beach to Narroways Hill Jn
Avonmouth – Narroways Hill Jn
GW480. Swindon to standish Jn
Swindon and Sapperton Short Tunnel
GW500. Reading to Cogload Jn via Westbury & Frome A/Ls
Reading and Hamstead Level Crossing (CCTV) (excl.)
GW510. Westbury North Jn to Bathampton Jn
Fishers LC (UWC) and Bathampton Junction
Up Trowbridge 0m 0ch to 3m 37ch
Down Trowbridge from 3m 37ch to Bathampton Junction
GW523. Thingley Jn to BradfordJn
Thingley Jn and Bradford Jn (single)
GW528. North Somerset Junction to Bristol West Junction via St Philips's Marsh
Bristol Goods Avoiding Line
1. North Somerset Jn to 0m 6ch
2. 1m 5ch to Bristol west Jn

Up/Down SPM Shed line, North Somerset Jn to 0m 6ch
GW530. Bristol, North Somerset Junction to Dr Day's Junction
throughout
GW540. Filton Jn toPatchway Jn
Throughout
GW5401. Filton West Jn to Patchway Jn
Throughout
GW548. Parson Street Jn to Portbury
Parson Street Jn to 121m 38ch (Portbury side Ashton Junction – Single Line)
GW600. Wooton Bassett Jn to Pilning
Throughout
GW610. Crannaford LC (incl) to Exeter St David's
Crannaford LC (incl) and Pinhoe
GW680. Penwithers Junction and Falmouth
Penwithers Junction and Penryn
GW700. Gloucester Barnwood Jn to Severn Tunnel Jn
Newnham Tunnel and Severn Tunnel Junction
GW720. Uskmouth to East Usk Junction
East Usk Junction
GW730. Severn Bridge Jn to Newport, Maindee West Jn
Cwmbran and Maindee West Jn
GW731. Abbey foregate to Ruabon
Abbey foregate (section to/from Madeley)
Crewe Junction and Gobowen
GW733. Sutton Bridge Junction to Aberystwyth
Start of Cab signalling board (near Sutton Bridge Junction) and Aberystwyth
GW734. Dovey Junction to Pwllheli
Throughout
GW735. Shrewsbury, Crewe jn to Nantwich
Throughout
GW740. Maindee North Jn toMaindee East Jn
Throughout
GW770. Ebbw Vale Town toGaer Junction
Throughout

GW773. Machen Quarry to Park Junction
Throughout
GW780 Park Junction to Ebbw Junction
Throughout
GW790. Pengam Jn to Tidal Sidings
Throughout
GW810. Rhymney to Cardiff Queen Street North Jn
Throughout
GW820. Cwmbargoed to Ystrad Mynach South
Ystrad Mynach
GW828. Coryton to Heath Junction
Heath Junction
GW830. Merthyr Tydfilto Barry Islan via Cardiff Queen Street
Throughout
GW834. Hirwaun to Abercynon
Throughout
GW835. Treherbert to Pontypridd Junction
Throughout
GW839. Queen Street South Junction to Cardiff Bay
Throughout
GW840. Radyr Jn to Cardiff, Radyr Branch Jn via City Lines
Throughout
GW850. Leckwith Loop South Jn to Leckwith Loop North Jn
Throughout
GW860. Penarth Curve North Jn to Penarth Curve South Jn
Throughout
GW864. Cogan Jn to Penarth
Throughout
GW870. Barry to Bridgend, Barry Jn
Throughout
GW890. Court Sart Jn to Morlais Jn
Court Sart Jn to Morlais Jn
GW8901. Dynevor Jn to Jersey Marine Jn South
Throughout
GW892. Cwmgwrach to Burrows Sidings
42m 20ch to Burrows Sidings
GW894. Jersey Marine Jn Nth to Jersey Marine Jn Sth
Throughout
GW897. Grovesend Colliery Loop jn to Hendy Jn
Throughout
GW900. Pilning to Fishguard Harbour
Pilning to Llanharran
Baglan to Llanelli
Llanelli West and Pembrey
Ferryside Down Main 238m 31ch to 238m 77ch
Ferryside Up Main 238m 77ch to 238m 46ch
GW9001.Landore Jn to Swansea
Throughout
GW906. Swansea Loop East Jn to Swansea Loop West jn
Throughout
GW910. Craven Arms Jn to Llandeilo Jn (Central Wales Line)
Hendy Sewage Works UWC (4m 70ch) – Llandeilo Jn
GW960. Clarbeston Road to Milford Haven
Clarbeston Road and Haverfordwest excl (Single)
Haverfordwest excl and Johnston (Single)

Line Clear Verification LCV.

In accordance with Network Rail Standard the following must be observed. The LCV process applies to the following line of routes

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

Route	Sections of line Equipped
GW103 – Paddington to Uffington	Paddington to Uffington
GW105 – Uffington to Fordgate via Box	Uffington to Flax Bourton a) Down Main to 125m 40ch b) Up Main from 124m 43ch **Down Bath Goods Loop is track circuit **
GW108 Fordgate to Penzance	Powderham and Teignmouth (Sea Wall) St Germans and Lostwithiel (Largin Single excl,) Par (excl.) and Truro (Probus down Main) Penwithers jn (excl.) and Hayle (**Down Main between Redruth and Dolcoath LC is track circuit **) Long Rock and Penzance (Single)
GW174 West Ealing to Greenford West Jn	West Ealing to Drayton Green Station
GW176 Hanwell to Drayton Green Jn	Throughout
GW185 Maidenhead to Marlow	Maidenhead to Furze Platt (25m 20ch)
GW187 Twyford to Henley-on-Thames	Throughout
GW190 Reading Spur Jn to Reading New Jn	Throughout
GW195 Reading Southern Jn to Reading East Jn (Reading Low Level line)	Throughout
GW200 Didcot to Heyford	Chester Line Jn to 55m 60ch
GW220 Reading Oxford Road Jn to Reading West Jn	Throughout
GW225 Reading Caversham Road Jn to Oxford Road Jn (Reading Feeder Lines)	Throughout
GW240 Didcot East Jn to Didcot North Junction via Avoiding Line	Throughout
GW250 Foxhall Junction to Didcot West Curve Junction	Throughout
GW310 Wolvercot Jn to Pershore (Excl.)	Wolvercot Jn and Charlbury Evesham West Jn and MD910 Norton Jn (Single line sections)
GW401 Aschurch (incl.) to Westerleigh Jn	Up Charfield Line from Westerleigh Jn to 109m 47ch (Gloucester side signal UC109) Down Charfield line from Bristol side signal BL2007 (109m 09ch) to Westerleigh Jn
GW451 Filton Jn to Filton West Jn (Filton Chord)	Throughout
GW4501 Stoke Gifford Jn to Bristol Bulk Handling Terminal	Up Avonmouth Dock Line – signal BL1842 to Filton west Jn Filton West Jn to Down Avonmouth Dock line signal SA24 Filton West Jn to Stoke Gifford Jn (single line)
GW450 Stoke Gifford Jn to Bristol East Jn	Throughout
GW500 Reading to Cogload Jn via Westbury & Frome A/Ls	Reading and Hamstead Level Crossing (excl.)
GW510 Westbury North Jn to Bathampton Jn	Fishers LC (UWC) to Bathampton Junction a) Up Trowbridge 0m 0ch to 3m 37ch b) Down Trowbridge 3m 37ch to Bathampton Junction
GW523 Thingley Jn to Bradford Jn	98m 40ch (near Melksham) – (approach) Bradford Jn 103m 54ch (single track section RJ)
GW528 Bristol,North Somerset Jn to Bristol West Jn via St Philips Marsh	Between Up SPM shed line signal BL2066 / Bristol goods Avoiding Line signal BL2068 and North Somerset Jn Between Bristol Goods Avoiding Line signal; BL2153 and Bristol West Jn
GW530 Bristol North Somerset Jn and Dr. Days Jn	Throughout

GW540 Filton Jn to Patchway Jn	Throughout
GW5401 Filton West Jn to Patchway Jn	Throughout
GW600 Wootton Bassett Jn to Pilning	Throughout
GW610Crannaford LC (incl.) to Exeter St David's	Crannaford LC (incl.) (route boundary) and Pinhoe
GW680 Penwithers Junction to Falmouth	Penwithers Junction and Penryn
GW700 Gloucester Barnwood Jn to Severn tunnel jn	Newnham Tunnel and Severn Tunnel Junction
GW720 Uskmouth to East Usk Junction	East Usk Junction
GW730 Severn Bridge Junction to Newport Maindee West junction	Cwmbran to Maindee West Junction
GW735 Shrewsbury, Crewe Jn to Nantwich	Throughout
GW740 Maindee North Junction to Maindee East Junction	Throughout
GW770 Ebbw Vale Town to Gaer Junction	Throughout
GW773 Machen Quarry to Park Junction	Throughout
GW810 Rhymney to Cardiff Queen Street North Jn	Throughout
GW830 Merthyr Tydfil to Barry Island via Cardiff Queen Street	Throughout
GW834 Hirwaun to Abercynon	Penrhicweiber and Abercynon (single) Throughout
GW835 Treherbert to Pontpridd Juction	Throughout
GW840 Radyr Jn to Cardiff, Radyr Branch Jn via City Lines	Throughout
GW850 Leckwith Loop South Jn to Leckwith Loop North Jn	Throughout
GW860 Penarth Curve North Jn to Penarth Curve South Jn	Throughout
GW864 Cogan Jn to Penarth	Throughout
GW870 Barry to Bridgend, Barry jn	Throughout
GW890 Court Sart Jn to Morlais Jn	Court Sart Jn to Morlais Jn
GW8901 Dynevor Jn to Jersey Marine Jn South	Throughout
GW892 Cwmgwrach to Burrows Sidings	42m 20ch to Burrows Sidings
GW894 Jersey Marine Jn Nth to Jersey Marine Jn Sth	Throughout
GW897 Grovesend Colliery Loop Jn to Hendy Jn	Throughout
GW900 Pilning to Fishguard Harbour	Pining and Llanharran Baglan and Llanelli Llanelli West and Pembrey Ferryside Down Main 238m 31ch to 238m 77ch Ferryside Up Main 238m 77ch to 238m 46ch
GW9001 Landore Jn to Swansea	Throughout
GW906 Swansea Loop East Jn to Swansea Loop West Jn	Throughout
GW910 Craven Arms Jn to Llandeilo Jn	Hendy Sewage Works UWC (4m 70ch) – Llandeilo Jn
GW960 Clarbeston Road to Milford Haven	Clarbeston Road and Haverfordwest excl (Single) Haverfordwest excl and Johnston (Single)

LINES WORKED UNDER THE CONTROL OF A PERSON IN CHARGE (THE C2 SYSTEM)

Normal method of working

The lines concerned and the post nominated to carry out the duties of Person in Charge are listed in the following table.

No train must enter or foul the C2 section concerned without the Person in Charge's authority. On single lines, only one movement at a time may be authorised by the Person in Charge. On double lines, only one movement in the right direction over each line at a time may be authorised by the Person in Charge.

Where a telephone is **not** provided at 'B' (as shown in the following table), the train or locomotive(s) must return to 'A' immediately work is finished.

Where a telephone **is** provided at 'B' the Driver must:

- tell the Person in Charge when the train has arrived complete and is clear of the C2 section at 'B', and
- get the Person in Charge's permission before the train again occupies the C2 section, whether for shunting purposes or to return from 'B'.

Siding connections within the C2 section must be kept secured in the normal position for straight running, either by clip and padlock or by padlocking the point lever. The Guard or Shunter of any movement that is to work in the sidings must obtain the keys from the Person in Charge (or, where authorised, obtain his permission to take the keys from their usual place). When movements over the points have finished, the Guard or Shunter must make sure that the points are replaced to normal and properly secured again. On arrival back at 'A', the Guard or Shunter must return the keys to the Person in Charge (or, where authorised, put the keys back in the usual place and tell the Person in Charge).

Failure of telephone at 'B'

If the telephone (where provided) at 'B' fails and no other communication is available, the Person in Charge must give each Driver a written authority to leave 'A', to enter the C2 section and to return to 'A' immediately work has finished. If, telephone failure at 'B' is discovered only after a train has left 'A', the Driver must obtain the Person in Charge's permission by the most expeditious means before returning from 'B'.

The Person in Charge may issue a written authority for one train at a time only between 'A' and 'B', whether on a single or a double line. No further movement may be authorised until the Person in Charge is sure that the previous movement has arrived back at 'A' and is clear of the C2 section. On a double line, all movements must continue to operate on the proper line throughout, unless Working by Pilot is in operation.

Train failure, accident, fire or accidental division

When Rule Book, Modules M1 or M2 require protection of the train, "full distance" for emergency protection on a C2 line is 800 metres (or half a mile). On lines without a telephone at 'B', protection need only be carried out in the direction of 'A'

When one line of a C2 double line is not available

When one line is blocked by obstruction or other cause, Single Line Working (Rule Book Module P1) must be introduced. A Pilot must be provided and must accompany every train.

Possession or Protection of C2 line for engineering work or other activity

Whenever possible, the possession / protection arrangements must be pre-planned and published as for other running lines. Rule Book, Module TS1, Regulation 13 additional protection procedures involving disconnecting signalling equipment, T-CODs or getting the token are prohibited on C2 lines.

Stop boards at the start/ end of the C2 section, including those provided at intermediate sidings, must be regarded as 'stop signals' for protection purposes.

If a telephone is provided at 'B', or if there are intermediate sidings, any protection required under TS1, Regulation 13 or T3 must be provided there as well as at 'A' unless the PICOP/ COSS/ PC can confirm with the Person in Charge of the line that there are no traction units at those locations. If no telephone is provided at 'B', it is only necessary to provide protection at the 'A' end.

The PICOP/ COSS/ PC/ IWA (as appropriate) must contact the Person in Charge of the line and reach a clear understanding as to the time the possession/ protection is required and by when it must be given up. Provided that no train is in the C2 section, the Person in Charge of the line may grant the possession/ protection.

The standard "Record of Arrangements" forms must be used, suitably endorsed to show the appropriate stop boards where signals are not provided. The Person in Charge of the line must record the necessary details in the book provided, and if practicable the PICOP/ COSS/ PC/ IWA must countersign the entry.If additional protection is to be provided by detonator protection or for T3 possessions, the Person in Charge of the line need not be on duty at the time possession/ protection is taken or when it is given up, provided that arrangements have previously been made for:

c) The Person in charge of the line, when leaving duty, to leave written authority in the book provided for the line to be blocked, and/ or (as appropriate)

d) The PICOP/ COSS/ PC, when giving up the possession/ protection, to leave a certificate indicating that the line is clear and safe for traffic.

On resuming duty, the Person in Charge of the line must find out if the work is continuing unless the certificate referred to in (b) has been issued.

Authority for movements to, from and within a T3 possession on a C2 line must be on the same principles as for any other running line.

Recording of all movements

The Person in Charge must record the times at which each train enters and clears the C2 section in the book (or special sheets) provided.

Table C2 – list of lines

From 'A'	To 'B'	Double or Single line?	Tele-phone at 'B'?	Person in Charge	Additional instructions
Yate South Junction	Westerleigh	Single	Yes	Stoke Gifford (TVSC) Signaller	See Local Instructions
Alexandra Dock Jn	Newport Docks	Single	Yes	Alexandra Dock Jn	--
Pengam Jn	Tidal/ Marshalling Siding	Double	Yes	Tidal Sidings Person in Charge	--
Margam (signals PT.3487/ PT.3488)	Port Talbot Docks	Double	Yes	Port Talbot Signaller	--
Gulf Oil Branch Jn	Waterston (GO Refinery)	Single	No	Clarbeston Road Jn Signaller	See Local Instructions
Herbrandston Jn	Robeston Sidings	Single	Yes	Clarbeston Road Jn Signaller	See Local Instructions

Western Route GI - Dated: 07/01/2023

OPENING DROPLIGHT OR QUARTERLIGHT WINDOWS

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

Western Route GI - Dated: 16/09/24

LONDON AREA - TERMINAL AND BAY PLATFORM ADVANCE STOP MARKERS

Advance Stop Markers, consisting of a yellow line painted on the platform surface 6½ yards on approach to the buffer stops, are provided at the station platforms listed below. Drivers of trains arriving at these platforms when unoccupied must stop before or at these markers. Where specific "car stop" marker signs are also provided Drivers must stop at the marker corresponding to the length of the train.

Hayes & Harlington - Platform 5

Slough - Platforms 1

Twyford - Platform 5

Reading - Platforms 1, 2, & 3

Bourne End - both platforms

Marlow

Henley-on-Thames

Western Route GI - Dated: 22/02/15

LONDON UNDERGROUND LTD ELECTRIFIED LINES

The London Underground Ltd (LUL) DC electrified lines are adjacent to Network Rail lines between the following points:-

Paddington (Platform 14) and Westbourne Park

Acton West and Ealing Broadway

North Acton and South Ruislip

Cranes or other mechanical equipment must not be allowed to foul any of these lines without the prior agreement of LUL.

In the event of fire or arcing, water must not be applied to an electric wire or conductor rail until after the current has been switched off.

Between Acton West and Ealing Broadway and North Acton and South Ruislip. Central line Underground trains operate under Automatic Train Operation and require a Train Operator to ride in the front cab. The Train Operator has no facility to reduce speed or stop the train other than to perform an emergency stop. Staff on or near the line must acknowledge the train whistle after they are in a place of safety.

Switching off current in emergency. Anyone who becomes aware of:-

1. an incident on Network Rail lines affecting LUL lines, or
2. an incident on LUL lines affecting Network Rail lines

must, unless LUL staff are immediately available, contact the Network Rail Signaller by the most expeditious means and request him to contact LUL to arrange for the current to be switched off.

The person contacting the Signaller must give his name and grade and the precise location and details of the incident. He must also wait until an assurance is given that the current has been switched off.

Western Route GI - Dated: 05/08/06

OPERATIONAL DECISION MAKING TOOL (ODMT)

(formerly Dynamic Risk Assessment)

The purpose of ODMT is to provide a continuous assessment of risk in the rapidly changing circumstances of an operational incident, in order to implement control measures necessary to make certain of an acceptable level of safety. Its application should be applied by operational management staff seeking to assess operational system risk and identify control measures that deliver a safety benefit in rapidly changing operational incidents affecting the normal operation of the railway.

ODMT can only be facilitated and implemented by those trained to do so.

Western Route GI - Dated: 19/10/2024

LORAM C21 RAIL GRINDER

General

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

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

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

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

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

Transit moves

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

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

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

Grinding Operations

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

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

The speed when grinding is approximately 5 mph.

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

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

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

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

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

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

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

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

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

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

Western Route GI - Dated: 04/09/10

OFFICERS' SPECIALS

A Guard or other suitably competent person must be provided when the train is formed of a single power car, or is a locomotive-hauled inspection saloon. If a competent person is provided, they must carry out the Guard's duties.

A saloon may be propelled by a locomotive or diesel multiple unit, but the speed must not exceed 30 mph.

Officers' specials must not be propelled on the Cambrian route (GW733 or GW734).

Western Route GI - Dated: 10/12/11

Overlay Miniature Stop Light (OMSL) level crossings

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

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

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

Western Route GI - Dated: 29/02/2020

PASSAGE OF LOCOMOTIVES OVER WEIGHBRIDGES

Locomotives are prohibited from passing over the weighing rails of weighbridges, except at:-

1. MGR installations.
2. ARC weighbridge, Whatley.
3. Foster Yeoman weighbridge, Merehead.
4. Carne Point, Fowey.
5. Cardiff Cathays (Class 08/ 09 locomotives only)
6. Barry Docks, Dow Corning (Class 08/ 09 locomotives only)

NOTE: The maximum permissible speed of vehicles passing over weighbridges is 4 mph.

Western Route GI - Dated: 05/08/06

Rail for London Infrastructure (RFLI) / Network Rail Interfaces for trains operating in Automatic Train Operation / Auto Reverse

Automatic Train Operation (ATO)

The Crossrail Central Operating Section (CCOS) part of the Elizabeth Line in Central London uses Communications Based Train Control (CBTC) Signalling and Control System to signal trains.

Under normal mode of operation, Class 345 Trains will run automatically (ATO) within the confines of the CCOS between Westbourne Park and Pudding Mill Lane / Abbey Wood. These 3 locations are also the interfaces with NR Western, Anglia and Kent Routes where the signalling systems change over from CBTC to Level National Train Control (NTC) TPWS.

- Westbourne Park (NR Western Route) Line of Route GW103 / XR001 Interface
- Abbey Wood (NR Kent Route) Line of Route SO290 / XR002 Interface
- Pudding Mill Lane (NR Anglia Route) Line of Route EA1010 / XR001 Interface
  Between Pudding Mill lane and Stratford, there is a CBTC overlay on the NR Infrastructure, so the Class 345 trains also run in ATO between those locations on the Up and Down Electric Lines

Auto Reverse (AR)

Within the CCOS, Class 345 Trains may run in Auto Reverse (AR) Mode. These movements of the train take place without a driver being present in the cab.

In case of train movement emergency, RFLI can be contacted on 0300 215 0555

Dated: 28/08/2021

RAILWAY CRIME

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

Some examples of suspicious activity could be:

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

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

National GI - Dated: 30/08/14

RECORDING OF CONVERSATIONS

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

Western Route GI - Dated: 05/08/06

REPORTS OF STONETHROWING, etc

1. On getting a report of stone (or other missile) throwing or use of air rifles, the Signaller must:
   - Tell Operations Control, and
   - Summon BT Police to attend, and
   - Stop the first train that is to pass through the area concerned, on any line, and
   - Tell the Driver what has happened, ask him to proceed normally and having passed the area concerned report back whether or not there was any stone throwing / shooting. *(The train must not be cautioned)*.
2. The Signaller must tell any other Signallers affected and, as necessary, ask them to stop and tell Drivers in accordance with this procedure, or to relay any message received from the Driver of a train that has passed through the affected area.
3. The Signaller must also stop and tell the Driver (as in 1. above) of each train that requires to pass the area concerned, on any line, before the Driver of the first train reports back.
4. If the Driver of the first train reports that his train was also stoned / shot at, the Signaller must tell Drivers of subsequent trains as in 1. above.
5. If no further report is received about stone throwing / shooting from the Driver of any train dealt with as above, The Signaller must inform Operations Control and resume normal working.

Western Route GI - Dated: 05/08/06

REVERSIBLY SIGNALLED LINES (as published in Table 'A')

Track workers going on or near a reversibly signalled line must be aware that trains can approach in either direction on any line at any time.

Notice of reversible working

If reversible working is likely to go on for a long time and it has not been published in the Weekly Operating Notice, Operations Control must issue a suitable notice to affected train operators controls and others concerned. Train operators' controls must arrange for drivers to be advised.

Signalling equipment failure

If there is a track circuit failure in the route concerned, the affected line(s) must be worked in one direction only until the failure is rectified. If any movement is to be made in the other direction, working by pilot as shown in rule book module P2 must be introduced.

Patroller's protection device

Lineside devices are provided as shown in Table 'A' of this appendix and must only be used by authorised users. When operated, the device inhibits reverse direction signalling (but not the normal direction) between the crossovers concerned. The authorised user must get the signaller's permission before turning the switch to either position.

Provided that the appropriate device has been operated and is working, it is only necessary for detonator protection to be provided to protect the normal direction when blocking a line as shown in Handbook 8, section 2 – Blocking a line

REVERSIBLY SIGNALLED LINES BETWEEN;

• FOXHALL JUNCTION AND NORTH SOMERSET JUNCTION

•WOOTTON BASSETT JUNCTION AND CHIPPING SODBURY.

•APPLEFORD JUNCTION AND KENNINGTON JUNCTION OVER UP AND DOWN OXFORD LINES

Reversible working may be introduced on sections of line between the locations shown above at any time for traffic purposes or during engineering work, train failure, infrastructure failure or damage or obstruction of the line.

Drivers and others concerned must be aware that reversible working can be introduced on any line at any time without advance warning being provided.

When used for traffic purposes, trains concerned will normally be worked in the same direction. For example, during disruption, a freight train could be signalled reversibly to allow an express passenger train to overtake in the normal direction.

If it is necessary for both lines to be worked in the wrong direction simultaneously (i.e. down trains signalled on the up line and up trains signalled on the down line), drivers affected will be told about the circumstances before entering the section concerned.

Western Route GI - Dated: 07/01/2023

SANDITE APPLICATION AND RAIL CONDITIONING TRAINS

1. Types of rail conditioning trains
   - 1.1 The Railhead Treatment Train (RHTT) consists of converted and specially-adapted wagons hauled by a locomotive at each end
   - 1.2 The Multi-Purpose Vehicle (MPV) consists of a specially-built unit with driving cabs at each end.
   - 1.3 All types of train carry out conditioning of the railhead during autumn by a combination of water jetting and the application of sandite traction gel.
2. Speed
   - 2.1 The maximum speed of trains when water jetting and applying sandite is 60mph
3. Notices
   - 3.1 Notices will be produced detailing the locations where sanditing and water jetting will take place.
   - 3.2 Operations Control must advise signallers of any deviation from the railhead treatment plan which may be agreed to cater for exceptional circumstances or to treat a problem location not normally treated.
   - 3.3 Signallers must pass details of changes to the booked plan to the train if instructed to do so by Operations Control.
4. Signalling arrangements
   - 4.1 Rail conditioning trains will be described, where possible, by train description code 3Jxx when operating water jetting-only diagrams.
   - 4.2 Rail conditioning trains will be described, where possible, by train description code 3Sxx when operating diagrams that apply sandite.
   - 4.3 Where train describers are not in use the rail conditioning train will be described by special bell signal or special Is Line Clear signal 3-4-2.
   - 4.4 All types of rail conditioning trains may be relied upon to operate track circuits whether applying sandite or not. When applying sandite, signallers must specially observe the passage of the train and the next train to follow over track circuits, where provided.
   - 4.5 Signallers must deal with any failure by the train to operate a track circuit correctly by immediately applying Rule Book Module TS11, regulation 15 and advising Operations Control of the failure. Rule Book Module TS1, Regulation 12 must be applied to all subsequent trains over the affected portion of line until at least 2 trains have operated the track circuit normally.

Western Route GI - Dated: 26/08/17

SEMI-AUTOMATIC TRAIN WARNING SYSTEM (SATWS)

Network Rail (NR) is improving track worker safety by introducing higher integrity warning systems that do not require lookouts to be positioned to Warn of approaching trains, these systems include SATWS.

SATWS will give track workers sufficient audio and visual warning of approaching trains within the required derived warning time (minimum 25seconds, maximum 45 seconds) to locations where sighting of trains is difficult and / or traffic density is high, precluding line blocks being taken for protection and to meet NR's target of zero unassisted lookout working.

The SATWS system applies to the following locations and lines of route

LOR	Line of Route description	Section of Line Equipped (from/to)	Worksite Area
GW500	Reading to Cogload Jn via Westbury & Frome A/Ls	60m 11ch – 60m 56ch	Hungerford - All lines ①
		66m 40ch - 66m 57ch	Bedwyn – all lines②
		70m 36ch - 70m 43ch	Savernake GF – all lines
GW606	Cowley Bridge Jn to Barnstaple	185m 68ch - 187m 56ch	Copplestone to Morchard Road
		207m 6ch - End of the line	Chapelton to Barnstaple ③

① cannot be used if a train is held in the loop

② cannot be used when the Turnback Siding is occupied by a train

③ Additional possession of sidings required

Western Route GI – Dated 16/05/2022

STANDARD SPEED RESTRICTIONS

When trains are running late, Drivers must endeavour to make up time, with due regard to the braking power of the locomotive and train and provided all speed restrictions are strictly complied with and the maximum speeds indicated are not exceeded.

Except where shown otherwise in Table A, trains must not exceed the speeds set out below:

		Speed mph
1.	On double lines when passing through junctions between parallel lines or through crossover roads, or when entering or leaving Relief, Goods lines or Loops, Locomotive, Carriage, Platform or Bay lines	**15**
2.	On Single lines when passing through Loop Connections	**15**
3.	When passing over Goods Lines or Loops on which Permissive Working applies	**15**

LOCOMOTIVE HAULED TRAINS – MAXIMUM PERMITTED SPEED

Where the Permissible Speed shown in Table A of this Appendix is 100 mph or more, locomotive hauled trains worked by other than Class 67 locomotives must not exceed 95 mph at any point, except on the Main lines between Acton (4m 40ch) and Reading (35m 60ch).

Class 67 hauled trains may run up to a maximum speed of 110 mph, where permissible speed shown in Table A of this Sectional Appendix allows.

These restrictions are due to signal spacing

TRAINS NOT FITTED WITH AUTOMATIC TRAIN PROTECTION (ATP) – MAXIMUM PERMITTED SPEED

Trains not fitted with ATP may travel at permissible speeds between Reading West Junction and Didcot East Junction on the main lines. Over all other sections of line shown in Table A of this Sectional Appendix as being ATP fitted, the maximum speed for all trains not fitted with ATP must not exceed 110 mph at any point.

This restriction is due to design limits of TPWS lineside equipment for trains fitted only with that system.

Western Route GI - Dated: 26/08/17

STATIONS WITH SHORT PLATFORMS

The length of each station platform is shown in metres and yards on table A pages published in this appendix. Provided the train concerned can be fully platformed, all doors can be used without restriction. Trains exceeding the published platform length may call in any of the following circumstances :

- selective door release / isolation is available which allows passengers to use platformed doors only
- where a train is fitted with a “local door / intermediate facility”, this must be used to allow passengers to board / alight from the leading door of the train. If use of the leading door is not practicable, the guard must come to a clear understanding with the driver as to the positioning of the train to allow an alternative door to be platformed, prior to the “local door / intermediate facility” being used to release this door only. Guards must take extreme care at such stations to ensure only doors fully adjacent to the platform are released
- the extremities of the train are off the platform but all passenger doors are platformed
- where Train Operating Company instructions state that unplatformed doors or units must be locked out of passenger use for all or part of the journey
- where the Train Operating Company instructions state that special arrangements have been made for the operation of charter trains using slam door stock to prevent passengers detraining from unplatformed coaches
- a platform has been temporarily shortened for engineering / reconstruction work and special arrangements have been made and published
- evacuating a train in emergency.

Western Route GI - Dated: 18/01/16

STOPPING POSITION AT PASSENGER PLATFORMS

Some station platforms have marker signs to indicate where Drivers should stop passenger trains of certain formations. The signs are black or blue and show a numeral or group of numerals above the words Car Stop (e.g. “3 Car Stop” or “2 3 4 Car Stop”). Some signs show “S Car Stop”.

The Driver of each stopping passenger (and unless otherwise instructed ECS) trains must stop with the front cab at the appropriate sign for the formation of the train. Where “S Car Stop” signs are provided, all trains must stop with the leading cab at the sign regardless of length.

Unless varied by instructions elsewhere in this Appendix, the Driver of a train that is overlength for a platform in Western Route must stop with the leading coaches platformed.

Western Route GI - Dated: 03/08/19

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 to show drivers of Class 80x IET services, where they are able to PAN UP and PAN DOWN at line speed.

These signs are provided at the following locations with details of mileages shown in the relevant line of route, local instructions

GW103 Between Cholsey and Didcot East Junction

GW105 Swindon Station

GW105 Between Wootton Bassett Junction and Chippenham

GW500 Between Thatcham and Newbury

GW600 Bristol Parkway

GW600 Pilning

GW700 Severn Tunnel Junction

GW900 Severn Tunnel Junction

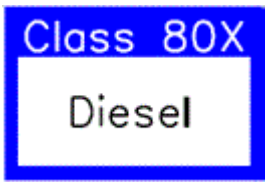
GW900 Cardiff Central

The new signs and their meanings are shown below:

Changing from electric to diesel:



This sign warns the driver that there is a traction supply changeover ahead.



This sign instructs the driver to start the change-over process from electric to diesel traction.

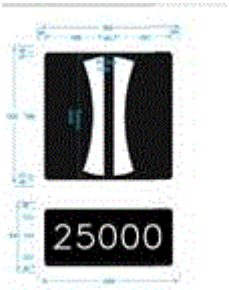


Lower pantograph
before passing this point

Changing from diesel to electric:



Raise pantograph at line speed



Raise pantograph at line speed



Raise pantograph at line speed

CORE VALLEY LINES 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:

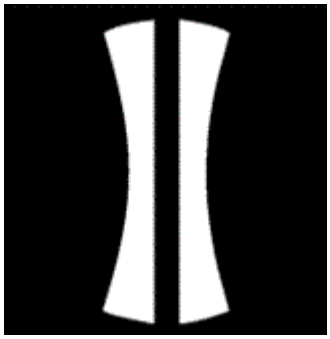
GW830 - Merthyr Tydfil to Cathays OLE boundary

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.

Western Territory GI - 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

Explanation of Table A terms and symbols

LOR	Seq.	Line of Route Description	Route	Last Updated
GW0001	001	Explanation of Table A terms and symbols	WW	17/12/2022

Explanation of Table A terms and symbols

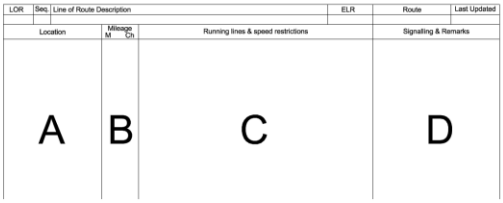
Contents

1. Overview
2. Running lines, loops, sidings and other tracks
3. Signalling
4. Speeds
5. Stations
6. Level crossings
7. Communications
8. Electrification
9. Staff protection
10. Train protection
11. Other abbreviations
12. Key to symbols

1. Overview

Each 'Table A' diagram shows all running lines and connections, with their maximum permissible speed shown. Where appropriate, tunnels, stations, level crossings, location names, mileages and other details may additionally be shown.

Each diagram has the following format:



The "Running lines & speed restrictions" column (C) shows a NOT TO SCALE map of part of the national rail network. Station platforms, signal boxes, tunnels, level crossings and other infrastructure will be shown. Line names and their maximum permissible speeds will be shown (for the direction of normally signalled moves).

Unless indicated otherwise in column D, all information is shown with the **Down** direction being down the page, and the **Up** direction being up the page.

The "Location" column (A) will provide the name of locations such as stations, tunnels, etc, which will be shown in line with their associated symbol in column C.

The "Mileage" column (B), will provide the mileage of locations in miles and chains. Note: 1 chain = 22 yards = 20.11 metres, with 80 chains in 1 mile. Where a railway line is measured in kilometres only, then this will be made clear on the relevant diagrams, and the column may be renamed as 'Metreage'. Where running lines follow significantly different alignments, a second column B may be shown either immediately to the left or immediately to the right of column C.

The "Signalling & Remarks" column (D) will provide further details such as the type of signalling present on the lines shown, where signalling is controlled from, an explanation of any unusual abbreviations used in column C, and other details relevant to the area shown, such as electrification.

Across the top of the diagram, reading from left to right, are:

- the Line of Route (LOR) code
- the sequence (Seq.) number of the diagram within that LOR
- the LOR description
- the Engineers' Line Reference (ELR) applicable to that part of the railway (more than one ELR may be shown)
- the Network Rail Route that manages that part of the railway shown
- date when the diagram was last updated.

LOR	Seq.	Line of Route Description	Route	Last Updated
GW0001	002	Explanation of Table A terms and symbols	WW	17/12/2022

Explanation of Table A terms and symbols - Continued

2. Running lines, loops, sidings and other tracks

Lines are displayed as follows:



A: Line authorised to carry all types of train, including passenger trains.

B: Line authorised to carry goods trains or empty coaching stock trains only.

C: Line authorised to carry all types of train, including passenger trains, but part of another Line of Route. Details of which Table A diagram to refer to will be given.

D: Line authorised to carry goods trains or empty coaching stock trains only, but part of another Line of Route. Details of which Table A diagram to refer to will be given.

E: Track classed as a siding.

F: Other running lines controlled or managed independently of the national rail network, and full details of those lines are not included in the Sectional Appendix (e.g. an adjacent London Underground Line, or metro/tram line).

Each diagram will show the track layout in that particular geographic area, in terms of number of lines, crossovers, connections and so on. It will NOT show track curvature or indicate how wide a 6-foot or a 10-foot there may be between tracks (only in a few exceptional cases will the diagram give an indication of a larger than usual distance between running lines).

The standages of loops and certain sidings will be given in metres and/or yards. These lengths do NOT take into account defensive driving policy or stand-back from signals. A suitable distance must be deducted from the lengths given to allow for this.

3. Signalling

The Signalling & Remarks column contains the following details at the top of each diagram, and then again whenever any of those details change:



① The mode of signalling applicable to that line. If the mode of signalling is different from one running line to the next (e.g. the Down Main line has track circuit block signalling, whilst the Up Main line has absolute block signalling), then this will be noted further down within the Signalling & Remarks column.

② Signalling control location, type (e.g. signal box, power signal box, signalling centre) and signal prefix, shown in brackets. Where relevant, the controlling panel or workstation name will also be listed on a separate line.

③ Where shown, the route availability number for the line or lines concerned. Where this detail is NOT shown, the details can be found in the Sectional Appendix Route Clearance tables.

④ Where appropriate, the type of electrification and electrical control room responsible for that electrification (see "Electrification" section for further details).

Where any of the above details change, it is assumed (unless stated otherwise) that the new details apply on both lines from that point onwards reading DOWN the diagram.

LOR	Seq.	Line of Route Description	Route	Last Updated
GW0001	003	Explanation of Table A terms and symbols	WW	17/12/2022

Explanation of Table A terms and symbols - Continued

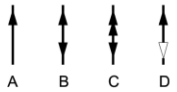
3. Signalling - Continued

Mode of signalling
The following abbreviations will be used in the Signalling & Remarks column to indicate the type of signalling that applies to the running lines shown on that diagram:

AB:	Absolute Block.
C2:	(See Western Route Sectional Appendix, General Instructions for details).
CBTC:	Communications-Based Train Control.
ERTMS L2:	European Rail Traffic Management System (Level 2).
ET:	Electric Token Block.
ETCS Level 2:	European Train Control System Level 2.
ETCS Level 3:	European Train Control System Level 3.
NB:	No Block.
NST:	No Signaller Token.
NSTR:	No Signaller Token with Remote Crossing Loops.
OTS or OT(S):	One Train Working where a Staff is provided.
OTNS or OTN(S):	One Train Working where a Staff is not provided.
RETB:	Radio Electronic Token Block (some diagrams will also include the channel number).
TB:	Tokenless Block.
TB(SC):	Scotland Route Tokenless Block.
TCB:	Track Circuit Block.
TST:	Train Staff & Ticket (details will be given in Local Instructions where applicable).

In track circuit block areas of signalling, it is assumed that train detection is by means of track circuits. Where train detection is by means of axle counters, then this will be detailed in the Signalling & Remarks column.

Direction of signalling
The direction that main aspect signalling applies to, will be indicated by an arrow in the running line, pointing in the appropriate direction:



A: Running line provided with main aspect signalling in one direction only.
B: Running line provided with main aspect signalling in both directions, with no predominant direction of travel.
C: Running line provided with main aspect siganlling in both directions, with the predominant direction of travel indicated by a double arrow.
D: Running line provided with main aspect signalling in both directions, but with simplified bi-directional signalling (i.e. fewer signals) in the direction indicated by the white, un-shaded arrow.

It must be remembered that on running lines provided with main aspect signalling in one direction only, it will still be possible to have wrong direction moves in connection with position light signals (e.g. shunt moves) or at junctions. The presence of such shunt signals or signalled wrong direction moves are NOT indicated on Table A diagrams.

Permissive Working
Running lines on which permissive working is authorised will be detailed in the Signalling & Remarks column. The following abbreviations are used:

PP: Permissive Working - full use for Class 1, 2, 3 ECS, 5, 9 and 0 trains.
PP-A: Permissive Working - Attaching & Detaching use only for Class 1, 2, 3 ECS, 5, 9 and 0 trains.
PP-S: Permissive Working - Platform Sharing use only for Class 1, 2, 3 ECS, 5, 9 and 0 trains.
PP-C: Permissive Working - Contingency use only for Class 1, 2, 3 ECS, 5, 9 and 0 trains.
PF: Permissive Working for Class 3 to 8 and 0 trains.

LOR	Seq.	Line of Route Description	Route	Last Updated
GW0001	004	Explanation of Table A terms and symbols	WW	17/12/2022

Explanation of Table A terms and symbols - Continued

4. Speeds

The maximum permissible speed for a section of line is shown on each running line in miles per hour (mph). Where permissible speeds are given in kilometres per hour, then this will be clearly indicated.

It must be remembered that the maximum permissible speed of a train can be less than the maximum permissible speed of the line over which it travels (e.g. a Class 6 freight train can only run at speeds up to 60mph; Class 156 passenger train rolling stock can only run at speeds up to 75mph). Additionally, all temporary and emergency speed restrictions must be strictly observed, and speed regulated according to signal aspects received.

Change of speed
The location of a change in the maximum permissible speed is indicated by an asterisk. The mileage (or metreage) at which the speed change occurs will be shown in the mileage column, along with a further asterisk.

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

Differential speeds
Where a differential speed restriction applies, it is indicated as in the following examples:

$\frac{40}{60}$ Standard differential speed restriction - i.e. the faster speed applies to passenger, parcels and postal trains (loaded or empty) and light locomotives. The slower speed applies to all other trains.

$\frac{20}{SP\ 40}$ or $\frac{20}{SP40}$ Non-standard differential speed restriction. This example indicates that Sprinter trains are permitted to travel up to 40mph, and all other trains up to 20mph.

The abbreviations used in the non-standard differential speed restrictions are as follows:

HST:	High speed trains	MU:	Multiple-unit trains
SP:	Sprinter multiple unit trains	DMU:	Diesel multiple-unit trains
CS:	Class 67 locomotives	EMU:	Electric multiple-unit trains

EPS: Enhanced permissible speed, applicable only to Class 390 and Class 221 trains capable of tilting

Other differential speeds not listed above will be clearly detailed in the Signalling & Remarks column.

Speeds on bi-directional or single lines
On single and bi-directional lines where different speeds apply in each direction, the speeds are shown together with an arrow head indicating the direction in which they apply. Where possible, the arrow head for the Up direction will be to the left of the running line, and that for the Down direction to the right of the running line (this convention may not always be possible due to constraints on the diagram - e.g. the proximity of other details required to be shown).

On single and bi-directional lines where the same speed applies in both directions, no arrows are shown.

On single and bi-directional lines, an asterisk may indicate a change of speed in one direction only.

Un-signed speeds
Unless indicated otherwise, the maximum speed over connections to sidings, depots and yards is 15mph and the maximum speed within sidings, depots and yards is 5mph.

In the Scotland Route Sectional Appendix, in accordance with previous signing practices, some speeds may not be indicated on the lineside by a speed sign. Such speeds are therefore prefixed by a small, angled dash to denote that lineside signs **may not** be provided.

LOR	Seq.	Line of Route Description	Route	Last Updated
GW0001	005	Explanation of Table A terms and symbols	WW	17/12/2022

Explanation of Table A terms and symbols - Continued

5. Stations

Station names are shown in **CAPITALS** in the Location column. The mileage of a station is traditionally where access between platforms was originally provided - e.g. behind the buffer stops at terminal stations, or where the original station footbridge was located. The mileage of a station may therefore not reflect the centre of a station, should platforms have undergone extension at one end, or the station been remodelled.

Some stations may not be shown with a specific mileage (or metreage) but will instead show 'start' and 'end' figures to indicate the extents of the station.

The operational length of each station platform is given in metres and / or yards. These lengths do NOT take into consideration defensive driving policy or stand-back from signal. A suitable distance must be deducted from the lengths given to allow for this. Where platform lengths are not given, please refer to the relevant table in the General Instructions section of the Sectional Appendix.

6. Level Crossings

Level crossings are indicated by the letters LC and then one, or more, of the abbreviations below, following the name of the crossing:

Crossings operated by a signaller or crossing keeper:

CCTV: Manual level crossing (full barriers), remotely supervised via closed circuit television.
MCB: Manned level crossing (full barriers), operated locally by a signaller or crossing keeper.
MCG: Manned level crossing (gates), operated locally by a signaller or crossing keeper.
OD: Manual level crossing (full barriers), normally automatically operated with obstacle detection.
RC: Manual level crossing (full barriers), remotely controlled.

Automatic crossings:

ABCL: Automatic barrier crossing - road warning lights and barriers monitored by train crew.
AHBC: Automatic half-barrier crossing - monitored by signaller.
AOCL: Automatic open crossing - road warning lights monitored by train crew.
AOCL+B: Automatic open crossing (half-barriers), monitored by train crew. The rules applicable to ABCL level crossings also apply to this type of crossing.
R/G: Miniature red/green warning lights (including miniature stop lights (MSL)).

The letter "X" shown after the above abbreviations for level crossing types (e.g. AHBC-X) indicates that the crossing concerned also works automatically for movements in the wrong direction.

Other crossings:

BW: Bridleway crossing.
FP: Footpath crossing.
OPEN: Open crossing without road warning lights.
SBC: Station Barrow Crossing.
TMO: Train crew operated.
UI: Accommodation / occupation or footpath level crossing equipped with User Information equipment.
UWC: User worked crossing.

LOR	Seq.	Line of Route Description	Route	Last Updated
GW0001	006	Explanation of Table A terms and symbols	WW	17/12/2022

Explanation of Table A terms and symbols - Continued

7. Communications

A: GSM-R 

B: 

The main form of communication between drivers, guards, other on-train staff, signallers, operations controllers and ECR's, is GSM-R. A railway line provided with GSM-R will be denoted by symbol **A** at the top of the Signalling & Remarks column. Where GSM-R provision ends, then this will be detailed in the Signalling & Remarks column at the appropriate place.

Should GSM-R not be available, then line-side telephones, denoted by symbol **B** above, can be used to contact the signaller in an emergency. Telephones are provided at the following locations:
- at the majority of signals capable of displaying a stop 'Danger' aspect. These telephones are NOT indicated on Table A diagrams.
- at the majority of points forming crossovers and junctions. These telephones are NOT indicated on Table A diagrams.
- at Ground Frames and Ground Switch Panels. These telephones are NOT indicated on Table A diagrams.
- at lockout devices. These telephones are NOT indicated on Table A diagrams.
- at certain level crossings. Level crossings provided with telephones will have symbol **B** shown at the left-hand side of the "Running lines & speed restrictions" column, though on site telephones will be provided on both sides of the railway.
- at certain other locations. These locations will be shown by symbol **B** and their mileage given in the Mileage column (or metreage column, where applicable).

8. Electrification

Where lines are electrified, the type of electrification and the electrical control room (ECR) responsible for the area, will be shown at the top of each page in the Signalling & Remarks column.

The following abbreviations will be used:
AC: lines electrified with overhead line equipment energised with 25kV alternating current.
DC: lines electrified with a third rail energised at 750V direct current.
DC(OLE): lines electrified with overhead line equipment energised with 650/750V direct current.

Adjacent lines that are electrified (e.g. Metro tram lines or London Underground lines) will have their types of electrification noted in the Signalling & Remarks column.

AC overhead line neutral sections are indicated by the letters OHNS and their mileage given in the Mileage column (or metreage, where applicable).

Automatic Power Change Over locations will be shown, for both pantograph raise and pantograph lower locations. Details, including whether the change over is static or dynamic, raise or lower, will also be provided.

LOR	Seq.	Line of Route Description	Route	Last Updated
GW0001	007	Explanation of Table A terms and symbols	WW	17/12/2022

Explanation of Table A terms and symbols - Continued

9. Staff protection

The Signalling & Remarks column will provide details of Automatic Staff Warning Systems using one of the following abbreviations:
FWS - Fixed Warning System.
TOWS - Train Operated Warning System

The "Signalling & Remarks" column will provide details of lockout devices (LOD) and the lines that they cover. The different types of lockout are as follows:
LOD(E): this type of lockout prevents train movements from being made in both directions, either into or out of the protected area, and is a captive key system where the key is normally retained in the lockout device.
LOD(K): this type of lockout prevents trains from entering the protected area in both directions, but does not prevent train moves within the area or going out of the area. This is a captive key system where the key is normally retained in the lockout device.
LOD(P): this type of lockout prevents signalled train movements from being made in the 'wrong' direction, where the line has been signalled for bi-directional working. This is a key enabled system where the authorised user must obtain the key before operation can commence.
LOD(T): this type of lockout prevents all signalled moves into the area from being made, but not moves within, or going out of, the protected area. It also prevents moves from being made to signals where the overlap of the route set would be in the protected area. This is a key enabled system where the authorised user must obtain the key before operation can commence.

Full details of the protection afforded is as defined in the lineside case.

10. Train protection

Unless otherwise stated in the Signalling & Remarks column, it is assumed that AWS (Automatic Warning System) and TPWS (Train Protection Warning System) is provided on all running lines. Additionally, it is assumed that TPWS is provided at all main aspect signals at the exits from sidings, where the signal controls moves out onto a main running line.

The provision of TASS (Tilt Authorisation & Speed Supervision system) and ATP (Automatic Train Protection) will be detailed in the Signalling & Remarks column.

LOR	Seq.	Line of Route Description	Route	Last Updated
GW0001	008	Explanation of Table A terms and symbols	WW	17/12/2022

Explanation of Table A terms and symbols - Continued

11. Other abbreviations

In addition to the abbreviations already listed (e.g. for type of signalling or type of level crossing), the following abbreviations may also be used on Table A diagrams without explantion:

Line name abbreviations:

U:	Up	D:	Down
UM:	Up Main	DM:	Down Main
UF:	Up Fast	DF:	Down Fast
US:	Up Slow	DS:	Down Slow
UE:	Up Electric	DE:	Down Electric
UR:	Up Relief	DR:	Down Relief
UA:	Up Avoiding	DA:	Down Avoiding
UG:	Up Goods	DG:	Down Goods
USB:	Up Suburban	DSB:	Down Suburban
UPL:	Up Passenger Loop	DPL:	Down Passenger Loop
UGL:	Up Goods Loop	DGL:	Down Goods Loop
URS:	Up Refuge Siding	DRS:	Down Refuge Siding
CL:	Crossing Loop (in single line)	U&D:	Up & Down

Signalling control abbreviations:

SB:	Signal box.	GF:	Ground Frame.
PSB:	Power signal box.	EGF:	Emergency Ground Frame.
SCC:	Signalling control centre.	GSP:	Ground Switch Panel.
SC:	Signalling centre.	SF:	Shunt Frame.
IECC:	Integrated Electronic Control Centre.		
ROC:	Rail Operations Centre.		

Infrastructure abbreviations:

C:	Catch points, unworked	C&P:	Clipped and padlocked out of use.
CW:	Catch points, worked.	HABD:	Hot Axle Box Detector.
Jn:	Junction.	WILD:	Wheel Impact Load Detector.

Railway lines of route abbreviations:

LUL:	London Underground Ltd	HS1:	High Speed 1.
CTRL:	Channel Tunnel Rail Link (HS1).	HS2:	High Speed 2.
WCML:	West Coast Main Line.	CCOS:	Crossrail Central Operating Section.
ECML:	East Coast Main Line.		

Other abbreviations which may be used without explanation:

OOU: Out of use.
TEP: Token Exchange Point - applicable to lines signalled using the 'Radio Electronic Token Block' or the 'No Signaller Token with Remote Crossing Loops' methods of signalling.
CTLP: Crossing the line procedure.

LOR	Seq.	Line of Route Description	Route	Last Updated
GW0001	009	Explanation of Table A terms and symbols	WW	17/12/2022

Explanation of Table A terms and symbols - Continued

12. Key to symbols

'Passenger' line. Line authorised to carry all types of train, including passenger trains.

'Goods' line. Line authorised to carry goods trains or empty coaching stock trains only.

Siding or a line classed as a siding.

Other running lines, but belonging to another Line of Route (LOR). The left-hand line is a 'passenger' line, the line on the right is a 'goods' line.

Other running line where full details are NOT included in the Sectional Appendix (e.g. an adjacent London Underground Line, or adjacent metro / tram line).

Running lines, signalled in only one direction.

Running lines, signalled in both directions.

Where a running line is signalled in both directions, and there is a predominant direction of travel, then the line may be shown with double-arrows indicating the predominant direction of travel.

Running lines, signalled in both directions, but with simplified bi-directional signalling (i.e. fewer signals) in the direction indicated by the white, un-shaded arrow.

Buffer stops - these will be the same thickness as the lines on which they are located.



Sand drag.



Catch points.
C: Un-worked. CW: Worked.
D: De-railer.
Example shows worked catch points in the Down line only.

LOR	Seq.	Line of Route Description	Route	Last Updated
GW0001	010	Explanation of Table A terms and symbols	WW	17/12/2022

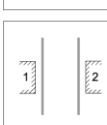
Explanation of Table A terms and symbols - Continued

12. Key to symbols - Continued

Tunnel or bridge over the railway. Lines within the tunnel will be dashed, regardless of whether it is a 'passenger', 'goods' or other line type.

Viaduct or bridge under the railway.

Moveable bridge (e.g. swing bridge or lift bridge).



Station platforms, with platform numbers shown where applicable.

Signal box, power signal box, signalling centre, etc. In manual signal boxes, the dot represents the signaller, the line represents the signaller's display. Example shows the signaller facing the railway.

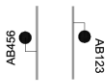
Gates, not associated with a level crossing.

Lockout device. Type of lockout and lines covered will be given in the Signalling & Remarks column. More than one device may be present at the location shown. A telephone to the signaller will be provided.

Hot Axle Box Detector (HABD), Wheel Impact Load Detector (WILD) or other wheel-check device.



Ground Frame, Emergency Ground Frame, Ground Switch Panel or Shunt Frame. Where trains may be shut in, the letter 'S' in a circle is shown on the left-hand side of the diagram.



Where shown, main aspect signal. This symbol is used regardless of how the signal is mounted, or whether it is a semaphore signal or colour-light signal. The signal number will be given, either alongside or in the Signalling & Remarks column.

Overhead line neutral sections (OHNS).

LOR	Seq.	Line of Route Description	Route	Last Updated
GW0001	011	Explanation of Table A terms and symbols	WW	17/12/2022

Explanation of Table A terms and symbols - Continued

12. Key to symbols - Continued

60 60 — Maximum permissible speed of the line concerned (example shows 60mph for both Up and Down lines).

60 — Maximum permissible speed of the line concerned, where the speed is the same in both directions (line is signalled bi-directionally).

40 / 60 — Maximum permissible speed of the line concerned, where different speeds apply depending on direction of travel. The adjacent arrow indicates in which direction the speed applies. The adjacent arrow may be connected by a thin line to the running line to which the speed applies.

* * — Change in maximum permissible speed, with mileage provided in the mileage column along with a further star.

UM DM 60 — Maximum permissible speed of the line concerned, carried forward from previous page (example shows 60mph for the Down Main line).

Level crossing, with name and type of crossing in the Location column.

15 / 15 / A15 / A15 — Level crossings, with right direction approach speeds. An arrow or the prefix 'A' may be used. The previous permissible speed resumes beyond the crossing, unless otherwise shown.

X30 X30 — Level crossing with wrong direction approach speed.

STOP / STOP / A STOP / A STOP — Level crossings, where trains must be brought to a stand before proceeding over the crossing. An arrow or the prefix 'A' may be used. The previous permissible speed resumes beyond the crossing, unless otherwise shown.

GSM-R — Lines shown provided with GSM-R equipment and coverage.

T — Lineside telephone, not associated with a signal, points, ground frame or lockout device.

Network Rail boundary; Network Rail Route boundary; Sectional Appendix boundary, with details shown.

LOR	Seq.	Line of Route Description	Route	Last Updated
GW0001	012	Explanation of Table A terms and symbols	WW	17/12/2022

Explanation of Table A terms and symbols - Continued

12. Key to symbols - Continued

Automatic Power Change Over zone commencement - pantographs lower. The mileage will be provided in the mileage column.

Automatic Power Change Over zone commencement - pantographs raise. The mileage will be provided in the mileage column.

Where shown, tunnel air shaft.

Where shown, tunnel escape shaft.

Where shown, tunnel fan.

Dated : 17/12/2022

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Index of Locations

Location	Table A - Module
(Change of ELR)	GW560-001-WR2, GW572-001-WR2
Abbey Foregate (AF) SB	GW731-001-WR2
Abbey Foregate Jn	GW731-001-WR2, GW732-001-WR2
Abbey Foregate Maintenance Depot	GW731-002-WR2
ABER	GW810-005-WR2
Aberbaiden North GF	GW877-002-WR2
Aberbaiden Parc Slip	GW877-002-WR2
Aberbaiden South GF	GW877-002-WR2
Abercwmboi Loop	GW834-002-WR2
ABERCYNON	GW830-002-WR2
Abercynon Jn	GW830-002-WR2, GW834-003-WR2
Abercynon SB (A)	GW830-002-WR2
Abercynon Stormstown	GW830-003-WR2
ABERDARE / ABERDAR	GW834-001-WR2
Aberdare GF	GW834-001-WR2
ABERDOVEY	GW734-002-WR2
Aberdovey Tunnel No.1	GW734-001-WR2
Aberdovey Tunnel No.2	GW734-001-WR2
Aberdovey Tunnel No.3	GW734-002-WR2
Aberdovey Tunnel No.4	GW734-002-WR2
Aberdulais Farm LC (UWC)	GW910-006-WR2
ABERERCH	GW734-010-WR2
Abererch LC (ABCL)	GW734-010-WR2
ABERGAVENNY / Y FENNI	GW730-015-WR2
Abergavenny (AY) SB	GW730-015-WR2
Abergavenny UGL	GW730-016-WR2
Aberleri LC (AHBC)	GW733-013-WR2
Aberkin LC (UWC)	GW734-010 WR2
Abermule LC (AHBC)	GW733-005-WR2
Aberthaw	GW870-002-WR2
Aberthaw Cement GF	GW870-002-WR2
ABERYSTWYTH (TEP)	GW733-014-WR2
Aberystwyth No.1 GF	GW733-014-WR2
Aberystwyth No.2 GF	GW733-014-WR2
Ableton Lane	GW600-007-WR2
Ableton Lane Tunnel	GW900-001-WR2
Accommodation LC	GW317-001-WR2
Acton East Jn	GW103-007-WR2, GW130-001-WR2
ACTON MAIN LINE	GW103-009-WR2
Acton Wells Jn	GW130-001-WR2
Acton West	GW103-009-WR2
Acton Yard	GW103-009-WR2
Aish Emergency Crossover	GW108-015-WR2
ALDERMASTON	GW500-003-WR2
Alderton Tunnel	GW600-003-WR2
Alderton WILD	GW600-003-WR2
Aldridge LC (UWC)	GW700-005-WR2
Alexandra Dock Jn	GW784-001-WR2, GW900-007-WR2
All Stretton No.1 LC (UWC)	GW730-005-WR2
Allens LC (UWC+T)	GW734-004-WR2
Aller Tunnel	GW620-001 WR2
Allt-y-Baily LC (UWC)	GW950-001-WR2
Alpha Steel GF 1	GW720-001-WR2
Alstone	GW401-003-WR2
Alstone Carriage Sidings	GW401-004-WR2

Location	Table A - Module
AMMANFORD / TIRYDAIL AND RHYDAMAN	GW910-011-WR2
Ammanford Relief Road LC (TMO)	GW915-002-WR2
APPLEFORD	GW200-002-WR2
Appleford Jn	GW200-001 WR2
Appleford LC (CCTV)	GW200-002-WR2
ASCOTT-UNDER- WYCHWOOD	GW310-002-WR2
Ascott-under-Wychwood (AW) SB & LC (MCB)	GW310-002-WR2
Ashburton Junction	GW108-014 WR2
ASHCHURCH FOR TEWKESBURY	GW401-002-WR2
Ashchurch GF	GW401-002-WR2
Ashchurch WD GF	GW401-002-WR2
Ashford Bowdler LC (AHBC-X)	GW730-008-WR2
Ashley LC (UWC)	GW730-013-WR2
Ashton Jn	GW548-001-WR2
Ashton Jn LC (CCTV)	GW548-001-WR2
Aston Hall LC	GW310-004 WR2
Aston Magna LC (UWC)	GW510-002 WR2
Athelney LC (AHBC)	GW500-013-WR2
Avon View Farm LC (UWC)	GW523-001-WR2
AVONCLIFF	GW510-002-WR2
Avoncliff Mill LC (UWC)	GW510-002 WR2
AVONMOUTH	GW454-002-WR2
Avonmouth PBA Sidings	GW4501-002-WR2
Avonmouth Dock LC (CCTV)	GW454-002-WR2
Avonmouth Station LC (CCTV)	GW454-002-WR2
Awre LC (CCTV)	GW700-004-WR2
B.A.C. LC (UWC)	GW4501-001-WR2
Badcock s Middle LC (UWC)	GW108-004-WR2
Badminton	GW600-003-WR2
BAGLAN	GW900-019-WR2
Banc-y-Berllan LC (UWC)	GW910-010-WR2
BARGOED	GW810-002-WR2
Bargoed South	GW810-002-WR2
BARMOUTH (TEP)	GW734-005-WR2
Barmouth North GF	GW734-005-WR2
Barmouth South LC (TMO)	GW734-005-WR2
Barmouth Swing Bridge	GW734-005-WR2
Barmouth Tunnel	GW734-005-WR2
BARNSTAPLE	GW606-006-WR2
Barnstaple GF	GW606-006-WR2
Barnwood No.3 GF	GW401-005-WR2
Barrow Road Sidings	GW450-002-WR2
Barry Docks Line Jn	GW830-011-WR2
BARRY DOCKS/ DOCIAUR BARRI	GW830-012-WR2
Barry Down Passenger Loop	GW870-001-WR2
Barry Island Viaduct	GW830-012-WR2
BARRY ISLAND/ YNYS-Y-BARRI	GW830-012-WR2
Barry Jn	GW830-012-WR2, GW900-015-WR2
Barry Junction	GW870-001-WR2
BARRY/BARRI	GW830-012-WR2
Barton Hill Depot	GW450-003-WR2
Baschurch LC (AHBC-X)	GW731-004-WR2
Basildon HABD	GW103-032-WR2
Bath Goods	GW105-009-WR2
Bath Road Jn	GW184-001-WR2
Bath Road Siding	GW184-001 WR2
BATH SPA	GW105-008-WR2
Bath West GF	GW105-009-WR2

Location	Table A - Module
Bathampton Jn (DN)	GW510-003-WR2
Bathampton Jn (Down)	GW105-007-WR2
Bathampton Jn (Up)	GW105-007-WR2
Bathampton Jn (UP)	GW510-003-WR2
Beavers Hill LC (OPEN)	GW950-003-WR2
Bedlam Tunnel	GW572-001-WR2
BEDMINSTER	GW105-016-WR2
BEDWYN	GW500-006-WR2
Beech Drive LC (UWC)	GW500-007-WR2
Beechgrove GF	GW5001-001-WR2
Bejowan LC (UWC)	GW660-005-WR2
Bennar Fawr LC (AOCL+B)	GW734-006-WR2
BERE ALSTON	GW637-002-WR2
Bere Alston GF	GW637-003-WR2
Bere Alston Jn	GW637-002-WR2, GW637-003-WR2
BERE FERRERS	GW637-002-WR2
Berkeley GF	GW425-001-WR2
Berkeley Road Jn	GW401-008-WR2, GW425-001-WR2
Berthddu LC (OPEN)	GW910-007-WR2
Bertwyn LC (AHBC)	GW900-025-WR2
Bier Hill LC (UWC)	GW950-003-WR2
BIRCHGROVE	GW828-001-WR2
Birdport Rail Terminal	GW720-001 WR2
Bishton Flyover	GW900-003-WR2
Bishton HABD	GW900-003-WR2
Bishton LC (MCG)	GW900-003-WR2
Blackboy Tunnel	GW610-002-WR2
Blacklion Junction	GW830-001-WR2
Blackpole Farm LC (UWC)	GW730-009-WR2
Blackpool LC (UWC)	GW731-003-WR2
Blaengavenny Farm LC (UWC)	GW730-015-WR2
Blatchbridge Jn	GW500-011-WR2, GW570-001-WR2
Bledington (UWC)	GW310-003-WR2
Bletchington LC (UWC)	GW200-010-WR2
Blockley LC (CCTV)	GW310-004-WR2
BODMIN PARKWAY	GW108-025-WR2
Bodmin Parkway GF	GW108-025-WR2
Bolitho 1 LC (UWC)	GW640-001-WR2
Bolney Farm LC (UWC)	GW187-002-WR2
Bont-y-Clettwr LC (UWC)	GW734-004-WR2
BORTH (TEP)	GW733-013-WR2
Borth Capel Seion LC (UWC)	GW733-013-WR2
Borth Capel Soar LC (AOCL+B)	GW733-013-WR2
Borthwen Farm LC (UWC)	GW734-004-WR2
Bosleys LC (UWC)	GW310-002-WR2
Boundary (Network Rail/Ford)	GW871-001-WR2
BOURNE END	GW185-002-WR2
Bourne End GF	GW185-002-WR2, GW185-003-WR2
Bourton	GW105-002-WR2
Bourton HABD	GW105-002-WR2
Bowbridge FP (R/G – X)	GW480-003 WR2
BOW STREET	GW733-013 WR2
Box Tunnel	GW105-006-WR2
Bradford Jn	GW510-001-WR2, GW523-001-WR2

Location	Table A - Module
Bradford Tunnel	GW510-002-WR2
BRADFORD-ON-AVON	GW510-002-WR2
Bradford-on-Tone LC (AHBC)	GW108-003-WR2
Braggamarsh 1 LC (UWC)	GW606-004-WR2
Braggamarsh 2 LC (UWC)	GW606-004-WR2
Bragty LC (UWC)	GW900-027-WR2
Brecon Curve GF	GW730-012-WR2
Brecon Curve Jn	GW730-012-WR2
Brecon Cve Jn	GW750-001-WR2
Brentford Handpoints	GW178-001-WR2
Brentford Goods	GW178-002-WR2
Brewers 1 LC (UWC)	GW730-014-WR2
Briar Hill LC (UWC)	GW310-004-WR2
Brick Kiln Lane LC (UWC)	GW735-005-WR2
Brickyard No.3 LC (UWC)	GW733-012-WR2
Bridgend Barry Jn	GW870-005-WR2
BRIDGEND/PEN-Y-BONT	GW870-005 WR2, GW874-001 WR2 GW900-015-WR2
Bridgend River Bridge	GW900-015 WR2
Bridgeway LC (UWC)	GW735-002-WR2
BRIDGWATER	GW105-022-WR2
Bridgwater Station GF	GW105-022-WR2
Brightly Barton 1 LC (UWC)	GW606-005-WR2
Brightly Mill LC (UWC)	GW606-005-WR2
Brightly Weir Farm 1 LC (UWC)	GW606-005-WR2
Brightly Weir Farm 2 LC (UWC)	GW606-005-WR2
Brightly Weir Farm 3 LC (UWC)	GW606-005-WR2
Brisbane No.1 LC (UWC)	GW910-001-WR2
Bristol Bulk Handling Terminal	GW4501-003-WR2
Bristol East Depot Down Sdg	GW105-011-WR2
Bristol East Depot Down Sdg GF	GW105-011-WR2
Bristol East Jn	GW105-012-WR2, GW450-003-WR2
Bristol Middle Siding East GF	GW105-014-WR2
Bristol Middle Siding West GF	GW105-014-WR2
BRISTOL PARKWAY	GW600-005-WR2
Bristol Parkway OHNS	GW600-006-WR2
Bristol SB (B)	GW105-014-WR2
BRISTOL TEMPLE MEADS	GW105-014-WR2
Bristol West Jn	GW105-015-WR2, GW528-001-WR2
BRITHDIR	GW810-001-WR2
British Tissues LC (UWC)	GW874-002-WR2
BRITON FERRY	GW900-019-WR2
Briton Ferry East Jn	GW900-019-WR2
Briton Ferry HABD	GW900-019-WR2
Briton Ferry West Jn	GW890-001-WR2, GW900-019-WR2
Broad Farm No.1 LC (UWC)	GW730-009-WR2
Broad Lane LC (BW)	GW440-001-WR2
Broadoak LC (UWC)	GW700-004-WR2
Broken Cross Farm No.1 LC (UWC)	GW700-003-WR2
Broken Cross LC (R/G)	GW700-003-WR2
Bromfield LC (MCB)	GW730-007-WR2
Bromfield (B) SB	GW730-007-WR2

Location	Table A - Module
Bronnant LC (UWC)	GW734-003-WR2
Brooksby LC (ABCL)	GW185-003-WR2
Brookthorpe HABD	GW401-006-WR2
BROOME	GW910-001-WR2
Broome Farm 2 LC(UWC)	GW910-001-WR2
Broomhay LC (UWC)	GW108-001-WR2
Brown Queen Tunnel	GW108-025-WR2
Brown Barn LC (UWC)	GW310-005-WR2
Bruern LC (CCTV)	GW310-002-WR2
BRUTON	GW500-012-WR2
Bruton HABD	GW500-012 WR2
Brynmarlais LC (AOCL+B)	GW910-011-WR2
Brynteg LC (UWC)	GW893-001-WR2
Bryn-y-Gwyon footpath Crossing	GW900-014 WR2
Bryn-y-Mawr Farm LC (UWC)	GW910-013-WR2
BUCKNELL	GW910-002-WR2
Bucknell LC (AOCL+B)	GW910-002-WR2
Buckshead Tunnel	GW108-029-WR2
BUGLE	GW660-003-WR2
BUILTH ROAD	GW910-005-WR2
Bullo Pill HABD	GW700-004-WR2
Burcott Road LC (TMO)	GW750-001-WR2
Burdetts Farm LC (UWC)	GW401-003-WR2
Burngullow Jn	GW108-028-WR2, GW672-001 WR2
BURNHAM	GW103-024-WR2
Burrows Sidings	GW892-002-WR2
Butterfly Lane LC (UWC)	GW103-036-WR2
Buttisland UWC (R/G)	GW609-001 WR2
Buttington Hall LC (UWC)	GW733-002-WR2
Buttington LC (AHBC)	GW733-002-WR2
BYNEA / BYNIE	GW910-013-WR2
CADOXTON / TREGATWG	GW830-011-WR2
Caemawr Farm LC (UWC)	GW910-010-WR2
Cae Daniel 1 UWC (R/G)	GW734-006-WR2
Cae Daniel 2 UWC (R/G)	GW734-006-WR2
Caerphilly Tunnel	GW810-005-WR2
CAERPHILLY/ CAERFFILI	GW810-005-WR2
CAERSWS	GW733-007-WR2
Caersws LC (CCTV)	GW733-007-WR2
Caerwent Branch Jn	GW700-006-WR2
Caethle Farm LC (UWC)	GW734-002-WR2
Calcott Lane LC (UWC) (R/G)	GW185-003-WR2
CALDICOT	GW700-007-WR2
Caldicot HABD	GW700-006-WR2
Caldicot LC (CCTV)	GW700-006-WR2
Caldicot Station LC(UWC)	GW700-007-WR2
CALSTOCK	GW637-003-WR2
CAM & DURSLEY	GW401-007-WR2
CAMBORNE	GW108-033-WR2
Camborne LC (CCTV)	GW108-033-WR2
Campden LC (CCTV)	GW310-004-WR2
Campden Tunnel	GW310-004-WR2
Canton Depot	GW900-011-WR2
CARBIS BAY	GW690-001-WR2
Carbis Branch Jn	GW660-003-WR2
CARDIFF BAY/ BAE CAERDYDD	GW839-001-WR2
CARDIFF CENTRAL/ CAERDYDD CANOLOG	GW830-009-WR2, GW900-011-WR2
Cardiff East Jn	GW830-009-WR2, GW900-010-WR2

Location	Table A - Module
CARDIFF QUEEN STREET/ CAERDYDD HEOL Y FRENHINES	GW830-008-WR2
Cardiff West Jn	GW830-009-WR2, GW900-011-WR2
CARMARTHEN (CAERFYRDDIN)	GW930-001-WR2
Carmarthen Bridge Jn	GW900-026-WR2, GW940-001-WR2
Carmarthen Jn	GW900-026-WR2, GW930-001-WR2
Carmarthen Jn (CJ) SB	GW900-026-WR2
Carmarthen Station GF	GW930-001-WR2
Carne Point	GW650-001-WR2
Carno LC (AHBC)	GW733-009-WR2
Carpella LC (UWC)	GW672-001-WR2
CASTLE BAR PARK	GW174-002-WR2
CASTLE CARY	GW500-013-WR2
Castle Cary Jn	GW500-013-WR2
Castle Gardens LC (UWC)	GW910-003-WR2
Cathan Farm LC (UWC)	GW910-012-WR2
CATHAYS	GW830-007-WR2
Cattewater Jn	GW628-003-WR2
CAUSELAND	GW640-002-WR2
Causeway LC (CCTV)	GW103-0037-WR2
Caversham Road Junction (RFM)	GW103-029-WR2, GW225-001-WR2
Caversham Road Junction (RFR)	GW103-030-WR2, GW225-001-WR2
Cefn Gast Farm No.2 LC (UWC)	GW910-007-WR2
Cefn Jn	GW877-001-WR2
Cefn Suran LC (UWC)	GW910-003-WR2
Cemetery Lane LC (UWC)	GW510-002-WR2
Cemetry LC (UWC)	GW734-002-WR2
Cemmes Road LC (R/G)	GW733-011-WR2
Central Treviscoe GF	GW672-002-WR2
Challow	GW103-038-WR2
Chapel Farm 3 LC (UWC)	GW660-005-WR2
Chapel Lane GF	GW730-017-WR2
Chapel LC (AOCL)	GW660-005-WR2
CHAPELTON	GW606-006-WR2
Chapelton Station LC (UWC)	GW606-006-WR2
Charfield	GW401-008-WR2
CHARLBURY	GW310-001-WR2
Charlbury Jn	GW310-007-WR2
Charlton LC (UWC) (R/G)	GW310-006-WR2
Charlton Tunnel	GW4501-001-WR2
Chawleigh Week (UWC)	GW606-003-WR2
Cheltenham Alstone LC (MCB)	GW401-004-WR2
CHELTENHAM SPA	GW401-004-WR2
Chenson No 1 (UWC)	GW606-003-WR2
Chenson No 2 (UWC) (R/G)	GW606-003-WR2
Chenson No 3 (UWC)	GW606-003-WR2
Chepstow Tunnel	GW700-006-WR2
CHEPSTOW/CAS-GWENT	GW700-006-WR2
Cherry Orchard LC (UWC)	GW733-005-WR2
Chester Line Jn	GW103-035-WR2, GW200-001-WR2

Location	Table A - Module
CHIPPENHAM	GW105-005-WR2
Chipping Sodbury East GF	GW600-003-WR2
Chipping Sodbury Tunnel	GW600-003-WR2
CHIRK	GW731-006-WR2
Chirk Tunnel	GW731-006-WR2
Chittening Estate	GW4501-002-WR2
CHOLSEY	GW103-033-WR2
Cholsey WILD	GW103-033-WR2
Christian Malford FP LC (R/G)	GW105-005-WR2
Church Farm LC (UWC)	GW870-003-WR2
Church Farm No.1 LC (UWC)	GW523-001-WR2
Church Farm No.2 LC (UWC)	GW523-001-WR2
Church House Farm LC (UWC)	GW730-008-WR2
CHURCH STRETTON	GW730-005-WR2
Churchdown HABD	GW401-004-WR2
Cilfrew 1 LC (UWC)	GW893-001-WR2
CILMERI	GW910-006-WR2
Cilmeri LC (UWC)	GW910-006-WR2
Cilmeri Tunnel	GW910-005-WR2
Cilyrychen LC (ABCL)	GW910-011-WR2, GW613-001-WR2
City Basin Jn	GW108-008-WR2,
CLARBESTON ROAD	GW900-029-WR2
Clarbeston Road Jn	GW900-029-WR2, GW960-001-WR2
Clarbeston Road Jn SB (CR)	GW900-029-WR2
Claverton LC (UWC) (R/G-X)	GW510-003-WR2
Clayfield LC (AHBC-X)	GW310-005-WR2
Clerks Tunnel	GW108-011-WR2
Clifton Bridge No.1 Tunnel	GW548-001-WR2
Clifton Bridge No.2 Tunnel	GW548-002-WR2
CLIFTON DOWN	GW454-004-WR2
Clifton Down Tunnel	GW454-004-WR2
Clink Road Jn	GW500-011-WR2, GW570-001-WR2
Closglas Farm 1 LC (UWC)	GW910-010-WR2
Closglas Farm 3 LC (UWC)	GW910-010-WR2
Clovers FP LC	GW480-001-WR2
CLUNDERWEN	GW900-028-WR2
Clyne LC (TMO)	GW892-001-WR2
Coaley GF	GW401-008-WR2
Coalpit Heath HABD	GW600-004-WR2
Cockett Tunnel	GW900-022-WR2
Cocklebury Sidings	GW105-003-WR2
Coed Cae No.1 LC (UWC)	GW733-010-WR2
Coed Ddol LC (UWC)	GW733-001-WR2
Coed Farm No.1 LC (UWC)	GW900-026-WR2
Coed Ifan LC (UWC)	GW910-008-WR2
Coed Moor LC (UWC)	GW730-013-WR2
Coed Y Dinas LC (UWC)	GW733-003-WR2
Coed-y-Llyn No.1 LC (UWC)	GW734-009-WR2
COGAN	GW830-011-WR2
Cogan Jn	GW830-011-WR2, GW864-001-WR2
Cogan Loops	GW830-010-WR2
Cogan Tunnel	GW830-011-WR2
Cogload HABD	GW108-001-WR2
Cogload Jn (Down)	GW108-001-WR2, GW500-014-WR2
Cogload Jn (Up)	GW108-001-WR2, GW500-014-WR2

Location	Table A - Module
Colnbrook CLC Loop (Central Logistics Centre)	GW182-001-WR2
Colnbrook Oil Terminal	GW182-001-WR2
Colthrop HABD	GW500-004-WR2
Colthrop LC (MCB)	GW500-004-WR2
COLWALL	GW340-004-WR2
Colwall Tunnel	GW340-003-WR2
COMBE	GW310-001-WR2
Commencement/End of token section	GW915-002-WR2
Commencment of token section	GW915-001-WR2
Common Moor (UWC) (R/G)	GW609-001-WR2
Compeday LC (UWC)	GW500-004-WR2
COOKHAM	GW185-002-WR2
Cookham LC (ABCL)	GW185-002-WR2
COOMBE	GW640-001-WR2
Coombe Jn	GW640-001-WR2
Coombe LC (UWC)	GW640-001-WR2
Coombe No. 1 GF	GW640-001-WR2, GW640-002-WR2
Coombe No. 2 GF	GW640-001-WR2, GW642-001-WR2
COPPLESTONE	GW606-003-WR2
Corscombe (UWC) R/G)	GW609-001-WR2
CORYTON	GW828-001-WR2
Coryton Tunnel	GW108-010-WR2
Coswarth LC (AOCL+B)	GW660-005-WR2
Coswarth Tunnel	GW660-005-WR2
Coswarth 2 & 4 LC (UWC)	GW660-004-WR2
Court Farm LC (UWC)	GW733-005-WR2
Court Sart Jn	GW890-001-WR2, GW900-020-WR2
Cowley Bridge Jn	GW108-006-WR2, GW606-001-WR2
Coxall Farm 1 LC (UWC)	GW910-001-WR2
Coxall Farm 2 LC (UWC)	GW910-002-WR2
Coychurch Footpath LC (R/G-X)	GW900-014-WR2
Craig Rhymney LC (UWC)	GW810-001-WR2
Craigfryn LC (UWC)	GW733-008-WR2
CRANBROOK	GW610-001-WR2
CRANMORE (ESR)	GW580-001-WR2
Cranmore East GF	GW580-001-WR2
Crannaford LC (AHBC)	GW610-001-WR2
Crannel s LC (UWC)	GW500-004-WR2
CRAVEN ARMS	GW730-006-WR2
Craven Arms Jn	GW730-007-WR2, GW910-001-WR2
Craven Arms LC (MCB)	GW730-006-WR2
Craven Arms (CA) SB	GW730-006-WR2
Creamore Farm LC (UWC)	GW735-003-WR2
CREDITON	GW606-001-WR2
Crediton (CN) SB	GW606-002-WR2
Crediton LC (MCB)	GW606-002-WR2
Crewe Jn	GW735-001-WR2
Crewe Jn SB (CJ)	GW731-002-WR2
CRICCIETH	GW734-009-WR2

Location	Table A - Module
Cross Brook Farm LC (UWC)	GW730-009-WR2
Cross Cottage LC (UWC)	GW580-001-WR2
CROSSKEYS	GW770-002-WR2
Crosskeys Junction	GW770-002-WR2
Crundale LC (AHBC)	GW960-001-WR2
Crundale Mill LC (UWC)	GW960-001-WR2
CULHAM	GW200-002-WR2
Curb Hut LC (UWC)	GW700-006-WR2
Custom House Escape Shaft	GW180-002-WR2
Cutts Drove LC (UWC)	GW500-014-WR2
Cwm Henog Farm 2 LC (UWC)	GW910-007-WR2
CWMBACH	GW834-001-WR2
Cwmbach LC (UWC)	GW834-001-WR2
Cwmbach Sidings LC (UWC)	GW834-001-WR2
Cwmbargoed	GW820-001-WR2
Cwmbargoed LC (TMO)	GW820-001-WR2
CWMBRAN	GW730-017-WR2
Cwmbwry No.1 LC (UWC)	GW900-026-WR2
Cwmbwry No.2 LC (UWC)	GW900-026-WR2
Cwmffoes LC (TMO)	GW877-001-WR2
Cwmgwrach	GW892-001-WR2
Cwm-y-Geist Farm LC (UWC)	GW910-003-WR2
CYNGHORDY	GW910-008-WR2
Dafydd LC (UWC)	GW734-002-WR2
Dainton HABD (Down)	GW108-019-WR2
Dainton HABD (Up)	GW108-019-WR2
Dainton Tunnel	GW108-013-WR2
DANESCOURT	GW840-001-WR2
Danylan LC (UWC)	GW950-001-WR2
Darlingtons LC (UWC)	GW735-004-WR2
DAWLISH	GW108-010-WR2
DAWLISH WARREN	GW108-009-WR2
Daws LC (UWC)	GW611-002-WR2
Day & Son GF	GW178-002-WR2
Deakins LC (UWC)	GW910-003-WR2
Decoy LC (UWC)	GW731-005-WR2
Denbrook Emergency Crossing	GW609-001-WR2
Depot Connection C	GW103-029-WR2
Depot Connection E	GW103-030-WR2
Deri LC (UWC)	GW900-027-WR2
DEVONPORT	GW108-020-WR2
Devonport Tunnel	GW108-020-WR2
Didcot East	GW103-034-WR2
Didcot East Jn	GW103-035-WR2, GW240-001-WR2
Didcot North Jn (Dn)	GW200-001-WR2, GW240-001-WR2
Didcot North Jn (Up)	GW200-001-WR2, GW240-001-WR2
DIDCOT PARKWAY	GW103-035-WR2
Didcot West Curve Jn	GW200-001-WR2, GW250-001-WR2
DIGBY & SOWTON	GW611-001-WR2
Dildre Crossing	GW910-008-WR2
DILTON MARSH	GW5001-002-WR2
DINAS POWYS	GW830-011-WR2
DINAS RHONDDA	GW835-002-WR2

Location	Table A - Module
Dockyard Jn	GW108-021-WR2
DOLAU	GW910-004-WR2
Dolau House Farm No.1 LC (UWC)	GW910-004-WR2
Dolau House Farm No.2 LC (UWC)	GW910-004-WR2
Dolau House Farm No.3 LC (UWC)	GW910-004-WR2
Dolau LC (AOCL+B)	GW910-004-WR2
Dolcoath LC (MCB-OD)	GW108-032-WR2
Doldyfi LC (UWC)	GW733-012-WR2
Dolmeadow LC (UWC)	GW730-010-WR2
Dolphin Jn	GW103-022-WR2
Dorrington (DR) SB	GW730-004-WR2
Dovey Junction	GW733-012-WR2, GW734-001-WR2
DOVEY JUNCTION (TEP)	GW733-012-WR2, GW734-001-WR2
Down Farm 1 LC (UWC)	GW910-010-WR2
Down Farm 2 LC (UWC)	GW910-010-WR2
Dr. Day s Jn	GW450-003-WR2, GW530-001-WR2
DRAYTON GREEN	GW174-002-WR2
Drayton Green Jn	GW174-002-WR2, GW176-001-WR2
Drayton Green Tunnel	GW174-002-WR2
Drinkwater LC (UWC)	GW200-009-WR2
Drinnick Mill	GW672-001-WR2
Duffryn LC (AHBC-X)	GW900-022-WR2
Dundas Aqueduct	GW510-003-WR2
Durn LC (UWC)	GW733-011-WR2
DYFFRYN ARDUDWY	GW734-006-WR2
Dyffryn LC (UWC)	GW734-002-WR2
Dynevor GF	GW8901-001-WR2
Dynevor Jn	GW890-001-WR2, GW8901-001-WR2
EALING BROADWAY	GW103-010-WR2
East Jn Viaduct	GW830-009-WR2, GW900-010-WR2
East Largin Viaduct	GW108-024-WR2
East Mendalgief	GW784-001-WR2
East Somerset Jn (Witham)	GW500-012-WR2, GW580-001-WR2
East Usk Jn	GW720-001-WR2, GW900-004-WR2
EASTBROOK	GW830-011-WR2
Ebbw Jn	GW780-001-WR2, GW900-007-WR2
EBBW VALE PARKWAY	GW770-001-WR2
EBBW VALE TOWN	GW770-001-WR2
Ebley LC (UWC) (R/G-X)	GW480-003-WR2
ECC Ballclays	GW618-001-WR2
Eckington WILD	GW401-001-WR2
EGGESFORD (TEP)	GW606-003-WR2
Eggesford LC (TMO)	GW606-003-WR2
End of token section	GW915-001-WR2
English Bridge Jn	GW730-001-WR2, GW732-001-WR2
ENERGLYN AND CHURCHILL PARK	GW810-001-WR2
Ernesettle North GF	GW637-001-WR2
Ernesettle South GF	GW637-001-WR2
Erwbeili Farm LC (UWC)	GW910-007-WR2

Location	Table A - Module
EVESHAM	GW310-005-WR2
Evesham SB	GW310-005-WR2
Evesham (E) SB	GW310-005-WR2
Evesham West Jn	GW310-006-WR2
Exeter (E) SB	GW108-007-WR2
EXETER ST THOMAS	GW108-008-WR2
Exeter St. Davids Jn	GW108-007-WR2, GW610-002-WR2
Evesham (E) SB	GW310-005-WR2
Evesham West Jn	GW310-006-WR2
Exeter (E) SB	GW108-007-WR2
Exminster HABD	GW108-008-WR2
Exminster WILD	GW108-008-WR2
EXMOUTH	GW611-002-WR2
Exmouth Jn	GW610-001-WR2, GW611-001-WR2
Exmouth Jn (EJ) SB	GW610-001-WR2
EXTON	GW611-002-WR2
Eye Court Farm LC(UWC)	GW730-009-WR2
Eyton LC (AHBC-X)	GW731-004-WR2
FAIRBOURNE	GW734-004-WR2
Fairbourne LC (AOCL+B)	GW734-004-WR2
Fairfield LC (UWC)	GW500-006-WR2
FAIRWATER/TYLLGOED	GW840-002-WR2
Fairwood Jn	GW500-010-WR2, GW560-002-WR2
FALMOUTH DOCKS	GW680-002-WR2
FALMOUTH TOWN	GW680-002-WR2
Fancy (UWC)	GW660-003-WR2
Farmers LC (UWC)	GW870-004-WR2
Farnham Road	GW103-023-WR2
Feeder Bridge Jn	GW105-011-WR2, GW530-001-WR2
Felin Geilwart UWC (R/G)	GW734-005-WR2
Feltons LC (UWC)	GW730-007-WR2
FERNHILL	GW834-002-WR2
FERRYSIDE / GLANYFFERI	GW900-025-WR2
Ferryside LC (MCB)	GW900-025-WR2
Ferryside (F) SB	GW900-025-WR2
FFAIRFACH	GW910-011-WR2
Ffairfach LC (AOCL+B)	GW910-011-WR2
Ffos Fach Isaf LC (UWC)	GW910-013-WR2
Ffynnongain LC (R/G)	GW900-027-WR2
Field LC (UWC)	GW108-005-WR2
Fieldre (UWC)	GW734-006-WR2
Fields Farm LC (UWC)	GW735-005-WR2
FILTON ABBEY WOOD	GW450-002-WR2
Filton Jn HABD	GW540-001-WR2
Filton Jn No.1	GW450-001-WR2, GW540-001-WR2
Filton Jn No.2	GW450-001-WR2, GW451-001-WR2, GW540-001-WR2
Filton Tip LC (AOCL)	GW5401-001-WR2
Filton West Jn	GW4501-001-WR2, GW5401-001-WR2
Filton West Jn No.2	GW451-001-WR2
FINSTOCK	GW310-001-WR2
Fisher s LC (UWC)	GW510-003-WR2
FISHGUARD AND GOODWICK	GW900-030-WR2
FISHGUARD HARBOUR/PORTHLADD ABERGWAUN	GW900-030-WR2
Fishguard Harbour Station LC (AOCL+B)	GW900-030-WR2
Fishley LC (UWC)	GW606-005-WR2

Location	Table A - Module
Flax Bourton Tunnel	GW105-018-WR2
Football Field LC (UWC)	GW733-007-WR2
Ford Bridge LC (UWC)	GW730-010-WR2
Ford Siding GF	GW871-001-WR2
Fordgate	GW105-022-WR2, GW108-001-WR2
Fords Junction	GW870-004-WR2
Fords Siding GF	GW870-004-WR2
Forestry LC (UWC)	GW580-001-WR2
Former Aberbeeg Jn	GW770-001-WR2
Former Bassaleg Jn	GW773-001-WR2
Former Coleford Jn	GW608-001-WR2, GW609-001 WR2
Former Devonport Jn/Cornwall Loop	GW108-020-WR2
Former Friary Jn	GW628-002-WR2
Former Red Hill Jn	GW730-013-WR2
Former Rotherwas Jn	GW730-012-WR2
Former site of Felin Fran Jn	GW890-003-WR2
Former site of Llandovery Jn	GW910-008-WR2
Fountain LC (AOCL)	GW877-001-WR2
Foxhall Jn	GW103-036-WR2, GW200-001-WR2, GW250-001-WR2
Foxhall Jn Carrier Wire Neutral Section	GW103-036-WR2
Frampton LC (UWC) (R/G-X)	GW480-003-WR2
FRESHFORD	GW510-002-WR2
Freshford LC (UWC)	GW510-003-WR2
Friars Jn	GW103-007-WR2
Friog Cutting	GW734-004-WR2
Frogmore 2 LC (UWC)	GW310-003-WR2
FROME	GW570-001-WR2
Frome North Jn	GW570-001-WR2, GW572-001-WR2
Fron LC (UWC)	GW733-003-WR2
Frying Pan Farm LC (UWC)	GW523-001-WR2
FURZE PLATT	GW185-001-WR2
Furze Platt LC (ABCL)	GW185-001-WR2
Gaer Jn	GW770-003-WR2, GW900-007-WR2
Gaer Tunnel	GW770-003-WR2
Gambols LC (UWC)	GW480-001-WR2
Garlands No1 LC (UWC)	GW700-005-WR2
Garnant Branch LC (OPEN)	GW915-002-WR2
GARTH	GW910-006-WR2
GARTH (MID-GLAMORGAN)	GW874-002-WR2
Garw GF	GW874-002-WR2
Gas House Lane LC (UWC)	GW105-019-WR2
Gelynis LC (R/G-X)	GW830-005-WR2
Genwen Jn	GW910-014-WR2
Gibbons LC (UWC)	GW810-003-WR2
GILFACH FARGOED	GW810-002-WR2
Gilfach Farm 3 LC (UWC)	GW910-008-WR2
Gishbourne LC (UWC)	GW310-006-WR2
Glanhafren LC (UWC)	GW733-003-WR2
Glanirfon LC (UWC)	GW910-007-WR2
Glanrhyd Bridge	GW910-010-WR2
Glanrhyd LC (OPEN)	GW910-010-WR2
Glanrhyd Saeson Farm 1 LC (UWC)	GW910-010-WR2
Glantowy LC (UWC)	GW910-009-WR2
Glan-yr-avon LC UWC) (R/G-X)	GW900-024-WR2
Glanyrynys Farm Crossing	GW910-009-WR2
Glass LC	GW510-003-WR2
GLOUCESTER	GW700-002-WR2
Gloucester Barnwood Jn	GW401-005-WR2, GW700-001-WR2

Location	Table A - Module
Gloucester SB (G)	GW490-001-WR2, GW700-001-WR2
Gloucester West	GW700-002-WR2
Gloucester Yard Jn	GW401-006-WR2, GW490-001-WR2,
Gloucester Yard No.2 GF	GW401-005-WR2, GW490-001-WR2
Glyn-y-Mul LC (UWC)	GW893-001-WR2
GOBOWEN	GW731-005-WR2
Gobowen North LC (MCB)	GW731-006-WR2
Gobowen North SB (GN)	GW731-006-WR2
Gobowen South GF	GW731-005-WR2, GW736-001-WR2
Godregarreg Farm 1 Crossing	GW910-009-WR2
Golant LC (OPEN)	GW650-001-WR2
Goonbarrow Jn (G) SB	GW660-003-WR2
GORING & STREATLEY	GW103-033-WR2
Gorsecoch LC (UWC)	GW900-027-WR2
Gorshwen No.2 LC (UWC)	GW734-004-WR2
GOWERTON / TRE-GWYR	GW900-022-WR2
Grand Canal Jn	GW103-006-WR2
Grange Court	GW700-004-WR2
GRANGETOWN	GW830-010-WR2
Great Elm Tunnel	GW572-001-WR2
Great Fisherton Farm 1 LC (UWC)	GW606-006-WR2
Great Fisherton Farm 2 LC (UWC)	GW606-006-WR2
Great House Farm LC (UWC)	GW730-015-WR2
Green Lane LC (UWC)	GW735-005-WR2
Greenfields LC (UWC)	GW910-005-WR2
GREENFORD	GW175-001-WR2
Greenford (LUL) Bay Jn	GW174-003-WR2, GW175-001-WR2
Greenford East (GE) SB	GW110-003-WR2, GW174-003-WR2
Greenford East Jn	GW110-002-WR2, GW117-001-WR2
Greenford South Jn	GW117-001-WR2, GW174-003-WR2, GW175-001-WR2
Greenford West Jn	GW110-003-WR2, GW174-003-WR2
Greenland Mill LC (AHBC)	GW510-002-WR2
Gregorys Crossing	GW735-003-WR2
Griggs LC (UWC)	GW660-004-WR2
Grove LC (UWC)	GW103-038-WR2
Grovesend Crossover	GW890-004-WR2
Grovesend Colliery Loop Jn	GW890-005-WR2, GW897-001-WR2
Gryphon Lodge LC (UWC)	GW480-001-WR2
Gulf Oil Branch Jn	GW960-002-WR2, GW970-001-WR2
Gulf Oil Refinery (Waterston)	GW970-001-WR2
GUNNISLAKE	GW637-003-WR2
Gwaun-cae-Gurwen A-474 LC (OCL)	GW915-001-WR2
Gwaun-cae-Gurwen Colliery GF	GW915-001-WR2
Gwaun-cae-Gurwen Colliery LC (OPEN)	GW915-001-WR2
Gwinear Road LC (AHBC)	GW108-033-WR2
Gywn-y-Gaer LC (UWC)	GW900-012-WR2
Hafod-y-Wern LC (UWC)	GW734-008-WR2
Hallen Marsh Jn	GW4501-002-WR2
Hallen Moor East	GW4501-002-WR2
Hallen Moor West	GW4501-002-WR2
Halloon LC (AOCL+B)	GW660-004-WR2
Ham Mill FP (R/G-X)	GW480-003-WR2
Hamstead LC (CCTV)	GW500-005-WR2
HANBOROUGH	GW310-001-WR2
Hanselmans 1 LC (UWC)	GW733-001-WR2
HANWELL	GW103-012-WR2
Hanwell Bridge	GW103-012-WR2
Hanwell Bridge Sidings	GW103-013-WR2

Location	Table A - Module
Hanwell Jn	GW103-012-WR2, GW176-001-WR2
Hanwood LC (UWC)	GW733-001-WR2
Hanwood Yard LC (UWC)	GW733-001-WR2
Hapsford LC (UWC)	GW572-001-WR2
Hardacre No2 LC (UWC)	GW700-005-WR2
Haresfield Footpath LC (R/G)	GW401-007-WR2
HARLECH (TEP)	GW734-007-WR2
Harlech Cliff	GW734-007-WR2
Harlech Morfa LC (ABCL)	GW734-007-WR2
Harlescott LC (MCB-OD)	GW735-002-WR2
Harris LC (UWC)	GW606-004-WR2
HAVERFORDWEST/ HWLFFORDD	GW960-001-WR2
Hawkeridge Jn	GW510-001-WR2, GW520-001-WR2
Hawkes Point Foot Crossing	GW690-001-WR2
HAYES AND HARLINGTON	GW103-017-WR2
Hayes East	GW103-017 WR2
Hayes Up Goods Loop	GW103-016-WR2
Hayes Up Sidings	GW103-017-WR2
HAYLE	GW108-034-WR2
Heath Farm LC (UWC)	GW910-001-WR2
HEATH HIGH LEVEL/ LEFEL UCHEL HEATH	GW810-006-WR2
Heath Jn	GW810-006-WR2, GW828-001-WR2
HEATH LOW LEVEL/ LEFEL ISEL HEATH	GW828-001-WR2
Heathfield	GW618-001-WR2
Heathrow Airport Jn (Down Main)	GW103-018-WR2, GW180-001-WR2
Heathrow Airport Jn (Up Main)	GW103-018-WR2
Heathrow Airport Jn (Up Relief)	GW103-018-WR2, GW180-001-WR2
Heathrow Airport Jn (Down Relief)	GW180-001-WR2
Heathrow Airport Jn OHNS (DA)	GW180-001-WR2
HEATHROW CENTRAL (TERMINALS 2, 3)	GW180-003-WR2
HEATHROW TERMINAL 4	GW180-004-WR2
HEATHROW TERMINAL 5	GW180-003-WR2
Heathrow Tunnel Jn	GW180-001-WR2
Hele & Bradninch LC (AHBC)	GW108-005-WR2
Helston Farm No.1 LC (UWC)	GW637-003-WR2
Hemerdon GF	GW108-016-WR2
Henblas LC (UWC)	GW734-004-WR2
Hendrewen Farm1 LC(UWC)	GW910-012-WR2
Hendrewen Farm3 LC(UWC)	GW910-012-WR2
Hendrewen Farm 5 LC (UWC)	GW910-012-WR2
Hendrewen LC (UWC)	GW900-030-WR2
Hendy Jn	GW897-001-WR2, GW910-013-WR2
Hendy Sewage Works LC (UWC)	GW910-012-WR2
HENGOED	GW810-003-WR2
Henley Branch Jn	GW103-027-WR2
HENLEY-ON-THAMES	GW187-002-WR2
Heol-Y-Deliaid LC (UWC)	GW877-003-WR2, GW900-017-WR2
Herbrandston Jn	GW960-002-WR2, GW980-001-WR2
HEREFORD	GW730-012-WR2
Hereford SB (H)	GW730-012-WR2
Hereford Yard Jn	GW750-001-WR2
HEYFORD	GW200-011-WR2
Heyope 1 LC (UWC)	GW910-003-WR2
Heyope 2 LC (UWC)	GW910-003-WR2
Heywood Road Jn	GW500-010-WR2, GW560-001-WR2
High Hall LC (UWC)	GW700-005-WR2

Location	Table A - Module
High Street Crossover	GW401-003-WR2
HIGHBRIDGE & BURNHAM	GW105-021-WR2
Highbridge West	GW105-021-WR2
Higher Town Tunnel	GW108-030-WR2
Higher Doomsford LC (UWC)	GW606-004-WR2
Highworth GF	GW105-002-WR2
Highworth Jn	GW105-002-WR2
Hilling LC (UWC)	GW950-002-WR2
Hinksey North	GW200-004-WR2
Hinksey Reception Line GF	GW200-004-WR2
Hinksey South	GW200-004-WR2
Hinksey Yard	GW200-004-WR2
Hirwaun LC (TMO)	GW834-001-WR2
Hirwaun pond	GW834-001-WR2
Holesmouth Jn	GW4501-002-WR2, GW454-001-WR2
Holmbush FP (R/G-X)	GW108-028-WR2
Holly Moor LC (UWC)	GW500-014-WR2
Holywell LC (UWC)	GW660-003-WR2
Homedown LC (UWC)	GW401-003-WR2
HONEYBOURNE	GW310-004-WR2, GW317-001-WR2
Honeybourne Stratford Line Junction	GW310-004-WR2, GW317-001-WR2
Honeybourne Tip Siding GF	GW317-001-WR2
Honeybourne Up Yard	GW310-004-WR2, GW317-001-WR2
HOPTON HEATH	GW910-001-WR2
Horfield Jn	GW450-002-WR2
Horton Rd Jn	GW490-001-WR2, GW700-001-WR2
Horton Rd LC (MCB)	GW490-001-WR2, GW700-001-WR2
Hosegood s LC (UWC)	GW108-005-WR2
Howey LC (UWC)	GW910-005-WR2
Howton Court Farm LC (UWC)	GW730-014-WR2
Huish LC (CCTV)	GW105-019-WR2
Hullavington	GW600-002-WR2
HUNGERFORD	GW500-006-WR2
Hungerford LC (CCTV)	GW500-006-WR2
Huntspill LC (UWC)	GW105-021-WR2
Hyatts LC (UWC)	GW310-002-WR2
Hyde Farm LC (UWC)	GW108-001-WR2
Ifton Hill Farm LC (UWC)	GW700-006-WR2
Inchmore LC (UWC)	GW730-008-WR2
Inkpens No.1 LC (UWC)	GW200-011-WR2
Iron Acton By-pass LC (TMO)	GW430-001-WR2
Iron Acton Station LC (AOCL)	GW430-001-WR2
Iscoed LC (UWC)	GW900-027-WR2
IVER	GW103-020-WR2
Ivory Fields FP (R/G)	GW185-003-WR2
Ivy Lane LC (UWC)	GW310-005-WR2
IVYBRIDGE	GW108-015-WR2
Jersey Marine Jn North	GW890-002-WR2, GW894-001-WR2
Jersey Marine Jn South	GW8901-001-WR2, GW892-002-WR2, GW894-001-WR2
JOHNSTON	GW960-002-WR2
Junction	GW770-003 WR2, GW773-001-WR2
Keens LC (UWC)	GW700-003-WR2
Keepers LC (UWC)	GW773-001-WR2
Keinton Mandeville HABD	GW500-014-WR2
KEMBLE	GW480-002-WR2

Location	Table A - Module
Kemble GF	GW480-002-WR2
Kemble Junction	GW480-002-WR2
Kemble Tunnel	GW480-001-WR2
Kennaway Tunnel	GW108-010-WR2
Kennet Bridge Loop	GW103-028-WR2
Kennington Jn	GW200-003-WR2, GW260-001-WR2
Kennington Junction LC (UWC)	GW200-003-WR2
Kensal Green	GW103-004-WR2
Kensal Green East Jn	GW103-005-WR2
Kernick North GF	GW672-002-WR2
Kernick South GF	GW672-002-WR2
KEYHAM	GW108-021-WR2
Keyham East GF	GW108-021-WR2
Keyham HABD	GW108-020-WR2
Keyham West GF	GW108-021-WR2
KEYNSHAM	GW105-010-WR2
Kidwelly (K) SB	GW900-025-WR2
KIDWELLY / CYDWELI	GW900-025-WR2
Kidwelly Jn	GW900-025-WR2
Kidwelly LC (MCB)	GW900-025-WR2
Kilawen Farm LC (UWC)	GW950-002-WR2
KILGETTY / CILGETI	GW950-002-WR2
KINGHAM	GW310-002-WR2
KINGS NYMPTON	GW606-004-WR2
Kingsland Rd Sidings GF	GW105-012-WR2
KINTBURY	GW500-005-WR2
Kintbury HABD	GW500-005-WR2
Kintbury LC (MCB)	GW500-005-WR2
KNIGHTON / TREFYCLAWDD (TEP)	GW910-002-WR2
Knightson Farm LC(UWC)	GW950-002-WR2
KNUCKLAS / CNUCLAS	GW910-002-WR2
Kronospan GF	GW731-006-WR2
Kynaston LC (UWC)	GW735-005-WR2
Ladbroke Grove	GW103-005-WR2
Laira Diesel Depot	GW108-017-WR2, GW628-001-WR2
Laira Jn	GW108-017-WR2, GW628-001-WR2
LAMPHEY / LLANDYFAI	GW950-004-WR2
Landore Depot	GW900-021-WR2, GW9001-001-WR2
Landore East Jn	GW900-021-WR2, GW9001-001-WR2
Landore Jn	GW900-021-WR2, GW9001-001-WR2
Landore Viaduct	GW900-021-WR2
Landore West Jn	GW9001-001-WR2
LANGLEY	GW103-022-WR2
Langley Siding	GW103-022-WR2
Langley Siding GF	GW103-021-WR2
Lanjeth LC (OPEN)	GW672-001-WR2
Landsend (UWC) (R/G)	GW609-001-WR2
LAPFORD	GW606-003-WR2
Largin	GW108-024-WR2
Latteridge LC (TMO)	GW430-001-WR2
Lavington	GW500-009-WR2
LAWRENCE HILL	GW450-003-WR2
Lawrence Hill GF	GW450-002-WR2
Leaton LC (AHBC)	GW731-004-WR2
Leckwith Loop North Jn	GW850-001-WR2, GW900-012-WR2
Leckwith Loop South Jn	GW840-002-WR2, GW850-001-WR2

Location	Table A - Module
LELANT	GW690-001-WR2
LELANT SALTINGS	GW690-001-WR2
LEOMINSTER	GW730-009-WR2
Leominster (LE) SB	GW730-010-WR2
Leominster LC (AHBC)	GW730-009-WR2
Leri Bridge LC (UWC)	GW733-013-WR2
Letterston East GF	GW900-029-WR2
Letterston West GF	GW900-029-WR2
Lewis LC (UWC)	GW910-006-WR2
Ley LC (CCTV)	GW700-003-WR2
Lime Kiln LC (CCTV)	GW770-002-WR2
Lipson Jn	GW108-017-WR2, GW628-002-WR2
LISKEARD	GW108-023-WR2, GW640-001-WR2
Liskeard (LD) SB	GW108-023-WR2
Liskeard GF	GW640-001-WR2
Liskeard Jn	GW640-001-WR2
LISVANE AND THORNHILL/LLYS-FAEN	GW810-006-WR2
Little Harmeston No 1 LC (UWC)	GW960-001-WR2, GW970-001-WR2
Little Harmeston LC No 2 (UWC)	GW960-002-WR2
Little Mill Jn	GW730-016-WR2
Little Mill Jn SB (LM)	GW730-016-WR2
Little Treviscoe LC (OPEN)	GW672-002-WR2
Little Weir Farm 2 LC (UWC)	GW606-005-WR2
Littleton & Badsey LC (CCTV)	GW310-005-WR2
LLANABER (TEP)	GW734-005-WR2
Llanbadarn LC (ABCL)	GW733-014-WR2
LLANBEDR	GW734-006-WR2
LLANBISTER ROAD	GW910-003-WR2
Llanboidy LC (AHBC)	GW900-028-WR2
LLANBRADACH	GW810-004-WR2
Llancaiach Isaf LC (UWC)	GW820-001-WR2
Llancillo Hall LC (UWC)	GW730-015-WR2
LLANDAF	GW830-006-WR2
LLANDANWG	GW734-007-WR2
LLANDECWYN	GW734-008-WR2
LLANDEILO (TEP)	GW910-010-WR2
Llandeilo GF	GW910-010-WR2
Llandeilo Jn	GW900-023-WR2, GW910-014-WR2
Llandeilo Jn East Down Siding GF	GW900-023-WR2
Llandeilo Jn West Sidings GF	GW900-023-WR2
LLANDOVERY / LLANYMYDDYFRI (TEP)	GW910-008-WR2
Llandovery GF	GW910-008-WR2
Llandovery LC (TMO)	GW910-008-WR2
Llandow LC (UWC)	GW870-003-WR2
Llandre LC (ABCL)	GW733-013-WR2
Llandre Vicarage LC (R/G)	GW733-013-WR2
LLANDRINDOD (TEP)	GW910-005-WR2
Llandrindod GF	GW910-005-WR2
Llandrindod LC (TMO)	GW910-004-WR2
LLANDYBIE	GW910-011-WR2
Llandybie LC (AOCL+B)	GW910-011-WR2

Location	Table A - Module
LLANELLI	GW900-024-WR2
Llanelli Dock Jn East GF	GW900-023-WR2
Llanelli East LC (MCB-OD)	GW900-024-WR2
Llanelli West LC (MCB-OD)	GW900-024-WR2
LLANGADOG	GW910-009-WR2
Llangadog LC (AOCL+B)	GW910-009-WR2
LLANGAMMARCH	GW910-006-WR2
Llangammarch Tunnel	GW910-006-WR2
LLANGENNECH	GW910-013-WR2
Llangennech LC (UWC)	GW910-013-WR2
Llanglan Fechan No.2 LC (UWC)	GW733-011-WR2
Llanglan Fechan No.4 LC (UWC)	GW733-011-WR2
Llangyfelach Tunnel	GW890-003-WR2
LLANGYNLLO	GW910-003-WR2
Llangynllo Tunnel	GW910-003-WR2
LLANHARAN	GW900-014-WR2
LLANHILLETH	GW770-001-WR2
Llanidloes Road LC (CCTV)	GW733-007-WR2
Llanion LC (OPEN)	GW950-004-WR2
LLANISHEN	GW810-006-WR2
LLANSAMLET	GW900-021-WR2
Llanstephan Footpath LC (R/G)	GW900-027-WR2
Llantrisant West LC (CCTV)	GW900-013-WR2
LLANTWIT MAJOR	GW870-003-WR2
Llanwern West Junction	GW900-003-WR2
Llanwern Works East Connection	GW710-001-WR2, GW900-003-WR2
Llanwern Works West Connection	GW710-002-WR2, GW900-003-WR2
LLANWRDA	GW910-009-WR2
Llanwrda LC (OPEN)	GW910-009-WR2
LLANWRTYD (TEP)	GW910-007-WR2
Llechryd LC (UWC)	GW734-006-WR2
Llwyn Cadwgan LC (UWC) (Manned)	GW734-006-WR2
Llwyn Jack Farm LC(UWC)	GW910-008-WR2
Llwyndyrys LC (UWC)	GW900-028-WR2, GW950-001-WR2
LLWYNGWRIL	GW734-004-WR2
Llwyngwyddil 2 LC(UWC)	GW950-001-WR2
Llwynllanc Farm 1 LC(UWC)	GW893-001-WR2
Llwynpener 2 LC (UWC)	GW950-001-WR2
Llwynpiod No.1 LC (UWC)	GW910-006-WR2
Llwynpiod No.2 LC (UWC)	GW910-006-WR2
LLWYNYPIA	GW835-002-WR2
Llynfi Goods Loop	GW874-002-WR2
Llynfi Jn	GW874-001-WR2, GW900-015-WR2
Llynmellin Farm LC(UWC)	GW910-004-WR2
Lodge Farm LC (OPEN)	GW640-002-WR2
Long Rock LC (CCTV)	GW108-035-WR2
Long Dyke Jn	GW900-009-WR2
Long Marston GF	GW317-001-WR2
Lonlas Tunnel	GW890-002-WR2
LOOE	GW640-002-WR2
Lookout LC (UWC)	GW900-025-WR2
LOSTWITHIEL	GW108-026-WR2
Lostwithiel (LL) SB	GW108-026-WR2
Lostwithiel LC (MCB)	GW108-026-WR2

Location	Table A - Module
Lostwithiel Jn	GW108-027-WR2, GW650-001-WR2
Loughor Viaduct	GW900-022-WR2
Lower Barn Farm LC (UWC)	GW700-003-WR2
Lower Burton Farm LC (UWC)	GW730-009-WR2
Lower Hall LC (UWC)	GW910-003-WR2
Lower House Farm LC (UWC)	GW910-002-WR2
Lower Stannage Farm LC (UWC)	GW910-002-WR2
Lower Trenowin LC (UWC) (R/G)	GW108-033-WR2
LUDLOW	GW730-007-WR2
Ludlow HABD	GW730-007-WR2
Ludlow Tunnel	GW730-007-WR2
LUXULYAN	GW660-002-WR2
Luxulyan Tunnel	GW660-002-WR2
Lyde Court LC (UWC)	GW730-011-WR2
LYDNEY	GW700-005-WR2
Lydney GF	GW700-005-WR2
Lydney LC (CCTV)	GW700-005-WR2
LYMPSTONE COMMANDO	GW611-002-WR2
LYMPSTONE VILLAGE	GW611-002-WR2
Lyneham LC (UWC)	GW310-002-WR2
Lyon Crossing	GW910-001-WR2
Lyons Wood Farm LC (UWC)	GW735-003-WR2
Machen Fach Farm LC (UWC)	GW773-001-WR2
Machen Quarry	GW773-001-WR2
Machen Quarry Inlet GF	GW773-001-WR2
Machen Quarry Outlet GF	GW773-001-WR2
MACHYNLLETH (TEP)	GW733-011-WR2
Machynlleth SC (MH)	GW733-011-WR2
Maes LC (ABCL)	GW734-009-WR2
MAESTEG	GW874-003-WR2
MAESTEG (EWENNY ROAD)	GW874-003-WR2
Maes-y-Coed Farm LC (UWC)	GW910-009-WR2
Magor	GW900-002-WR2
MAIDENHEAD	GW103-025-WR2, GW185-001-WR2
Maidenhead Carrier Wire Neutral Section	GW103-026-WR2
Maidenhead East	GW103-025-WR2
Maindee East Jn	GW740-001-WR2, GW900-005-WR2
Maindee Engineer Tamper Siding	GW740-001-WR2
Maindee North Jn	GW730-018-WR2, GW740-001-WR2
Maindee West Jn	GW730-018-WR2, GW900-005-WR2
Maindy Bach LC (UWC)	GW900-013-WR2
Malt House LC (UWC)	GW733-002-WR2
Manning Upper House LC (UWC)	GW730-013-WR2
Manor Farm 2 LC (UWC)	GW910-001-WR2
Manor Farm 3 LC (UWC)	GW910-001-WR2
Manor Farm LC (UWC)	GW200-003-WR2, GW523-001-WR2
MANORBIER / MAENORBYR	GW950-003-WR2
Manorbier Newton LC (OPEN)	GW950-003-WR2
Manorbier Station LC (AOCL+B)	GW950-003-WR2
Manuells Farm 2 LC (UWC)	GW660-005-WR2
Mare Brook LC (UWC)	GW310-004-WR2
Margam Abbey Works	GW900-017-WR2

Location	Table A - Module
Margam Abbey Works East Junction	GW877-003-WR2
Margam East Jn	GW877-004 WR2, GW900-017-WR2
Margam Middle Jn	GW900-018-WR2
Margam Moors Jn	GW900-017-WR2
Margam OVE Loop	GW877-004-WR2
Margam Yard Jn	GW877-004-WR2, GW900-018-WR2
Marina LC (ABCL)	GW185-003-WR2
Marley Tunnels	GW108-014-WR2
Marley Green LC (UWC)	GW735-005-WR2
MARLOW	GW185-003-WR2
Marsh Brook LC (MCB)	GW730-005-WR2
Marsh Brook (MB) SB	GW730-005-WR2
Marsh Farm HABD	GW730-005-WR2
Marshfield	GW900-008-WR2
Marshfield HABD	GW900-008-WR2
Marshfield WILD	GW900-008-WR2
Masons 1 LC (UWC)	GW950-001-WR2
Masters LC (UWC)	GW500-0010-WR2, GW560-002-WR2
Maylord LC (UWC)	GW910-003-WR2
Meads LC (R/G-X)	GW105-022-WR2
Meldon Quarry	GW609-002-WR2
MELKSHAM	GW523-001-WR2
Menadue LC (UWC)	GW660-002-WR2
MENHENIOT	GW108-023-WR2
Merehead Quarry Jn	GW580-001-WR2
Merehead West	GW580-001-WR2
Merllyn LC (CCTV)	GW734-009-WR2
MERTHYR TYDFIL	GW830-001-WR2
MERTHYR VALE	GW830-001-WR2
Meusydd Mill LC (UWC)	GW910-011-WR2
Micklewood No.2 LC (UWC)	GW730-004-WR2
Middle Hill Tunnel	GW105-006-WR2
Middleway LC (CCTV)	GW660-001-WR2
MIDGHAM	GW500-004-WR2
Midgham LC (CCTV)	GW500-004-WR2
MILFORD HAVEN	GW960-003-WR2
Mill Lane FP (R/G)	GW185-003-WR2
Milltown Viaduct	GW108-027-WR2
Milton	GW103-037-WR2
Minety LC (CCTV)	GW480-001-WR2
MINFFORDD	GW734-008-WR2
Miskin	GW900-013-WR2
Molinnis LC (AOCL)	GW660-003-WR2
Monsanto GF 1	GW720-001-WR2
MONTPELIER	GW454-004-WR2
Montpelier Tunnel	GW454-004-WR2
Moorland Road Jn	GW900-009-WR2
Moorswater	GW642-001-WR2
Moorswater LC (OPEN)	GW642-001-WR2
MORCHARD ROAD	GW606-003-WR2
Moreton Cutting	GW103-034-WR2
Moreton LC (UWC)	GW950-002-WR2
Moreton Stone Terminal	GW730-011-WR2
MORETON-IN-MARSH	GW310-003-WR2
Moreton-in-Marsh (MM) SB	GW310-003-WR2
Moreton-on-Lugg (ML) SB and LC (MCB)	GW730-011-WR2
Morfa Main LC (UWC)	GW900-025-WR2
MORFA MAWDDACH	GW734-004-WR2

Location	**Table A - Module**
Morfa No.1 LC (UWC)	GW734-007-WR2
Morlais Jn	GW890-005-WR2, GW910-013-WR2
Morlanga LC (UWC)	GW900-012-WR2
Morris Cowley GF	GW260-001-WR2
Morris Hill LC (CCTV)	GW401-003-WR2
Mount Gould Jn	GW628-002-WR2
MOUNTAIN ASH/ ABERPENNAR	GW834-002-WR2
Mud Lane LC (UWC)	GW105-018-WR2
Munllyn LC (UWC)	GW733-003-WR2
Murdercombe Tunnel	GW572-001-WR2
Mutley Tunnel	GW108-018-WR2
Mywars No.2 LC (UWC)	GW733-011-WR2
Naas LC (AHBC)	GW700-005-WR2
NAILSEA & BACKWELL	GW105-018-WR2
Nailsea HABD	GW105-018-WR2
NANTWICH	GW735-006-WR2
Nantwich LC (MCB-OD)	GW735-006-WR2
Nant-y-Cefn LC (UWC)	GW893-001-WR2
Nantyci No.2 LC (UWC)	GW900-027-WR2
Nantyderry HABD s	GW730-016-WR2
NARBERTH / ARBERTH	GW950-001-WR2
Narberth Tunnel	GW950-001-WR2
Narroways Hill Jn	GW450-002-WR2, GW454-004-WR2
Nawlyns LC (UWC)	GW733-012-WR2
Neath and Brecon Jn	GW892-001-WR2, GW893-001-WR2
Neath and Brecon Jn (NB) SB	GW892-001-WR2
NEATH/CASTELL-NEDD	GW900-020-WR2
Network Rail/Bodmin & Wenford Railway Boundary	GW108-025-WR2
Network Rail/Dartmoor Railway Co. boundary	GW608-001-WR2
Network Rail/Didcot Railway Centre Boundary	GW103-035-WR2
Network Rail/East Somerset Railway Boundary	GW580-001-WR2
Network Rail/Heathrow Airport Ltd Boundary	GW180-001-WR2
Network Rail/Mendip Rail Boundary	GW580-001-WR2
Network Rail/Paignton & Dartmouth Steam Railway Boundary	GW620-002-WR2

Network Rail/South Devon Railway Boundary	GW108-014-WR2
Location	**Table A - Module**
Network Rail/SPC Boundary	GW548-002-WR2
Network Rail/West Somerset Railway Boundary	GW108-003-WR2
Neuadd Farm 2 LC(UWC)	GW910-005-WR2
Neuadd LC (UWC)	GW733-008-WR2
New House Farm LC (UWC)	GW730-004-WR2
NEWBRIDGE	GW770-001-WR2
NEWBURY	GW500-005-WR2
NEWBURY RACECOURSE	GW500-005-WR2
Newbury Sidings GF	GW500-005-WR2
Newcastle Rd L.C. (AHBC-X)	GW735-006-WR2
NEWCOURT	GW611-001-WR2
Newnham Barton Farm LC (UWC)	GW606-004-WR2
Newnham Tunnel	GW700-004-WR2
NEWPORT / CASNEWYDD	GW900-006-WR2
Newport TunnelS	GW900-006-WR2
NEWQUAY	GW660-005-WR2
NEWTON ABBOT	GW108-012-WR2
Newton Abbot East Jn	GW108-012-WR2, GW618-001-WR2
Newton Abbot East Crossovers	GW108-012-WR2
Newton Abbot West Jn	GW108-013-WR2, GW620-001-WR2
Newton Lodge LC (UWC)	GW950-003-WR2
NEWTON ST. CYRES	GW606-001-WR2
Newton St. Cyres HABD	GW606-001-WR2
NEWTOWN (TEP)	GW733-006-WR2
Newtown GF	GW733-006-WR2
Newtown Jn	GW900-009-WR2
NINIAN PARK	GW840-002-WR2
Norchard Farm 1 LC (UWC)	GW950-003-WR2
Nordans Farm LC (UWC)	GW730-009-WR2

Location	Table A - Module
North Somerset Jn	GW105-011-WR2, GW528-001-WR2, GW530-001-WR2
Nothmead Lane OA	GW430-001-WR2
Northway LC (AHBC)	GW401-001-WR2
Norton Farm 1 LC (UWC)	GW606-001-WR2
Norton Farm 2 LC (UWC)	GW606-001-WR2
Norton Fitzwarren Jn	GW108-003-WR2
Nortonside LC (UWC)	GW401-001-WR2
Nynehead HABD	GW108-003-WR2
Oerffrwyd LC (UWC)	GW733-009-WR2
Ogmore House Farm LC (UWC)	GW950-002-WR2
OKEHAMPTON	GW609-002-WR2
Okehampton GF	GW609-002-WR2
Okeltor LC (OPEN)	GW637-003-WR2
Old Ends LC (CCTV)	GW401-007-WR2
Old Mill LC (UWC)	GW730-005-WR2, GW835-001-WR2
Old Oak Common East	GW103-006-WR2
Old Oak Common West	GW103-007-WR2, GW110-001-WR2
OLDFIELD PARK	GW105-009-WR2
Onibury LC (MCB)	GW730-007-WR2
Onibury (OY) SB	GW730-007-WR2
Onllwyn	GW893-001-WR2
Onllwyn GF	GW893-001-WR2
Orb Works GF	GW720-001-WR2
Oswestry Branch Jn	GW731-005-WR2
Over Junction	GW700-003-WR2
Ownership boundary	GW572-001-WR2
Ownership Boundary	GW820-001-WR2
Ox Pasture Farm 1 LC (UWC)	GW730-010-WR2
OXFORD	GW200-005-WR2
Oxford Canal Junction	GW277-001-WR2
Oxford North Jn	GW200-008-WR2, GW277-001-WR2
Oxford Road Jn	GW220-001-WR2, GW225-001-WR2, GW500-001-WR2
Oxford Station North Junction	GW200-006-WR2
Oxford Station South Junction	GW200-006-WR2
PADDINGTON	GW103-001-WR2
Paddington New Yard	GW103-001-WR2
PAIGNTON	GW620-002-WR2
Paignton Crossover GF	GW620-002-WR2
Paignton North LC (CCTV)	GW620-002-WR2
Paignton SB (PN)	GW620-002-WR2
Paignton South LC (TMO)	GW620-002-WR2
PANGBOURNE	GW103-032-WR2
Panpunton Farm 1 LC (UWC)	GW910-002-WR2
Pant Y Peron LC (UWC)	GW733-013-WR2
Panteg UGL + DGL	GW730-017-WR2
PANTYFFYNNON	GW910-012-WR2
Pantyffynnon Jn	GW915-002-WR2
Pantyffynnon LC (MCG)	GW910-012-WR2
Pantyffynnon (PF) SB (TEP)	GW910-012-WR2
Pant-y-Rhedyn Farm LC (UWC)	GW910-008-WR2
PAR	GW108-027-WR2, GW660-001-WR2
Par (PR) SB	GW108-027-WR2, GW660-001-WR2
Par Loop Jn	GW108-027 WR2, GW660-001-WR2
Paradise LC (UWC) (R/G-X)	GW108-031-WR2
Park Jn	GW770-003-WR2, GW780-001-WR2
Park Jn (PJ) SB	GW780-001-WR2

Location	Table A - Module
Park Lodge LC (UWC)	GW730-008-WR2
Park North Junction	GW770-002-WR2
Park Royal Jn	GW110-002-WR2
Parkandillack	GW672-002-WR2
Parry Green LC (UWC)	GW733-002-WR2
Parsel Lane UWC (R/G)	GW734-005-WR2
PARSON STREET	GW105-017-WR2
Parson Street Jn	GW105-017-WR2, GW548-001-WR2
Parsonage Farm LC (UWC)	GW500-013-WR2
Parsons Tunnel	GW108-011-WR2
PATCHWAY	GW600-006-WR2
Patchway Jn	GW540-001-WR2, GW5401-001-WR2
Patchway Tunnels	GW600-006-WR2
PEMBREY & BURRY PORT / PEN-BRE & PORTH TYWYN	GW900-024-WR2
Pembrey (PY) SB	GW900-024-WR2
Pembrey HABD	GW900-024-WR2
Pembrey LC (MCB)	GW900-024-WR2
PEMBROKE / PENFRO	GW950-004-WR2
PEMBROKE DOCK / DOC PENFRO	GW950-004-WR2
Pembroke Tunnel	GW950-004-WR2
PENALLY / PENALUH	GW950-003-WR2
Penally, MOD LC (UWC)	GW950-003-WR2
Penalt LC (UWC)	GW900-025-WR2
PENARTH	GW864-001-WR2
Penarth Curve North Jn	GW840-002 WR2, GW860-001-WR2
Penarth Curve South Jn	GW830-010-WR2, GW860-001-WR2
Penarth No 1 (UWC)	GW734-006-WR2
Penbontnewydd 2 LC (UWC)	GW910-012-WR2
Penclacwydd LC (UWC)	GW900-023-WR2
PENCOED	GW900-014-WR2,
Pencoed LC (CCTV)	GW900-014-WR2
Pencoed Uchaf 1 LC (UWC)	GW910-013-WR2
Pencoed UPL	GW900-014-WR2
Penfedw Farm No.2 LC (UWC)	GW910-006-WR2
PENGAM	GW810-003-WR2
Pengam Jn	GW790-001-WR2, GW900-009-WR2
Pengam LC (UWC)	GW790-001-WR2
Pengam Sidings	GW790-001-WR2
PENHELIG	GW734-002-WR2
Penleigh Park FP (R/G-X)	GW500-010-WR2
Penllergaer Tunnel	GW890-003-WR2
PENMERE	GW680-002-WR2
Penpergwm LC (UWC)	GW730-016-WR2
PENRHIWCEIBER	GW834-003-WR2
Penrhiwtyn LC (UWC)	GW900-020-WR2
Penrhos LC (UWC)	GW734-002-WR2
PENRHYNDEUDRAETH	GW734-008-WR2
Penrhyndeudraeth LC (UWC)	GW734-008-WR2
PENRYN	GW680-001-WR2
PENSARN	GW734-006-WR2
Pensarn LC (UWC)	GW734-006-WR2
Pensarn North LC (UWC)	GW734-006-WR2

Location	Table A - Module
Penstone FP (R/G)	GW609-001-WR2
Penstrowed LC (UWC)	GW733-007-WR2
Pentre Mawr LC (UWC)	GW733-010-WR2
PENTRE-BACH	GW830-001-WR2
Pentremeurig Farm 2 LC (UWC)	GW910-009-WR2
Pentremeurig Farm 3 LC (UWC)	GW910-009-WR2
Pentremeurig Farm 4 LC (UWC)	GW910-009-WR2
Penwithers Jn	GW108-030-WR2, GW680-001-WR2
Penybedd LC (AHBC)	GW900-024-WR2
PEN-Y-BONT	GW910-004-WR2
Pen-y-bont Tunnel	GW910-004-WR2
PENYCHAIN (TEP)	GW734-010-WR2
Pen-y-gelli No.1 LC (UWC)	GW733-006-WR2
Pen-y-Llan Farm LC (UWC)	GW730-014-WR2
PENZANCE	GW108-035-WR2
Penzance SB (PZ)	GW108-035-WR2
Perran Tunnel	GW680-001-WR2
PERRANWELL	GW680-001-WR2
PEWSEY	GW500-007-WR2
Pewsey HABD	GW500-007-WR2
Phillot Tunnel	GW108-011-WR2
Pier 7 Escape Shaft	GW180-004-WR2
Pikins LC (UWC)	GW733-009-WR2
Pill Farm LC (UWC)	GW650-001-WR2
PILNING	GW600-007-WR2
Pilning HABD	GW600-006-WR2
PINHOE	GW610-001-WR2
Pinhoe LC (CCTV)	GW610-001-WR2
Pitts LC (UWC)	GW731-006-WR2
Plas Newydd LC (UWC)	GW733-009-WR2
Plasau Clatter No.1 LC (UWC)	GW733-008-WR2
Plassers LC (AOCL+B)	GW174-001-WR2
Plas-y-Bryn (UWC)	GW734-006-WR2
Plas-y-Court LC (AHBC)	GW733-002-WR2
PLYMOUTH	GW108-019-WR2
Plymouth East GF	GW108-019-WR2
Plymouth SB (P)	GW108-019-WR2
Plymouth Friary	GW628-002-WR2
Polperro Tunnel	GW108-029-WR2
POLSLOE BRIDGE	GW611-001-WR2
Pont Lliw	GW890-004-WR2
Pontamman Tunnel	GW915-002-WR2
PONTARDDULAIS	GW910-012-WR2
Pontarddulais Tunnel	GW910-012-WR2
Ponthir LC (UWC)	GW730-017-WR2
PONTLOTTYN	GW810-001-WR2
Pontrilas (PS) SB	GW730-014-WR2
Pontrilas Tunnel	GW730-014-WR2
Pontsarn HABD	GW900-013-WR2
Pontsarn LC (AHBC_X)	GW900-013-WR2
PONTYCLUN	GW900-013-WR2
PONTYPOOL / PONT-Y-PWL AND NEW INN	GW730-016-WR2
PONTYPRIDD	GW830-004-WR2

Location	Table A - Module
Pontypridd Jn	GW830-004-WR2, GW835-002-WR2
Pontypridd South Jn	GW830-004-WR2
Pooles LC (UWC)	GW700-003-WR2
Pools LC (UWC)	GW310-006-WR2
Port Talbot Docks	GW877-004-WR2
Port Talbot East (Taibach)	GW900-018-WR2
PORT TALBOT PARKWAY	GW900-019-WR2
Port Talbot SB (PT)	GW900-019-WR2
Portbury Dock	GW548-002-WR2
Portbury Terminal Jn	GW4501-003-WR2
PORTH (TEP)	GW835-002-WR2
Porth Hir LC (UWC)	GW734-009-WR2
Porthkerry No.1 Tunnel	GW870-001-WR2
Porthkerry No.2 Tunnel	GW870-001-WR2
PORTHMADOG (TEP)	GW734-009-WR2
Porthmadog GF	GW734-009-WR2
Porthmadog LC (TMO)	GW734-009-WR2
Portobello Jn	GW103-003-WR2
PORTSMOUTH ARMS	GW606-004-WR2
Portsmouth Arms 1 LC (UWC)	GW606-004-WR2
Portsmouth Arms 2 LC (UWC)	GW606-004-WR2
Post Office No.1 LC (UWC)	GW733-009-WR2
Post Office No.2 LC (UWC)	GW733-009-WR2
Powderham LC (UWC)	GW108-008-WR2
Powell LC (UWC)	GW730-015-WR2
PREES	GW735-004-WR2
Prees LC (MCB-OD)	GW735-004-WR2
Price Church Farm LC (UWC)	GW730-015-WR2
Prince of Wales LC (UWC)	GW731-003-WR2
Probus	GW108-029-WR2
Purton Collins Lane LC (AHBC-X)	GW480-001-WR2
Purton Common LC BW (R/G-X)	GW480-001-WR2
Puxton & Worle LC (MCB)	GW105-019-WR2
PWLLHELI (TEP)	GW734-010-WR2
Pwllheli Crossing GF	GW734-010-WR2
Pwllheli Goods LC (ABCL)	GW734-010-WR2
Pwllheli West GF	GW734-010-WR2
PYE CORNER	GW770-002-WR2
PYLE/PIL	GW900-016-WR2
Pylle Hill GF	GW105-015-WR2
QUAKERS YARD/ MYNWENT Y CRYNWR	GW830-002-WR2
Quay Ward No.1 LC (UWC)	GW733-012-WR2
Quay Ward No.2 LC (UWC)	GW733-012-WR2
Quay Ward No.3 LC (UWC)	GW733-012-WR2
Quay Ward No.4 LC (UWC)	GW733-012-WR2
Queen Street North Jn	GW810-006-WR2, GW830-008-WR2
Queen Street South Jn	GW830-008-WR2, GW839-001-WR2
Queens Park LC (UWC) (R/G-X)	GW731-004-WR2
QUINTREL DOWNS	GW660-005-WR2
Quintrel Downs LC (ABCL)	GW660-005-WR2
Rabber Farm LC (UWC)	GW910-004-WR2
RADLEY	GW200-003-WR2
Radley HABD	GW200-003-WR2
RADYR	GW830-006-WR2

Location	Table A - Module
Radyr Branch Jn	GW830-010-WR2, GW840-002-WR2
Radyr Jn	GW840-001-WR2
Radyr Jn (Change of RA)	GW830-006-WR2
Radyr Jn SB (VR)	GW830-006-WR2, GW840-001-WR2
Raikes LC (UWC)	GW910-006-WR2
Raven LC (AOCL)	GW915-001-WR2
READING	GW103-029-WR2, GW500-001-WR2
Reading East Junction	GW103-029-WR2, GW195-001-WR2
Reading High Level Jn	GW103-030-WR2
Reading New Jn	GW103-028-WR2, GW190-001-WR2
Reading SB (R)	GW103-028-WR2
Reading Southern Junction	GW195-001-WR2
Reading Spur Jn	GW190-001-WR2
Reading Train Care Depot	GW103-030-WR2
Reading Upper Triangle Sidings	GW500002-WR2
READING WEST	GW500-002-WR2
Reading West Jn	GW103-031-WR2, GW220-001-WR2
Red Cow LC (CCTV)	GW108-007-WR2
Red Hill Tunnel	GW730-013-WR2
Red House Farm No1 LC (UWC)	GW733-007-WR2
Red House LC (UWC)	GW733-006-WR2
REDLAND	GW454-004-WR2
Rednal Farm LC (UWC)	GW731-005-WR2
REDRUTH	GW108-032-WR2
Redruth Tunnel	GW108-032-WR2
Reeds Farm LC (UWC)	GW735-005-WR2
RHIWBINA	GW828-001-WR2
Rhiwderin LC (AOCL+B)	GW773-001-WR2
Rhiwlas Hall No.2 LC (UWC)	GW733-012-WR2
Rhiwlas Hall No.4 LC (UWC)	GW733-012-WR2
RHOOSE	GW870-002-WR2
Rhoose LC (CCTV)	GW870-002-WR2
Rhosfach LC (UWC)	GW733-011-WR2
Rhosferig Tunnel	GW910-005-WR2
Rhowniar LC (UWC)	GW734-002-WR2
Rhydllyn 2 LC (UWC)	GW910-004-WR2
Rhydwhimen LC (R/G)	GW733-004-WR2
Rhyd-y-Fynnon Farm LC (UWC)	GW910-011-WR2
RHYMNEY/RHYMNI	GW810-001-WR2
RISCA	GW770-002-WR2
Risca South Junction	GW770-002-WR2
Robertson LC (TMO)	GW834-001-WR2
Robeston Elf Sidings	GW980-001-WR2
ROCHE	GW660-003-WR2
Rodbourne Jn	GW480-001-WR2
ROGERSTONE	GW770-002-WR2
Roskear Jn LC (MCB)	GW108-032-WR2
Roskear Jn SB (R)	GW108-032-WR2
Roundham LC (R/G-X)	GW200-010-WR2
Royal Albert Bridge	GW108-022-WR2
Royal Oak	GW103-001-WR2

Location	Table A - Module
RUABON	GW731-007-WR2
Rumney River Bridge Jn	GW900-008-WR2
Ruscombe	GW103-026-WR2
Rushey Platt Junction	GW105-004-WR2
Salmon Pool LC (ABCL)	GW606-002-WR2, GW608-001-WR2
SALTASH	GW108-022-WR2
Saltford Tunnel	GW105-010-WR2
Saltmoor LC (UWC)	GW730-007-WR2
Sandford Brake Farm LC (UWC)	GW310-001-WR2
Sandilands LC (ABCL)	GW734-003-WR2
SANDPLACE	GW640-002-WR2
Sandstone Tunnel	GW548-002-WR2
Sandways LC (AOCL)	GW637-003-WR2
Sandy Lane LC (UWC) (R/G-X)	GW108-005-WR2
Sandy Lane LC (AHBC-X)	GW200-010-WR2
Sapperton Long Tunnel	GW480-002-WR2
Sapperton Short Tunnel	GW480-002-WR2
SARN	GW874-001-WR2
Sarn LC (UWC)	GW733-009-WR2
Sarnau LC (CCTV)	GW900-027-WR2
SAUNDERSFOOT	GW950-002-WR2
Saveock FP	GW108-031-WR2
Savernake GF (O.O.U)	GW500-007-WR2
Scoop 1 LC (UWC)	GW606-004-WR2
Scours Lane Junction	GW103-031-WR2
SEA MILLS	GW454-003-WR2
Sea Mills LC (UWC)	GW454-003-WR2
Sealand Road Escape Shaft	GW180-004-WR2
SERC Ground Frame	GW454-001-WR2
SEVERN BEACH	GW454-001-WR2
Severn Bridge Jn	GW730-001-WR2
Severn Bridge Jn SB	GW731-002-WR2
Severn Tunnel 7012m	GW900-001-WR2
Severn Tunnel Jn	GW700-007-WR2, GW900-002-WR2
SEVERN TUNNEL Jn / CYFFORDD TWNNEL HAFREN	GW700-007-WR2, GW900-001-WR2
Sewerage Works LC (UWC)	GW910-012-WR2
Sharpes LC (UWC)	GW700-006-WR2
Sharpness	GW425-001-WR2
Sheen Hill No.1 LC (UWC)	GW310-005-WR2
Shell-Mex & BP GF	GW731-005-WR2
Shelwick Jn	GW340-006-WR2, GW730-011-WR2
Shepiston Lane Escape Shaft	GW180-002-WR2
SHIPLAKE	GW187-002-WR2
Shiplake LC (AOCL+B)	GW187-002-WR2
Shiplake Viaduct	GW187-002-WR2
Ships LC (UWC)	GW310-006-WR2
SHIPTON	GW310-002-WR2

Location	Table A - Module
SHIREHAMPTON	GW454-002-WR2
Shoals Hook LC (UWC)	GW960-001-WR2
Shortridge Farm 2 LC (UWC)	GW606-005-WR2
Shortridge Farm 3 LC (UWC)	GW606-005-WR2
Shrewbridge Rd LC (AHBC-X)	GW735-005-WR2
SHREWSBURY	GW731-002-WR2
Single Line Jn	GW4501-001-WR2
Sipson Farm Escape Shaft	GW180-002-WR2
Site of former Penallta Jn	GW820-001-WR2
Site of former Taff Bargoed Branch Jn	GW820-001-WR2
Site of Stormstown Jn	GW830-003-WR2
SKEWEN	GW900-020-WR2
SLOUGH	GW103-023-WR2, GW184-001-WR2
Slough West	GW103-024-WR2
Smiths Lower Cefn LC (UWC)	GW733-002-WR2
Solomans No 1 (UWC)	GW660-003-WR2
Somerton GF	GW500-014-WR2
Somerton Tunnel	GW500-014-WR2
SOUTH GREENFORD	GW174-002-WR2
South Liberty Siding	GW105-017-WR2
South Marston	GW105-002-WR2
SOUTHALL	GW103-014-WR2, GW178-001-WR2
Southall East Jn	GW103-014-WR2
Southall West Jn	GW103-015-WR2
Southcote Jn	GW500-002-WR2
Spade Oak LC (UWC) (R/G)	GW185-003-WR2
Sparnick Tunnel	GW680-001-WR2
Speedway (goods branch) LC (AOCL)	GW628-001-WR2
Speedway Jn	GW628-001-WR2, GW628-002-WR2
Sperritt Tunnel	GW108-024-WR2
Spittal Tunnel	GW900-029-WR2
Spring Point	GW910-014-WR2
St Clears LC (CCTV)	GW900-027-WR2
ST COLUMB ROAD	GW660-004-WR2
St David s Golf Club LC (UWC)	GW734-007-WR2
St Fagans LC (CCTV)	GW900-012-WR2
St George s Church LC (UWC)	GW900-012-WR2
St George s LC (CCTV)	GW900-012-WR2
ST IVES	GW690-001-WR2
ST KEYNE	GW640-002-WR2
ST. AUSTELL	GW108-028-WR2
St. Budeaux Jn	GW108-021-WR2
ST. BUDEAUX FERRY ROAD	GW108-021-WR2
ST. ERTH	GW108-034-WR2, GW690-001 WR2
St. Erth SB (SE)	GW108-034-WR2
St. Erth Jn	GW108-034-WR2, GW690-001-WR2
ST. GERMANS	GW108-022-WR2
St. Pinnock Viaduct East	GW108-024-WR2

Location	Table A - Module
St. Pinnock Viaduct	GW108-024-WR2
St. Andrews Jn SB (SA) & LC (MCB)	GW454-001-WR2
ST. ANDREWS ROAD	GW454-001-WR2
St. Annes Park No.2 Tunnel	GW105-010-WR2
St. Annes Park No.3 (or Foxes Wood) Tunnel	GW105-010-WR2
St. Blazey Bridge LC (CCTV)	GW660-002-WR2
St. Blazey Jn	GW660-001-WR2
St. Blazey SB (SB)	GW660-001-WR2
St. Blazey Yard	GW660-001-WR2
St. Brides Carrier Wire Neutral Section	GW900-008-WR2
St. Budeaux Jn	GW637-001-WR2
ST. BUDEAUX VICTORIA ROAD	GW637-001-WR2
St. David s Tunnel	GW610-002-WR2
ST. JAMES PARK	GW610-002-WR2
St. Mary s LC (MCG)	GW480-003-WR2
St. Philips Marsh	GW528-001-WR2
St. Philips Marsh GF	GW528-001-WR2
Stafford s Bridge LC (UWC)	GW108-005-WR2
Standish Jn	GW401-007-WR2, GW480-003-WR2
STAPLETON ROAD	GW450-002-WR2
STARCROSS	GW108-009-WR2
Staverton Farm LC (UWC)	GW523-001-WR2
Steventon	GW103-037-WR2
Steynton LC (UWC)	GW960-003-WR2
Stockeydown Farm LC (UWC)	GW606-002-WR2, GW608-001-WR2
Stockley Bridge Jn	GW103-019-WR2
Stockley Flyover	GW180-001-WR2
Stocks Lane LC (CCTV)	GW103-037-WR2
Stoke Canon LC (CCTV)	GW108-005-WR2
Stoke Canon HABD	GW108-005-WR2
Stoke Gifford East Jn	GW600-004-WR2
Stoke Gifford Jn No.1	GW450-001-WR2, GW4501-001-WR2, GW600-005-WR2
Stoke Gifford Jn No.2	GW4501-001-WR2, GW600-005-WR2
Stoke Gifford IET Depot Ent Line	GW4501-001-WR2
Stoke Gifford IET Depot Exit Line	GW600-005-WR2
Stoke Gifford West Jn	GW600-005-WR2
Stokesay Farm LC (UWC)	GW730-007-WR2
Stokeswood LC (UWC)	GW730-007-WR2
STONEHOUSE	GW480-003-WR2
Stonehouse Farm LC (UWC)	GW200-007-WR2
Stoner LC (Bridleway)	GW500-008-WR2
Stormy Down and Up Passenger Loops	GW900-016-WR2
Stormy HABD	GW900-016-WR2
Stratton Green	GW105-002-WR2
Stretton Heath LC (AHBC)	GW733-001-WR2
STROUD	GW480-003-WR2
Stud Farm 2 LC (UWC)	GW910-002-WR2
Studley HABD	GW105-004-WR2
Subway Junction	GW103-002-WR2
Sudbrook Pumping Stn	GW705-001-WR2
SUGAR LOAF	GW910-007-WR2
Sugar Loaf Tunnel	GW910-007-WR2
Sun Valley LC	GW750-001-WR2
Sunny Hill Farm 2 LC (UWC)	GW950-003-WR2

Location	Table A - Module
Sunny Hill Farm 5 LC (UWC)	GW950-003-WR2
Sutton Bridge Jn	GW730-002-WR2, GW733-001-WR2
Sutton Bridge Jn SB (SUB)	GW730-002-WR2, GW733-001 WR2
Sutton Bridge Jn SB (TEP)	GW733-001-WR2
SWANSEA / ABERTAWE	GW9001-002-WR2
Swansea Docks	GW892-002-WR2
Swansea Loop East Jn	GW9001-001-WR2, GW906-001-WR2
Swansea Loop West Jn	GW900-021-WR2, GW906-001-WR2
SWINDON	GW105-003-WR2
Swindon Dn Yd GF	GW105-003-WR2
Swindon Down Yard	GW105-003-WR2
Swindon Jn	GW105-004-WR2, GW480-001-WR2
Swindon Road LC (CCTV)	GW401-003-WR2
Sydney Gardens East Tunnel	GW105-007-WR2
Sydney Gardens West Tunnel	GW105-008-WR2
T. Edwards LC (UWC)	GW731-004-WR2
T.A.V.R. LC (UWC)	GW835-001-WR2
T3 Escape Shaft	GW180-003-WR2
T5C Escape Shaft	GW180-003-WR2
TACKLEY	GW200-011-WR2
Tackley GF	GW200-011-WR2
Tackley LC (UWC)	GW200-011-WR2
TAFFS WELL/ FFYNNON TAF	GW830-005-WR2
Talerddig (TEP)	GW733-010-WR2
Talley Road LC (UWC)	GW910-010-WR2
Tallicks LC (UWC)	GW108-031-WR2
TALSARNAU	GW734-008-WR2
Talsarnau Station LC (UWC)	GW734-008-WR2
Talwrn Bach LC (AOCL)	GW734-006-WR2
TALYBONT	GW734-006-WR2
Tan Rallt (UWC)	GW734-010-WR2
Tanyard LC (UWC)	GW960-001-WR2
TAPLOW	GW103-025-WR2
Tarmac Ltd GF	GW730-003-WR2
TAUNTON	GW108-002-WR2
Taunton East Jn	GW108-001-WR2
Taunton West Jn	GW108-002-WR2
Tavistock Jn GF	GW108-016-WR2
Tavistock Jn Yard	GW108-016-WR2
Techan Fach Crossing	GW910-014-WR2
Teignbridge LC (TMO)	GW618-001-WR2
Teigngrace	GW618-001-WR2
TEIGNMOUTH	GW108-011-WR2
TENBY / DINBYCH-Y-PYSGOD (TEP)	GW950-002-WR2
Terras LC (OPEN)	GW640-002-WR2
Thames Valley Signalling Centre (TVSC)	GW250-001-WR2
THATCHAM	GW500-004-WR2
Thatcham LC (CCTV)	GW500-004-WR2
The Bryn LC(UWC)	GW733-005-WR2
The Grove LC (UWC)	GW730-008-WR2
The Hall Farm 3 LC (UWC)	GW910-002-WR2
THEALE	GW500-003-WR2
Theale Reception Sidings GF	GW500-003-WR2
Thingley Jn	GW105-006-WR2, GW523-001-WR2
Thomas LC (UWC)	GW730-014-WR2
Thomas No.1 LC (UWC)	GW910-004-WR2
Thomas No.2 LC (UWC)	GW910-004-WR2

Location	Table A - Module
Thorney Mill Stone Terminal	GW182-001-WR2
Three Gates LC (UWC)	GW700-006-WR2
TILEHURST	GW103-032-WR2
Tilehurst East Junction	GW103-032-WR2
Tir Isaf 1 LC (UWC)	GW893-001-WR2
Tir-Allen Farm 1 LC(UWC)	GW910-009-WR2
Tir-Allen Farm 2 LC(UWC)	GW910-009-WR2
Tir-Allen Farm 3 LC(UWC)	GW910-009-WR2
TIR-PHIL	GW810-001-WR2
Tirydail LC (ABCL)	GW910-011-WR2
Tiverton Loops	GW108-004-WR2
TIVERTON PARKWAY	GW108-004-WR2
To Park Junction	GW773-001-WR2
TON PENTRE	GW835-001-WR2
TONDU	GW874-002-WR2
Tondu Jn	GW874-002-WR2, GW877-001-WR2
Tondu (TU) SB	GW874-002-WR2, GW877-001-WR2
TONFANAU	GW734-003-WR2
Tonfanau LC (UWC)	GW734-003-WR2
TONYPANDY	GW835-002-WR2
TOPSHAM	GW611-001-WR2
Topsham LC (CCTV)	GW611-001-WR2
Torcoed 2 LC (UWC)	GW900-014-WR2
TORQUAY	GW620-001-WR2
TORRE	GW620-001-WR2
TOTNES	GW108-014-WR2
Totnes East Crossover	GW108-014-WR2
Towan LC (UWC)	GW690-001-WR2
Towney LC (UWC)	GW500-003-WR2
Traeth Mawr LC (ABCL)	GW734-008-WR2
Tram Inn LC (MCB)	GW730-013-WR2
Tram Inn (TI) SB	GW730-013-WR2
Tram Inn HABD	GW730-013-WR2
Tram Inn WILD	GW730-013-WR2
Tredington LC (AHBC)	GW401-003-WR2
Treffeddian LC (UWC)	GW734-002-WR2
Treffoliad Farm 1 LC (UWC)	GW910-008-WR2
TREFFOREST	GW830-004-WR2
TREFFOREST ESTATE	GW830-005-WR2
Tregoss Moor LC (AOCL)	GW660-003-WR2
TREHAFOD	GW835-002-WR2
TREHERBERT / DREHERBER	GW835-001-WR2
Treherbert Station GF	GW835-001-WR2
Treleigh FP (R/G-X)	GW108-031-WR2
Tremains DPL	GW900-014-WR2
Trencreek LC (AOCL+B)	GW660-005-WR2
TREORCHY / TREORCI	GW835-001-WR2
Tresithney 2 LC (UWC)	GW660-004-WR2
Treverrin HABD	GW108-027-WR2
Treverrin Tunnel	GW108-027-WR2
Trevingey FP (R/G-X)	GW108-032-WR2
Trewern Farm LC (UWC)	GW900-028-WR2
Trewern Mill LC (UWC)	GW900-028-WR2
TROED-Y-RHIW	GW830-001-WR2
Troed-y-Rhiw Fedwen LC (UWC)	GW910-003-WR2
Troed-Y-Rhiw South Jn	GW830-001-WR2
TROWBRIDGE	GW510-001-WR2
Trurans FP	GW108-031-WR2
TRURO	GW108-030-WR2
Truro LC (MCB)	GW108-030-WR2

Location	Table A - Module
Truro SB (T)	GW108-030-WR2
Tucker s LC (UWC)	GW510-002-WR2
Tuckwells LC (UWC)	GW200-005-WR2
Tuffley	GW401-006-WR2
Turf Lock LC (UWC)	GW108-008-WR2
Turnchapel Branch Jn	GW628-002-WR2, GW628-003-WR2
Twerton HABD	GW105-009-WR2
Twerton Long Tunnel	GW105-009-WR2
Twerton Short Tunnel	GW105-009-WR2
Two Moors Way (UWC) (R/G)	GW609-001-WR2
TWYFORD	GW103-027-WR2, GW187-001-WR2
Twyford East	GW103-027-WR2
Twyford HABD	GW103-028-WR2
Twyford West	GW103-027-WR2
TY GLAS	GW828-001-WR2
Ty Mawr Farm LC (UWC)	GW733-007-WR2
Ty n Llan 1 LC (UWC)	GW734-003-WR2
Ty n Llan 3 LC (UWC)	GW734-003-WR2
Ty n-yr-Wtre No.2 LC (UWC)	GW733-010-WR2
Ty Pella LC (UWC)	GW733-011-WR2
Ty-Ddu LC (UWC)	GW910-004-WR2
TYGWYN	GW734-007-WR2
Tygwyn LC (ABCL)	GW734-007-WR2
Tynewydd 2 crossing	GW900-028-WR2
Tynycerig 1 LC (UWC)	GW910-012-WR2
Tynycerig 2 LC (UWC)	GW910-012-WR2
Tynycerig 3 LC (UWC)	GW910-012-WR2
Tynycynllwyn LC (UWC)	GW910-012-WR2
Tyn-y-Maes LC (UWC)	GW910-007-WR2
Tytherington	GW430-001-WR2
Tytherington Tunnel	GW430-001-WR2
Ty-Uchaf LC (AOCL)	GW915-001-WR2
TYWYN (TEP)	GW734-003-WR2
Tywyn GF	GW734-003-WR2
Uffington	GW105-001-WR2
UMBERLEIGH	GW606-005-WR2
Umberleigh LC (AOCL)	GW606-005-WR2
Up/Down Miskin Loop	GW900-013-WR2
Uphill Jn	GW105-020-WR2, GW107-001-WR2
Upper Trenowin LC (UWC)	GW108-033-WR2
Upper Cellws LC (UWC)	GW910-004-WR2
Upper Chapel Hill Farm LC (UWC)	GW950-002-WR2
Upper Llegodig LC (UWC)	GW733-005-WR2
Upper Studley FP LC (R/G)	GW105-004-WR2
Upper Thames Sailing Club (UWC) (R/G)	GW185-003-WR2
Upper Trenowin LC (UWC) (R/G-X)	GW108-033-WR2
Urchfont HABD	GW500-008-WR2
Urchfont WILD	GW500-008-WR2
UWBGL Jn	GW105-005-WR2, GW600-001-WR2
Victory LC (AHBC)	GW108-003-WR2
Vineyard Farm No1 LC (UWC)	GW730-015-WR2
Vineyard Farm No2 LC (UWC)	GW730-015-WR2
Wales Railway Operating Centre (WROC)	GW900-012-WR2
War Brook LC (UWC)	GW731-004-WR2
Warren Farm LC (UWC)	GW178-001-WR2
Waltham (Maidenhead) WILD	GW103-025-WR2
Wansdyke LC (UWC)	GW500-005-WR2
Wantage Road	GW103-037-WR2
Wantage Road HABD	GW103-036-WR2
WARGRAVE	GW187-001-WR2
WARMINSTER	GW5001-002-WR2
Warminster HABD	GW5001-002-WR2

Location	Table A - Module
Water Eaton Junction	GW277-002-WR2
Water Lane LC (UWC)	GW611-002-WR2
Water Street bridge	GW877-002-WR2
Waterton LC (AOCL)	GW871-001-WR2
Watson LC (UWC)	GW310-005-WR2
Watts Blake Bearne Ball Clay Siding	GW618-001-WR2
WAUN-GRON PARK	GW840-002-WR2
Weig Lane LC (AOCL)	GW733-008-WR2
Wellington	GW108-003-WR2
Wellington HABD	GW730-010-WR2
Wellington LC (AHBC)	GW730-010-WR2
Welsh Highland Railway (Flat crossing)	GW734-008-WR2
WELSHPOOL (TEP)	GW733-002-WR2
Welshpool GF	GW733-002-WR2
WEM	GW735-003-WR2
Wem Emergency	GW735-003-WR2, GW735-003-WR2
Wem LC (MCB) (MCB-OD)	GW735-003-WR2
Wentloog Freight Terminal West Jn	GW900-008-WR2
Wentloog Freight Terminal East Jn	GW900-008-WR2
Westbourne Park Jn	GW103-002-WR2
WEST DRAYTON	GW103-020-WR2
West Drayton East Jn	GW103-020-WR2
West Drayton Jn	GW103-020-WR2, GW182-001-WR2
West Drayton LC (MG)	GW182-001-WR2
West Drayton No. 1 GF	GW103-019-WR2
West Drayton No. 2 GF	GW103-019-WR2
West Drayton No.2 GF	GW182-001-WR2
WEST EALING	GW103-011-WR2, GW174-001-WR2
West Ealing Jn	GW103-011-WR2, GW174-001-WR2
WESTBURY	GW560-002-WR2
Westbury East Loop Jn	GW520-001-WR2, GW560-001-WR2
Westbury LC (AHBC)	GW700-004-WR2, GW733-001-WR2
Westbury Line Jn	GW103-030-WR2, GW500-001-WR2
Westbury North Jn	GW510-001-WR2, GW560-001-WR2
Westbury SB (W)	GW560-001-WR2
Westbury South Jn	GW5001-002-WR2,GW560-002-WR2
Westerleigh Jn	GW401-010-WR2, GW600-004-WR2
Westerleigh Yard (End of Line)	GW440-001-WR2
Western Growers Crossing	GW690-001-WR2
Westford (Cutlers) Footpath LC (R/G)	GW108-003-WR2
WESTON MILTON	GW107-001-WR2
Weston Rhyn LC (AHBC)	GW731-006-WR2
Weston-S-M Up GF	GW107-001-WR2
WESTON-SUPER-MARE	GW107-001-WR2
Wests Bridge Farm LC (UWC)	GW730-014-WR2
WHITCHURCH	GW735-005-WR2
WHITCHURCH/ EGLWYS NEWYDD	GW828-001-WR2
White House Mill LC(UWC)	GW950-001-WR2
Whites Farm LC (UWC)	GW401-001-WR2
Whiteball Tunnel	GW108-004-WR2
Whitehurst LC (UWC)	GW731-007-WR2
Whitehurst Tunnel	GW731-007-WR2
Whites LC (UWC)	GW580-001-WR2
Whitland (W) SB	GW900-028-WR2, GW950-001-WR2
WHITLAND / HENDY-GWYN	GW900-028-WR2, GW950-001-WR2
Whitland Jn	GW900-028-WR2, GW950-001-WR2
Whitland LC (MCB)	GW900-028-WR2
Whitland Tunnel	GW900-027-WR2

Location	Table A - Module
Whitterleys Farm LC (UWC)	GW910-002-WR2
Whittington LC (AHBC)	GW731-005-WR2
Wickham Knights LC (UWC)	GW500-004-WR2
Wickwar Tunnel	GW401-009-WR2
WILDMILL	GW874-001-WR2
Willox Bridge 1 LC (UWC)	GW730-013-WR2
WINDSOR & ETON CENTRAL	GW184-001-WR2
Winsel LC (UWC)	GW960-002-WR2
Wivelscombe Tunnel	GW108-022-WR2
Wolvercot North Jn	GW200-009-WR2, GW310-001-WR2
Wolvercot South Jn	GW200-009-WR2
Wolvercot Tunnel	GW277-001-WR2
Woodborough Sidings GF	GW500-007-WR2
Woodlands LC (UWC)	GW730-005-WR2
Woodstock Road Jn	GW277-001-WR2
Woofferton (W) SB	GW730-008-WR2
Woofferton UGL	GW730-008-WR2
Woolascott LC (UWC)	GW731-003-WR2
Woolaston LC (R/G-X)	GW700-005-WR2
Wooliams 2 LC (UWC)	GW310-003-WR2
Wooliams 3 LC (UWC)	GW310-003-WR2
Wooton Bassett GF	GW105-005-WR2
Wootton Bassett Jn	GW105-005-WR2, GW600-001-WR2
Wootton Bassett West	GW600-001-WR2
Wootton Bassett West Carrier Wire Neutral Section	GW105-005-WR2, GW600-001-WR2
Wootton Farm LC (UWC)	GW730-007-WR2
WORLE	GW105-019-WR2
Worle Jn	GW105-020-WR2, GW107-001-WR2
Wrangaton Tunnel	GW108-015-WR2
WRENBURY	GW735-005-WR2
Wrenbury LC (MCB-OD)	GW735-005-WR2
Wykey LC (UWC)	GW731-004-WR2
Yarnton Lane LC (AHBC-X)	GW200-010-WR2
YATE	GW401-009-WR2
Yate Middle Jn	GW401-009-WR2, GW430-001-WR2
Yate South Jn	GW401-009-WR2, GW440-001-WR2
Yate West (Start of OT section)	GW430-001-WR2
YATTON	GW105-018-WR2
Yatton East	GW105-019-WR2
Yatton GF	GW105-018-WR2
Yatton HABD	GW105-019-WR2
Yatton West	GW105-019-WR2
YEOFORD	GW606-002-WR2
Yeoford Platform (Out of use)	GW608-001-WR2
Ymlwch LC (UWC)	GW734-006-WR2
Ynys LC (UWC)	GW734-001-WR2, GW910-012-WR2
Ynys Uchaf LC (UWC)	GW910-012-WR2

Location	Table A - Module
Ynysdwfnant LC (UWC)	GW892-001-WR2
Ynyslas LC (AHBC)	GW733-012-WR2
Ynystawleg Farm No. 1 LC (UWC)	GW910-012-WR2
Ynystawleg Farm No.4 LC (UWC)	GW910-012-WR2
YNYSWEN	GW835-001-WR2
YORTON	GW735-003-WR2
Young s LC (UWC)	GW510-003-WR2
Youngs Farm LC (UWC)	GW735-005-WR2
Yrallt Gynig 2 LC (UWC)	GW910-008-WR2
Ystrad Farm LC (UWC)	GW910-009-WR2
YSTRAD MYNACH	GW810-003-WR2
Ystrad Mynach South Jn	GW810-003-WR2, GW820-001-WR2
YSTRAD RHONDDA (TEP)	GW835-001-WR2

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WESTERN AND WALES

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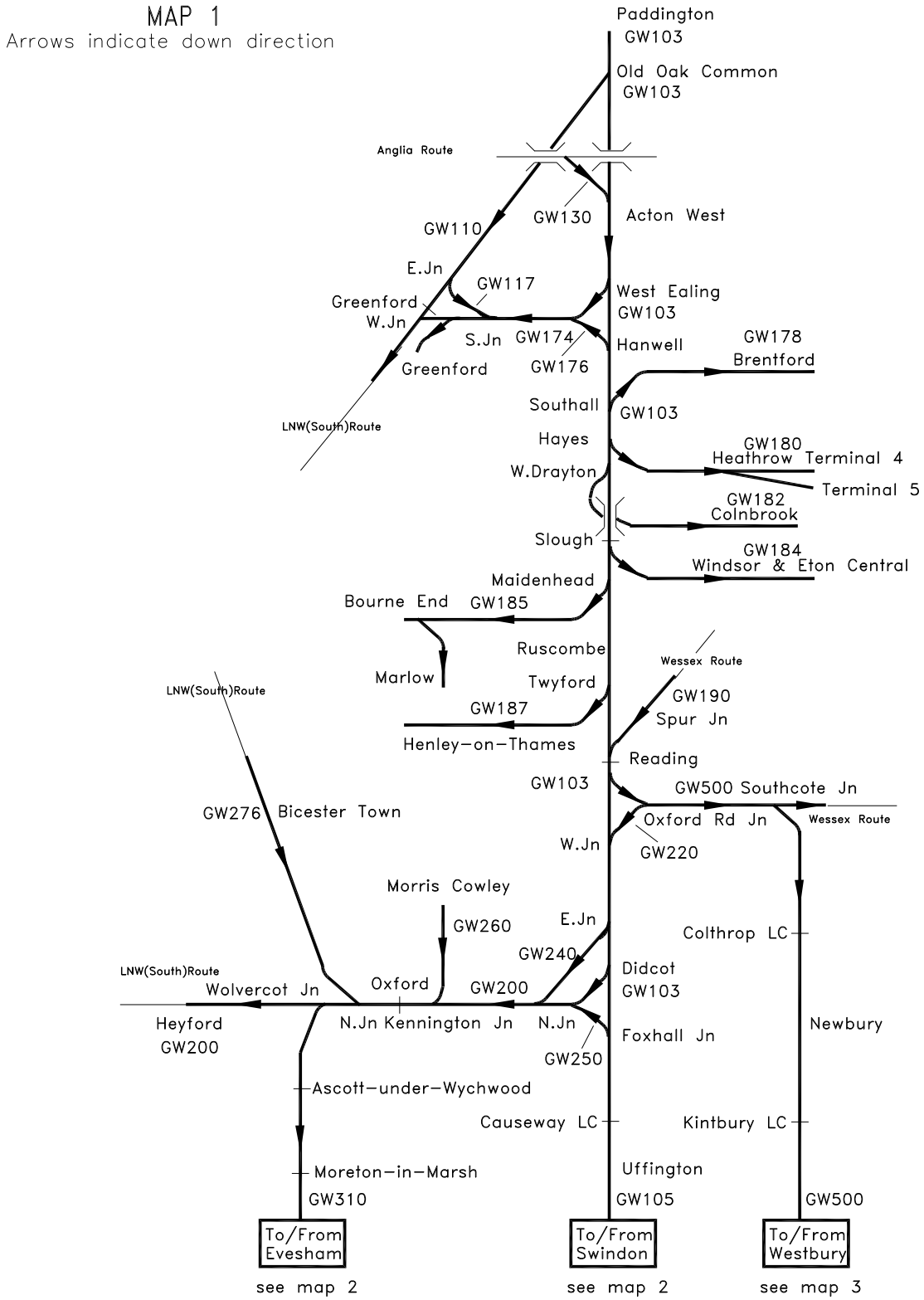
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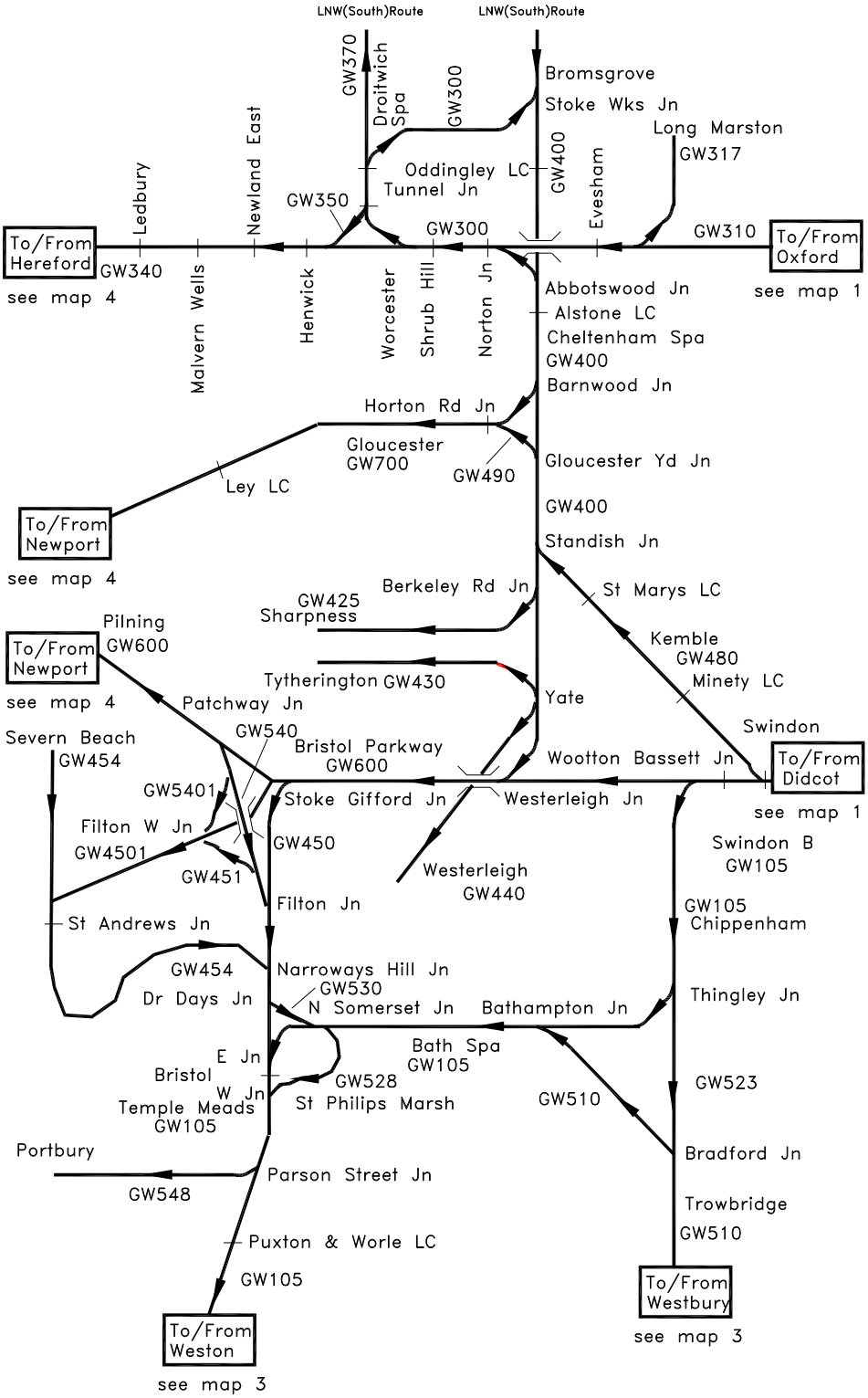
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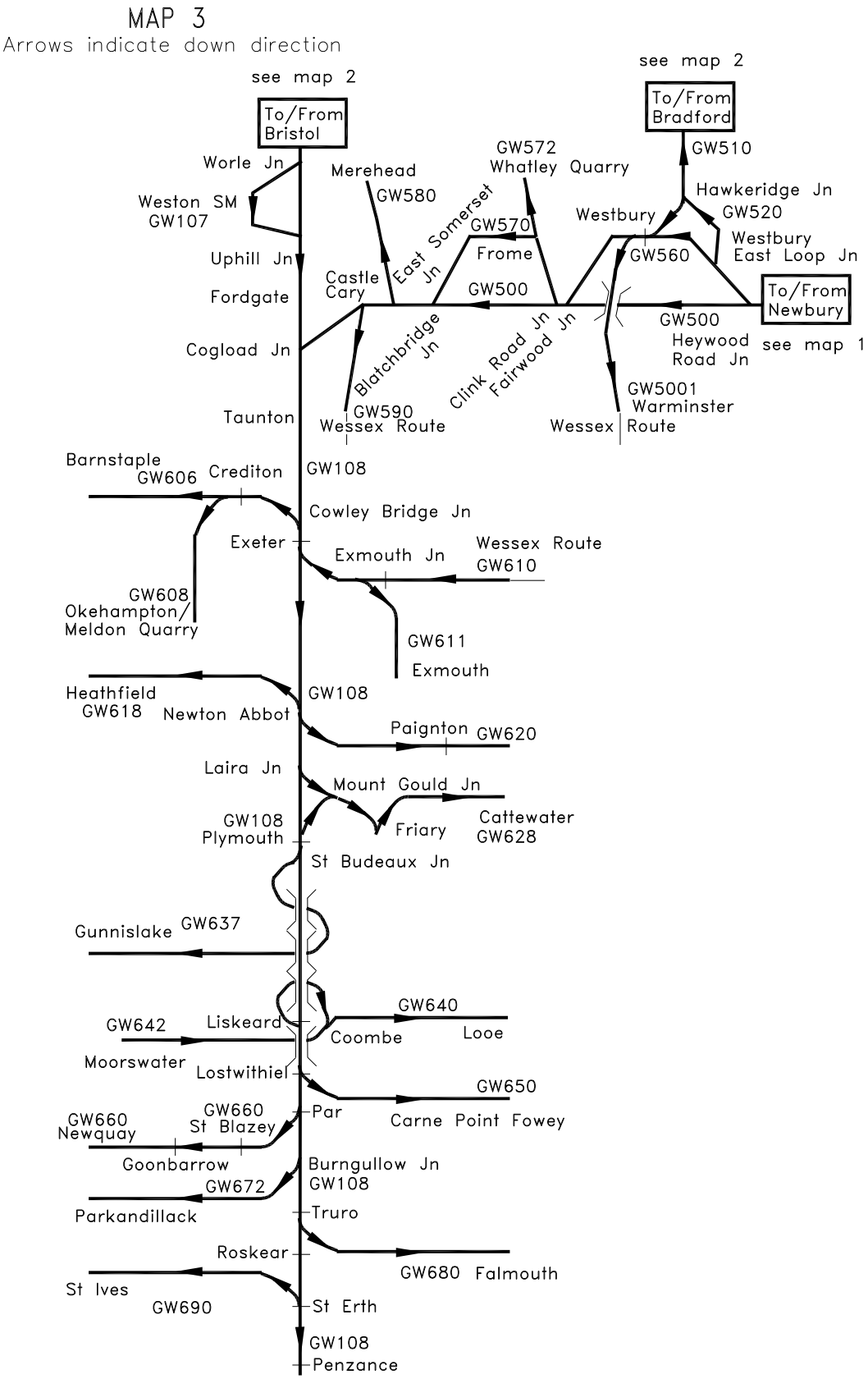
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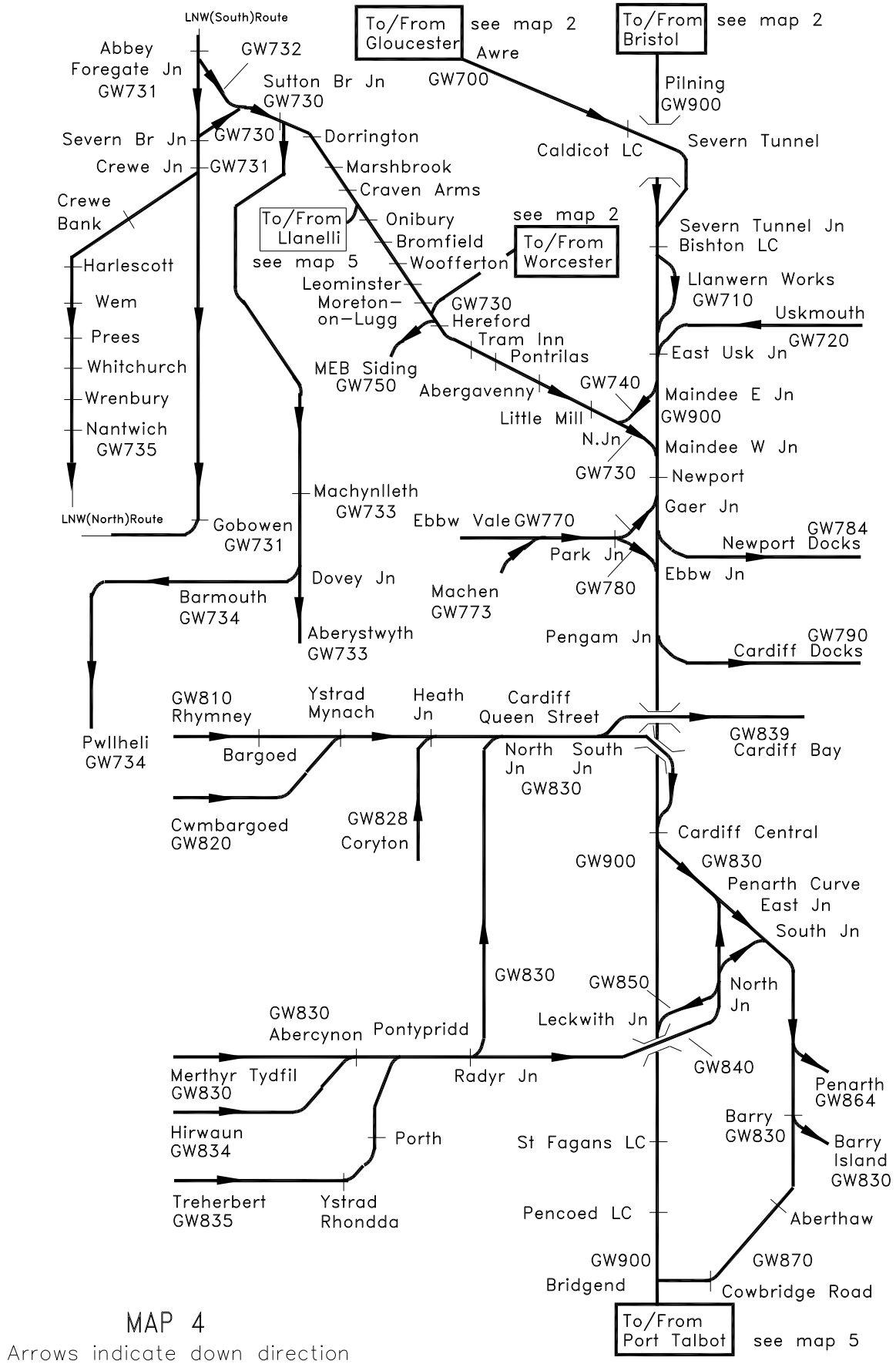

MAP 1
Arrows indicate down direction
Paddington
GW103
Old Oak Common
GW103
Anglia Route
GW130
Acton West
GW110
E.Jn
GW117
Greenford
W.Jn
West Ealing
GW103
S.Jn
GW174
Hanwell
GW178
Brentford
Greenford
GW176
LNW(South)Route
Southall
GW103
Hayes
GW180
Heathrow Terminal 4
W.Drayton
Terminal 5
GW182
Colnbrook
Slough
GW184
Windsor & Eton Central
Maidenhead
Bourne End
GW185
Ruscombe
Marlow
Wessex Route
LNW(South)Route
Twyford
GW190
GW187
Spur Jn
Henley-on-Thames
Reading
GW103
GW500 Southcote Jn
GW276
Bicester Town
Oxford Rd Jn
Wessex Route
W.Jn
GW220
Morris Cowley
GW260
E.Jn
Colthrop LC
GW240
LNW(South)Route
Didcot
GW103
Wolvercot Jn
Oxford
GW200
Heyford
GW200
N.Jn Kennington Jn
N.Jn
Foxhall Jn
Newbury
GW250
Ascott-under-Wychwood
Causeway LC
Kintbury LC
Moreton-in-Marsh
Uffington
GW310
GW105
GW500
To/From Evesham
To/From Swindon
To/From Westbury
see map 2
see map 2
see map 3

MAP 2

Arrows indicate down direction

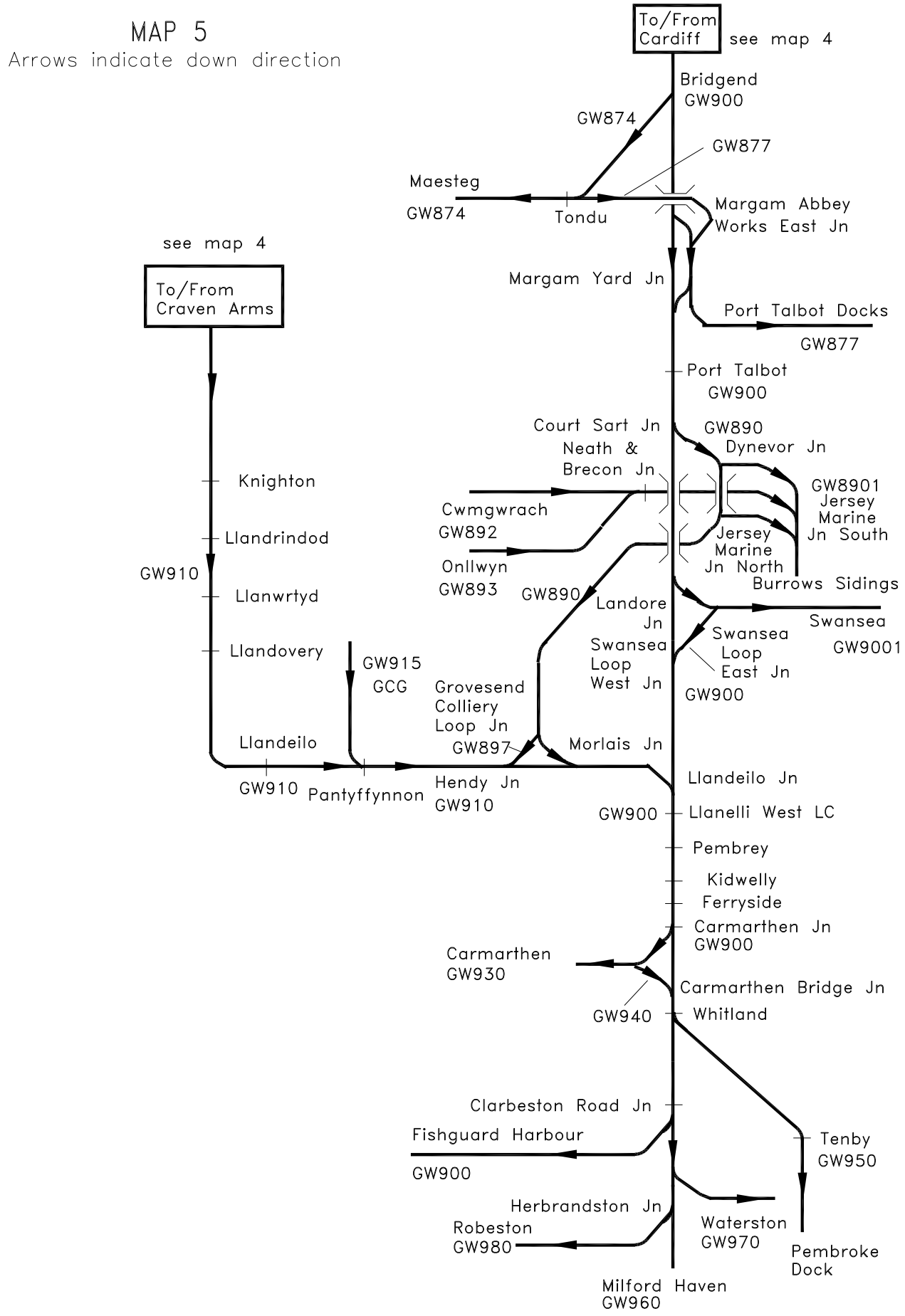



MAP 3
Arrows indicate down direction
see map 2
To/From Bristol
Worle Jn
Weston SM GW107
Uphill Jn
Fordgate
Cogload Jn
Taunton
Barnstaple GW606
Crediton
GW608 Okehampton/ Meldon Quarry
Exeter
GW108
Cowley Bridge Jn
Exmouth Jn
Wessex Route GW610
GW611 Exmouth
Heathfield GW618
Newton Abbot
GW108
Paignton GW620
Laira Jn
Mount Gould Jn
GW108 Plymouth
Friary
Cattewater GW628
St Budeaux Jn
Gunnislake GW637
GW642
Liskeard
GW640
Coombe
Looe
Moorswater
Lostwithiel
GW650 Carne Point Fowey
GW660 Newquay
GW660 St Blazey
Par
Goonbarrow
Burngullow Jn
GW672
GW108
Parkandillack
Truro
Roskear
GW680 Falmouth
St Ives
GW690
St Erth
GW108
Penzance
Merehead
GW580
East Somerset Jn
GW572 Whatley Quarry
GW570
Frome
Castle Cary
GW500
Blatchbridge Jn
GW590 Wessex Route
Clink Road Jn
Fairwood Jn
see map 2
To/From Bradford
GW510
Hawkeridge Jn
GW520
Westbury
Westbury East Loop Jn
GW560
To/From Newbury
GW500
Heywood Road Jn
see map 1
GW5001 Warminster
Wessex Route



MAP 4

Arrows indicate down direction


MAP 5
Arrows indicate down direction
To/From Cardiff
see map 4
Bridgend
GW900
GW874
GW877
Maesteg
GW874
Tondu
Margam Abbey
Works East Jn
see map 4
To/From Craven Arms
Margam Yard Jn
Port Talbot Docks
GW877
Port Talbot
GW900
Court Sart Jn
Neath &
Brecon Jn
GW890
Dynevor Jn
Knighton
GW8901
Jersey
Marine
Jn South
Cwmgwrach
GW892
Llandrindod
Jersey
Marine
Jn North
GW910
Onllwyn
GW893
Burrows Sidings
Llanwrtyd
GW890
Landore
Jn
Swansea
Swansea
Loop
East Jn
GW9001
Llandovery
GW915
GCG
Swansea
Loop
West Jn
GW900
Grovesend
Colliery
Loop Jn
Llandeilo
GW897
Morlais Jn
Llandeilo Jn
GW910
Pantyffynnon
Hendy Jn
GW910
GW900
Llanelli West LC
Pembrey
Kidwelly
Ferryside
Carmarthen Jn
GW900
Carmarthen
GW930
Carmarthen Bridge Jn
GW940
Whitland
Clarbeston Road Jn
Fishguard Harbour
GW900
Tenby
GW950
Herbrandston Jn
Waterston
GW970
Robeston
GW980
Pembroke
Dock
Milford Haven
GW960

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EXCEPTIONALLY POOR RAIL ADHESION

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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 m 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 Bothe 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

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

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 Barnsteple	Single	193 m 57 ch ***to*** 211 m 25 ch

Dated: 19/10/19

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)
Approach to Signal CJ1 (Crewe Junction)	Up Main	172 m 46 ch ***to*** 172 m 06ch
Weston Rhyn LC (AHB) - Whitehurst Tunnel	Down Lines	192 m 00 ch ***to*** 193 m 20 ch

Dated: 28/09/24

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)
Trehafos (approaching VR309)	Down Treherbert	14 m 00 ch ***to*** 13 m 20 ch

Dated: 09/11/2024

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

GW900 (PILNING TO FISHGUARD HARBOUR)

Location	Line(s) Affected	Mileage (Between)
Gowerton	Both lines	219 m 00 ch ***to*** 220 m 00 ch

Dated: 21/10/2023

GW910 (CRAVEN ARMS JN TO LLANDEILO JN)

Location	Line(s) Affected	Mileage (Between)
Ffairfah LC	Single (Up direction only)	17 m 00 ch ***to*** 17 m 20 ch
Bynea / Bynie	Down District	1 m 27 ch 0 m 77 ch

Dated: 04/12/23

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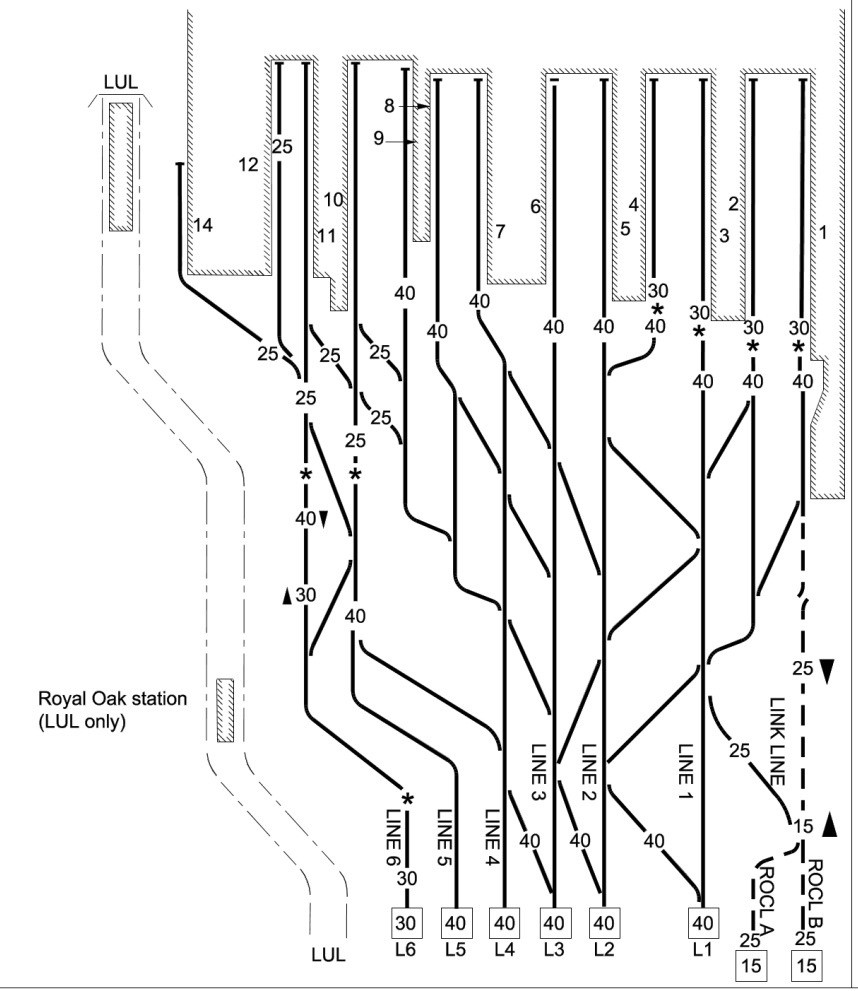
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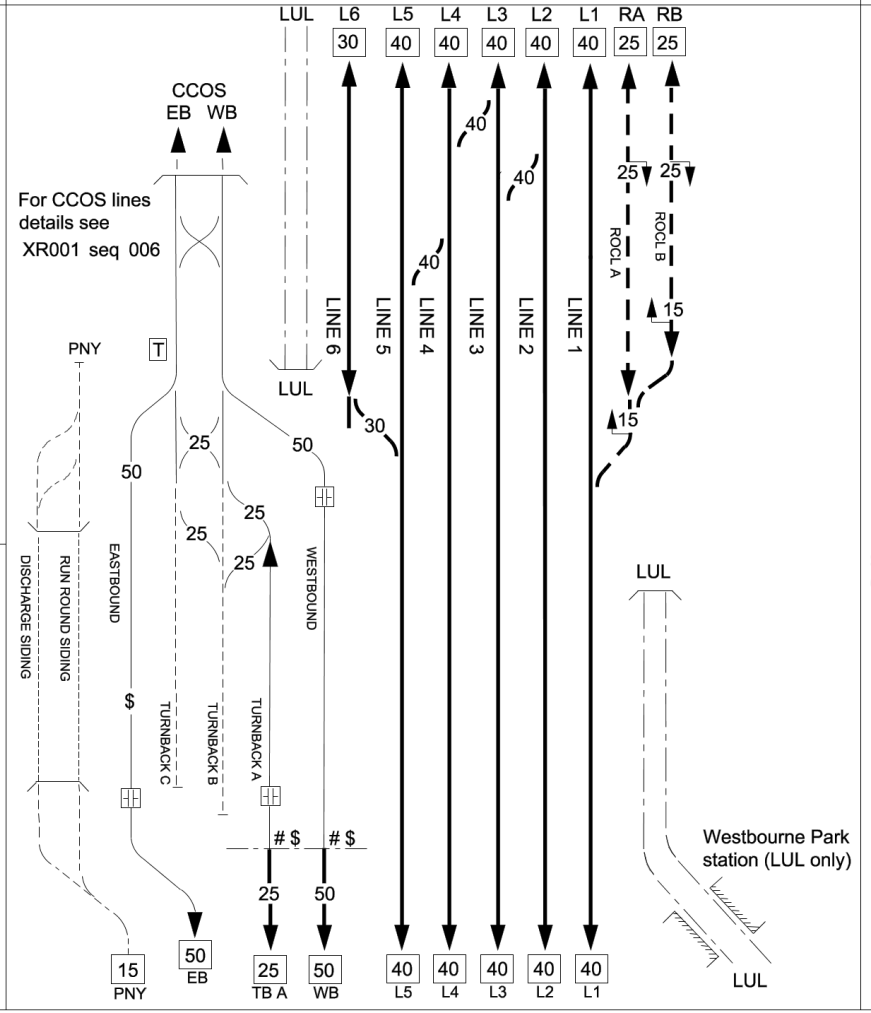
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	001	Paddington to Uffington	MLN1	Western	27/04/2024

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	002	Paddington to Uffington	MLN1	Western	18/03/2023

Location	Mileage M Ch
	0 52
CCOS Royal Oak Portal Subway Jn.	0 61
Gantry 4 Down Signals SN 57, 59, 61, 63, 65, & 67	0 68
Gantry 5 Up Signals SN70, 72, 74, 76, 78, XR010R	0 78
Change of mileage (Metreage) CCOS lines only 0km.0000m	1 00
	1 06
Gantry 6 Down Signals SN81, 83, 85, 87, 89, & 91.	1 11
Route Boundary CCOS / NR WB & TB A only (#)	1 11
	1 12

Running lines & speed restrictions



Signalling & Remarks

TCB Thames Valley Signalling Centre (Paddington) (SN)
RA8 AC: Didcot

GSM-R

Class 4, 6, 7 & 8 trains must NOT exceed 25mph

ROCL A - Royal Oak Carriage Loop A
ROCL B - Royal Oak Carriage Loop B
L1 - Line 1 L2 - Line 2
L3 - Line 3 L4 - Line 4
L5 - Line 5 L6 - Line 6
Axle Counter area

CCOS - Crossrail Central Operating Section lines, All CCOS lines use COS Rule Book & ELR = XRS (0m 00ch see seq 003) Axle Counter area.

EB - Eastbound, WB - Westbound
TB A - Turnback A siding.

Operating details CCOS only: -

Communications Based Train Control (CBTC)
Rail for London Infrastructure RCC (XR)
RA3 AC: ECO RFLI RCC

⊞ - OHL Neutral Section also indicates boundary between OLE feed / control.

$ - Railway Group Standard Rule Book boundary: - COS Rule Book / GE/RT8000.

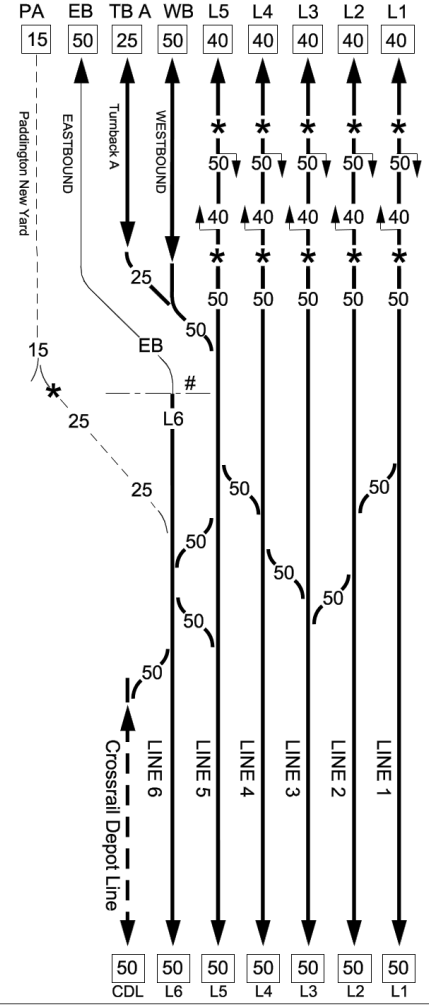
T - telephones provided throughout Junction layout.

PNY - Paddington New Yard (not electrified)

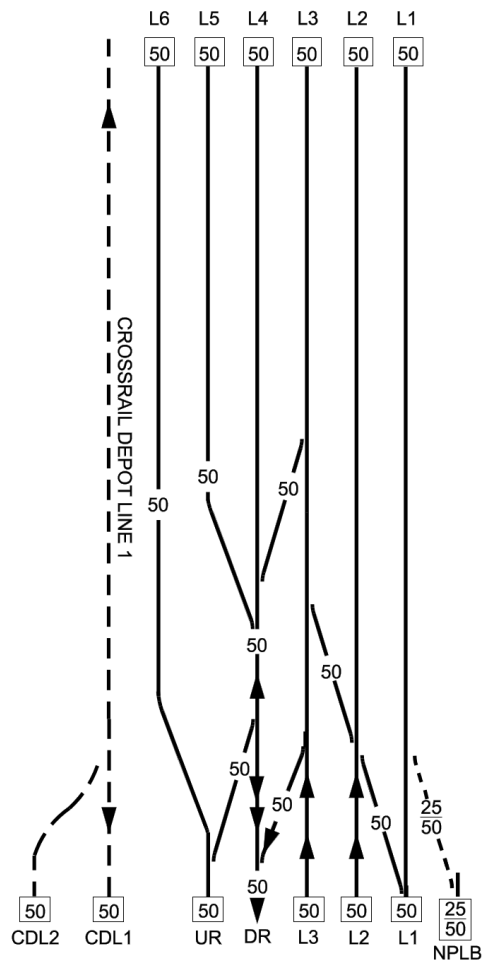
LUL - Automatic Train Operation (ATO), 650v DC 4th rail electrification, emergency telephone 0203 0540020.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	003	Paddington to Uffington	MLN1	Western	06/04/2024

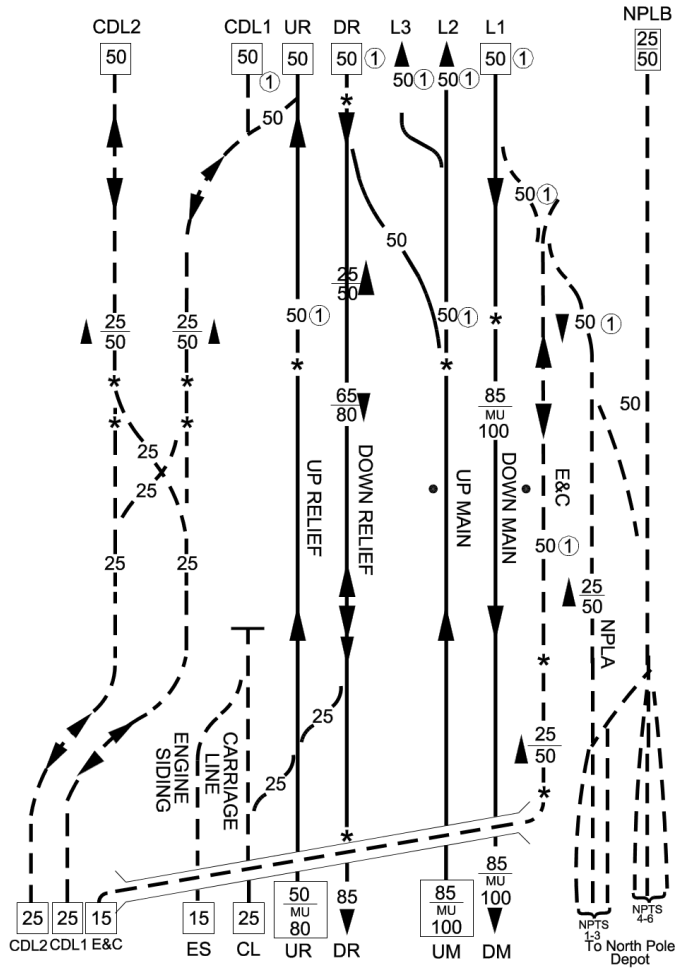
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	1 12 *	For CCOS EB line details see XR001 seq 008	TCB Thames Valley Signalling Centre (Paddington) (SN) AC: Didcot RA8
	1 16 *		Class 4, 6, 7 & 8 trains must NOT exceed 25mph
Westbourne Park Jn	1 21 *		L1 - Line 1 L2 - Line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



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	004	Paddington to Uffington	MLN1	Western	05/07/2025

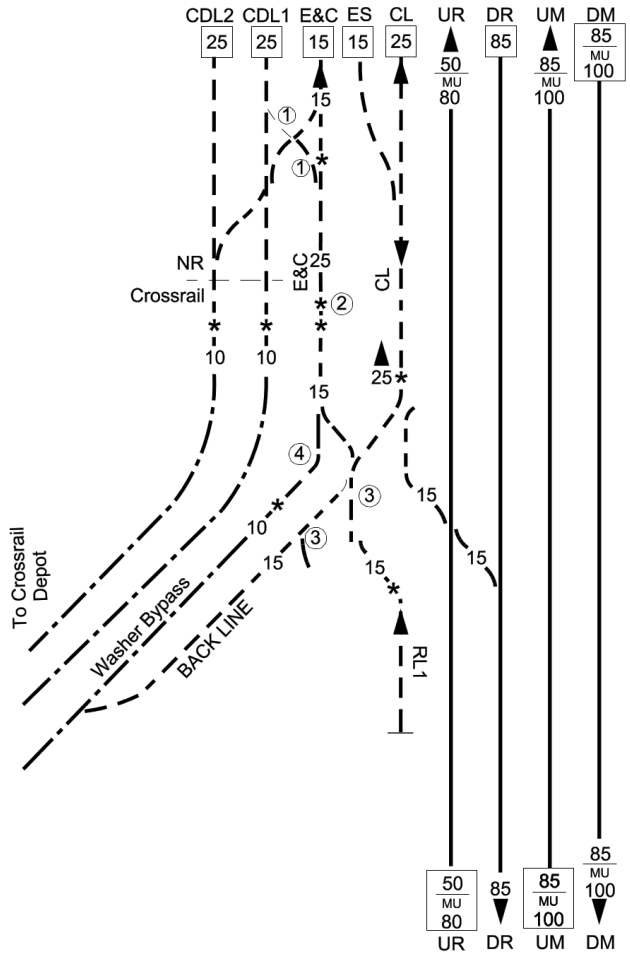
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	1 40		GSM-R TCB Thames Valley Signalling Centre (Paddington) (SN) RA8 AC: Didcot Axle Counter area
Gantry 8 Down Signals SN105, 107, 109, 111, 113 & 115 Up Signals SN102, 104, 106, 108, 110 & 112	1 43		CDL1 - Crossrail Depot Line 1 CDL2 - Crossrail Depot Line 2 ATP Lines 1-6 & Crossrail Depot Lines 1 & 2 Lines 1-6, UR, DR, NPLB, CDL1 & 2 electrified Class 4, 6, 7 & 8 trains ust NOT exceed 25mph
	1 68		NPLB - North Pole Line B

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	005	Paddington to Uffington	MLN1	Western	05/07/2025

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	006	Paddington to Uffington	MLN1	Western	05/07/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks



TCB RA8 Thames Valley Signalling Centre (Paddington) (SN) AC: Didcot

GSM-R

ATP - UM, DM, UR and DR

DM, UM, DR, UR,CL, E&C, ES, RL1
CDL1 and CDL2 electrified

Axle Counter area

② 15mph

① 25mph

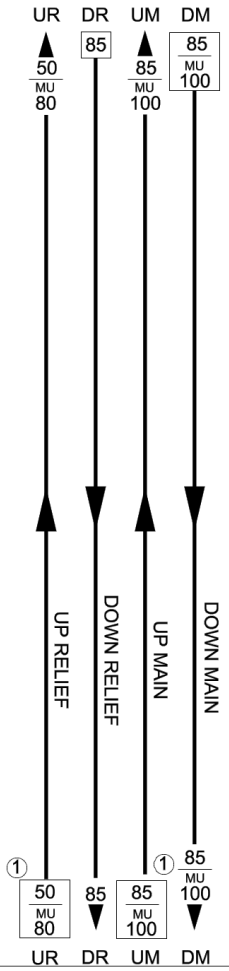
③ Points clipped and padlocked

E&C - Engine and Carriage Line
CL - Carriage Line
ES - Engine Siding

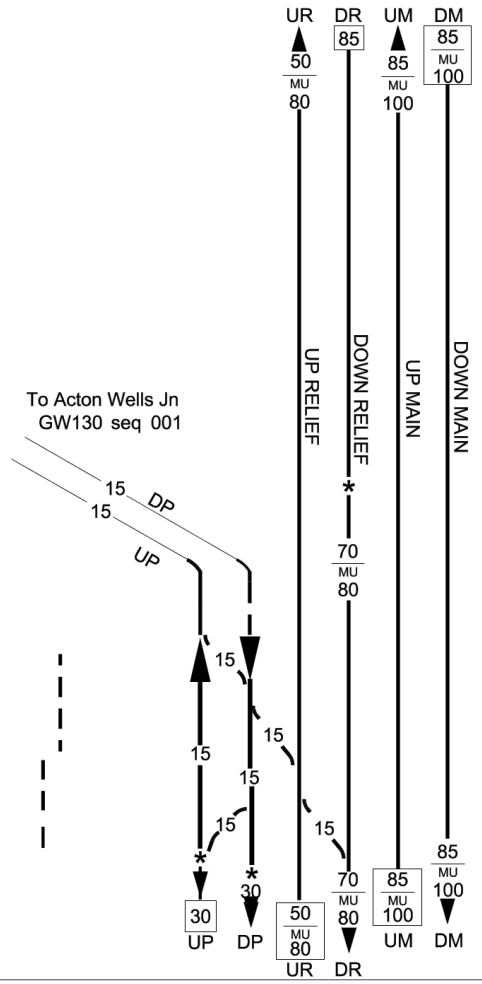
CDL1 - Crossrail Depot Line 1
CDL2 - Crossrail Depot Line 2

④ NR/Crossrail boundary on Washer Bypass

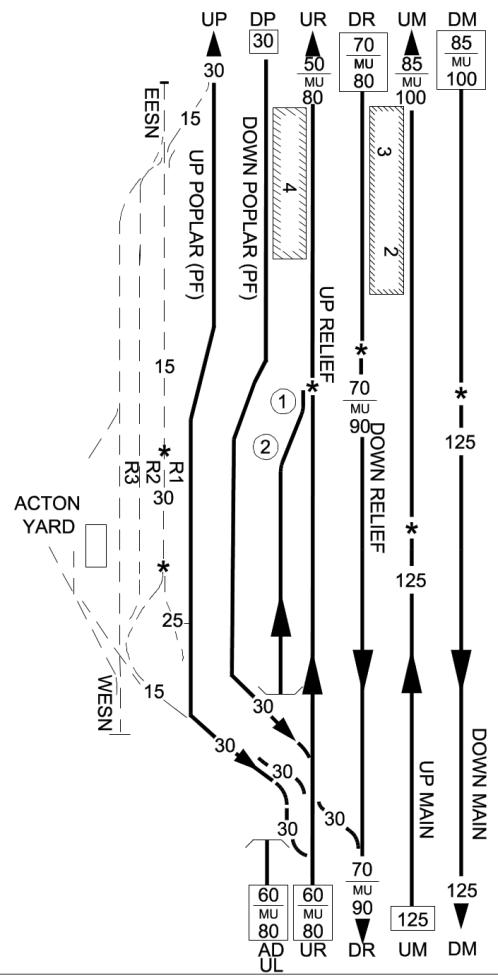
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	007	Paddington to Uffington	MLN1	Western	11/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	2 78		GSM-R TCB Thames Valley Signalling Centre RA8 (Paddington) (SN) AC: Didcot ATP - UM, DM, UR and DR DM, UM, DR, UR electrified Axle Counter area
Friars Jn	3 53		① Points clipped and padlocked out of use

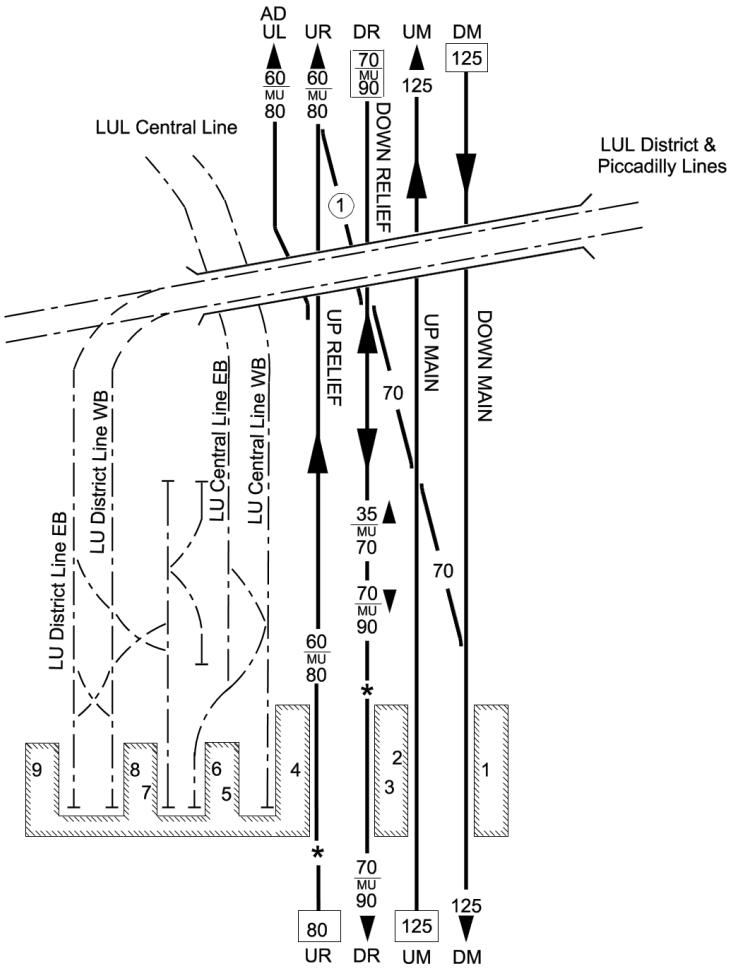
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	008	Paddington to Uffington	MLN1	Western	03/05/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	3 53		GSM-R TCB Thames Valley Signalling Centre RA8 (Paddington) (SN) AC: Didcot ATP - UM, DM, UR and DR DM, UM, DR and UR electrified Axle Counter area
	3 72 *		
	(0 08)		DP - Down Poplar UP - Up Poplar TCB Thames Valley Signalling Centre RA8 (Acton) (SN) AC: Didcot
Acton East Jn (GW103)	4 07		
	(0 00)		
	4 15 *		
(start/end of diagram)	4 19 *		

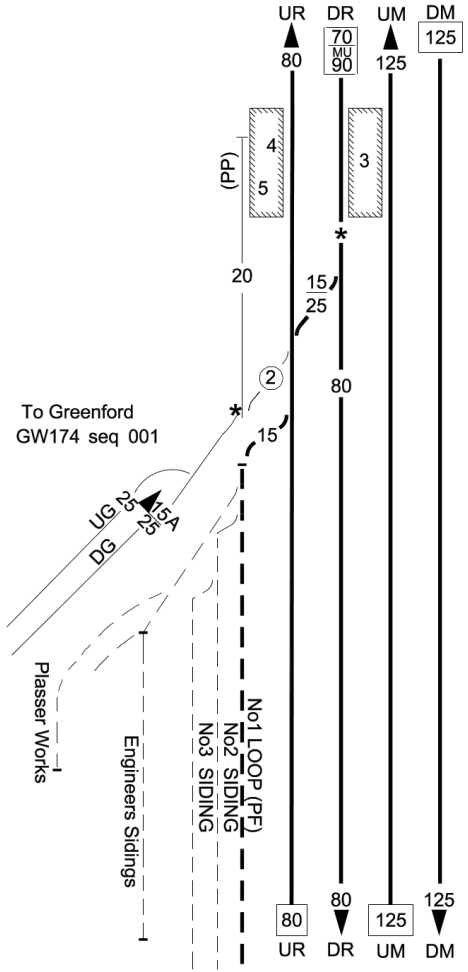
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	009	Paddington to Uffington	MLN1	Western	03/05/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	4 19		GSM-R TCB Thames Valley Signalling Centre RA8 (Acton) (SN) AC: Didcot Axle Counter area ATP - UM, DM, UR and DR Up Main Platform - 153m 167yds - OOU Down Relief Platform - 219m 239yds Up Relief Platform - 250m 273yds DP - Down Poplar UP - Up Poplar DM, UM, DR, UR and ADUL electrified. Overrun from Acton West towards Acton Yard also electrified ADUL - Acton Dive-Under Line See Local Instructions Acton Yard R1 Reception 1 R2 Reception 2 R3 Reception 3 EESN - East End Shunt Neck WESN - West End Shunt Neck (1) 50/MU80 - applicable to Up Relief and Acton Dive-under (2) 50/MU75
ACTON MAIN LINE	4 21		
	4 29 *		
	4 40 *		
Acton Yard	4 41 4 46		
	4 53 *		
	4 60 *		
Acton West Ground Switch Panel	4 62 *		
Acton West	5 00		
	5 07		

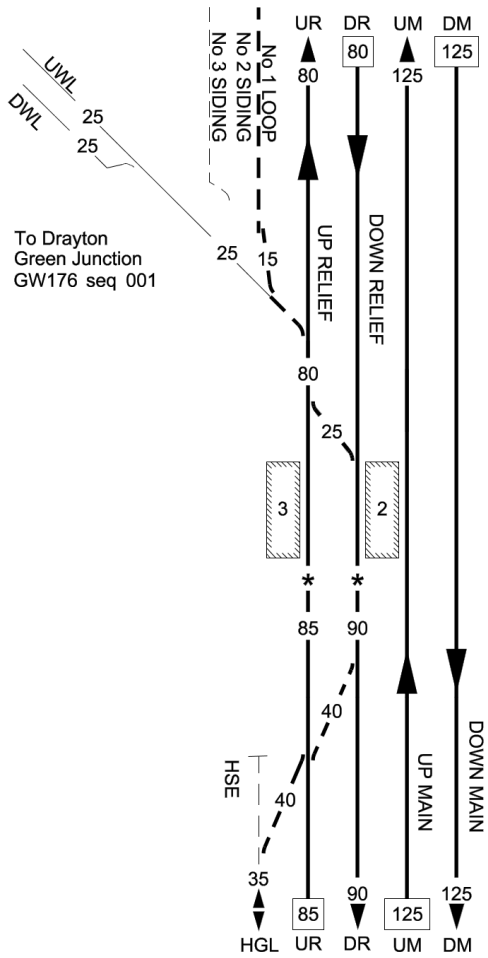
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	010	Paddington to Uffington	MLN1	Western	26/11/2023

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

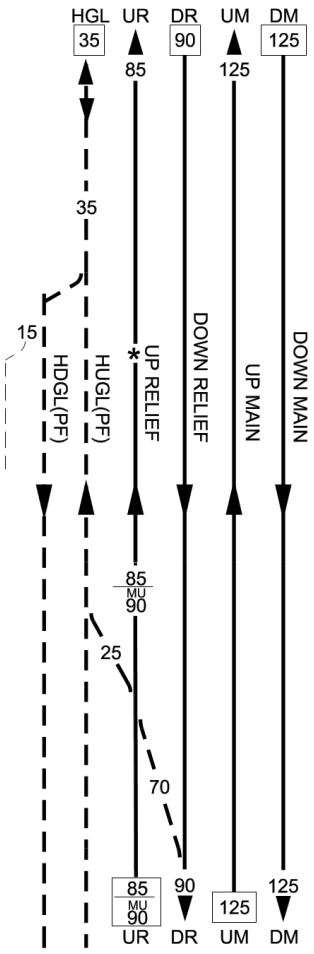
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	011	Paddington to Uffington	MLN1	Western	22/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	6 40		GSM-R TCB Thames Valley Signalling Centre RA8 (Acton) (SN) ERTMS Level 2 Overlay AC: Didcot
			ATP - UM, DM, UR and DR UM, DM, UR and DR electrified
WEST EALING (GW103)	6 46		Platform 3 - 205m (224 yards) Platform 4 - 216m (236 yards)
	6 52 *		Bay Platform 5 - 114m (124 yards)
			Axle Counter area Bay Platform electrified with fast charging rail (locally isolated)
West Ealing Jn (GW103)	6 54		② 15mph / 25 Down, 25mph Up
	6 64		
			DG - Down Greenford UG - Up Greenford
			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
(Start/end of diagram)	7 00		

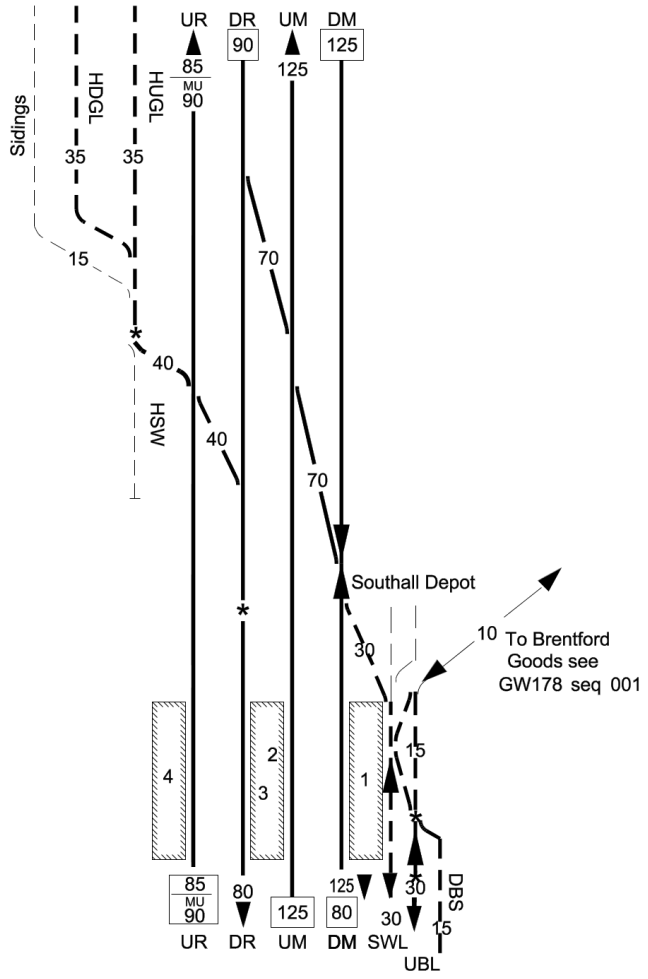
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	012	Paddington to Uffington	MLN1	Western	05/04/2025

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

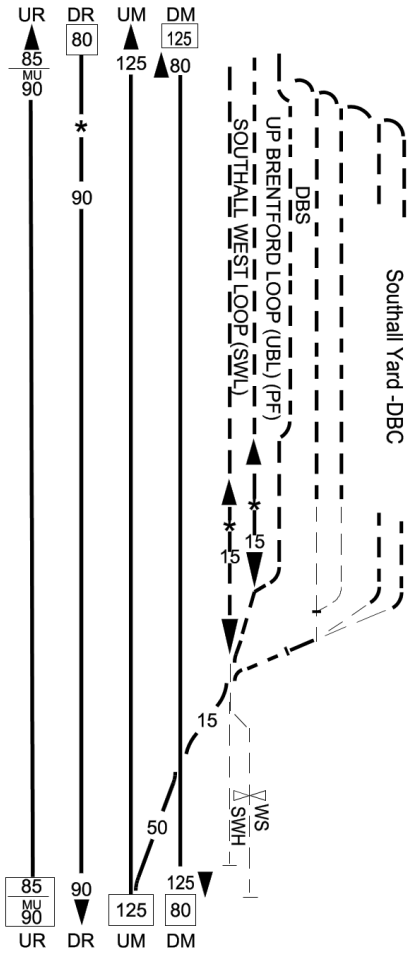
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	013	Paddington to Uffington	MLN1	Western	03/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hanwell Bridge Sidings - OOU	8 00 8 13 * 8 45 8 50 8 50		GSM-R TCB Thames Valley Siganlling Centre RA8 (Hayes) (SN) ERTMS Level 2 Overlay AC: Didcot ATP - UM, DM, UR and DR UM, DM, UR and DR electrified Axle Counter area HGL - Hanwell Goods Loop - 196m (214 yards) HDGL - Hanwell Down Goods Loop - 719m (786 yards) HUGL - Hanwell Up Goods Loop - 719m (786 yards) (Both Goods Loops are bi-directional)

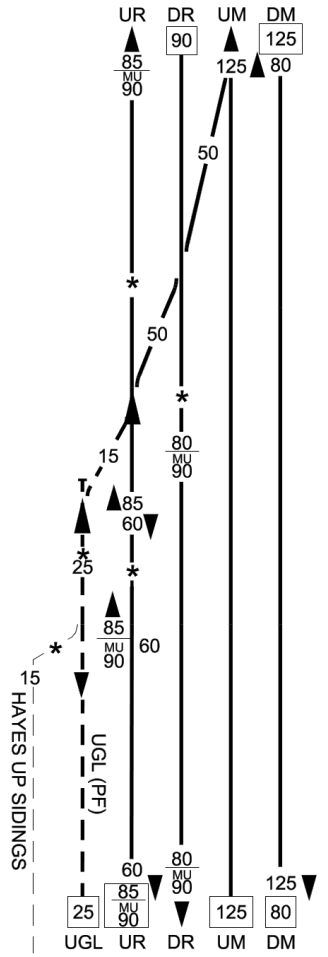
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	014	Paddington to Uffington	MLN1	Western	03/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hanwell Bridge Sidings - OOU	8 50		GSM-R TCB Thames Valley Signalling Centre RA8 (Hayes) (SN) ERTMS Level 2 Overlay AC: Didcot ATP - UM, DM, UR and DR UM, DM, UR and DR electrified Axle Counter area
	8 61 *		HDGL - Hanwell Down Goods Loop - 719m (786 yards) HUGL - Hanwell Up Goods Loop - 719m (786 yards)
Southall East Jn	8 62		HSW - Hanwell Spur West - 73m (80 yards)
	8 70		
	8 75 *		DM - Bi-directional between Southall East Jn and Heathrow Airport Jn Intermediate ERTMS Transition UM L NTC / Level 2 - 09m 01ch
SOUTHALL (GW103)	9 06		Platform 1 - 211m (231 yards) Platform 2 - 219m (239 yards) Platform 3 - 216m (236 yards) Platform 4 - 218m (238 yards)
	9 06 *		SWL - Southall West Loop UBL - Up Brentford Loop DBS - Down Brentford Siding

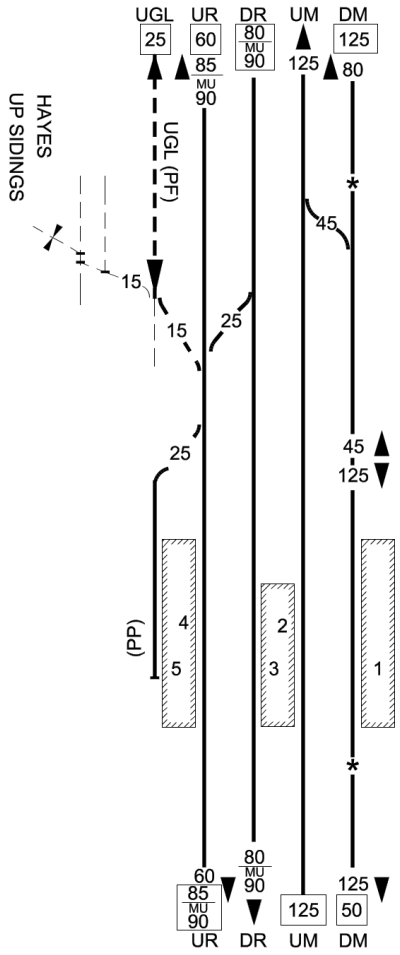
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	015	Paddington to Uffington	MLN1	Western	03/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	9 06		GSM-R TCB Thames Valley Signalling Centre RA8 (Hayes) (SN) ERTMS Level 2 Overlay AC: Didcot ATP - UM, DM, UR and DR UM, DM, UR and DR electrified Axle Counter area SWL 788m, 2583ft UBL 730m, 2394ft DBS - Down Brentford Siding Intermediate ERTMS Transition UR L NTC / Level 2 - 09m 59ch
	9 20 *		
	9 48 *		
Southall West Jn	9 70		DM - Bi-directional between Southall East Jn and Heathrow Airport Jn WS - Westinghouse Siding - 211m, 230yds SWH - Southall West Headshunt

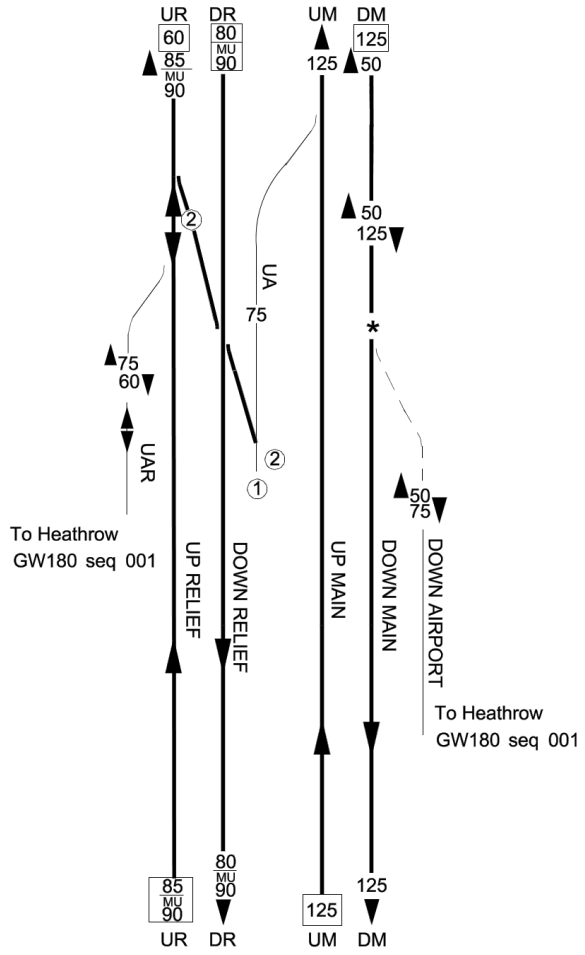
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	016	Paddington to Uffington	MLN1	Western	26/11/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	9 70		GSM-R TCB Thames Valley Signalling Centre RA8 (Hayes) (SN) ERTMS Level 2 Overlay AC: Didcot ATP - UM, DM, UR, DR and UR (rev) from SN275 signal UM, DM, UR, DR and UGL electrified Axle Counter area
	9 79 *		
	10 06 *		UR - Bi-directional between Southall West Jn and Heathrow Airport Jn
	10 11 *		DM - Bi-directional between Southall East Jn and Heathrow Airport Jn
Hayes Up Goods Loop	10 30		UGL 832m, 2730ft and bi-directional

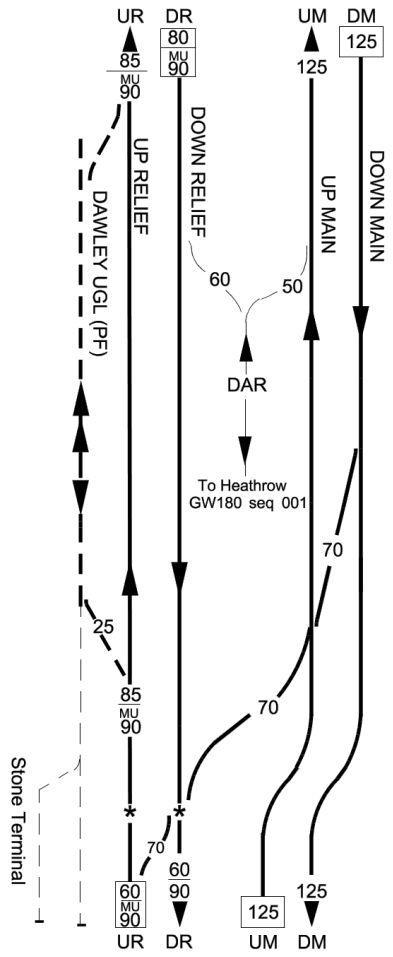
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	017	Paddington to Uffington	MLN1	Western	26/11/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	10 30		GSM-R TCB Thames Valley Signalling Centre RA8 (Hayes) (SN) ERTMS Level 2 Overlay AC: Didcot ATP - UM, DM, UR from SN.284 DM, UM, DR, UR, UGL and platform 5 bay electrified Axle Counter Area DR to SN303 and UR (rev)
	10 41 *		
Hayes East	10 45		
Hayes Up Sidings	10 54		UR - Bi-directional between Southall West Jn and Heathrow Airport Jn DM - Bi-directional between Southall East Jn and Heathrow Airport Jn Intermediate ERTMS Transition DR L NTC / Level 2 - 10m 35ch DM L NTC / Level 2 - 10m 33ch
HAYES AND HARLINGTON	10 71		Platform 1 - 205m (224 yards) Platform 2 -205m (224 yards) Platform 3 - 227m (248 yards) Platform 4 - 205m (224 yards) Platform 5 - 203m (222 yards)
	10 79		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	018	Paddington to Uffington	MLN1	Western	27/04/2024

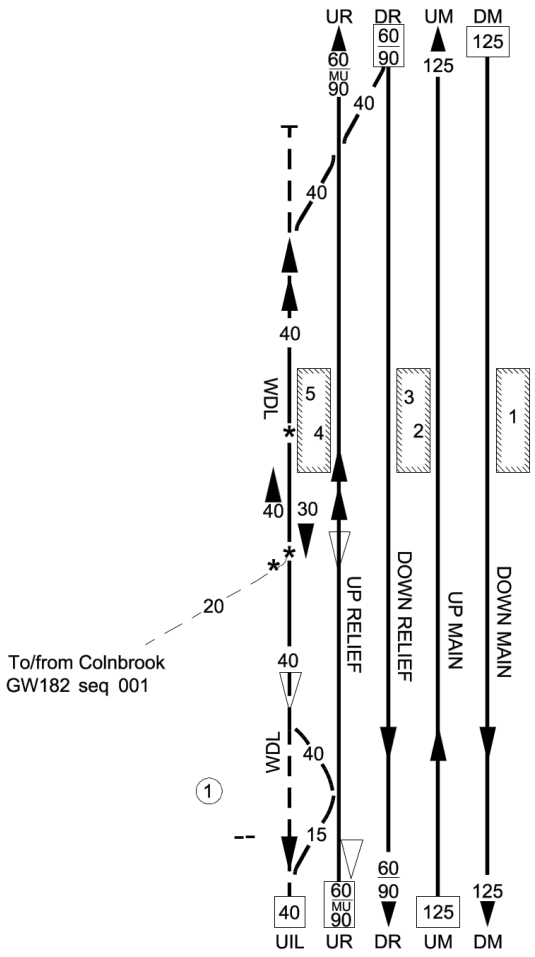
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end diagram)	10	79		GSM-R TCB Thames Valley Signalling Centre RA8 (Hayes) (SN) ERTMS Level 2 Overlay AC: Didcot UAR - Up Airport Relief UA - Up Airport ATP - UM, DM, UAR and DA UM, DM, UR, DR, UAR, DA and UA electrified Axle Counter area UAR & DA - Bi-directional ① - To Heathrow GW180 Seq 001 ② - 70 UA to UR (Up) / 60 UR (Rev) to UA (Rev)
Heathrow Airport Jn (GW103) (Up Airport)	11	06		
Heathrow Airport Jn (GW103) (Up Relief)	11	13		
Heathrow Airport Jn (GW103) (Down Main)	11	15 *		
	11	26		
(Start/end diagram)	11	48		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	019	Paddington to Uffington	MLN1	Western	26/11/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Thames Valley Signalling Centre RA8 (Hayes) (SN) ERTMS Level 2 Overlay AC: Didcot ATP - UM, DM also DAR UM, DM, UR, DR, DAR and Dawley UGL electrified DAR - Down Airport Relief UA - Up Airport Axle Counter area ERTMS Transitions UR L NTC / Level 2 - 12m 32ch DR Level 2 / L NTC - 12m 30ch UM L NTC / Level 2 - 12m 25ch DM Level 2 / L NTC - 12m 26ch Up Goods Loop - 661m, 2170 ft
	11 48		
Heathrow Airport Jn (Up Main)	11 52		
Stockley Bridge Jn	12 13		
	12 33		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	020	Paddington to Uffington	MLN1	Western	27/04/2024

Location	Mileage M	Mileage Ch	
(Start/end diagram)	12	33	
West Drayton Neck			
West Drayton East Jn	12	67	
WEST DRAYTON	13	17	*
West Drayton Jn (GW103)	13	29	*
Limit of electrification on Colnbrook branch	13	33	*
	13	35	*
(Start/end diagram)	13	63	



Running lines & speed restrictions

Signalling & Remarks

GSM-R

TCB RA8 Thames Valley Signalling Centre (Hayes) (SN) AC - Didcot

Axle counter area
ATP - UM and DM
DM, UM, DR, UR, and WDL electrified

WDL bi-directional between T473 and T468

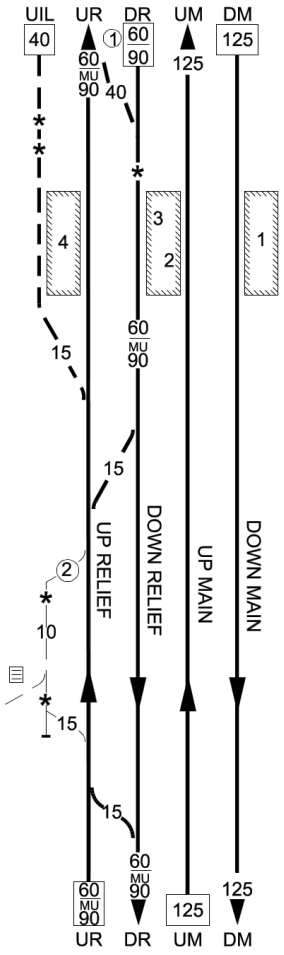
WDL - West Drayton Loop
UIL - Up Iver Loop

Platform 1 - 210m, 229yds
Platform 2 - 270m, 295yds
Platform 3 - 235m, 257yds
Platform 4 - 221m, 241yds
Platform 5 - 210m, 230yds

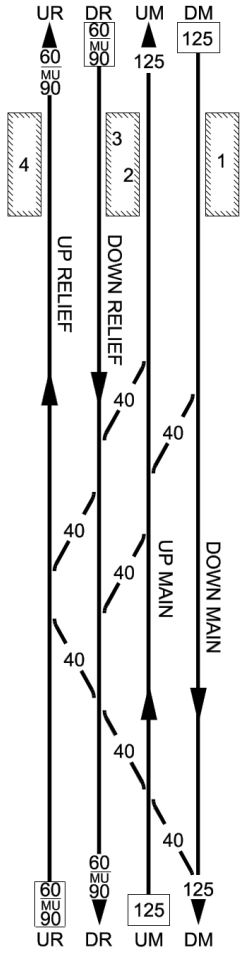
(1) Fray Siding - 444mtrs / 1456ft / 69 SLU

Road 1 (Netword Rail) 440 metres/ 1443 ft / 68 SLU

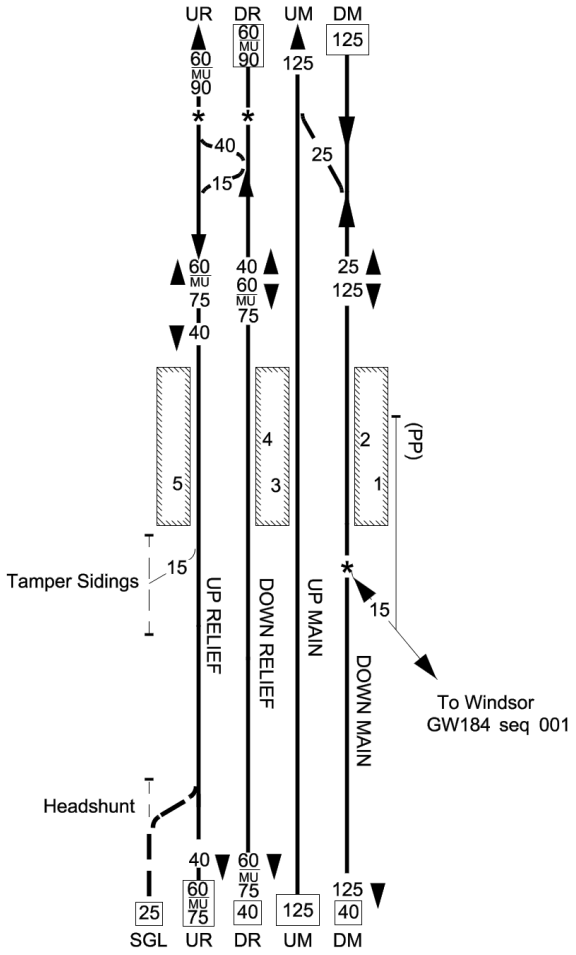
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	021	Paddington to Uffington	MLN1	Western	06/04/2024

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

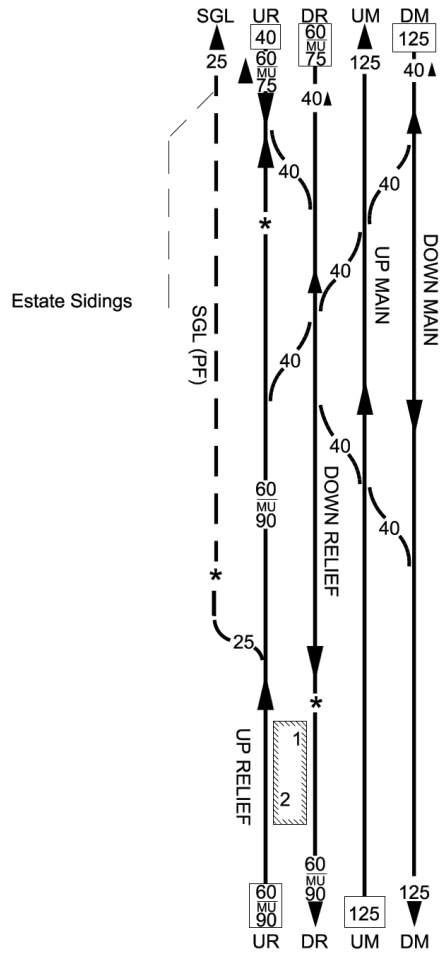
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	022	Paddington to Uffington	MLN1	Western	04/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	16 08		GSM-R TCB Thames Valley Signalling Centre RA8 (Slough) (T) AC - Didcot Axle Counter area ATP - UM and DM Platform 1 - 168m, 183yds Platform 2 - 168m, 183yds Platform 3 - 168m, 183yds Platform 4 - 169m, 185yds DM,UM,DR and UR electrified
LANGLEY	16 18		
	17 03		
Dolphin Jn	17 20		
	17 40		

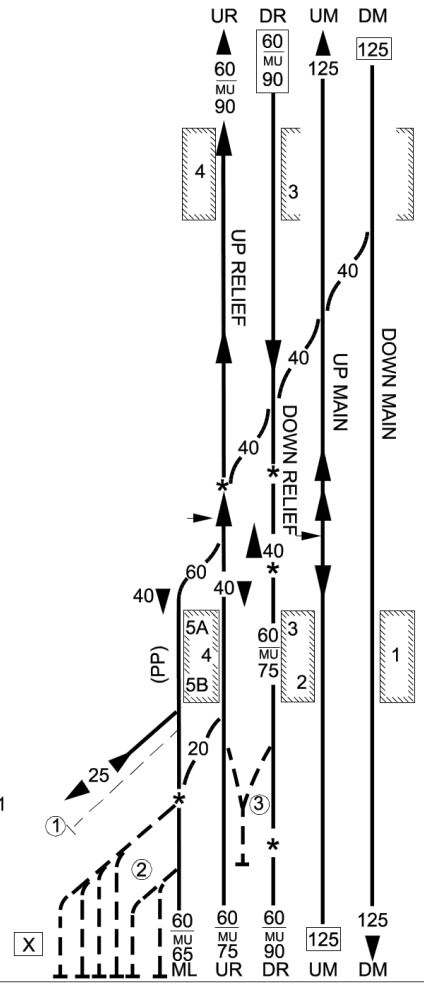
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	023	Paddington to Uffington	MLN1	Western	27/04/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end diagram)	17 40		TCB Thames Valley Signalling Centre RA8 (Slough) (T) AC - Didcot GSM-R Axle Counter area ATP - UM and DM DM, UM, DR and UR electrified
	18 12 *		
			DM bi-directional between T510 and Slough West DR bi-directional between T514 and Slough West UR bi-directional between T511 and T531
SLOUGH (GW103)	18 36		Platform 1 - 114m, 124yds Platform 2 - 254m, 278yds Platform 3 - 253m, 277yds Platform 4 - 253m, 277yds Platform 5 - 253m, 277yds
	18 46 *		
(Start/end diagram)	18 60		SGL - Slough Goods Loop SGL not electrified

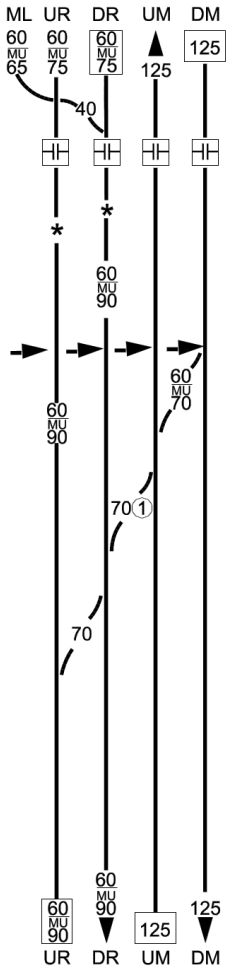
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	024	Paddington to Uffington	MLN1	Western	08/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	18 60		GSM-R TCB Thames Valley Signalling Centre RA8 (Slough) (T) AC - Didcot Axle counter area ATP - UM and DM DM, UM, DR and UR electrified
	19 00 *		
Slough West	19 10		SGL - Slough Goods Loop T532 Signal - T6287 GPL - 776m 2545ft
Limit of electrification on Slough Goods Loop in Up Direction	19 25 *		
Farnham Road	19 36		
	19 40 *		Down platform - 187m, 204yds Up platform - 185m, 202yds
BURNHAM	20 77		
	21 00		

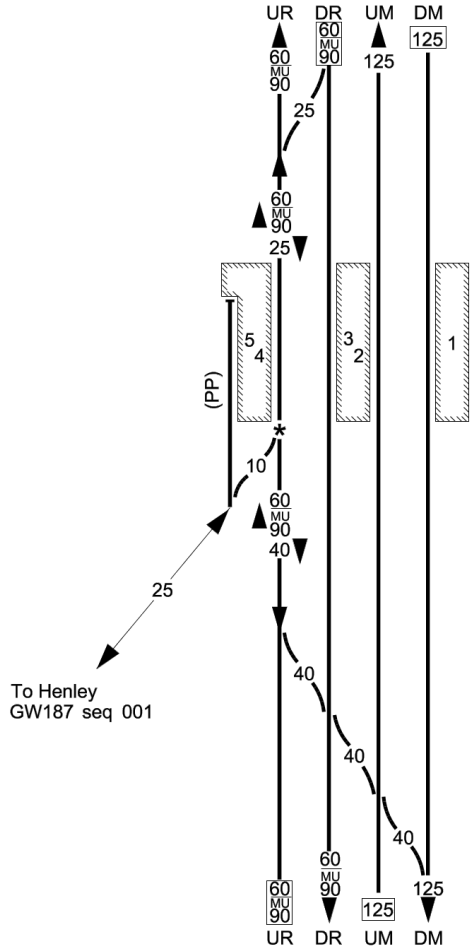
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	025	Paddington to Uffington	MLN1	Western	27/04/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end diagram)	21	00		TCB Thames Valley Signalling Centre RA8 (Slough) (T) AC - Didcot GSM-R
TAPLOW	22	39		Axle counter area Platform 1 and 2 - Platforms unusable - see local instructions Platform 3 - 184m, 201yds Platform 4 - 177m, 194yds DM, UM, DR and UR electrified ATP - UM and DM
Maidenhead East	23	58		
	24	00		UM bi-directional Maidenhead East to Maidenhead Station
	24	01		
HABD Up Relief	24	03		Maidenhead Loop, Turnback Line and Stabling Sidings electrified
HABD Up Main	24	10		Platform 1 - 210m, 229yds Platform 2 - 211m, 230yds Platform 3 - 254m, 277yds Platform 4 - 209m, 229yds Platform 5A - 120m, 131yds Platform 5B - 71m, 77yds Platform 5A and 5 B combined length 210m, 229yds
	24	11		
MAIDENHEAD (GW103)	24	19		
	24	24	To Bourne End GW185 seq 001	ML - Maidenhead Loop ① Engineers Siding - 88m, 96yds ② Maidenhead Stabling Line 1-6 - 227m, 248yds ③ Maidenhead Turnback Line - 236m, 258 yds
	24	31		
	24	40		LOD (E) provided on each Stabling Line Maidenhead Loop bi-directional between T581 and T576. Maidenhead loop (platform 5) PP from T3570 and T571.
(Start/end diagram)	24	49		

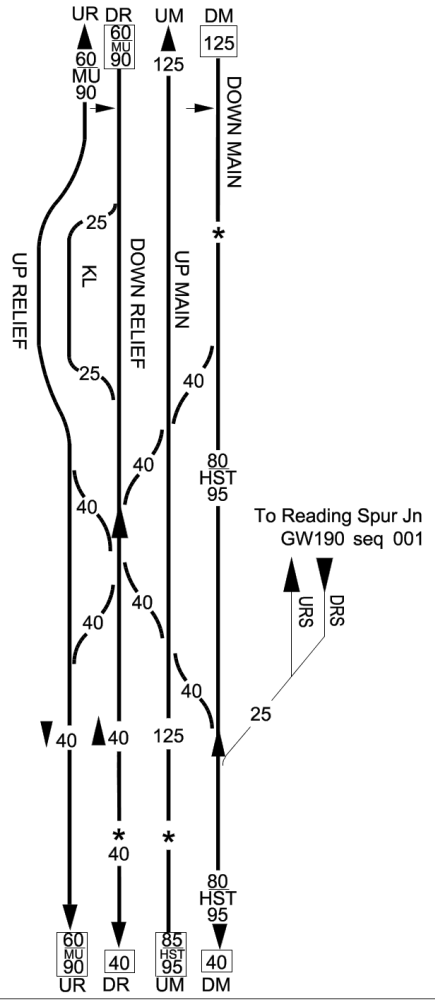
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	026	Paddington to Uffington	MLN1	Western	10/02/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	24	49		TCB Thames Valley Signalling Centre RA8 (Slough) (T) AC - Didcot GSM-R
Maidenhead Carrier Wire Neutral Section DM,UM,DR,UR	24	60		Axle counter area DM, UM, DR, UR, ML electrified ATP - UM and DM ML - Maidenhead Loop
	24	73 *		
	25	49 *		
Waltham (Maidenhead) WILD	26	21		WILD = Wheel Impact Load Detector
				TCB Thames Valley Signalling Centre RA8 (Twyford) (T) AC - Didcot
Ruscombe	29	45		① - 60 MU 70 in Down direction
	30	68		

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		GSM-R TCB Thames Valley Signalling Centre RA8 (Twyford) (T) AC - Didcot Axle counter area ATP - UM and DM UR bi-directional between T1635 and T1653 DM, UM, DR and UR electrified.
TWYFORD (GW103)	31 01		Platform 1 - 250m, 273yds Platform 2 - 250m, 273yds Platform 3 - 250m, 273yds Platform 4 - 180m, 197yds Platform 5 - 110m, 120yds
Henley Branch Jn	31 04 *		
	31 56		
Twyford West	31 62		
(Start/end diagram)	31 74		

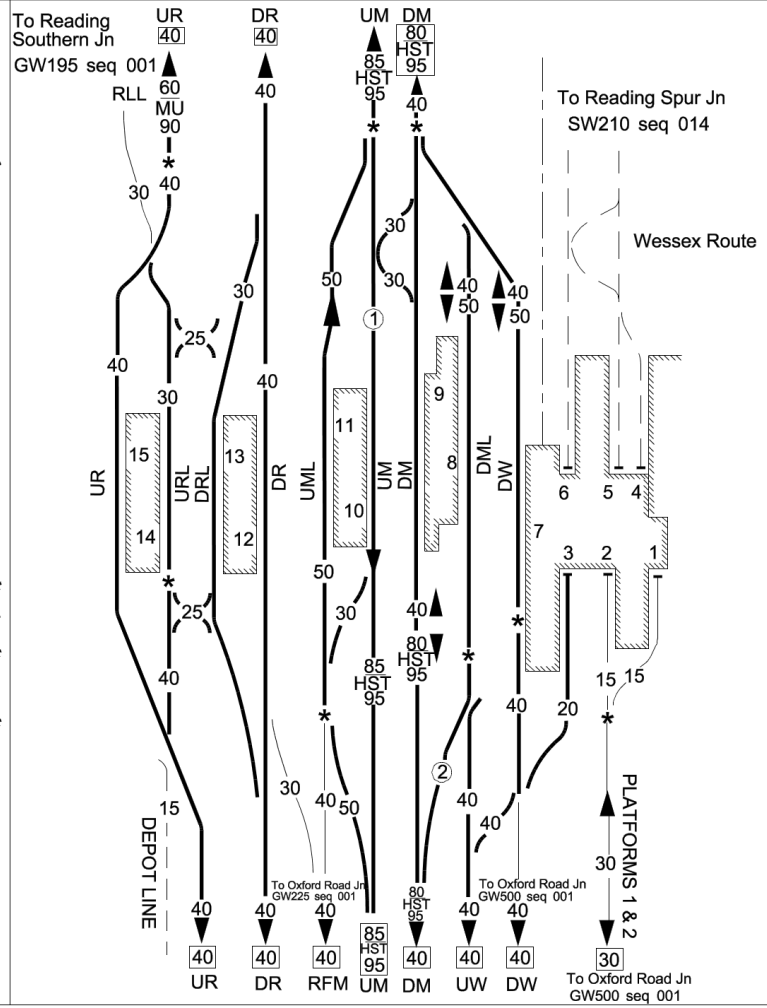
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	028	Paddington to Uffington	MLN1	Western	21/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end diagram)	31 74		TCB RA8 Thames Valley Signalling Centre (Twyford) (T) AC - Didcot Axle counter area ATP - UM and DM DM, UM, DR and UR electrified
Twyford HABD	32 02		
Kennet Loop (entry points)	34 33		
	34 40 *		TCB RA8 Thames Valley Signalling Centre (Reading) (T) AC - Didcot KL Kennet Loop 487m, 1596ft KL electrified
Kennet Bridge Jn	35 15		DRS - Down Reading Spur URS - Up Reading Spur
Reading New Jn (GW103)	35 40		
Gantry no. 1	35 42 *		
(Start/end diagram)	35 45		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	029	Paddington to Uffington	MLN1	Western	02/11/2024

Location	Mileage M	Ch	
(Start/end diagram)	35	45	
	35	56	*
	35	57	*
Reading East Junction (GW103)	35	61	
Gantry 2	35	71	
READING (GW103)	36	00	
Gantry 4	36	07	*
	36	08	*
	36	11	*
Caversham Road Junction (RFM)	36	13	*
Depot Connection E	36	14	
	36	14	
(Start/end diagram)	36	17	

Running lines & speed restrictions



Signalling & Remarks

GSM-R

TCB Thames Valley Signalling Centre
RA8 (Reading) (T)
AC - Didcot

ATP - UM DM

Axle counter area

Platforms 1-3 and 7-15 electrified
UR, DR, UM, DM, RFM, DW, UW electrified

Platform 1 - 124m, 136yds (PP)
Platform 2 - 120m, 131yds (PP)
Platform 3 - 120m, 131yds (PP)
Platform 4 - 268m, 293yds (PP)
Platform 5 - 268m, 293yds (PP)
Platform 6 - 268M, 293yds (PP)
Platform 7 - 304m, 332yds (PP)
Platform 8 - 307m, 335yds (PP)
Platform 9 - 303m, 331yds (PP)
Platform 10 - 320m, 349yds (PP)
Platform 11 - 306m, 334yds (PP-1)
Platform 12 - 282m, 308yds (PP)
Platform 13 - 282m, 308yds (PP)
Platform 14 - 282m, 308yds (PP)
Platform 15 - 282m, 308yds (PP)

PP-1 Up direction only

RLL - Reading Low Level Line
UR - Up Relief
URL - Up Relief Loop
DRL - Down Relief Loop
DR - Down Relief
UML - Up Main Loop
UM - Up Main
DM - Down Main
DML - Down Main Loop
DW - Down Westbury
UW - Up Westbury
RFM - Reading Feeder Main

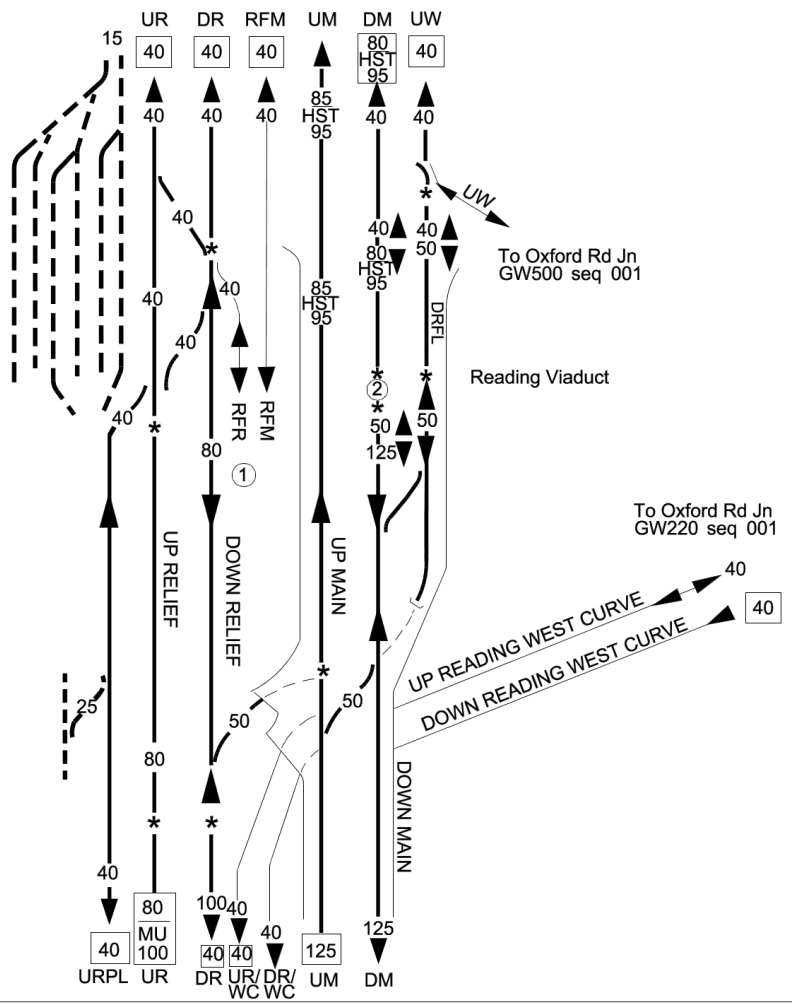
① 30 mph Down /85 mph Up HST 95

② 50 mph Down / 40 mph Up

Reading Traincare Depot electrified

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	030	Paddington to Uffington	MLN1	Western	22/06/2024

Location	Mileage M	Mileage Ch	
(start/end of diagram)	36	17	
Westbury Line Junction	36	17	
	36	24	*
Caversham Road Junction (GW103) (RFR)	36	25	*
Reading Train Care Depot			
Gantry 8 (Reading Viaduct)	36	33	*
Gantry 7 (RFM & RFR)	36	38	*
	36	40	*
Reading High Level Junction	36	50	
	36	69	*
Depot connection C and Reading High Level Junction	36	71	
	37	00	*
(start/end of diagram)	37	05	



Running lines & speed restrictions

Signalling & Remarks

GSM-R

TCB Thames Valley Signalling Centre
RA8 (Reading) (T)
AC - Didcot

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

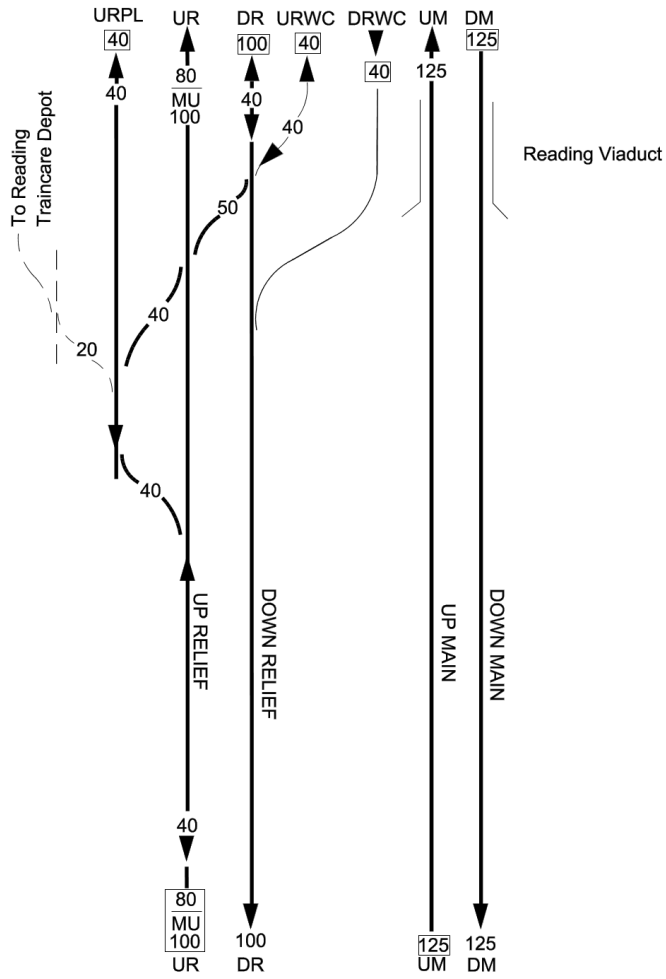
URWC - Up Reading West Curve

① To Oxford Road Jn GW225 seq 001

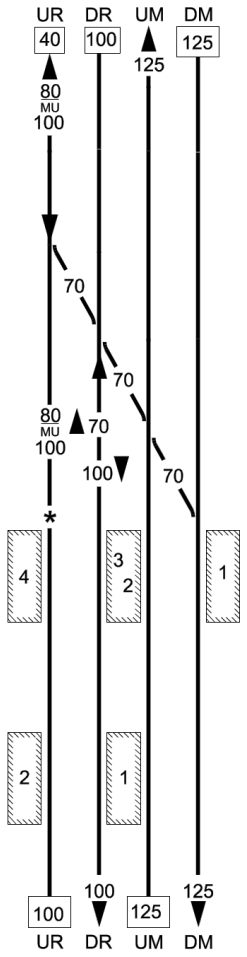
② 80 mph Down/ 50 mph Up
HST
95

Thames Valley Signalling Centre
(West Junction) (T)

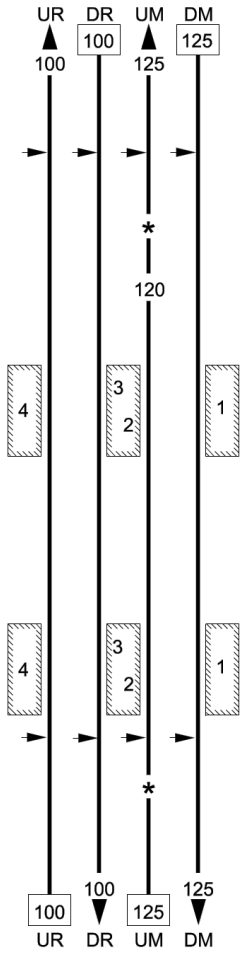
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	031	Paddington to Uffington	MLN1	Western	04/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Reading West Junction	37 05		GSM-R TCB Thames Valley Signalling Centre (West Junction) (T) RA8 AC - Didcot Axle Counter area DM, UM, DRWC, URWC, DR, UR, URPL and Reading Traincare Depot electrified ATP - UM and DM DRWC - Down Reading West Curve URWC - Up Reading West Curve URPL - Up Reading Passenger Loop
	37 12		
	37 22		
Depot Connection A	37 40		
Scours Lane Junction	37 61		
	37 70		

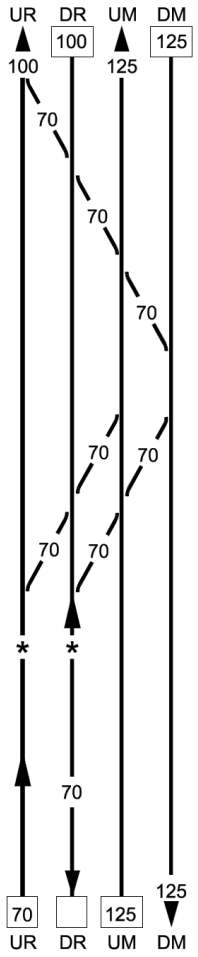
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	032	Paddington to Uffington	MLN1	Western	04/02/2023

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					TCB Thames Valley Signalling Centre RA8 (West Junction) (T) AC - Didcot GSM-R Axle counter area ATP - UM and DM UR, DR, UM and DM electrified
	37	70			
Tilehurst East Junction	38	34			
Signal T1760 (Down Relief - Up direction)	38	47	*		Platform 1 - 153m, 167yds Platform 2 - 152m, 166yds Platform 3 - 153m, 167yds Platform 4 - 153m, 167yds
TILEHURST	38	52			
Signal T1779 (Up Relief - down direction)	38	62			
PANGBOURNE	41	43	*		Down platform - 149m, 163yds Up platform - 149m, 163yds
	43	00			

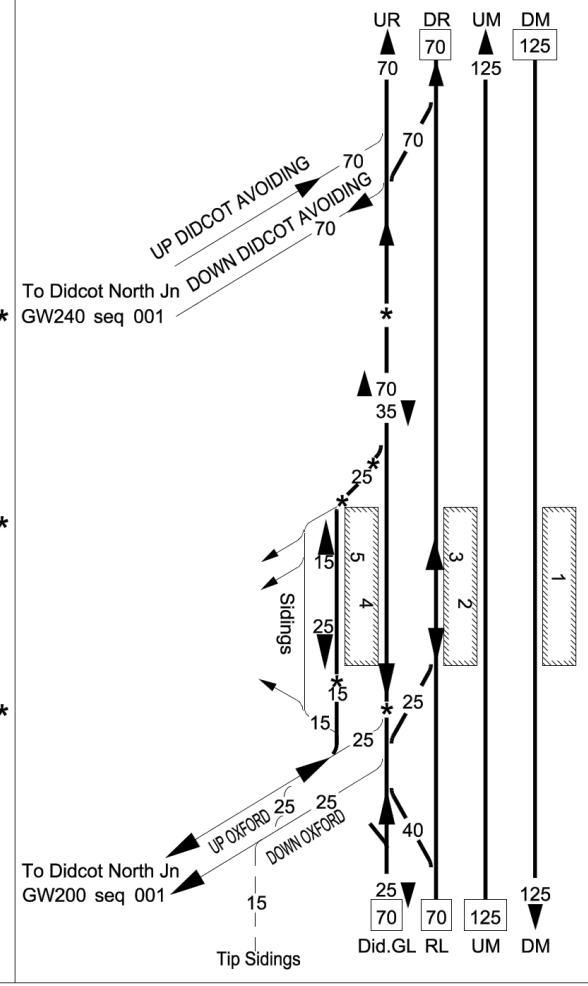
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	033	Paddington to Uffington	MLN1	Western	04/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	43 00		GSM-R TCB Thames Valley Signalling Centre RA8 (West Junction) (T) AC - Didcot **Axle** counter area UR, DR, UM and DM electrified ATP - UM and DM Location of known low rail adhesion - All lines 44mp. to 45m 60ch
Basildon HABD	43 42		
	44 00 *		
GORING & STREATLEY	44 60		Platform 1 - 140m, 155yds Platform 2 - 140m, 153yds Platform 3 - 150m, 164yds Platform 4 - 150m, 164yds
CHOLSEY	48 37		Platform 1 - 142m, 155yds Platform 2 - 154m, 168yds Platform 3 - 141m, 154yds Platform 4 - 153m, 167yds
Cholsey WILD	49 05		
	49 20 *		
	51 20		

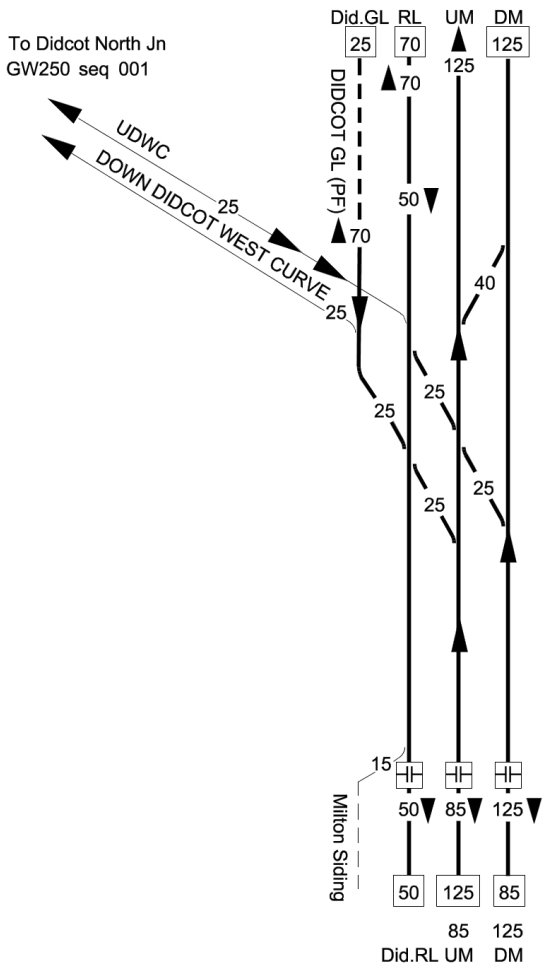
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	034	Paddington to Uffington	MLN1	Western	22/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	51 20		GSM-R TCB Thames Valley Signalling Centre (Didcot) (SB) RA8 AC - Didcot Axle Counter area UR, DR, UM and DM electrified ATP - UM and DM
Moreton Cutting			
	51 53		
	51 71		
Didcot East Jn (GW103)			
	52 14		DR bi-directional between Didcot East and Didcot Station
	52 25 *		
(start/end of diagram)	52 66		

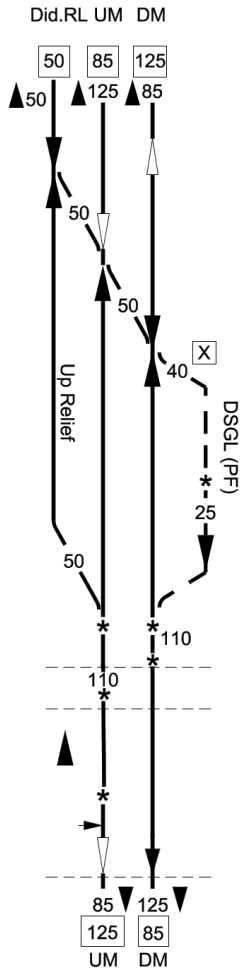
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	035	Paddington to Uffington	MLN1	Western	19/04/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					TCB Thames Valley Signalling Centre (Didcot) (SB) RA8 AC - Didcot GSM-R UR, DR, UM and DM electrified Axle Counter area ATP - UM and DM DR bi-directional between Didcot East and Didcot Station UR bi-directional between Didcot East Junction and Didcot Station
Didcot East Jn (GW103)	52	66			
	52	72	*		
Network Rail / Didcot Railway Centre Boundary	53	00	*		Platform 1 - 319m, 349yds Platform 2 - 326m, 357yds Platform 3 - 284m,310yds (PP-A) Platform 4 - 220m, 241yds (PP-A) Platform 5 - 240m, 262yds (PP-C) All platforms electrified
DIDCOT PARKWAY	53	10			
Chester Line Jn (GW103)	53	12	*		Did.GL - Didcot Goods Loop and RL bi-directional between Didcot and Foxhall Jn. Did.GL and RL electrified Up Oxford bi-directional

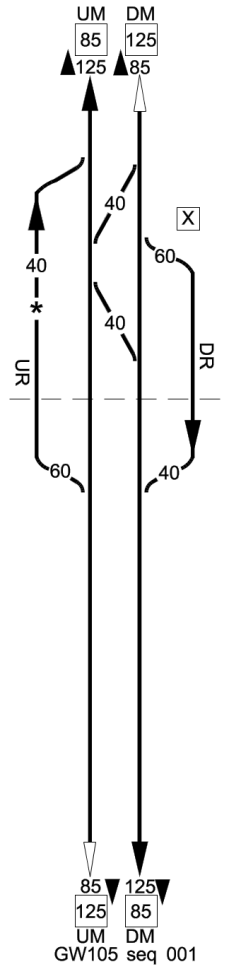
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	036	Paddington to Uffington	MLN1	Western	27/04/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end diagram)	53 21		TCB Thames Valley Signalling Centre (Didcot) (SB) AC - Didcot RA8 GSM-R
	53 47 *		Did. GL, RL, UM, DM and Did. RL electrified
			Axle Counter area
			Did.GL - Didcot Goods Loop 410m, 1344ft
			ATP - UM and DM
			UDWC - Up Didcot West Curve
Foxhall Jn (GW103)	53 55		UM and DM electrified
			DM, UM & Didcot RL bi-directional between Foxhall Jn and Milton
	53 66		
Foxhall Jn Carrier Wire Neutral Section DM, UM,and Did RL	54 19		Network Change reference NC/61/2019/WEST/663
	54 35		
			Did.RL - Didcot Up/Down Relief line
(start/end diagram)	54 75		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	037	Paddington to Uffington	MLN1	Western	04/02/2023

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

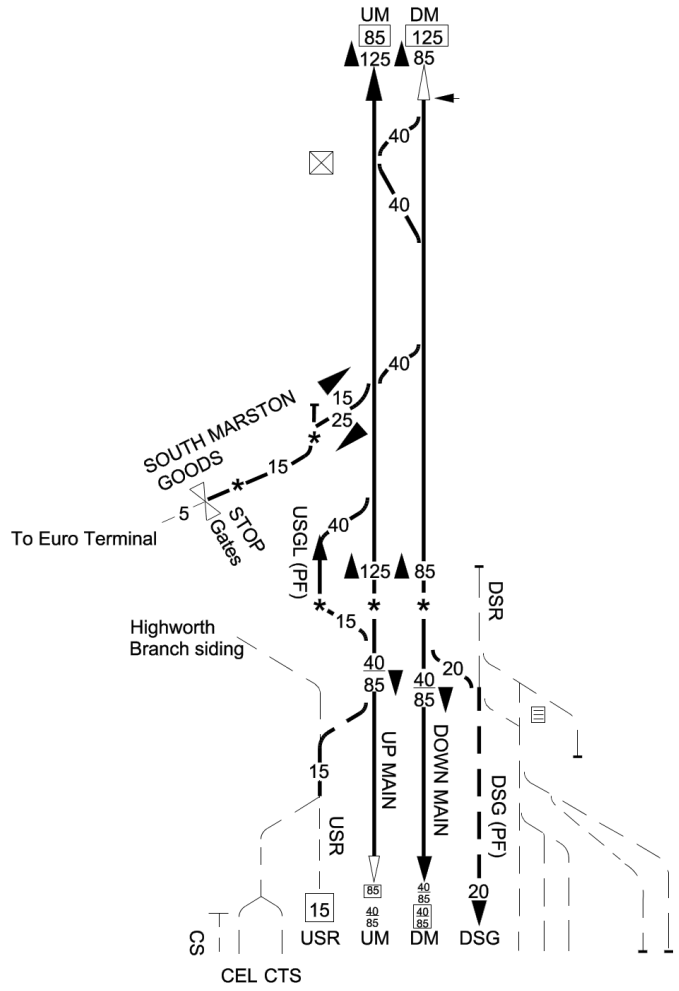
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	038	Paddington To Uffington	MLN1	Western	04/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	59 61		GSM-R TCB Thames Valley Signalling Centre (Didcot) (SB) RA8 AC - Didcot Axle Counter area ATP - UM and DM UM, DM, UR and DR electrified LOD(P) (Wantage Road/Milton and Wantage Road/Uffington) at 60m 20ch
Wantage Road	60 22		
	60 47 *		
Grove LC (BW)	61 37	T	
Challow	64 00		
	65 00		

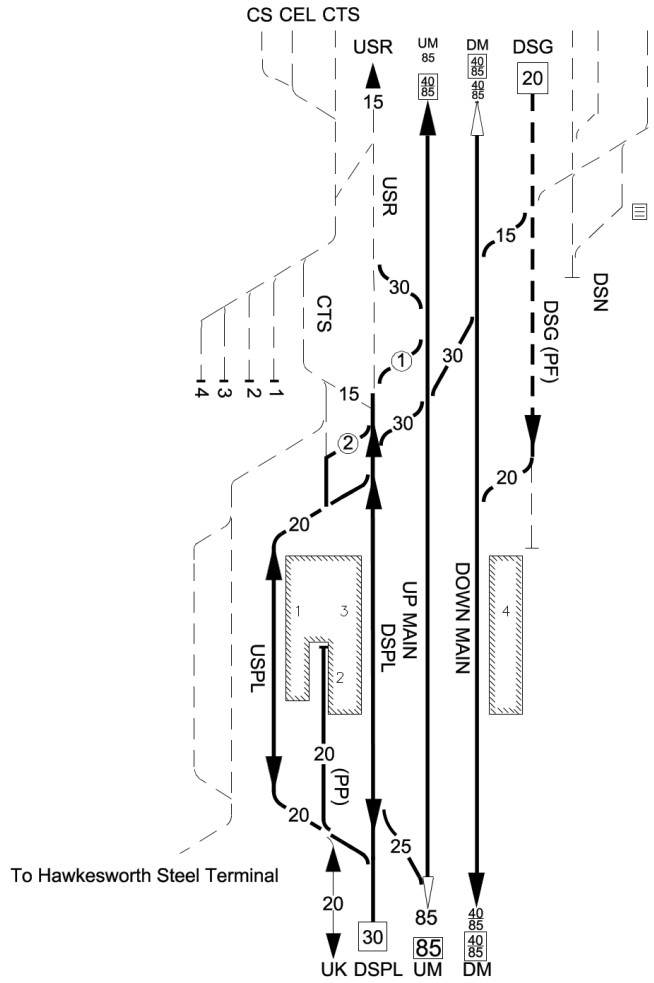
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	001	Uffington to Fordgate via Box	MLN1	Western	11/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		See GW103 seq 038 UM 85 125 DM 125 85	TCB RA8 Thames Valley Signalling Centre (Didcot) (SB) AC - Didcot GSM-R
	65 00		Axle counter area UM and DM electrified ATP - UM, DM and Reverse direction signals between Uffington and Swindon
			Thames Valley Signalling Centre (Swindon) (SW) AC - Didcot
		40	
Uffington	66 39	X	LOD(P) (Uffington/Wantage Road and Uffington/Bourton) at 66m 39ch
	66 40	T 40	(Outside relay room)
	72 20	85 125 UM 125 85 DM	

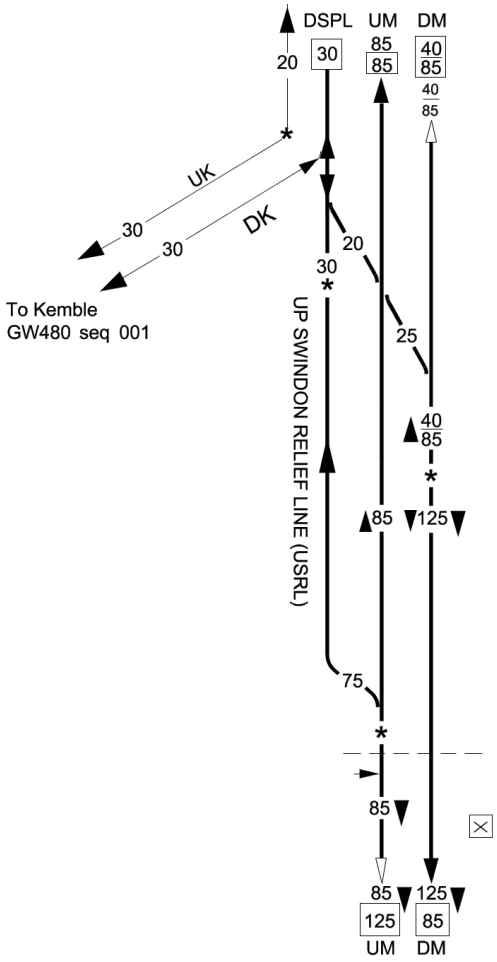
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	002	Uffington to Fordgate via Box	MLN1	Western	11/02/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Bourton HABD	72	20		TCB Thames Valley Signalling Centre (Swindon) (SW) RA8 AC - Didcot GSM-R Axle counter area FWS at 72m 16ch
Bourton	72	30		LOD(P) (Bourton/Uffington and Bourton/Swindon at 72m 30ch)
				UM, DM, DSG, USGL, USR and CTS electrified
South Marston	74	51		ATP - UM, DM and Reverse Direction signals between Uffington and Swindon
Stratton Green	75	63		
	76	20 *		USGL - Up Swindon Goods Loop 570m, 1869ft
	76	26		DSR - Down Swindon Refuge DSG - Down Swindon Goods
Highworth GF	76	30		USR - Up Swindon Reception
Highworth Jn	76	32		Highworth Branch and CEL BTET
				CEL - Cocklebury East Loop CTS - Cocklebury Through Siding CS - Cripple Siding
Swindon Down Yard	76	50		

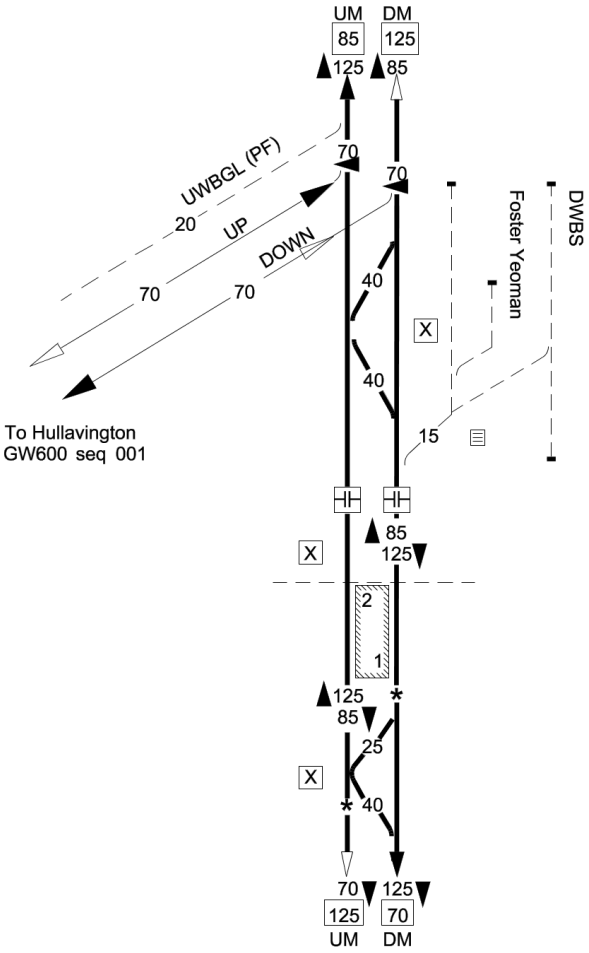
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	003	Uffington to Fordgate via Box	MLN1	Western	27/04/2024

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

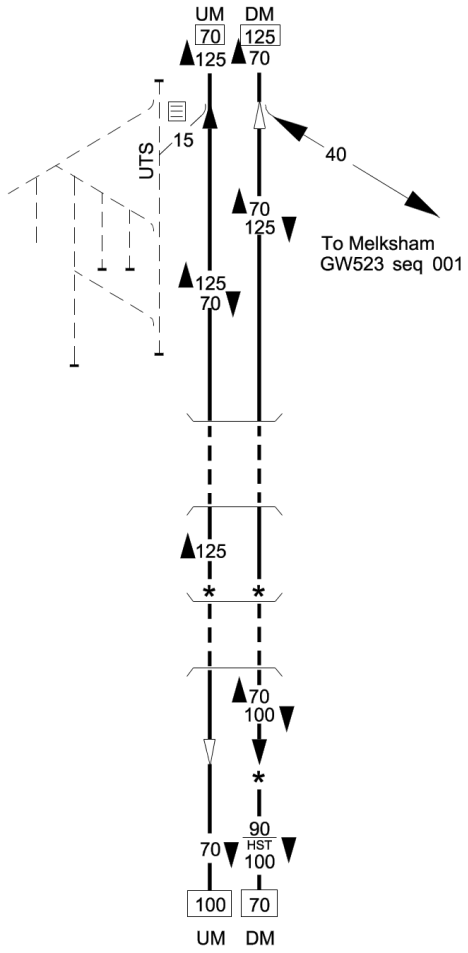
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	004	Uffington to Fordgate via Box	MLN1	Western	25/05/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
Swindon Jn (GW105)	77	36	*		TCB Thames Valley Signalling Centre (Swindon) (SW) RA8 AC - Didcot GSM-R Axle counter area UK, DK, DSPL, USRL and DM electrified ATP - UM, DM USRL and DSPL
	77	40	*		
	77	60	*		DSPL - Down Swindon Passenger Loop DK - Down Kemble UK - Up Kemble USRL - Up Swindon Relief Line
Rushey Platt Junction	78	36			
	78	43	*		
Upper Studley FP LC (R/G)	80	64		T	
Studley HABD	81	33			
					LOD(P) (Swindon/Wootton Bassett Jn) at 82m 43ch
(start/end of diagram)	82	43			

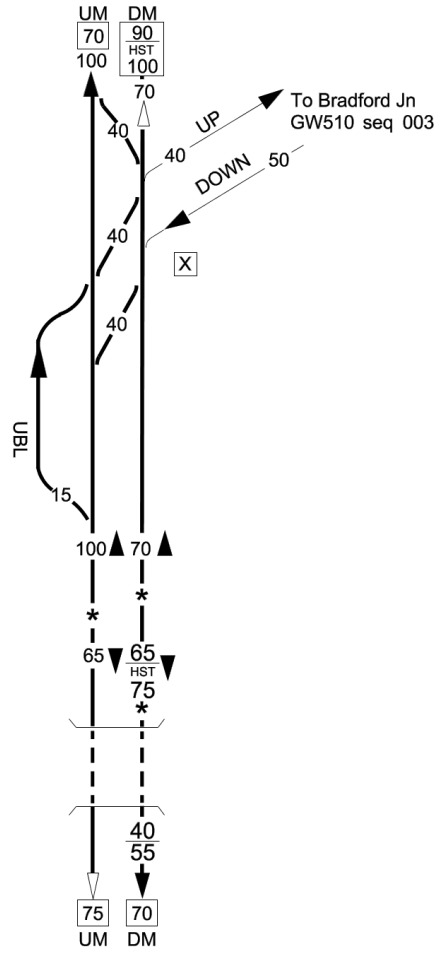
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	005	Uffington to Fordgate via Box	MLN1	Western	02/11/2024

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

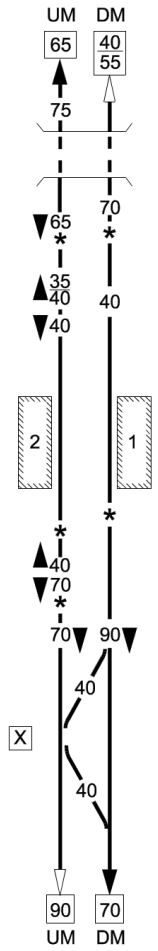
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	006	Uffington to Fordgate via Box	MLN1	Western	02/11/2024

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

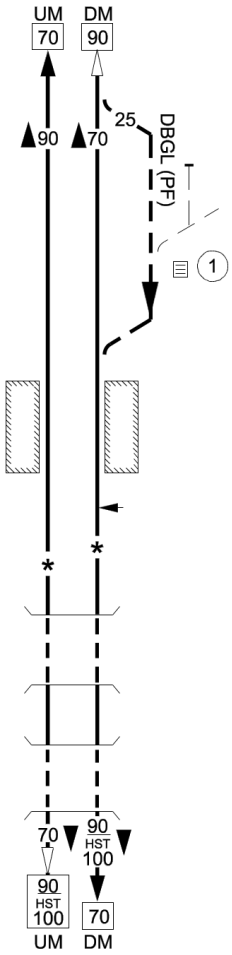
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	007	Uffington to Fordgate via Box	MLN1	Western	25/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	104 41		TCB Thames Valley Signalling Centre (Bath) (BL) RA8 GSM-R ATP - UM and DM Axle counter area Reverse direction signals between Thingley Jn and Bathampton Jn
Bathampton Jn (Up) (GW105)	104 45		
Bathampton Jn (Down) (GW105)	104 55	T	LOD(P) (Bathampton Jn/Thingley Jn and Bathampton Jn/Bath) at 104m 55ch
			UBL-Up Bathampton Loop - 525m, 1722 ft
	105 36 *		Location of known low rail adhesion
	105 50 *		Both lines 106m 20ch to 106m 71ch
	106 22 *		
Sydney Gardens East Tunnel 70m (77 yards)	106 24 to 106 28		
(start/end of diagram)	106 29		

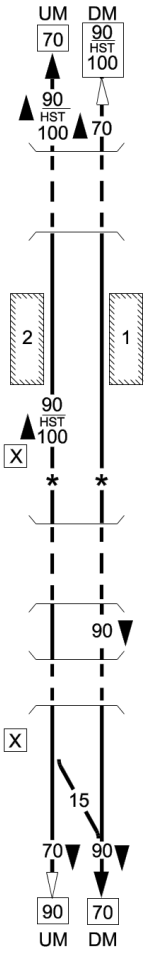
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	008	Uffington to Fordgate via Box	MLN1	Western	02/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Thames Valley Signalling Centre (Bath) (BL) RA8 Axle Counter Area ATP - UM and DM
Sydney Gardens West Tunnel 91m (99 yards)	106 29 106 to 33		Location of known Low Rail Adhesion Both lines 106m 20cm to 106m 71cm
	106 62 *		
BATH SPA	106 70 106 71	T	Platform 1 - 195m (213 yards) Platform 2 - 279m (305 yards)
	107 02 * 107 03 *		
	107 10 * 107 22		
	107 28	X	LOD(P) (Bath/Bathampton Jn and Bath/North Somerset Jn) at 107m 25ch
	107 47		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	009	Uffington to Fordgate via Box	MLN1	Western	13/07/2024

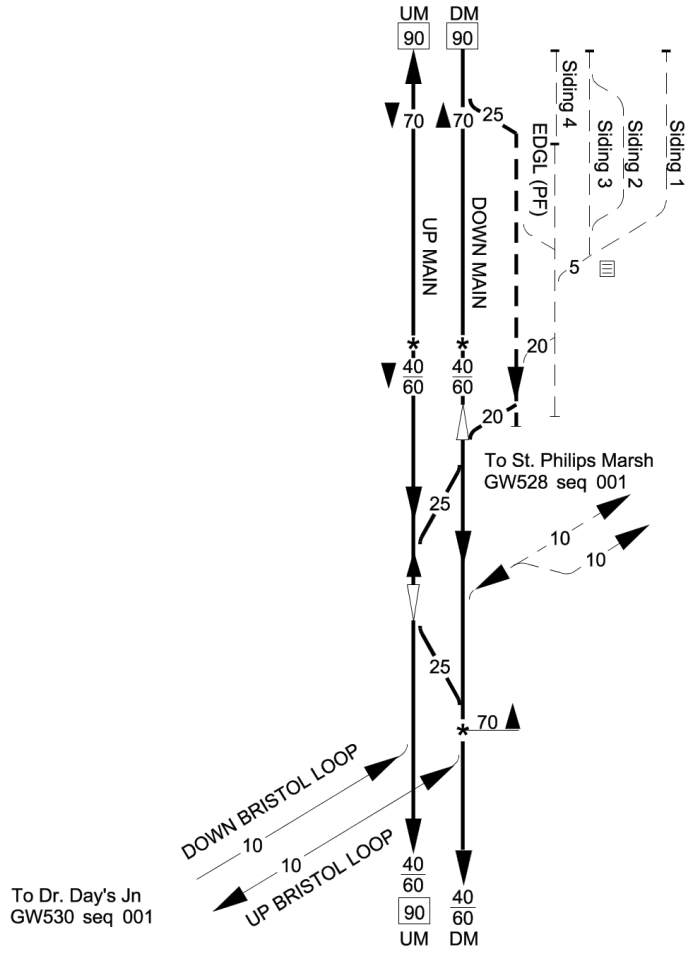
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Thames Valley Signalling Centre RA8 (Bath) (BL)
(Start/end of diagram)	107	47		
Bath Goods	107	47		ATP - UM and DM Axle Counter Area DBGL - Down Bath Goods Loop 650m, 2132 ft
Bath West GF	107	55		(1) GF 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		
	108 108	20 * 35 *		
Twerton Short Tunnel 41m (45 yards)	108 to 108	70 72		
Twerton Long Tunnel 241m (264 yards)	109	03		
	to			
	109	15		
(Start/end of diagram)	109	15		

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		GSM-R TCB Thames Valley Signalling Centre RA8 (Bath) (BL) Axle Counter Area ATP - UM and DM
Saltford Tunnel 161m (176 yards)	111 57 to 111 65		
KEYNSHAM	113 63		Platform 1 - 209m (229 yards) Platform 2 - 209m (229 yards)
	115 55 *		LOD(P) (Bath/North Somerset Jn) at 114m 40ch
St. Annes Park No.3 (or Foxes Wood) Tunnel 930m (1017 yards)	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
	116 73		
(Start/end of diagram)	117 00		

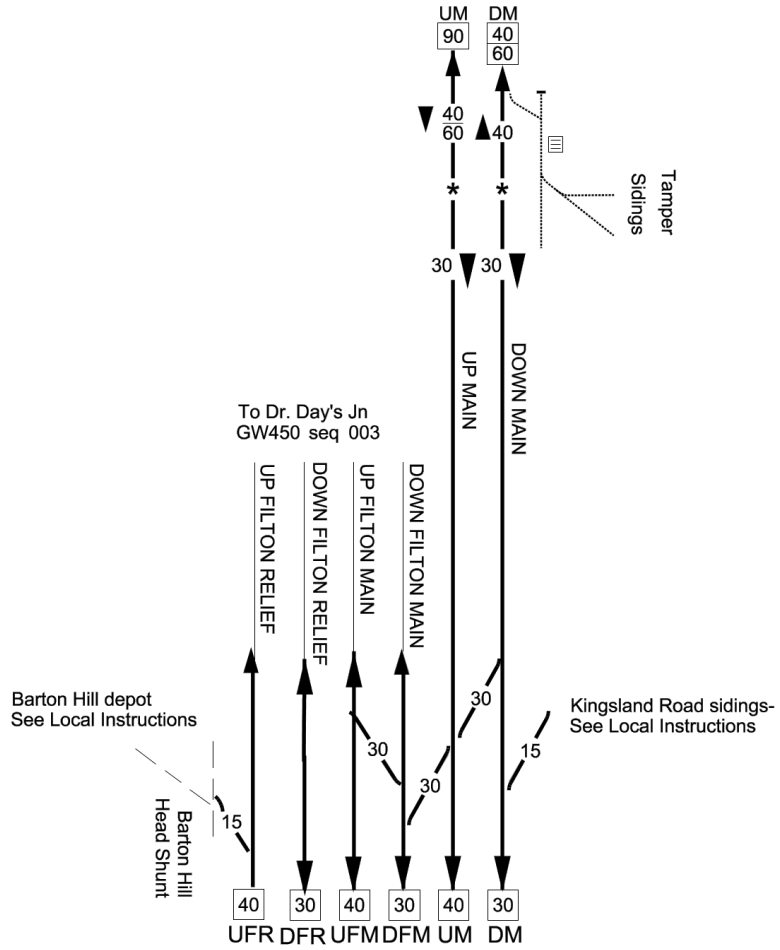
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	011	Uffington To Fordgate via Box	MLN1	Western	02/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	117 00	T	TCB Thames Valley Signalling Centre RA8 (Bath) (BL)
			(Tel. Outside Cabin) Axle Counter area
			ATP - UM and DM
Bristol East Depot Down Sdg (1)			(1) See Local Instructions
Bristol East Depot Down Sdg GF	117 19		ATP - UM and DM
	117 21 *		EDGL - East Depot Goods Loop EDGL 672m, 2205ft East Depot Siding Lengths Siding 1- 338m, 1108ft Siding 2- 338m, 1108ft Siding 3- 237m, 777ft Siding 4- 310m, 1071ft
	117 43		
North Somerset Jn (GW105)	117 46 117 48		Thames Valley Signalling Centre (Temple Meads) (BL)
Feeder Bridge Jn (GW105)	117 50 *		
(start/end of diagram)	117 55		

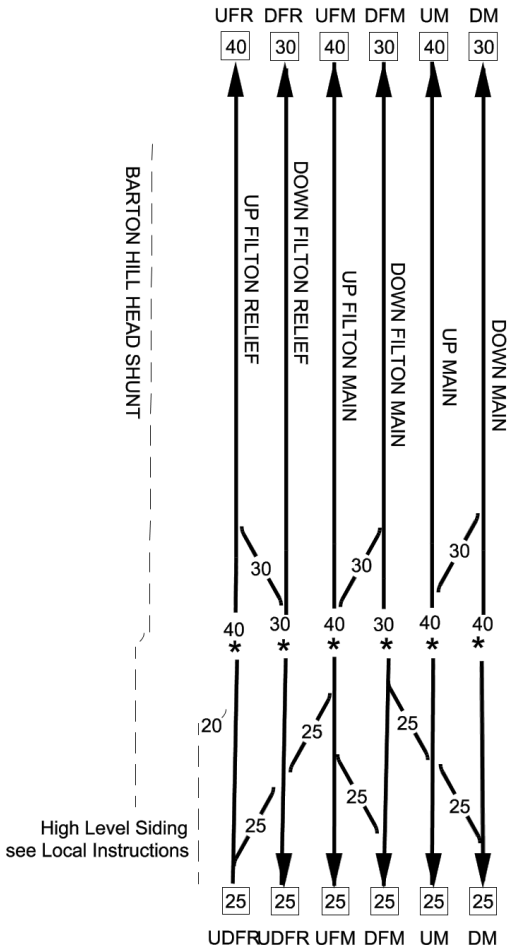


GSM-R

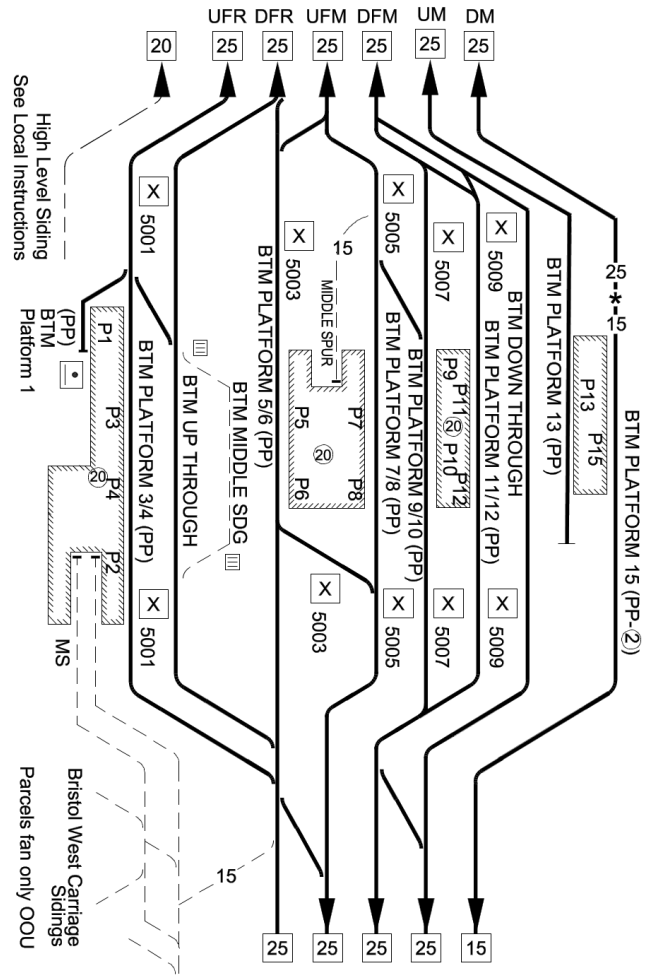
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	012	Uffington To Fordgate via Box	MLN1	Western	25/05/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	117	55		TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL) GSM-R Axle counter area (1) See Local Instructions ATP - DM to BL1981 (117m 73ch) UM from BL1980 (117m 58ch)
Kingsland Rd Sidings GF (1)	117	57		
	117	72 *		
	118	00		
Bristol East Jn (GW105)	118	02		

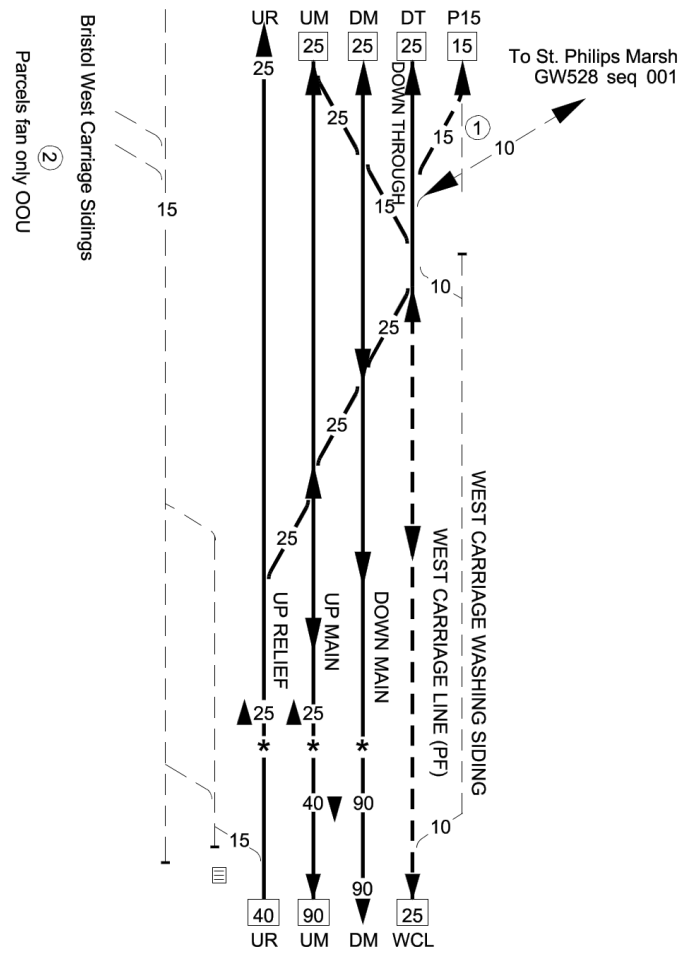
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	013	Uffington to Fordgate Via Box	MLN1	Western	11/02/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Bristol East Gantry	118	02		GSM-R TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL) Axle counter area All lines bi-directional in station area AWS not provided between Bristol East Jn and Bristol West Jn 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.
	118	12		
	118	15		

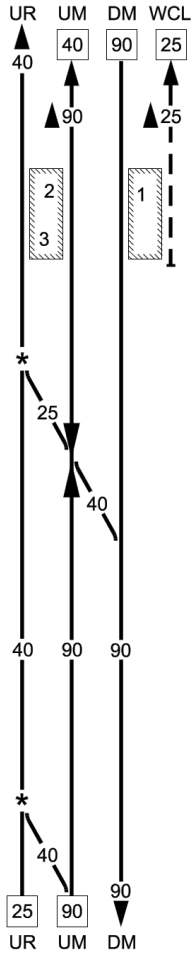
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	014	Uffington To Fordgate Via Box	MLN1	Western	24/05/2025

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
	118	15		TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL) GSM-R Axle Counter area AWS not provided between Bristol East Jn and Bristol West Jn LOD (K) 5001 platforms lines 3/4 LOD (K) 5003 Platform lines 5/6 LOD (K)5005 Platform lines 7/8 LOD (K) 5007 Platform lines 9/10 LOD (K) 5009 Platform lines 11/12 Safe System of Work planning - assume permissible speed of 25mph applies to platform lines 3 to 12 All lines bi-directional in station area NOTE: Platform 15 (PP-②) - For the purpose of detaching multiple unit trains only. Platform lengths (metres & yards): 1 - 96m, 105yds 2 - 161m, 176yds 3 -297m 325yds 4 - 116m 127yds 5 - 152m, 166yds 6 - 168m, 184yds 7 - 154m 168yds 8 -147m 161yds 9 -232m 254yds 10 - 165m 180yds 11 -223m 244yds 12 - 162m, 177yds 13 - 281m, 307yds 15 - 276m 302yds ③- See Local Instructions MS - Motorail Siding 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. MS Shortened as per STNC / WEST / 669
	118	20 *		
Bristol Middle Siding East GF	118	23		
Bristol SB (B)	118	26		
BRISTOL TEMPLE MEADS ③	118	31		
Bristol Middle Siding West GF	118	35		
	118	40		

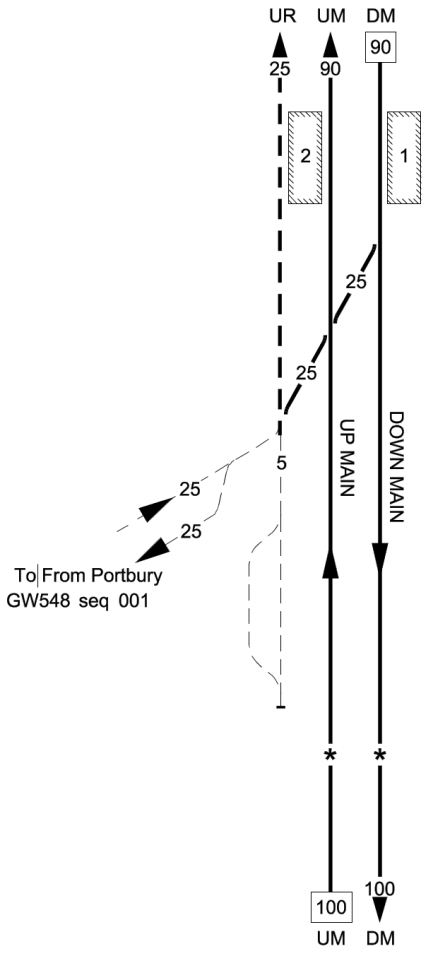
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	015	Uffington to Fordgate Via Box	MLN1	Western	02/11/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	118	40		GSM-R TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL) ① Out of Use Axle counter area ② See Local Instructions 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. WCL - West Carriage Line
Bristol West Jn (GW105)	118	58		
	118	74 *		
Pylle Hill GF	119	09		

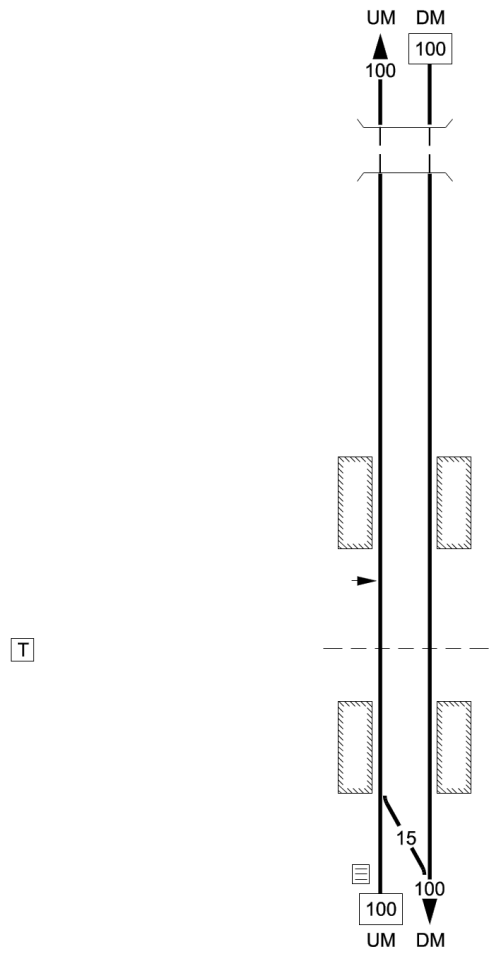
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	016	Uffington to Fordgate Via Box	MLN1	Western	11/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
BEDMINSTER	119 09 119 22 119 40 * 120 09 *		GSM-R TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL) Axle Counter area WCL - West Carriage Line Platform 1 - 104m, 113yds Platforms 2 and 3 - 93m, 101yds Temple Meads and Bedminster (signal BL2171)

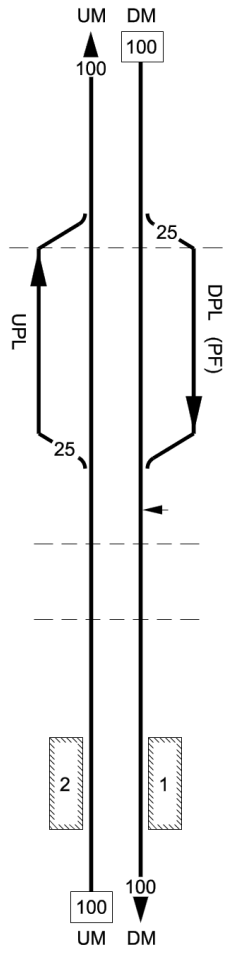
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	017	Uffington to Fordgate Via Box	MLN1	Western	25/05/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	120	09		GSM-R TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL) Axle Counter area
PARSON STREET	120	15		Platform 1 - 94m, 102yds Platform 2 - 92m, 100yds
	120	23		
Parson Street Jn (GW105)	120	28		
South Liberty Siding ①	120	40		① See Local Instructions
	122	00 *		

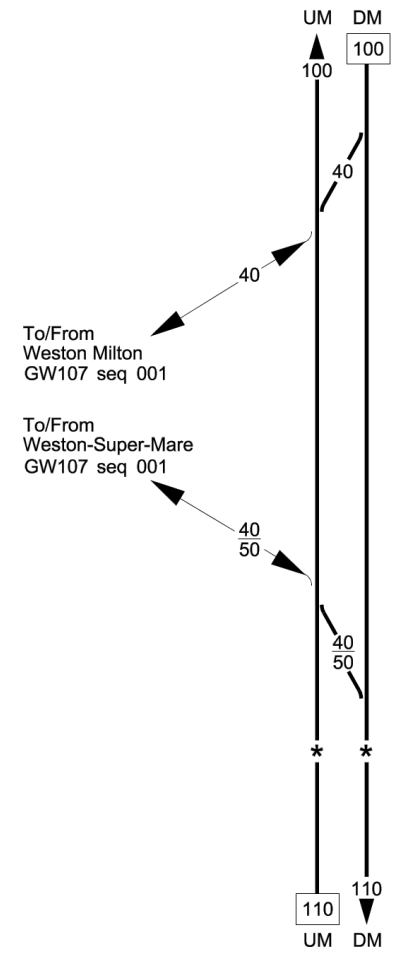
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	018	Uffington to Fordgate Via Box	MLN1	Western	11/02/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	122	00		GSM-R TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL) Axle Counter area
Flax Bourton Tunnel (101m, 110yds)	123	61 to 123 66		
	124	56		TCB Bristol SB (B) Panel A
NAILSEA & BACKWELL	126	33		Down platform - 122m, 133yds Up platform - 121m, 132yds
Nailsea HABD	127	41		
Mud Lane LC (UWC)	129	23	T	
YATTON	130	28		Down platform - 162m, 177yds Up platform - 121m, 132yds
Yatton GF	130	41		

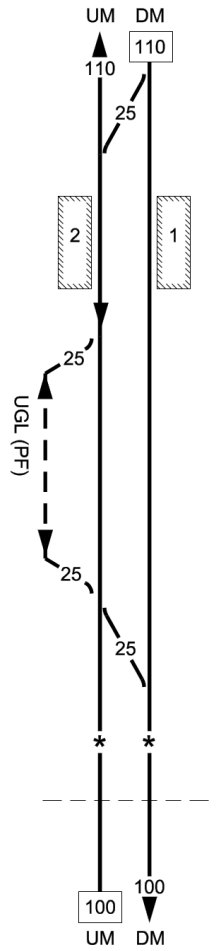
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	019	Uffington to Fordgate Via Box	MLN1	Western	04/03/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	130 41		GSM-R TCB Bristol SB (B) RA8 Panel A
	130 45	T	(Tel. outside relay room)
Yatton East Gas House Lane LC (UWC)	130 49	T	AWS not provided at DPL exit signal B.466 or UPL exit signal B.415 DPL 564m, 1848ft UPL 544m, 1785ft
Yatton West			
Yatton HABD	131 20		
Huish LC (CCTV)	132 11		(Controlled by Puxton LC)
Puxton & Worle LC (MCB)	133 79		
WORLE	134 42		Platforms 1 & 2 - 100m, 109yds

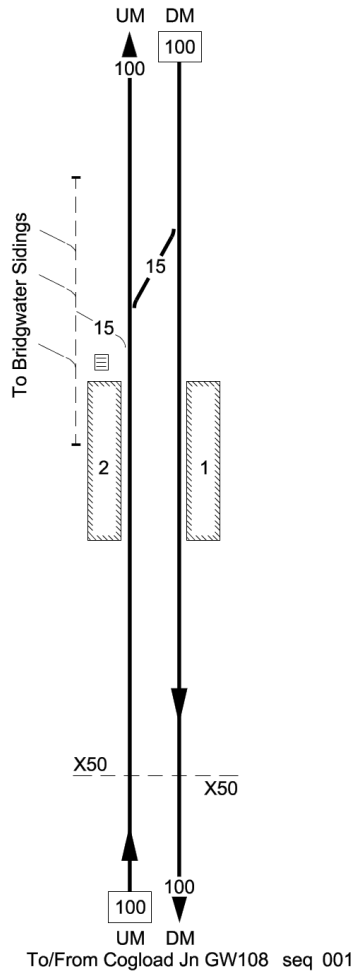
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	020	Uffington to Fordgate Via Box	MLN1	Western	22/06/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	134	42		TCB Bristol SB (B) RA8 Panel A GSM-R
Worle Jn (GW105)	135	11		
Uphill Jn (GW105)	138	04		
	138	40 *		
(start/end of diagram)	145	19		

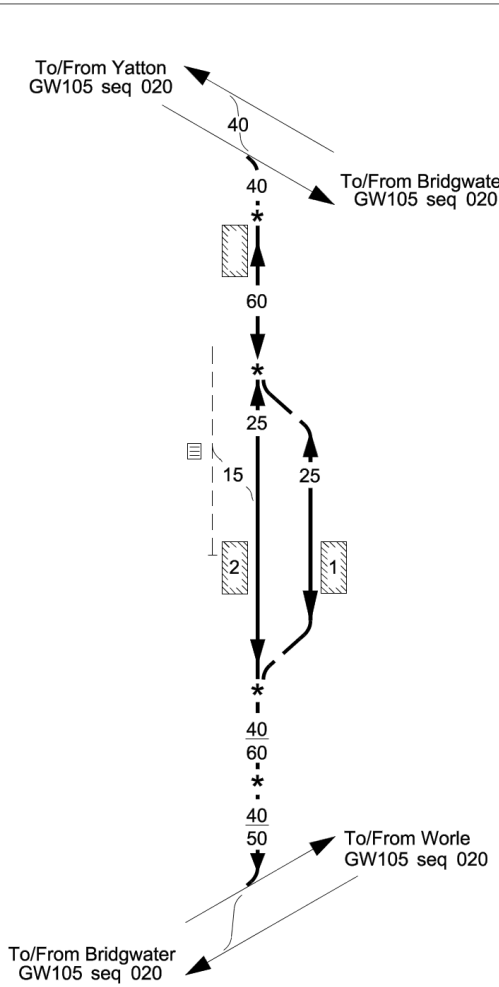
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	021	Uffington to Fordgate Via Box	MLN1	Western	06/01/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Bristol SB (B) RA8 Panel A
Highbridge East	145	19		
HIGHBRIDGE & BURNHAM	145	25		Platform 1 - 163m, 178yds Platform 2 - 177m, 193yds
				UGL 500m, 1638ft (UGL - bi-directional)
Highbridge West	145	64		
	147	00 *		
Huntspill LC (UWC)	147	01	T	

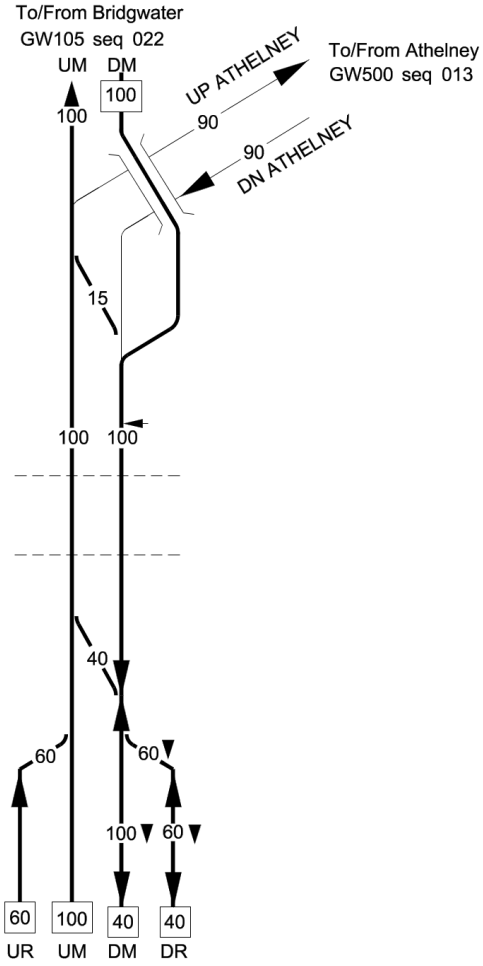
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	022	Uffington to Fordgate Via Box	MLN1	Western	22/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	147 01		GSM-R TCB Bristol SB (B) RA8 Panel A
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	T	
Fordgate (GW105)	154 12		
(start/end of diagram)	154 12		

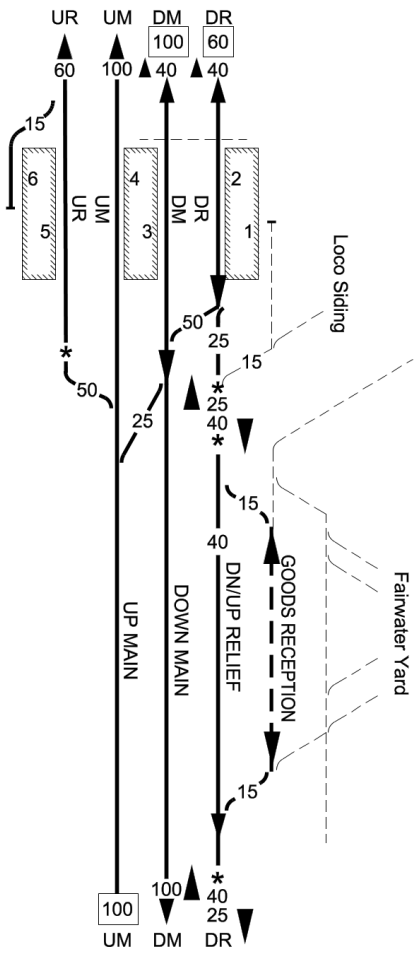
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW107	001	Worle Jn to Uphill Jn Via Weston-Super-Mare	WSM	Western	22/06/2024

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Bristol SB (B) RA8 Panel A
Worle Jn (GW107)	135	11			
	135	20	*		
WESTON MILTON	136	12			Platform - 184m (201 yards)
Single line	137	14	*		
Outside relay room	137	20		T	
Weston-S-M Up GF	137	22			
WESTON-SUPER-MARE	137	33			Platform 1 - 210m, 230yds (PP-C) Platform 2 - 312m, 341yds (PP-C) see Local Instructions
Single line	137	58	*		
	138	75	*		
Uphill Jn (GW107)	139	05			
	138	04			

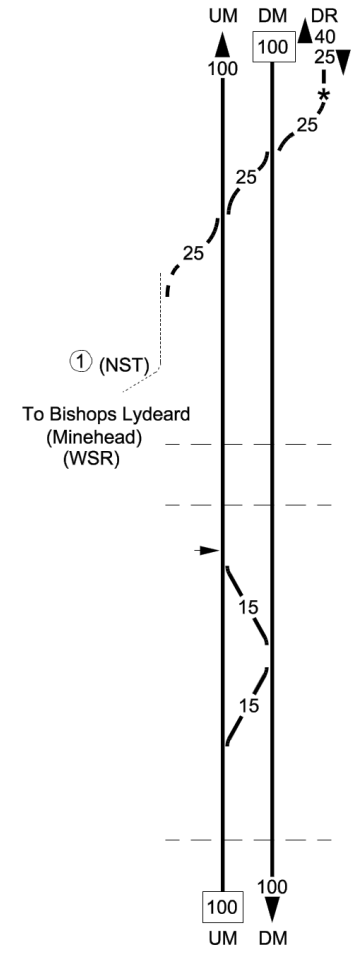
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	001	Fordgate to Penzance	MLN1	Western	22/06/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	154	12		GSM-R 
Fordgate (GW108)	154	12		TCB Exeter SB (E) RA8 Panel C
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		DM and DR bi-directional between Taunton East and West Jns
(start/end of diagram)	162	45		

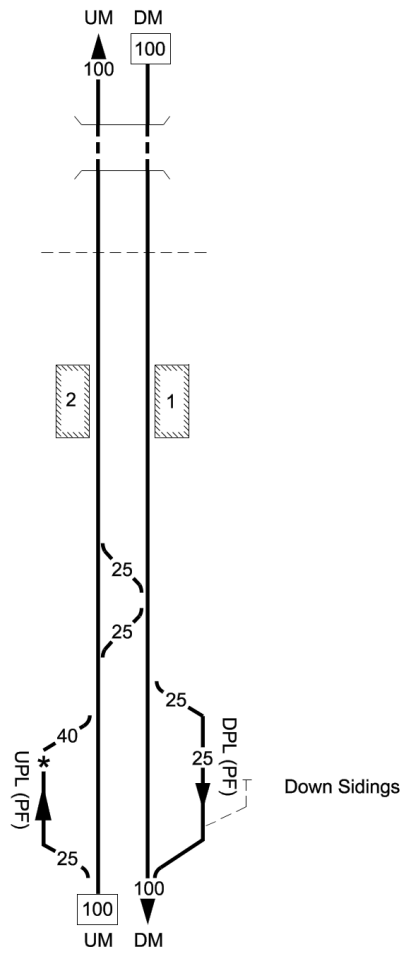
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	002	Fordgate to Penzance	MLN1	Western	22/06/2024

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	162	45			GSM-R TCB Exeter SB (E) RA8 Panel C Platforms 2, 3, 4 and 5 PP-C/PF Platform 2 - 336m (367 yards) Platform 3 - 260m (284 yards) Platform 4 - 260m (284 yards) Platform 5 - 380m (416 yards) Platform 6 - 145m (159 yards)
Barrow crossing (WL) (GW108-002)	163	02			
TAUNTON	163	12			
	163	23	*		
	163	31	*		
Taunton West Jn	163	34	*		
	164	24		T	
	164	27			
(start/end of diagram)	164	33	*		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	003	Fordgate to Penzance	MLN1	Western	11/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	164 33		GSM-R TCB Exeter SB (E) RA8 Panel C
	164 55 *		
Norton Fitzwarren Jn	164 60		
Network Rail/ West Somerset Railway (WSR) Boundary	(165 15)		See Local Instructions for trains to/from WSR ① Controlled by the signalman at Bishops Lydeard (WSR)
Victory LC (AHBC)	166 04		
Bradford-on-Tone LC (AHBC)	167 55		
Nynehead HABD	168 59		
Wellington	170 19	T	
Westford (Cutlers) Footpath LC (R/G)	170 58		
	172 33	T	

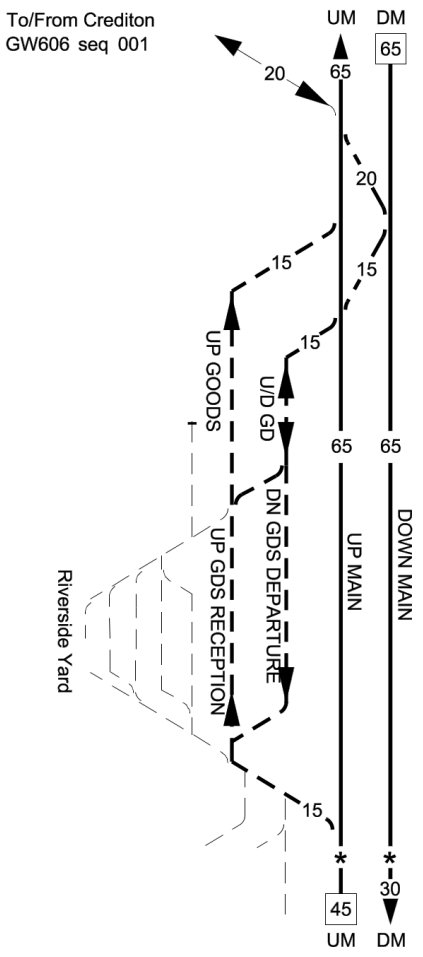
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	004	Fordgate to Penzance	MLN1	Western	02/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	172 33		GSM-R TCB Exeter SB (E) RA8 Panel C
Whiteball Tunnel (999m, 1092 yards)	173 13 to 173 63		Location of known low rail adhesion Down Main 173m 63ch to 177m 15ch
Badcock's Middle LC (UWC)	175 44	T	
	176 20	T	
TIVERTON PARKWAY	177 28		Platforms 1 & 2 - 248m, 271yds
	178 52		
Tiverton Loops	178 78 *		
	179 10		
	179 31		DPL 660m, 2163ft UPL 551m, 1806ft

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	005	Fordgate to Penzance	MLN1	Western	11/02/2023

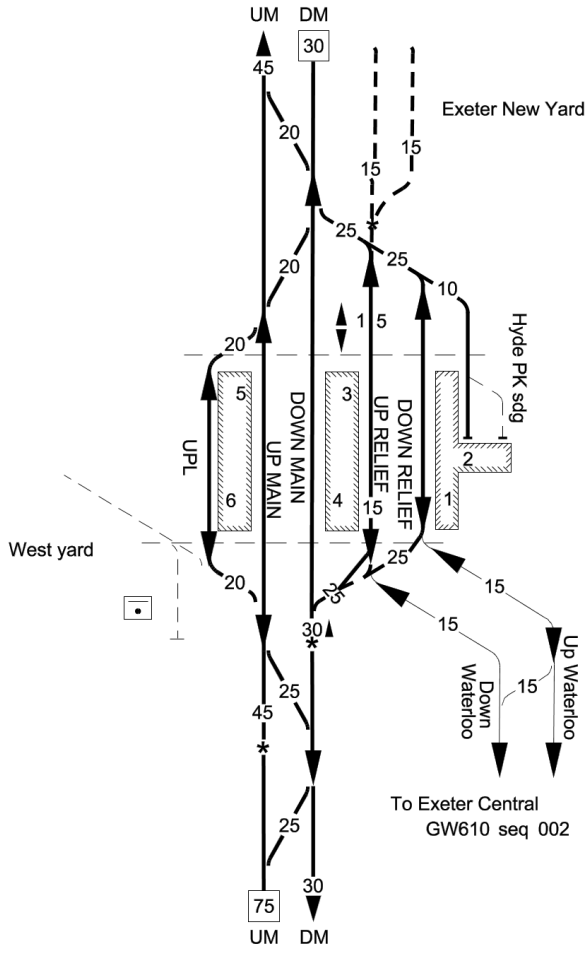
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	179 31	UM DM 100 100	TCB Exeter SB (E) RA8 Panel C GSM-R
	181 20	T	
Hele & Bradninch LC (AHBC)	185 41		
Stoke Canon HABD	188 56	X50	Exeter SB (E)
Sandy Lane LC (R/G-X)	189 42	T X50	Panel B
Stoke Canon LC (CCTV)	190 16		
Hosegood's LC (UWC)	191 07	T	
Stafford's Bridge LC (UWC)	191 44	T	
Field LC (UWC)	191 48	T	
	192 10 *	* * 80 80	
	192 50 *	* * 65 65 UM DM	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	006	Fordgate to Penzance	MLN1	Western	11/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	192 50		GSM-R  TCB Exeter SB (E) RA8 Panel B
Cowley Bridge Jn	192 52		
Exeter Riverside Yard	193 50 *		
	193 51		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	007	Fordgate to Penzance	MLN1	Western	22/06/2024

Location	Mileage M Ch
(start/end of diagram)	193 51
	193 59
Red Cow LC (CCTV) (GW108)	193 62
EXETER ST. DAVIDS	193 72
Barrow crossing (WL) (GW108-007)	193 79
Exeter (E) SB	194 00
Exeter St. Davids Jn (GW108)	194 08
	194 10
(start/end of diagram)	194 18



Running lines & speed restrictions

Signalling & Remarks

GSM-R

TCB Exeter SB (E)
RA8 Panel B

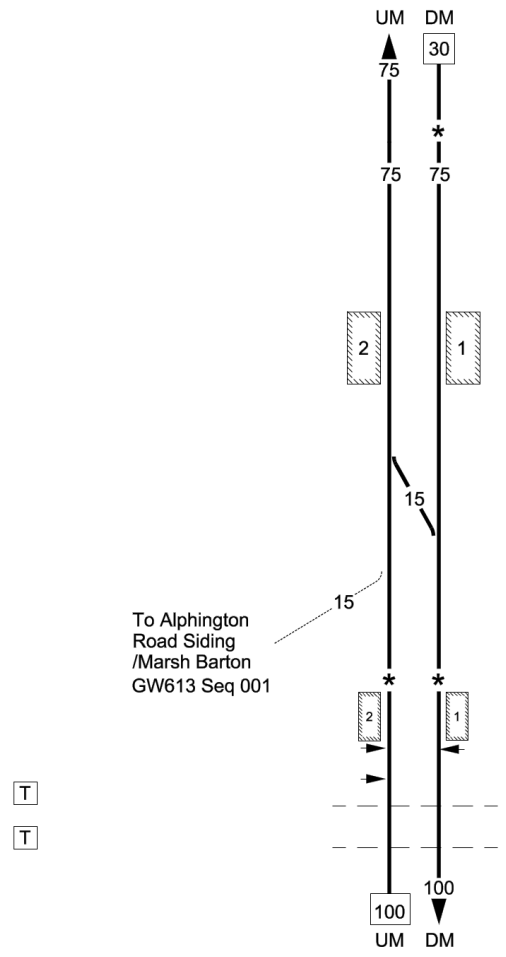
All lines bi-directional in station area

Platforms 1, 3-6 PP/PF
Platform 2 (PP)
Platforms 1 & 3 non-permissive for trains from Exeter Central

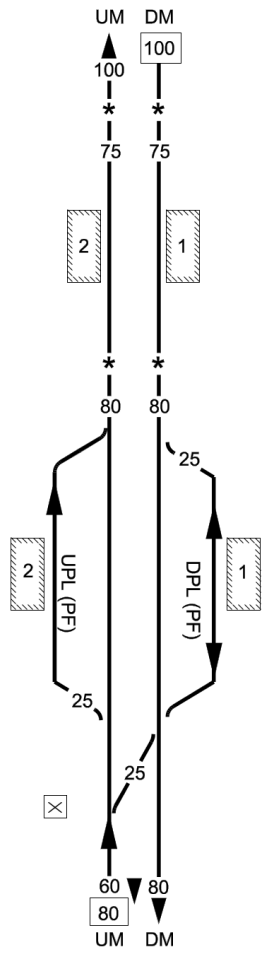
Platform 1 - 302m, (330 yards)
Platform 2 - 102m (112 yards)
Platform 3 - 276m (302 yards)
Platform 4 - 277m (303 yards)
Platform 5 - 350m, (382 yards)
Platform 6 - 350m, (382 yards)

UPL - Up Passenger Loop

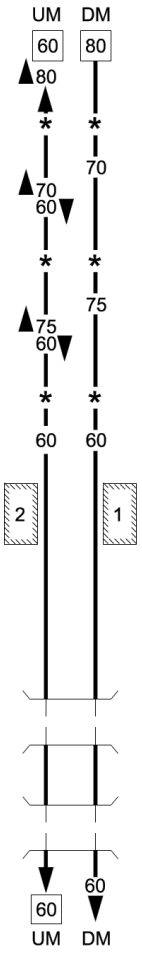
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	008	Fordgate to Penzance	MLN1	Western	03/07/2022

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Exeter SB (E) RA8 Panel B GSM-R
	194	18 *		
EXETER ST THOMAS	194	66		Platform 1 - 102m (111 yards) Platform 2 - 111m (121 yards)
City Basin Jn	195	11		
	195	40 *		
MARSH BARTON	195	77		Platform 1 - 124m (135 yards) Platform 2 - 111m (121 yards)
Exminster WILD	198	68		
Exminster HABD	198	70		
Turf Lock LC (UWC)	199	53	T	Exeter SB (E) Panel A
Powderham LC (UWC)	200	50	T	Axle counter area

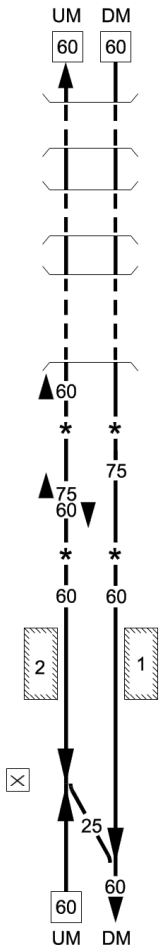
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	009	Fordgate to Penzance	MLN1	Western	11/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	200 50		GSM-R TCB Exeter SB (E) RA8 Panel A Axle counter area
	200 60 *		
STARCROSS	202 36		Platform 1 - 168m (184 yards) Platform 2 - 184m (201 yards)
	203 00 *		
UPL DPL	204 12 204 13		DPL bi-directional to E.223 DPL 590m, 1932ft UPL 461m, 1512ft
DAWLISH WARREN	204 34		Platform 1 - 129m (141 yards) Platform 2 - 127m (138 yards)
	204 55		LOD(P) Up line only (Dawlish Warren/Teignmouth) at 204m 57ch

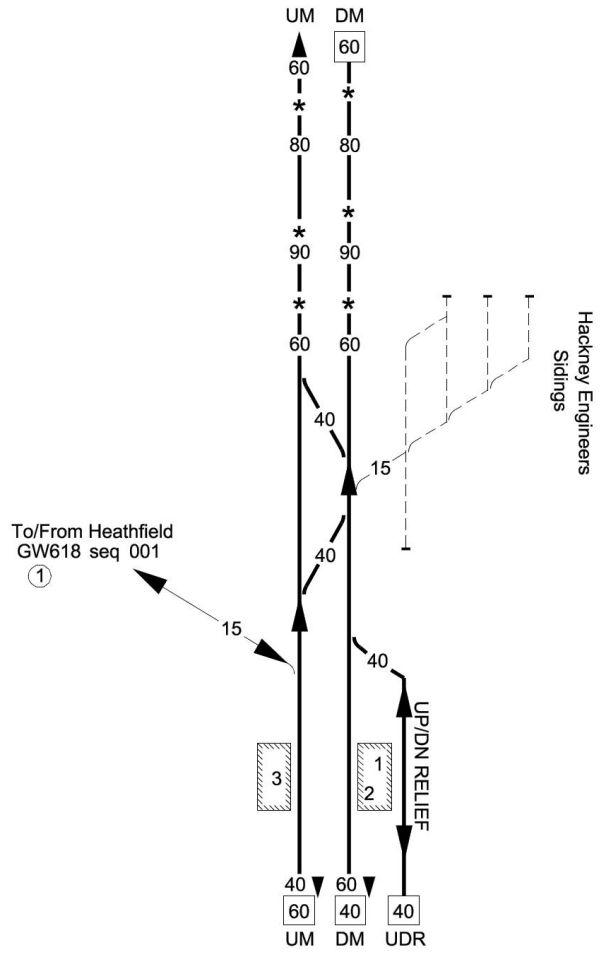
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	010	Fordgate to Penzance	MLN1	Western	24/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	204 55		GSM-R TCB Exeter SB (E) RA8 Panel A Axle counter area
	204 60 *		
			UM bi-directional between Dawlish Warren and Teignmouth
	205 10 *		
	206 00 *		
			206m 01ch and 206m 34ch
DAWLISH	206 07		Platform 1 - 286m (312 yards) Platform 2 - 183m (200 yards)
Kennaway Tunnel 191m (209 yards)	206 34 to 206 43		
Coryton Tunnel 205m (224 yards)	206 53 to 206 63		

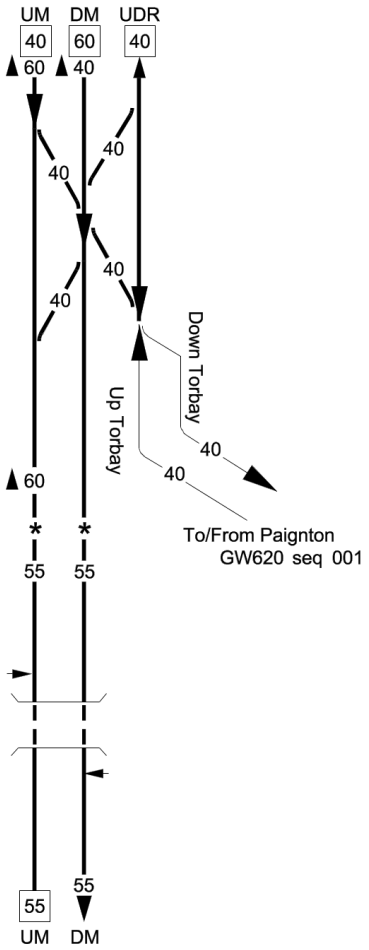
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	011	Fordgate to Penzance	MLN1	Western	19/08/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	206 63		GSM-R TCB Exeter SB (E) RA8 Panel A Axle counter area
Phillot Tunnel 50m (55 yards)	206 66 to 206 69		
Clerks Tunnel 60m (66 yards)	206 72 to 206 75		
Parsons Tunnel 468m (512 yards)	207 19 to 207 42		
	207 55 *		
	208 45 *		UM bi-directional between Dawlish Warren and Teignmouth
TEIGNMOUTH	208 70		Platform 1 - 207m (226 yds) Platform 2 - 177m (194 yards) End of axle counter area
	209 10		LOD(P) Up line only (Teignmouth/ Dawlish Warren) at 209m 10ch
	209 11		

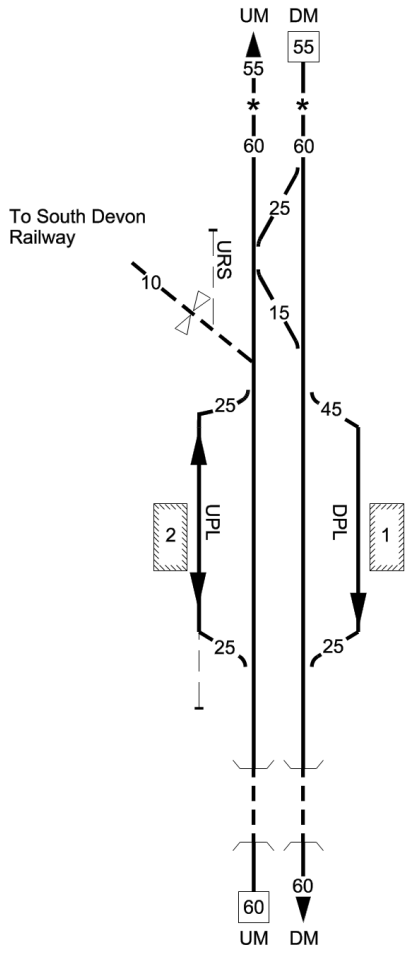
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	012	Fordgate to Penzance	MLN1	Western	08/12/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	209	11		GSM-R TCB Exeter SB (E) RA8 Panel A
	209	63 *		
	209	65 *		
	210	20 *		
	210	21 *		
	212	60 *		
Newton Abbot East Crossovers	213	47		(1) Heathfield branch temporarily out of use between 0m 55ch and 4m 07ch NC/G1/2020/WEST/686
	213	**70**		
Newton Abbot East Junction	213	75		All lines bi-directional in station area
NEWTON ABBOT (GW108)	214	05		Platform 1 - 327m (358 yards) (PP) Platform 2 - 326m (357 yards) (PP - C) Platform 3 - 327m (358 yards) (PP - C)
(start/end of diagram)	214	05		

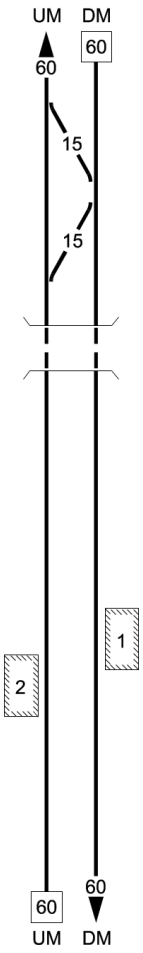
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	013	Fordgate to Penzance	MLN1	Western	22/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	214 05		GSM-R TCB Exeter SB (E) RA8 Panel A
Newton Abbot West Jn (GW108)	214 43		
	216 60 *		Location of known low rail adhesion both lines 216mp to 222 mp
	217 40	T	
	217 55	T	
Dainton HABD (UP)	217 57		
Dainton Tunnel (266m, 291 yds)	217 63 to 217 76		
Dainton HABD (DOWN)	217 76		
	217 79	T	
	218 05	T	
(start/end of diagram)	218 30	T	

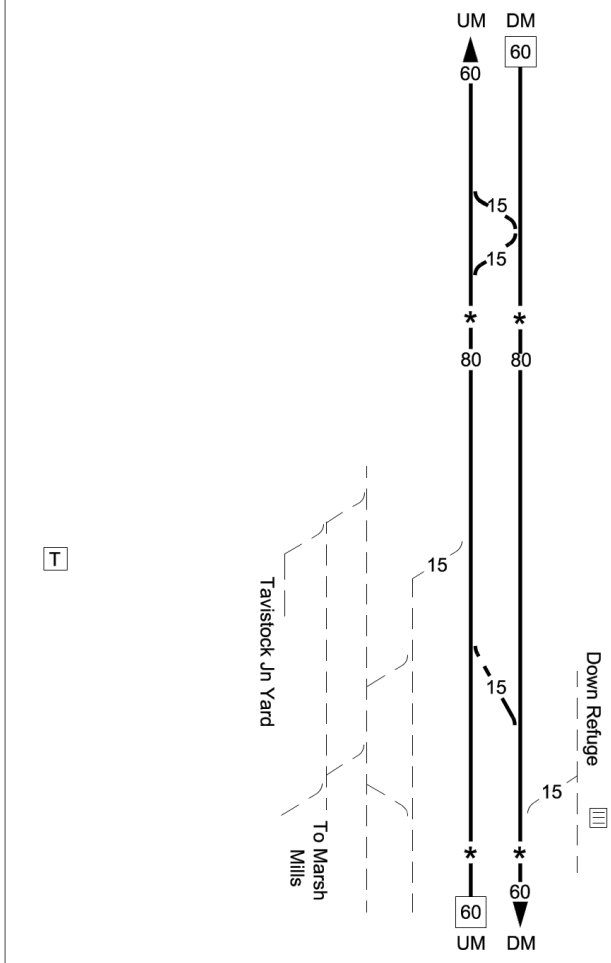
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	014	Fordgate to Penzance	MLN1	Western	18/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	218 30		GSM-R TCB Exeter SB (E) RA8 Panel A
	221 55 *		Location of known low rail adhesion both lines 216mp to 222mp
Totnes East Crossovers	222 39		
Network Rail / South Devon Railway Boundary	222 45		
Ashburton Junction	222 49		
TOTNES	222 66		Platform 1 - 193m, 211yds Platform 2 - 200m, 218yds DPL 352m, 1155ft UPL 384m, 1260ft to E.298 UPL bi-directional
Marley Tunnels (793m, 867yds) (single bores)	227 62 to 228 22	T T	Plymouth SB (PH) (East) Axle counter area Starts DM signal PH5601 toward west Ends UM signal E1 from west
	229 00		

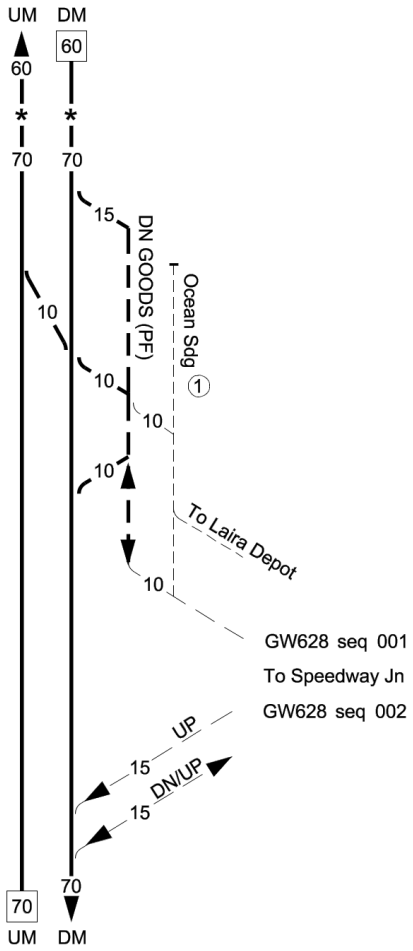
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	015	Fordgate to Penzance	MLN1	Western	18/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	229 00		GSM-R TCB Plymouth SB (PH) RA8 (East) Axle counter area
Aish Emergency Crossovers	230 37		
Wrangaton Tunnel 63m (69 yards)	231 58 to 231 61		
	232 76	T	
			Location of known low rail adhesion - Down 233m 67ch to 234m 27ch
IVYBRIDGE	234 27		Platform 1 - 104m (114 yards) Platform 2 - 104m (114 yards)
	234 78	T	
	237 00		

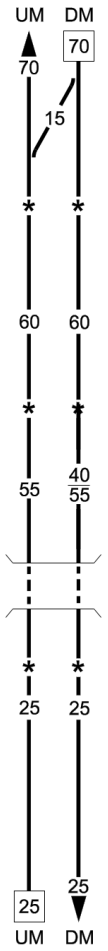
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	016	Fordgate to Penzance	MLN1	Western	17/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	237 00		GSM-R TCB Plymouth SB (PH) RA8 (East)
Hemerdon Emergency Crossovers	239 13		
	239 20 *		
	242 55	T	Axle counter area Starts UM 242m 35 to east Ends DM 242m 57ch from east TCB Plymouth SB (P) RA8 (East)
Tavistock Jn Yard			
	242 60		
Tavistock Jn GF	242 69		
	242 70 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	017	Fordgate to Penzance	MLN1	Western	22/06/2024

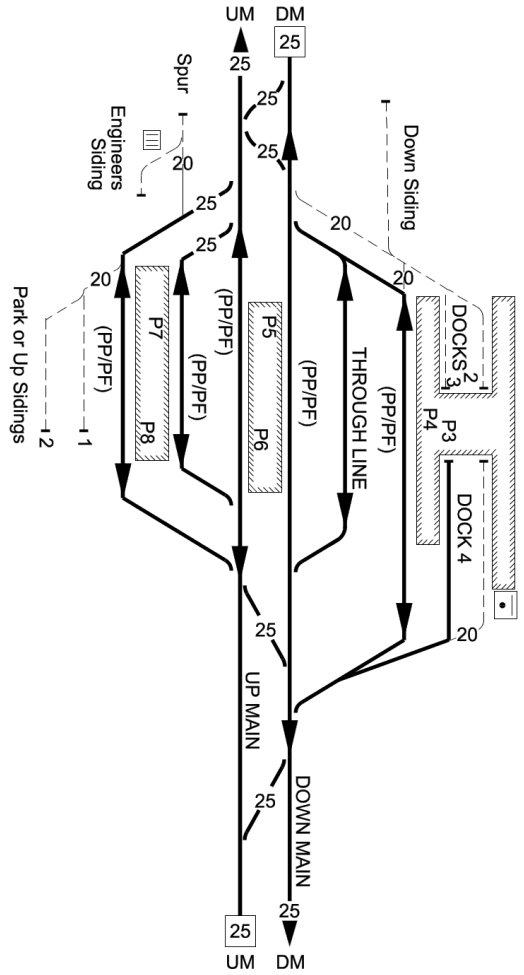
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	242	70		GSM-R TCB Plymouth SB (P) RA8 (East)
	243	15 *		
Laira Jn (GW108)	243	67		
Laira Diesel Depot (GW108)				① - Ocean siding out of use
Lipson Jn (GW108)	244	35		
(start/end of diagram)	244	35		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	018	Fordgate to Penzance	MLN1	Western	11/02/2023

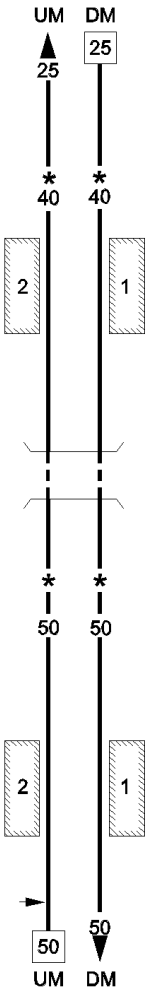
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	244 35		TCB Plymouth SB (P) RA8 (East)
	244 50 *		
	245 10 *		
Mutley Tunnel (290m, 317 yds including 123m, 134 yds of elevated car park)	245 32 to 245 46		Plymouth SB (P) (West)
	245 47 *		
	245 50		

GSM-R

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	019	Fordgate to Penzance	MLN1	Western	11/02/2023

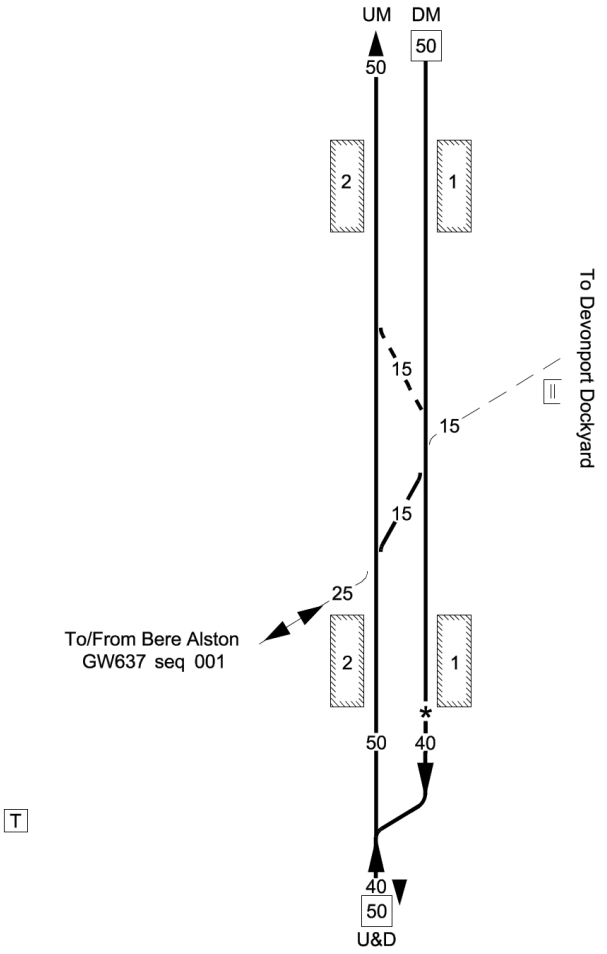
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	245 50		GSM-R TCB Plymouth SB (P) RA8 (West)
Plymouth East GF	245 56		AWS not provided in station area All lines bi-directional in station area All connections 25mph in station area, except where shown Platform 3 - 78m, 85yds (PP) Platform 4 - 298m, 326yds Platform 5 - 300m, 328yds Platform 6 - 260m, 284yds Platform 7 - 298m, 326yds Platform 8 - 300m, 328yds Standage on Through Line - 240m, 263yds
PLYMOUTH	245 75		
Plymouth SB (P)	246 04		
	246 15		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	020	Fordgate to Penzance	MLN1 MLN2	Western	02/02/2013

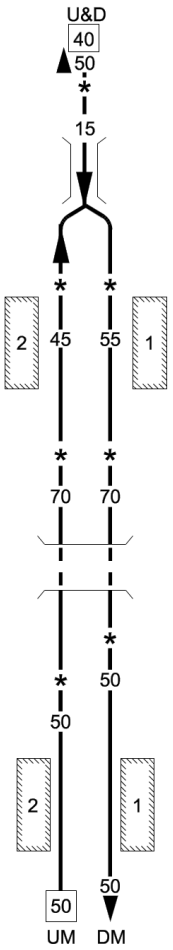
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Plymouth SB (P) RA8
Former Devonport Jn/Cornwall Loop (Change of mileage and ELR)	246 15 247 28 247 42 *		ELR - MLN1 ELR - MLN2
DEVONPORT	248 28		Platform 1 - 100m, 109yds Platform 2 - 180m, 197yds
Devonport Tunnel (107m, 117yds)	248 37 248 to 42		
	248 43 *		
DOCKYARD	248 60		Platform 1 - 96m, 105yds Platform 2 - 79m, 86yds
Keyham HABD	248 77		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	021	Fordgate to Penzance	MLN2	Western	07/12/2024

Location	Mileage M	Ch		Signalling & Remarks
(Start/end of diagram)	248	77		TCB Plymouth SB (P) RA8 (West) GSM-R
KEYHAM	249	25		Platform 1 - 129m, 141yds Platform 2 - 123m, 135yds
Keyham West GF	249	39		See local instructions
Dockyard Jn	249	41		
	249	70		
St. Budeaux Jn (GW108)	250	00		
ST. BUDEAUX FERRY ROAD	250	15		Platform 1 - 124m, 136yds Platform 2 - 126m, 138yds
	250	20	*	
Single Line Jn	250	25	T	
(Start/end of diagram)	250	69		

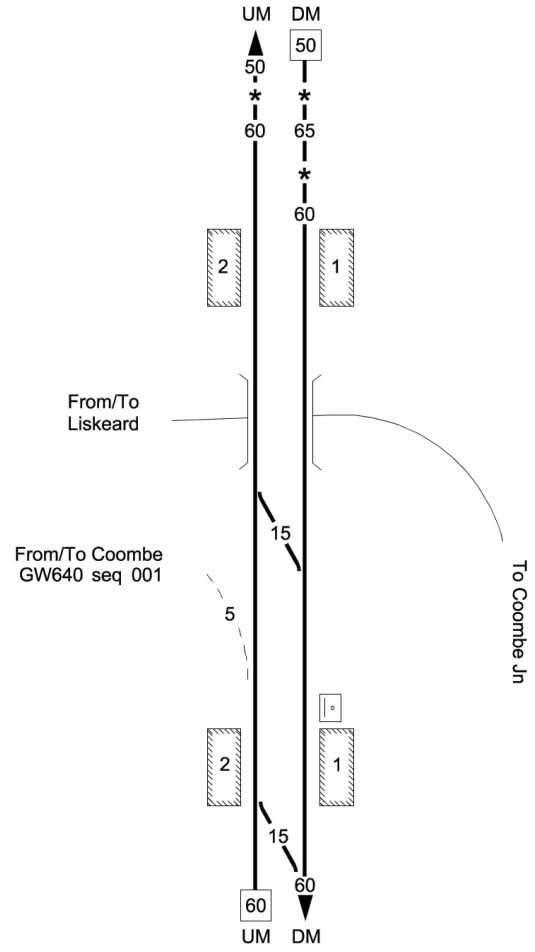


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	022	Fordgate to Penzance	MLN2	Western	13/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Plymouth SB (P) RA8 (West)
	250 69 *		
Royal Albert Bridge (668m, 730yds)			
	251 23 *		
SALTASH	251 26		Platform 1 - 124m, 136yds Platform 2 - 127m, 139yds
	252 00 *		
	254 00	T	
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		

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
Change of Mileage (and change of ELR)	256 38		
	256 40 *		
	258 26	T	
	261 00 *		
MENHENIOT	261 61		
	261 63	T	
Liskeard (LD) SB	264 66	T	
LISKEARD	264 71		
	265 37		



TCB RA8 — Plymouth SB (P) (West)

GSM-R

ELR : MLN2

ELR : MLN3

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

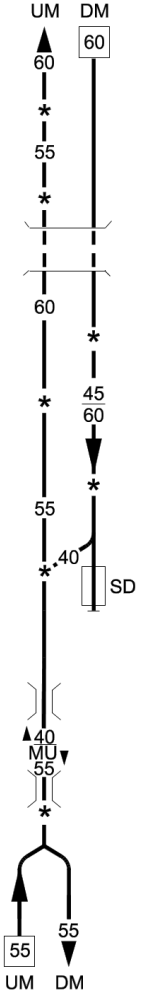
Platform 1 - 124m, 136yds
Platform 2 - 97m, 106yds

Tel. Down Platform

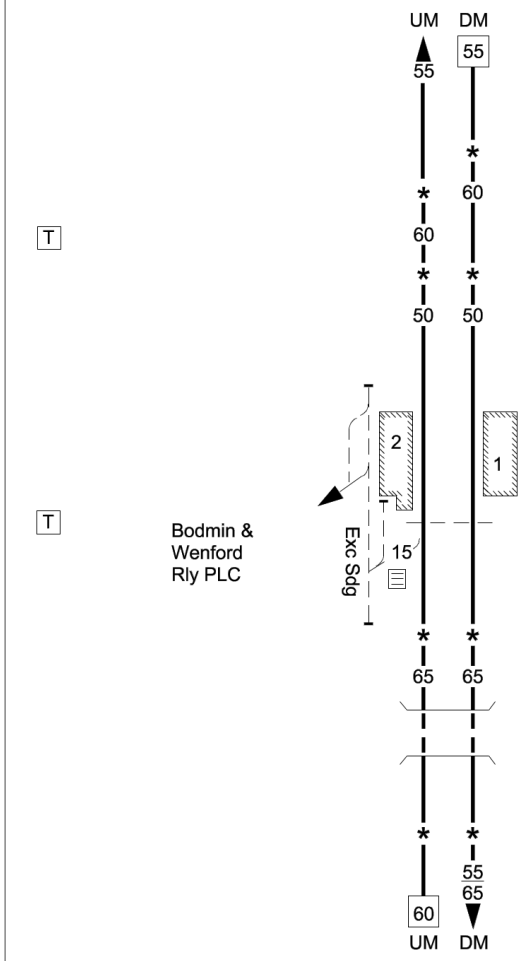
Liskeard SB (LD)

Platform 1 - 208m, 227yds
Platform 2 - 177m, 194yds

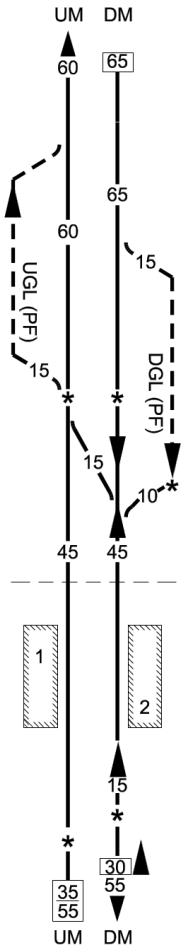
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	024	Fordgate to Penzance	MLN3	Western	13/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	265 37 *		GSM-R TCB Mid Cornwall (CL) (Exeter) RA8 Axle Counter Area starts DM 265m 08ch ends UM 265m 30ch
	265 60 *		
Sperritt Tunnel (91m, 99yds)	267 54 to 267 59		
	268 11	T	
	268 22 *		
	269 00 *		
	269 15 *		
St. Pinnock Jn	269 23 *		
	269 40 *		
St Pinnock Viaduct	269 40 to 269 49		
East Largin Viaduct	269 69 to 269 71		
	270 00 *		
Largin Jn	270 07		
	270 20		

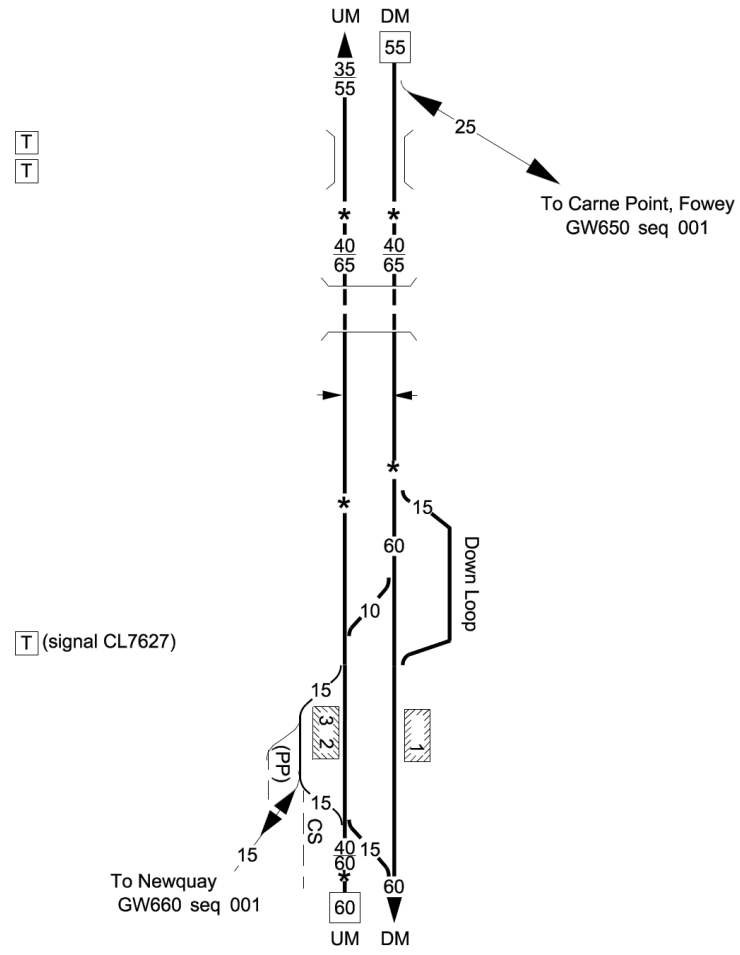
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	025	Fordgate to Penzance	MLN3	Western	13/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	270 20		GSM-R TCB Mid Cornwall (CL) RA8 (Exeter) Axle Counter Area
	271 00 *		
	271 10 *		
	272 00 T		
	273 63 *		
BODMIN PARKWAY Network Rail / Bodmin and Wenford Railway Boundary	274 03 274 05		Platform 1 - 198m, 217yds Platform 2 - 180m, 197yds
Barrow Crossing	274 06 T		
Bodmin Parkway GF	274 06		
	274 14 *		
Brown Queen Tunnel (80m, 88yds)	275 16 to 275 20		
	276 15 *		

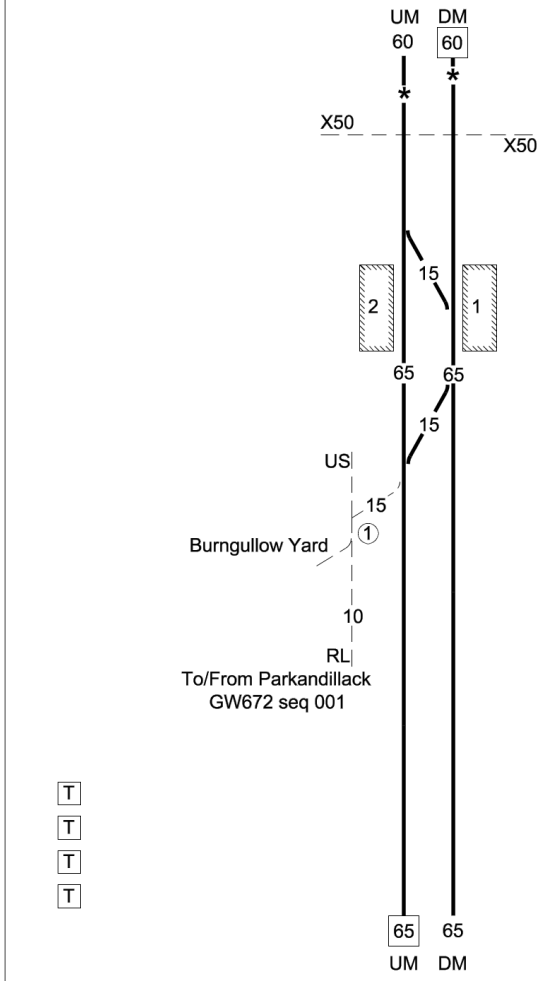
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	026	Fordgate to Penzance	MLN3	Western	13/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	276 15		GSM-R TCB Mid Cornwall (CL) RA8 (Exeter) Axle counter area
	277 24 *		Shunting - 197m standage between DM line signal CL5793 and fixed red CL5790
	277 29 *		DGL 384m, 1260ft UGL 384m, 1260ft
Lostwithiel LC (CCTV)	277 34		
LOSTWITHIEL	277 36		Platform 1 - 103m, 113yds Platform 2 - 124m, 136yds
	277 40 *		
	277 41 *		Location of known low rail adhesion Up Main 277m 46ch to 278m 70ch
	277 54		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	027	Fordgate to Penzance	MLN3	Western	01/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Mid Cornwall (CL) RA8 (Exeter)
Lostwithiel Jn	277 54		Axle counter area
Milltown Viaduct	278 48 T 278 64 T		
	278 70 *		
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		
	281 32 * 281 35 *		Location of Known low rail adhesion Down Main 280mp to 282mp
Par Loop Jn	281 57	T (signal CL7627)	Down Loop 384m, 1260ft (PP) up direction only (platform 3) from Up Newquay/Chapel Sidings - attach DMU/light locomotive Up Main - detach DMU
PAR	281 66		TCB Station barrow crossing (with telephones) Platforms 1 & 2 - 190m, 208yds Platform 3 - 164m, 179yds CS - Par Chapel Siding
	282 35 *		

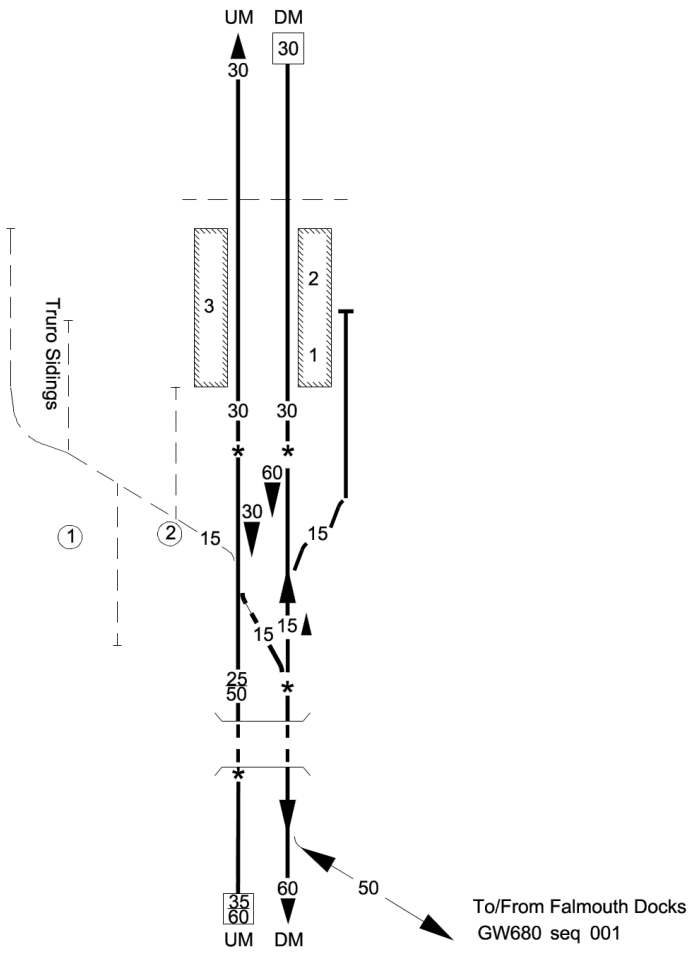
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	028	Fordgate to Penzance	MLN3	Western	13/07/2024

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

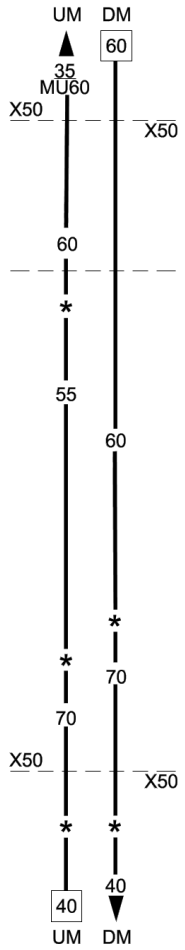
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	029	Fordgate to Penzance	MLN3	Western	13/07/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			UM DM	GSM-R
	293	17	65	TCB Mid Cornwall (CL) RA7 (Exeter)
Probus Quarry	294	38	T 65	Axle counter area
Probus	295	29		
	296	25 *	* 65	
			70 65	
Polperro Tunnel East	296	44	T	
Polperro Tunnel 531m (581 yards)	297	50 to 76		
Buckshead Tunnel 293m (320 yards)	299	10 to 25		Location of known low rail adhesion both lines 298mp to 301mp
	299	40 *	* 40	
			65	
Truro East Crossover	300	32 *	*	
			30	Shunting - 485m standage between DM line signal CL5895 and LOS CL7632
	300	50 *	40	
	300	51 *	* *	
			30 30	
			UM DM	

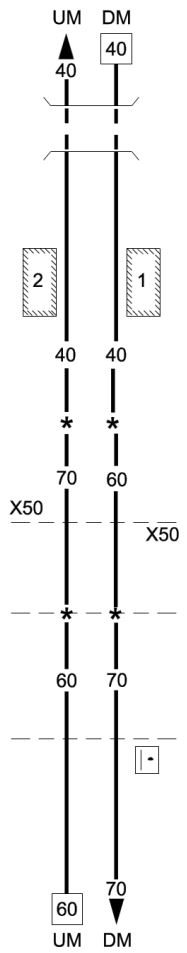
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	030	Fordgate to Penzance	MLN3	Western	01/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	300 51		GSM-R TCB Mid Cornwall (CL) RA7 (Exeter) Axle counter area Location of Known Low rail adhesion All lines 298mp to 301mp
Truro LC (MCB-OD)	300 57		
TRURO	300 63		Platform 1 - 80m (87 yards) Platform 2 - 199m (218 yards) Platform 3 - 219m (240 yards) Platform 2 & 3 - PP-A - Detaching ONLY
	300 70 *		
	301 02 *		① Cornwall Farmers sidings Out of Use ② Hand points 9560 electrically detected - see local instructions
Highertown Tunnel 64m (70 yards)	301 05 to 301 09		
Penwithers Jn	301 25		

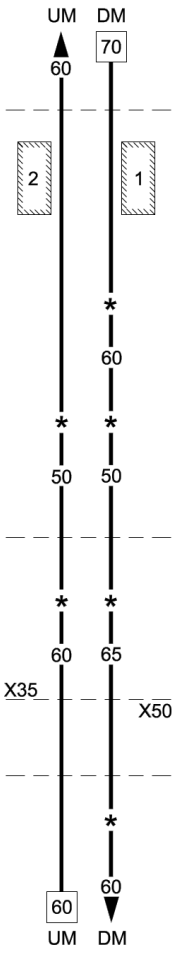
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	031	Fordgate to Penzance	MLN3 MLN4	Western	11/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	301 25		GSM-R TCB Roskear (R) RA7
	301 55 *		Axle Counter area
Paradise LC UWC (R/G-X)	302 16	T	
Trurans FP	304 30	T	
Saveock FP	304 49	T	
Tallicks LC (UWC)	305 33	T	
	305 60 *		
Change of mileage (and change of ELR)	305 65		ELR : MLN3
	305 67		ELR : MLN4
	306 03	T	
	306 20 *		
	306 50 *		
Treleigh FP (R/G-X)	308 76		
	309 60 *		

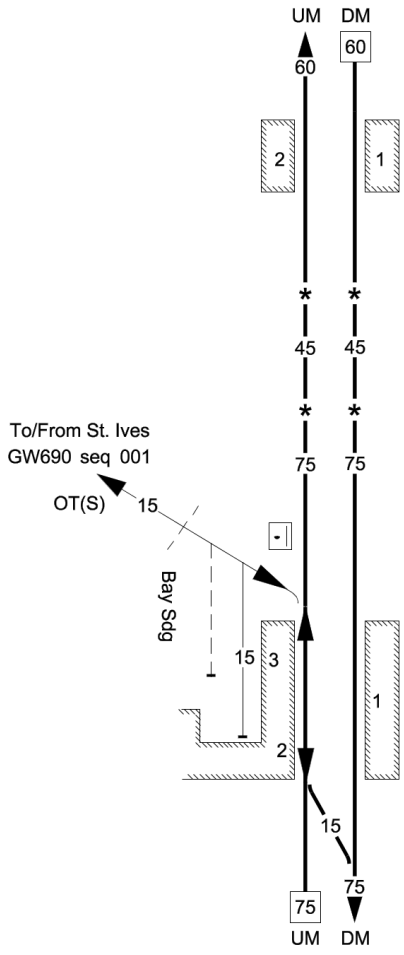
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	032	Fordgate to Penzance	MLN4	Western	11/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	309 60		TCB Roskear Jn SB (R) RA7 GSM-R
Redruth Tunnel 43m (47 yards)	309 62 309 to 64		Axle Counter Area
REDRUTH	309 68		Platform 1 - 169m (185 yards) Platform 2 - 173m (189 yards)
	310 10 *		
Trevingey FP - (R/G - K)	310 41		
Dolcoath LC (MCB - OD)	312 62 *		
Roskear Jn LC (MCB)	313 19		
Roskear Jn SB (R)	313 20		
	313 35		

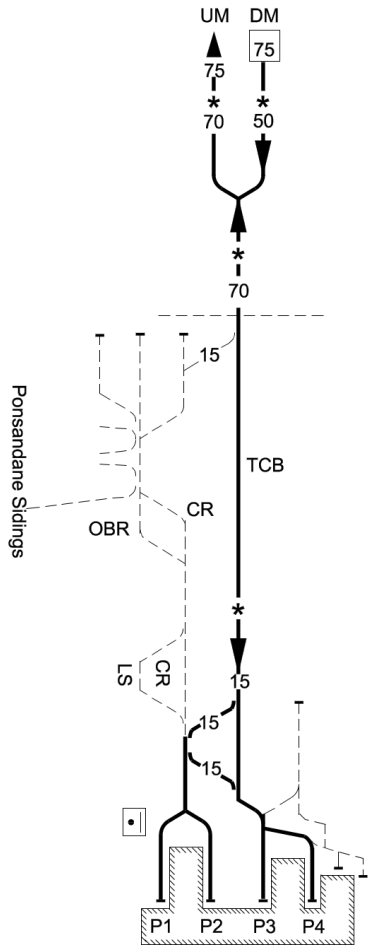
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	033	Fordgate to Penzance	MLN4	Western	13/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Roskear Jn SB (R) RA7 Axle Counter Area
Camborne LC (CCTV)	313 35		
CAMBORNE	313 40		Platform 1 - 184m (201 yards) Platform 2 - 194m (212 yards)
	314 60 *		Location of known low rail adhesion
			Up Main 313mp to 314mp
	315 60 *		Start of Axle Counter area on Up Main
Gwinear Road LC (AHBC)	315 73		
	316 00 *		
Upper Trenowin LC UWC (R/G - X)	316 35	T	
Lower Trenowin LC UWC (R/G)	316 52	T	
	317 75 *		Location of known low rail adhesion both lines 318m 30ch to 320mp
	318 67		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	034	Fordgate to Penzance	MLN4	Western	22/06/2024

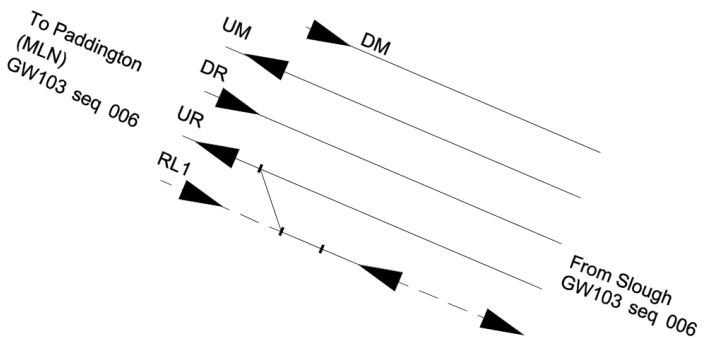
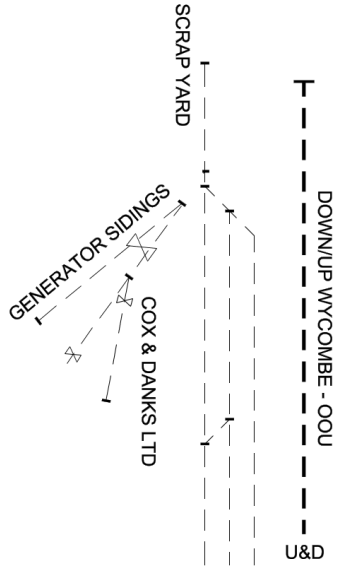
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB St. Erth SB (SE) RA7
(start/end of diagram)	318 67		End of Axle counter section on Down Main
HAYLE	319 31		Platform 1 - 132m (144 yards) Platform 2 - 135m (148 yards)
	319 36 *		Location of known low rail adhesion both lines 318m 30ch to 320mp
	319 50 *		
St. Erth SB (SE)	320 67		
St. Erth Jn (GW108)	320 73		
ST. ERTH (GW108)	320 78		Platform 1 - 177m (194 yards) Platform 2 - 176m (192 yards) Platform 3 - 106m (116 yards) (PP) Bay Sdg - 60m (65 yds)
(start/end of diagram)	322 20		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	035	Fordgate to Penzance	MLN4	Western	22/06/2024

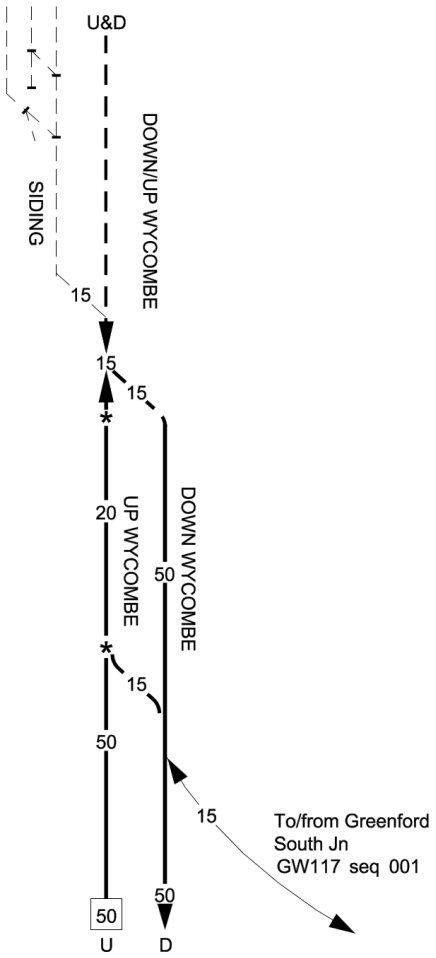
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	322	20		AB Penzance SB (PZ) RA7
	324	75 *		
Single line Jn (GW108-035)	325	00		TCB
	325	02 *		
Long Rock LC (CCTV)	325	12		Axle Counter area
				OBR - Old Bank Road
	326	24 *		CR - Carriage Reception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

GSM-R

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

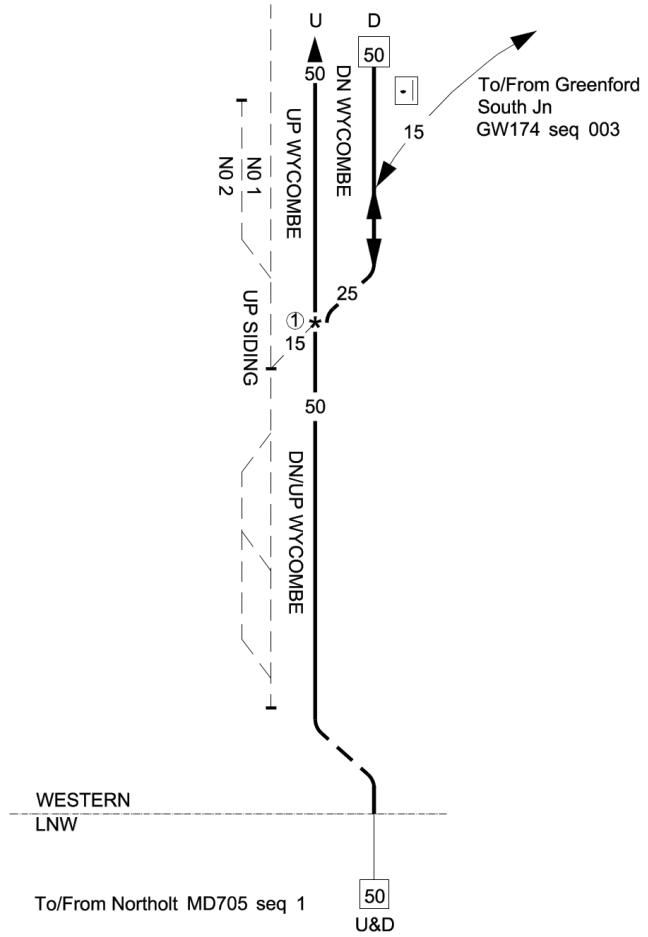
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Old Oak Common West	3 20		GSM-R TCB Greenford East SB (GE) RA8
	3 71		Wycombe single recovered between 3m 20ch and 3m 71ch Temporary buffer stop

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

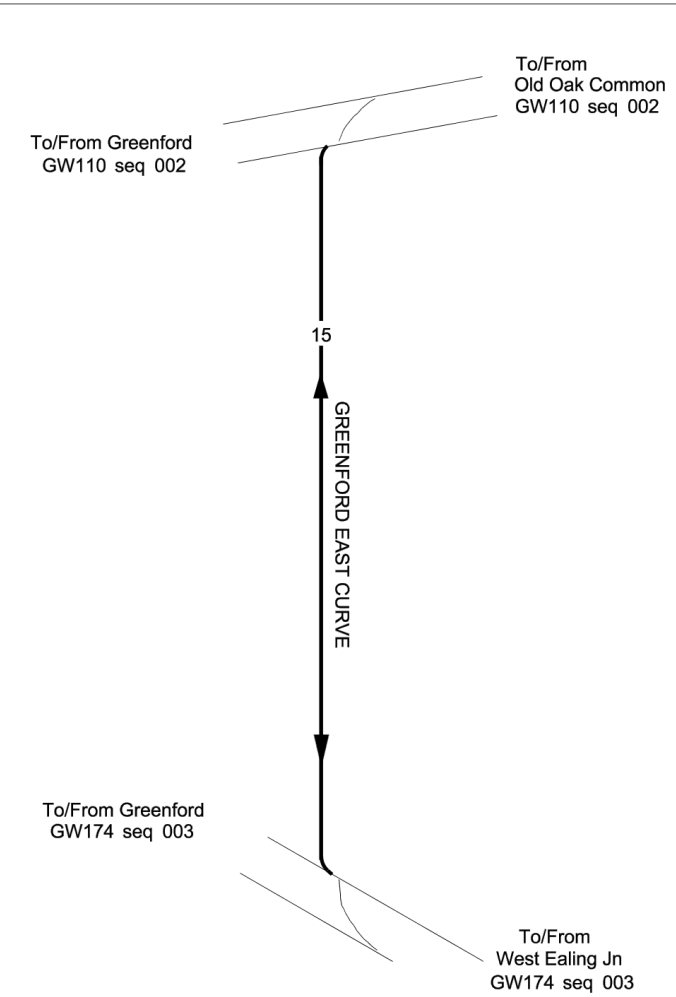
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end diagram)	4 30		TCB Greenford East SB (GE) RA8
Park Royal Jn	4 65		
	4 76 *		Greenford East SB (GE)
	7 11 *		
Greenford East Jn (GW110)	7 15		
(start/end diagram)	7 40		

GSM-R

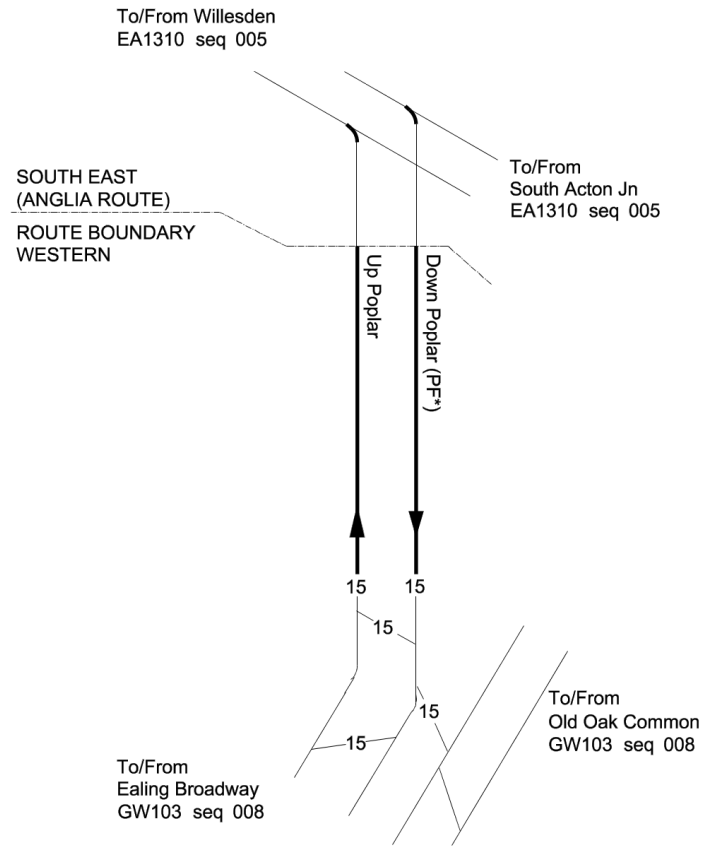
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW110	003	Old Oak Common West to South Ruislip (Excl)	ANL	Western	25/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end diagram)	7 40		GSM-R TCB Greenford East SB (GE) RA8
Greenford East (GE) SB (GW110)	7 44		
Greenford West Jn (GW110)	7 48		Axle counter area
			① Connection an Up Sidings - Out of use
Route Boundary LNW	8 60		Lines between Route boundary and South Ruislip controlled by Marylebone (ME) signalling centre
See LNW(S) route Sectional Appendix			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW117	001	Greenford East Jn To Greenford South Jn	GEC	Western	25/05/2024

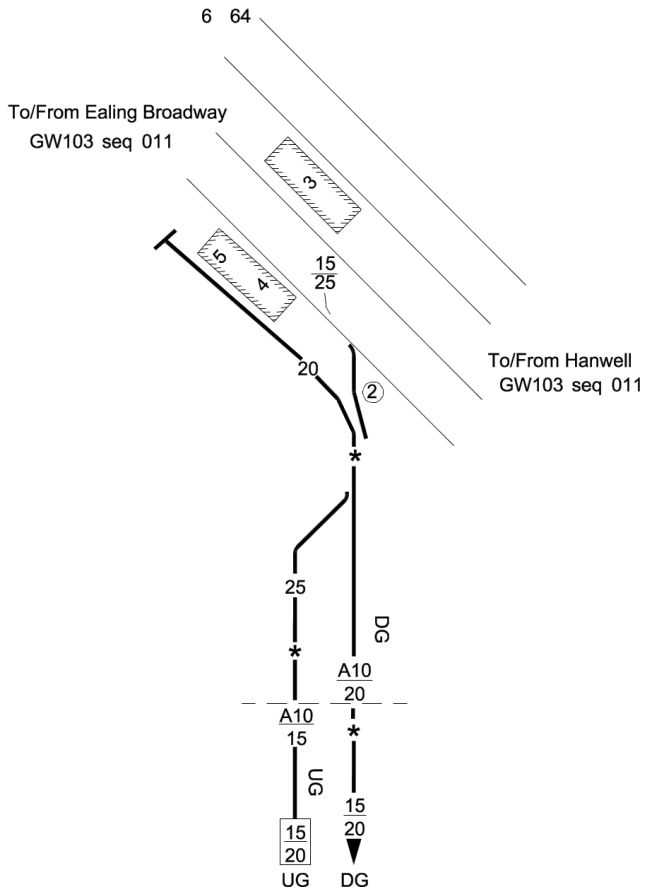
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Greenford East Jn (GW117)	7 15		TCB Greenford East SB (GE) RA8 GSM-R
	8 70		
Greenford South Jn (GW117)	8 45		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW130	001	Acton Wells Jn To Acton East Jn	AWL	Western	22/04/2025

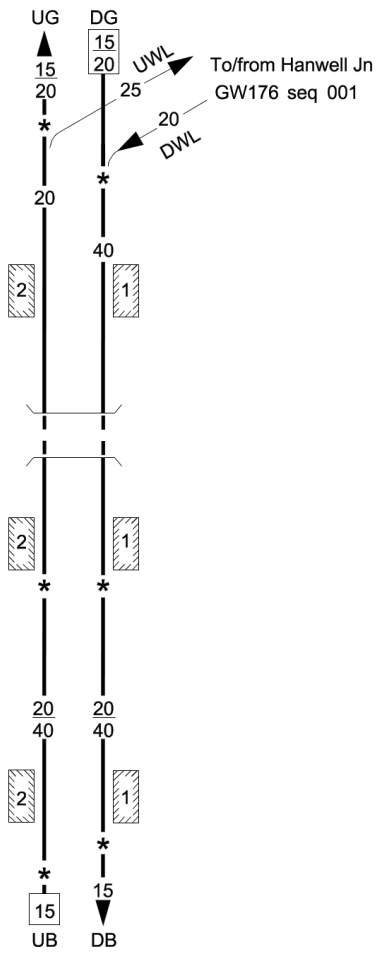
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
See Anglia Route Sectional Appendix			GSM-R TCB Thames Valley Signalling Centre (Acton) (SN) RA8 AC - Didcot
Acton Wells Jn (GW130)	0 72		
	0 49		
Route boundary South East (Anglia Route)	0 39		
Acton East Jn (GW130)	0 08		
	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.

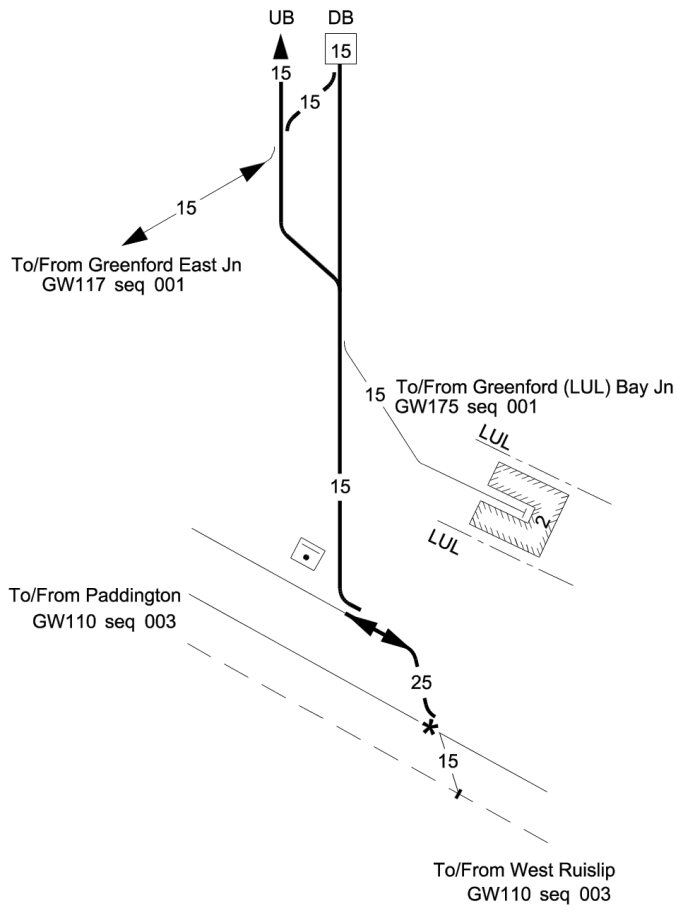
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW174	001	West Ealing to Greenford West Jn	WEL1	Western	25/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Thames Valley Signalling Centre RA8 (Acton) (SN) GSM-R Axle Counter Area Bay Platform electrified with fast charging rail (locally isolated)
WEST EALING (GW174)	6 46		
			Bay platform 5 - 114m (124yds) - PP
West Ealing Jn (GW174)	6 56		② 15/25 mph down/25mph Up
	6 64		
	6 70 *		
Plassers LC (AOCL+B) ③	6 71	T	③ AOCL Level Crossing with barriers
	6 72 *		
(start/end of diagram)	8 75		DG - Down Greenford UG - Up Greenford

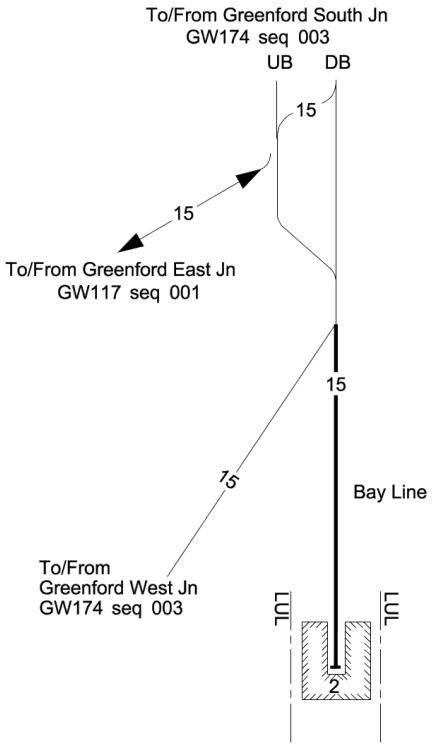
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW174	002	West Ealing to Greenford West Jn	WEL1	Western	25/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Thames Valley Signalling Centre RA8 (Acton) (SN)
(start/end of diagram)	6 75		Axle Counter Area to Drayton Green Station
Drayton Green Jn (GW174)	7 03 *		UWL - Up West Loop DWL - Down West Loop UG - Up Greenford DG - Down Greenford Platform 1 - 53m, 58yds Platform 2 - 50m, 55yds
DRAYTON GREEN	7 07		
Drayton Green Tunnel (463m, 506yds)	7 15 to 7 36		
CASTLE BAR PARK	7 44		Platforms 1 & 2 - 50m, 55yds
Change of line name	7 46 *		
	7 64		Platform 1 - 49m, 54yds Platform 2 - 51m, 56yds
SOUTH GREENFORD	8 24		Greenford East SB (GE)
	8 37 *		
(start/end of diagram)	8 40 *		UB - Up Branch DB - Down Branch

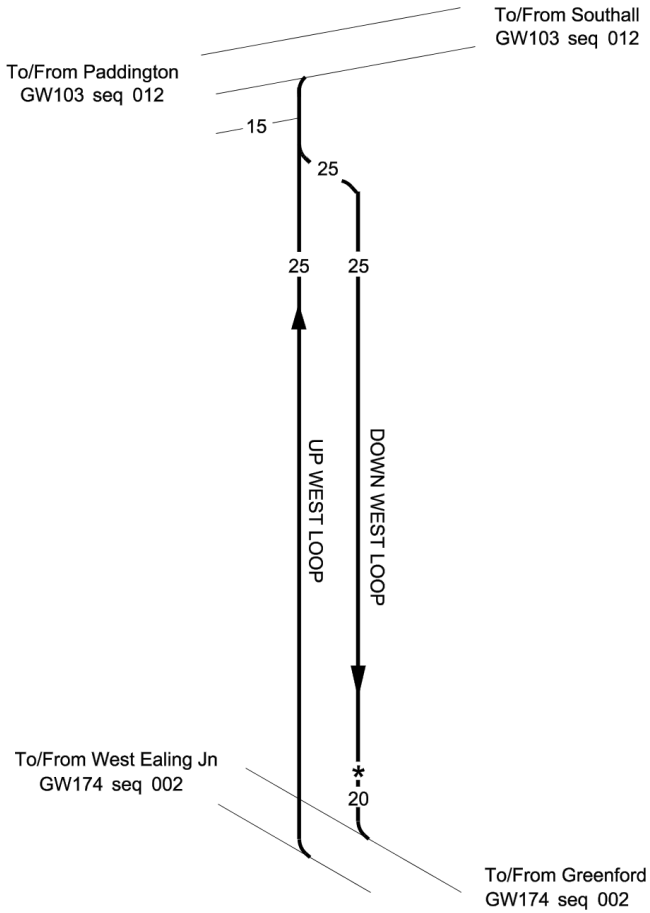
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW174	003	West Ealing to Greenford West Jn	WEL1	Western	02/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	8 40		GSM-R TCB Greenford East SB (GE) RA8
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		

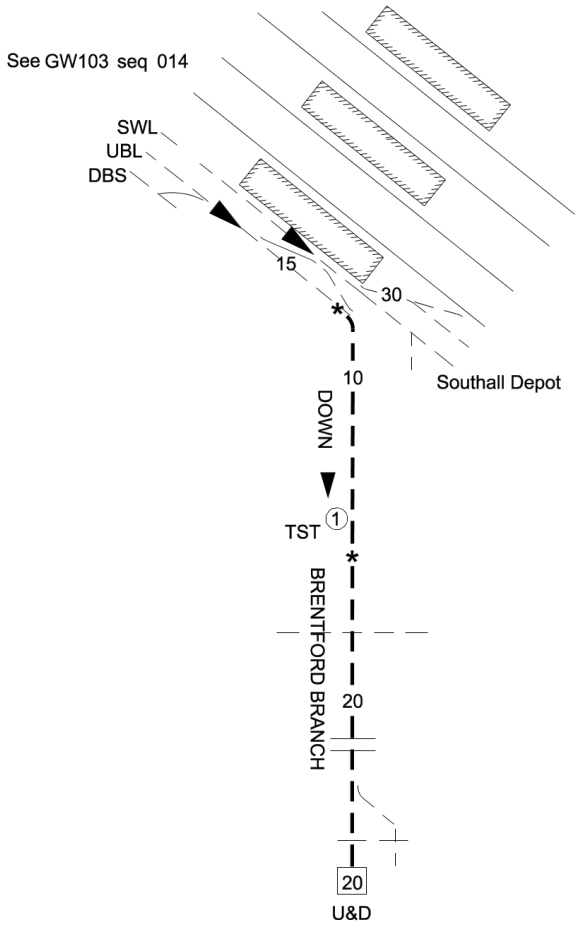
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW175	001	Greenford (LUL) Bay Jn to Greenford Station	WEL2	Western	25/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Greenford South Jn (GW175)	8 45		GSM-R TCB Greenford East SB (GE) RA5 UB - Up Branch DB - Down Branch
Greenford (LUL) Bay Jn (GW175)	8 65		
GREENFORD	9 06		Platform 2 - 83m, 91yds

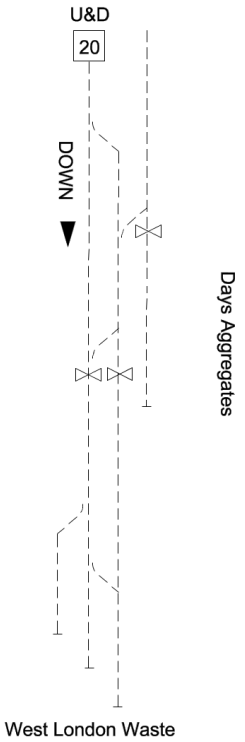
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW176	001	Hanwell To Drayton Green Jn	HAN	Western	25/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hanwell Jn (GW176)	7 19		TCB Thames Valley Signalling Centre RA8 (Acton) (SN) GSM-R Axle Counter Area
	0 00		
Drayton Green Jn (GW176)	0 36		
	7 03		

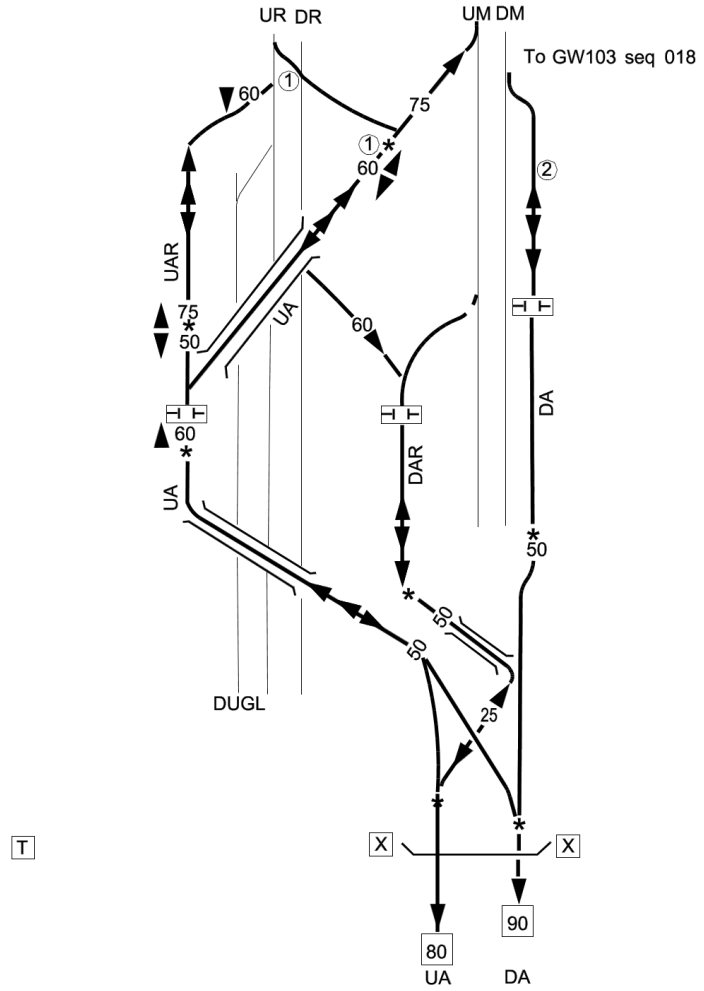
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW178	001	Southall To Brentford Goods	BRB	Western	03/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
SOUTHALL (GW178)	9 06		GSM-R TST Thames Valley Signalling Centre (Hayes) (SN) RA8 AC - Didcot (1) See Local Instructions SWL - Southall West Loop UBL - Up Brentford Loop DBS - Down Brentford Siding
	0 00		
	0 08 *		TPWS and AWS not provided
	1 00 *		
Warren Farm LC (UWC)	1 37	T	
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

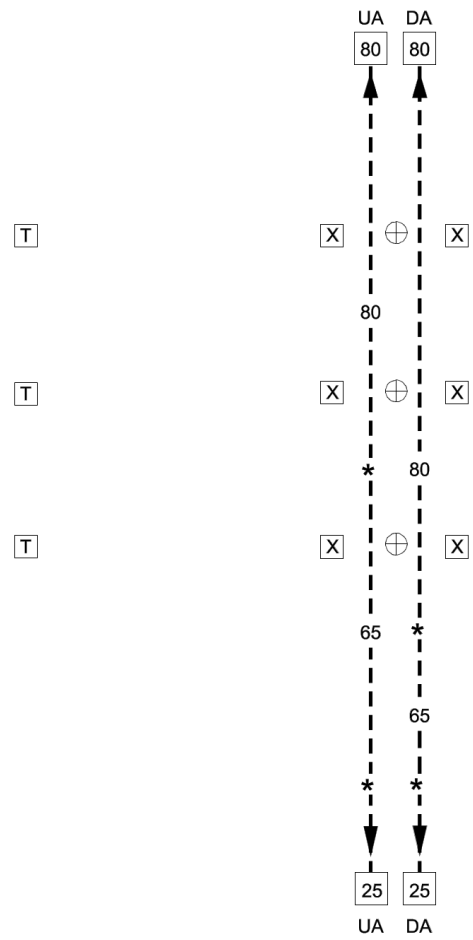
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW178	002	Southall to Brentford Goods	BRB	Western	25/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	2 12		Siding RA8 Thames Valley Signalling Centre (Hayes) (SN) GSM-R
Day & Son handpoints	2 36		
Gate (GW178)			
Gate (GW178)	2 49		
Brentford Goods	2 70		

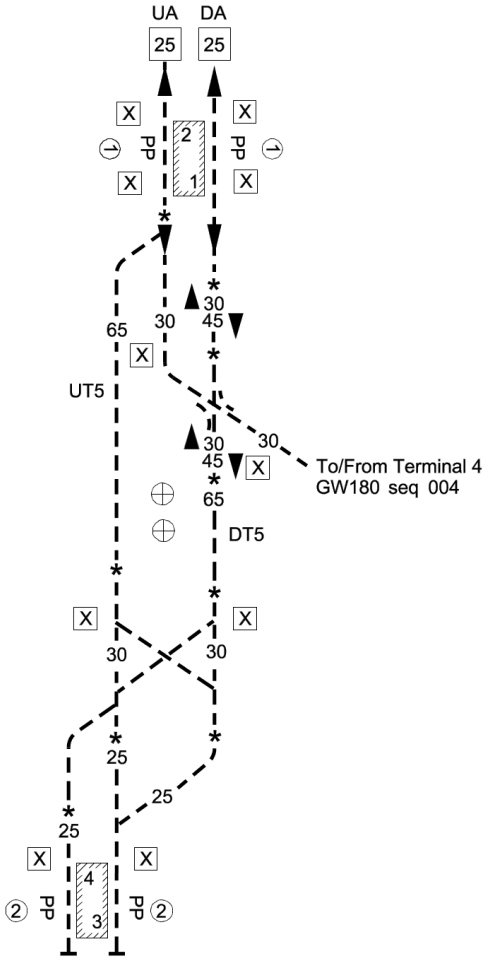
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW180	001	Heathrow Airport Jn to Heathrow Terminals 4 and 5	HLL	Western	25/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Heathrow Airport Jn (GW180) (Up Relief) (GW180) Heathrow Airport Jn (GW180) (Down Main) (GW180)	11 13 11 15		TCB Thames Valley Signalling Centre RA8 (Hayes) (SN) ERTMS Level 2 Overlay AC: Didcot GSM-R 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 ① - 70mph UA to UR/60mph UR (Rev) to UA (Rev) ② - 75mph Down/50mph Up Viaduct over main lines (UA & DAR)
Heathrow Tunnel Jn Mileage/metreage change	12 27 19846m		
Network Rail/Heathrow Airport Ltd Boundary	12 30 19929m * 19936m *		TCB Thames Valley Signalling Centre RA8 (Heathrow) (SN) ERTMS AC: Didcot Level 2 Overlay
Tunnel Portals	20464m		LOD(T) (DA01 - DA Tunnel Portal/T2,3 and UA01 - UA Tunnel Portal/T2,3) at 19908m

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW180	002	Heathrow Airport Jn to Heathrow Terminals 4 and 5	HLL	Western	25/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	20464m *		TCB Thames Valley Signalling Centre RA8 (Heathrow) (SN) ERTMS AC: Didcot Level 2 Overlay GSM-R
Shepiston Lane Escape Shaft	20564m		ATP - provided LOD(T) (DA02 Tunnel Portal/T2,3 and UA02 - UA Tunnel Portal/T2,3) at 20564m
Sipson Farm Escape Shaft	21530m		LOD(T) (DA03 - DA Tunnel Portal/T2,3 and UA03 - UA Tunnel Portal/T2,3) at 21530m
	22452m *		
Custom House Escape Shaft	22481m		LOD(T) (DA05 - DA Tunnel Portal/T2,3 and UA05 - UA Tunnel Portal/T2,3) at 22481m
	22515m *		
	23407m *		UA - Up Airport DA - Down Airport UA & DA - Bi-directional

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW180	003	Heathrow Airport Jn To Heathrow Terminals 4 and 5	HLL	Western	18/11/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	23407m *		TCB Thames Valley Signalling Centre RA8 (Heathrow) (SN) ERTMS AC: Didcot Level 2 overlay GSM-R ATP - provided LOD(T) DA06 DA Tunnel Portal/T2 & 3 at 23496m LOD(T) UA06 T2 & 3/UATunnel Portal at 23446m
HEATHROW CENTRAL (TERMINALS 2 & 3)	23550m T		Platforms - 195m (213 yards) ① PP-C Contingency use only for Class 1, 2, 3 ECS or 5 trains from signals SN331, SN333 and SN392 only
	23667m *		
	23750m *		LOD(T) UT4/DT407 (UA/DA11) T2 & 3/DT5 at 23699m LOD(T) UT502 UT5/T2 & 3 at 23647m
	23965m *		UA - Up Airport DA - Down Airport
			LOD(T) UA/DA14 UT5/T2 & 3 at 23898m
	24113m *	To/From Terminal 4 GW180 seq 004	
T3 Escape Shaft	24200m T		LOD(T) UA/DA12 T2 & 3/DT5 at 24113m
T5C Escape Shaft	25260m T		
	25560m *		LOD(T) UT506, UT504 & P401 T2 & 3/UT5 at 25560m LOD(T) DT506, DT504 & P301 DT5 at 25664m
	25664m *		
			UA, DA, UT5 and DT5 Bi-directional
	25950m * ①		① DT5 metreage
	26035m * ①		UT5/DT510, UT507, UT509, P409 T2, 3/T5 at 25936m LOD(T) DT509, DT508, DT507, P302 T2, 3/T5 at 25933m
HEATHROW TERMINAL 5	26285m T ①		Platforms - 217m (237 yards) ② PP-C Contingency use only for Class 1, 2, 3 ECS or 5 trains from signals SN361 and SN397

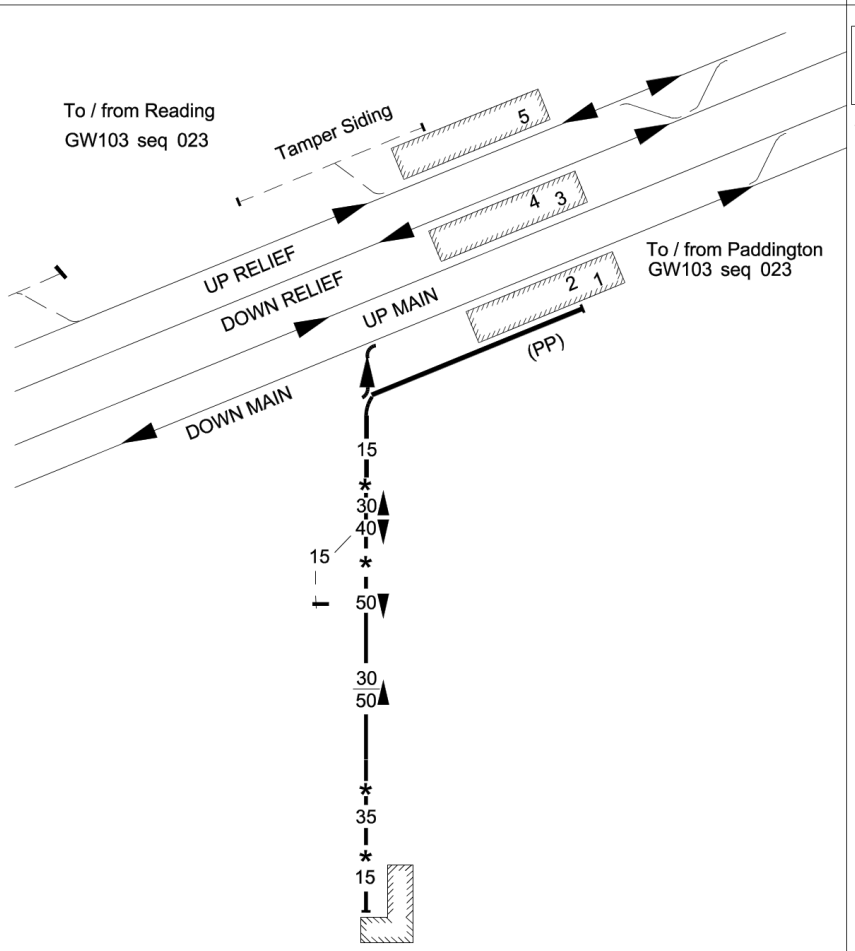
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW180	004	Heathrow Airport Jn To Heathrow Terminals 4 and 5	HLL	Western	18/11/2023

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 ATP - provided
		30	
	24124m *	*	
Pier 7 Escape Shaft	24301m	T X ⊕	LOD(T) UT4/DT408 (UA/DA13) T4/T2,3 at 24301m
Sealand Road Escape Shaft	25389m	T X ⊕	UA4/DT409 T4/T2,3 at 25389m
		60	
	25848m *	*	
		30 U&DT4	U&DT4 - Up and Down Terminal 4
	26220m *	* 20	U&DT4 - Bi-directional
		30 30	
	26401m *	* 2	Platforms - 195m (213 yards)
		X PP ①	LOD(T) UT4/DT410 T4/T2,3 at 26520m
HEATHROW TERMINAL 4	26520m	T ① PP 1	① PP-C Contingency use only for Class 1, 2, 3 ECS or 5 trains from SN345

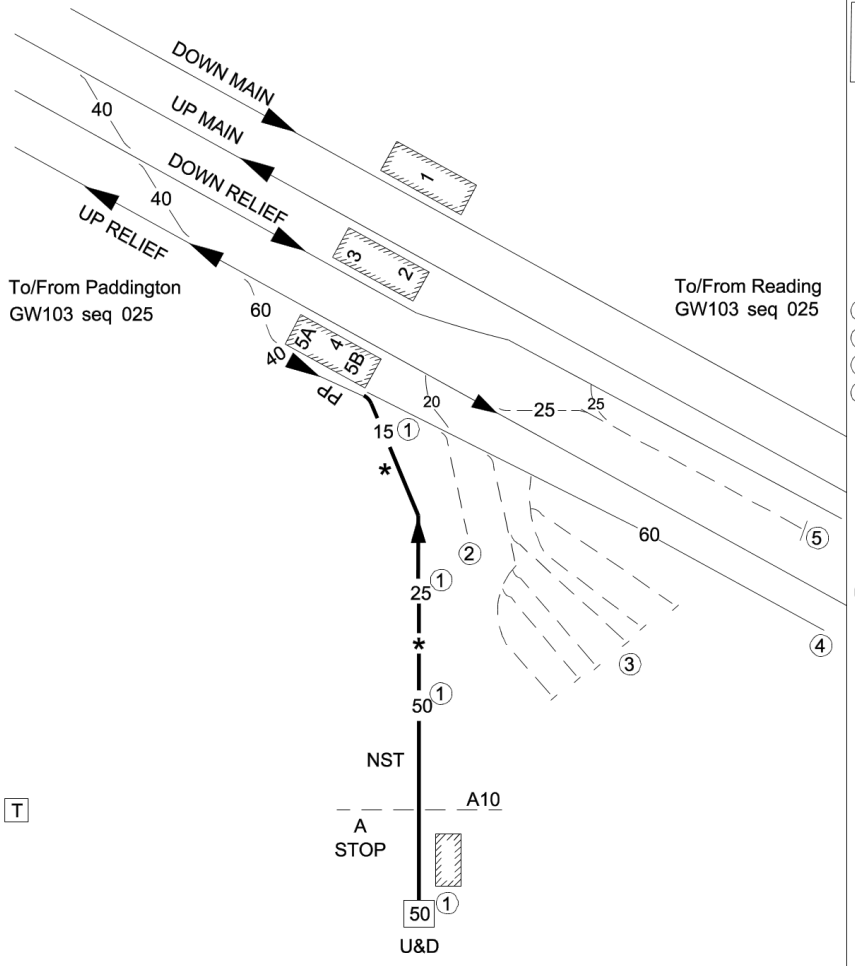
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW182	001	West Drayton to Colnbrook	STA	Western	12/04/2025

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
				To/From West Drayton GW103 seq 020	TCB RA8 Thames Valley Signalling Centre (Hayes) (T) AC - Didcot Axle counter area GSM-R
West Drayton Jn (GW182)	13	31		WEST DRAYTON LOOP	
Limit of electrification on Colnbrook Branch	13	33		20 * 15	
West Drayton LC (MG)	13	35		To/From Iver GW103 seq 020 10	
				MAIN LINES	
	13	79	*	*	
				20	
North Points	14	10		OOU	
Thorney Mill Stone Terminal					
Engine Release Points	14	46		DOWN	
Stop Board (GW182)	15	17	*	*	
	15	25		5	
Colnbrook CLC Loop (Central Logistics Centre)	15	56		LOCO REL'SE DISCHARGE	
Colnbrook Oil Terminal	16	20			
End of Branch	16	25			

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		GSM-R TCB Thames Valley Signalling Centre (Slough) (T) AC - Didcot RA3 Axle counter area Platform 1 - 114m, 124yds
Limit of electrification on Windsor Branch	18 54 *		
	18 55 *		
Bath Road siding	18 62 *		Bath Road siding - 134m OT
	20 45 *		
	21 00 *		
WINDSOR & ETON CENTRAL	21 19		Platform - 113m, 123yds

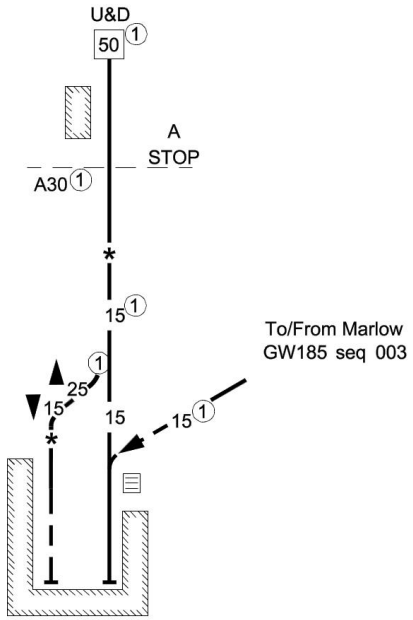
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW185	001	Maidenhead to Marlow	WBB	Western	02/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
MAIDENHEAD (GW185)	24 19		GSM-R NST Thames Valley Signalling Centre (Slough) (T) RA6 AC - Didcot Axle counter area
Limit of electrification on Marlow Branch	24 39 *		
	24 51 *		
Limit of Axle counter area (GW185)	25 20		
Furze Platt LC (ABCL)	25 36	T	
FURZE PLATT	25 41		Platform - 138m, 151yds

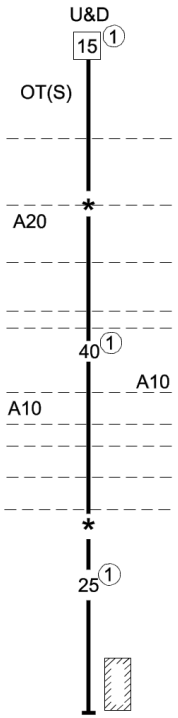
② Engineers Siding - 85m, 96yds
③ Maidenhead Stabling Lines 1-6 - 227m, 248yds
④ Maidenhead Loop
⑤ Maidenhead Turnback Line - 236m, 258 yds

① DMU only, all other trains 10mph throughout

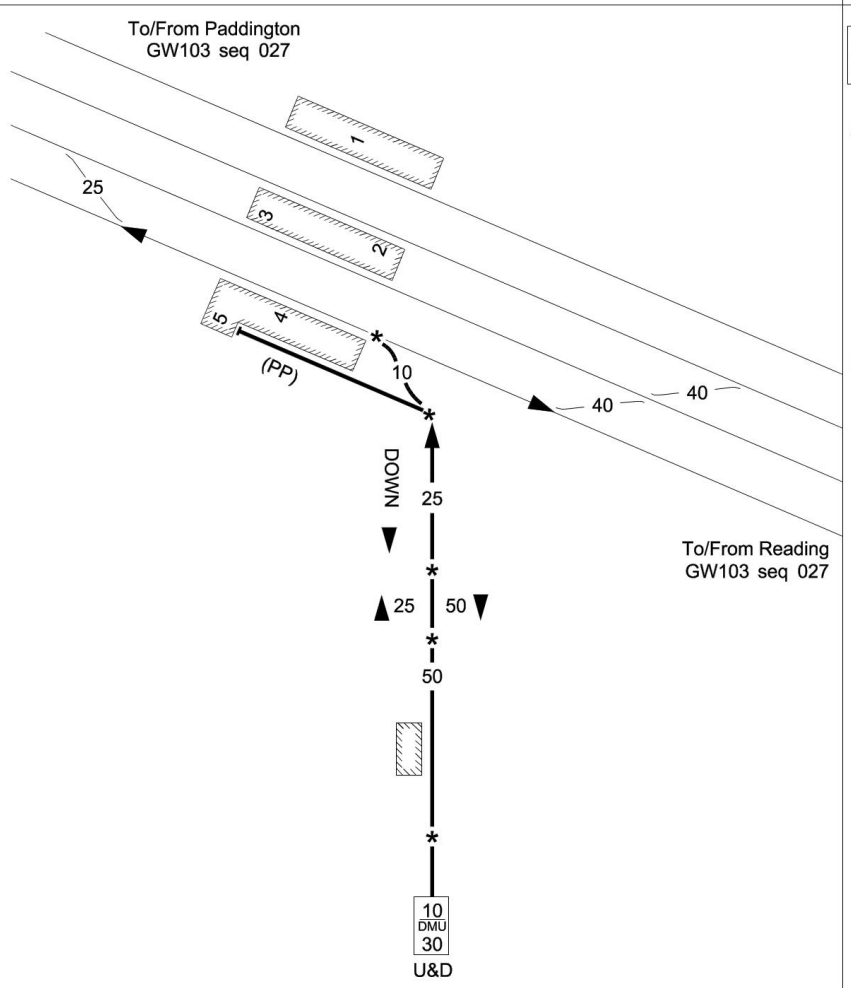
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW185	002	Maidenhead to Marlow	WBB	Western	01/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R NST Thames Valley Signalling Centre (Slough) (T) RA6
	25 41		
COOKHAM	27 12		Platform - 108m, 118yds
Cookham LC (ABCL)	27 16	T	
	28 40 *		① DMU only, all other trains 10mph throughout
	28 47 *		
Bourne End GF	28 50		Down platform - 47m, 51yds Up platform - 125m, 137yds
BOURNE END	28 55		

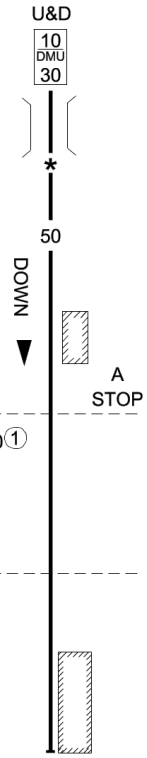
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW185	003	Maidenhead to Marlow	MWB	Western	18/11/2023

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R  OT (S) Thames Valley Signalling Centre RA6 (Slough) (T)
Bourne End GF	28	50			
	0	06			
Brooksby LC (ABCL)	0	18	T		One set of warning boards, speed restriction boards and drivers indicator lights covers both crossings
Marina LC (ABCL)	0	21	* T		
Shaws Pvt FP (R/G)	0	31			
Upper Thames Sailing Club UWC (R/G)	0	37			
Starbridge FP (R/G)	0	48			(1) DMU only, all other trains 10mph throughout
Spade Oak LC (UWC) (R/G)	0	58			
Vineyard 2 FP (R/G)	1	08			
Calcott Lane UWC + T (R/G)	1	44	T		
Ivory Fields FP (R/G)	1	76			
Mill Lane FP (R/G)	2	29			
	2	35	*		
MARLOW	2	54	T		Platform - 54m, 59yds

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
			GSM-R TCB Thames Valley Signalling Centre RA4 (Twyford) (T)
			Axle Counter area
TWYFORD (GW187)	31 01		Platform 5 - 110m, 120yds
	31 06 *		
	31 30 *		
	31 45 *		
WARGRAVE	32 68		Platform - 156m, 170yds
(start/end of diagram)	33 07 *		

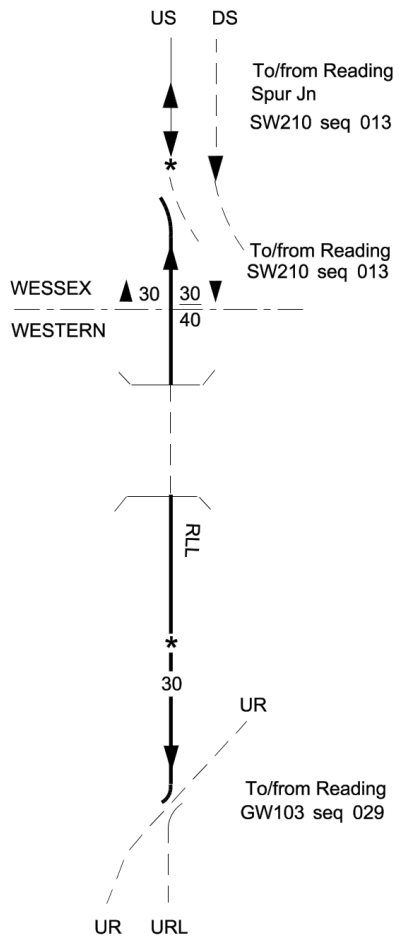
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW187	002	Twyford to Henley-On-Thames	HEN	Western	13/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R 
			TCB Thames Valley Signalling Centre RA4 (Twyford) (T)
Shiplake Viaduct	33 17 to 35 02		Axle Counter area
	33 18 *		Location of known low rail adhesion Single 33m 17ch to 35m 2ch
SHIPLAKE	33 61		Platform - 149m, 153yds Drawing up of Down Trains is prohibited
Shiplake LC (AOCL + B) ②	33 66	T	① DMU Only, all other trains 10mph ② AOCL Level Crossing with barriers
Bolney Farm LC (UWC)	34 31	T	
HENLEY-ON-THAMES	35 48		Platform - 177m, 194yds

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW190	001	Reading Spur Jn to Reading New Jn	RNJ	Western	25/05/2024

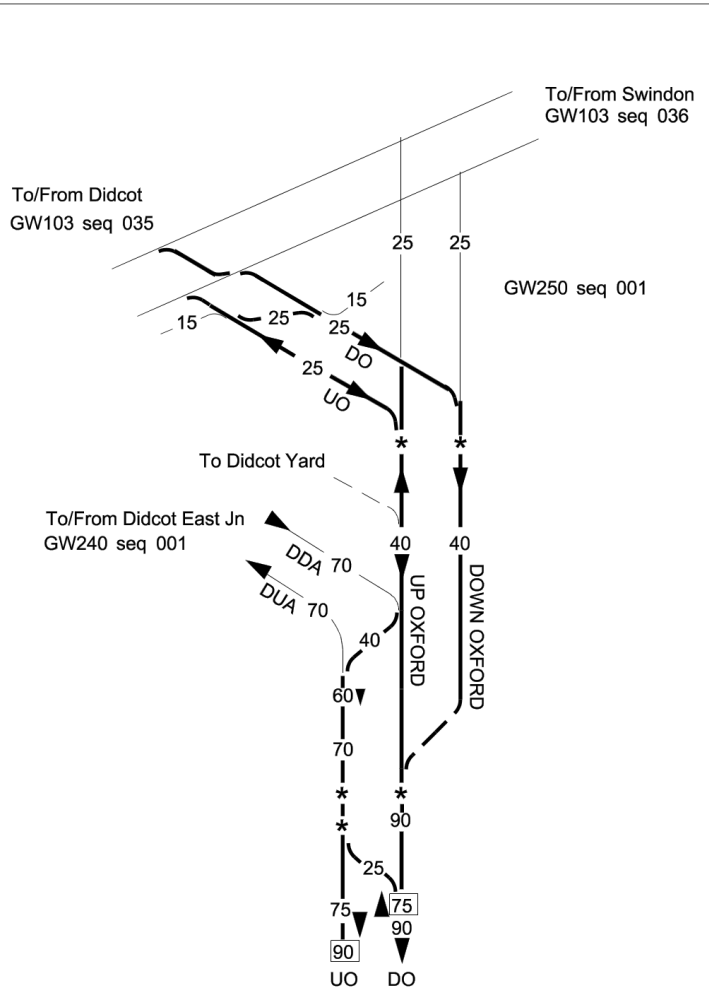
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
See Wessex Route Sectional Appendix			To/From Waterloo SW210 seq 013	TCB Thames Valley Signalling Centre RA8 Reading (TR) GSM-R
Reading Spur Jn (GW190)	67	76	To/From Reading platforms 4,5 and 6 SW210 seq 013 25 25	Axle counter area
Route Boundary	68	00	Wessex Route ROUTE BOUNDARY Western Route	
NRN Channel change	68	02	UP READING SPUR DOWN READING SPUR	
			To/From Twyford GW103 seq 028 25	
Reading New Jn (GW190)	68	35	To/From Reading GW103 seq 028	
	35	40		

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

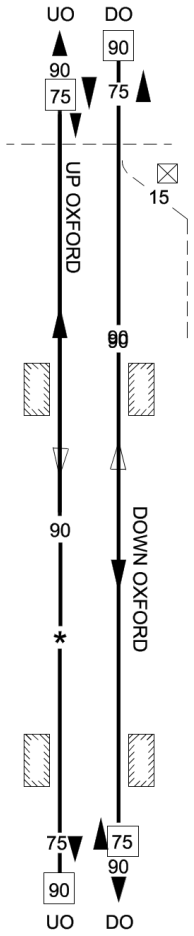
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Reading Southern Junction	68 28 * SW210 mileage		GSM-R TCB Thames Valley Signalling Centre RA8 (Twyford) (T) Axle counter area
Route boundary Western/Wessex Route	35 38		DS - Down Southern US - Up Southern RLL - Reading Low Level line UR - Up Relief URL - Up Relief Loop
Main Lines Bridge	35 42		
	35 56 *		TCB Thames Valley Signalling Centre RA8 (Reading) (T)
Reading East Junction (GW195)	35 61		

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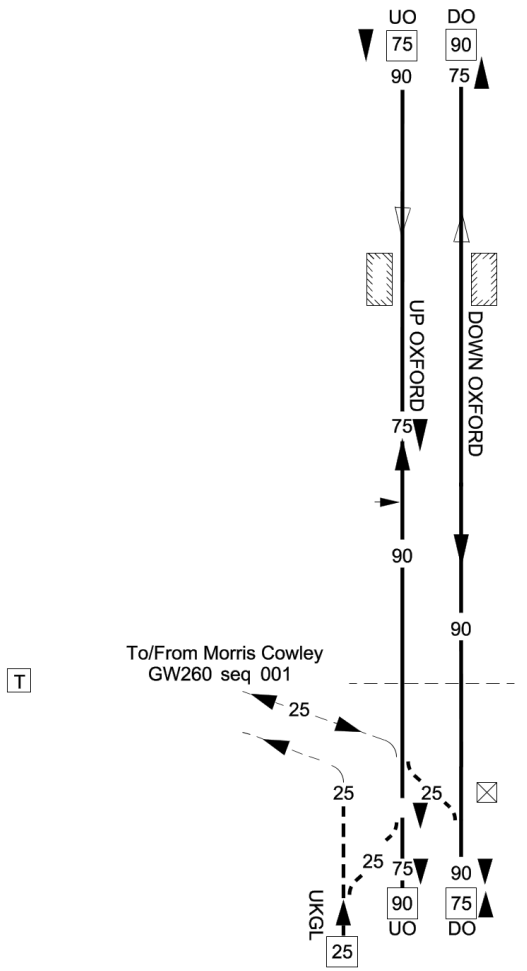
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW200	001	Didcot to Heyford	DCL	Western	25/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Foxhall Jn (GW200)			GSM-R TCB Thames Valley Signalling Centre RA8 (Didcot) (SB)
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 * 54 05 *		
Appleford Jn	54 50		(1) 60mph Down direction

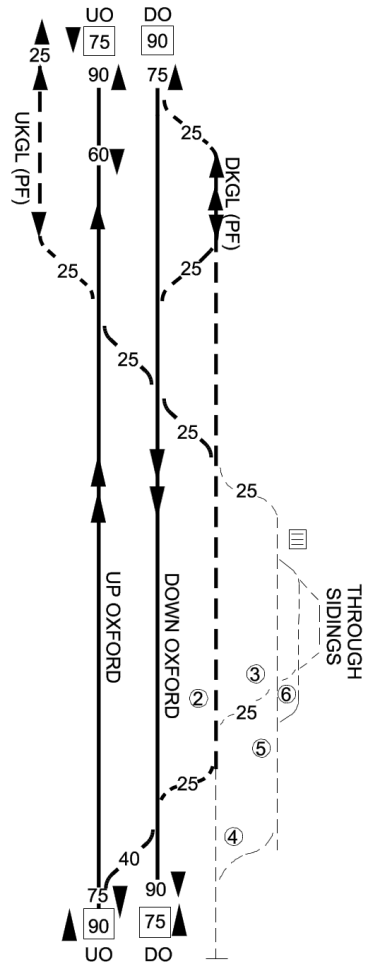
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW200	002	Didcot to Heyford	DCL	Western	07/08/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Thames Valley Signalling Centre RA8 (Didcot (SB) Axle Counter area UO - Up Oxford DO - Down Oxford Reverse direction signals between Appleford Jn and Kennington Jn LOD (P) 9191 Up and Down Oxford (Reversible) Both platforms - 76m, 83yds TCB Thames Valley Signalling Centre RA8 (Oxford) (OD) Down platform - 107m, 117yds Up platform - 77m, 84yds Lines from Culham (incl) Controlled by Oxford (OD)
	54 50		
Appleford LC (CCTV)	54 53		
	55 00		
APPLEFORD	55 16		
	56 60		
	56 00 *		
CULHAM	56 17		

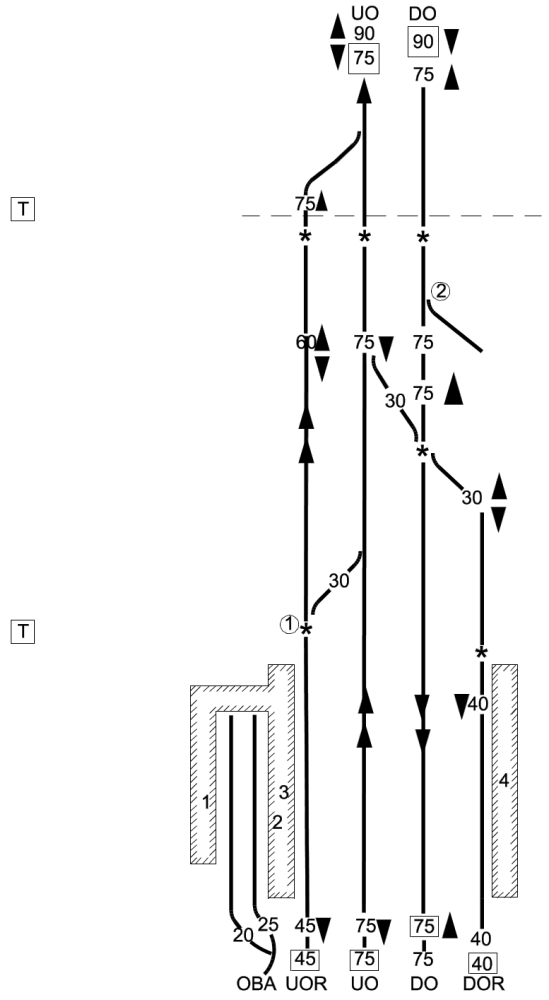
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW200	003	Didcot to Heyford	DCL	Western	25/05/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	56	17			GSM-R TCB Thames Valley Signalling Centre (Oxford) (OD) RA8 UO - Up Oxford DO - Down Oxford Axle Counter Area Reverse direction signals between Appleford Jn and Kennington Jn
RADLEY	58	35			Both platforms - 158m, 173yds
Radley HABD	60	00	*		
Kennington Junction LC (UWC)	61	04			
Kennington Jn (GW200)	61	08			LOD (P) 9191 Up and Down Oxford (Reversible)
(start/end of diagram)	61	08			UKGL - Up Kennington Goods Loop

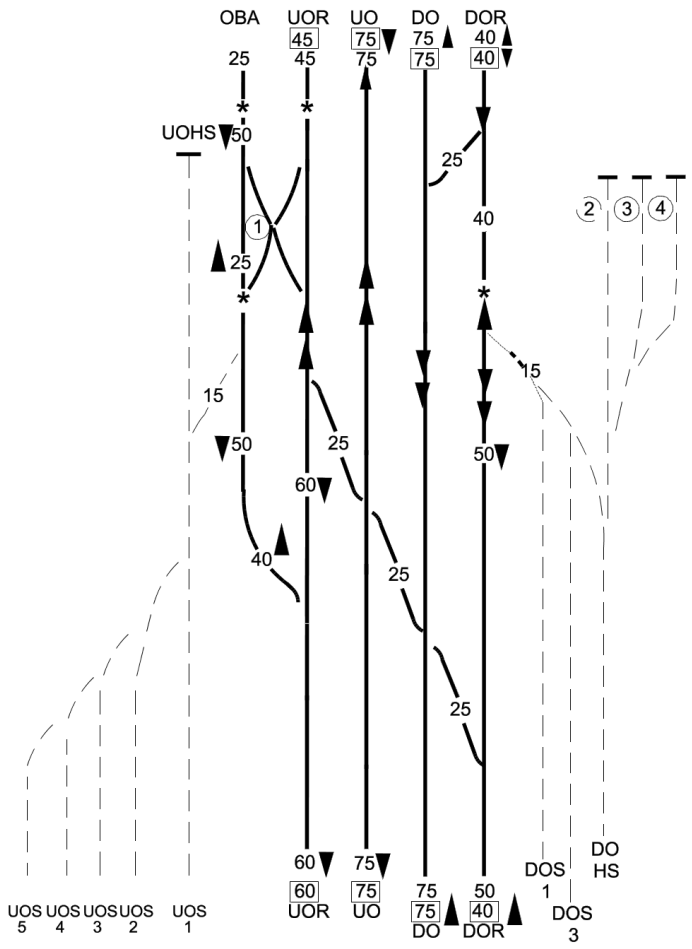
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW200	004	Didcot to Heyford	DCL	Western	07/08/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Thames Valley Signalling Centre (Oxford) (OD) RA8
	61 08		Axle Counter Area UKGL PF in Up direction only UKGL - 525m, 1772ft (82 SLU) DKGL - 468m, 1533ft (73 SLU) DKGL bi-directional between signals OD2330 and OD2351 UKGL - Up Kennington Goods Loop DKGL - Down Kennington Goods Loop UKGL and DKGL bi-directional
Hinksey South	61 53		
Hinksey Reception Line GF	62 09		② Hinksey No. 1 Reception ③ Hinksey No. 2 Reception ④ Hinksey No. 1 Down Siding ⑤ Hinksey No. 2 Down Siding ⑥ Hinksey No. 3 Down Siding
Hinksey Yard			
Hinksey North	62 50		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW200	005	Didcot to Heyford	DCL	Western	07/12/2024

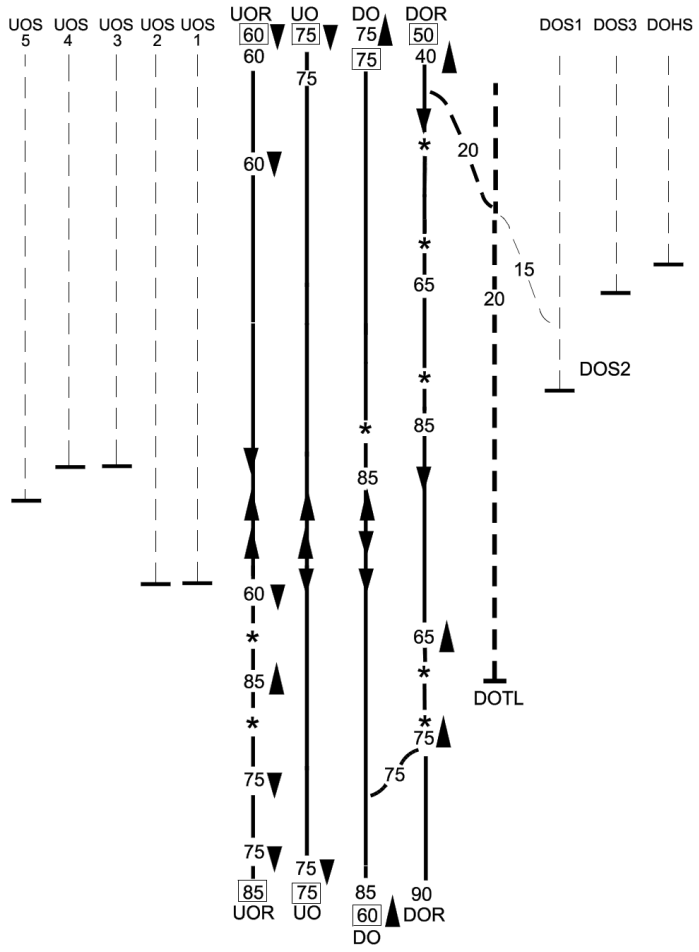
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	62 50		GSM-R TCB Thames Valley Signalling Centre RA8 (Oxford) (OD) Axle Counter Area
Tuckwells LC (UWC)	62 64	T	
	62 75 *		
Oxford Station South Junction	63 28 *		DO - Down Oxford UO - Up Oxford DOR - Down Oxford Relief UOR - Up Oxford Relief UOR - Up Oxford Relief OBA Oxford Bay Approach
	63 30 *	T	(1) 60mph Up/45mph Down (2) Points clipped & padlocked normal
	63 33 *		
OXFORD	63 41		Platform 1 - 157m, 171yds (PP) Platform 2 - 161m, 176yds (PP) Platform 3 - 274m, 299yds (PP) Platform 4 - 275m, 301yds (PP) DOR bi-directional between Oxford Station South Jn and 63m 67ch
	63 50		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW200	006	Didcot to Heyford	DCL	Western	07/12/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Oxford Station North Junction	63 50 * 63 55 * 63 57 63 60		GSM-R TCB Thames Valley Signalling Centre RA8 (Oxford) (OD) Axle Counter Area (1) 25mph both directions (2) Down Oxford Engineering Siding 1 (3) Down Oxford Engineering Siding 2 (4) Down Oxford Engineering Siding 3 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 DOR bi-directional between Oxford Station South Jn and 63m 67ch

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		
	63 66 *		
Oxford Down Sidings	63 69 *		
	63 71 *		
	63 72 *		
Signal Gantry (GW200)	63 74		
	63 77 * (Down)		
	63 79 *		
Oxford Down Sidings	64 00 *		
	64 04 * (Up)		
	64 04 * (DOR)		
	64 07 * (Down)		
	(DOR)		
(start/end of diagram)	64 20		



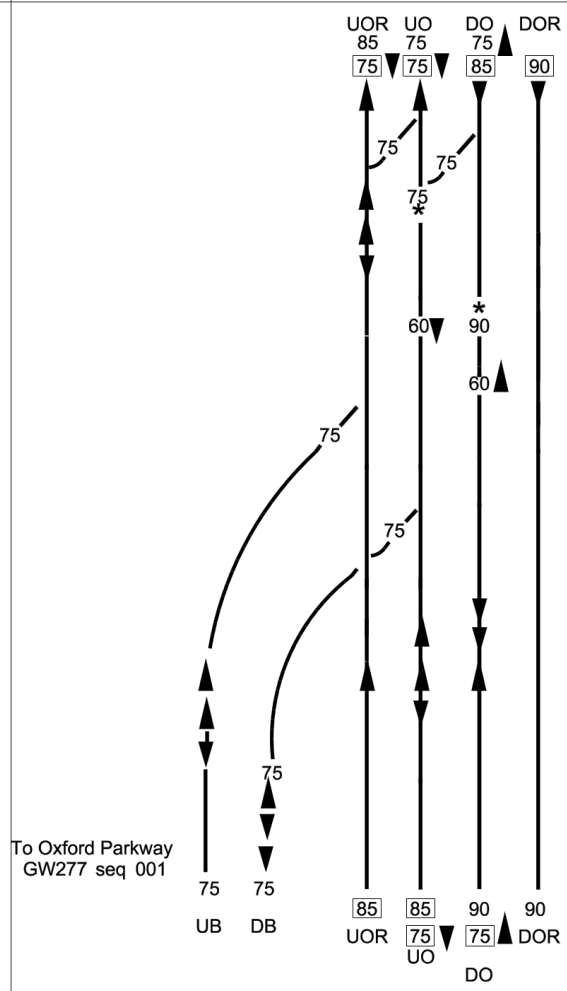
GSM-R

TCB RA8 Thames Valley Signalling Centre (Oxford) (OD)

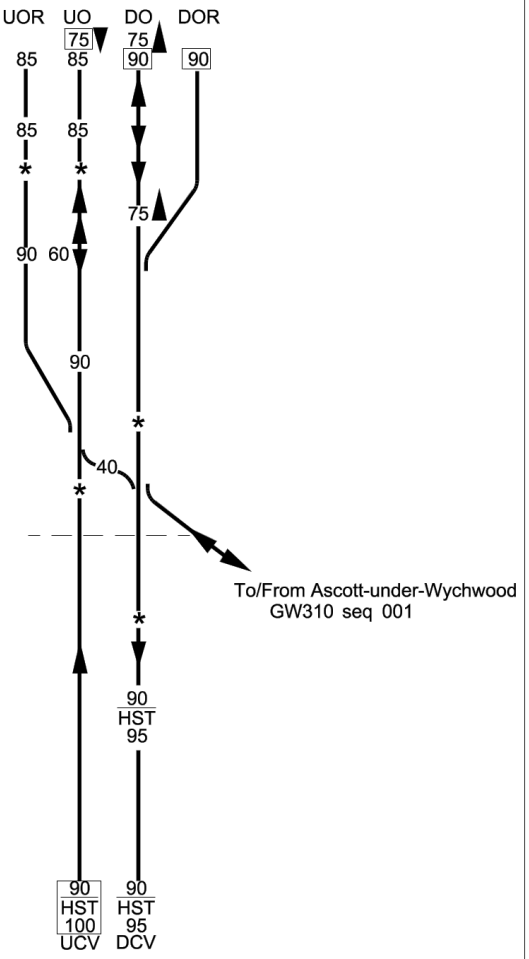
Axle Counter Area

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

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 64 30 * 64 31 * 64 51 64 60		GSM-R TCB Thames Valley Signalling centre RA8 (Oxford) (OD) Axle Counter Area DOR - Down Oxford Relief DO - Down Oxford UO - Up Oxford UOR - Up Oxford Relief UB - Up Bletchley DB - Down Bletchley UOR bi-directional from Oxford Northh Jn to Hinksey North Jn Location of known low rail adhesion All lines 66m 32ch to 64m 51ch

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW200	009	Didcot to Heyford	DCL	Western	13/07/2024

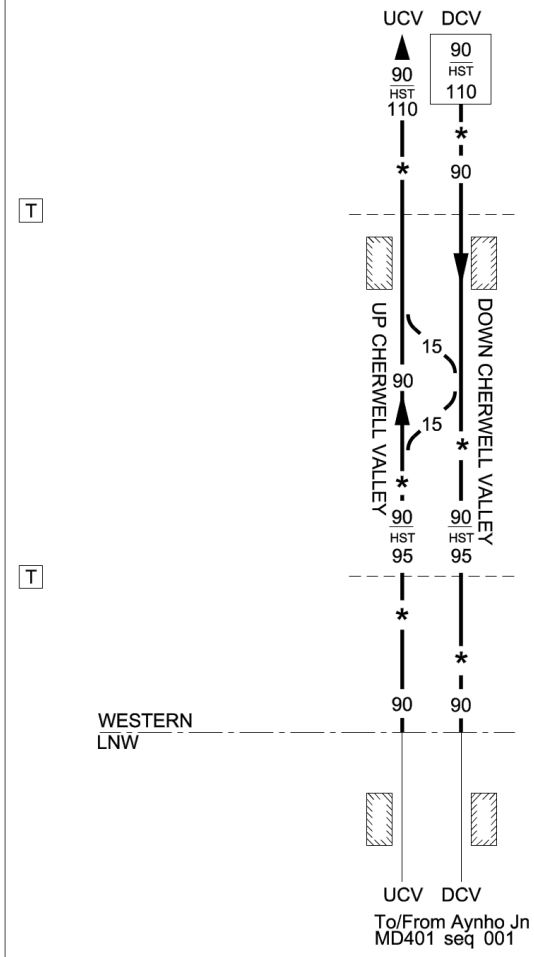
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	64 60		GSM-R TCB Thames Valley Signalling Centre RA8 (Oxford) (OD) Axle Counter Area
	64 69		DOR - Down Oxford Relief DO - Down Oxford UO - Up Oxford UOR - Up Oxford Relief DCV - Down Cherwell Valley UCV - Up Cherwell Valley
Wolvercote South Jn	66 01		
	66 28 * (Up)		
Wolvercote North Jn	66 32		
	66 36 *		
Drinkwater LC (UWC)	66 56	T	
	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

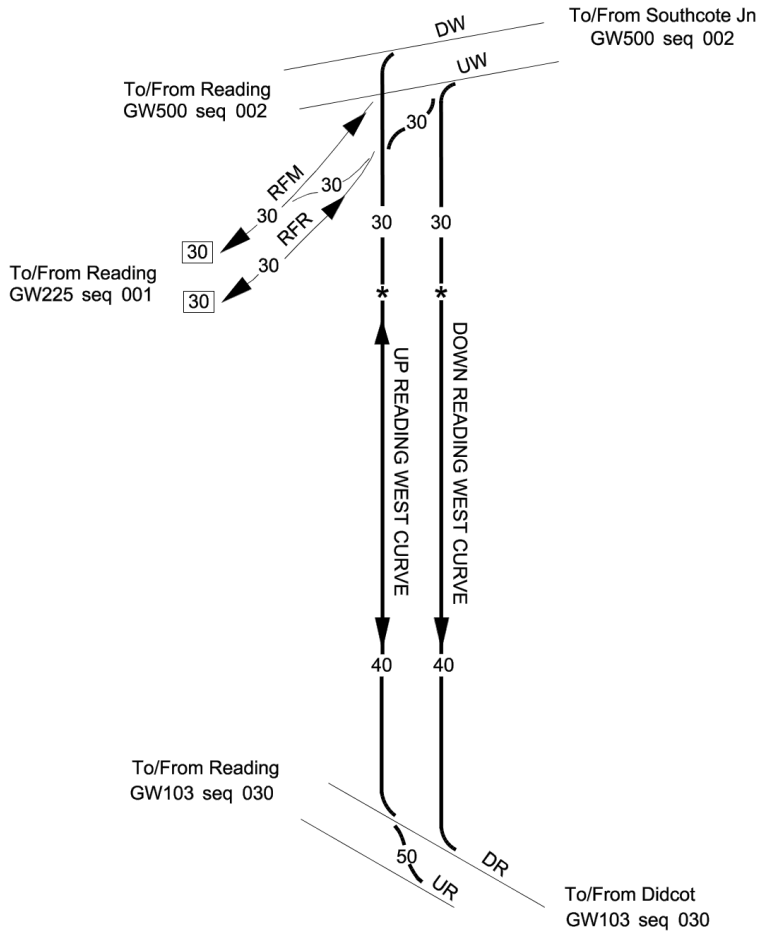
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	67 00	UCV 90 HST 100; DCV 90 HST 95	GSM-R TCB Thames Valley Signalling Centre RA8 (Oxford) (OD) Axle Counter Area
Yarnton Lane (AHBC-X)	67 40	X35	DCV - Down Cherwell Valley UCV - Up Cherwell Valley
Sandy Lane (AHBC-X)	67 78	X35	
	68 00 *	X35; * 90 HST 110	
Roundham (R/G-X)	68 43 T	X35	
	69 11	90 HST 100 *	
Bletchington LC (UWC)	70 37 T		
	72 00	90 HST 110 UCV; 90 HST 110 DCV	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW200	011	Didcot to Heyford	DCL	Western	25/05/2024

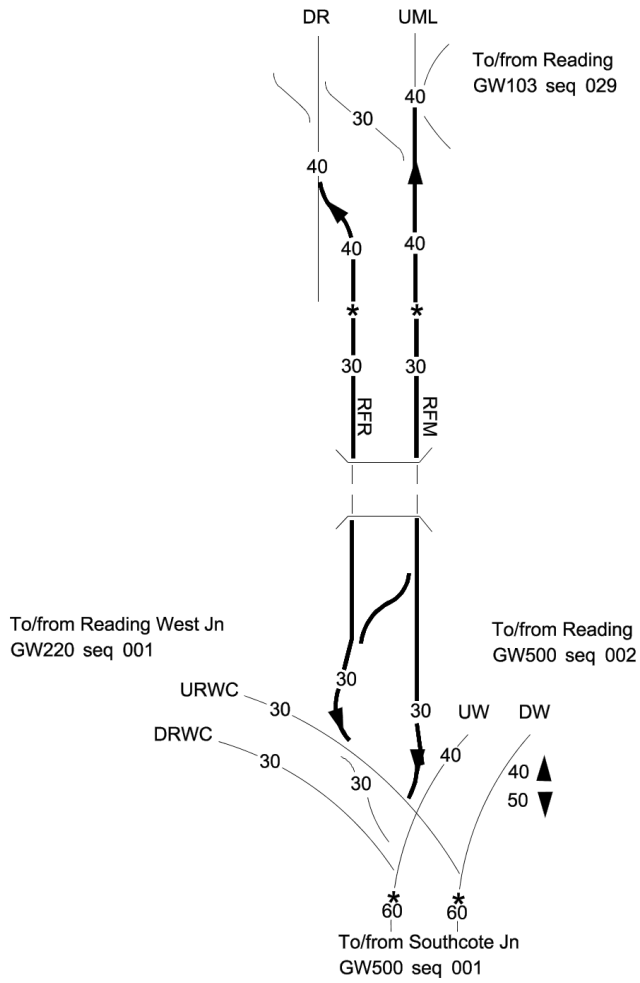
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	72 00		GSM-R TCB Thames Valley Signalling Centre (Oxford) (OD) RA8 Axle Counter Area
	72 12 *		
	72 46 *		
Tackley LC (UWC) (GW200)	72 47	T	
TACKLEY (GW200)	72 50		Both platforms - 80m (87 yards) DCV - Down Cherwell Valley UCV - Up Cherwell Valley
Tackley GF (GW200)	72 60		
	72 69 *		
	73 12 *		
Inkpens No.1 LC (UWC) (GW200)	74 10	T	
	74 50 *		
	74 64 *		
Route Boundary LNW	75 00		
HEYFORD (GW200) See LNW(S) Route Sectional Appendix	75 21		

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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

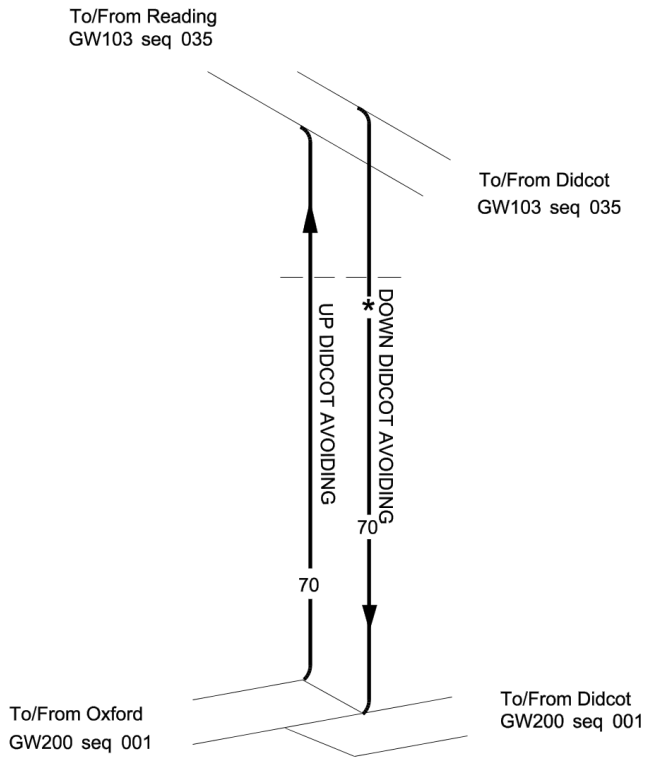
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Oxford Road Jn (GW220)	36 67		GSM-R TCB Thames Valley Signalling Centre RA8 (West Junction) (T) AC - Didcot Axle counter area DW - Down Westbury UW - Up Westbury RFM - Reading Feeder Main RFR - Reading Feeder Relief DR - Down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

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

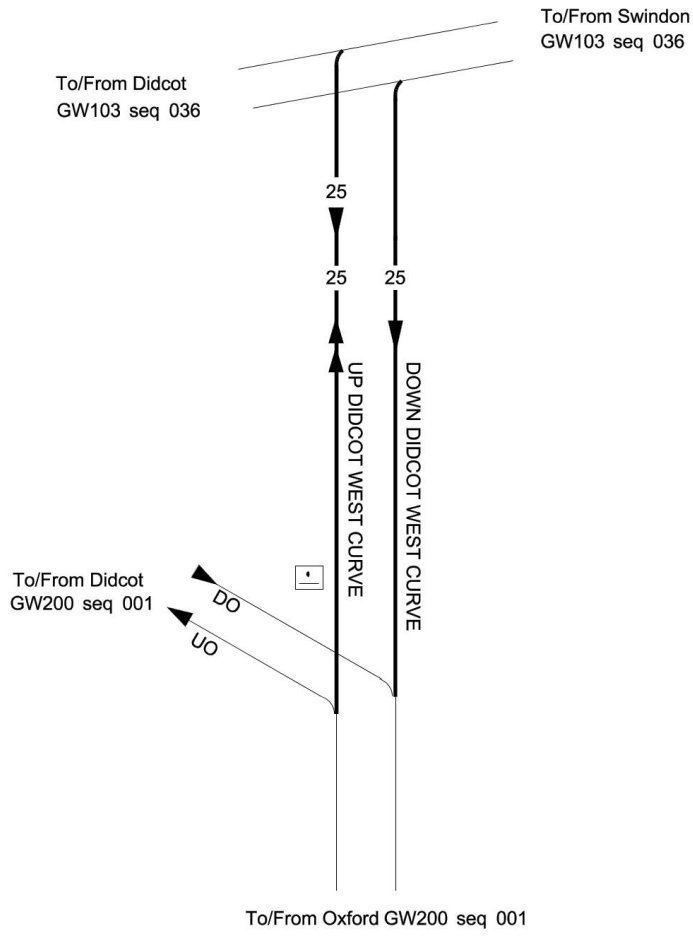
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Caversham Road Jn (GW225) (RFM) (GW225)	36 13		GSM-R TCB RA8 Thames Valley Signalling Centre (Reading) (T) AC - Didcot Axle counter area
Caversham Road Jn (GW225) (RFR) (GW225)	36 25		DR - Down Relief UML - Up Main Loop RFM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

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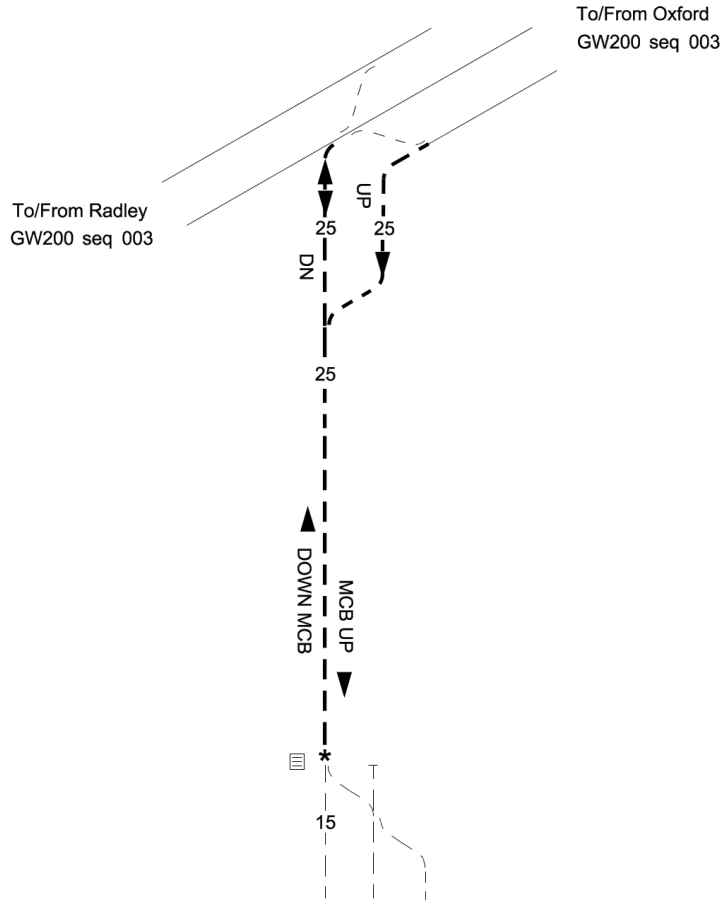
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW240	001	Didcot East Jn to Didcot North Jn Via Avoiding Line	DEC	Western	02/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Didcot East Jn (GW240)	52 66		GSM-R TCB Thames Valley Signalling Centre (Didcot) (SB) RA8 AC - Didcot Axle Counter area
Foot crossing (WL) (GW240)	53 06		
Limit of Electrification (GW240) on Didcot Down Avoiding Line	53 07		
Didcot North Jn (Up) (GW240)	53 71		
Didcot North Jn (Dn) (GW240)	54 00		

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		GSM-R TCB Thames Valley Signalling Centre RA8 (Didcot) (SB) Axle Counter area Up Didcot West Curve is bi-directional
Thames Valley Signalling Centre (TVSC)	0 19		DO Down Oxford UO Up Oxford
Didcot West Curve Jn (GW250)	0 32 53 51		

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
			GSM-R TCB Thames Valley Signalling Centre (Oxford) (OD) RA8 Axle Counter Area
Kennington Jn (GW260)	61 08		
	18 45		Direction of line is Up towards Morris Cowley GF
Single Line	18 36		MCB - Morris Cowley Branch
Morris Cowley GF (End of TCB Single line)	16 04 *		NOTE Ground frame Not controlled from Oxford Workstation. Groundframe release key in No.1 box at groundframe.

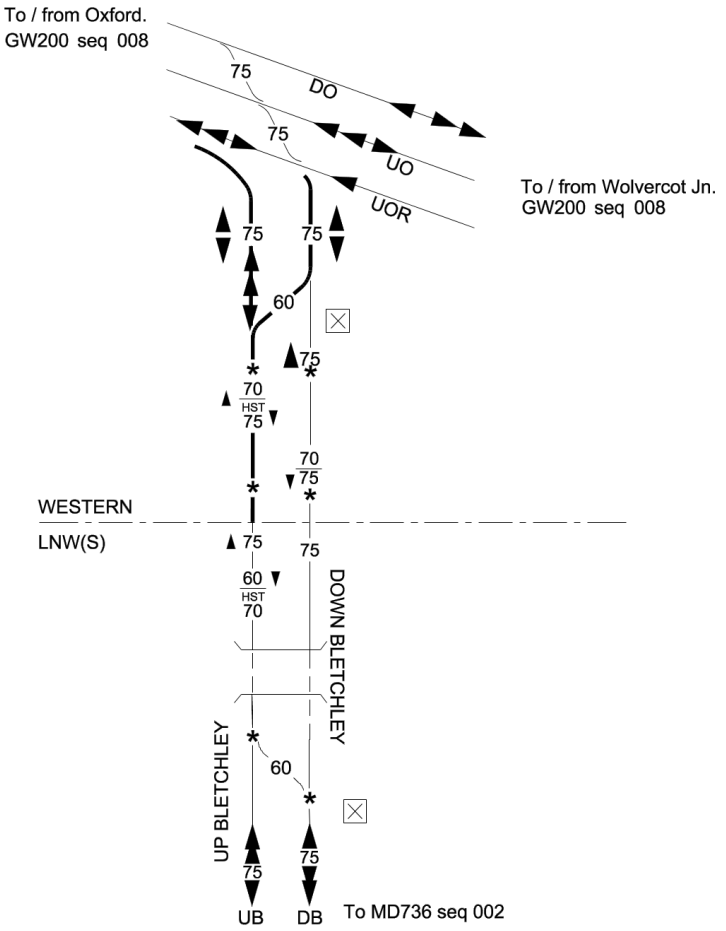
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW276	001	Bicester Eastern Perimeter Road LC (Excl) To Oxford North Jn	OXD	LNW(S)	14/09/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE HAS BEEN WITHDRAWN	

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	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW277	001	Oxford North Junction to Oxford Parkway (Excl.)	OXD	Western	24/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Oxford North Jn (GW277) (Up Bletchley connection) (GW277)	30 20 (64 35)		GSM-R TCB RA8 Thames Valley Signalling Centre (Oxford) (OD) Axle Counter Area UOR: Up Oxford Relief. DO - Down Oxford UO - Up Oxford Mileage in brackets ( ) is main line (GW200) mileage (ELR: DCL).
Oxford Canal Jn (GW277)	29 57		
	29 43 *		☒ Patrolmans directional line lockout (applies to both lines) between Oxford Canal Junction and Woodstock Road Junction.
	29 36 *		UB: Up Bletchley DB: Down Bletchley
Network Rail Route Boundary & Sectional Appendix Boundary	29 15		
Wolvercot Tunnel (GW277) 133 metres (145 yards)	28 67 to 28 61		Marylebone IECC (OB) North Workstation
	28 51 *		
Woodstock Road Jn (GW277)	28 47		
	28 43 *		☒ Patrolmans directional line lockout (applies to both lines) between Woodstock Road Junction and Oxford Parkway.

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	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			THIS PAGE HAS BEEN WITHDRAWN	

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
		THIS TABLE A DIAGRAM IS INTENTIONALLY BLANK.	

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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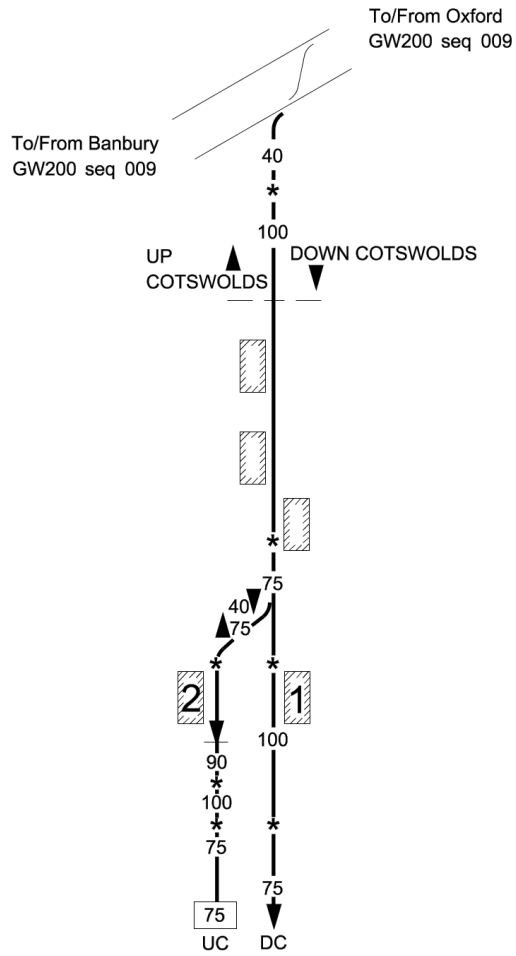
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW300	003	Abbotswood Jn to Stoke Works Jn Via Worcester Shrub Hill	OWW	Western	13/07/2024

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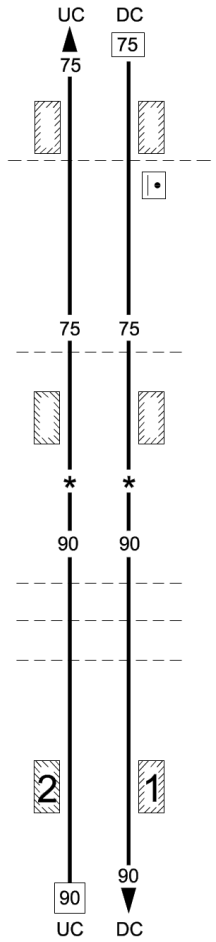
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW300	004	Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill		Western	13/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
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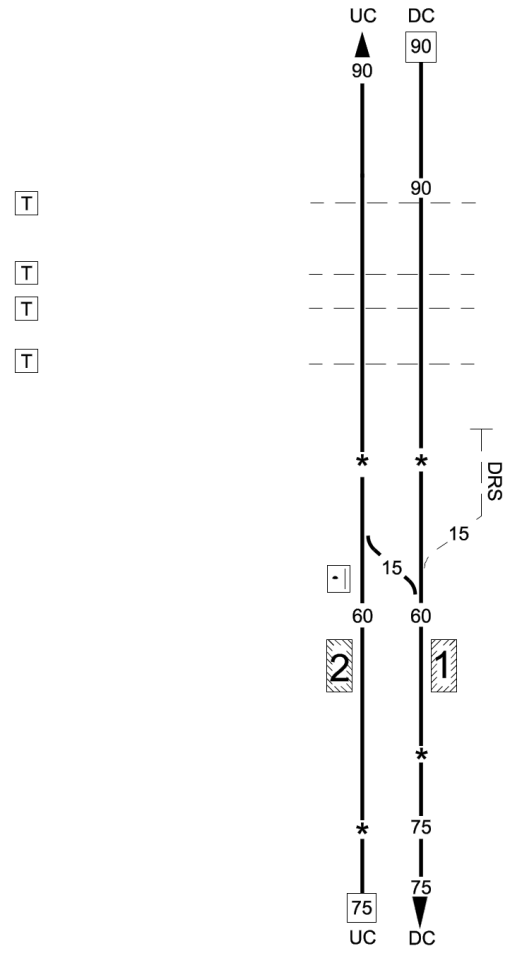
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW310	001	Wolvercot Jn to Pershore (Excl.)	OWW	Western	02/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Thames Valley Signalling Centre (Oxford) (OD) RA8 Axle Counter Area
Wolvercot North Jn	66 32		
	66 34 *		
	67 21	T	
Sandford Brake Farm LC (UWC)	68 14	T	
HANBOROUGH	70 39		
	70 40	T	Platform - 185m, 202yds
	71 40	T	Platform - 46m, 50yds
COMBE	71 44		
FINSTOCK	75 10	T	
Limit of axle counter area (GW310)	*		Platform - 40m, 44yds
	76 18 *		TCB Ascott-Under-Wychwood SB (AW)
Charlbury Junction	76 29	T	
	76 42 *		
	76 56	T	Down Platform - 180m, 203yds
CHARLBURY	76 60		Up Platform - 186m, 203yds
Signal AW2409	76 70		
	78 23 *		
	80 22 *		
(Start/end of diagram)	80 33		DC - Down Cotswolds UC - Up Cotswolds

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW310	002	Wolvercot Jn to Pershore (Excl.)	OWW	Western	13/07/2024

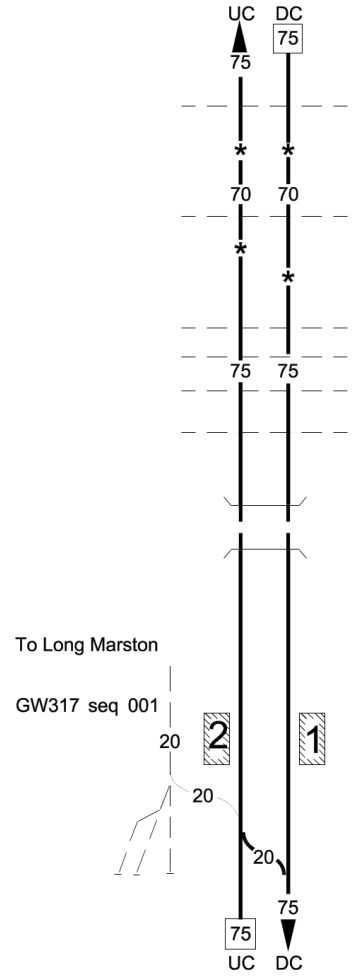
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	80	33		AB Ascott-under-Wychwood SB (AW) RA7
ASCOTT-UNDER-WYCHWOOD	80	33		Down and Up Platforms - 71m, 77yds DC - Down Cotswolds UC - Up Cotswolds
Ascott-under-Wychwood (AW) SB & LC (MCB)	80	36		
Hyatts LC (Bridleway)	81	06	T	
SHIPTON	81	59		Down platform - 80m, 87yds Up platform - 56m, 61yds
	82	17 *		
Lyneham LC (UWC)	82	45	T	
Bruern LC (CCTV)	83	15		
Bosleys LC (UWC)	83	59	T	
	84	58	T	
KINGHAM	84	59		Down platform - 154m, 168yds Up platform - 161m, 176yds
(Start/end of diagram)	84	59		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW310	003	Wolvercot Jn to Pershore (Excl.)	OWW	Western	02/09/2023

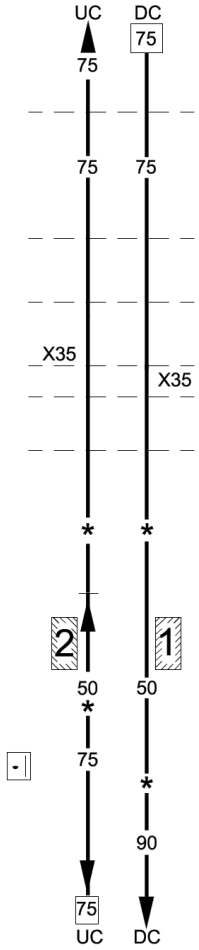
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	84 59		AB Ascott-under-Wychwood SB (AW) RA7
			DC - Down Cotswolds
			UC - Up Cotswolds
			Location of known low rail adhesion both lines 83m 59ch to 86mp
Bledington (UWC)	85 04	T	
Wooliams 2 LC (UWC)	88 02	T	
Wooliams 3 LC (UWC)	88 29	T	
Frogmore 2 LC (UWC)	90 49	T	
	91 36 *		DRS - Down Refuge Siding - 416m, 1365ft
Moreton-in-Marsh SB (MM)	91 56		AB Moreton-in-Marsh SB (MM)
MORETON-IN-MARSH	91 61		Down platform - 198m, 216yds
			Up platform - 183m, 200yds
	91 66 *		
	92 00 *		
	93 10		

GSM-R

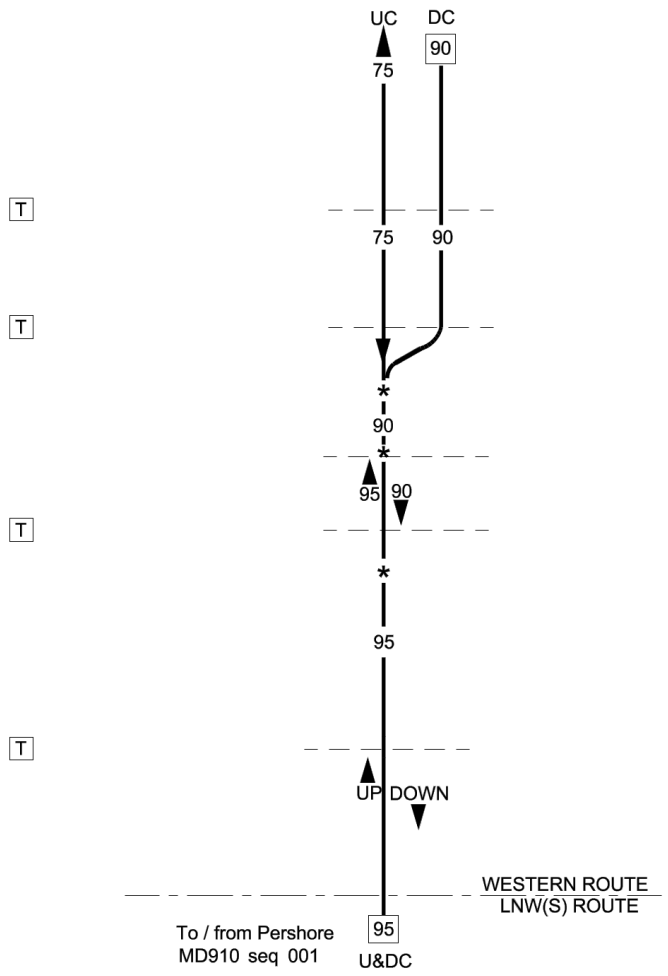
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW310	004	Wolvercot Jn to Pershore (Excl.)	OWW	Western	22/06/2024

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	93	10			GSM-R AB Moreton-in-Marsh SB RA7 (MM)
Aston Hall LC (Bridleway)	93	10	T		DC - Down Cotswolds UC - Up Cotswolds
	93	50	*		
Aston Magna No. 1 LC (Bridleway)	93	74	T		
	94	00	*		
	94	03	*		
Blockley LC (CCTV)	94	77			
Mare Brook LC (Bridleway)	95	24	T		
Briar Hill LC (UWC)	96	13	T		
Campden LC (CCTV)	96	78			
NRN Channel change (Down direction)	97	40			
Campden Tunnel (814m, 890yds)	97 to 98	47 07			
NRN Channel change (Up direction)	98	14			
	98	63	T		
HONEYBOURNE (GW310)	101	60			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			

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	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Evesham SB RA7 (E)
	102	06			DC - Down Cotswolds UC - Up Cotswolds
Sheen Hill No.1 LC (Bridleway)	102	14		T	
Ivy Lane LC (UWC)	103	19		T	
Brown Barn LC (UWC)	103	32		T	
Clayfield LC (AHBC-X)	103	54			
Littleton & Badsey LC (CCTV)	104	31			
Watson LC (UWC)	104	62		T	
	106	38	*		
Signal E2450	106	50			
EVESHAM	106	55			Down platform - 186m, 203yds Up platform - 186m, 203yds
	106	66	*		
Evesham SB (E)	106	70			
	106	77	*		
	107	00			

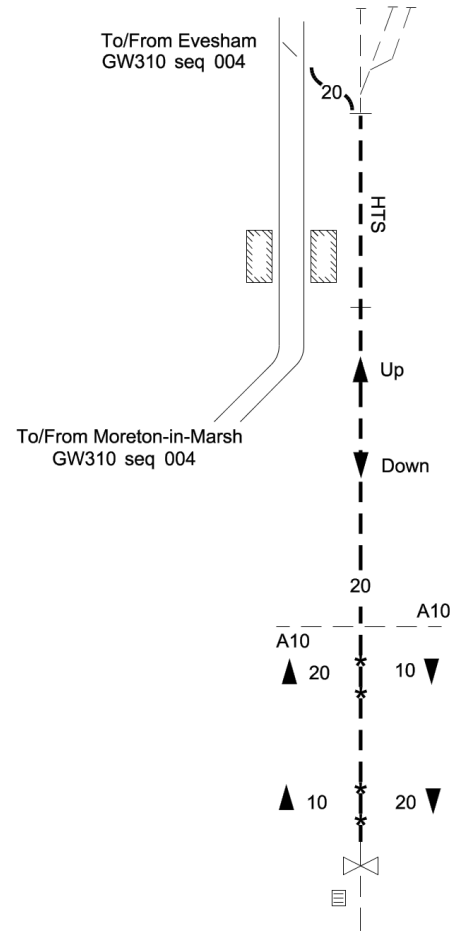
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW310	006	Wolvercot Jn to Pershore (Excl.)	OWW	Western	15/12/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	107 00		GSM-R TCB Evesham SB RA7 (E) DC - Down Cotswolds UP - Up Cotswolds
Ships LC (UWC)	107 28	T	
Gishbourne LC (UWC)	107 45	T	Axle counter area
Evesham West Junction	107 52 *		
	108 10 *		
Fishermans FP (R/G)	108 28		
Pools LC (UWC) (R/G)	108 58	T	
	108 60 *		
Charlton LC UWC (R/G)	109 13	T	
Route Boundary	112 00		U&DC - Up & Down Cotswolds single line

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW310	007	Wolvercot Jn to Pershore (Excl.)	OWW	Western	20/11/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A DIAGRAM IS INTENTIONALLY BLANK.	

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			GSM-R OT(S) Evesham SB RA7 (E)
Honeybourne Stratford Line Junction	102 06		
Signal E2443	101 65		
HONEYBOURNE (GW317)	101 60		HTS - Honeybourne Through Siding
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		

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
		THIS TABLE A DIAGRAM IS INTENTIONALLY BLANK.	

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
		THIS TABLE A DIAGRAM IS INTENTIONALLY BLANK.	

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
		THIS TABLE A DIAGRAM IS INTENTIONALLY BLANK.	

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
		THIS TABLE A DIAGRAM IS INTENTIONALLY BLANK.	

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
		THIS TABLE A DIAGRAM IS INTENTIONALLY BLANK.	

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
		THIS TABLE A DIAGRAM IS INTENTIONALLY BLANK.	

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
		THIS TABLE A DIAGRAM IS INTENTIONALLY BLANK.	

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
		THIS TABLE A DIAGRAM IS INTENTIONALLY BLANK.	

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	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW400	002	Barnt Green (excl) to Westerleigh Jn Via Dunhampstead	BAG2	LNW South	21/10/2017

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			THIS TABLE A HAS BEEN REPLACED BY MD306-011	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW400	003	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 A HAS BEEN REPLACED BY MD306-012	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW400	004	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 A HAS BEEN REPLACED BY MD306-013	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW400	005	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 A HAS BEEN REPLACED BY MD306-014	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW400	006	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 A HAS BEEN REPLACED BY MD306-015	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW400	007	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 A HAS BEEN REPLACED BY MD306-016	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW400	008	Barnt Green (excl) to Westerleigh Jn Via Dunhampstead	BAG2	LNW South / Western	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY MD306-017 AND GW401-001	

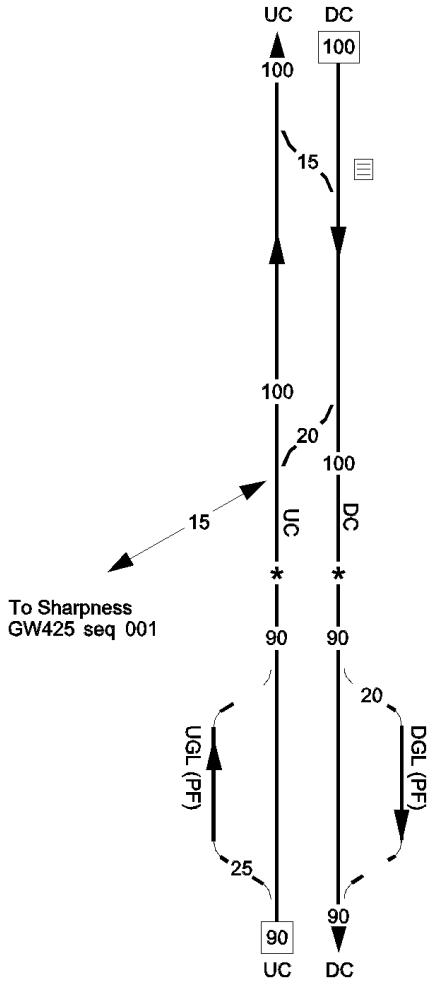
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW400	009	Barnt Green (excl) to Westerleigh Jn Via Dunhampstead	BAG2	Western	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY GW401-002	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW400	010	Barnt Green (excl) to Westerleigh Jn Via Dunhampstead	BAG2	Western	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY GW401-003	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW400	011	Barnt Green (excl) to Westerleigh Jn Via Dunhampstead	BGL2	Western	28/03/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Gloucester SB (G) RA8
Coaley GF	105 36		UC Up Charfield DC Down Charfield
Berkeley Road Jn	107 70		Bristol SB (B)
	112 00 *		
Charfield	112 72		DGL 492m, 1614ft UGL 468m, 1533ft

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW400	012	Barnt Green (excl) to Westerleigh Jn Via Dunhampstead	BAG2 CHL	Western	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY GW401-005	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW400	013	Barnt Green (Excl) To Westerleigh Jn via Dunhampstead	CHL BGL1 BGL2	Western	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY GW401-006	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW400	014	Barnt Green (excl) to Westerleigh Jn Via Dunhampstead	BGL2	Western	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY GW401-007	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW400	015	Barnt Green (excl) to Westerleigh Jn Via Dunhampstead	BGL2	Western	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY GW401-008	

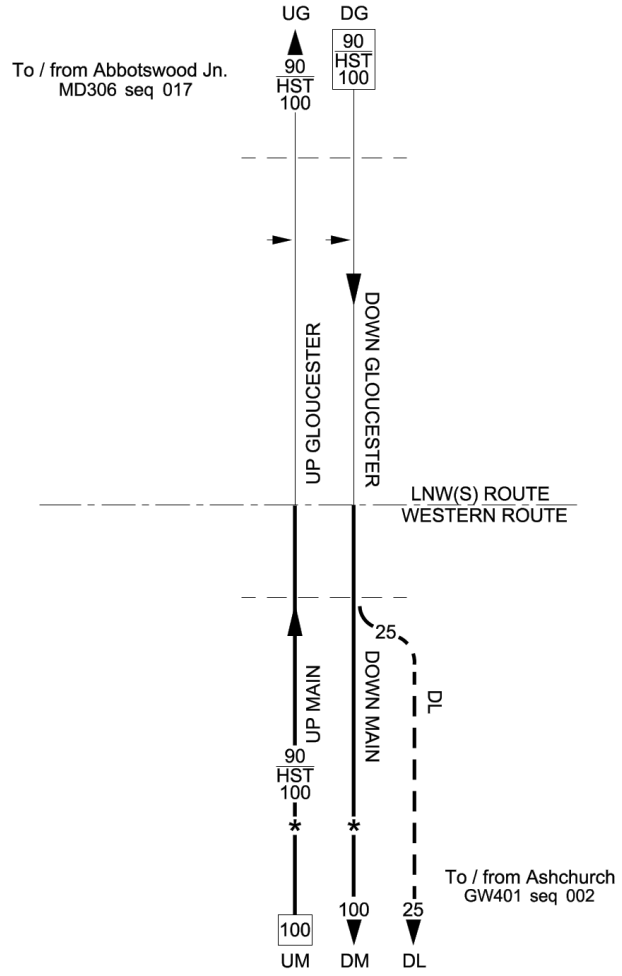
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW400	016	Barnt Green (excl) to Westerleigh Jn Via Dunhampstead	BGL2 YAT	Western	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A HAS BEEN REPLACED BY GW401-009	

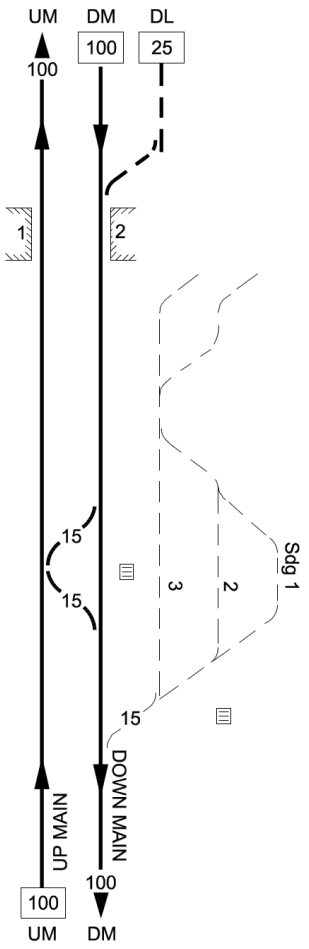
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW400	017	Barnt Green (excl) to Westerleigh Jn Via Dunhampstead	YAT	Western	21/10/2017

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			THIS TABLE A HAS BEEN REPLACED BY GW401-010	

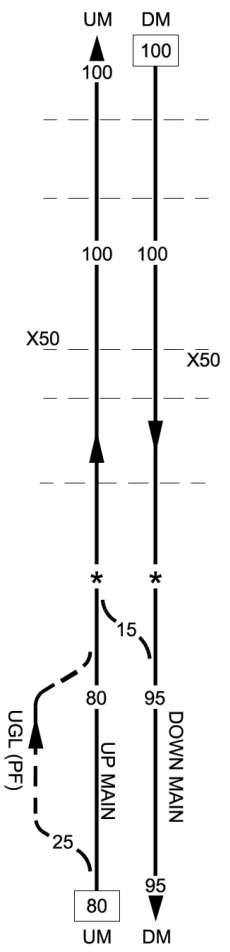
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW401	001	Ashchurch (incl.) to Westerleigh Jn	BAG2	Western	04/05/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB West Midlands S.C. (BA) RA8 Bromsgrove Workstation
Nortonside LC (UWC) (GW401) also known as Whites Farm	75	32	T	
Eckington WILD (GW401)	75	46		Axle Counter area Down : to 77m 34ch. Up : from 77m 32ch.
Route Boundary / Sectional Appendix Boundary Line name change	77	40		Gloucester SB (G) Panel A
Northway LC (AHBC) (GW401)	78	76	T	DL Down Loop 448m, 490 yards (PF)
	79	20 *		

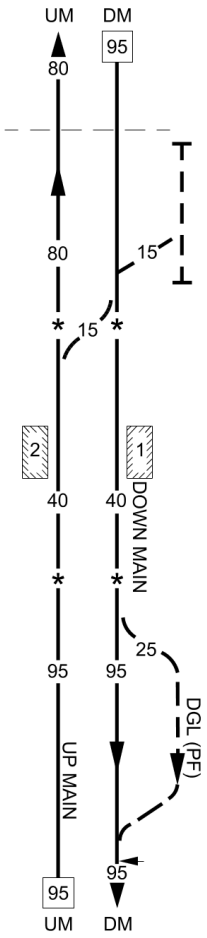
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW401	002	Ashchurch (incl.) to Westerleigh Jn	BAG2	Western	25/02/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	79 20		GSM-R TCB Gloucester SB (G) RA8 Panel A DL Down Loop 448m, 490 yards (PF)
ASHCHURCH FOR TEWKESBURY	79 36		Down platform - 97 metres (106 yards) Up platform - 97 metres (106 yards)
Ashchurch GF	79 56		
Ashchurch WD GF	79 62		
	80 00		

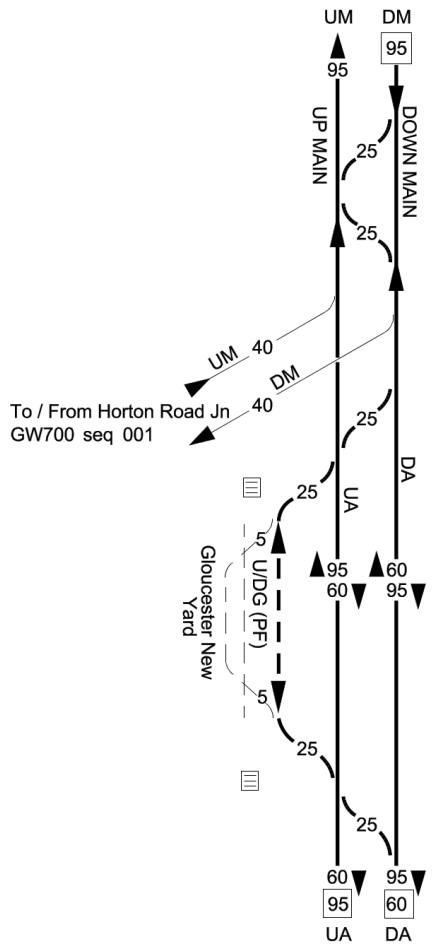
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW401	003	Ashchurch (Incl.) to Westerleigh Jn	BAG2	Western	19/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Gloucester SB (G) RA8 Panel A GSM-R
	80 00		
Homedown LC (UWC)	80 08	T	
Tredington LC (AHBC)	81 44	T	
Burdetts Farm LC (BW) (R/G-X)	84 03	T	
Swindon Road LC (CCTV)	84 23		(Controlled by Alstone LC)
Morris Hill LC (CCTV)	85 03		(Controlled by Alstone LC)
	85 20 *		
High Street Crossover	85 63		
Alstone			UGL 544m, 1785ft
	86 21		

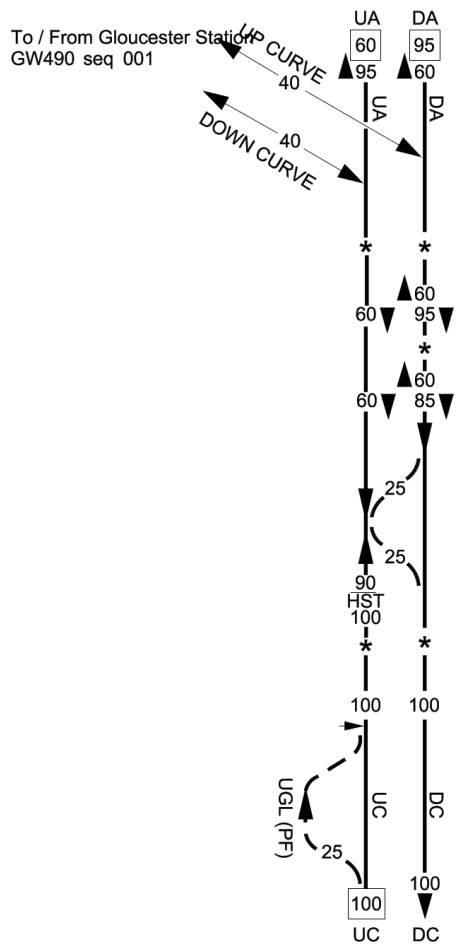
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW401	004	Ashchurch (Incl.) to Westerleigh Jn	BAG2	Western	09/07/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Gloucester SB (G) RA8 Panel A
Cheltenham Alstone LC (MCB)	86 21		
Alstone Carriage Sidings	86 43		
	86 45 *		
CHELTENHAM SPA	86 58		Down platform - 250m, 273yds Up platform - 280m, 306yds
	87 06 *		
			DGL 512m, 1680ft
Churchdown HABD	89 06		

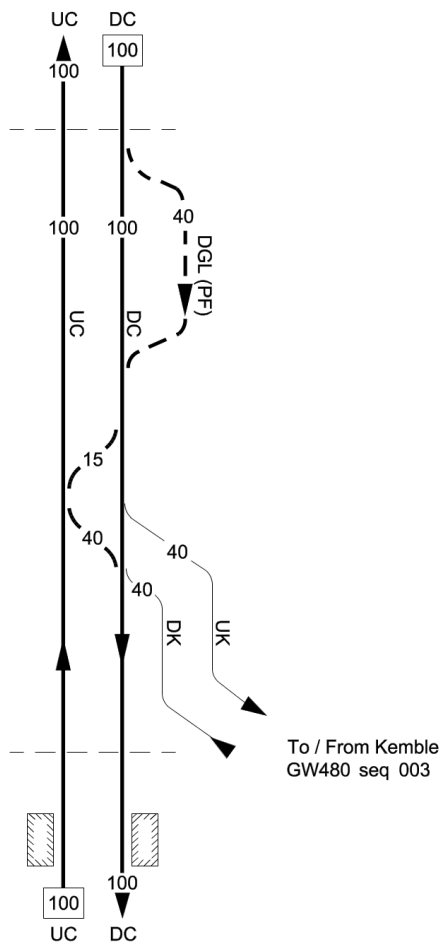
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW401	005	Ashchurch (Incl.) to Westerleigh Jn	BAG2 CHL	Western	04/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end diagram)	89 06		TCB Gloucester SB (G) RA8 Panel A GSM-R
	92 16 T		
Gloucester Barnwood Jn (GW401) (and change of ELR)	92 21		ELR - BAG2 ELR - CHL
	92 22 T		
	92 33		
Barnwood No.3 GF	92 35		UA Up Avoiding DA Down Avoiding
			Gloucester SB (G) Panel B
Gloucester Yard No.2 GF	92 77		
(Start/end diagram)	93 00		

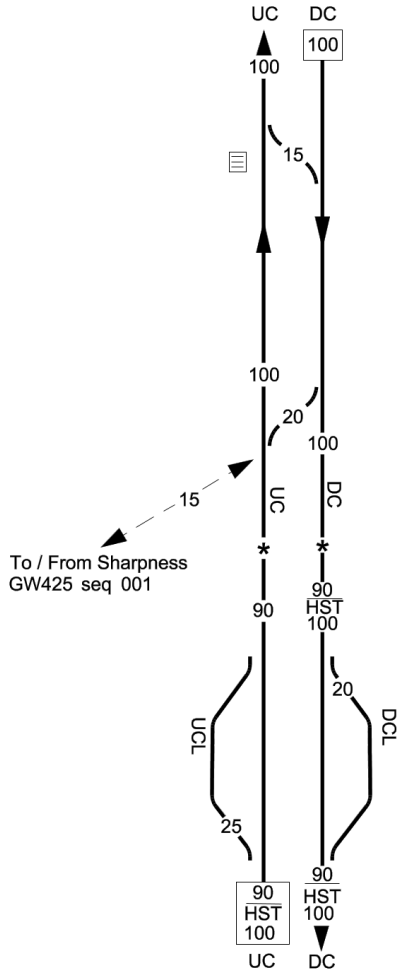
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW401	006	Ashchurch (Incl.) to Westerleigh Jn	CHL BGL1 BGL2	Western	04/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end diagram)	93 00		TCB Gloucester SB (G) RA8 Panel B GSM-R UA Up Avoiding DA Down Avoiding
Gloucester Yard Jn (GW401) (Change of ELR)	93 08		ELR - CHL ELR - BGL1
	93 11 *		
	94 01 *		
Change of mileage and ELR	94 10		ELR - BGL1 ELR - BGL2
	94 60		
Tuffley	94 74		
	95 00 *		Gloucester SB (G) Panel C
Brookthorpe HABD	97 58		UC Up Charfield DC Down Charfield UGL 512m, 1680ft
(Start/end diagram)	98 60		

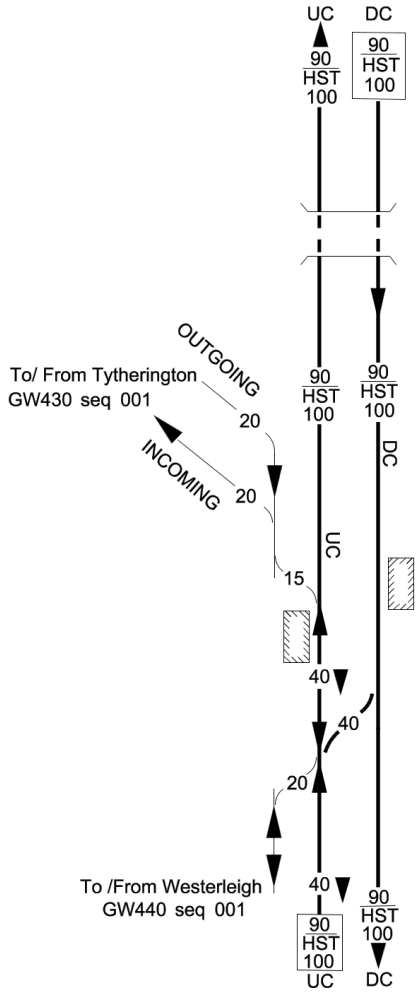
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW401	007	Ashchurch (Incl.) to Westerleigh Jn	BGL2	Western	04/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	98 60		TCB Gloucester SB (G) RA8 Panel C GSM-R
Haresfield Footpath LC (R/G)	98 62		
			UC Up Charfield DC Down Charfield
			DGL 567m, 1860ft
Standish Jn (GW401)	99 69		
			UK Up Kemble DK Down Kemble
			Location of known low rail adhesion - both lines 100mp to 102mp
Old Ends LC (CCTV)	101 27		
CAM & DURSLEY (Start/end of diagram)	105 30		Down platform - 104m, 114yds Up platform - 104m, 114yds Location of known low rail adhesion - both lines 104mp to 106mp

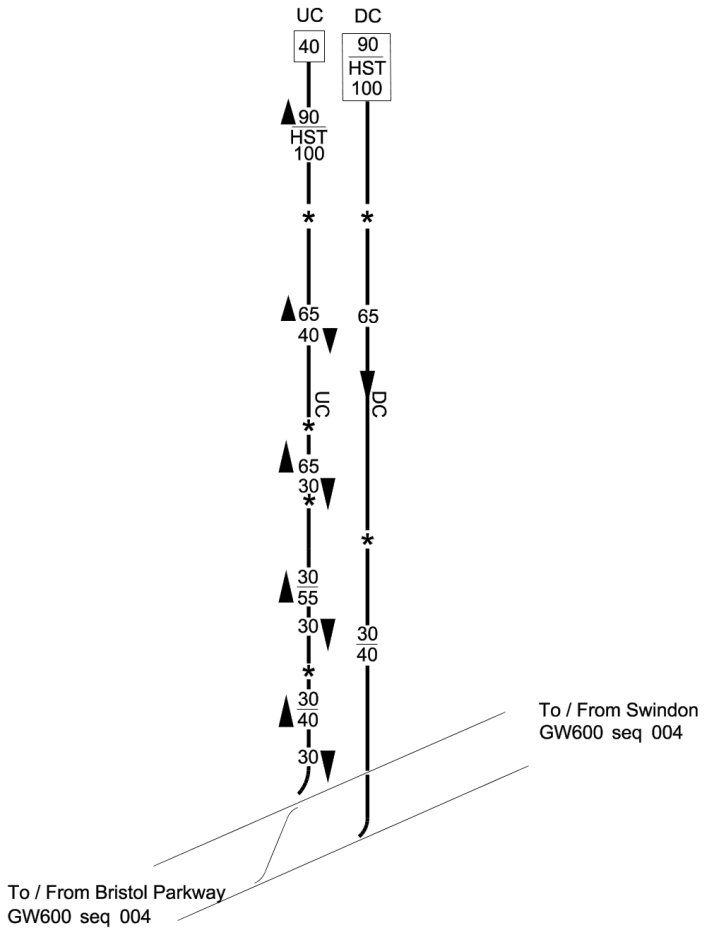
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW401	008	Ashchurch (Incl.) to Westerleigh Jn	BGL2	Western	04/05/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end diagram)	105	30		GSM-R TCB Gloucester SB (G) RA8 Panel C
Coaley GF	105	36		Location of known low rail adhesion - both lines 104mp to 106mp
				UC Up Charfield DC Down Charfield
Berkeley Road Jn (GW401)	107	70		Thames Valley Signalling Centre (Stoke Gifford) (BL)
	112	00 *		Axle counter area
Charfield (Start/end diagram)	112	72		DCL 492m, 1614ft UCL 468m, 1533ft DCL - Down Charfield Loop UCL - Up Charfield Loop

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW401	009	Ashchurch (Incl.) to Westerleigh Jn	BGL2 YAT	Western	04/05/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end diagram)	112	72		TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) GSM-R Axle counter area
Wickwar Tunnel (1281m, 1401yds)	115 to 116	28 to 12		
Yate Middle Jn (GW401) **YATE**	119 119	57 60		Down platform - 103m, 113yds Up platform - 105m, 115yds
	119	74		
Yate South Jn (GW401) (change of ELR)	120	03		ELR - BGL2 ELR - YAT
(Start/end diagram)	120	15		Up Line b-directional between signals BL2031and BL2043

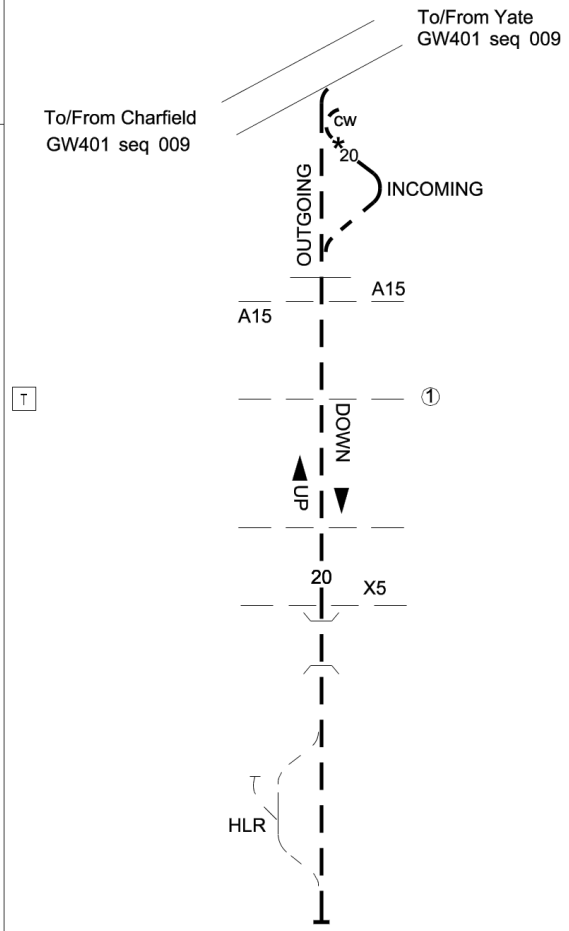
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW401	010	Ashchurch (Incl.) to Westerleigh Jn	YAT	Western	04/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end diagram)			GSM-R TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) AC: Didcot
	120 15		Axle Counter area
	120 17 *		
			UC Up Charfield DC Down Charfield
	120 45 *		
Limit of Electrification on DC and UC	120 59		UC and DC electrified
	120 62 *		
	120 67 *		
	121 18 *		
Westerleigh Jn (GW401)	121 28		
	107 14		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW425	001	Berkeley Road Jn to Sharpness	SAW	Western	04/05/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R
				OT(S) Gloucester SB (G) RA6 Panel C
			To/From Gloucester GW401 seq 008	
	107	70		
Berkeley Road Jn (GW425)	0	04		
			OT(S)	
			To/From Yate GW401 seq 008	
				Train staff kept at Cheltenham Alstone level crossing box.
				TPWS and AWS not provided
Berkeley GF	2	08		
			15	
	3	39		
Sharpness NR/BW boundary	3	68		
			To Sharpness Docks (Out of use)	
				Lease of track under Network Change NC/G1/2021/WEST/724

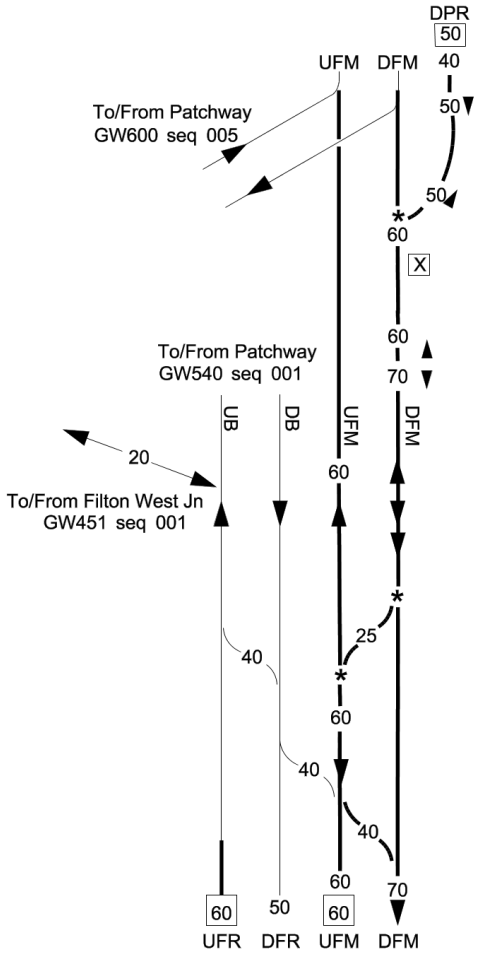
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW430	001	Yate Middle Jn to Tytherington	THO	Western	04/05/2024

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

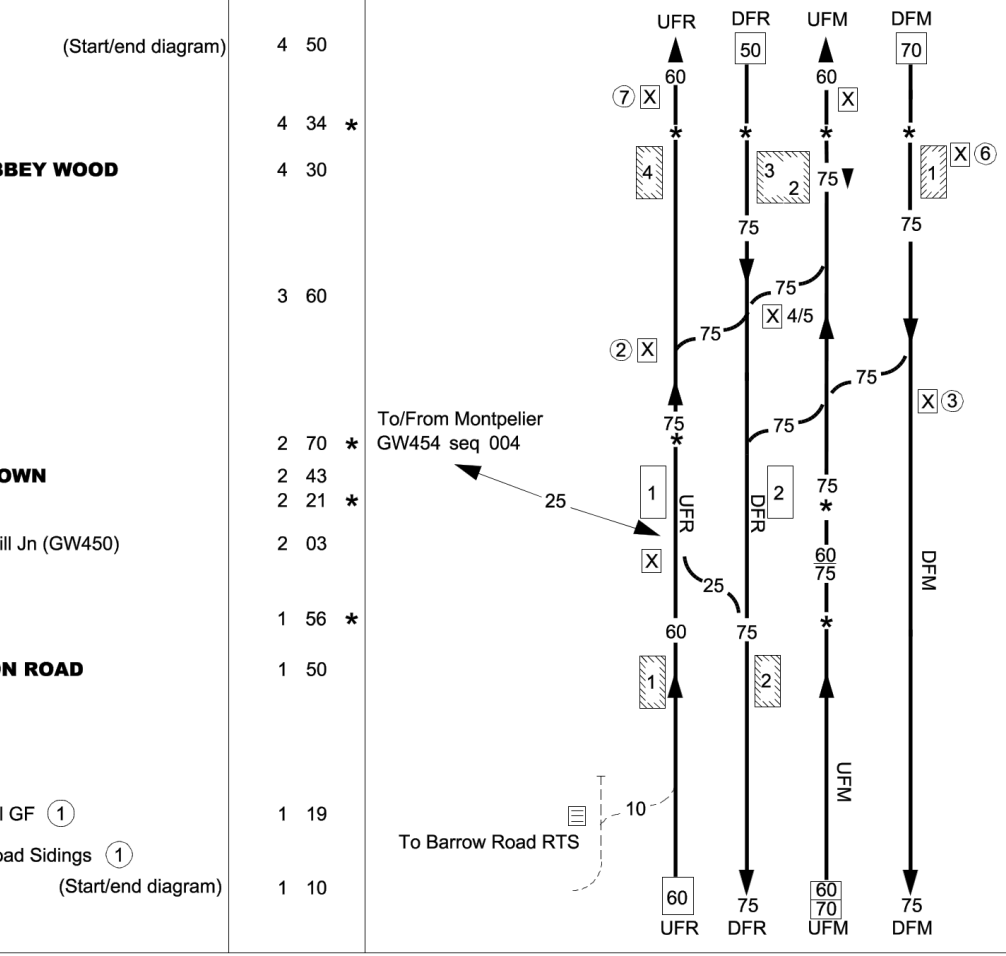
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW440	001	Yate South Jn to Westerleigh	BGL2	Western	04/05/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R C2 Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL)
Yate South Jn (GW440)	120	03	To/From Yate GW401 seq 009 C2 To/From Westerleigh Jn GW401 seq 009	TPWS and AWS not provided
Broad Lane LC (BW)	121	32	A10 A10	Sound horn approaching Broad Lane level crossing
Start/End of C2 Line	122	17	20 DOWN UP	
CE's Training School LC (UWC)	122 122	20 22		
Westerleigh Yard (End of Line)	122	65		See Local Instructions

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW450	001	Stoke Gifford Jn to Bristol East Jn	FEC BSW	Western	17/08/2024

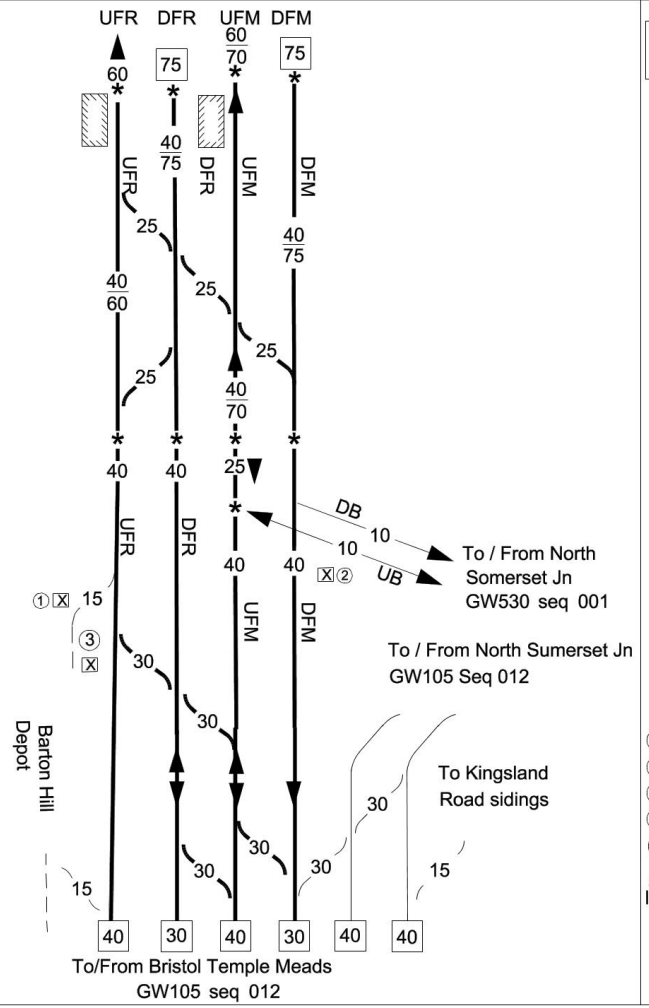
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Stoke Gifford Jn No.1 (GW450)	111 79		GSM-R TCB Thames Valley Signalling Centre (Stoke Gifford) (BL) AC Didcot RA8 Axle counter area
Limit of electrification on UFM, DFM and DPR	112 33		UFM, DFM and DPR electrified
	112 18 *		LOD (T) 5016, UFM, DFM (112m 29ch)
			DPR Down Bristol Parkway Relief DFM Down Filton Main UFM Up Filton Main
Filton Jn No.2 (GW450)	(4 66)		DB Down Bristol UB Up Bristol
Change of Line name (GW540)			Location of Low Rail Adhesion All Lines- 0m 40ch to 4m 66ch
	112 64 *		
	112 68 *		
Filton Jn No.1 (Change of ELR)	113 01		ELR - FEC ELR - BSW
	4 50		DFR Down Filton Relief UFR Up Filton Relief

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW450	002	Stoke Gifford Jn to Bristol East Jn	BSW	Western	28/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end diagram)	4 50		TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) GSM-R
	4 34 *		⑥ LOD (T) 5038, UFM, DFM (4m 44ch) ⑦ LOD (T) 5037, UFR, DFR,U& D FC (4m 42ch)
FILTON ABBEY WOOD	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 Montpelier GW454 seq 004	
ASHLEY DOWN	2 43		Both Platforms 126, 137yds
	2 21 *		TCB Thames Valley Signalling Centre RA8 (Bath) (BL)
Narroways Hill Jn (GW450)	2 03		Axle Counter area LOD (K) 5032, UFR, DFR, U & D A, (1m 78ch)
	1 56 *		Down platform - 211m, 231yds Up platform - 216m, 236yds
STAPLETON ROAD	1 50		UFR - Up Filton Relief DFR - Down Filton Relief UFM - Up Filton Main DFM - Down Filton Main
Lawrence Hill GF (1)	1 19	To Barrow Road RTS	
To Barrow Road Sidings (1)			(1) Out of Use STNC/G1/2018/WEST/629
(Start/end diagram)	1 10		

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 *		
	1 09 *		
LAWRENCE HILL	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		



GSM-R

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

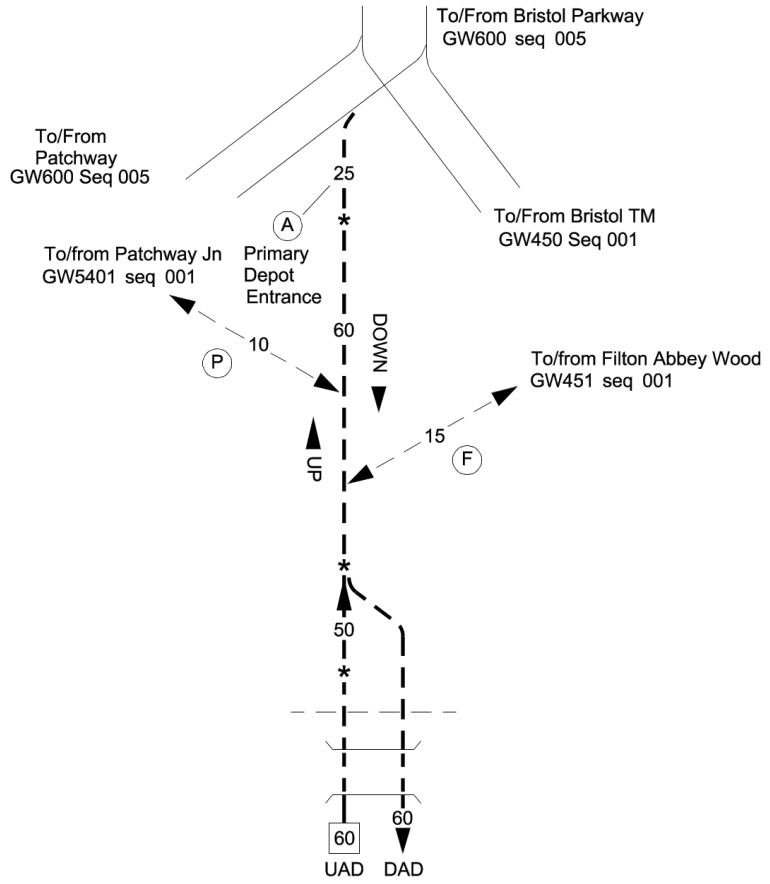
UFM Up Filton Main
DFM Down Filton Main

UB Up Bristol Loop
DB Down Bristol Loop

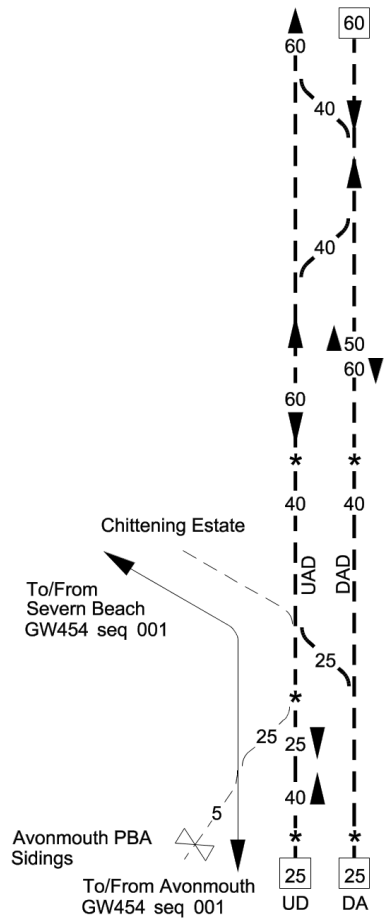
Thames Valley Signalling Centre
(Temple Meads) (BL)

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)

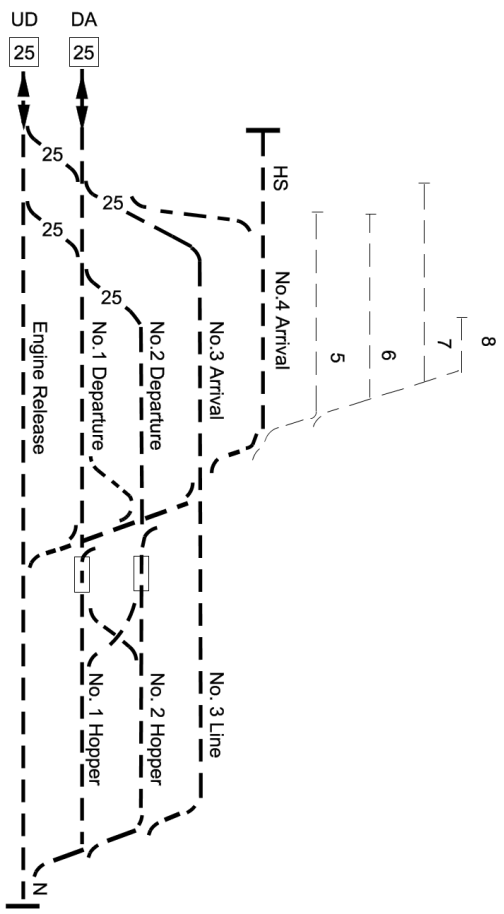
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW4501	001	Stoke Gifford Jn to Bristol Bulk Handling Terminal	AFR	Western	04/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Thames Valley Signalling Centre (Stoke Gifford) (BL) AC Didcot RA8 Axle counter area to Stoke Gifford to (Single Line) (A) Depot Operating instructions apply from this point (112m 12ch) (P) Patchway Chord (F) Filton Chord
Stoke Gifford Jn No.1 (GW4501)	111 79		
Stoke Gifford Jn No.2 (GW4501)	112 05		
Limit of electrification UAD and DAD	112 10		
Stoke Gifford IET Depot Entrance Line	112 12 *		
	112 72		
Filton West Jn			
	112 78		Axle counter Area on UAD to Filton West Jn Axle counter area on DAD to SA24 signal (115m 15ch)
	113 00 *		
	113 06 *		
BAC LC (UWC)	113 30	T	BAC - British Aerospace Company
Charlton Tunnel (GW4501) (276m, 302yds)	113 79 to 114 12		
(Start/end diagram)	116 00		UAD - Up Avonmouth Dock DAD - Down Avonmouth Dock

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW4501	002	Stoke Gifford Jn To Bristol Bulk Handling Terminal	AFR	Western	16/11/2024

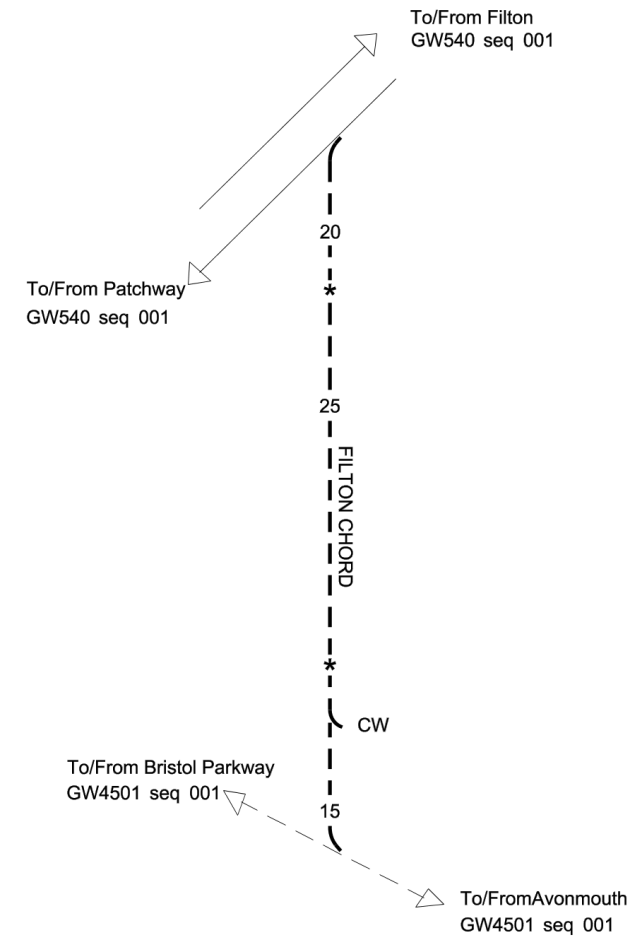
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	116	00		TCB St. Andrews Jn SB (SA) RA7 GSM-R Axle counter area on UAD from BL1842 signal
Hallen Moor East	117	20		
Hallen Moor West	117	70		
	118	20 *		
Chittening Estate				UAD - Up Avonmouth Dock DAD - Down Avonmouth Dock
Hallen Marsh Jn	118	42		ELR - AFR ELR - AMB - applies to GW454 only
	118	57 *		
Holesmouth Jn (GW4501)	118	64		
	118	74 *		UD Up Departure DA Down Arrival
Avonmouth PBA Sidings				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW4501	003	Stoke Gifford Jn to Bristol Bulk Handling Terminal	AFR	Western	25/02/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	118	74		GSM-R TCB St. Andrews Jn SB (SA) RA7 UD - Up Departure DA - Down Arrival HS - Headshunt N - Neck
Portbury Terminal Jn	119	04		
Bristol Bulk Handling Terminal Hopper Houses 1 and 2	119	44		
End of line	120	04		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW451	001	Filton Jn to Filton West Jn (Filton Chord)	FWC	Western	04/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) Axle counter area
Filton Jn No.2 (GW451)	4 66		
	4 68 *	To/From Patchway GW540 seq 001	
	5 34 *		
	5 36	CW	CW single.
Filton West Jn (GW451)	5 41	To/From Bristol Parkway GW4501 seq 001	
	112 78	To/FromAvonmouth GW4501 seq 001	



Western Route Sectional Appendix Module WR2

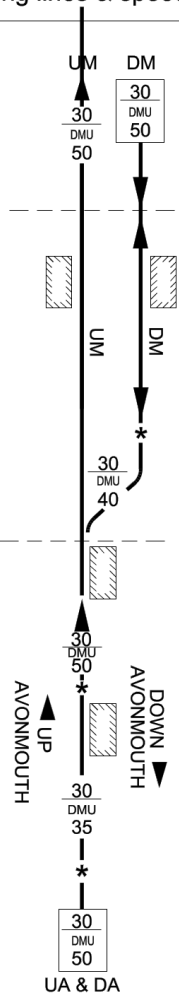
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW454	001	Severn Beach to Narroways Hill Jn	AMB CNX	Western	02/10/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
SEVERN BEACH	11 64	T	OT St Andrews Jn SB (SA) RA7 Platform - 86m, 94yds
SERC Ground Frame	12 70	T S	Shut -in facilities provided at SERC ground frame
	14 53 *	15 NR/SERC boundary; 30 DMU 50; To/From Charlton Tunnel GW4501 seq 002	
Holesmouth Jn	14 60	25; 5; Avonmouth PBA Sidings; 30 DMU 50; 30	
	15 14 *	Bristol Bulk Handling Terminal	
ST. ANDREWS ROAD	15 37	30 DMU 50	Platform - 77m, 84yds
St. Andrews Jn SB (SA) & LC (MCB) (change of mileage and ELR)	16 00 9 32		TCB ELR - AMB ELR : CNX
	9 29 *	UP; DOWN; 15	
Single line Jn	9 18		
	9 15 *	30 DMU 50 UM; 30 DMU 50 DM	

GSM-R

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW454	002	Severn Beach to Narroways Hill Jn	CNX	Western	02/09/2023

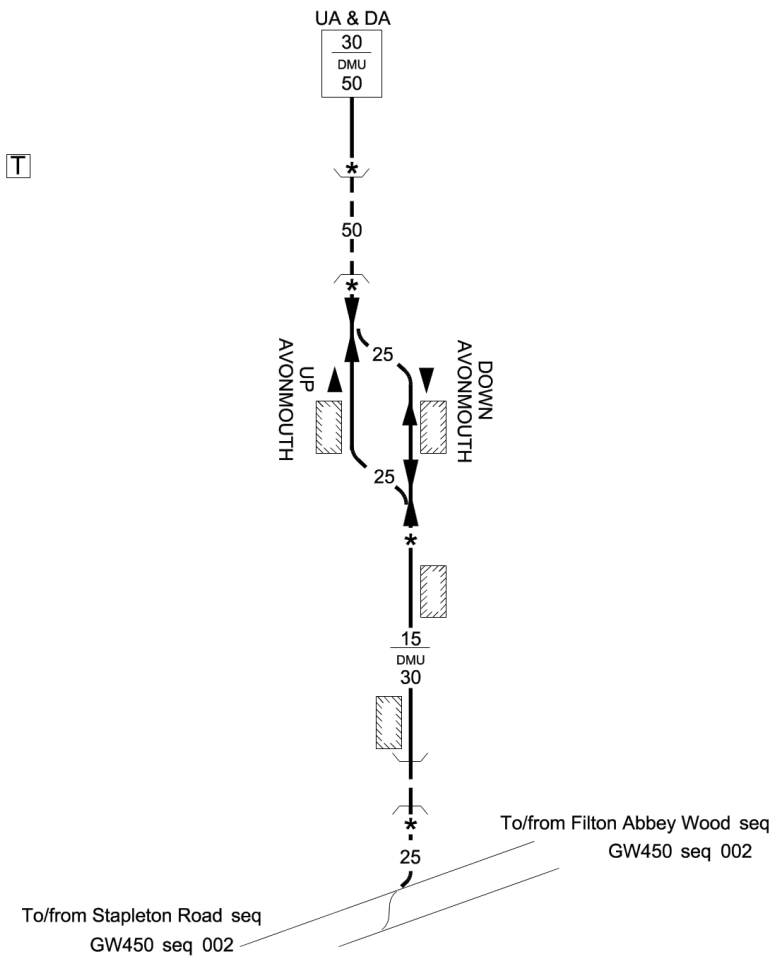
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			TCB St Andrews Jn SB (SA) RA7
	9 15		
Avonmouth Station LC (CCTV)	9 08		
AVONMOUTH	9 02	T	Down platform - 92m, 100yds Up platform - 83m, 90yds (Tel.)
			DM bi-directional to SA.11
	8 35 *		Location of known low rail adhesion Single 6mp to 9m 2ch
Avonmouth Dock LC (CCTV)	8 29		
PORTWAY PARK & RIDE (P&R)	8 07		Platform - 126m, (138yds)
	7 52 *		TCB Thames Valley Signalling Centre RA7 (Bath) (BL)
SHIREHAMPTON	7 50		Platform - 128m, 140yds
			Axle Counter area
	7 42 *		



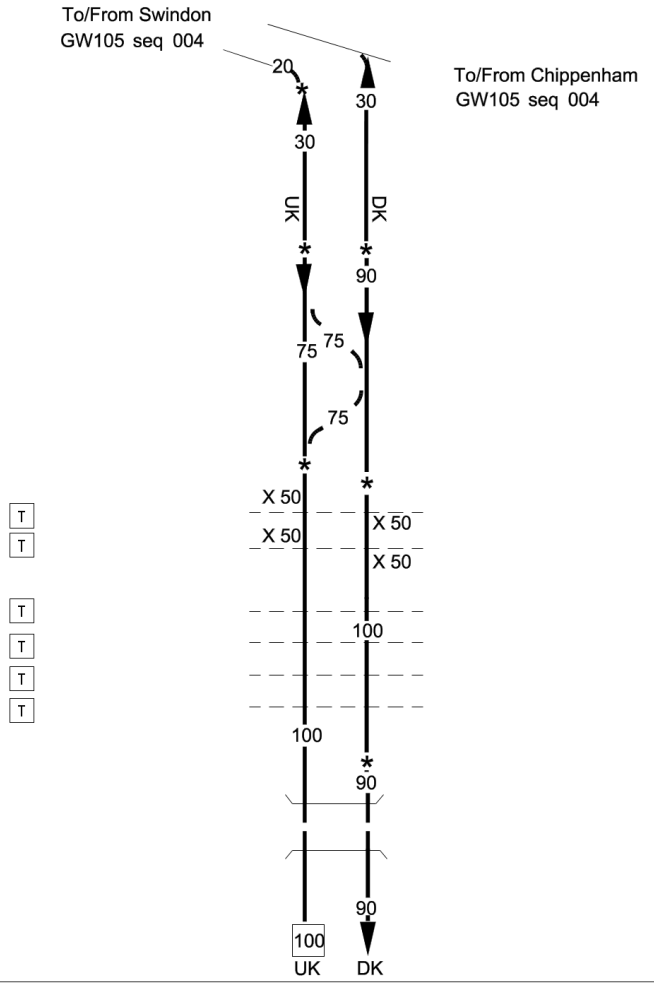
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW454	003	Severn Beach to Narroways Hill Jn	CNX	Western	02/09/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		UA & DA 30 DMU 50	TCB Thames Valley Signalling Centre (Bath) (BL) RA7 GSM-R
	7 42		Axle counter area Location of known low rail adhesion Single 6mp to 9m 2ch
		30 DMU 50	
Sea Mills LC (UWC)	6 04	T	
SEA MILLS	6 00		Platform - 118m, 129yds
	5 58	W	Up direction W Board applies to non-stopping trains only
		UP AVONMOUTH / DOWN AVONMOUTH	Location of known low rail adhesion - 6mp to 5mp.
	5 20	30 DMU 50 UA & DA	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW454	004	Severn Beach to Narroways Hill Jn	CNX	Western	04/05/2024

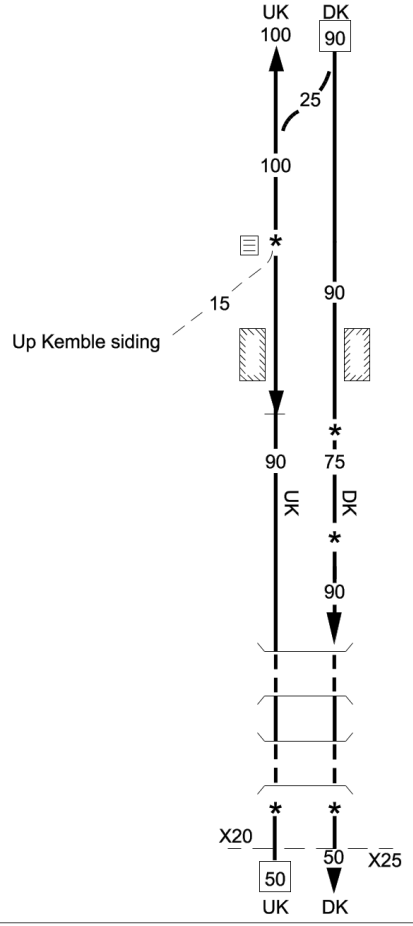
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Thames Valley Signalling Centre (Bath) (BL) RA7 GSM-R
(Start/end diagram)	5 20		Axle Counter Area
Clifton Down Tunnel (1601m, 1751yds)	5 06 *	T	
	to		
	4 07 *		Down Avonmouth is bi-directional to Sea Mills end of platform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

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
					TCB Thames Valley Signalling Centre RA8 (Swindon) (SW) AC - Didcot GSM-R
Swindon Jn (GW480)	77	36	*		Axle counter area DK Down Kemble UK Up Kemble
Limit of electrification on DK and UK	77	58			
	77	61	*		UK and DK electrified
Rodbourne Jn	78	33			
	78	43	*		
	78	79	*		
Purton Collins Lane LC (AHBC-X)	81	09		T	
Purton Common Footpath LC (R/G-X)	81	65		T	
Clovers Footpath LC	83	11		T	
Gambols LC (UWC)	83	57		T	
Gryphon Lodge LC (UWC)	84	66		T	
Minety LC (CCTV)	86	74		T	Controlled by TVSC level crossing workstation
	90	11	*		
Kemble Tunnel 374m (409 yards)	90 to 90	41 60			
(Start/end diagram)	90	65			

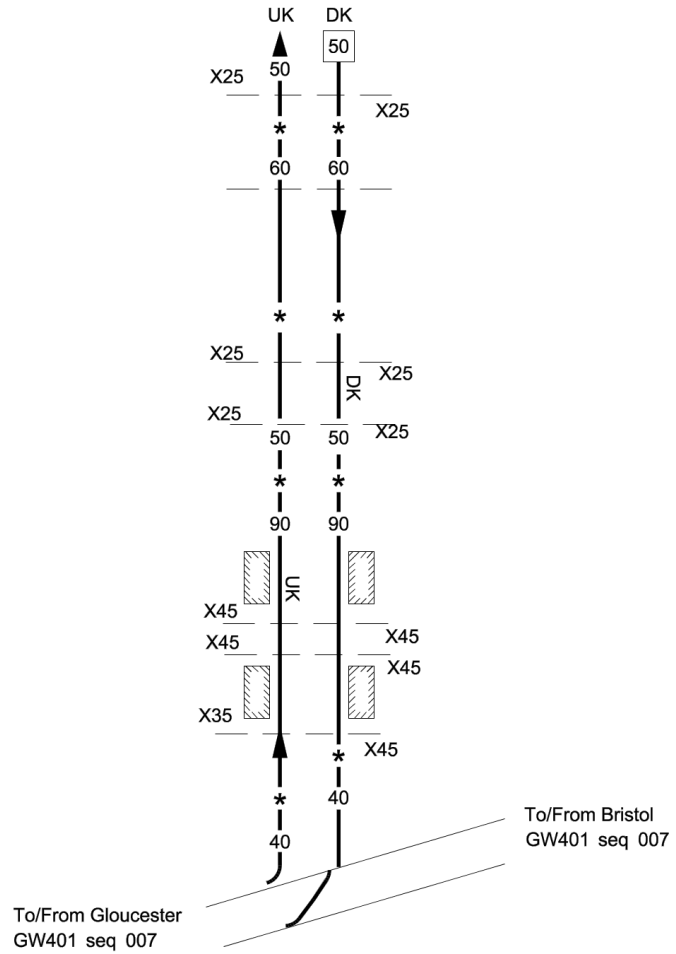
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW480	002	Swindon to Standish Jn		Western	13/07/2024

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



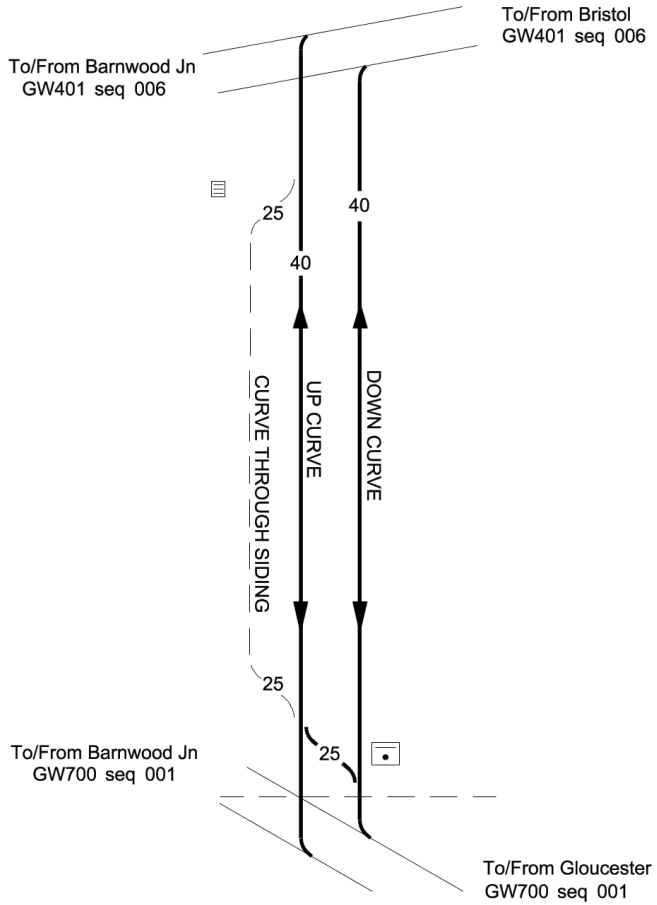
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW480	003	Swindon to Standish Jn	SWM1	Western	31/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			TCB Gloucester SB (G) RA8 Panel C
(Start/end of diagram)	96 05		
Frampton LC (R/G-X)	96 32 T		
	98 60 *		DK Down Kemble UK Up Kemble
St. Mary's LC (MCG)	98 64 T		
	99 22 T		
	100 10 *		
	100 49		
Ham Mill FP Crossing (R/G-X)	100 63		
	100 75		
	101 24		
Bowbridge FP Crossing (R/G-X)	101 36		Location of Known low rail adhesion
	101 49		All lines 101mp to 103mp
	102 00 *		
STROUD	102 13 T		Down platform - 185m, 202yds (Tel.) Up platform - 185m 202yds
Gannicox FP (R/G-X)	102 48		
Ebley LC UWC (R/G-X)	103 49 T		
STONEHOUSE	104 74 T		Down platform - 156m, 171yds (Tel.) Up platform - 160m, 175yds
Globe Inn FP LC (R/G-X)	105 10		
	106 58 *		Location of known low rail adhesion
	106 70 *		All lines 104mp to 106mp
Standish Jn (GW480)	106 74		
	99 69		



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		
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		

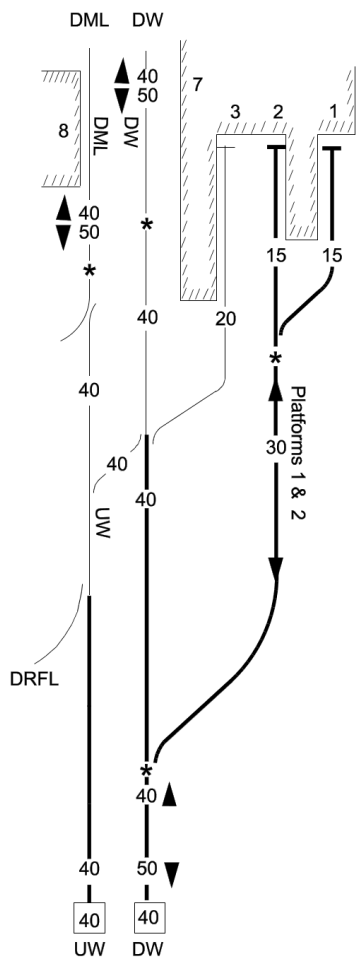


GSM-R

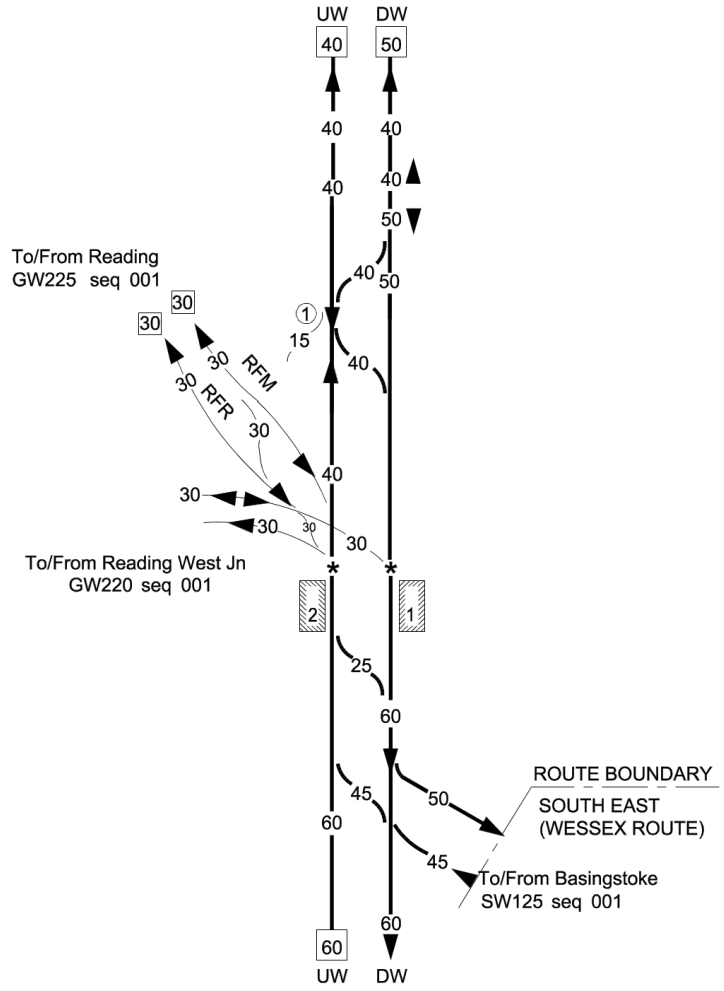
TCB	Gloucester SB (G)
RA8	Panel B

Location of known low rail adhesion
Down 113mp to 114m 20ch

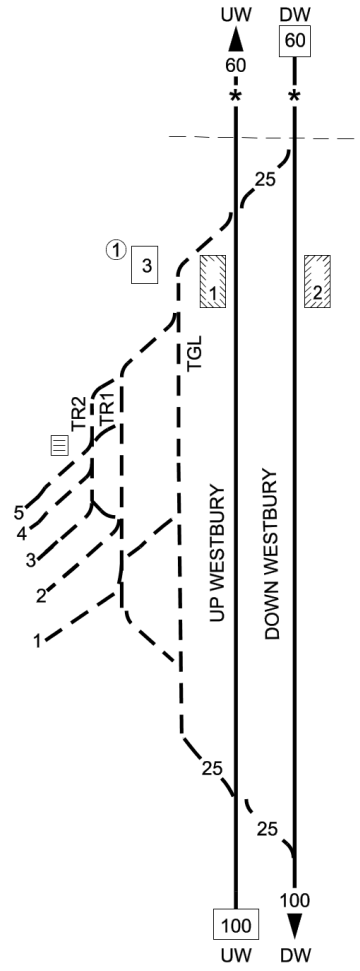
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	001	Reading to Cogload Jn via Westbury & Frome A/LS	BKE	Western	16/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
READING (GW500)	36 00		GSM-R TCB Thames Valley Signalling Centre RA8 (Reading) (T) AC - Didcot DW - Down Westbury DML - Down Main Loop UW - Up Westbury DRFL - Down Reading Festival Line Axle counter area Platform 1 - 124m, 136yds (PP) Platform 2 - 120m, 131yds (PP) For other details see route GW103 Platforms 1 - 3 electrified UW and DW electrified
	36 08 *		
	36 11 *		
	36 13 *		
Westbury Line Jn	36 17		
	36 20 *		

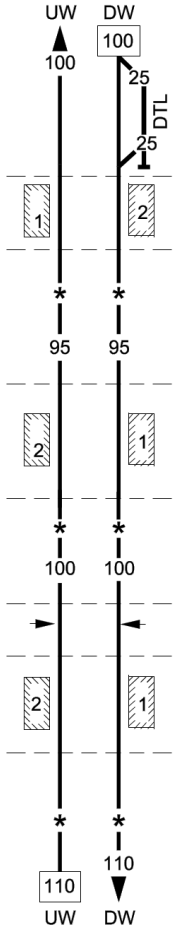
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	002	Reading to Cogload Jn via Westbury & Frome A/LS	BKE BHL	Western	13/07/2024

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

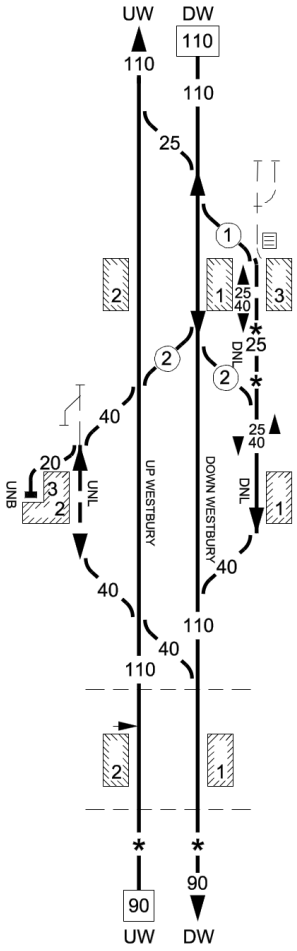
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	003	Reading to Cogload Jn Via Westbury & Frome A/Ls	BHL	Western	12/07/2025

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
Start/end of diagram	38	20 *		GSM-R TCB Thames Valley Signalling Centre (Newbury) (T) RA8 AC Didcot Axle counter area ATP - UW from T2826 (40m 68ch) - DW from T2841 (43m 30ch) UW, DW, TGL and DTL electrified
Calcot Mill FP (R/G)	40	11		
THEALE	41	22		Platform 1 - 168m, 184 yds Platform 2 - 168m, 184 yds ① Temporary platform - use must be specially authorised - 140m, 153 yds TGL - Theale Goods Loop
Theale Reception Sidings GF	41	54		1 - Puma 2 - Aggregate Industries 3 - Breedon 4 - Cripple Sidings 5 - Hansons Theale Goods Loop (T2828-2835)-414m/1358ft/64SLU (T2828 -T6819)-1118m/3667ft/174SLU (T2830-T6819)-601m/1971ft/93SLU (T2830-T2839)-1049m/3441ft/163SLU
				Theale Reception 1 (T6812-T6817)-350m/1148ft/54SLU (T6812-T6821)-568m/1863ft/88SLU (T6812-T6825)-860m/2821ft/134SLU
				Theale Reception 2 (T6810-Stop Board)-362m/1187ft/56SLU
Start/end of diagram	42	08		

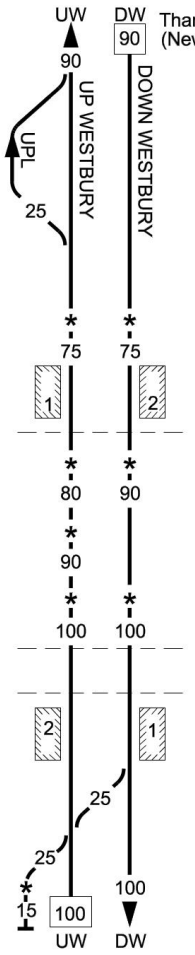
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	004	Reading to Cogload Jn Via Westbury & Frome A/Ls	BHL	Western	02/08/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
Start / end of Diagram	42	08			GSM-R TCB Thames Valley Signalling Centre (Newbury) (T) RA8 AC - Didcot Axle counter area DW and UW electrified ATP - UW to T2842 (46m 57ch) - DW to T2855 (49m 47ch) DTL-Down Towney Loop/ (T2845 - IBJ/8843 Points) = 729m/ 2391ft /113SLU
Towney LC (UWC)	44	11	T		
ALDERMASTON	44	63			Platform 1-115m,126yds Platform 2- 105m 115yds
Wickham Knights LC (UWC) (R/G)	46	16	T		
	46	50	*		(Controlled by Colthrop LC)
Midgham LC (CCTV)	46	56			Down platform - 97m, 106yds Up platform - 117m, 128yds
MIDGHAM	46	59			DW - Down Westbury UW - Up Westbury
Compeday LC (UWC)	47	08	T		
	47	10	*		
Crannel's LC (UWC)	47	47	T		Platform 1 - 168m, 184 yds Platform 2 - 168m, 184 yds
Colthrop HABD	48	66			
Colthrop LC (MCB)	48	75			(Controlled by Colthrop LC)
THATCHAM	49	45			
Thatcham LC (CCTV)	49	51			
	51	40	*		

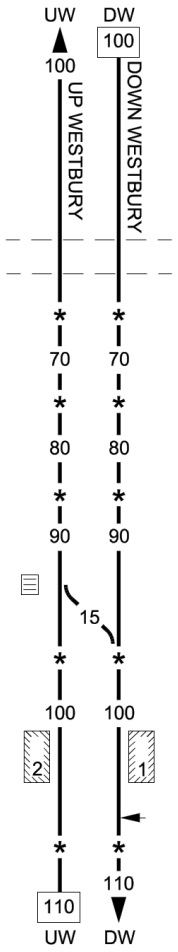
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	005	Reading to Cogload Jn Via Westbury & Frome A/Ls	BHL	Western	07/06/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
	51	40			GSM-R TCB Thames Valley Signalling Centre (Newbury) (T) RA8 AC - Didcot Axle counter area ATP - UW from T2856 (52m 23ch) UW, DW, DNL, UNL & UNB electrified DW is bi-directional between T2854 and T2865 (1) - 35mph down direction - 25mph up direction DPL (PP-A) Daylight hours only Platform 1 - 89m, 97yds Platform 2 - 74m, 81yds Platform 3 - 206m, 225yds Down Newbury Loop (Racecourse)=(T2867-T2852) -688m/2257ft/107SLU (2) - 40`mph down direction - 25mph up direction UNL - Up Newbury Loop (T2862-T2871) - 379m/1243ft/59SLU DNL - Down Newbury Loop (at Newbury) (T2875-T2866)-296m/971ft/46SLU (T2875-IBJ/8862B Points)-442m/1450ft/69SLU DNL and UNL (PP-A) and bi-directional Down platform 1 - 291m, 318yds Up platform 2 - 327m, 358yds Up Newbury Bay platform 3 - (PP)-129m, 141yds (Controlled by Kintbury LC) Limit of axle counter area Down platform 1 - 105m, 115yds Up platform 2 - 106m, 116yds
Newbury Sidings GF	52	13			
NEWBURY RACECOURSE	52	31			
	52	39	*		
	52	68	*		
NEWBURY	53	06			
Limit of electrification on DW and UW	53	42			
Hamstead LC (CCTV)	56	09			
Kintbury HABD	58	32			
KINTBURY	58	38			
Kintbury LC (MCB)	58	42			
	58	50	*		
	60	12			

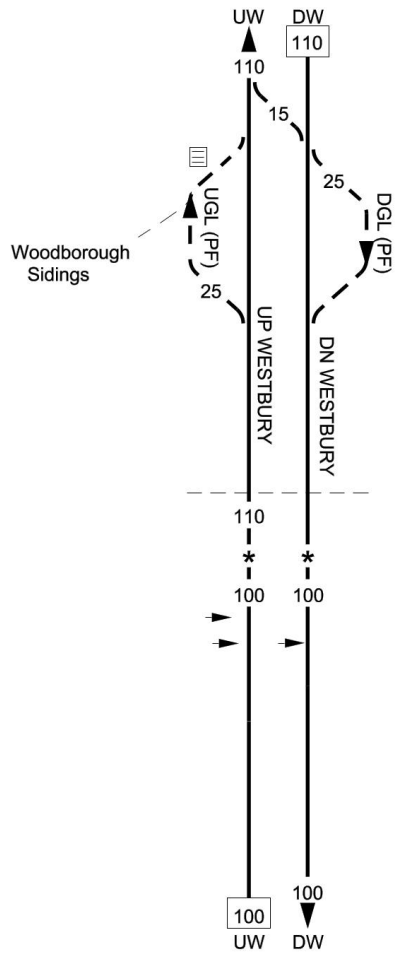
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	006	Reading to Cogload Jn Via Westbury & Frome A/Ls	BHL	Western	07/06/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Thames Valley Signalling Centre RA8 (Newbury) (TR) SATWS provided between 60m 12ch and 60m 56ch - see General Instructions **UPL Up Loop** AWS not provided at UPL exit signal TR.849 UPL 679m, 2226ft Hungerford UGL= (TR849-IBJ/927 points) 726m/2381 ft/113SLU
HUNGERFORD	61 43		Down platform - 150m, 164yds Up platform - 153m, 167yds (Controlled by Kintbury LC)
Hungerford LC (CCTV)	61 47		
Fairfield LC (UWC)	64 67	T	
Wansdyke LC (UWC)	66 02	T	
BEDWYN	66 33		Down platform - 121m, 132yds Up platform - 123m, 135yds Turnback Siding Standage - 142m, 155yds
	66 48 *		SATWS provided between 66m 41ch and 66m 56ch - see General Instructions

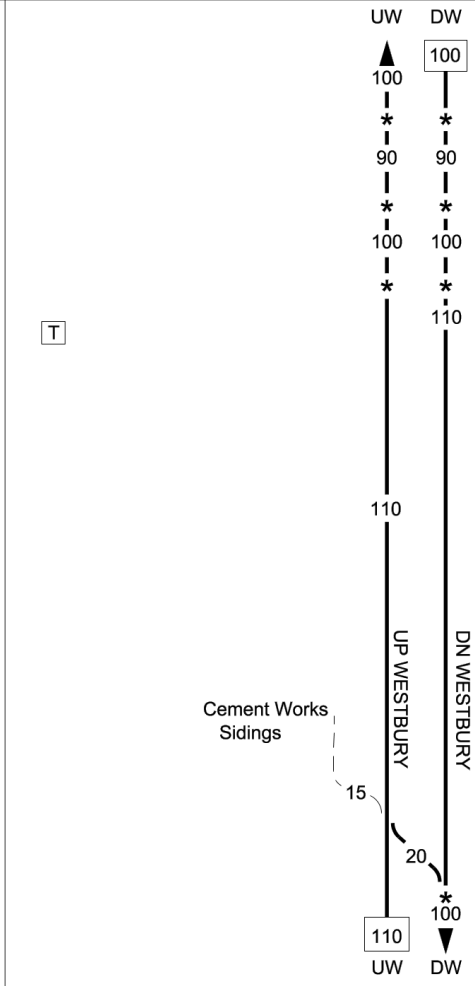
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	007	Reading to Cogload Jn Via Westbury & Frome A/Ls	BHL	Western	11/03/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	66 48		GSM-R TCB Thames Valley Signalling Centre (Newbury) (TR) RA8
Beech Drive LC (UWC)	67 32	T	
Crofton LC (R/G)	68 04	T	
	68 10 *		
	68 50 *		
	69 40 *		
Savernake GF (O.O.U)	70 07		SATWS provided between 70m 4ch and 70m 10ch - see General Instructions
	70 55 *		Location of known low rail adhesion both lines 73mp to 77mp
PEWSEY	75 26		Down platform - 170m, 186yds Up platform - 177m, 194yds
Pewsey HABD	75 60		
	76 10 *		
	78 71		

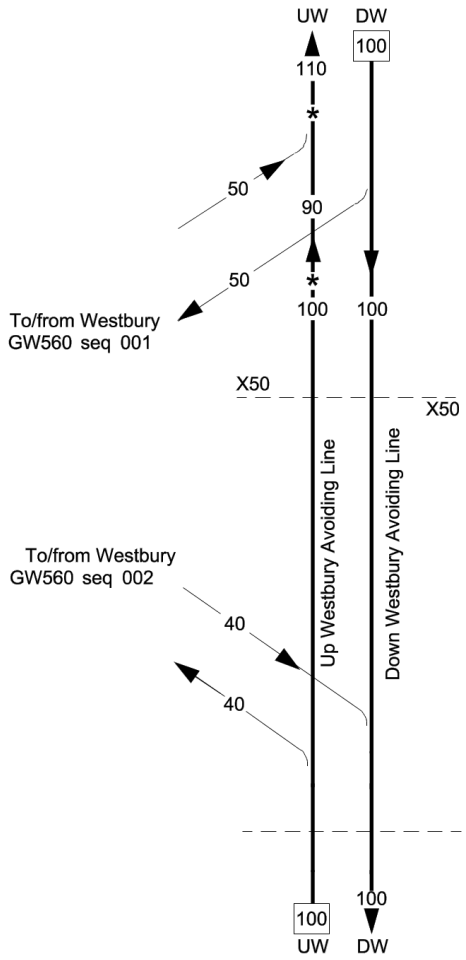
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	008	Reading to Cogload Jn via Westbury & Frome A/LS	BHL SWY	Western	03/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Thames Valley Signalling Centre RA8 (Newbury) (TR) GSM-R
	78 71	T	
Woodborough Sidings GF	78 73		
Woodborough Goods Loop			DGL (TR884-TR473 GPL) - 653m/2142ft/102SLU UGL (TR821 - LOS) - 684m/2247ft/106SLU
(Change of ELR)	81 19		ELR : BHL ELR : SWY
Stoner LC (Bridleway)	82 04	T	
	83 20 *		
Urchfont HABD	84 28		
Urchfont WILD	84 32		
	85 00		

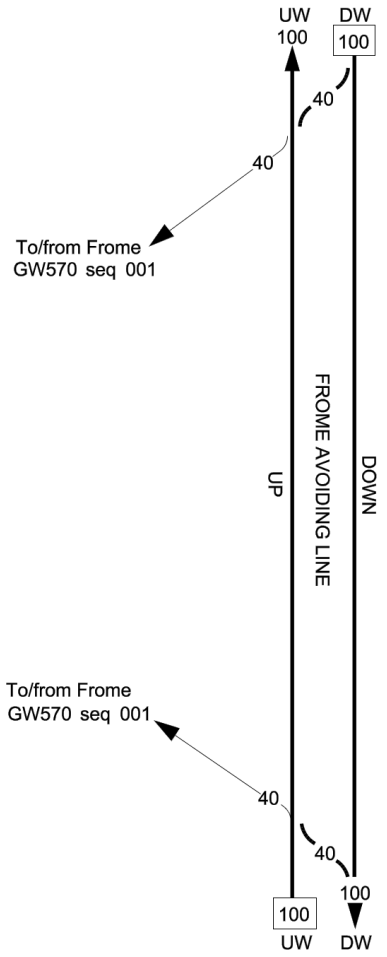
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	009	Reading to Cogload Jn Via Westbury & Frome A/Ls	SWY	Western	16/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB RA8 Thames Valley Signalling Centre (Newbury) (TR) GSM-R
	85 00 *		
	85 40 *		
	86 40 *		
	86 72	T	
Lavington	88 06		Down Westbury line from DW 89 and Up Westbury line to UW 93 controlled by Westbury SB (W)
			TCB RA8 Westbury SB (W) Panel A
	94 41		
	94 42 *		

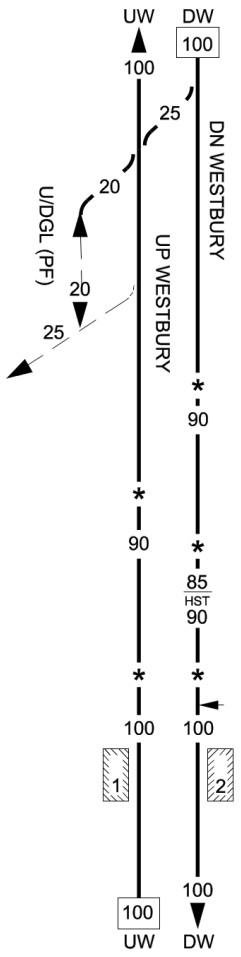
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	010	Reading To Cogload Jn via Westbury & Frome A/LS	SWY WES WEY	Western	01/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	94 42		TCB Westbury SB (W) Panel A RA8 Panel A GSM-R
Heywood Road Jn (GW500) *	94 44		
(Change of ELR)			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
Masters LC (UWC) (GW500)	111 53	T	Westbury SB (W) Panel B
(Start/end of diagram)	113 00		

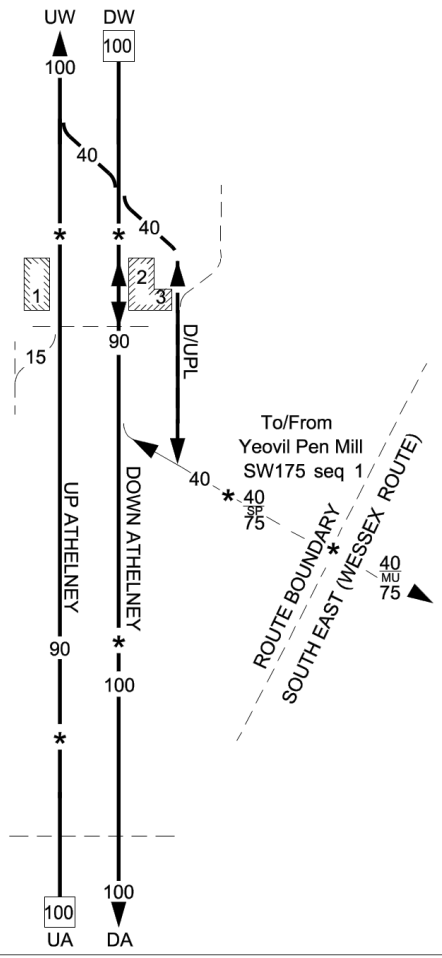
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	011	Reading to Cogload Jn Via Westbury & Frome A/LS	WEY FRA	Western	22/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	113 00		TCB Westbury SB (W) RA8 Panel B GSM-R
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

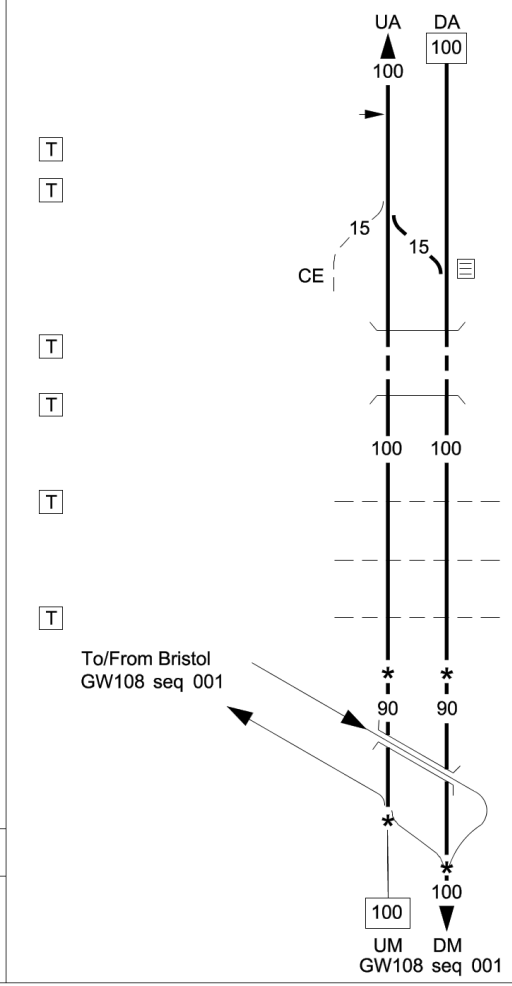
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	012	Reading to Cogload Jn Via Westbury & Frome A/LS	WEY	Western	22/03/2025

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	116	52			TCB Westbury SB (W) RA8 Panel B GSM-R
	120	50			
East Somerset Jn (Witham)	120	73			U/DGL 575m, 1886ft
	121	00	*	To/from Merehead Quarry GW580 seq 001	URS 564m, 1848ft
	123	40	*		FWS between 124m 50ch and 125m 54ch
	125	10	*		
	125	42	*		
Bruton HABD (Upton Noble)	125	69			
BRUTON	126	09			Down platform - 144m, 157yds Up platform - 130m, 142yds
(Start/end of diagram)	127	35			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	013	Reading to Cogload Jn via Westbury & Frome A/LS	WEY CCL	Western	16/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	127 35		GSM-R TCB Westbury SB (W) RA8 Panel B DW - Down Westbury UW - Up Westbury
	129 14		
	129 30 *		
CASTLE CARY (GW500)	129 45		Platform 1 - 198m, 217yds Platform 2 - 197m, 215yds Platform 3 - 70m, 77yds
Barrow Crossing (GW500)	129 49 T		D/UPL 487m, 1596ft
Castle Cary Jn (GW500)	129 50		ELR : WEY
(Change of ELR and line name)	115 32		ELR : CCL
	(129 65) *		
(Route Boundary South East Wessex Route)	(130 00) *		
(See Wessex Route Sectional Appendix)	115 38 *		
	116 00 *		
Parsonage Farm LC (UWC)	117 10 T		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	014	Reading to Cogload Jn Via Westbury & Frome A/LS	CCL	Western	16/11/2024

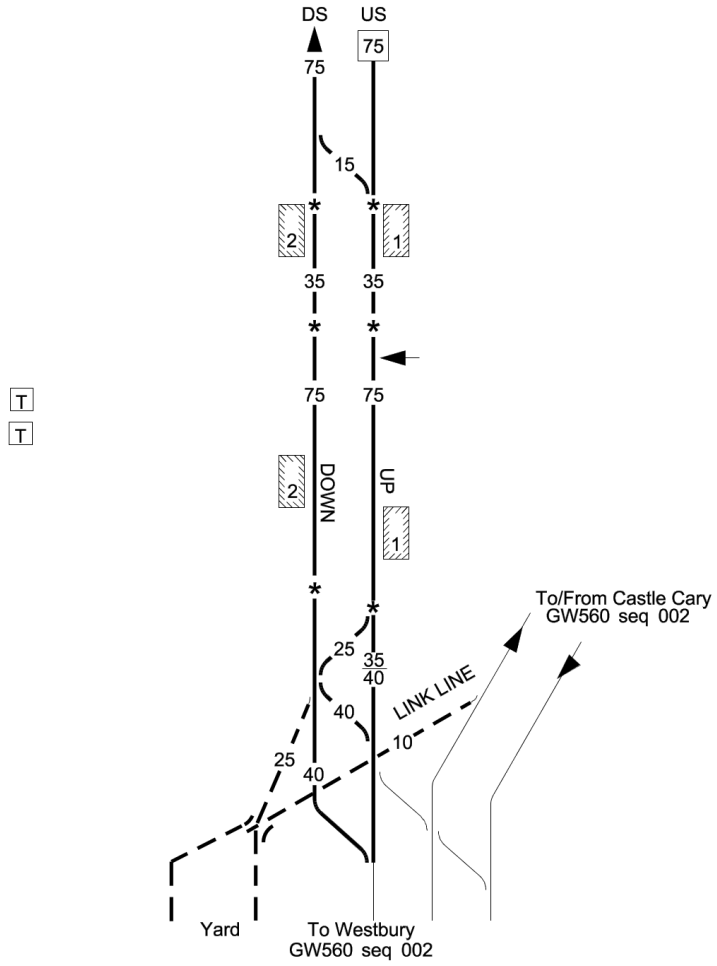
Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
	117	10			GSM-R TCB Westbury SB (W) RA8 Panel B
Keinton Mandeville HABD	120	06			
	120	10	T		DA - Down Athelney UA - Up Athelney
	122	24	T		
Somerton GF	126	11			
Somerton Tunnel (963m ,1053 yds)	126	59	T		Exeter SB (E) Panel C
	to				
	127	27	T		
Holly Moor LC (UWC)	133	31	T		
Athelney LC (AHBC)	134	79			
Cutts Drove LC (UWC)	135	00	T		
	137	65	*		
Cogload Jn (Up) (GW500)	138	03	*		
	158	23			
Cogload Jn (Down) (GW500)	138	30	*		
	158	50			

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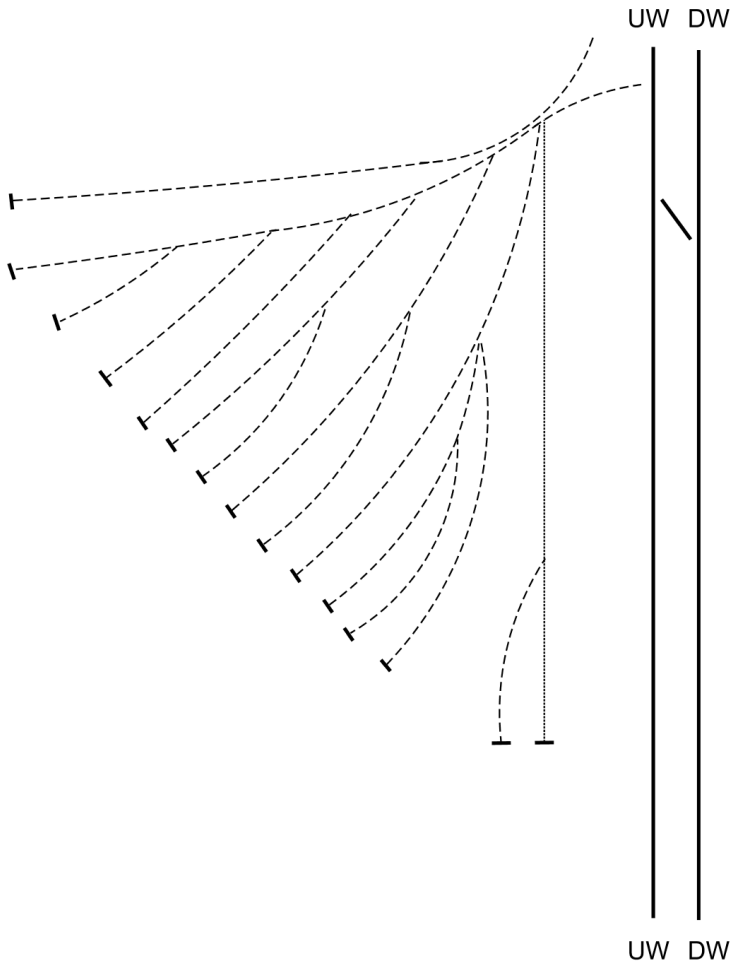
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW5001	001	Beechgrove GF (incl) to Westbury South Jn	SAL	Western	01/06/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			To/From Wilton Jn SW170 seq 4 DS US 75 75 DOWN SALISBURY UP SALISBURY	GSM-R TCB Westbury SB (W) RA8 Panel A Direction of line is UP towards Westbury South Jn
See Wessex Route Sectional Appendix				Lines to Beechgrove GF (excl)/ Route Boundary controlled by Salisbury (SY) signal box
Route Boundary South East (Wessex Route)	115	40	SOUTH EAST (WESSEX ROUTE) ROUTE BOUNDARY 75 75	
Beechgrove GF (GW5001)	115	27	15	
(Start/end of diagram)	115	00	75 75 DS US	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW5001	002	Beechgrove GF (incl) to Westbury South Jn	WEY SAL	Western	22/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	115 00		TCB Westbury SB (W) RA8 Panel A GSM-R DS - Down Salisbury US - Up Salisbury
WARMINSTER (GW5001)	114 40 * 114 37		Down platform - 121m, 132yds Up platform - 128m, 140yds
	114 33 *		
Warminster HABD	113 73		
	113 00	T	
	112 00	T	
DILTON MARSH (GW5001)	111 11		Down platform - 27m, 29 yds Up platform - 27m, 29yds
	110 28 *		
	110 40 *		
Westbury South Jn (GW5001) (start/end of diagram) Change of ELR	110 07 (1)		Direction of line is UP towards Westbury South Jn SAL WEY (1) WEY line mileage

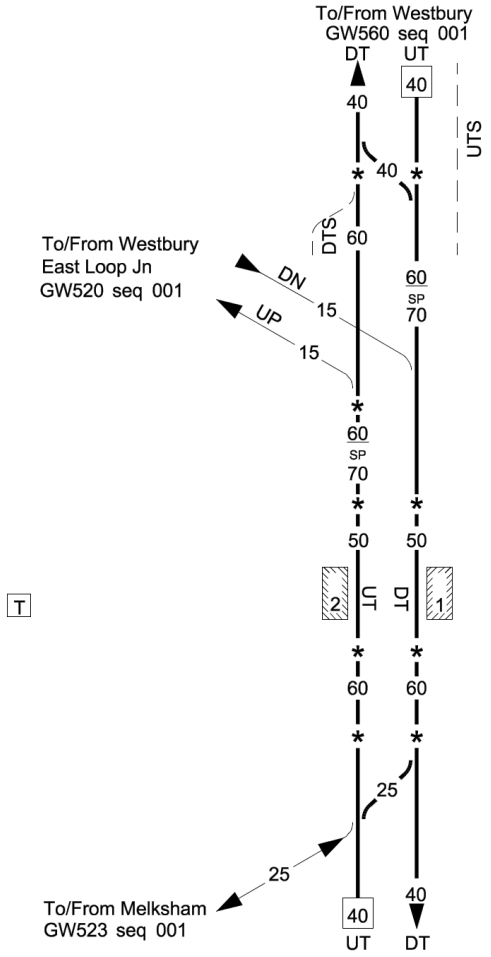
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW505	001	Reading Triangle DMU Sidings	RTR1	Western	06//06/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	36 36		Thames Valley Signalling Centre (Reading) (TR) GSM-R

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW510	001	Westbury North Jn to Bathampton Jn	WEY BFB	Western	22/03/2025

Location	Mileage M	Mileage Ch	
(Start/end of diagram)	109	49	
Westbury North Jn (GW510)	109	54	
	109	42	*
Hawkeridge Jn (GW510)	109	14	
	108	60	*
	105	70	*
TROWBRIDGE (Both platforms)	105	61	
	105	56	
	105	54	*
	104	45	*
Bradford Jn (GW510) (Change of ELR)	104	40	
	9	12	
(Start/end of diagram)	9	00	



GSM-R

TCB	Westbury SB (W)
RA8	Panel A

DTS - Down Trowbridge Siding

UTS - Up Trowbridge Siding

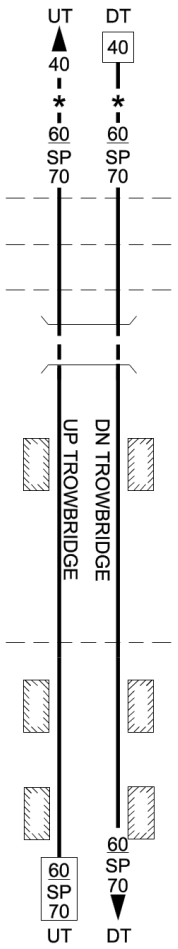
Note: Direction of line is "Up"
Westbury North Jn to Hawkeridge Jn

UT - Up Trowbridge
DT - Down Trowbridge

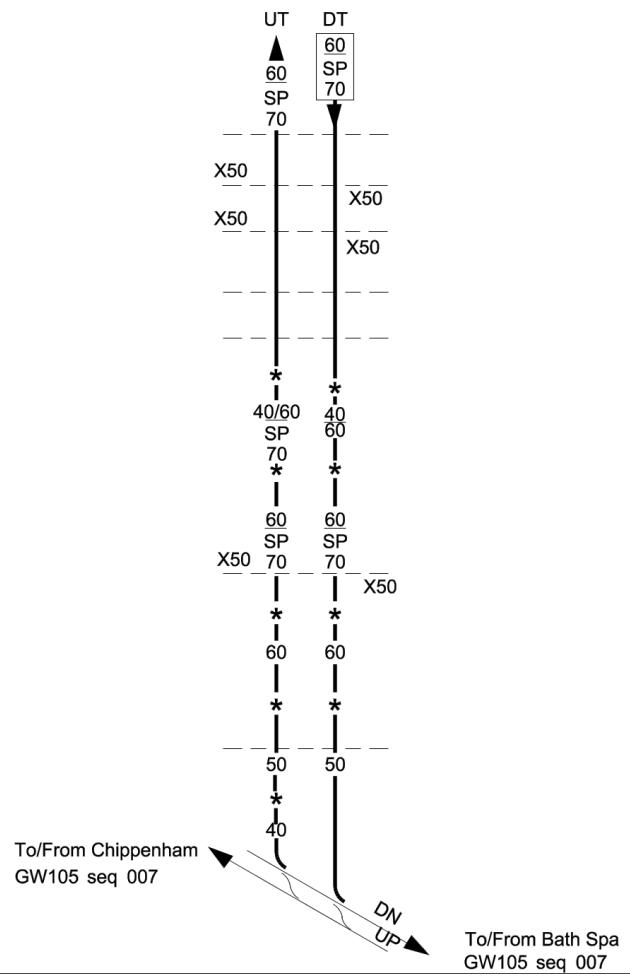
Down platform - 121m, 132 yds
Up platform - 154m, 168yds

ELR : WEY
ELR : BFB

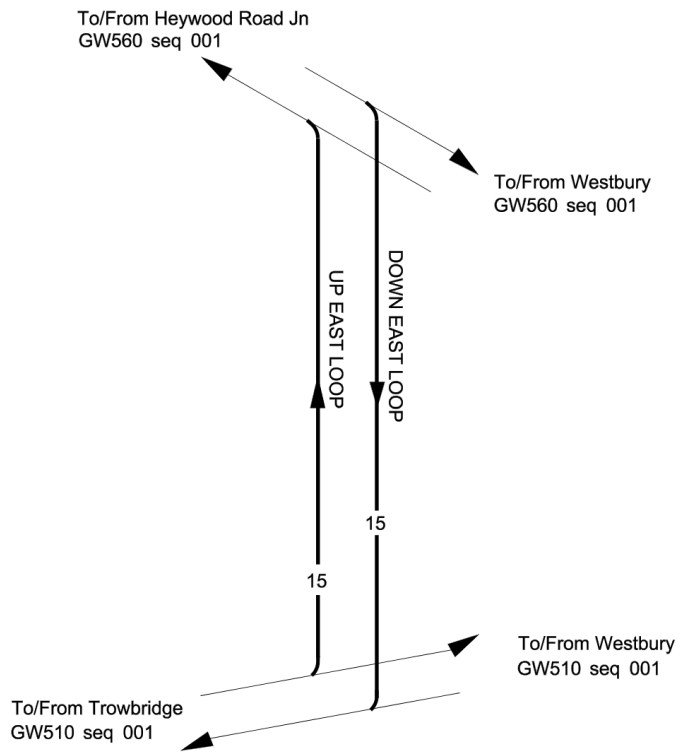
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW510	002	Westbury North Jn to Bathampton Jn	BFB	Western	01/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	9 00		GSM-R TCB Westbury SB (W) RA8 Panel A
	8 70 *		
Tucker's LC (UWC)	8 18	T	
Cemetery Lane LC (UWC)	8 01	T	
Greenland Mill LC (AHBC)	7 27		
Bradford Tunnel (145m 159 yds)	7 25 to 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	T	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	T	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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW510	003	Westbury North Jn to Bathampton Jn	BFB	Western	22/03/2025

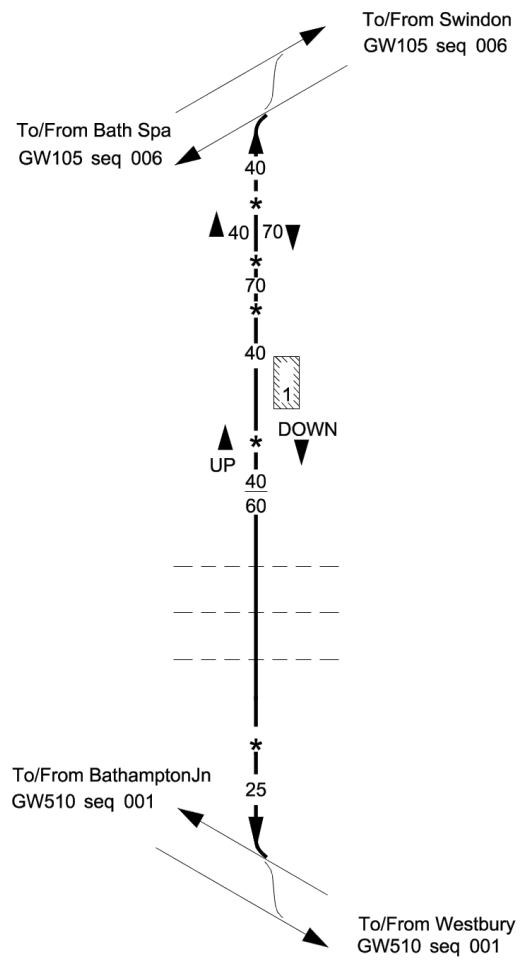
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	4 70		GSM-R TCB Thames Valley Signalling Centre RA8 (Bath) (BL)
Freshford LC (UWC)	4 68		UT - Up Trowbridge DT - Down Trowbridge Axle counter area between Fishers UWC and Bathampton Jn
Limpley Stoke 2 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		
	3 19 *		
	3 16 *		
Dundas Aqueduct	3 12		
	3 10 *		Location of known low rail adhesion - both lines 1m 69ch and 1m 60ch
Claverton (UWC) LC (R/G-X)	1 73		
	1 00 *		
	0 50 *		
Glass's FP (R/G)	0 20		
	0 13 *		
	0 00		
Bathampton Jn (UP) (GW510)	104 45		
Bathampton Jn (DOWN) (GW510)	104 55		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW520	001	Westbury East Loop Jn to Hawkeridge Jn	WYL	Western	22/03/2025

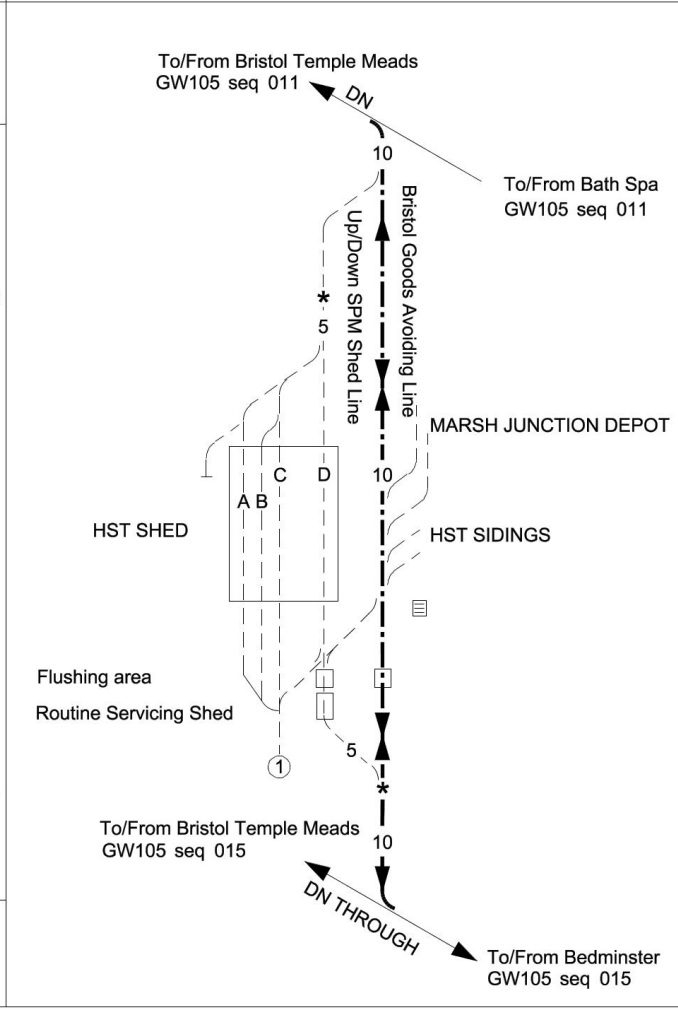
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Westbury East Loop Jn (GW520)	94 77		TCB Westbury SB (W) RA8 Panel A GSM-R
Hawkeridge Jn (GW520)	95 32		
	109 14		

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
					GSM-R
					TCB Thames Valley Signalling Centre (Swindon) (SW) Panel RA8
					Axle counter area
Thingley Jn (GW523)	96	10			
	96	12	*		Line controlled by Westbury (W) signal box except Thingley Jn by
	96	26	*		
	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			



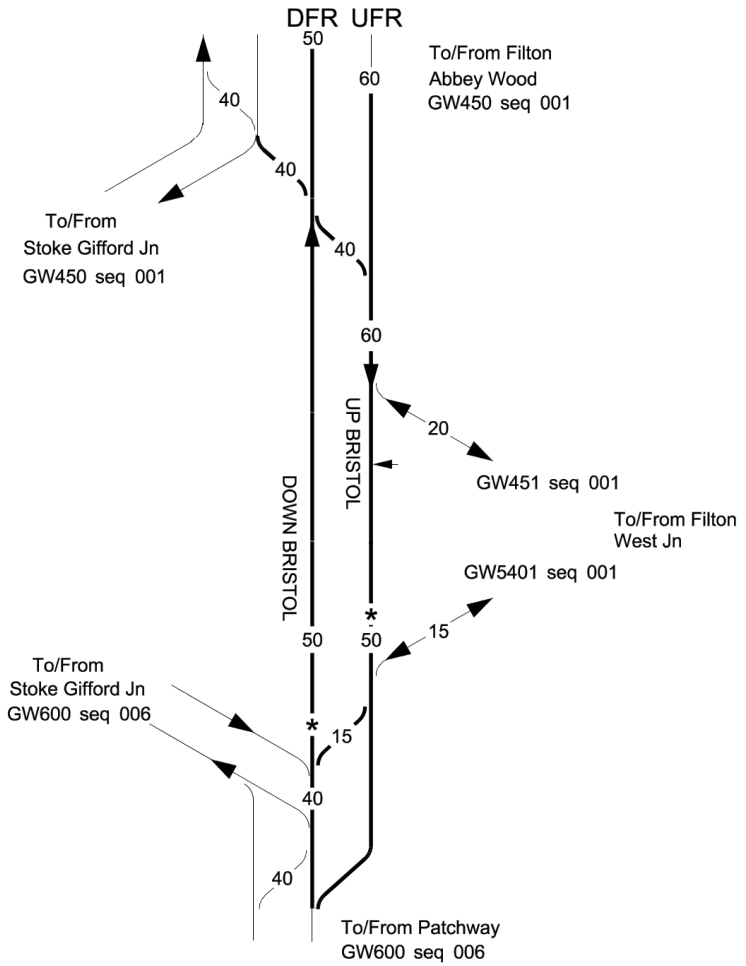
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW528	001	Bristol, North Somerset Jn to Bristol West Jn via St. Philips Marsh	BRL	Western	01/06/2024

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

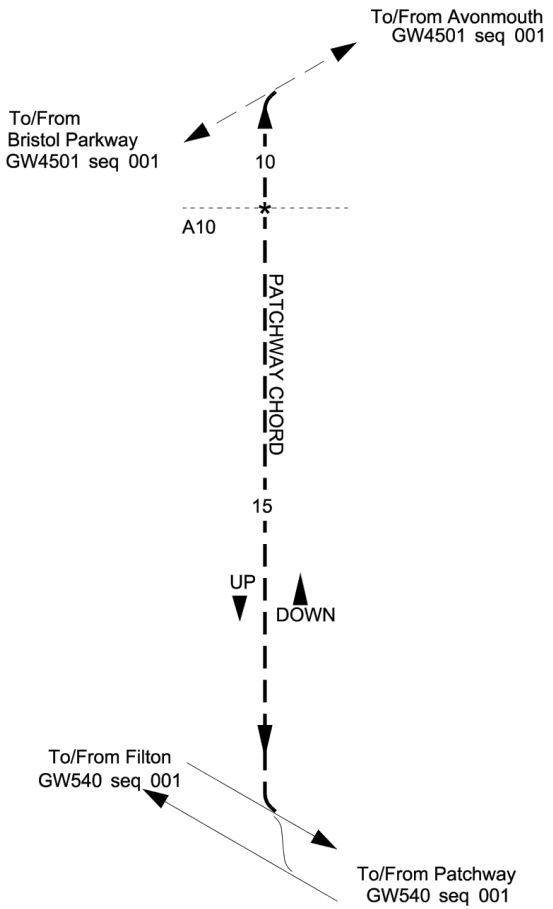
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW530	001	Bristol, North Somerset Jn to Dr. Day's Jn (Rhubarb Loop)	BLL	Western	01/06/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			To/From Bath Spa GW105 seq 011	TCB Thames Valley Signalling Centre (Bath) (PL) RA8
				GSM-R
				Axle Counter area
North Somerset Jn (GW530)	117	46		
Feeder Bridge Jn (GW530)	117	50	To/From Bristol Temple Meads GW105 seq 011	Direction of line is UP towards Dr. Day's Jn
			DOWN BRISTOL LOOP / UP BRISTOL LOOP	
			10 10	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.
Dr. Day's Jn (GW530)	117	73		
	0	55	To/From Bristol Temple Meads GW450 seq 003	
			To/From Filton Jn GW450 seq 003	

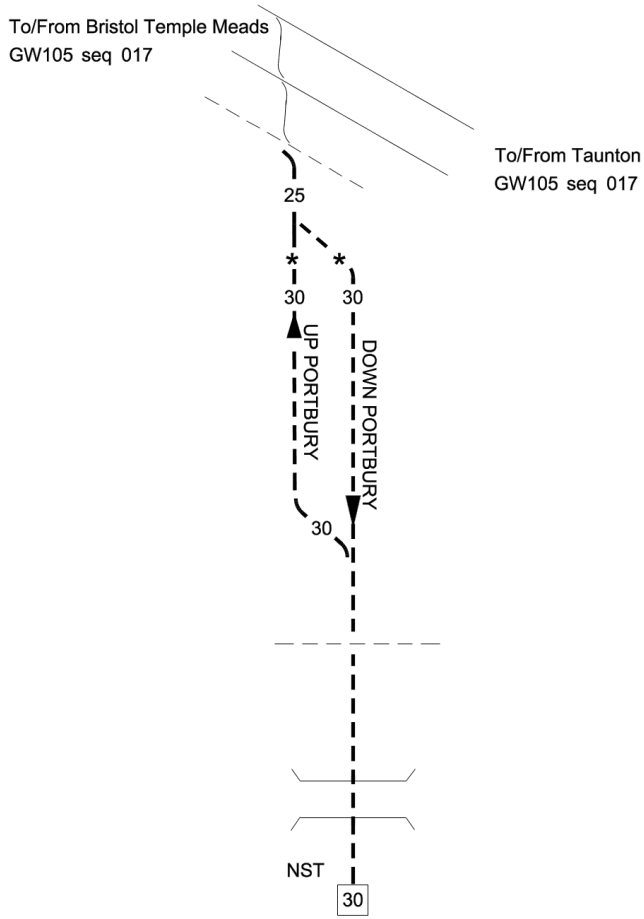
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW540	001	Filton Jn to Patchway Jn	BSW	Western	17/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Filton Jn No.1 (GW540)	4 40		GSM-R TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) AC: Didcot Direction of line is UP towards Patchway Jn Axle Counter area DFR - Down Filton Relief UFR - Up Filton Relief
Filton Jn No.2 (GW540)	4 66		
Change of Line name			
Filton Jn HABD	4 75		
Limit of electricfication Up and Down Bristol	5 40		
	5 48 *		
	5 53		
Patchway Jn (GW540)	5 57 *		
	5 61		
	112 68		

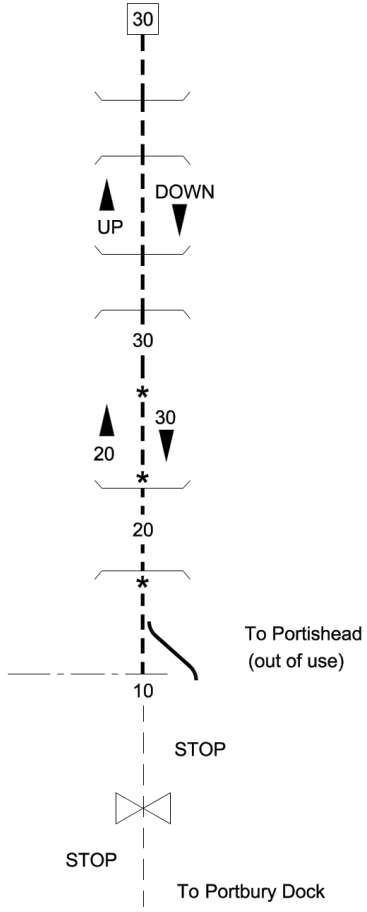
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW5401	001	Filton West Jn to Patchway Jn	PAC	Western	31/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Filton West Jn (GW5401)	112 72 0 40		GSM-R TCB Thames Valley Signalling Centre (Stoke Gifford) (BL) RA8 AC: Didcot Axle Counter area Direction of line is UP towards Patchway Jn
Filton Tip LC (AOCL)	0 34 *		
Limit of Electrification	0 09		
Patchway Jn (GW5401)	0 00 5 53		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW548	001	Parson Street Jn to Portbury	POD	Western	22/06/2024

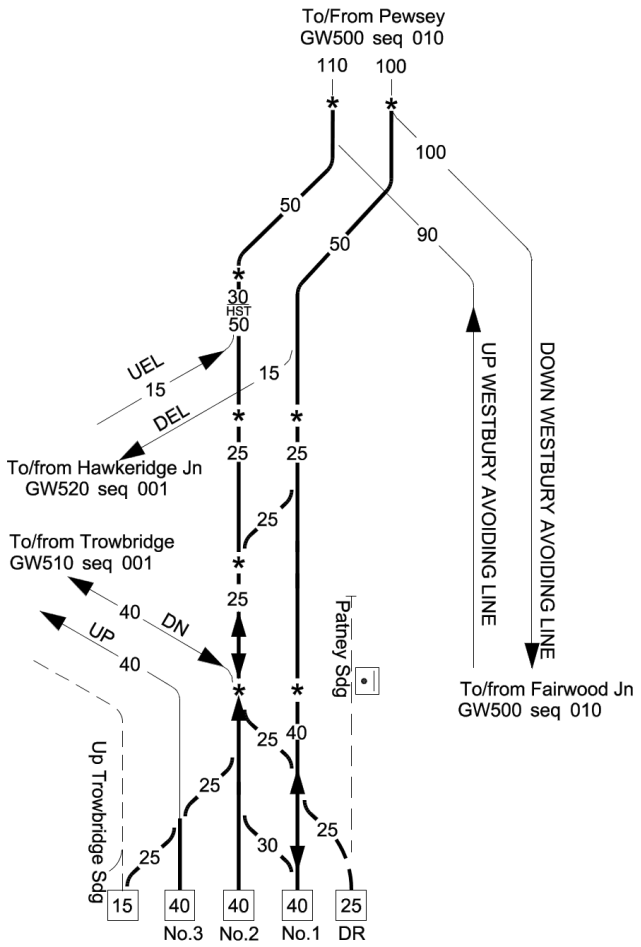
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL) Axle Counter area
Parson Street Jn (GW548)	120 28		
	120 34 *		TPWS not provided
			Down Portbury standage: 800m (2625ft)
Ashton Jn	121 00		
Ashton Jn LC (CCTV)	121 18		
Signal BL2192	121 28		NST
Clifton Bridge No.1 Tunnel (54m, 59yds)	122 23 to 122 25		
(start/end of diagram)	122 35		

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		GSM-R NST Thames Valley Signalling Centre (Temple Meads) (BL) RA8
Clifton Bridge No.2 Tunnel 212m (232 yards)	122 53 to 122 63		
Sandstone Tunnel 80m (88 yards)	123 77 to 124 01		
Pill Tunnel 608m (665 yards)	125 30 * to 125 63 *		GSM-R Down: End of GSM-R area at 126m 34ch Up: Start of GSM-R area at 126m 34ch
Change of ELR	126 32		ELR - POD ELR - PBY
Network Rail/BPC boundary	126 34		
Down STOP board	126 53.5		End/Commencement of token section board
Gate (GW548)			
Up STOP board	126 59		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW560	001	Heywood Road Jn to Fairwood Jn via Westbury	SWY WEY	Western	22/03/2025

Location	Mileage M	Mileage Ch	
Heywood Road Jn (GW560)	94	45	*
	94	58	*
Westbury East Loop Jn (GW560)	94	77	
	95	10	*
Westbury North Jn (GW560)	95	33	
(Change of ELR)	109	49	
Westbury SB (W)	109	50	*
(Strat/end diagram)	109	64	



GSM-R

TCB	Westbury SB (W)
RA8	Panel A

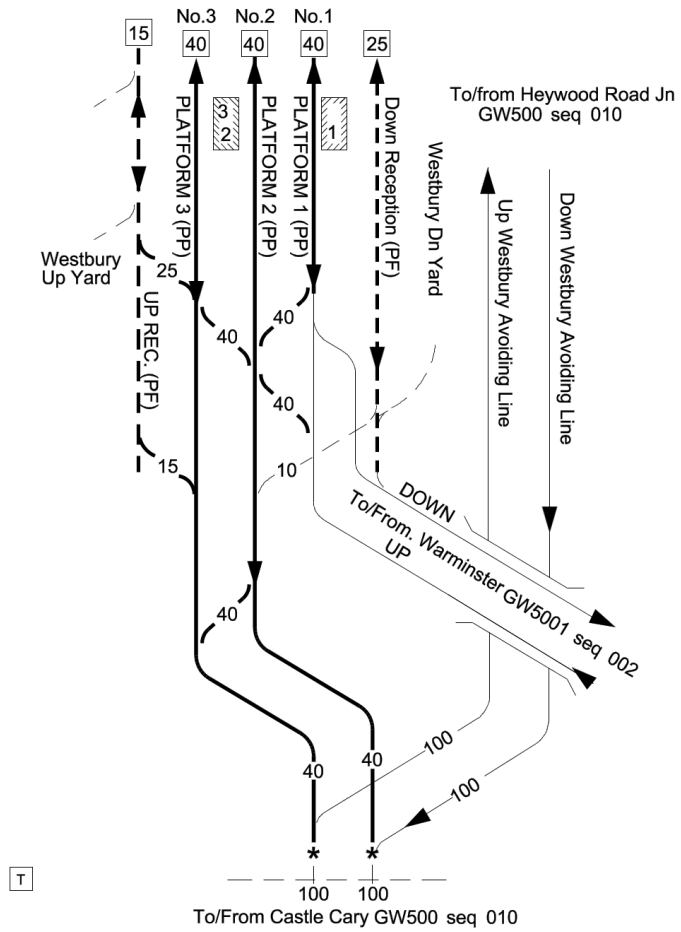
DEL - Down East Loop

UEL - Up East Loop

ELR : SWY
ELR : WEY

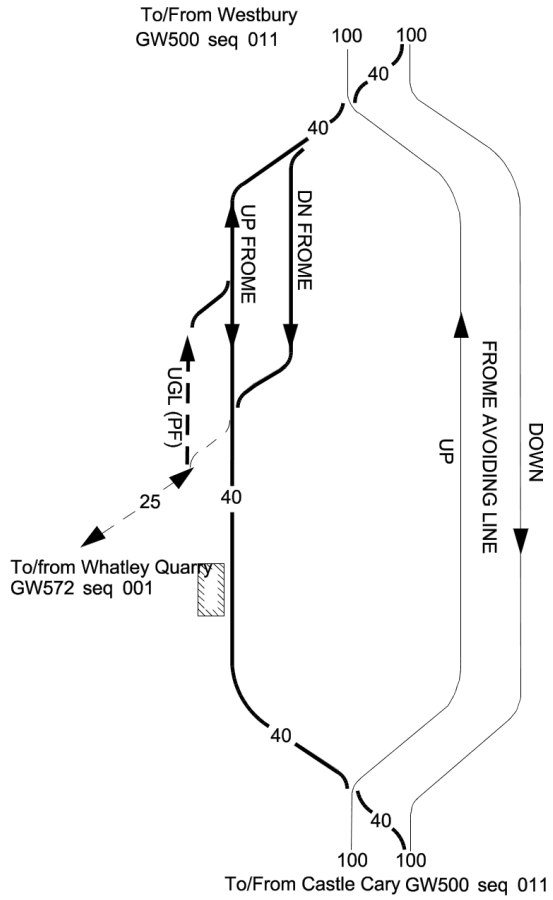
DR = Down Reception

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW560	002	Heywood Road Jn to Fairwood Jn via Westbury	WEY	Western	22/03/2025

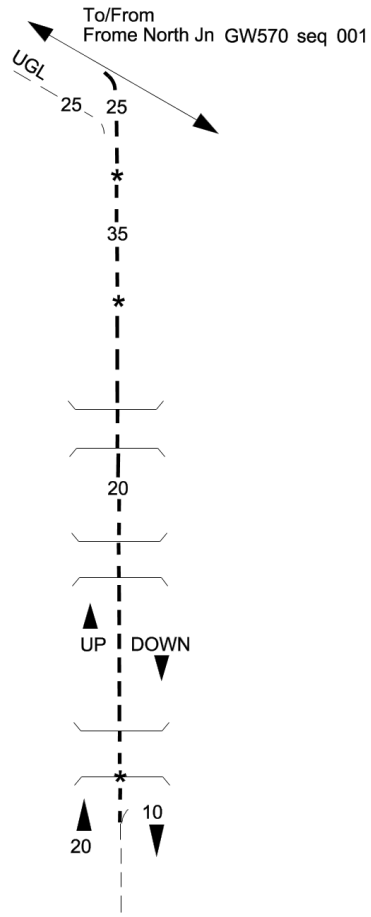
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
WESTBURY (GW560)	109	64		GSM-R TCB Westbury SB (W) RA8 Panel A Platform 1 - 224m (245 yards) Platform 2 - 315m (345 yards) Platform 3 - 295m (322 yards) Freight clearances Up Reception (W211- W602) - 151m/495ft/23SLU 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
Westbury South Jn (GW560)	110	07		
	110	42		
Fairwood Jn (GW560)	97	02 (1)		(1) Avoiding Line mileage
	111	18 *		
Masters LC (UWC) (GW560)	111	53	T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW570	001	Clink Road Jn to Blatchbridge Jn via Frome	WEY FNS1	Western	31/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Westbury SB (W) RA8 Panel B
Clink Road Jn (GW570)	114 44		
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		ELR - WEY ELR - FNS1
Frome North Jn (GW570)	115 19		
FROME	115 44		Platform - 109m, 119yds
Blatchbridge Jn (GW570)	116 52		

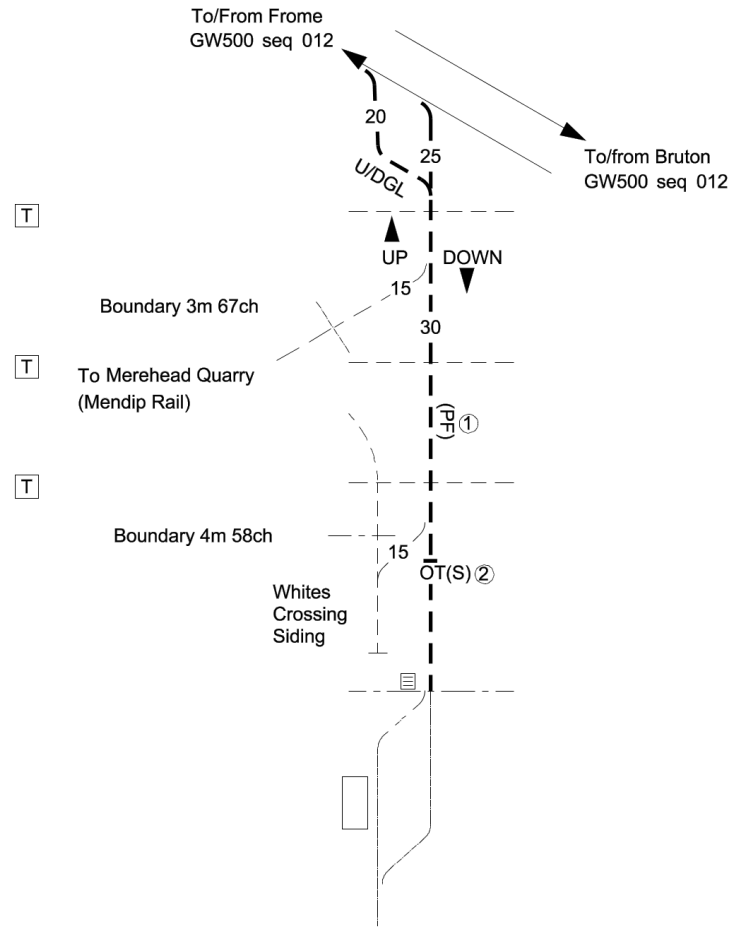


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW572	001	Frome North Jn to Whatley Quarry	FNS1 FNS2 WQL	Western	22/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Frome North Jn (GW572)	115 19		GSM-R
(Change of ELR UGL only)	0 00		TCB Westbury SB (W) RA6 Panel B
			ELR : FNS1 ELR : FNS2
	0 03 *		UGL- (W297 - W764GPL) - 370m/1213ft/57SLU
			Down: End of GSM-R area at 2m 40ch Up: Start of GSM-R area at 2m 40ch
	2 35 *		GSM-R
(Change of ELR)	2 38		ELR : FNS2 ELR : WQL
Ownership boundary (GW572)	2 40		Network Rail / Mendip Rail boundary 2m 40ch
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			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW580	001	East Somerset Jn to Cranmore	ESB	Western	22/03/2025

Location	Mileage M	Mileage Ch
East Somerset Jn (Witham)	120	73
	0	11
Cross Cottage LC (UWC)	2	57
Merehead Quarry Jn	3	50
Network Rail / Mendip Rail Boundary	3	67
Forestry LC (UWC) (GW580)	4	15
Whites LC (UWC) (GW580)	4	52
Merehead West	4	57
Network Rail / Mendip Rail Boundary (siding only)	4	58
Cranmore East GF	5	48
Network Rail / East Somerset Boundary		
CRANMORE (ESR)	5	57



GSM-R

TCB — Westbury SB (W)
RA8 — Panel B

U/DGL (Down) - (W324-W277) - 570m/1870ft/89SLU
U/DGL (Up) - (W277 - W324) - 570m/1870ft/89SLU

GSM-R

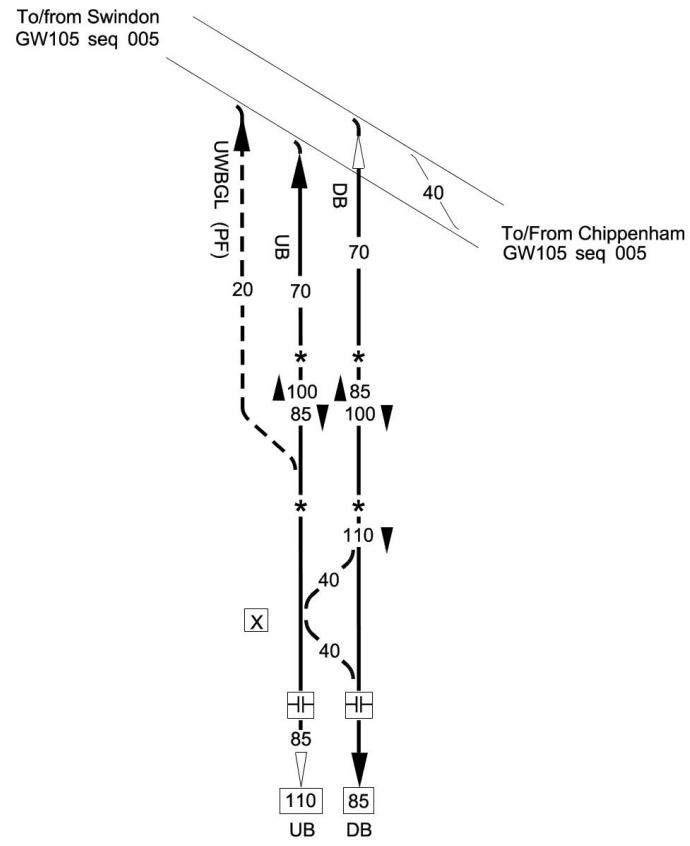
Down: End of GSM-R area at 3m 67ch
Up: Start of GSM-R area at 3m 67ch

① Permissive working in Down direction only between signals W.228 and W.230

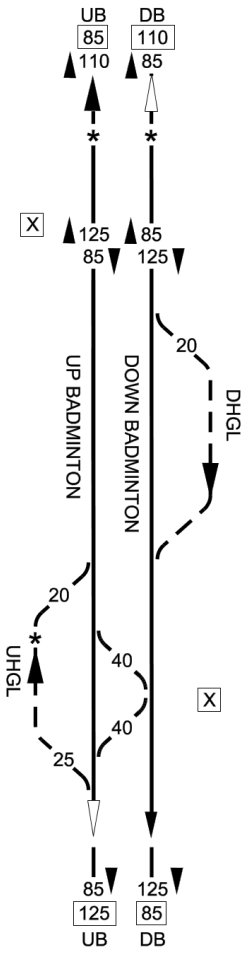
TCB
OT(S)

② Staff kept in Westbury Signal Box

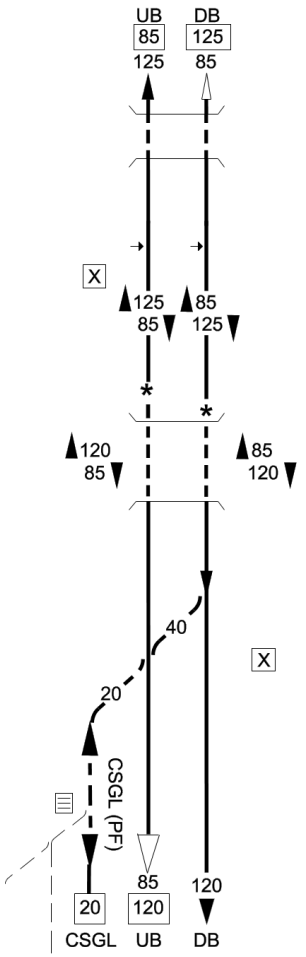
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW600	001	Wootton Bassett Jn To Pilning	SWB	Western	01/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Thames Valley Signalling Centre (Swindon) (SW) RA8 AC - Didcot Axle counter area UWBGL, UB and DB electrified
UWBGL Jn	82 72		ATP - UB and DB
Wootton Bassett Jn (GW600)	83 07		
	83 20 *		UB - Up Badminton DB - Down Badminton UWBGL - Up Wootton Bassett Goods Line FWS 83m 12ch UGL 570m, 1869ft
	83 37		
	83 65 *		
Wootton Bassett West	84 07		LOD(P) (Wootton Bassett West/ Swindon and Wootton Bassett West/ Hullavington) at 84m 07ch FWS between 84m 07ch and 85m 10ch
Wootton Bassett West Carrier Wire Neutral Section (GW600-1)	84 50		

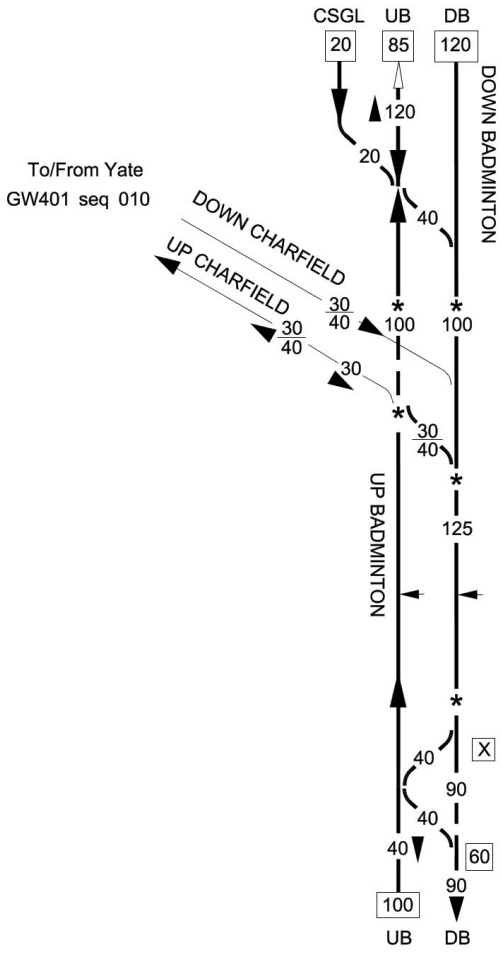
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW600	002	Wootton Bassett Jn to Pilning	SWB	Western	11/03/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	85 15		GSM-R TCB Thames Valley Signalling Centre (Swindon) (SW) RA8 AC: Didcot Axle counter area DB, UB, DHGL,UHGL electrified
	86 60 *		ATP - UB and DB LOD(P) (Hullavington/Wootton Bassett West) at 89m 20ch
DHGL	93 70		
Hullavington			DHGL - Down Hullavington Goods Loop 559m, 1834ft
DHGL/UHGL	94 28		
	94 33 *	T	UHGL - Up Hullavington Goods Loop 468m, 1533ft Tel - Outside relay room LOD(P) (Hullavington/Wootton Bassett West and Hullavington/Chipping Sodbury) at 94m 47ch
	94 40		
UHGL	94 62		Thames Valley Signalling Centre (Stoke Gifford) (BL) AC: Didcot FWS between 96m 65ch and 97m 75ch
	95 25		

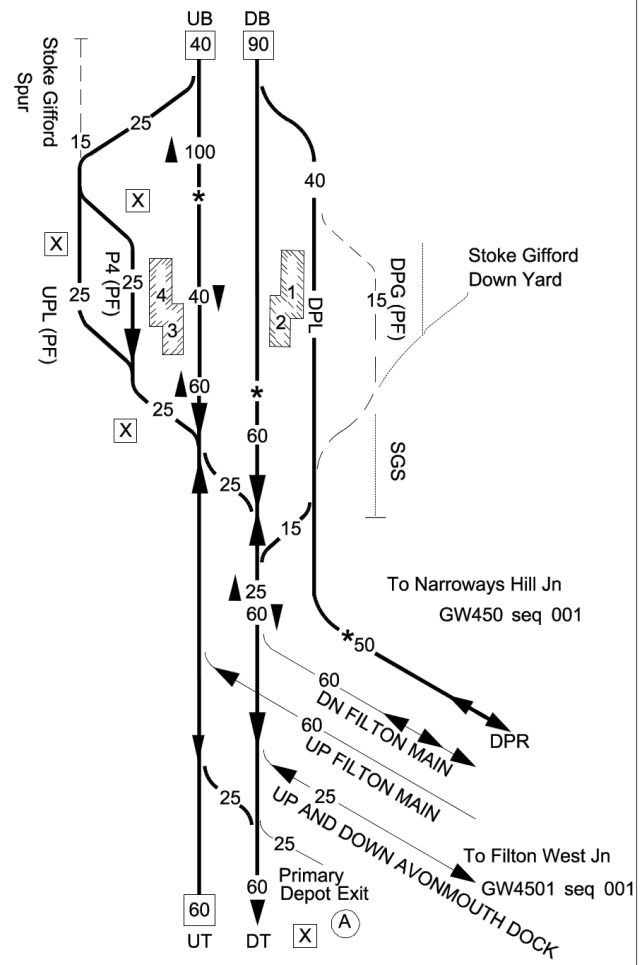
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW600	003	Wootton Bassett Jn to Pilning	SWB	Western	11/03/2023

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) AC: Didcot
	95	25			Axle counter area
Alderton Tunnel 463m (506 yards)	97 to 97	34 57	T T		DB,UB and CSGL electrified
					ATP - UB and DB
Alderton WILD	98	30			
Badminton	100	01			LOD(P) (Chipping Sodbury/ Hullavington) at 99m 51ch
	100	40	T		
	101	02	*		
Chipping Sodbury Tunnel 4065m (2m 926 yards)	101 to 103	06 48	* *		See Local Instructions for emergency telephones in Chipping Sodbury Tunnel
	104	15			
UGL	104	18			LOD(P) (Chipping Sodbury/ Hullavington) at 104m 20ch
					CSGL - 525m, 1722ft (Down) - 564m, 1850ft (Up)
Chipping Sodbury East GF	104	31			
	104	45			CSGL Chipping Sodbury Goods Loop

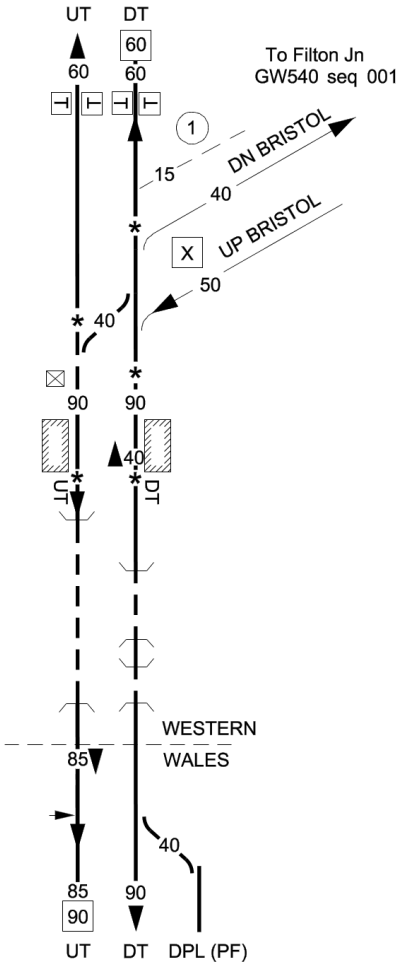
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW600	004	Wootton Bassett Jn to Pilning	SWB	Western	01/06/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	104	45			GSM-R TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) AC: Didcot CSGL - Chipping Sodbury Goods Loop Axle counter area DB,UB and CSGL electrified
	104	60			CSGL 525m, 1722ft (Down) 564m, 1850ft (Up) ATP UB and DB
	107	00	*		ATP - DB to BL1481 (111m 14ch)
Westerleigh Jn (GW600)	107	14	*		DB - Down Badminton UB - Up Badminton
	107	19			
	107	27	*		
Coalpit Heath HABD	109	27			
	111	00	*		LOD (T) 5010, DB, (111m 23ch)
Stoke Gifford East Jn	111	20			UB bi-directional between Stoke Gifford East and West Jn DB bi-directional between Stoke Gifford No 1 and Stoke Gifford East Jn
(Start/end of diagram)	111	30			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW600	005	Wootton Bassett Jn to Pilning	SWB	Western	01/06/2024

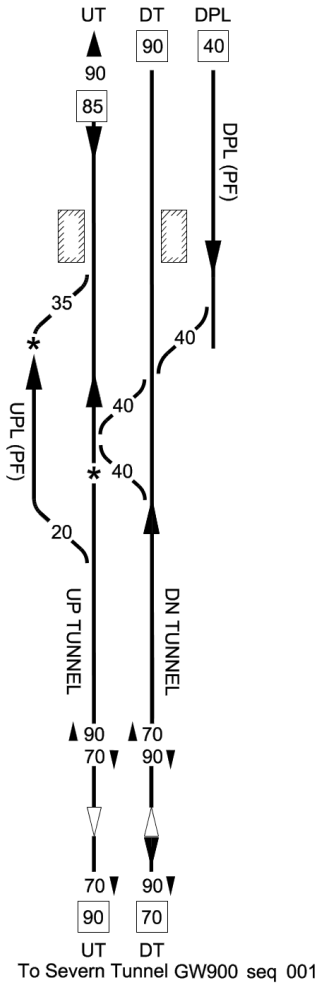
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	111 30		TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) AC Didcot GSM-R
	111 42 *		Axle counter area UB Up Badminton DB Down Badminton
			DB, UB, UPL, Platform 4, DPL, DPG and DPR electrified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

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		GSM-R TCB Thames Valley Signalling Centre (Stoke Gifford) (BL) AC Didcot RA8
			(1) Points clipped & padlocked OOU to IEP depot
			Axle Counter Area
	112 65		LOD (T) 5020 All lines Patchway Junction LOD (P) 5018 (5m 60ch)
Patchway Jn (GW600)	112 68		
(Change of ELR)	5 61		DT and UT electrified DT bi - directional between Stoke Gifford Jn No.1 and and Patchway Jn.
	5 64 *		
	5 69 *		ELR : SWB
	5 71		ELR : BSW
PATCHWAY	5 77		LOD (T) 5020 Up Tunnel (5m 60ch)
	6 04 *		Down platform - 121m (132 yards)
	6 23 *		Up platform - 121m (132 yards)
Patchway Tunnels	6 56		
New (UT) 1609m (1760 yards)	6 68		
Old (DT) 1139m (1246 yards)	to		
	7 45		Lines from 6m 50ch (DT) and to 8m 60ch (UT) controlled by Wales Rail Operating Centre (NT)
Short (DT) 57m (62 yards)	7 53 to 7 56		
Route Boundary	8 60		
Pilning HABD	9 08		Wales Rail Operating Centre (Severn Tunnel) (NT)
			DPL - Down Pilning Loop 1283m 4209ft DPL electrified

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW600	007	Wootton Bassett Jn to Pilning	BSW	Western	11/03/2023

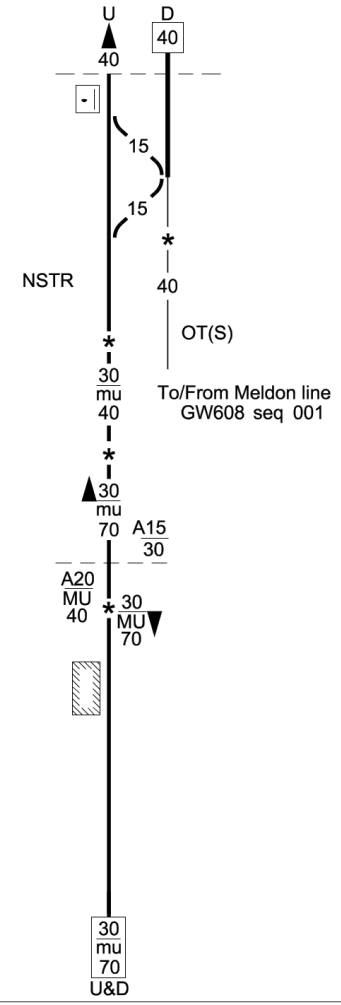
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
PILNING	9 42 9 43	T	GSM-R TCB Wales Rail Operating Centre RA8 (Severn Tunnel) (NT) AC - Didcot UT, DT, DPL and UPL electrified Axle Counter Area DPL - Down Pilning Loop 1283m 4209ft UPL - Up Pilning Loop Tel. Outside relay room Down platform -121m (132 yards) - Out of use Up platform - 120m (131 yards)
Signal NT 1314	9 56 *		
Ableton Lane	10 18 *		
	10 45	To Severn Tunnel GW900 seq 001	



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW606	001	Cowley Bridge Jn to Barnstaple	DAC	Western	19/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			TCB Crediton SB (CN) RA6
		To/From Exeter GW108 seq 006	
Cowley Bridge Jn (GW606)	173 50	To/From Taunton GW108 seq 006	Cowley Bridge Jn controlled by Exeter (E) signal box
	173 54 *	20 *	
		40	
	173 74 *	*	
		60	
		UP DOWN	
	175 07 *	*	
		70	
Norton Farm 1 LC (UWC)	175 64	T	
Norton Farm 2 LC (UWC)	176 21	T	
NEWTON ST. CYRES	176 51		Platform - 120m, 131yds
Newton St. Cyres HABD	176 60		
	178 69 *	*	
		40	
Single Line Jn (GW606)	178 70	40 15	
CREDITON	179 20		Down platform - 135m, 148yds Up platform - 155m, 170yds
	179 26	40 40 U D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW606	002	Cowley Bridge Jn to Barnstaple	DAC NDN	Western	11/03/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Crediton LC (MCB)	179 26		GSM-R
Crediton (CN) SB (change of ELR)	179 26		NSTR/OT(S) Crediton SB (CN) RA5
			ELR : DAC
			ELR : NDN
	179 32 *		
	179 36 *		
	179 60 *		
Salmon Pool LC (ABCL)	180 09		See Local instructions
	180 12 *		* Down Trains only
	182 70		
YEOFORD	182 72		Platform - 136m (149 yards)
	185 67		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW606	003	Cowley Bridge Jn to Barnstaple	NDN	Western	21/06/2025

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
				U&D 30 mu 70	GSM-R NSTR Crediton SB (CN) RA5
COPPLESTONE	185	67		T	Platform - 87m, 95yds
	185	74	*	*	SATWS provided between 185m 69ch and 187m 56ch - see General Instructions
MORCHARD ROAD	187	38			Platform - 90m, 98yds
				30 mu 55	Location of known low rail adhesion Single 189mp to 193mp
				①	
LAPFORD	189	65			Platform - 81m, 89yds
					① Out of use
Chenson No 1 (UWC)	191	24		T	
Chenson No 2 (UWC) (R/G)	191	62		T	
Chenson No 3 (UWC)	192	08		T	
Single line Jn	193	49	*	*	
				UP	Barriers operated by Driver (Down Trains)
Eggesford LC (TMO)	193	54		15 15	Barriers operated by Guard (Up Trains)
EGGESFORD (TEP)	193	57		DOWN	Down platform - 85m, 93yds Up platform - 92m, 101yds
					CL 263m, 861ft (Down) CL 186m, 609ft (Up)
Single line Jn	193	71	*	*	
Chawleigh Week (UWC)	195	29		T	Location of known low rail adhesion Single 193m 57ch to 211m 25ch
				30 mu 55 U&D	

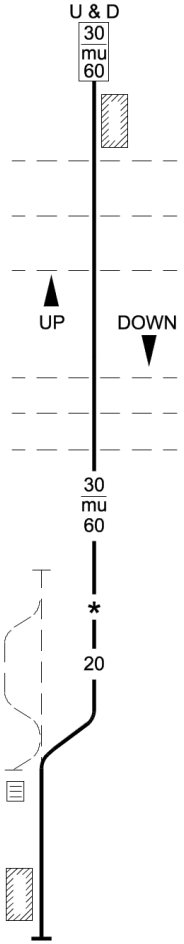
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW606	004	Cowley Bridge Jn to Barnstaple	NDN	Western	11/03/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			U&D 30 mu 55	GSM-R NSTR Crediton SB (CN) RA5
	195	29		
Collaton Barton Farm 1 LC (UWC) (R/G)	196	02	T	
Collaton Barton Farm 2 LC (UWC) (R/G)	196	15		Location of known low rail adhesion 193m 57ch to 211m 25ch
	197	40 *	* UP 30 mu 50	
KINGS NYMPTON	197	51	DOWN	Platform - 90m, 98yds
	197	60 *	* 30 mu 55	
Newnham Barton Farm LC (UWC)	198	01	T	
Higher Doomsford LC (UWC)	198	59	T	
Braggamarsh 1 LC (UWC) (R/G)	199	15	T	
Braggamarsh 2 LC (UWC) (R/G)	199	42	T	
Portsmouth Arms 1 LC (UWC)	200	38	T	
PORTSMOUTH ARMS	200	38	T	Platform - 74m, 81yds
Portsmouth Arms 2 LC (UWC)	200	51	T	
Scoop 1 LC (UWC) (R/G)	201	47	T	
Harris LC (UWC)	202	11	T	
			30 mu 55 U&D	

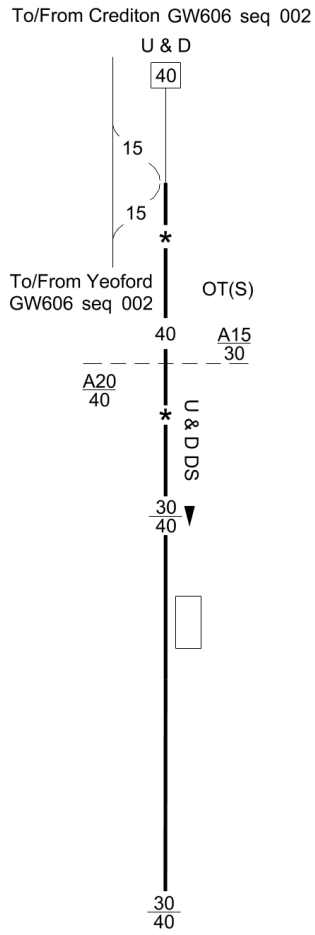
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW606	005	Cowley Bridge Jn to Barnstaple	NDN	Western	08/12/2022

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
				U & D 30 mu 55	GSM-R NSTR Crediton SB (CN) RA5
Shortridge Farm 2 LC (UWC) (R/G)	202	54		T	Location of known low rail adhesion 193m 57ch to 211m 25ch
Shortridge Farm 3 LC (UWC) (R/G)	202	71		T	
Brightly Weir Farm 1 LC (UWC)	203	23		T	UP DOWN
Brightly Weir Farm 2 LC (UWC)	203	34		T	30 mu 55
Brightly Weir Farm 3 LC (UWC)	203	44		T	
Brightly Mill LC (UWC) (R/G)	203	66		T	
Brightly Barton 1 LC (UWC)	204	00		T	30 mu 55 A10 25
	204	27	*		
Umberleigh LC (AOCL)	204	32			A10 25 30 mu 35
	204	40	*		30 mu 35
UMBERLEIGH	204	52		T	Platform - 139m, 152yds
	204	67	*		
Little Weir Farm 2 LC (UWC)	205	06		T	30 mu 60
Umberleigh Barton 2 LC (UWC) (R/G)	205	48			
Fishley LC (UWC)	206	43		T	30 mu 60 U & D

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW606	006	Cowley Bridge Jn to Barnstaple	NDN	Western	04/11/2023

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					NSTR Crediton SB (CN) RA5
	206	43			
CHAPELTON	207	02	T		Platform - 100m, 109yds
Chapelton Station LC (UWC)	207	06	T		Location of known low rail adhesion 193m 57ch to 211m 25ch
Great Fisherton Farm 1 LC (UWC)	207	72	T		SATWS provided between 207m 6ch and End of Line - see General Instructions
Great Fisherton Farm 2 LC (UWC) (R/G)	208	27	T		
Court Farm 2 (UWC) (R/G)	209	07			
Court Farm 3 (UWC) (R/G)	209	55			
Court Farm 4 (UWC) (R/G)	210	23			
	210	78			
	211	14	*		
Barnstaple GF	211	18			
BARNSTAPLE	211	25	T		Platform - 142m, 155yds
End of line	211	31			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW608	001	Crediton to Meldon (Okehampton Line)	DAC	Western	19/03/2022

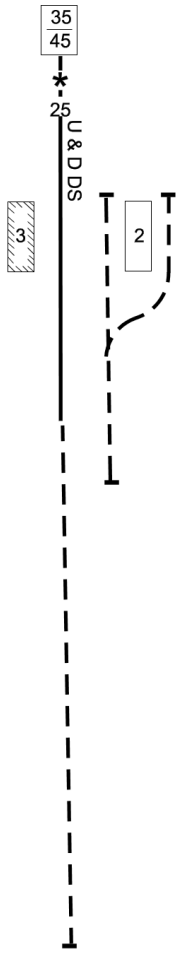
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
To/From Crediton	179 61 *		GSM-R OT(S) Crediton SB (CN) RA6 TPWS not provided See Local Instructions U & D DS Up and Down Dartmoor Single
Yeoford Platform (Out of use)	180 12 *		
Former Coleford Jn	182 70	T	
	183 69		

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	30/01/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			30/40	OT(S) Crediton SB RA6 (C) GSM-R
Former Coleford Jn	183	69		
Penstone FP (R/G)	184	00	T	
	184	02 *		
	184	10 *	▲30/40 30/75▼ * 75	Location of known low rail adhesion Single 183m 79ch to 197m 33ch
ColebrookTwo Moors Way (FP) (R/G)	185	41	T	
Landsend (UWC) (R/G)	186	15	T U & D DS	U & D DS- Up and Down Dartmoor Single
Common Moor 1 (UWC) (R/G)	187	04	T	
Buttistand (UWC) (R/G)	188	03	T	
Denbrook Emergency Crossing	189	29		
	191	52 *	* 30/55	
	192	76 *	* 30/65	
Corscombe (UWC) (R/G)	194	66	T	
	195	00 *	* 30/45	

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
	195 00		GSM-R OT (S) Crediton SB RA6 (CN)
	197 19 *		
OKEHAMPTON	197 25		U & D D- Up and Down Dartmoor Single Platform 3 123m, 134yds
STOP BOARD (GW608)	197 28		Location of known low rail adhesion Single 183m 79ch to 197m 33ch
End Of The Line (GW608)	197 38		
Meldon Quarry	198 72		

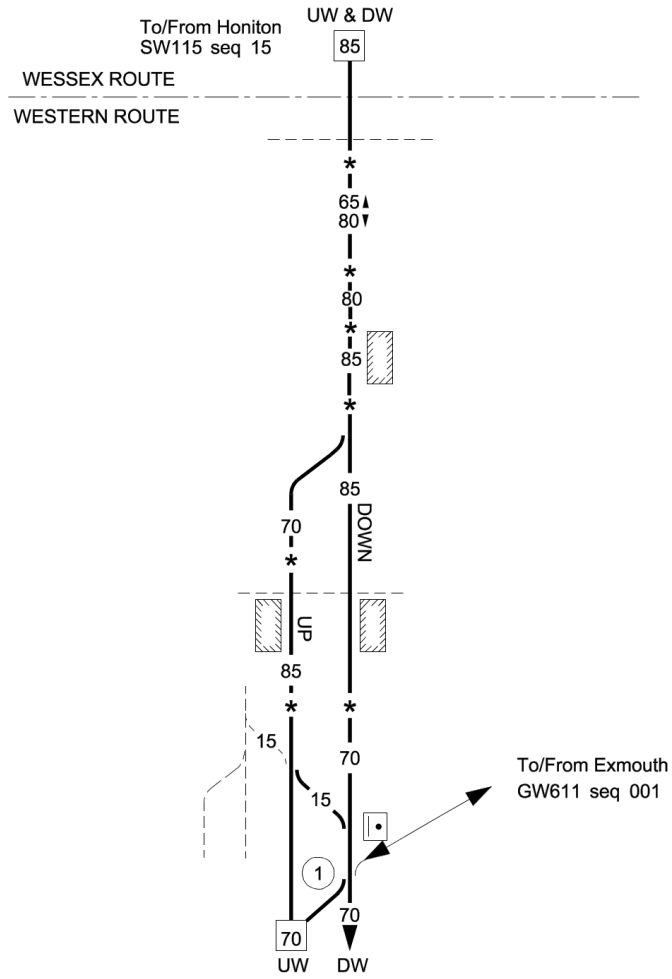
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW609	001	Coleford to Meldon	DAC	Western	02/10/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		This and GW609-002 have been replaced by GW608-002 & GW608-003	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW609	002	Coleford to Meldon	DAC	Western	02/10/2021

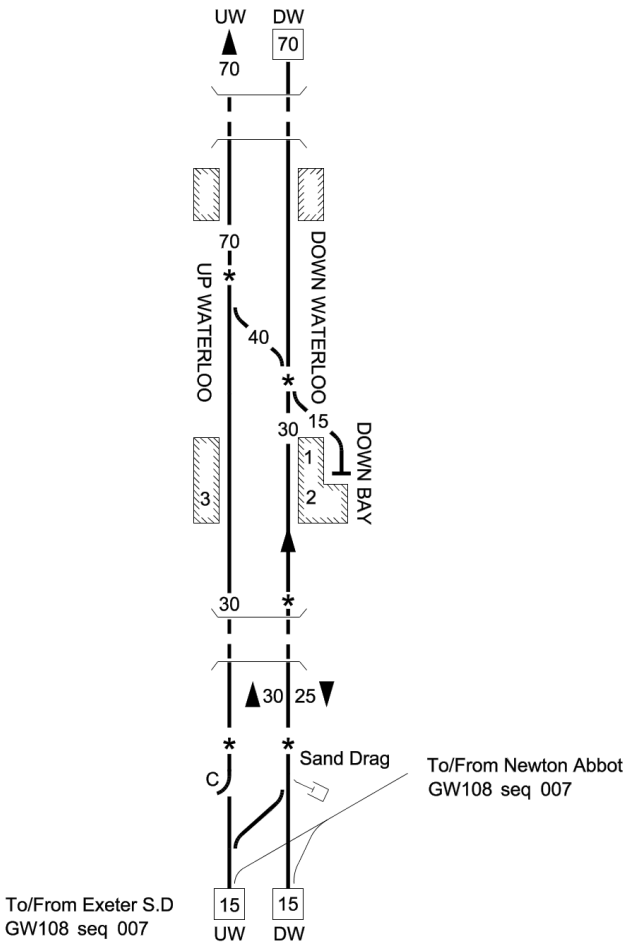
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			This and GW609-002 have been replaced by GW608-002 & GW608-003	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW610	001	Crannaford LC (Incl) to Exeter St. Davids	BAE2	Western	16/11/2024

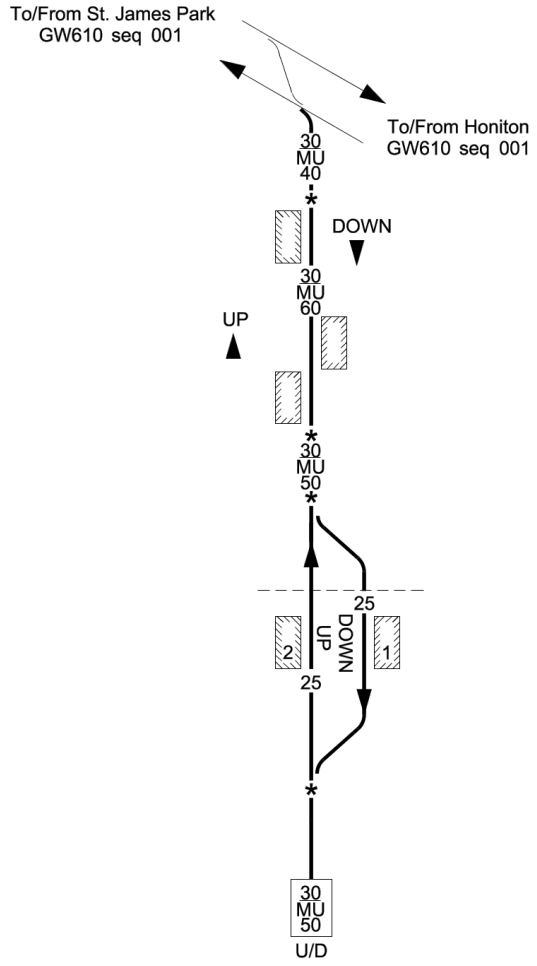
Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
See Wessex Route Sectional Appendix					GSM-R TCB Exmouth Jn SB (EJ) RA8
Route boundary	163	50			Axle Counter area
Crannaford LC (AHBC) (GW610)	165	20			
	165	21	*		DW- Down Waterloo UW-Up Waterloo
	165	62	*		
	166	07	*		
CRANBROOK (GW610)	166	15			Cranbrook Station Platform - 152m, 166yds
	168	23	*		
Single line Jn	168	24			
	168	38	*		Location of Low Rail Adhesion Up Waterloo 168m 41ch to 169m 50ch
Pinhoe LC (CCTV) (GW610)	168	39			Down platform - 150m (164 yards)
PINHOE (GW610)	168	44			Up platform - 150m (164 yards)
	170	00	*		
Exmouth Jn (EJ) SB	170	21			(1) Different permissible speed 30 applies to the Exmouth single line MU40
Exmouth Jn (GW610)	170	27			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW610	002	Crannaford LC (Incl) to Exeter St. Davids	BAE2	Western	16/11/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R
				TCB Exeter SB (E) RA8 Panel B
	170	27		
Blackboy Tunnel (GW610) 240m (262 yards)	170 to 170	44 56	T	
ST. JAMES PARK	170	72		Down platform - 86m (94 yards) Up platform - 86m (94 yards)
	171	08 *		DW - Down Waterloo UW - Up Waterloo
	171	12		
	171	13 *		
EXETER CENTRAL (GW610)	171	30		Bay platform - 184m (201 yards) (PP) Down platform - 287m (314 yards) Up platform - 276m (302 yards)
	171	52 *		
St. David's Tunnel 168m (184 yards)	171 to 171	53 61		Down line bi-directional between Exeter Central and St Davids
	171	73 *		
CW Up & Down	171	75		CW Down (sand drag provided) C Up
Exeter St. Davids Jn (GW610)	172	04		
	194	00		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW611	001	Exmouth Jn to Exmouth	EMT	Western	06/07/2024

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW611	002	Exmouth Jn to Exmouth	EMT	Western	30/11/2020

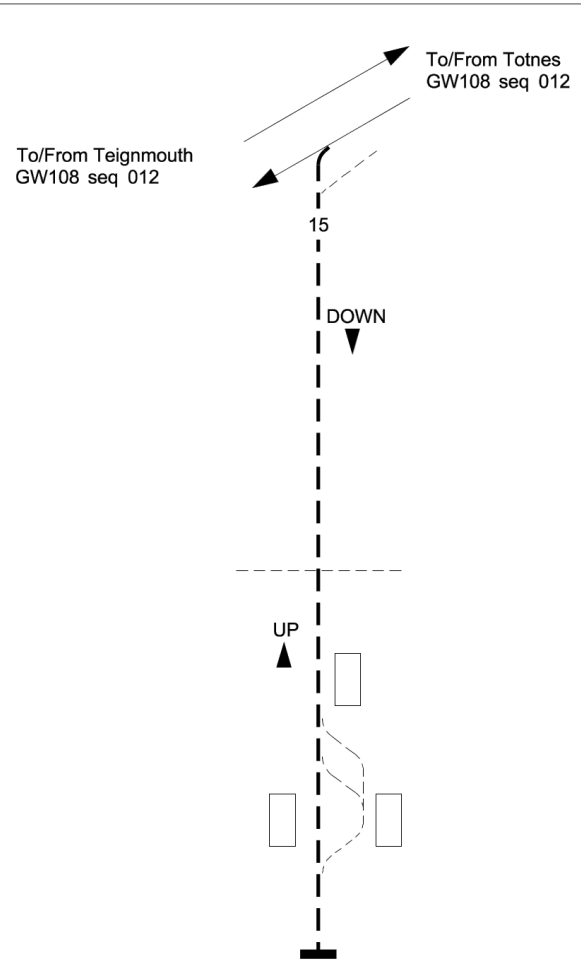
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			U&D 30 MU 50	OT Exmouth Jn SB (EJ) RA6 GSM-R
Water Lane LC (UWC)	5	39	T	
Daws LC (UWC)	5	51	T	
EXTON	5	67		Platform - 128m, 140yds
LYMPSTONE COMMANDO	6	23		Platform - 89m, 97yds
			UP DOWN	
LYMPSTONE VILLAGE	7	28		Platform - 90m, 98yds
			30 MU 50	
EXMOUTH	9	32	T	Platform - 119m, 130yds

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW613	001	City Basin Jn to Alphington Road	EXR	Western	06/07/2024

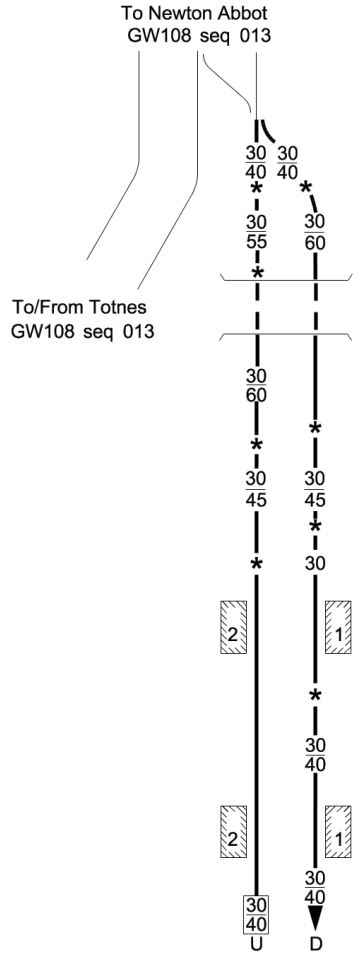
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
City Basin Jn (GW613)	195 11	To / From Exeter St Davids GW108 Seq 008 — To / From Newton Abbot GW108 Seq 008	TCB Exeter PB(E) Panel A — GSM-R
	0 00		
	0 15	15	
	0 17		
	0 19		
	0 37		

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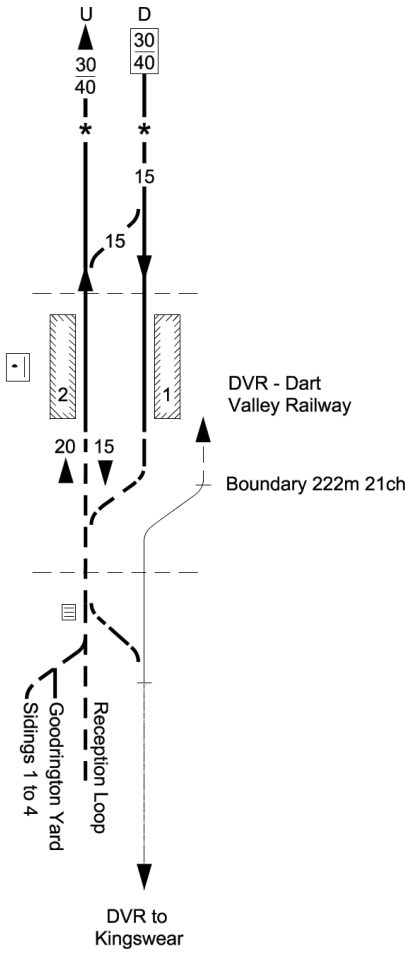
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW618	001	Newton Abbot East Jn to Heathfield	MOB	Western	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Newton Abbot East Jn	213 75		GSM-R OT(S) Exeter SB (E) RA6 PANEL A TPWS and AWS not provided Train staff kept at Newton Abbot. See Local Instructions (1) Branch temporarily out of use between 0m 55ch and Heathfield at 4m 07ch STNC/G1/2023/WEST/760 Until April 2026
	0 14		
Commencement/End of One Train Working board Temporary Stop block (1)	0 55		
Teignbridge LC (TMO)	1 51		
Teigngrace	2 28		
ECC Ballclays	3 54		
Heathfield	4 00		
End of line	4 07		

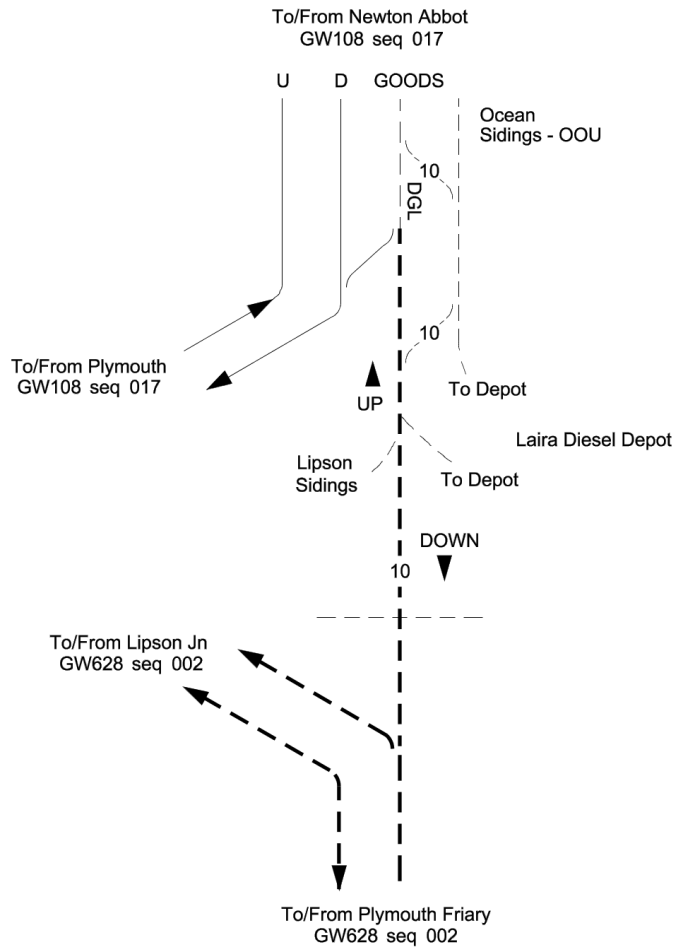
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW620	001	Newton Abbot West Jn to Paignton	TOR	Western	06/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Newton Abbot West Jn (GW620)	214 43		TCB Exeter SB (E) RA6 Panel A GSM-R
	214 58 *		
	215 20 *		
Aller Tunnel (302m, 330yds)	215 25 to 215 38		
	217 68 *		
	217 70 *		
	219 00 *		
	219 05 *		Down platform - 128m, 140yds Up platform - 144m, 157yds
TORRE	219 12		
	219 20 *		
TORQUAY	219 79		Down platform - 237m, 259yds Up platform - 232m, 254yds

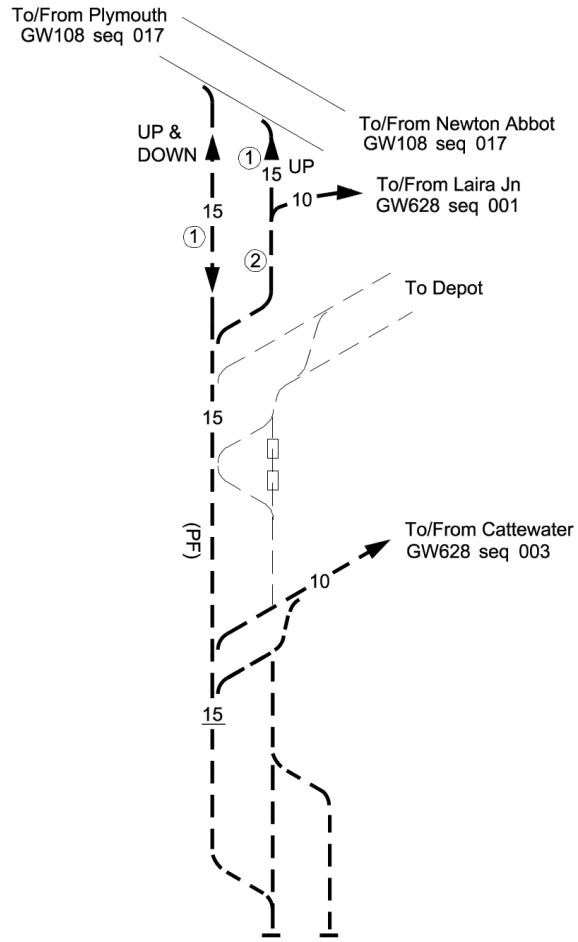
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW620	002	Newton Abbot West Jn to Paignton	TOR	Western	04/11/2023

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Paignton SB (PN) RA6
	219	79		
	222	00 *		
Paignton North LC (CCTV)	222	04		
PAIGNTON	222	12		Down platform - 220m, 241yds
Paignton SB (PN)	222	12		Up platform - 220m, 241yds
Signals PN7 / PN9	222	19		
Paignton South LC (TMO)	222	23		
Paignton Crossover GF	222	25		See Local instructions Up Reception Loop (Down direction): End of GSM-R area at 222m 25ch Up Reception Loop (Up direction): Start of GSM-R area at 222m 25ch GSM-R
Network Rail / Paignton and Dartmouth Steam Railway Boundary	222	27		
				See Local Instructions PDSR controlled by Britannia Crossing SB (tel. 01803 752567)

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	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Laira Jn (GW628)	244	02		TCB Plymouth SB (P) RA7 (East) GSM-R TPWS and AWS not provided
Speedway (goods branch) LC (AOCL)	244	20		
Speedway Jn	244	30		
	0	18		

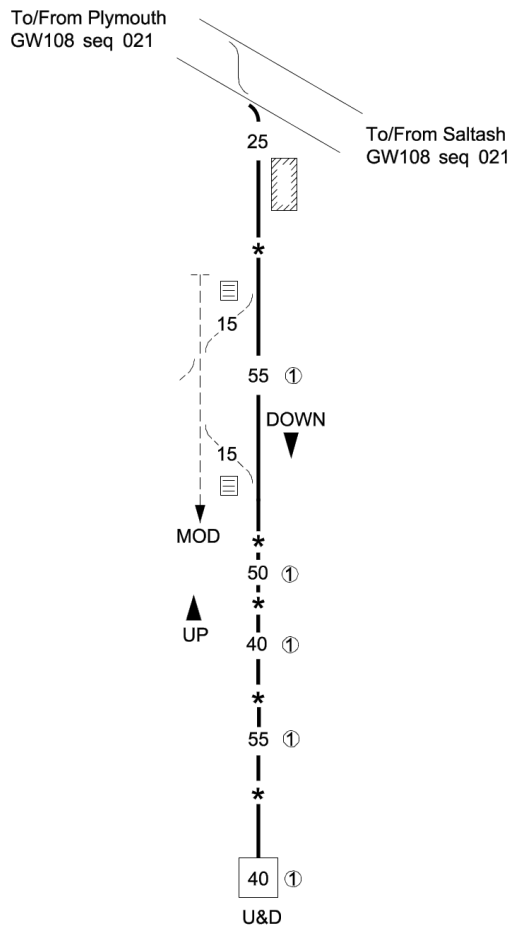
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW628	002	Laira Jn / Lipson Jn to Cattewater	PLO SUT FRY	Western	05/10/2024

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB/Sidings RA7 — Plymouth SB (P) (East)
Lipson Jn (GW628)	244	35		① ELR: PLO - Up line, Speedway Jn to Lipson Jn / Up and Down line, Lipson Jn to Mount Gould Jn
	0	00		② ELR: SUT - Up line, Mount Gould Jn to Speedway Jn and Mount Gould Jn 244m 60ch
Speedway Jn (Change of ELR)	0	22		
	244	30		
Mount Gould Jn (Change of ELR)	0	30		
	244	43		
Carriage washer and servicing platform				
Change of mileage	244	45		
	244	41		
Former Friary Jn (Change of ELR)	244	60		ELR : SUT / ELR : FRY — TCB / Sidings (245-13)
STOP BOARDS (Down Direction)	245	13		
Signal P.177 and STOP BOARD (Up direction)	245	14		
Turnchapel Branch Jn	245	17		Temporary Buffer Stop 245m, 20ch STNC / G1 / 2022 / WEST / 737 Plymouth Friary Yard OOU until 28th October 2024
	245	20		
	245	21	T	
Plymouth Friary	245	40		GSM-R Down: End of GSM-R at 245m 40ch Up: Start of GSM-R at 245m 40ch See Local Instructions

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW628	003	Laira Jn / Lipson Jn to Cattewater	TUR CWR	Western	27/07/2024

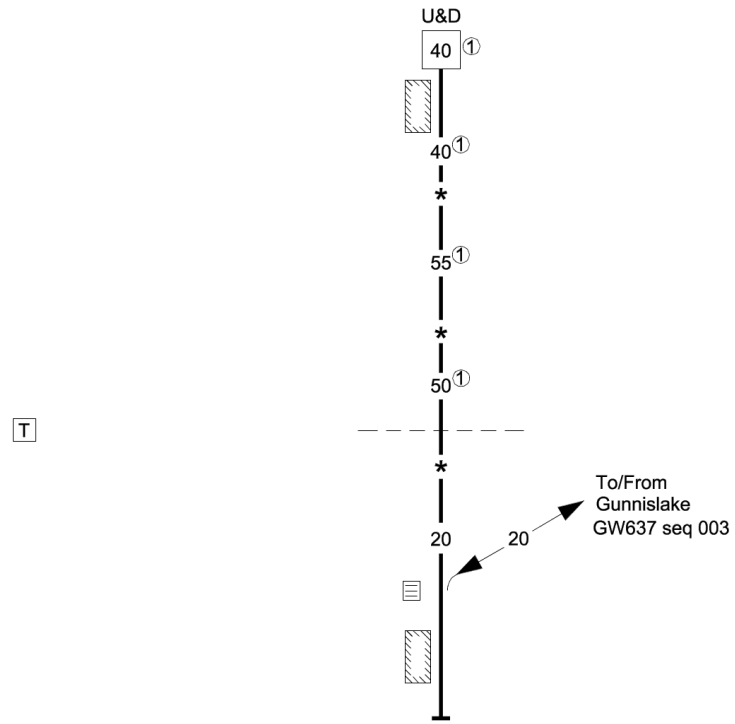
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	245 17	To/From Plymouth Friary GW628 seq 002	RA5 Plymouth SB (P) (East)
Turnchapel Branch Jn	0 00		Line under control of shunter
STOP BOARD (up direction)	0 03	To/From Lipson Jn GW628 seq 002	Line closed from Turnchapel Branch Jn to Buffer Stops Network change NC/G1/2021/WEST/716 established 15th December 2021
Cattewater Jn (Change of ELR)	0 43		ELR : TUR ELR : CWR
Buffer Stops	0 78		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW637	001	St. Budeaux Jn to Gunnislake	DAC	Western	16/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	250 00		GSM-R 
St. Budeaux Jn (GW637)	227 22		
ST. BUDEAUX VICTORIA ROAD	227 02		Platform - 110m, 120yds
	226 68 *		
Ernesettle South GF	225 79		
Ernesettle North GF	225 58		① Applies to Class 150 and 153 DMUs only. All other trains must NOT exceed 30 mph
	225 02 *		
	224 33 *		
	224 16 *		
	222 75 *		

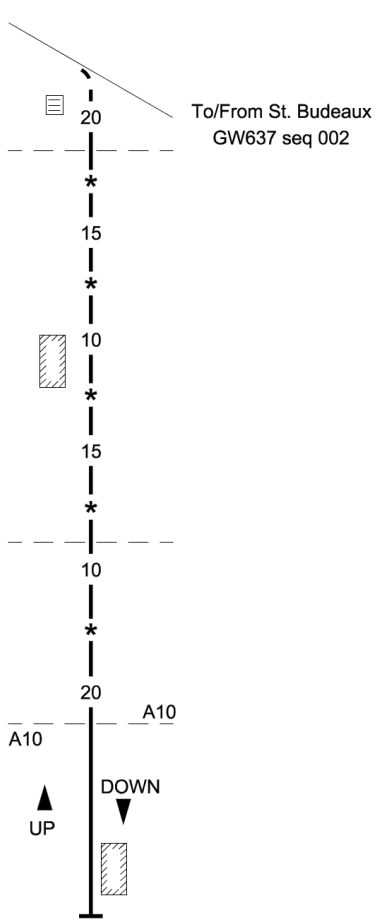
OT (S) Plymouth SB (P)
RA5 WEST

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW637	002	St. Budeaux Jn to Gunnislake	DAC	Western	11/03/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R OT(S) Plymouth SB (P) RA5 WEST
	222 75		
BERE FERRERS	222 69		Platform - 114m (125 yards)
	222 60 *		
			① Applies to Class 150 and 153 DMUs only. All other trains must NOT exceed 30mph
	220 50 *		
Collins Farm LC (UWC)	220 41	T	
	220 15 *		
Bere Alston Jn	220 07		
BERE ALSTON	220 05		Platform - 99m (108 yards)
Buffer Stops	219 75		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW637	003	St Budeaux Jn to Gunnislake	CAL	Western	27/03/2024

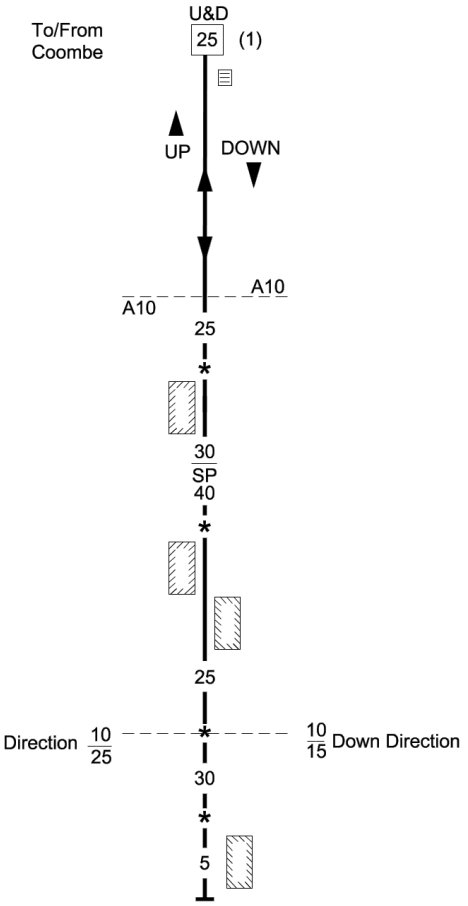
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	220 07	To/From Bere Alston GW637 seq 002	OT(S) Plymouth SB (P) RA4 WEST GSM-R
Bere Alston Jn	0 02		
Bere Alston GF	0 02		
Helston Farm No.1 LC (UWC)	0 53	T	
	0 78 *		
	1 51 *		
CALSTOCK	1 55	T	Platform - 49m (54 yards)
	1 64 *		
	2 26 *		
Okeltor LC (AOCL)	2 28		
	2 62 *		
Sandways LC (AOCL)	3 31		
GUNNISLAKE	4 40	T	Platform - 103m (113 yards)



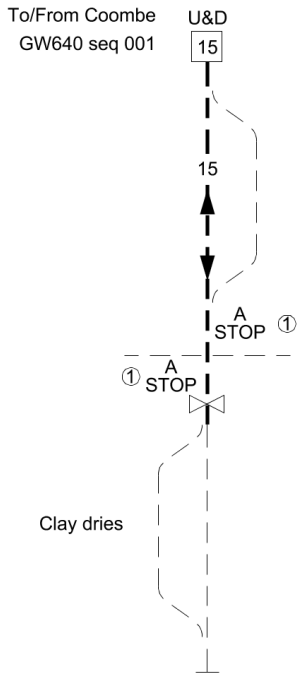
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW640	001	Liskeard to Looe Via Coombe	LIL	Western	06/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NST RA4 — Liskeard SB (LD) — GSM-R
LISKEARD (GW640)	8 67	From/To Main line GW108 seq 023	Platform - 120m, 131yds
Liskeard Jn	(264 66)		
(ELR - LIJ)	(8 72)		
Liskeard GF	8 52	5 LISKEARD LOOP	Token released by Liskeard Signaller
Bolitho 1 LC (UWC)	8 17	T	
		25	
		UP DOWN To/From Looe OTS GW640 seq 002	
		25 (1)	(1) 10/25 differential PSR applies in the down direction between Coombe No. 1 GF and Lodge Farm LC (ABCL)
Coombe Jn	6 75		
	6 52		
Coombe No. 1 GF	6 52		
Coombe LC (UWC)	6 53	T	
COOMBE	6 63		Platform - 30m, 33yds
Coombe No. 2 GF	6 66 *	*	
		To Moorswater GW642 seq 001 15	

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
			GSM-R OT(S) Liskeard SB (LD) RA4
Coombe No1 GF	6 52		(1) 10/25 differential PSR applies in the down directional between Coombe No. 1 GF and Lodge Farm LC
Lodge Farm LC (ABCL)	6 22		See local instructions
	6 01 *		
ST KEYNE	5 03		Platform - 30m, 33yds
	4 75 *		
CAUSELAND	3 58		Platform - 30m, 33yds
SANDPLACE	2 29		Platform - 30m, 33yds
Terras LC (ABCL)	1 32 *		See Local Instructions
	0 24 *		
LOOE	0 19		Platform - 42m, 46yds

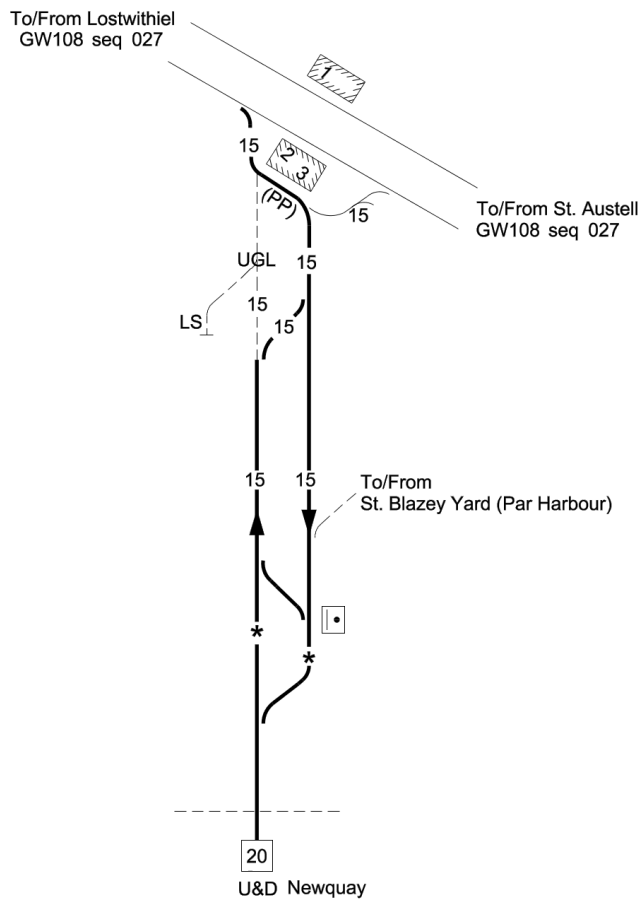
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW642	001	Coombe (Excl) to Moorswater	LOO	Western	02/11/2019

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Coombe No.2 GF	6 66		GSM-R RA4 Liskeard SB (LD) TPWS not provided Line under control of shunter
Moorswater LC (OPEN)	7 17		① Signs also say 'Await instruction/whistle' GSM-R
Network Rail Boundary	7 20		Down: End of GSM-R area at 7m 20ch Up: Start of GSM-R area at 7m 20ch
Moorswater			

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
					OT(S) Mid Cornwall (CL) (Exeter) RA6 GSM-R
Lostwithiel Jn (GW650)	277	54		To/From Lostwithiel GW108 seq 026; To/From Par GW108 seq 027; 25	See local instructions (handling of train staff)
Pill Farm LC (UWC)	277	69		T	AWS inductor for Up Branch distant not suppressed for down direction movements
Stop Board CL3781 (down)	278	01	*	* 30	
Golant LC (OPEN)	281	11		30 A10 A5 DOWN UP Fowey Single	
	281	45	*	* 5	
	281	57		STOP (1)	(1) End/Start of Staff Section GSM-R
Network Rail Boundary	281	59	*	*	Down: End of GSM-R area at 281m 58ch Up: Start of GSM-R area at 281m 58ch
Fowey Dock Imerys Minerals Ltd. Carne Point					See Local Instructions
	282	17			

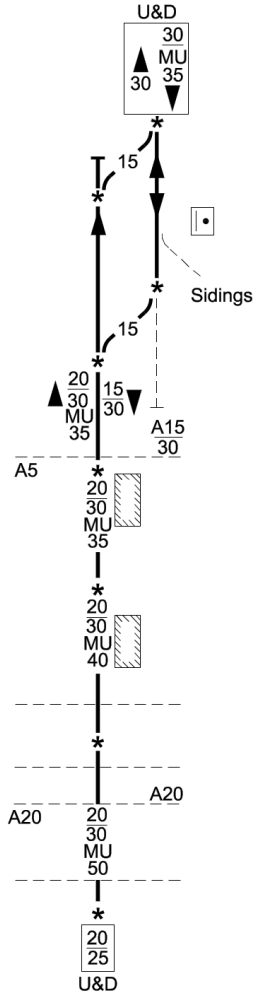
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW660	001	Par to Newquay	PAR NEW	Western	06/07/2024

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

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
	282 31	U&D 20	ET St Blazey SB (SB) RA6 GSM-R
	282 40 *	*	
St. Blazey Bridge LC (CCTV)	282 74		
	284 60	T 30	
Luxulyan Tunnel (43m, 53yds)	285 45 to 285 47		
	285 75 *	*	
LUXULYAN	285 78	30 MU 40	Platform - 48m, 53yds
Menadue LC (UWC)	286 54	T	
	286 76 *	* 30 MU 30 35 U&D	

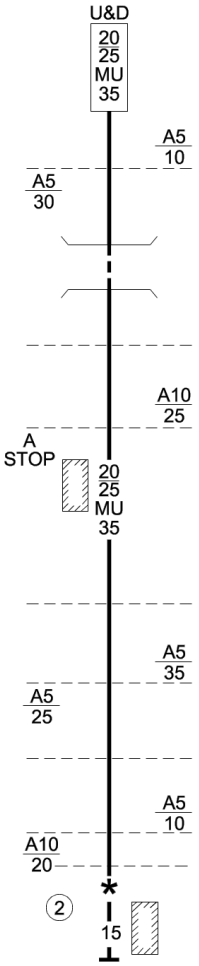
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW660	003	Par to Newquay	NEW	Western	24/07/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R
	286	76			ET Goonbarrow Jn SB (GJ) RA6
	287	24	*		
	287	28	*		
Goonbarrow Jn (G) SB	287	40			CL 224m, 735ft
Carbis Branch Jn	287	44	*		
	287	48	*		OT(S)
Molinnis LC (AOCL)	287	76			Platform - 70m, 77yds
	287	77	*		
BUGLE	288	03			
	288	15	*		Platform - 89m, 97yds
ROCHE	290	40			
Holywell LC (UWC)	290	67		T	
	291	40	*		
Fancy (R/G)	291	77		T	
Tregoss Moor LC (AOCL)	292	32			
Solomons No 1 (UWC)	293	35		T	
	294	00	*		(Goss Moor Loop signalling notice NR/GW/59) (1) New connections (293m 71ch and 293m 49ch) and permanent way forming loop line secured Out of use until further notice.

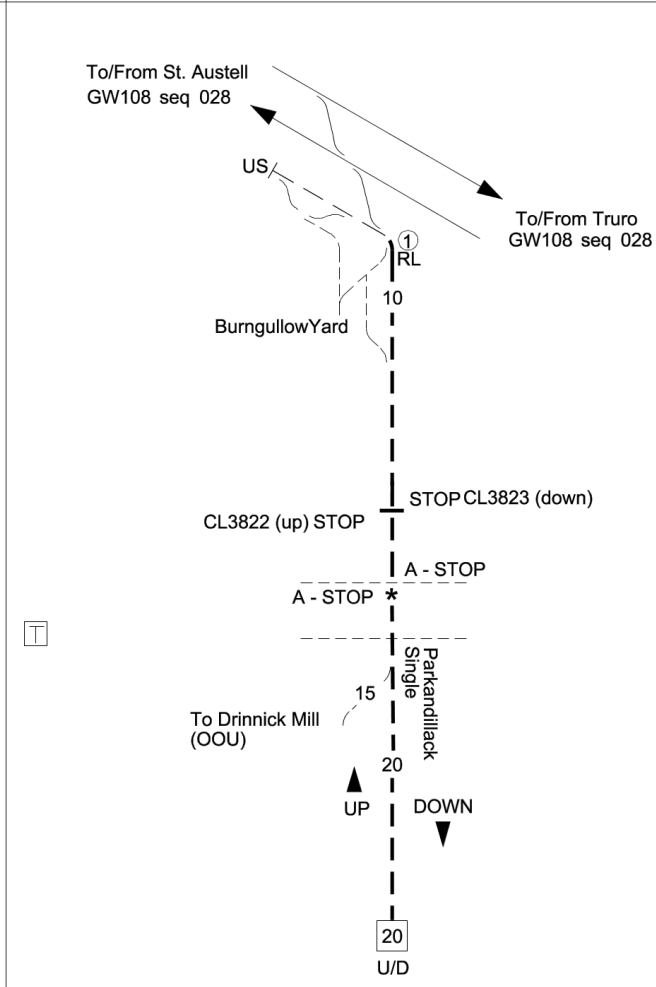
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW660	004	Par to Newquay	NEW	Western	25/07/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	294	00	U&D 20/25	OT(S) Goonbarrow JN SB (GJ) RA6 — GSM-R
			20/25	
Griggs LC (UWC)	294	65	T	
	295	00 *	* 20/25 MU 40	
	296	09 *	*	
ST COLUMB ROAD	296	11	20/25 MU 50 (▲) 20/25 MU 40 (▼) A5 10	Platform - 93m, 102yds
Halloon LC (AOCL+B) ①	296	22		① AOCL Level Crossing with barriers
	296	23 *	A10 15 * 20/25 MU 50	
Tresithney 2 LC (R/G)	296	64	T	
Coswarth 2 LC(UWC)	297	71	T	
Coswarth 4 LC(UWC)	298	20	T	
	298	31 *	* 20/25 MU 35 U&D	

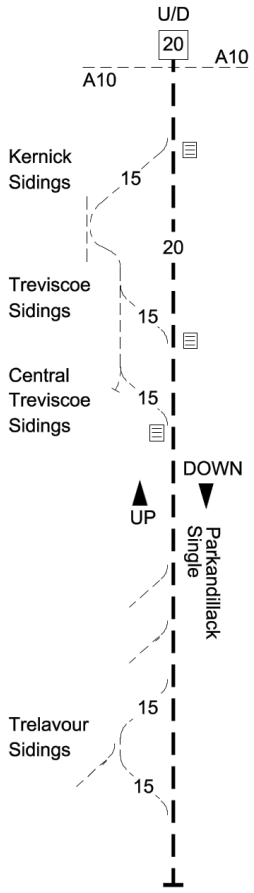
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW660	005	Par to Newquay	NEW	Western	01/07/2025

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R  OT(S) Goonbarrow Jn SB (GJ) RA6
	298	31			
Coswarth LC (AOCL+B) (1)	298	48	T		(1) AOCL Level Crossings with barriers
Coswarth Tunnel (40m, 44yds)	299	23			
	to 299	25			
Bejowan LC (UWC)	299	71	T		
Quintrel Downs LC (ABCL)	300	14	T		
QUINTREL DOWNS	300	16			Platform - 74m, 81yds
Chapel Farm 3 LC (UWC)	300	50	T		
Chapel LC (AOCL)	300	56	T		
Manuells Farm 2 LC (UWC)	300	76	T		
Trencreek LC (UWC) (MSL)	301	35	T		
Treloggan FP (R/G)	302	01			
	302	29	*		(2) Points between Trenance viaduct and Newquay (facing in down direction) secured out of use UFN
NEWQUAY	302	49	T		Platform - 242m, 265yds

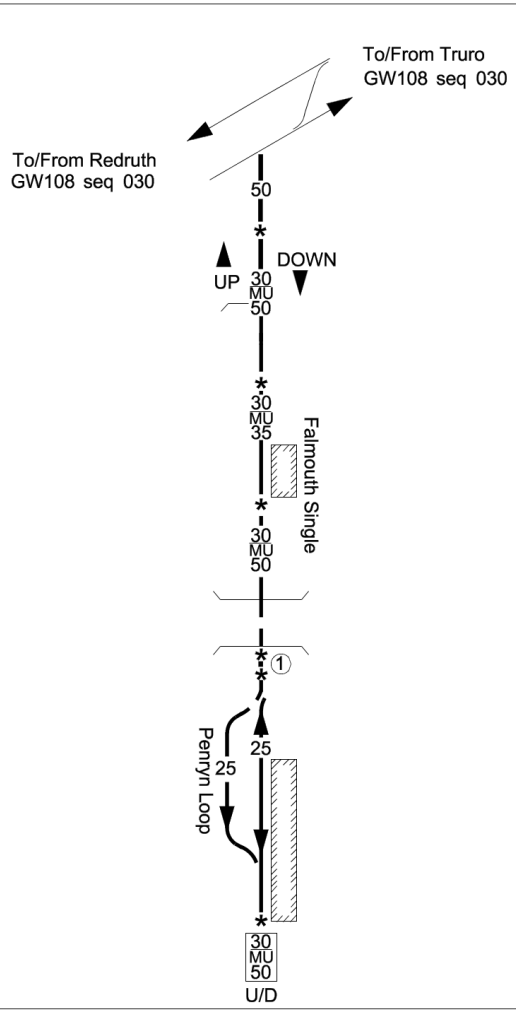
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW672	001	Burngullow to Parkandillack	SDS	Western	17/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R OT(S) RA6 Mid Cornwall (CL) (Exeter) US - Up Siding TPWS and AWS not provided RL - Reception Line 1 Hand points 9544 electrically detected - see local instructions RL - Reception Line (axle counters as far as down stop board CL3823) Start/End of staff section.
Burngullow Jn (GW672)	288 26		
	288 71		
Lanjeth LC (OPEN)	289 28 *		
Carpalla LC (UWC)	290 48	T	
Drinnick Mill	291 31		
(Start/end of diagram)	292 36		

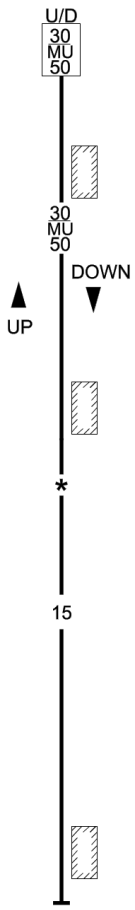
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW672	002	Burngullow to Parkandillack	SDS	Western	06/07/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	292	36		GSM-R 
Little Treviscoe LC (OPEN)	292	36		OT(S) Mid Cornwall (CL) RA5 (Exeter) See local instructions
Kernick South GF	292	43		
Kernick North GF	292	68		
Central Treviscoe GF	292	79		
Parkandillack	293	52		

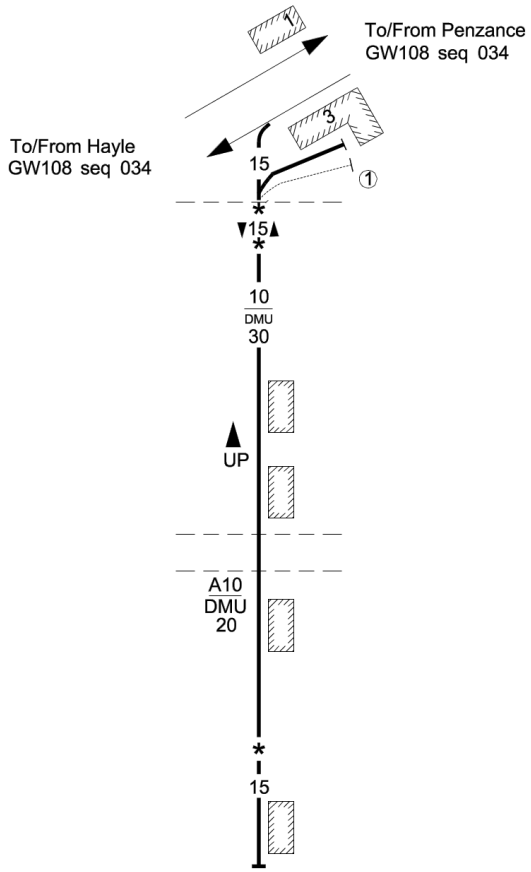
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW680	001	Penwithers Jn to Falmouth	FAL	Western	06/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Mid Cornwall (CL) RA6 Exeter Axle counter area
Penwithers Jn (GW680)	301 25		
	301 68 *		
Sparnick Tunnel (449m,491yds)	302 68 to 303 10		
PERRANWELL	304 78		Platform - 90m, 98yds
	305 00 *		
Perran Tunnel (342m, 374yds)	306 23 to 306 40		
	308 62 *		① 20/MU50 down direction
	308 74 *		
PENRYN	309 10		Platform - 238m, 261yds
(Start/end of diagram)	309 17 *		OT

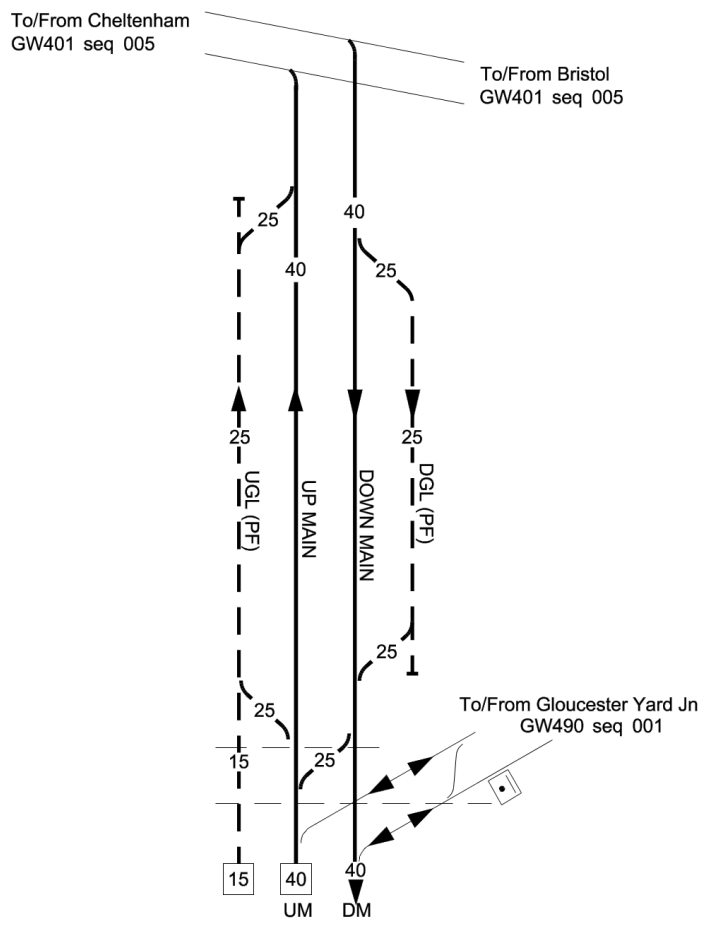
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW680	002	Penwithers Jn to Falmouth	FAL	Western	06/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R OT Mid Cornwall (CL) RA6 (Exeter)
(Start/end of diagram)	309 17		Axle counter area
PENMERE	311 13		Platform - 92m, 101yds
FALMOUTH TOWN	312 09		Platform - 57m, 62yds
	312 22 *		
FALMOUTH DOCKS	312 46	T	Platform - 65m, 71yds See local instructions

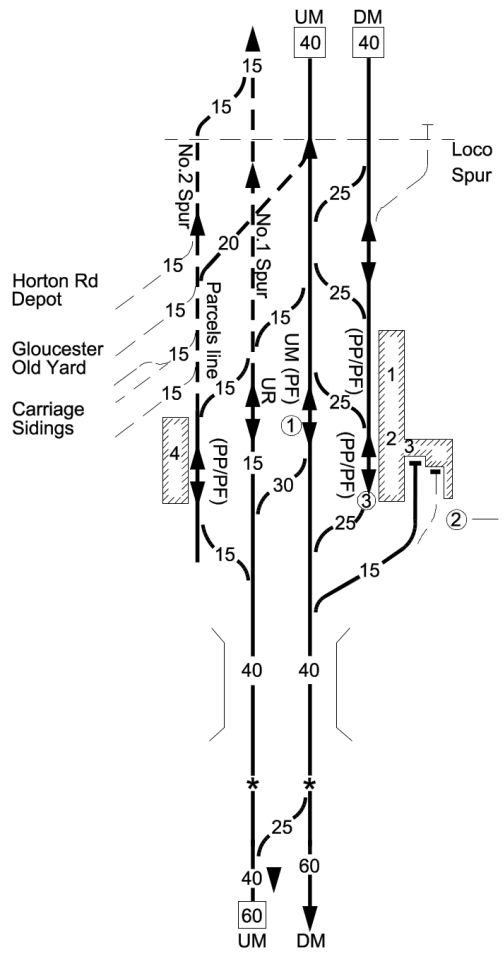
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW690	001	St. Erth to St. Ives	SIV	Western	06/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R OT(S) St. Erth SB (SE) RA5
ST. ERTH (GW690)	320 78		
St. Erth Jn (GW690)	320 73		
	321 02		Platform 3 Bay - 106m, (116yds) (PP) ① Bay 1 Sidings - 60m (65yds)
Western Growers Crossing	321 08 *		
	321 11 *		
LELANT SALTINGS	321 49		Platform - 140m, 153yds
LELANT	322 06		Platform - 105m, 115yds
Towan LC (UWC)	322 63	T	
Hawkes Point Foot Crossing	323 45		Sound horn for Hawkes Point Foot Crossing
CARBIS BAY	323 78		Platform - 138m, 151yds
	325 00 *		
ST IVES	325 13	T	Platform - 123m, 135yds

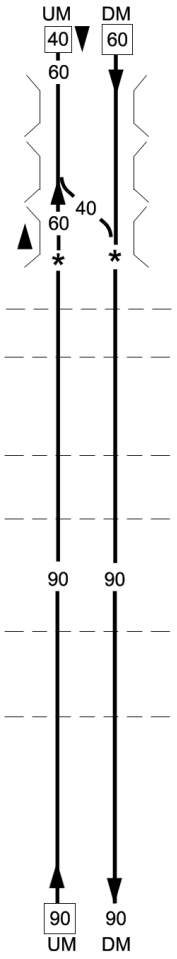
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW700	001	Gloucester Barnwood Jn to Severn Tunnel Jn	BAG2 SWM2	Western	06/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Gloucester Barnwood Jn (GW700)	92 21		GSM-R TCB Gloucester SB (G) RA8 Panel B DGL 512m, 1680ft UGL 640m, 2100ft
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		ELR : BAG2
Change of mileage/ELR	113 61		ELR : SWM2

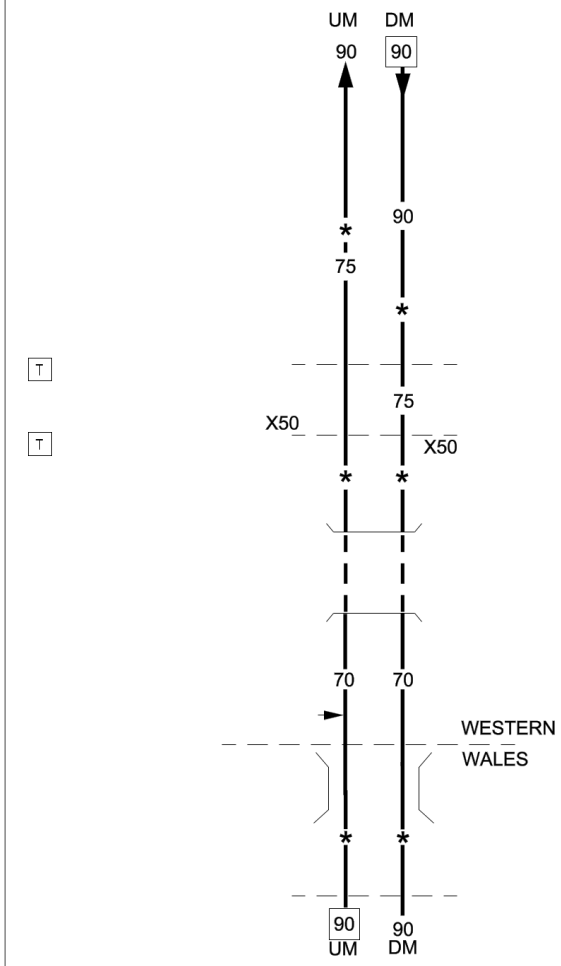
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW700	002	Gloucester Barnwood Jn to Severn Tunnel Jn	SWM2	Western	16/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Gloucester SB (G) RA8 Panel B
Foot crossing (WL) (GW700-2)	113 61		Indicators not extinguished by movements from Loco Spur Location of known low rail adhesion Down Main 113mp to 114m 20ch
	113 68		G.135 Platform 1 - 246m (269 yards) Platform 2 - 248m (271 yards) Platform 3 - 102M (111 yards) (PP) Platform 4 - 324m (354 yards)
	114 00		G.333/G.233
GLOUCESTER	114 04		UR Up relief
	114 16 *		① PF on Up Main in Up direction only, between G.31 and G.35 ② Bay Siding ③ 40mph, Up direction
Gloucester Viaduct 315m, 345yds	114 20 114 36		
	114 38		
Gloucester West	114 40 *		
	114 55		Signal G.31

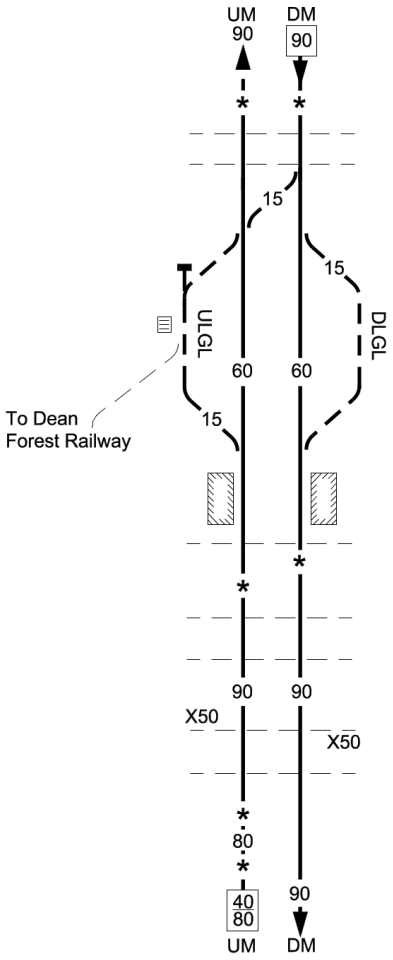
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW700	003	Gloucester Barnwood Jn to Severn Tunnel Jn	SWM2	Western	25/03/2023

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
	114	55			TCB RA8 Gloucester SB (G) Panel B GSM-R Gloucester SB (G) Panel C
St Catherines Viaduct (80m, 84yrds)	115	00			
	115	04			
Ham Meadow Viaduct (157m 172yds)	115	16			
	115	24			
Over Junction and Over Viaduct (60m, 66yds)	115	43			
	115	70	*		
Keenes LC (UWC)	116	03		T	
Pooles LC (UWC)	116	46		T	
Lower Barn Farm LC (UWC)	118	17		T	
Ley LC (CCTV)	120	20		T	
Broken Cross Farm No.1 LC (UWC)	120	49		T	
Broken Cross LC (R/G)	120	66		T	
	121	28			

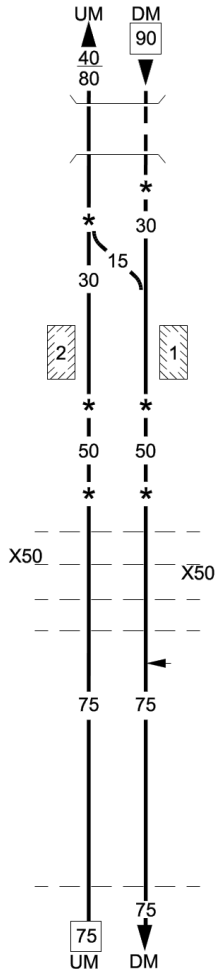
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW700	004	Gloucester Barnwood Jn to Severn Tunnel Jn	SWM2	Western	21/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Gloucester SB (G) RA8 Panel C
Grange Court	121 28		
	121 70 *		
	122 06 *		
Westbury LC (AHBC) (GW700)	122 11	T	
Broadoak LC (UWC) (R/G - X)	123 76	T	
	124 65 *		
Newnham Tunnel (215m, 235yds)	125 08 to 125 19		
Bullo Pill HABD	125 59		TCB Wales Rail Operating Centre (Severn Tunnel) (NT)
Route Boundary	126 10		
Bullo Dock Viaduct (137m, 150yds)	126 38 * 126 40		Axle counter area
	127 65 *		
Awre LC (CCTV)	128 22		

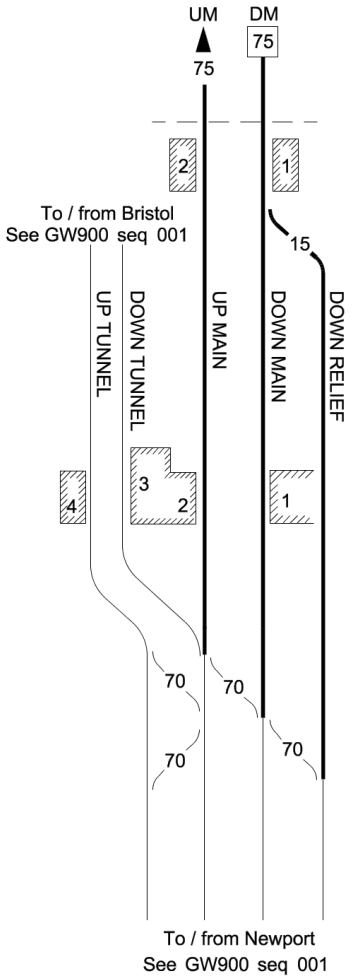
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW700	005	Gloucester Barnwood Jn to Severn Tunnel Jn	SWM2	Wales	04/05/2024

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
	128	22			GSM-R TCB Wales Rail Operating Centre RA8 (Severn Tunnel) (NT) Axle counter area
	129	00	*		
Aldridge LC (UWC)	130	65		T	
Naas LC (AHBC)	132	36			
	133	21			DLGL - Down Lydney Goods Loop - 525m, 1722ft ULGL - Up Lydney Goods Loop - 532m, 1743ft
Lydney GF					
	133	32		T	
LYDNEY	133	37			Down platform - 85m (93 yards) Up platform - 97m (106 yards)
Lydney LC (CCTV)	133	40			
	133	62	*		
	133	69	*		
Garlands No1 LC (UWC)	133	72		T	
Hardacre No2 LC (UWC)	135	04		T	
Woolaston LC (R/G-X)	136	14		T	
High Hall LC (UWC)	138	14		T	
	139	00	*		
	140	55	*		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW700	006	Gloucester Barnwood Jn to Severn Tunnel Jn	SWM2	Wales	06/02/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	140 55		GSM-R TCB Wales Rail Operating Centre RA8 (Severn Tunnel) (NT)
Chepstow Tunnel 328m (359 yards)	140 59 to 140 75		Axle counter area Tunnel illuminated
	140 79 *		
	141 15 *		
CHEPSTOW/CAS-GWENT	141 33		Down platform - 102m (112 yards) Up platform - 102m (112 yards)
	141 40 *		
	143 00 *		
Sharps LC (UWC)	143 15	T	
Three Gates LC (UWC) (R/G-X)	143 35	T	
Curb Hut LC (UWC)	144 06	T	
Ifton Hill Farm LC (UWC)	145 11	T	
Caldicot HABD	145 50		
Caldicot LC (CCTV)	147 03	T	

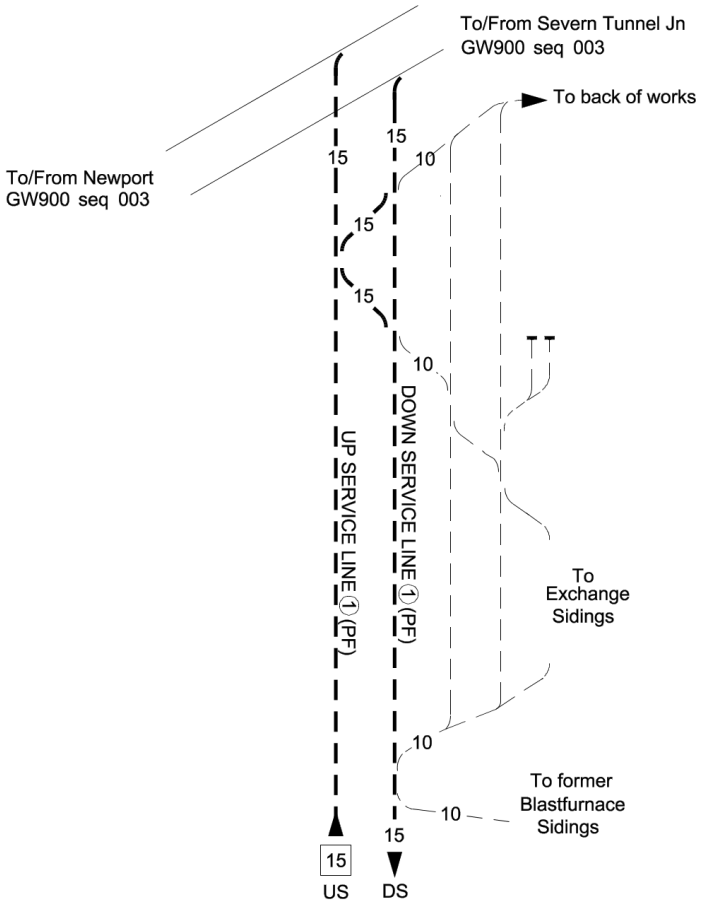
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW700	007	Gloucester Barnwood Jn to Severn Tunnel Jn	SWM2	Wales	21/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	147 03		TCB Wales Rail Operating Centre RA8 (Severn Tunnel) (NT) AC - Didcot GSM-R
Caldicot Station LC(UWC)	148 00	T	Axle Counter Area
CALDICOT	148 02		Down platform - 84m (91 yards) Up platform - 106m (116 yards)
	148 17	T	
Limit of electrification on UM, DM and Down Relief	148 33		Up Main, Down Main and Down Relief electrified
SEVERN TUNNEL JUNCTION STATION / CYFFORDD TWNNEL HAFREN (GW700)	148 61		Platform 1 - 145m (159 yards) Platform 2, 3 & 4 - 171m (187 yards)
Severn Tunnel Jn (GW700) (change of ELR)	149 14 16 73		ELR - BSW ELR - SWM
	16 77		

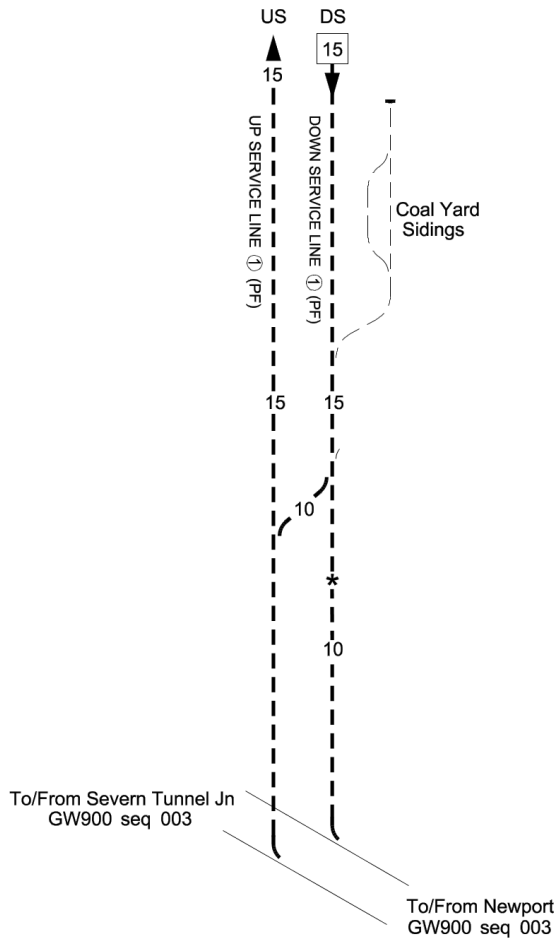
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW705	001	Caldicot Jn to Sudbrook	SBK	Western	29/10/2012

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		This diagram has been withdrawn	

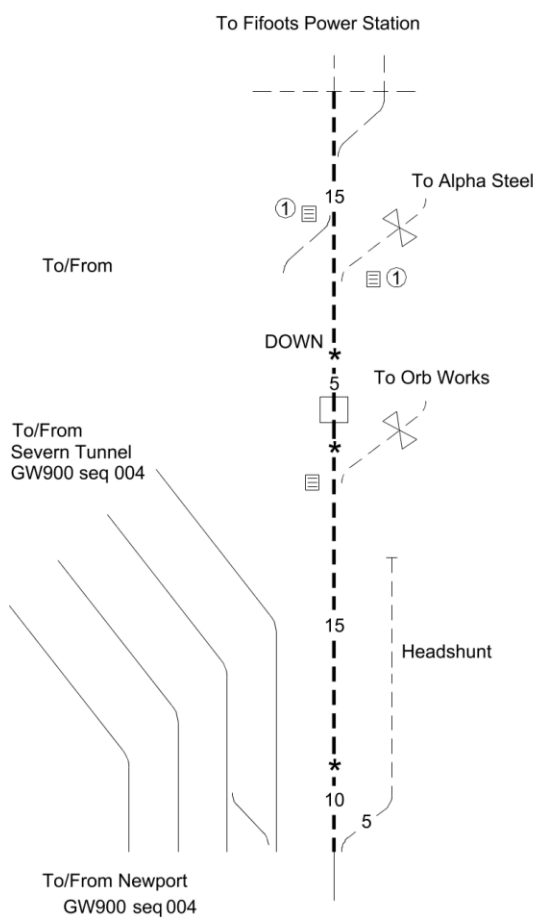
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW710	001	Llanwern Works East to Llanwern Works West via BSS	SWM2	Wales	25/03/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Llanwern Works East Connection	153 05		GSM-R TCB Wales Rail Operating Centre (Severn Tunnel) (NT) RA8 Axle Counter Area TPWS and AWS not provided ① Corus lines under the control of TOC Chargeman
	154 45		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW710	002	Llanwern Works East to Llanwern Works West Via Steelworks Service Lines	SWM2	Wales	25/03/2023

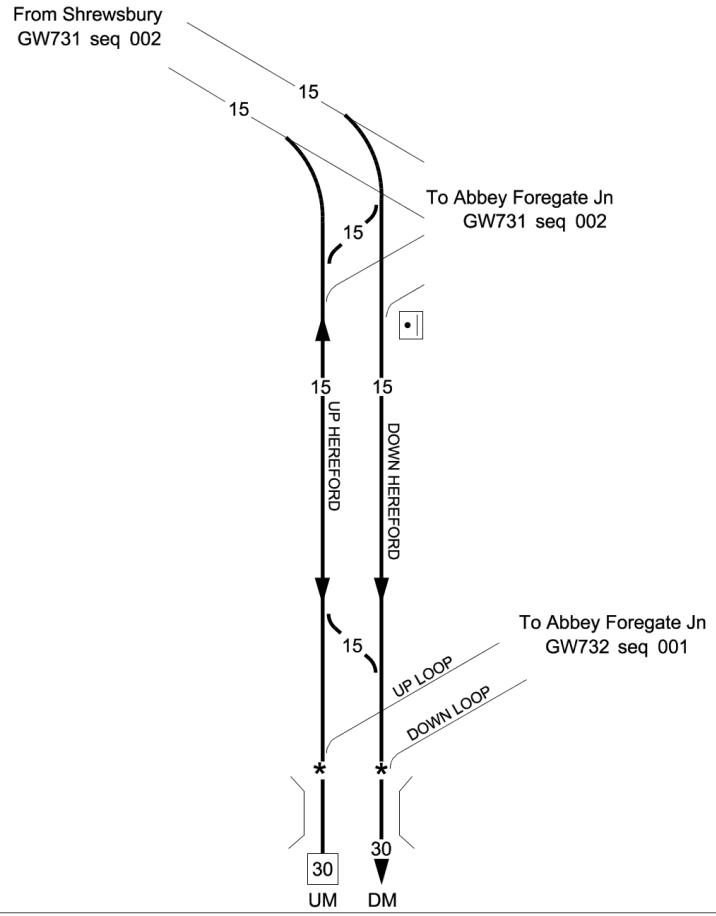
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	154 45		GSM-R TCB Wales Rail Operating Centre (Severn Tunnel) (NT) AC - Didcot RA8 Axle Counter Area
	155 58 *		① Corus lines under the control of TOC Chargeman
Limit of electrification on Up service Line	155 78		
Llanwern Works West Connection	156 03		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW720	001	Uskmouth to East Usk Jn	EUB	Wales	13/08/2022

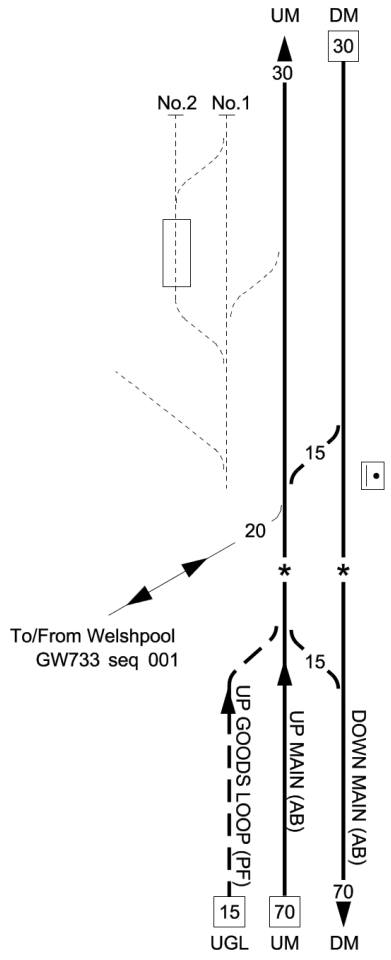
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			OT(S) RA8 Wales Rail Operatiing Centre (East Usk) (NT) GSM-R
Network Rail boundary and end / commencement of token section boards	3 07		
Monsanto GF①	2 42		
Alpha Steel GF①	2 23		
	2 20 *		
Birdport Rail Terminal	{ 2 19 / 2 18		
	2 17 *		Axle Counter Area
Orb Works GF	1 14		① Out of use
Signals NT1347 / NT1350 End / commencement of token section boards	0 18		
	0 06 *		
East Usk Jn	0 00		
	157 02		

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

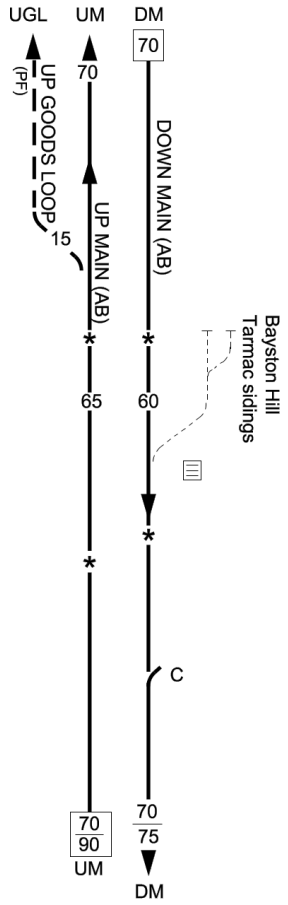
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Severn Bridge Jn (Junction points)	171	39		AB Severn Bridge Jn SB (SB) GSM-R
	0	11		RA8
English Bridge Jn (GW730)	0	28 *		
Abbey Foregate Viaduct (200m, 220yds)	0	30		
	0	40		



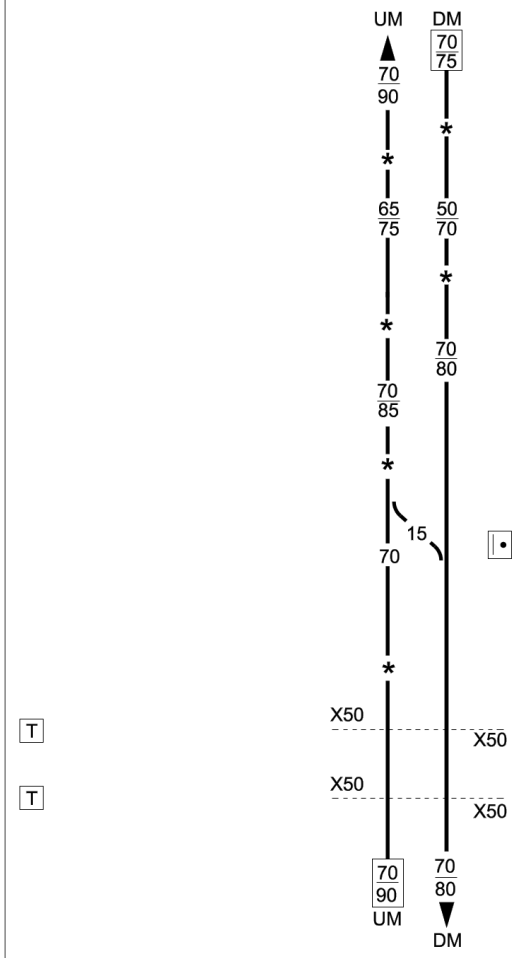
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	002	Severn Bridge Jn to Newport, Maindee West Jn	SHL	Western	27/07/2024

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

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 AB Sutton Bridge Jn SB RA8 (SUB)
	1 00		
Up Goods Loops	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		

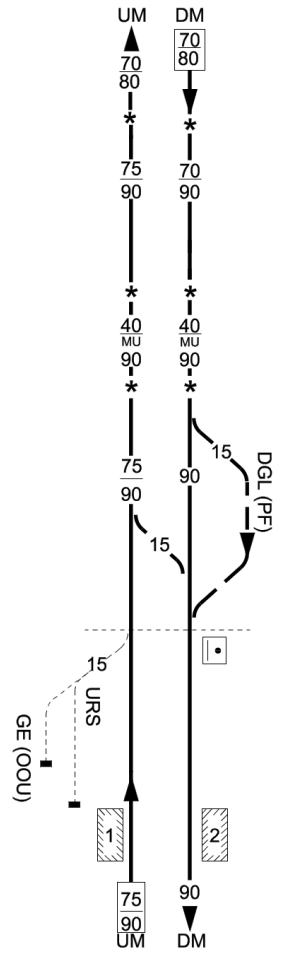
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	004	Severn Bridge Jn to Newport, Maindee West Jn	SHL	Western	30/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	4 00		GSM-R AB Dorrington SB RA8 (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	T	
New House Farm LC (UWC) (R/G - X)	8 45	T	
(start/end of diagram)	8 45		

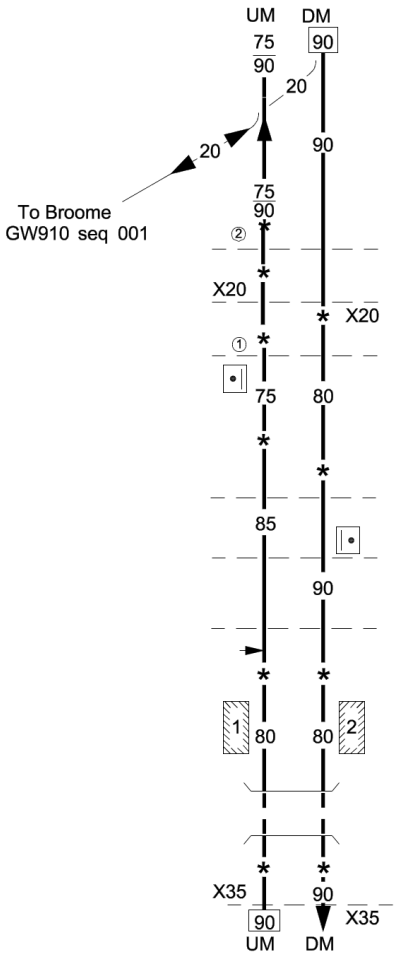
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	005	Severn Bridge Jn to Newport, Maindee West Jn	SHL	Wales	27/07/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
				UM DM	GSM-R
(start/end of diagram)	8	45		70/90 70/80	AB RA8 Dorrington SB SB (DR)
NRN Channel change (Down direction)	9	31			
NRN Channel change (Up direction)	9	40	*	*	
	10	14		T 70/80	
	11	00	*	*	
	11	03	*	*	
All Stretton No.1 LC (UWC)	11	38		T	AB RA6 Marsh Brook SB (MB)
				70/90	
				70/90	
CHURCH STRETTON	12	63		1 2	Down and Up platforms - 168m (184 yards)
Marsh Farm HABD	14	33			
Woodlands LC (UWC)	14	66		T	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		T	
Marsh Brook SB (MB)	15	32		•	
Marsh Brook LC (MCB)	15	32			
				70/80 70/80	
(start/end of diagram)	15	32		UM DM	

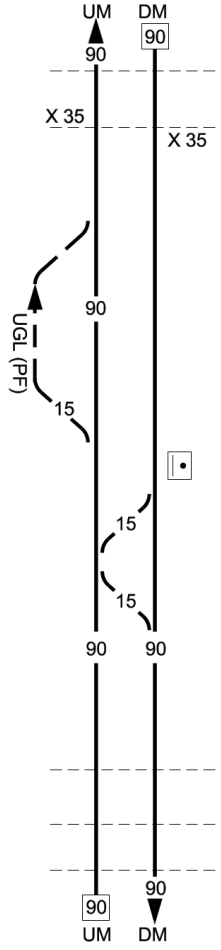
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	006	Severn Bridge Jn to Newport, Maindee West Jn	SHL	Wales	30/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	15 32		GSM-R
	16 39 *		AB Marsh Brook SB RA8 (MB)
	16 40 *		
	18 60 *		
	18 62 *		AB Craven Arms SB RA8 (CA)
			DGL- Down Goods Loop 437m, 1435ft
Craven Arms LC (MCB)	19 48		
Craven Arms SB (CA)	19 48		URS - 343m, 1125ft
CRAVEN ARMS	19 77		Down platform - 134m (147 yards)
TEP (for Central Wales line)			Up platform - 198m (217 yards)
(start/end of diagram)	19 77		

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

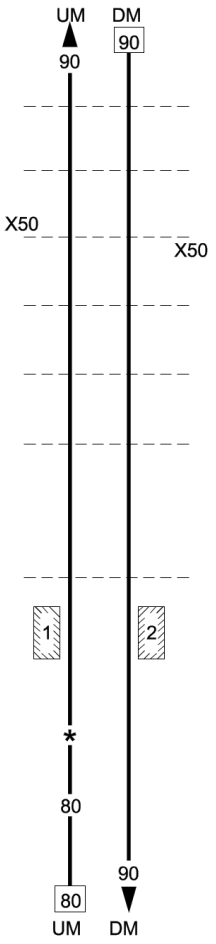
Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R AB Craven Arms SB (CA) RA8
(start/end of diagram)	19	77			
Craven Arms South Jn	20	01			
	20	42	*		
Stokesay Farm LC (UWC)	20	71		T	① 75 / 90 ② 65 / 75 / MU90
	21	00	*		
Stokeswood LC (UWC) (R/G - X)	21	11		T	
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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	008	Severn Bridge Jn to Newport, Maindee West Jn	SHL	Western	25/03/2023

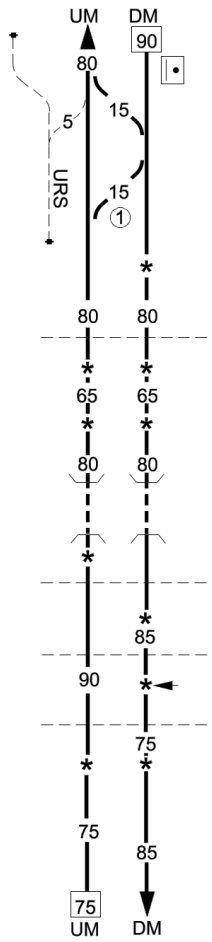
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	29	62		AB Woofferton SB (W) RA8
The Grove LC (UWC)	30	44	T	
Ashford Bowdler LC (AHBC-X)	30	49		
Woofferton UGL	31	50		S (spring point) UM 31m 50ch (Trailing connection from UGL) UGL 414m, 1360ft
Woofferton SB (W)	32	02		
Church House Farm LC (UWC)	33	35	T	
Inchmore LC (UWC)	33	72	T	
Park Lodge 2 LC (UWC)	34	36	T	

GSM-R

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	009	Severn Bridge Jn to Newport, Maindee West Jn	SHL	Western	17/02/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	34 36		AB Leominster SB RA8 (LE) GSM-R
Cross Brook Farm LC (UWC)	34 57	T	
Eye Court Farm LC(UWC)	35 38	T	
Blackpole Farm LC (UWC) (R/G-X)	36 11	T	
Nordans Farm LC (UWC)	36 54	T	
Lower Burton Farm LC (UWC)	36 75	T	
Broad Farm No.1 LC (UWC)	37 17	T	
Leominster LC (AHBC)	38 01	T	
LEOMINSTER	38 36		Down platform - 97m (106 yards) Up platform - 99m (108 yards)
	38 45 *		
	38 60		

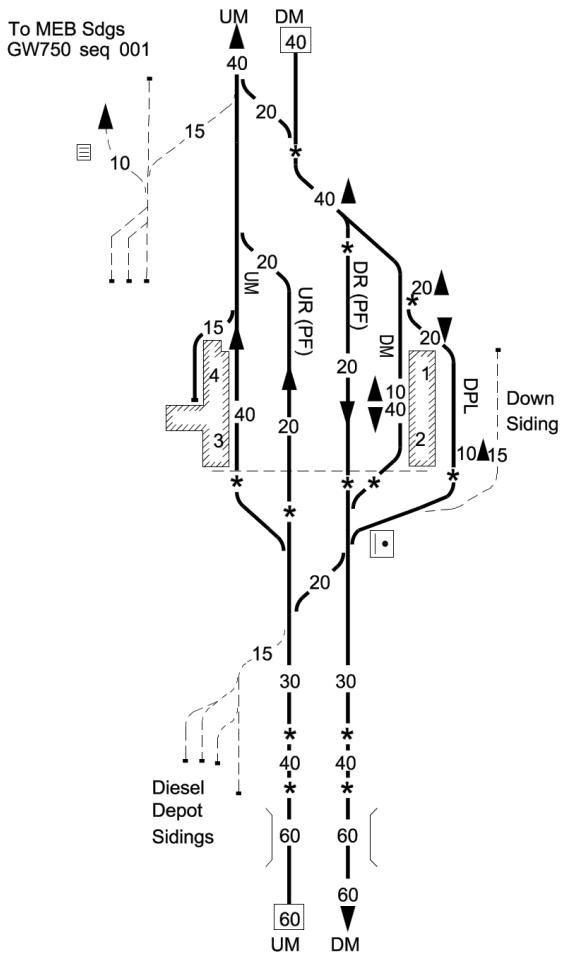
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	010	Severn Bridge Jn to Newport, Maindee West Jn	SHL	Western	07/09/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R 
					AB Leominster SB (LE) RA8
Leominster (LE) SB	38	60			
					URS 333m, 1092ft
					① Temporarily secured out of use
	40	15	*		
Ford Bridge LC (FPGT)	40	69		T	AB Moreton-on-Lugg SB RA8 (ML)
	42	55	*		
	42	65	*		
	42	67		T	
Dinmore Tunnels 965m (1056 yards)	42	68		T	
	43	36			
	43	60	*		
Ox Pasture Farm 1 LC (UWC)	44	38		T	
	44	39	*		
Dolmeadow LC (UWC)	44	76		T	
Wellington HABD	45	32	*		
Wellington LC (AHBC)	45	33			
	45	68	*		
	46	15			

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

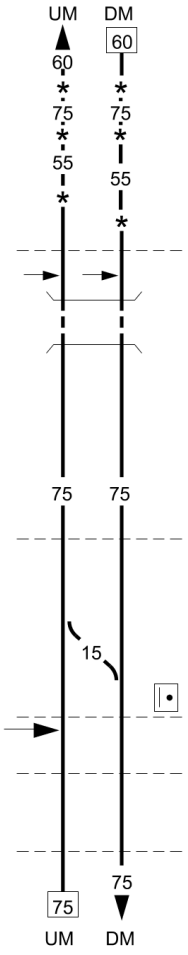
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	46 15	UM DM 85 75 Moreton Stone Terminal 10 * 15 15	AB Moreton-on-Lugg SB (ML) RA8 GSM-R
Moreton-on-Lugg SB (ML)	46 65		
	47 00 *	*	
Lyde Court LC (UWC)	47 77	T	TCB Hereford SB (H)
	48 36 *	80 * To Ledbury MD940 seq 006 80 30	
Shelwick Jn (GW730)	49 26 *	*	
	49 27 *	30 *	
	50 15 *	75 75 * *	
	50 25	40 40 UM DM	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	012	Severn Bridge Jn to Newport, Maindee West Jn	SHL HDC	Western	18/01/2025

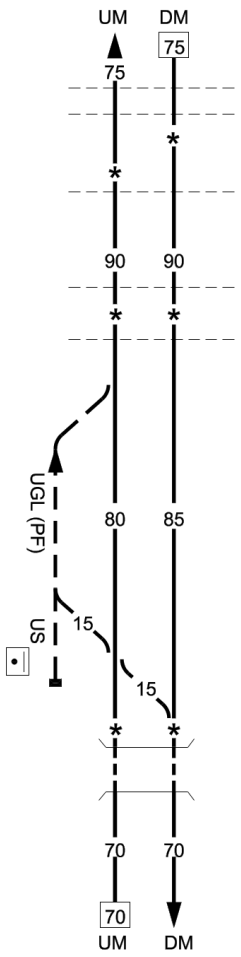
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	50 25		TCB Hereford SB (H) RA8
Brecon Curve GF	50 44 *		
Brecon Curve Jn	50 53 *		
	50 73 *		DPL - Down Passenger Loop Platform 1 - 205m (224 yards) (PP-C/PF) Platform 2 - 204m (223 yards) (PP-C/PF) Platform 3 - 221m (242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

GSM-R

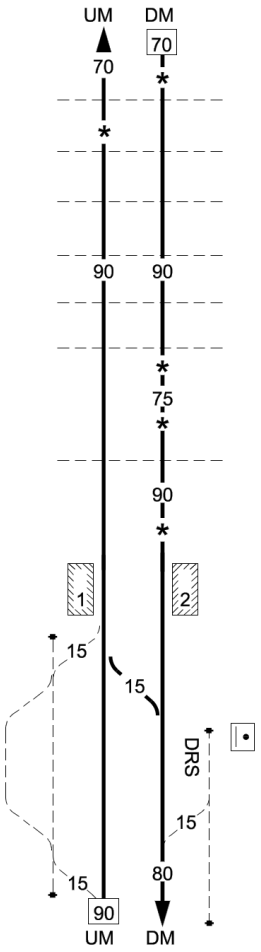
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	013	Severn Bridge Jn to Newport, Maindee West Jn	HDC HNL1	Wales	18/06/2022

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R 
					TCB Hereford SB (H) RA8
	0	70	*		
Former Red Hill Jn	1	74	*		
(Change of ELR and controlling signal box)	2	11			ELR - HDC ELR - HNL 1
	2	25	*		
	2	32	*		
Ashley LC (UWC)	2	33		T	
Tram Inn WILD	2	75			AB Tram Inn SB (TI) RA8
Red Hill Tunnel	3	15			
46m (50 yards)	3	to 18			
Coed Moor LC (UWC)	4	66		T	
Tram Inn SB (TI)	5	37			
Tram Inn LC (MCB)	5	37			
Tram Inn HABD	5	37			
Willox Bridge 1 LC (UWC)	5	55		T	
Manning Upper House LC (UWC)	6	30		T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	014	Severn Bridge Jn to Newport, Maindee West Jn	HNL1	Wales	07/10/2023

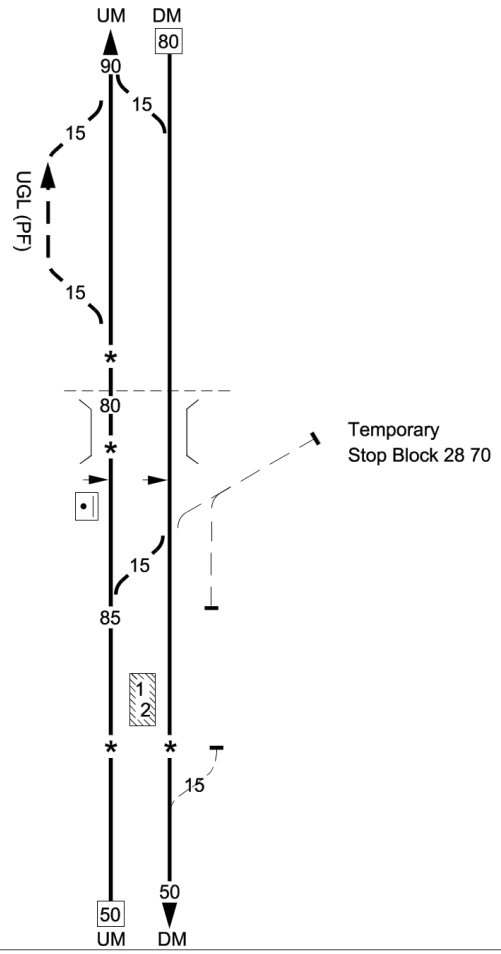
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	6 30		GSM-R AB Tram Inn SB (TI) RA8
Brewers 1 LC (UWC)	6 61	T	
Wests Bridge Farm LC (UWC)	7 30	T	AB Pontrilas SB (PS) RA8
	7 31 *		
	7 44 *		
Thomas LC (UWC)	8 11	T	
Howton Court Farm LC (UWC)	10 22	T	
	10 48 *		
Pen-y-Llan Farm LC (UWC)	10 56	T	
UGL (LOOP EXIT)	10 63		Sprung point UM 10m 63ch (Trailing connection from UGL)
			UGL 461m, 1512ft
			US - Up Siding
Pontrilas SB (PS)	11 19		
	11 20 *		
Pontrilas Tunnel 34m (37 yards)	11 27 to 11 29		
	12 14		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	015	Severn Bridge Jn to Newport, Maindee West Jn	HNL1	Western	04/11/2023

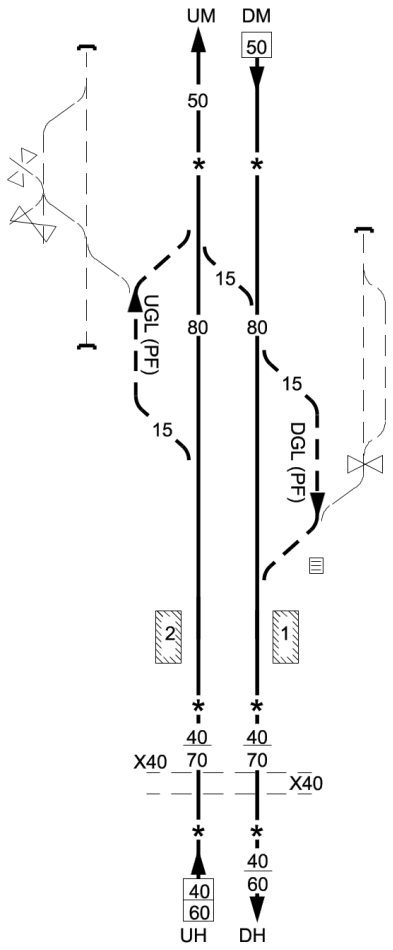
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				AB RA8 Pontrilas SB (PS) GSM-R
	12	14 *		
Great House Farm LC (UWC)	12	21	T	
	12	31 *		
Price Church Farm LC (UWC)	12	45	T	
Llancillo Hall LC (UWC)	13	79	T	
Vineyard Farm No1 LC (UWC)	15	25	T	AB RA8 Abergavenny SB (AY)
Vineyard Farm No2 LC (UWC)	15	45	T	
Powell LC (UWC)	16	16	T	
	17	20 *		
	17	60 *		
Blaengavenny Farm LC (UWC)	19	02	T	
	21	16 *		
ABERGAVENNY / Y FENNI	22	63		Down platform - 106m (116 yards) Up platform - 246m (269 yards)
Abergavenny SB (AY)	22	75		DRS 180m, 588ft
	23	15		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	016	Severn Bridge Jn to Newport, Maindee West Jn	HNL1	Western	24/08/2024

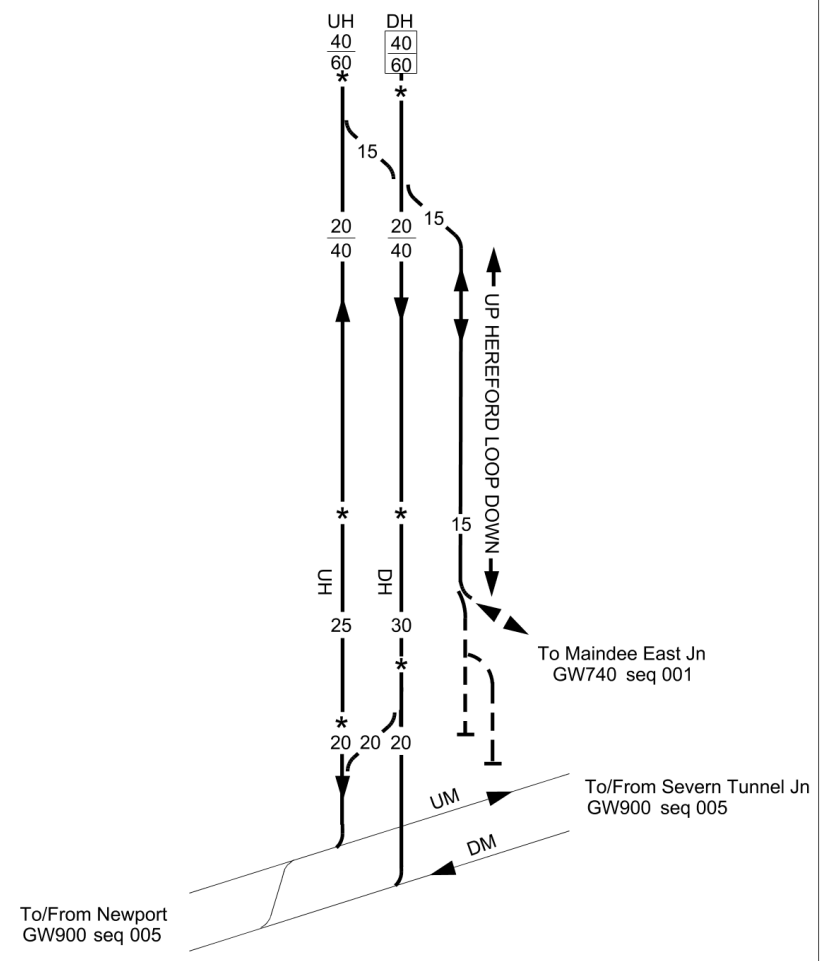
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			AB Abergavenny SB RA8 (AY)
	23 15		
Abergavenny UGL			UGL 340m, 1113ft
	23 32		
	24 14 *		
Penpergwm LC (UWC)	25 41	T	
River Usk Viaduct (GW730)	25 79		
(92yds)	26 04	T	
	28 20 *		Branch out of use beyond 29m 15ch
Nantyderry HABD's	28 75		
Little Mill Jn SB (LM)	30 52		TCB Little Mill SB (LM)
Little Mill Jn	30 55		
PONTYPOOL / PONT-Y-PWL AND NEW INN	32 19		Down and Up platforms - 163m (178 yards)
	32 20 *		
	32 32	T	
	32 35		



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
			GSM-R TCB Little Mill SB (LM) RA8
	32 35		UM - Up Main DM - Down Main
	32 60 *		
Panteg UGL + DGL			UGL 427m, 1400ft DGL 429m, 1407ft
Chapel Lane GF	34 22		
CWMBRAN (Change of line name)	35 13		Down and Up platforms - 129m (141 yards)
	37 00 *		
Ponthir LC (UWC) Ponthir LC FP (RG-X)	38 03 38 03	T	Wales Rail Operating Centre (East Usk) (NT) Axle counter area
	38 57 *		UH- Up Hereford DH - Down Hereford
	40 41		

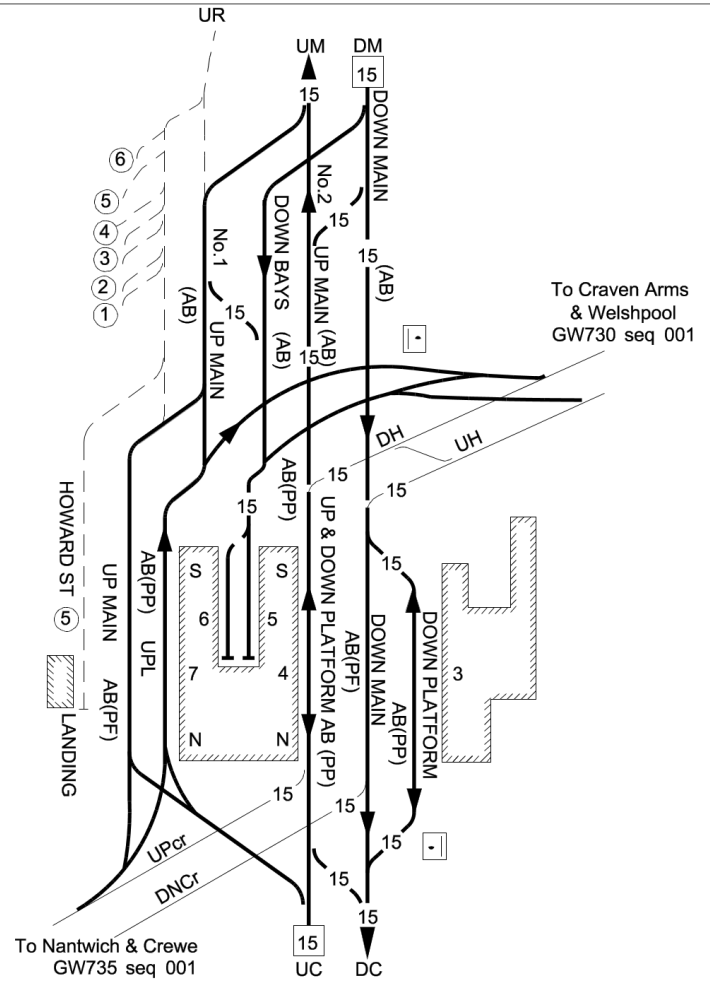
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	018	Severn Bridge Jn to Newport, Maindee West Jn	HNL1	Wales	18/06/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	40 41 *		GSM-R
	40 46 *		TCB RA8 Wales Railway Operating Centre (East Usk) (NT) AC - Didcot
			Axle counter area
Maindee North Jn	41 03		
	41 33 *		
	41 49 *		UH - Up Hereford DH - Down Hereford
Limit of electrification on UH and DH	41 50 *		UH and DH electrified
	41 54 *		
	41 57 *		
Maindee West Jn	41 66		
	158 16		Wales Rail Operating Centre (Newport) (NT) AC - Didcot

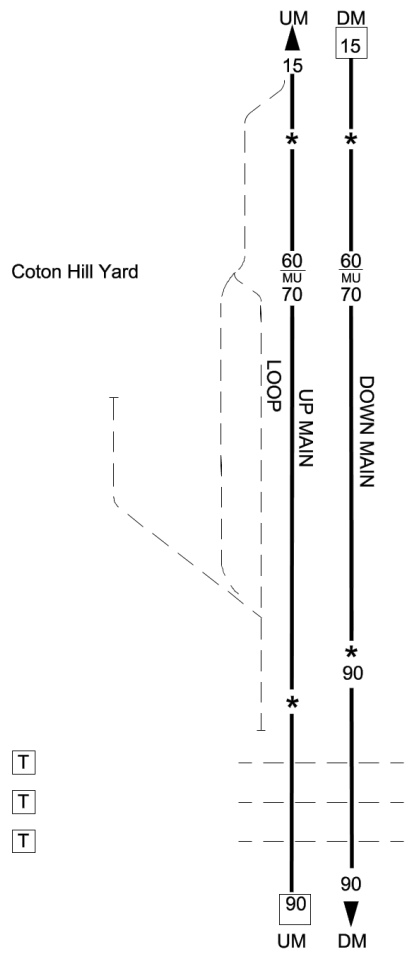
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW731	001	Abbey Foregate to Ruabon	WSJ2	Wales	09/08/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			To/From Madeley Jn MD801 seq 008	TCB Birmingham ROC (MJ) Telford Workstation GSM-R
See LNW(S) Route Sectional Appendix			UW DW 70 70 CENTRAL ROUTE WALES ROUTE	UW - Up Wellington DW - Down Wellington
Network Rail Route Boundary & Sectional Appendix Boundary	170	46	UP MAIN DOWN MAIN	TCB RA8 Abbey Fordgate SB (AF)
(Buffer stop on Up Relief)	171	01	70 70 15 UP RELIEF 15 15 DOWN LOOP 15 UP LOOP 15 15 UM DM To English Bridge Jn GW732 seq 001	
Abbey Foregate (AF) SB	171	13 *	* *	
Abbey Foregate Jn (GW731)	171	15		AB
(Start/end of diagram)	171	15		

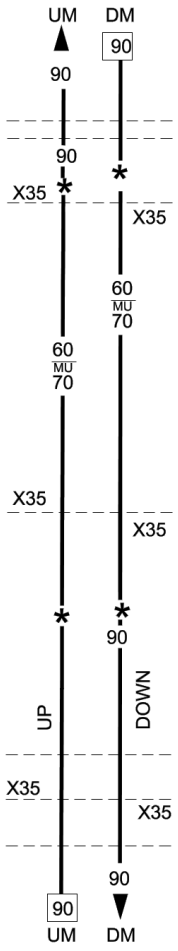
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW731	002	Abbey Foregate to Ruabon	WSJ2	Wales	04/01/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	171	15		AB Severn Bridge Jn/Crewe Jn SB (SB) / (CJ) RA8
Abbey Foregate Maintenance Depot	171	17		UR - Up Relief
Severn Bridge Jn SB (SB)	171	33		⑥ Wash Road
SHREWSBURY	171	46		DH - Down Hereford UH - Up Hereford UPCr - Up Crewe DNCr - Down Crewe ⑤ Temporarily out of use Platform 3 - 165m, 180yds (PP) Platform 4 - 308m, 336yds (PP) Platforms 5 and 6 - 121m, 132yds (PP) Platform 7 - 288m, 314yds (PP)
Crewe Jn SB (CJ)	171	57		
(Start/end of diagram)	171	57		UC - Up Chester DC - Down Chester

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW731	003	Abbey Foregate to Ruabon	WSJ2	Wales	12/10/2024

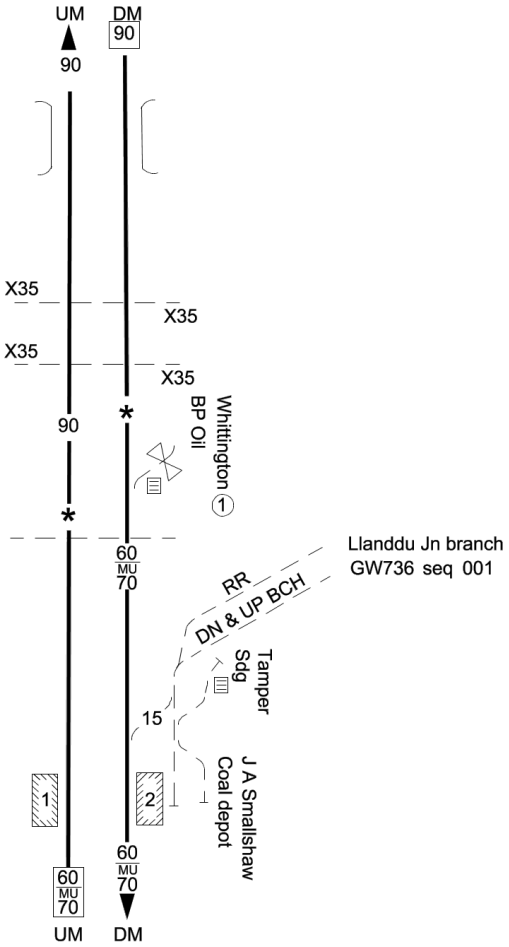
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	171 57		GSM-R TCB Crewe Jn. SB RA8 (CJ) Location of known low rail adhesion Up Main 172m 46ch - 172m 06ch
	171 62 *		
	173 00		
	173 01		
Blackpool LC (UWC)	173 62		
Prince of Wales LC (UWC) (GW731)	174 42		
Woolascott LC (UWC)	174 66		
(Start/end of diagram)	174 55		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW731	004	Abbey Foregate to Ruabon	WSJ2	Wales	18/01/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	174	66			TCB Crewe Jn. SB RA8 (CJ) GSM-R
Leaton LC (AHBC)	175	34		T	
War Brook LC (UWC)	178	03		T	
	178	39	*		
	178	40	*	T	
Eyton LC (AHBC-X)	178	63			
Baschurch LC (AHBC-X)	179	14		T	
	179	20	*		
Wykey LC (UWC)	181	71		T	
Queens Park LC (UWC) (R/G-X)	182	26		T	
T.Edwards LC (UWC)	182	57		T	
(Start/end of diagram)	182	57			

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		
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	
	186 30 *		
Shell-Mex & BP GF	186 46	T S	
	187 40 *		
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		



GSM-R

TCB Crewe Jn SB (CJ)
RA8

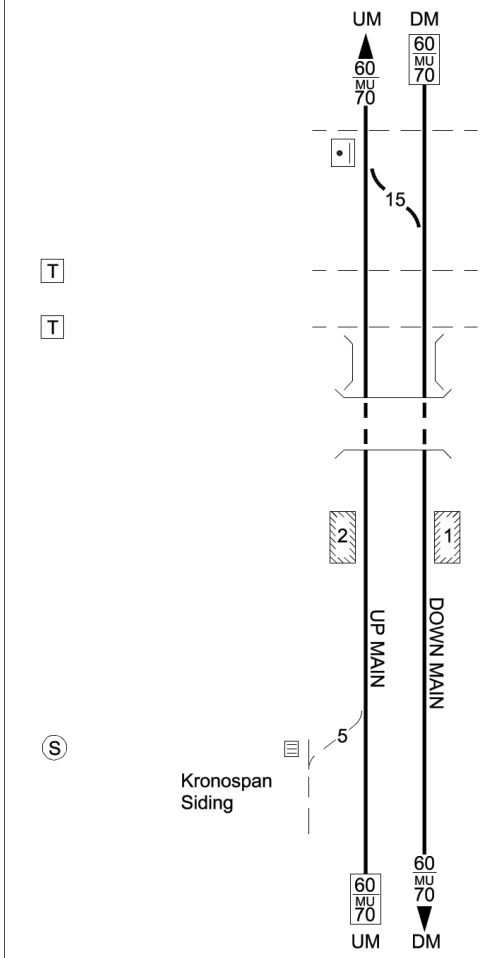
Lines to Shell-Mex & B.P. G.F. controlled by Crewe Jn. SB

(1) Movements within the sidings must not exceed 5m.p.h.

AB Gobowen North SB (GN)
RA8

Down platform - 145m, 158yds
Up platform - 166m, 182yds

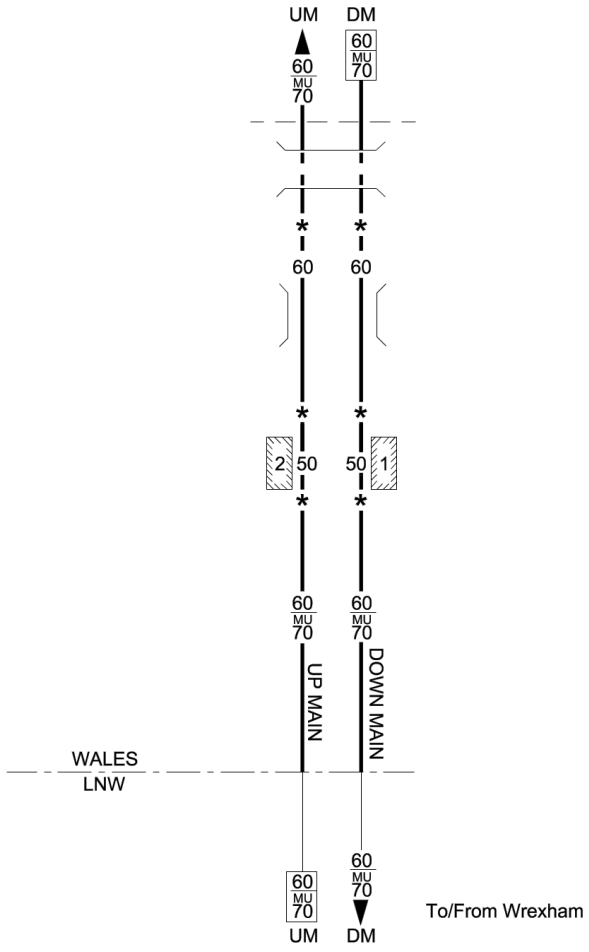
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW731	006	Abbey Foregate to Ruabon	WSJ2	Wales	27/07/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	189	56		AB RA8 Gobowen North SB (GN)
Gobowen North LC (MCB) (GW731)	189	56		
Gobowen North SB (GN) (GW731)	189	56		
Pitts LC (UWC) (GW731)	190	41	T	
Weston Rhyn LC (AHBC) (GW731)	191	40	T	Location of known low rail adhesion Down line 192m 00ch to 193m 20ch
Chirk Viaduct (GW731)	192	20		
245m, 269 yds	192	33		
Chirk Tunnel	192	35		
(47m, 51yds)	192 to	37		AB RA8 Croes Newydd North Fork SB (CN)
CHIRK (GW731)	192	54		Down and Up platforms - 157m, 172yds
Kronospan GF (GW731)	192	76	S	GF released from Croes Newydd North Fork SB
(Start/end of diagram)	193	00		

GSM-R

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		
Whitehurst LC (UWC) (GW731)	193 52	T	
Whitehurst Tunnel (GW731) (42m, 46yds)	194 07 to 194 09		
	194 40 *		
Cefn Viaduct (GW731) 482m, 582 yds	194 53 to 194 77		
	196 65 *		
RUABON (GW731)	197 04		Down platform - 198m, 217yds Up platform - 158m, 173yds
	197 45 *		
Route Boundary LNW	199 00	WALES / LNW	
See LNW (NW) Route Sectional Appendix		To/From Wrexham	



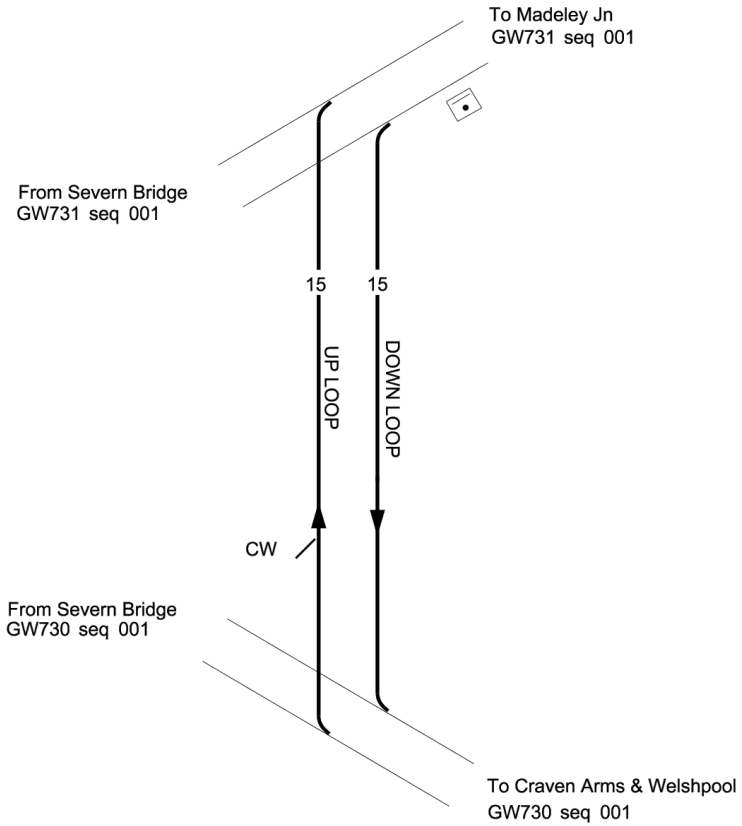
NW3005 seq 001 and NW3005 seq 002

AB Croes Newydd North Fork SB (CN)
RA8

AB applies between Gobowen North and Croes Newydd North Fork
Location of known low rail adhesion
Down Main 192m 00ch to 193m 20ch

GSM-R

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

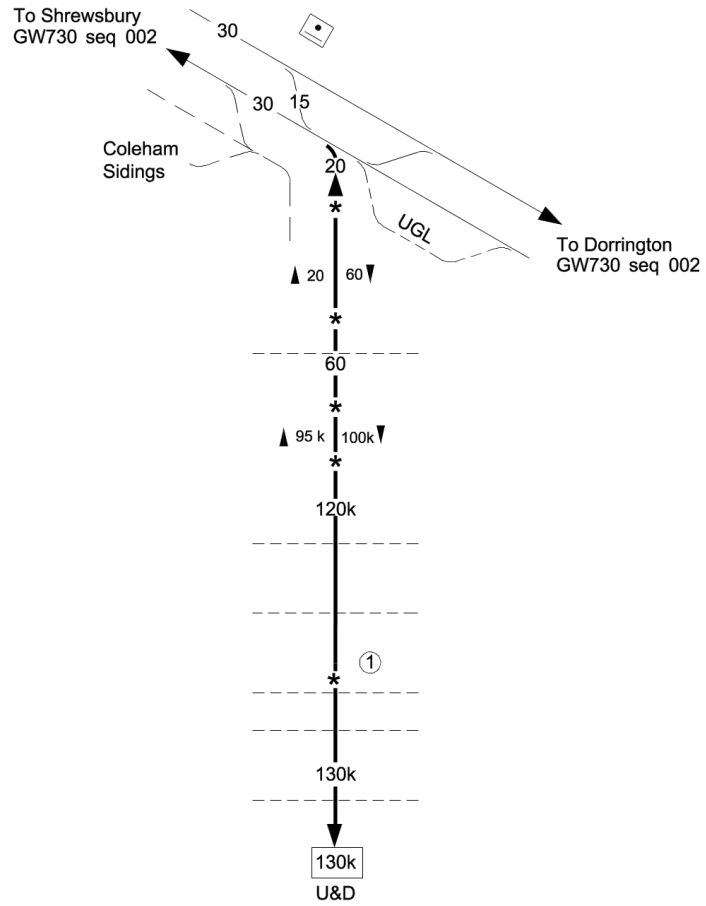
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Abbey Foregate Jn (GW732)	171 15		AB Abbey Foregate SB (AF) RA8 GSM-R
	0 25		
English Bridge Jn (GW732)	0 00		
	0 28		

Down Loop 360m, 1190ft
Up Loop 245m, 810ft

CW. Up at 0m 05ch (95 yards after passing home signal)

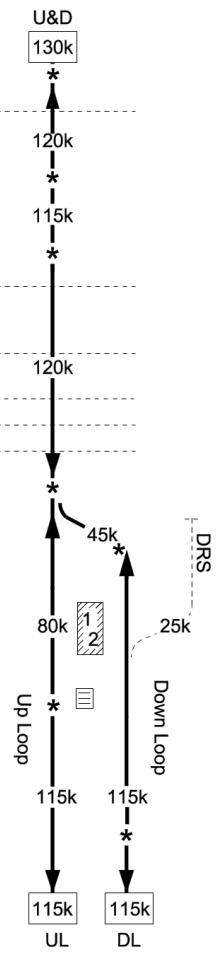
Severn Bridge Jn box area

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 RA7 (SUB) The line between Sutton Bridge Jn and Machynlleth is worked by ERTMS L2
Sutton Bridge Jn (GW733)	0	68			
	0	00			
	0	02	*		
	0	10	*		
Meole Brace 2 FP (R/G)	1	07	*		ERTMS L2 Machynlleth SC (MH) RA7 East Work Station
	1	49	*		Start of ERTMS Level 2
	2	10	*		
Hanwood Yard LC (UWC)	3	73		T	
Hanwood LC (UWC)	4	09		T	
Bridge 22	5	13		①	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			

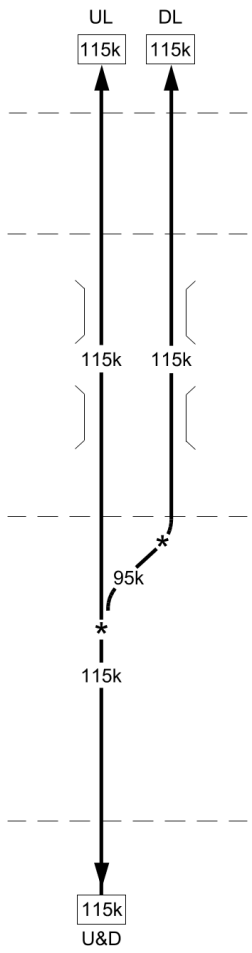
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW733	002	Sutton Bridge Jn to Aberystwyth	SBA1 SBA2	Western	25/03/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	11	27 *		
Plas-y-Court LC (AHBC)	12	41	T	
	15	29 *		
	15	70 *		
Smiths Lower Cefn LC (UWC)	15	72	T	
(change of ELR and mileage)	16	19		ELR : SBA1
	31	20		ELR : SBA2
Parry Green LC (UWC)	31	25	T	
Buttington Hall LC (UWC)	31	60	T	
Buttington LC (AHBC)	32	27	T	
Malt House LC (UWC)	32	39	T	
	33	57 *		
	33	63 *		DRS 96m (105 yards)
WELSHPOOL	33	70		Down and Up platforms - 165m (180yards)
Welshpool GF	34	00 *	Ⓢ	RA5
				CL Up Loop - 282m (303 yards)
	34	79		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW733	003	Sutton Bridge Junction To Aberystwyth	SBA2	Wales	13/08/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Coed Y Dinas LC (UWC)	34 79	T	ERTMS L2 RA5 Machynlleth SC (MH) East Work Station GSM-R
Glanhafren LC (UWC)	35 50	T	
Glenhafren Viaduct 28m, 31yds	35 60 35 62		
Cilcewydd Viaduct 67m, 74yds	35 70 35 74		
Fron LC (UWC)	36 39	T	
	36 52 *		
Fron Junction	36 57 *		
Munllyn LC (UWC)	38 06	T	



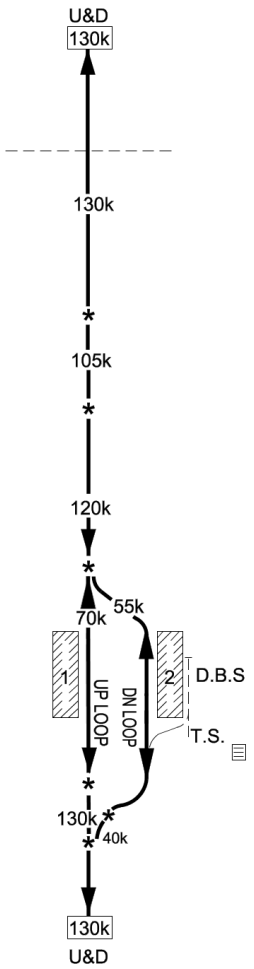
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW733	004	Sutton Bridge Junction to Aberystwyth	SBA2	Western	25/03/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U&D 115k	GSM-R ERTMS L2 Machynlleth SC (MH) RA5 East Work Station
	38 06	115k	
	38 26 *	*	
		105k	
	38 61 *	*	
		120k	
Rhydwhimen (UWC & FP) LC R/G)	39 70	T	
	40 10	120k U&D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW733	005	Sutton Bridge Junction to Aberystwyth	SBA2	Western	25/03/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U&D 120K	GSM-R ERTMS L2 Machynlleth SC (MH) RA5 East Work Station
	40 10	120k	
Cherry Orchard Farm LC (UWC)	41 18	T	
	41 27 *	*	
Upper Llegodig LC (UWC)	42 60	T	
		130k	
Brynderwen LC (UWC) aka The Bryn LC(UWC)	43 26	T	
Abermule LC (AHBC)	43 63	T	
Court Farm LC (UWC)	44 04	T	
	44 35	130k U&D	

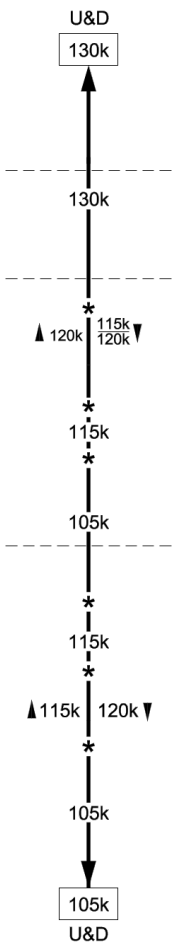
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW733	006	Sutton Bridge Junction to Aberystwyth	SBA2	Wales	20/04/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			ERTMS L2 Machynlleth SC (MH) RA5 East Work Station GSM-R
	44 35		
Red House LC (UWC)	44 63	T	
	45 47 *		
	45 79 *		
	47 47 *		
NEWTOWN	47 58		Down platform - 116m (127 yards) Up platform - 99.5m (109 yards)
	47 65		DBS (Down Bay Siding) 116m (126 yards) T.S. Trolley Siding
Newtown GSP	47 72 *	S	CL Down Loop 381m (416 yards)Down Direction CL Down Loop 446m (487 yards) Up Direction CL Up Loop 446m (487 yards) Up Direction CL Up Loop 360m (393 yards) Down Direction
	47 74 *		
	47 79 *		
	49 41		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW733	007	Sutton Bridge Junction to Aberystwyth	SBA2	Western	30/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U&D 130k	GSM-R ERTMS L2 Machynlleth SC (MH) RA5 East Work Station
Scafell Viaduct 40m, 44yds	49 41 to 49 43		
	49 48 *	*	
Douty Viaduct 211m, 231yds	50 11 to 50 15		
Penstrowed LC (UWC)	50 25	T	
	50 54 *	120k *	
Ty Mawr Farm LC (UWC)	51 18	T	
		130k	
Red House Farm No1 LC (UWC)	51 40	T	
	52 14 *	* UP & DOWN	
Llanidloes Road LC (CCTV)	52 70	T	
		95k	
Football Field LC (UWC)	53 11	T	
			①15km/h over bridge for the other class 15x and 197 trains
Bridge 171 River Severn Viaduct 60m, 66yds	53 16 to 53 20	①	
Caersws LC (CCTV)	53 31	T	Platform - 109m (119 yards)
CAERSWS	53 31		
	53 37 *	*	
		130k	
	53 77		
		130k U&D	

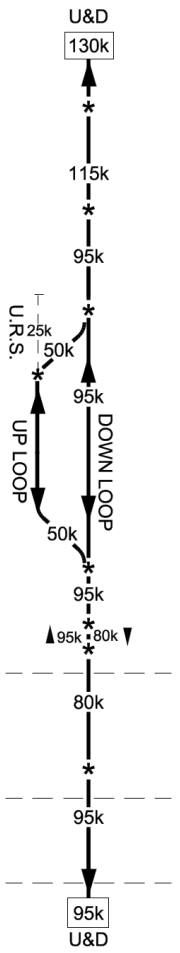
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW733	008	Sutton Bridge Junction to Aberystwyth	SBA2	Western	25/03/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			ERTMS L2 Machynlleth SC (MH) RA5 East Work Station GSM-R
	53 71		
Weig Lane LC (CCTV)	54 26		
Craigfryn LC (UWC)	54 50	T	
	55 00 *		
	55 27 *		
	55 49 *		
Plasau Clatter No.1 LC (UWC)	55 78	T	
	56 02 *		
	56 20 *		
	56 58 *		
	56 76		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW733	009	Sutton Bridge Junction to Aberystwyth	SBA2	Wales	25/03/2023

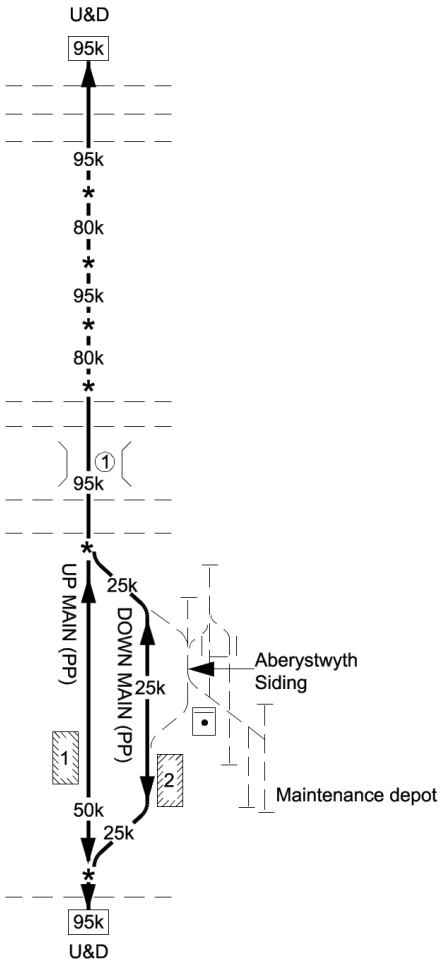
Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
				U&D 105k	ERTMS L2 Machynlleth SC (MH) RA5 East Work Station GSM-R
	56	76			
Oerffrwyd LC (UWC)	57	15		T	
	57	40	*	105k * 95k	
	57	53	*	*	
Plas Newydd LC (UWC)	57	76		T 130k	
Village Viaduct 16m, 18yds	58	43			
	58	48	*	*	
Post Office No.1 LC (UWC)	58	72		T 130k 120k	
Post Office No.2 LC (UWC)	58	73		T	
Carno LC (AHBC)	59	17	*	T * 105k 120k	
	59	33	*	*	
Sarn LC (UWC)	59	45		T 105k 115k	
	59	58	*	* 105k 130k	
	59	59	*	* 130k	
	60	11		130k U&D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW733	010	Sutton Bridge Junction to Aberystwyth	SBA2	Wales	25/03/2023

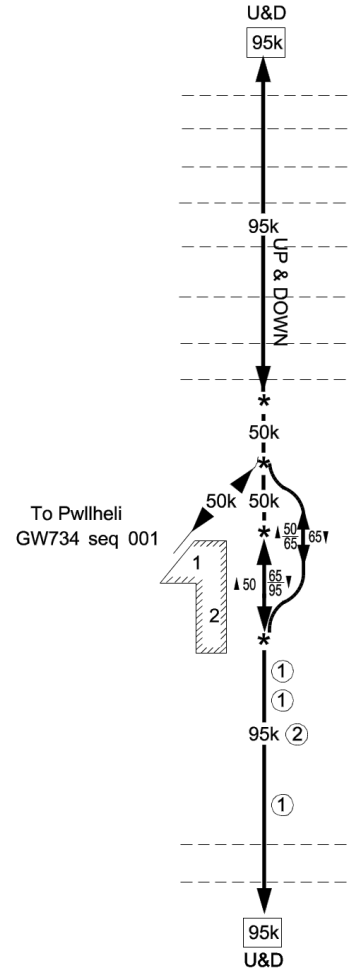
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	60 11		ERTMS L2 Machynlleth SC (MH) RA5 East Work Station GSM-R
	60 43 *		
	60 71 *		
	61 06 *		
	61 18 *		URS - 52m (56 yards)
Talerddig	61 26		CL Down Loop 176m (192 yards)Down Direction CL Down Loop 181m (197 yards) Up Direction CL Up Loop 181m (197 yards) Up Direction CL Up Loop 175m (191 yards) Down Direction
	61 36 *		
	61 55 *		
	61 60 *		
Ty'n-yr-Wtre No.2 LC (UWC)	63 07	T	
		T	Location of known low rail adhesion - 61m 26ch and 65mp.
	63 61 *		
Coed Cae No.1 LC (UWC)	64 06	T	
Pentre Mawr LC (UWC)	65 36	T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW733	011	Sutton Bridge Junction to Aberystwyth	SBA2	Western	27/07/2024

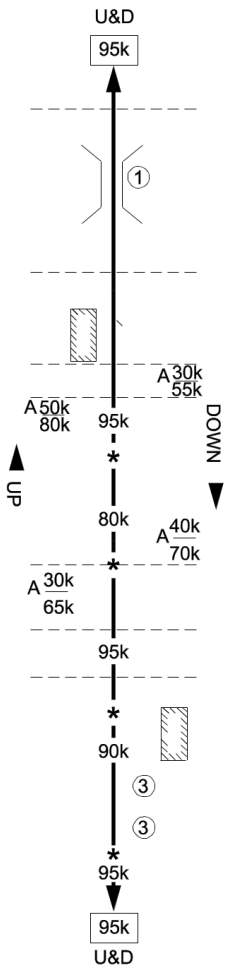
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			ERTMS L2 Machynlleth SC (MH) RA5 East Work Station GSM-R
(Start/end of diagram)	65 36		
Ty Pella LC (UWC)	65 57	T	
Mywars No.2 LC (UWC)	66 10	T	
Durn LC (UWC)	66 49	T	
	67 40 *		
	68 06 *		
	68 59 *		
	69 20 *		
Cemmes Road FP LC (R/G)	70 05	T	
Coed Ddol LC (UWC)	71 51	T	
Bridge 233	72 02 to 72 03		① 65km/h over bridge for Class 97/3
Llanglan Fechan No.2 LC (UWC)	74 05	T	
Llanglan Fechan No.4 LC (UWC)	74 54	T	
	74 72 *		PP authorised over Down main and Up main
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
MACHYNLLETH	75 04		Aberystwyth Siding 199m (217 yards) Tank Siding 320m (349 yards) Down platform - 142m (155yards) Up platform - 179m (196yards)
	75 23 *		
Rhosfach LC (UWC)	75 70	T	
(Start/end of diagram)	75 70		ERTMS L2 Machynlleth SC (MH) RA5 East Work Station



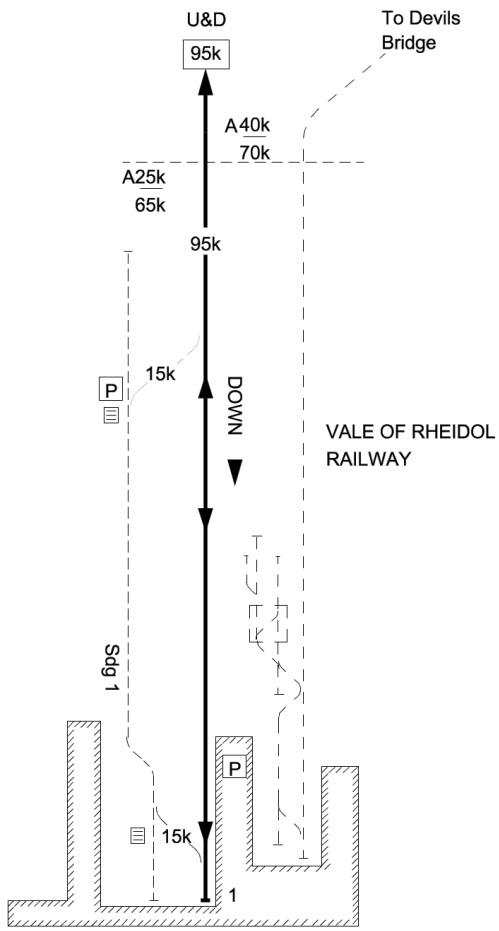
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW733	012	Sutton Bridge Junction to Aberystwyth	SBA2	Western	16/11/2024

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	75	70			ERTMS L2 Machynlleth SC (MH) GSM-R RA5 West Work Station
Nawtyns LC (UWC)	76	15	T		
Rhiwlas Hall No.2 LC (UWC)	76	50	T		
Rhiwlas Hall No.4 LC (UWC)	76	78	T		
Doldyfi LC (UWC)	77	13	T		
Quay Ward No.1 LC (UWC)	77	44	T		
Quay Ward No.2 LC (UWC)	77	61	T		
Quay Ward No.3 LC (UWC)	77	71	T		
Quay Ward No.4 LC (UWC)	78	08	T		
	78	57	*		
Dovey Junction (GW733)	78	62	*		
	78	79	*		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
DOVEY JUNCTION (GW733)	79	03	T		Total platform length - 321m (351 yards) Platform Machynlleth side of points - 91m (99 yards) Platform Aberystwyth side of points - 112m (122 yards)
	79	11	*		
Bridge 242	79	18			① 15km/h over bridge for other than Class 15x
Bridge 243	80	19			
Bridge 243A	80	22			② 15km/h over bridge for other than Class 15x trains
Bridge 247	83	31			
Brickyard No.3 LC (UWC)	84	66	T		
Ynyslas LC (AHBC)	85	21	T		

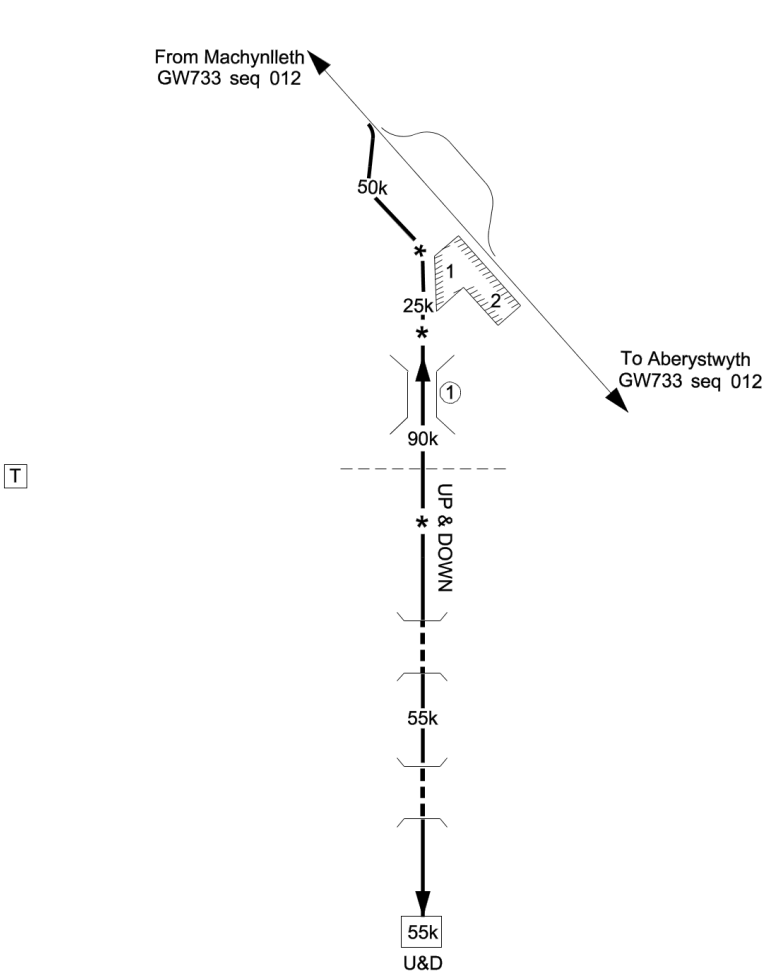
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW733	013	Sutton Bridge Junction to Aberystwyth	SBA2	Western	30/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			ERTMS L2 Machynlleth SC (MH) RA5 West Work Station GSM-R
	85 21		
Leri Bridge LC (UWC)	85 29	T	
Bridge 250 / Viaduct	85 30 to 85 32		① 15km/h over bridge for other than Class 15x trains and class 197 trains
Aberleri LC (AHBC)	86 04	T	
BORTH	87 27		Platform - 122m (133 yards)
Borth Capel Seion LC (UWC)	87 35	T	
Borth Capel Soar LC (AOCL + B) ②	87 59		② AOCL Level Crossing with barriers
	88 70 *		
Llandre LC (ABCL)	89 58 *	T	
Llandre Vicarage LC (UWC & FP) LC (R/G)	90 02	T	
Pant Y Peron LC (UWC)	90 64	T	
	91 43 *		
BOW STREET	91 28		Platform - 100m (109 yards)
Bridge 265	91 48		③ 65km/h over bridges for other than Class 15x trains
Bridge 267	91 62		Location of known low rail adhesion - 90m 64ch to 91m 63ch
	91 70 *		

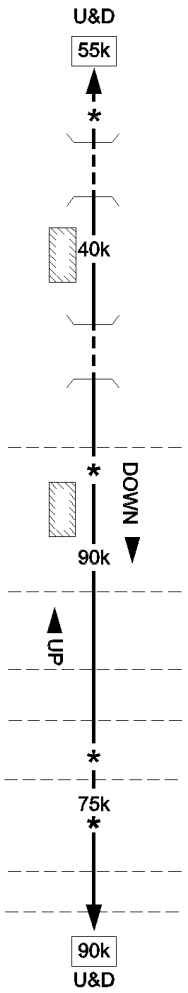
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW733	014	Sutton Bridge Junction to Aberystwyth	SBA2	Wales	25/03/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			ERTMS L2 Machynlleth SC (MH) RA5 West Work Station GSM-R
	91 70		
Llanbadarn LC (ABCL)	94 56	T	Llanbadarn LC (AOCL) (Vale of Rheidol Railway) See Local Instructions
			Headshunt (Plas Crug) - 212m (231 yards)
Aberystwyth No 1 GF	95 30	S	Plunger for Llanbadarn LC Lockout
			Main Line - 324m (354 yards) Run Round Loop (Sdg 1) - 423m (462 yards)
			PP authorised on platform line
Aberystwyth No 2 GF	95 56	T S	Plunger for Llanbadarn LC Lockout
			Headshunt (Sdg 1) - 39m (42 yards)
ABERYSTWYTH	95 60		Platform - 245m (267 yards)

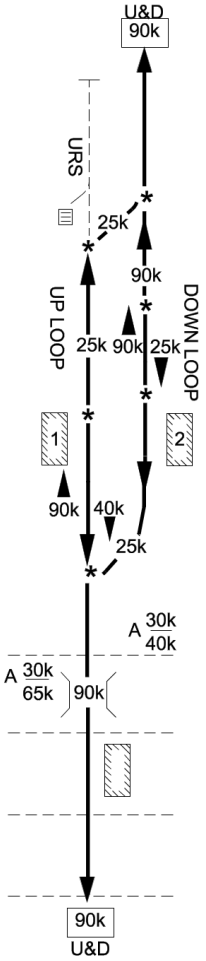
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW734	001	Dovey Jn to Pwllheli	DJP	Western	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Dovey Junction (GW734)	78 60		ERTMS L2 Machynlleth SC (MH) RA5 West Work Station GSM-R
	78 78 *		
DOVEY JUNCTION (GW734)	79 03		Platform - 105m, 115yds
	79 12 *		
Bridge 1 River Dovey Glandovery Viaduct 135m, 147yds	79 12 to 79 20		① 15km/h over bridge for other than Class 15x and Class 197 trains
Ynys LC (UWC) (GW734)	79 53	T	
	80 73 *		
Aberdovey Tunnel No.1 181m (200 yards)	81 11 to 81 20		
Aberdovey Tunnel No.2 200m (219 yards)	82 07 to 82 17		

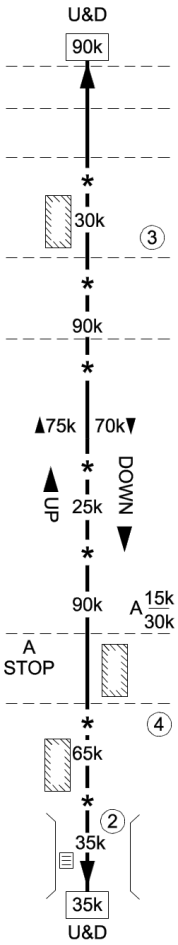
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW734	002	Dovey Jn to Pwllheli	DJP	Western	29/10/2012

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R ERTMS L2 Machynlleth SC (MH) RA5 West Work Station
	83 67 *		
Aberdovey Tunnel No.3 175m (191 yards)	83 74 to 84 03		
PENHELIG	84 08		Platform - 62m (68 yards)
Aberdovey Tunnel No.4 487m (533 yards)	84 14 to 84 38		
Penrhos LC (UWC)	84 75	T	
	84 77 *		
ABERDOVEY	85 02		Platform - 123m (135 yards)
Treffeddian LC (UWC)	85 38	T	
Cemetry LC (UWC)	86 05	T	
Dyffryn LC (UWC)	86 38	T	
	86 42 *		
Dafydd LC (UWC)	86 47	T	
	86 60 *		
Rhowniar LC (UWC)	86 64	T	
Caethle Farm LC (UWC)	87 21	T	

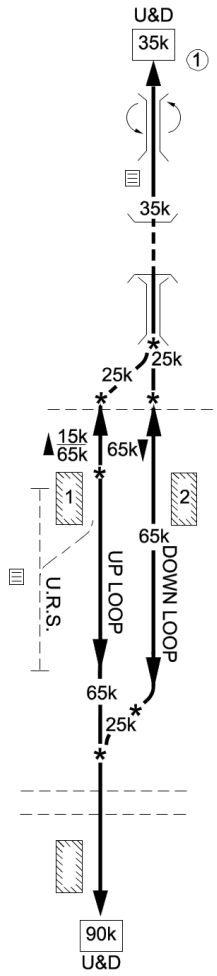
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW734	003	Dovey Jn to Pwllheli	DJP	Western	10/08/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R ERTMS L2 Machynlleth SC RA5 West Work Station
Start/End of Diagram	87	21		
	88	38 *		URS - 237m (259 yards)
Tywyn GF	88	39	Ⓢ	
	88	42 *		
	88	47 *		CL Down Loop 345m (377 yards)Down Direction CL Down Loop 345m (377 yards) Up Direction CL Up Loop 340m (371 yards) Up Direction CL Up Loop 342m (374 yards) Down Direction
	88	51 *		
Tywyn station footpath LC	88	53 *		
TYWYN	88	56		Down and Up platforms - 125m (137 yds)
	88	69 *		
Sandilands LC (ABCL)	89	09	T	
Dysynni Viaduct	90	36		
80m, 88yds	90	40		
Tonfanau LC (UWC)	91	06	T	
TONFANAU	91	09		Platform - 92m (101 yards)
Ty'n Llan 1 LC (UWC)	92	72	T	
Bronnant LC (UWC)	94	04	T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW734	004	Dovey Jn to Pwllheli	DJP	Wales	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			ERTMS L2 Machynlleth SC (MH) RA5 West Work Station GSM-R
Gorshwen No.2 LC (UWC)	94 40	T	
Allens LC (UWC+T) (GW734)	94 42	T	
Henblas LC (UWC)	94 72	T	
	95 06 *		
LLWYNGWRIL	95 20		Platform - 52m (56 yards)
Borthwen Farm LC (UWC)	95 21	T	③ -25km/h Up direction only
	95 26 *		
Bont-Y-Clettwr LC (UWC)	96 19	T	
	96 26 *		
	96 42 *		
Friog Cutting		T	
	97 20 *		
Fairbourne LC (AOCL +B) ①	97 70		① AOCL Level Crossing with barriers
FAIRBOURNE	97 72		Platform - 92m (101 yards)
Bwitch Gwyn 2 OA (R/G)	98 30		
	98 64 *		④ Crossing not commissioned
MORFA MAWDDACH	99 00		Platform - 91m (100 yards)
Bridge 40 (99m 40ch to 100mp) (Barmouth Viaduct)	99 40 *		② 15km/h over Barmouth Viaduct for other than Class 15x and Class 197 trains
South GF (GW734)	99 77		

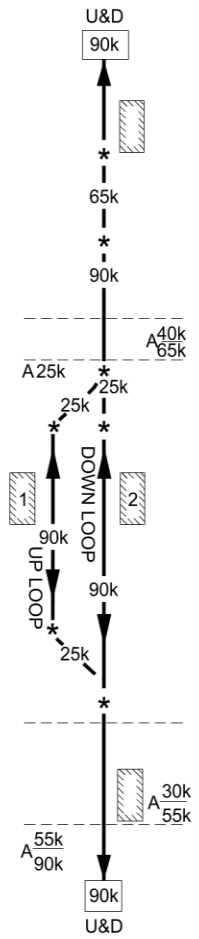
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW734	005	Dovey Jn to Pwllheli	DJP	Western	10/08/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
Bridge 40 (99m 40ch to 100mp) (Barmouth Viaduct)					GSM-R ERTMS L2 Machynlleth SC (MH) RA5 West Work Station ① 15km/h over Barmouth Viaduct for other than Class 15x trains
Barmouth Swing Bridge	99	78			
North GF (GW734)	100	00			
Barmouth Tunnel 64m (70 yards)	100 100	08 11			
Old Chapel Viaduct 80m, 88yds	100 100	18 22			
	100	40	*		
Barmouth South LC (TMO)	100	44	*		
	100	49	*		Down and Up platforms - 231m (233 yards)
BARMOUTH	100	50			
Barmouth North GF	100	56		Ⓢ	CL Down Loop 299m (326 yards)Down Direction CL Down Loop 381m (416 yards) Up Direction CL Up Loop 381m (416 yards) Up Direction CL Up Loop 215m (235 yards) Down Direction URS - 237m (259 yards) Headshunt - 32m (35 yards)
	100	67	*		
	100	71	*		
Felin Geilwart LC (UWC) (R/G)	101	41			
Parsel Lane LC (UWC) (R/G)	101	50		T	
LLANABER	102	13			Platform - 32m (35 yards)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW734	006	Dovey Jn to Pwllheli	DJP	Wales	14/01/2023

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
				U&D 90k	GSM-R ERTMS L2 Machynlleth SC (MH) RA5 West Work Station
Cae Daniel 1 UWC (R/G)	102	60			
Cae Daniel 2 UWC (R/G)	102	79			
	103	73	*	*	
				50k	
TAL-Y-BONT	104	37			
	104	48	*	*	Platform - 32m (35 yards)
Llechryd LC (UWC)	104	52		T	
Bennar Fawr LC (AOCL + B)	105	04		A 30k 65k ①	
	105	36	*	*	① AOCL Level crossing with barriers
DYFFRYN ARDUDWY	105	50		A 55k 65k ③	③ 40K Up direction only to Pentre Bach 2 LC
Llwyn Cadwgan LC (UWC) (Manned)	105	54	*	* T	Platform - 113m (124 yards)
				90k	
Fieldre (UWC)	106	63		T	
Plas y Bryn (UWC)	107	52		T	A 50k
Talwrn Bach LC (AOCL)	107	67		A 50k	
LLANBEDR	107	70			Platform - 32m (35 yards)
Penarth No. 1 (UWC)	107	78		T	
	108	20	*	*	
Bridge 66 Arto aka Pensarn River Bridge 121m, 132yds	108	28 to 34		②	② 15km/h over bridge for other than Class 15x and Class 197 trains
Pensarn LC (UWC)	108	41		T	
PENSARN	108	46		50k	Platform - 148m (162 yards)
Pensarn North LC (UWC)	108	51		T	
	108	60	*	*	
				90k U&D	

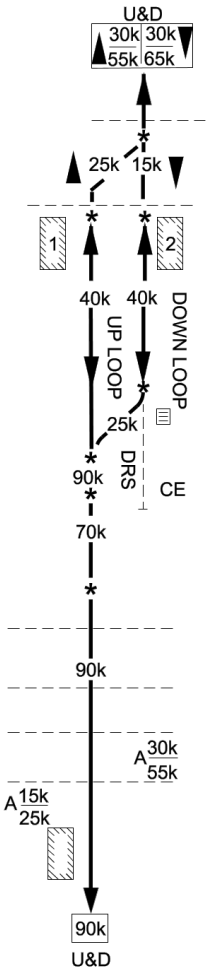
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW734	007	Dovey Jn to Pwllheli	DJP	Western	13/08/2022

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
				ERTMS L2 Machynlleth SC (MH) RA5 West Work Station GSM-R
LLANDANWG	109 17			Platform - 23 m (25 yards)
	109 45	*		
	109 75	*		
Harlech Cliff	109 79		T	
St David's Golf Club LC (UWC)	110 68		T	
Harlech Morfa LC (ABCL)	110 79		T	
	111 00	*		
	111 08	*		
HARLECH	111 12			Down platform - 208m (227 yards) Up platform - 188m (206 yards)
	111 20	*		CL Down Loop - 142m (155 yards) Down Direction CL Down Loop - 206m (225 yards) Up Direction CL Up Loop - 205m (224 yards) Up Direction CL Up Loop - 142m (155 yards) Down Direction
	111 25	*		
Morfa No.1 LC (UWC)	111 35		T	
TYGWYN	113 54			
Tygwyn LC (ABCL)	113 55		T	Platform - 22m (24 yards)

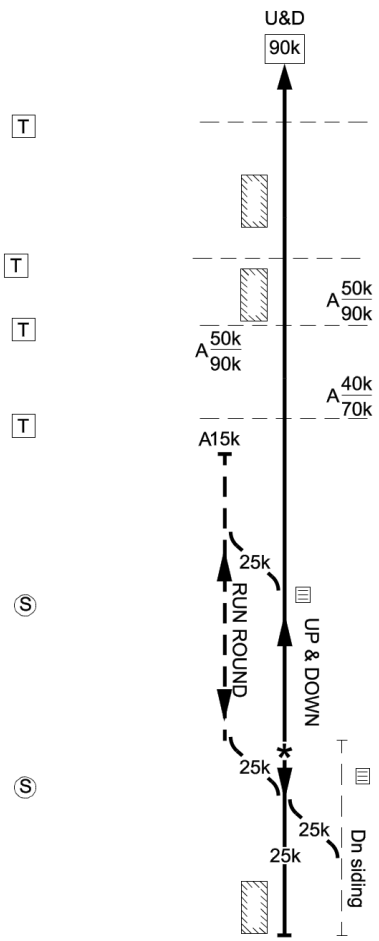
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW734	008	Dovey Jn to Pwllheli	DJP	Western	14/01/2023

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
				U&D 90k	GSM-R ERTMS L2 Machynlleth SC (MH) RA5 West Workstation
TALSARNAU	114	42			Platform - 80 m (87 yards)
Talsarnau Station LC (UWC)	114	42	T	DOWN	
LLANDECWYN	115	63			Platform - 22 m (24 yards)
	115	67	*		
Brewitts Bridge/Traeth Bach Viaduct 181m, 198yds	115 116	76 05		65k ①	① 15km/h over bridge for other than Class 15x trains
Hafod-y-Wern LC (UWC)	116	36	T		
	116	46	*		
PENRHYNDEUDRAETH	116	47		30k	Platform - 66 m (72 yards)
	116	49	*		
Penrhyndeudraeth LC (UWC)	116	54	T	UP 90k	
	117	20	*		
MINFFORDD	117	58		30k	Platform - 118 m (129 yards)
	117	70	*		
				90k	
Bridge 83 / Traeth River Viaduct 121m, 132yds	118 118	to 37 43		① A 55k 90k	① 15km/h over bridge for other than Class 15x and Class
	119	40	*		
Traeth Mawr LC (ABCL)	119	41	T	A 30k 55k 90k▼	
	119	49	*		② See Local Instructions
Welsh Highland Railway ② (Flat crossing)	119	50		30k 30k 55k 65k U&D	

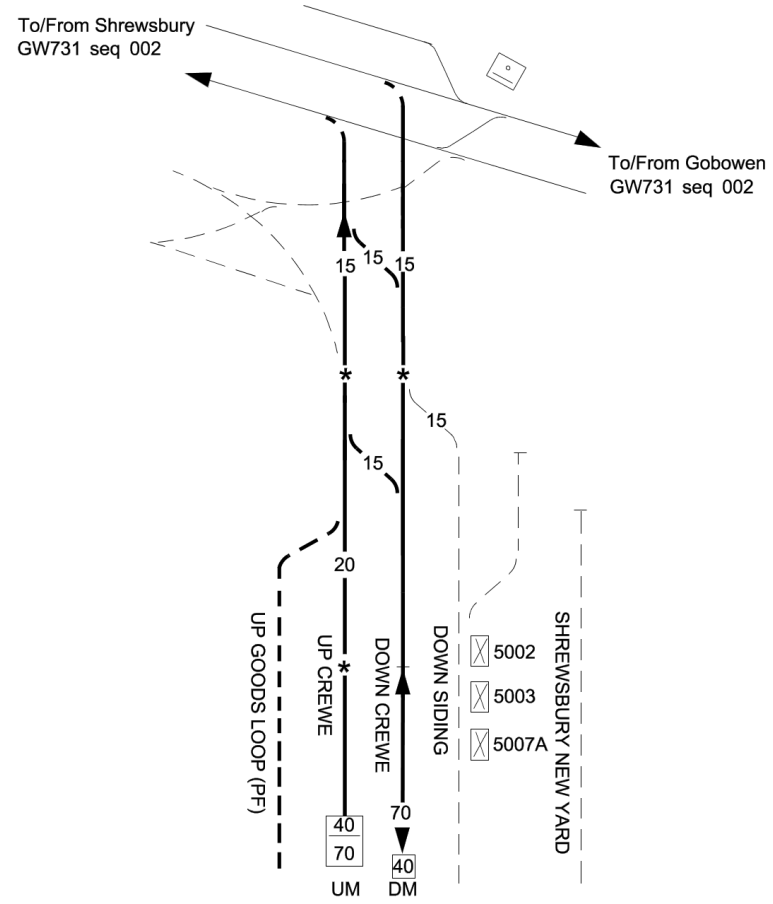
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW734	009	Dovey Jn to Pwllheli	DJP	Western	17/05/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R ERTMS L2 Machynlleth SC (MH) RA5 West Workstation
Gellerts Farm (UWC)	119	54	T		
	119	69 *			
Porthmadog LC (TMO)	119	73			
	119	74 *			Down Platform - 142 m (155 yards)
PORTHMADOG	119	77	T		Up Platform - 143 m (156 yards)
					CL Down Loop - 177 m (193 yards) Down Direction
	120	05 *			CL Down Loop - 240 m (262 yards) Up Direction
Porthmadog GF	120	05	Ⓢ		CL Up Loop - 237 m (259 yards) Up Direction CL Up Loop - 177 m (259 yards) Down Direction
Single Line	120	09 *			
	121	56 *			DRS - 295 m (322 yards)
	121	70 *			
Coed-y-Llyn No.1 LC (UWC)	122	42	T		
Porth Hir LC (UWC)	123	23	T		
Merllyn LC (CCTV)	124	28	T		
Maes LC (ABCL)	124	55	T		
CRICCIETH	124	74			Platform - 128 m (140 yards)

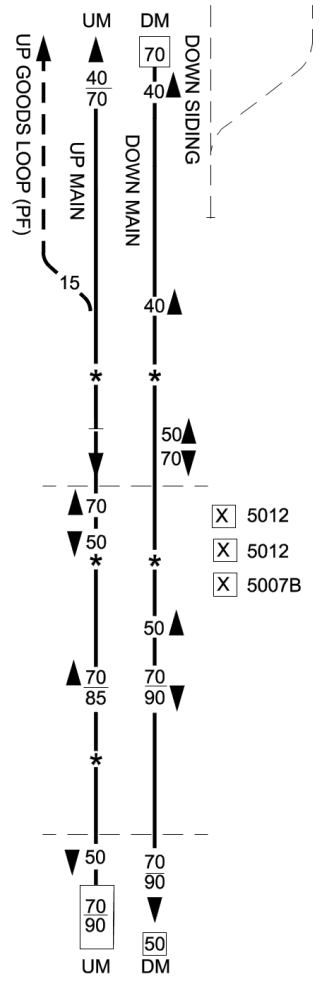
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW734	010	Dovey Jn to Pwllheli	DJP	Wales	15/10/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R ERTMS L2 Machynlleth SC (MH) RA5 West Workstation
Aberkin LC (UWC)	126 37		
PENYCHAIN	129 29		Platform - 108 m (118 yards)
Tan Rallt (UWC)	130 31		
ABERERCH	130 76		Platform - 31 m (34 yards)
Abererch LC (ABCL)	130 76		
Pwllheli Goods LC (ABCL)	132 31		
			Headshunt 39 m (42 yards)
Pwllheli Crossing GF	132 38		
			Run Round line 333 m (364 yards)
	132 54 *		
Pwllheli West GF	132 57		Headshunt 77 m (84 yards) Down Siding 148 m (161 yards)
PWLLHELI	132 70		Platform - 162 m (177 yards) - PP

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW735	001	Shrewsbury, Crewe Jn to Nantwich	SYC	Wales	10/08/2024

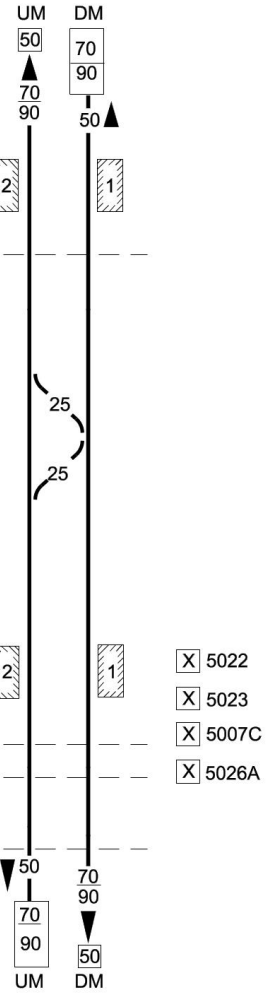
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Crewe Jn (GW735)	171 57		GSM-R AB RA8 Crewe Jn SB (CJ)
	32 29		
	32 20 *		
Signal SC 8306	31 74 *		TCB Wales Rail Operating centre (Shrewsbury North) (SC) Axle Counter Area Down Main bi-directional to signal SC8306 LOD (K) 5002 - Down Main 32m 0ch LOD (K) 5003 - Up Main 32m 0ch LOD (P) 5007A - Reversible 32m 0ch UGL 611m, 2004ft
(Start/end of diagram)	31 60		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW735	002	Shrewsbury, Crewe Jn to Nantwich	SYC	Wales	10/08/2024

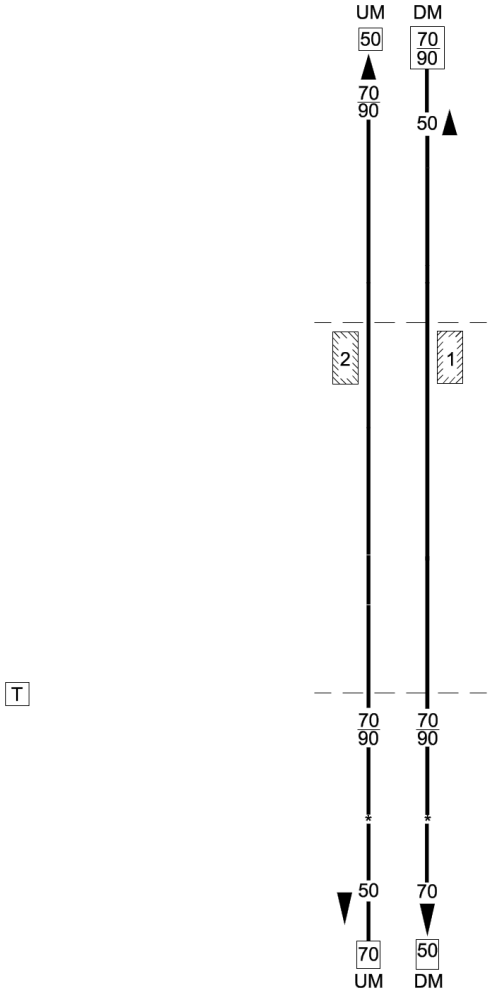
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	31 60		GSM-R TCB Wales Rail Operating Centre RA8 (Shrewsbury North) (SC) Axle Counter area UGL 611m, 2004ft
	31 47		
	31 05 *		
Signal SC 8327	30 32		Up Main bi-directional from signal SC8327
Harlescott LC (MCB - OD)	30 29		
	30 25		LOD (K) 5012 - Down Main 30m 26ch LOD (K) 5013 - Up Main 30m 26ch LOD (P) 5007B - Reversible 30m 26ch
	30 21 *		
	28 74 *		
Bridgeway LC (UWC)	28 35	T	

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	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R
				TCB Wales Rail Operating Centre RA8 (Shewsbury North) (SC)
	28	35		Axle Counter area
YORTON	25	14		Down platform - 60m (65 yds) Up platform - 50m (54 yds)
Lyons Wood Farm LC (UWC)	23	54	T	
Wem Trailing Crossover	21	76		
Wem Facing Crossover	21	72		
WEM	21	57	X 5022 X 5023	Down platform - 86m (94 yds) Up platform - 88m (96 yds)
Wem LC (MCB - OD)	21	55	X 5007C	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	T X 5026A	
Gregorys Crossing	19	36	T	

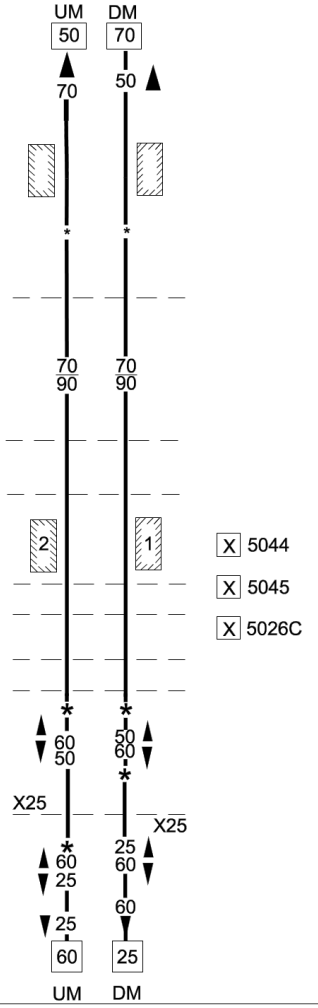


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW735	004	Shrewsbury, Crewe Jn to Nantwich	SYC	Wales	10/08/2024

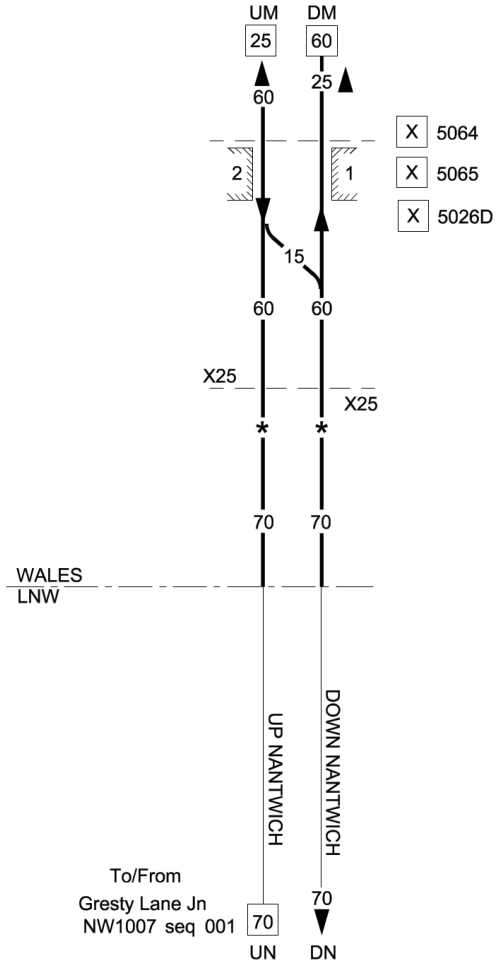
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	19 36		GSM-R TCB Wales Rail Operating Centre RA8 (Shrewsbury North) (SC) Axle Counter area
Prees LC (MCB - OD)	18 39		Down platform - 83m (91 yards)
PREES	18 36		Up platform - 65m (71 yds)
			LOD (K) 5032 - Down Main 18m 36ch LOD (K) 5033 - Up Main 18m 36ch LOD (P) 5026B - Reversible 18m 36ch
Darlingtons LC (UWC)	14 32		
	13 53 *		Location of known low rail adhesion - Up Main 13m 24ch - 13m 54ch
(Start/end of diagram)	13 50		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW735	005	Shrewsbury, Crewe Jn to Nantwich	SYC	Wales	10/08/2024

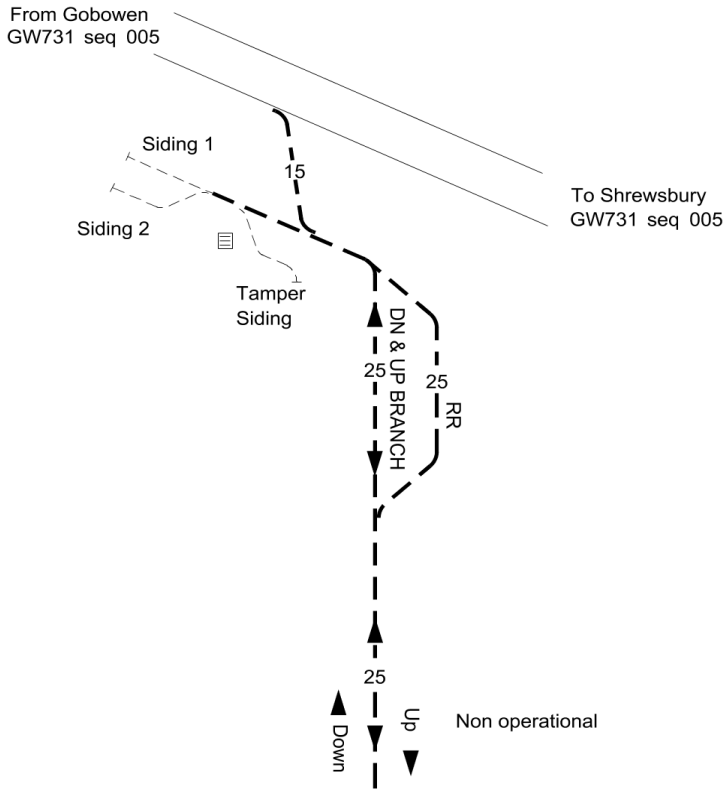
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	13 50		TCB Wales Rail Operating Centre RA8 (Shrewsbury North) (SC) GSM-R
			Axle Counter Area
WHITCHURCH (GW735)	13 44		Down platform - 160m, (174yds) Up platform - 116m, (126yds)
	13 06 *		Location of known low rail adhesion - Up Main 13m 24ch - 13m 54ch
Brick Kiln Lane LC (UWC) (GW735)	12 50	T	
Marley Green LC (UWC)	10 10	T	
Wrenbury LC (MCB - OD)	8 52		
WRENBURY	8 48		Down platform - 101m, 110yds Up platform - 101m, 110yds
Youngs Farm LC (UWC)	8 23	T	LOD (K) 5044 - Down Main 8m 36ch
Reeds Farm LC (UWC)	6 51	T	LOD (K) 5045 - Up Main 8m 36ch
Green Lane LC (UWC) (GW735)	4 74	T	LOD (P) 5026C - Reversible 8m 36ch
Fields Farm LC (UWC)	4 57	T	
	4 53 *		
	4 35 *		
Shrewbridge Rd LC (AHBC-X)	4 32		
(Start/end of diagram)	4 31 *		



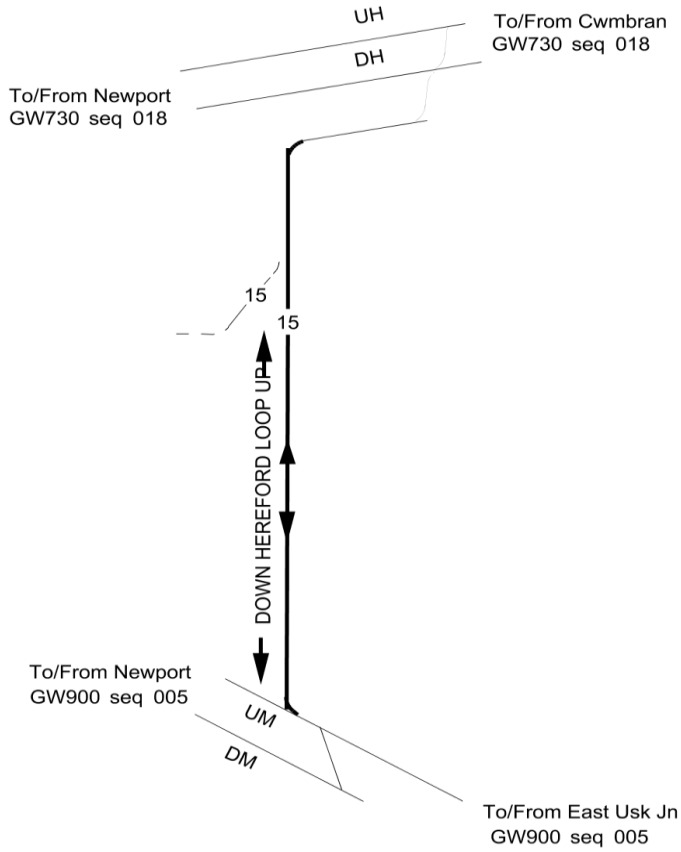
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW735	006	Shrewsbury, Crewe Jn to Nantwich	SYC	Wales	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	4 31		GSM-R TCB Wales Rail Operating Centre RA8 (Shrewsbury North) (SC) Axle Counter Area Down platform - 117m, (127yds) Up platform - 106m, (115yds) Down Main and Up Main bidirectional to/from Nantwich Crossover LOD (K) 5064 - Down Main 4m 15ch LOD (K) 5065 - Up Main 4m 15ch LOD (P) 5026D - Reversible 4m 15ch
Nantwich LC (MCB - OD) (GW735)	4 19		
NANTWICH (GW735)	4 14		
Nantwich Crossover (GW735)	4 07		
Newcastle Rd L.C. (AHBC-X) (GW735)	3 46		
	3 38 *		
Route Boundary LNW	2 60		TCB Gresty Lane SCC (GL)
See LNW(N) Route Sectional Appendix			

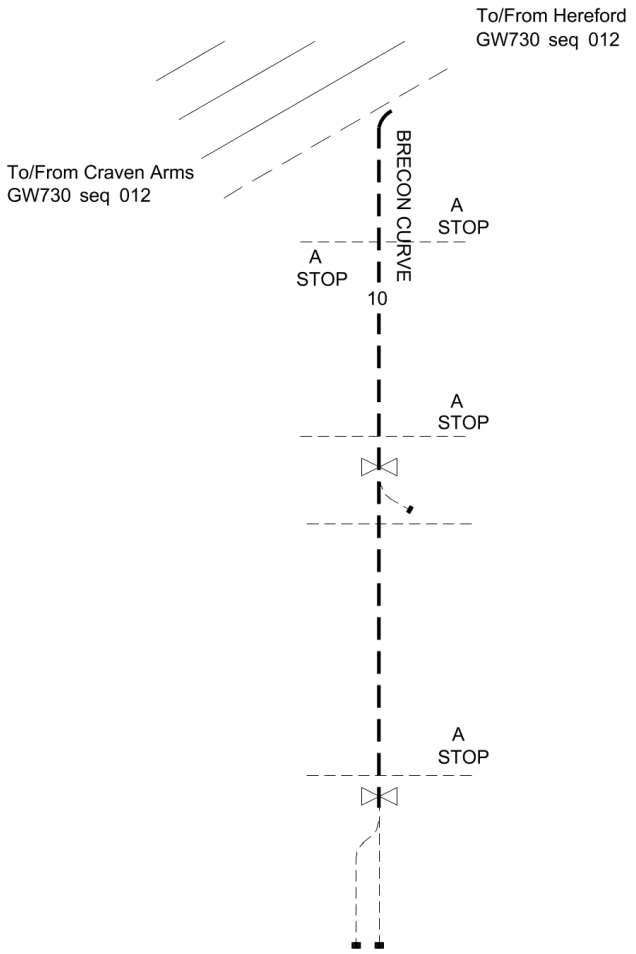
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW736	001	Gobowen South to LLanddu Jn	GNQ	Western	13/08/2022

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Gobowen South GF	189	40		OT(S) Gobowen North SB (GN) GSM-R OT(S) throughout - Line non-operational beyond 0m 16ch TPWS and AWS not provided Note: Direction of line is "Up" Gobowen South to Oswestry Jn RR - Run Round
	0	00		
'Commencement of single line' board	0	16		

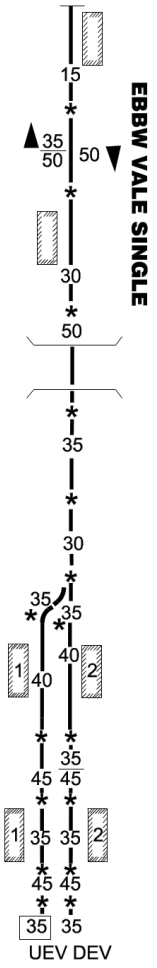
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW740	001	Maindee North Jn to Maindee East Jn	MAI	Western	13/08/2022

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Maindee North Jn	41	03		GSM-R TCB Wales Rail Operating Centre RA8 (East Usk) (NT) Axle counter area UH - Up Hereford DH - Down Hereford
Maindee Tamper Siding	41	47		
Maindee East Jn	41	65		
	157	74		

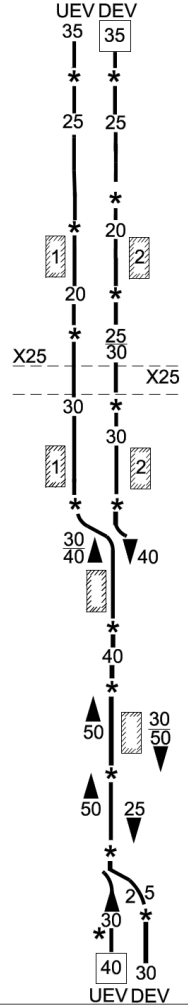
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW750	001	Hereford/Brecon Curve GF to MEB Siding	BNC HNL2	Western	18/06/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R OT(S) Hereford SB RA8
	50 53		
Hereford Yard Jn	0 00		
	0 04		Start/End of staff section
Burcott Road LC (TMO)	0 05		TPWS and AWS not provided
Brecon Cve Jn	0 19		ELR - BNC ELR - HNL2
(Change of mileage/ELR)	149 44		
Footpath LC	149 53		Bulmers Gate End of staff section & start of Bulmers staff section (see Local Instruction)
Footpath LC	149 56		
Sun Valley LC	149 78		MEB Gate
Hereford Electricity Board			MEB sidings (end of line)

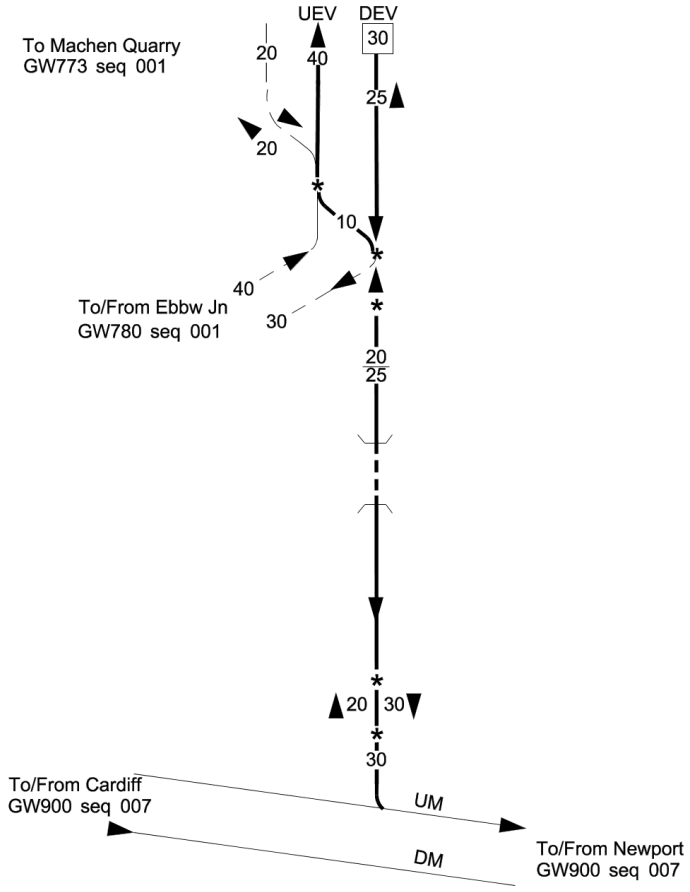
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW770	001	Ebbw Vale Town to Gaer Junction (Western Valley Line)	EBW WVL	Western	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
EBBW VALE TOWN	19 67		GSM-R OT Wales Rail Operating Centre RA5 (Ebbw) (PJ) Ebbw Vale Town - Platform 150m, 164yds Axle Counter area
	19 63 *		
	18 51 *		
EBBW VALE PARKWAY	18 35		Platform 100m, 109yds
	18 20 *		
Cwm Tunnel 121m, (132yds)	16 33 to 16 39		
	14 65 *		
	14 36 *		
Aberbeeg Jn	14 23 *		
(Change of ELR)	14 21		ELR - EBW ELR - WVL
	13 60 *		
LLANHILLETH	13 29		Down Platform - 150m, 164yds Up Platform - 150m, 164yds
	11 72 *		
	10 62 *		
NEWBRIDGE (GW770)	10 45		Down Platform - 171m, 187yds Up Platform - 150m, 164yds
	10 11 *		
	7 48 *		DEV - Down Ebbw Vale UEV - Up Ebbw Vale
(start/end of diagram)	7 32		

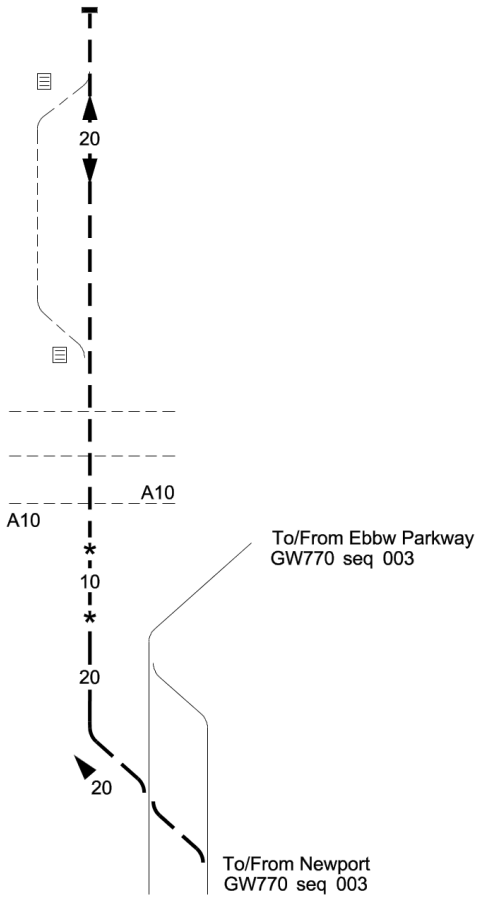
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW770	002	Ebbw Vale Town to Gaer Junction	WVL	Western	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	7 32 *		GSM-R OT Wales Rail Operating Centre RA5 (Ebbw) (PJ) Axle Counter area TCB DEV - Down Ebbw Vale UEV - Up Ebbw Vale
	7 18 *		
	7 15 *		Down platform 97m, 107yds
CROSSKEYS	7 06		Up platform 97m, 107yds
	7 02 *		
	6 75 *		
Kings Head Footpath (FP) (R/G)	6 45		
Lime Kiln LC (CCTV) (GW770)	6 15		
	6 13 *		
	5 59	T	
RISCA	5 12		Down platform 97m, 107yds Up platform 97m, 107yds
	4 24 *		
Risca South Junction	4 11	T	
ROGERSTONE	3 61		Platform 97m, 107yds
	3 21 *		
	2 39 *		
PYE CORNER	2 21		Platform 145m, 158yds
	1 61 *		
	1 46 *		
Park North Junction	1 45	T	
(Start/end of diagram)	1 42 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW770	003	Ebbw Vale Town to Gaer Jn	WVL GAE	Wales	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	1 42		GSM-R TCB Wales Rail Operating Centre RA5 (Ebbw) (PJ) Axle counter area DEV - Down Ebbw Vale UEV - Up Ebbw Vale
Junction (GW770)	1 10		
Park Jn (GW770)	1 02 *		ELR - WVL ELR - GAE RA8
(Change of mileage, ELR and RA)	160 24		
	160 22 *		
Gaer Tunnel 369m (403 yards)	159 49 to 159 47		
Limit of electrication (GW770)	159 49		
	159 41 *		
	159 36 *		
Gaer Jn (GW770)	159 33		Gaer Jn controlled by Wales Rail Operating Centre (Ebbw)

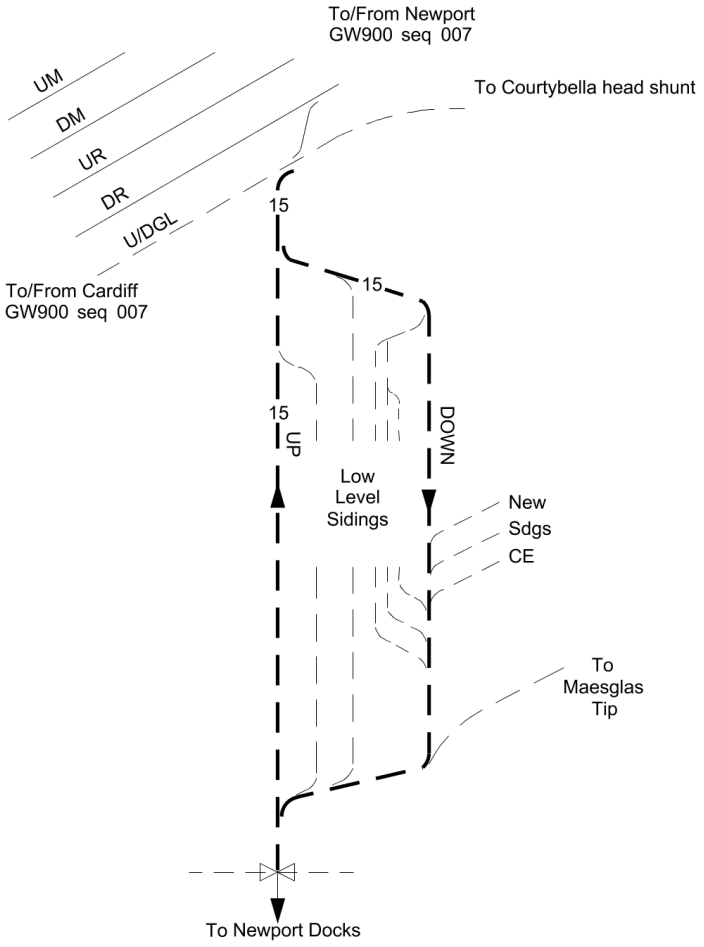
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW773	001	Machen Quarry to Park Junction	BJR WVL	Wales	03/12/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
End of Line	4 69		OT(S) Wales Rail Operating Centre RA6 (Ebbw) (PJ) GSM-R TPWS not provided Axle Counter area
Machen Quarry Inlet GF	4 45		
Machen Quarry	4 19		
Machen Quarry Outlet GF	3 50		
Machen Fach Farm LC (UWC)	2 68	T	
Keepers LC (UWC)	2 49	T	
Rhiwderin LC (AOCL + B) (1)	1 35		(1) AOCL Level Crossing with barriers
	1 00 *		
	0 60 *		
Former Bassaleg Jn (Change of ELR and mileage)	0 00 2 05		ELR : BJR ELR : WVL
Junction	1 10		
To Park Junction			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW780	001	Park Junction to Ebbw Junction	WVL NWN	Wales	10/08/2024

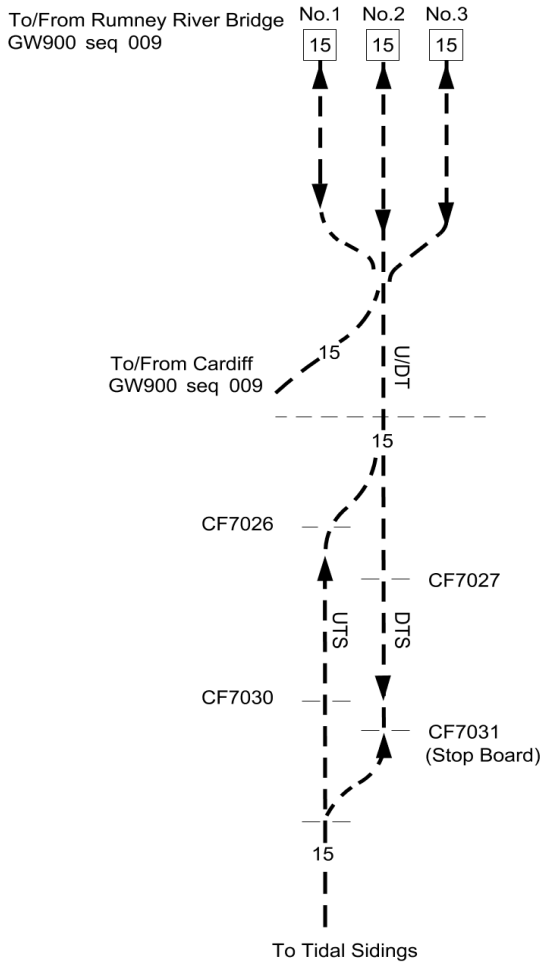
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			TCB Wales Rail Operating Centre RA8 (Ebbw) (PJ)
		To/From Ebbw Vale Parkway GW770 seq 003	Axle Counter area
Park Jn (GW780)	1 02		
	0 79 *	25 *	
			ELR - WVL ELR - NWN
(Change of mileage and ELR)	0 54	30 DOWN CARDIFF CURVE	
		UP CARDIFF CURVE	
Limit of electrication (GW780) Up and Down Cardiff Curve	0 11	40	
	0 09 *	*	
	0 06 *	*	
		15 15	
Ebbw Jn (GW780)	0 00	UM To/From Newport GW900 seq 007	Ebbw Jn controlled by Wales Rail Operating Centre (Ebbw)
	160 07	To/From Cardiff GW900 seq 007 DM	Axle counter area

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW784	001	Alexandra Dock Jcn to 160m 27ch (Boundary with Newport Docks)	NLL	Wales	13/08/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Alexandra Dock Jn	159 60		GSM-R C2 Wales Rail Operating Centre (NT) RA8 (Newport) Axle counter area TPWS and AWS not provided
East Mendalgief	160 24		
Port Boundary	160 27		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW790	001	Pengam Jn to Tidal Sidings	ROC ROA	Wales	13/08/2022

Location	Mileage M Ch
Pengam Sidings	
Pengam Jn	168 20
Pengam LC (UWC)	168 25
End of C2 Working (Up)	168 38
Start of C2 Working (Down)	168 44
Change of mileage and ELR	168 61 / 3 41
Start of C2 Working (Up)	3 58
End of C2 Working (Down)	3 65



Running lines & speed restrictions

Signalling & Remarks

GSM-R

TCB RA7 — Wales Rail Operating Centre (Ebbw) (NT) AC - Didcot

Axle Counter Area

AWS and TPWS not provided

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)

Pengam Sidings electrified
DTS = Down Tidal Sidings
UTS = Up Tidal Sidings
U/DT - Up/Down Tidal

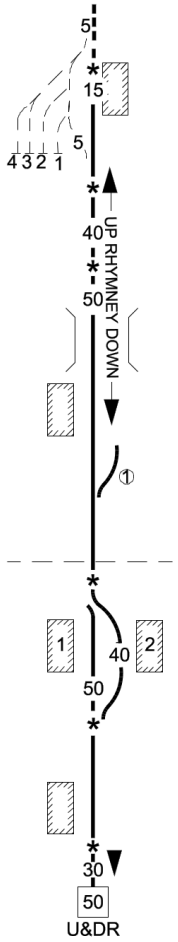
For use by NR Staff only
C2 working under control of Person in Charge at Tidal Sidings
See Local Instructions

TCB
C2

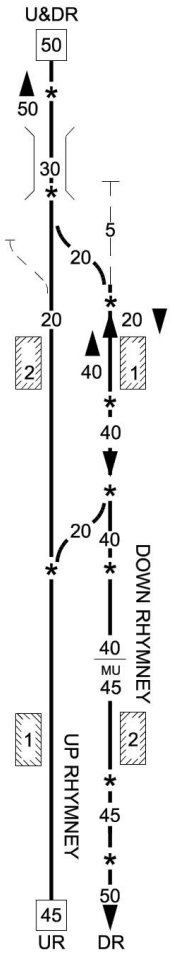
ELR-ROC
ELR-ROA

C2
Sidings

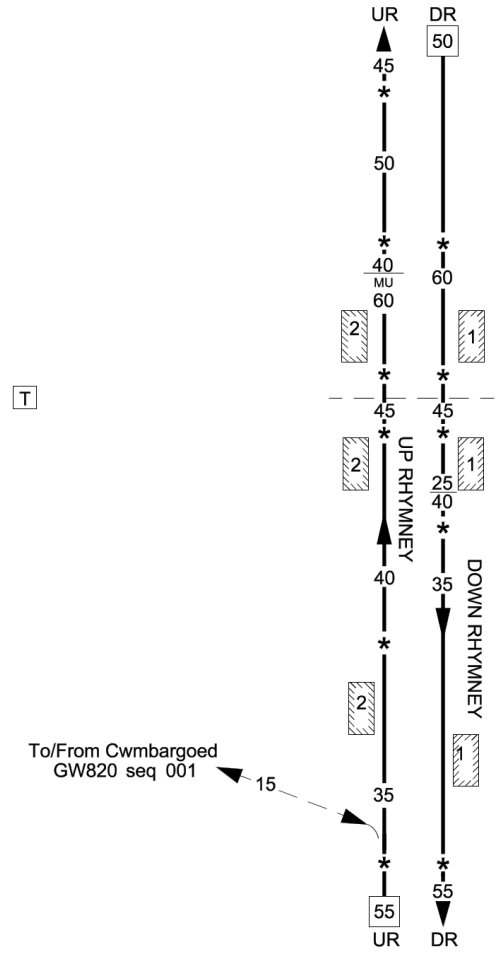
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	001	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	05/07/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R
End of Line	24	00			TCB Wales Rail Operating Centre RA6 (Valleys) (CF)
	23	72	T		
	23	69	*		Non-SPA Area (Excluding CF7403 SPT) Axle counter area
RHYMNEY/RHYMNI	23	64			Platform - 127m (138 yards)
	23	49	*		
					4-Rhymney TFW LMD U&DR - Up & Down Rhymney
	23	28	*		
Pontlottyn Viaduct	23	00			
128m	22	75			
PONTLOTTYN	22	65			Platform - 127m (139 yards)
					① Points installed & out of use
	21	36			
Craig Rhymney LC (UWC)	20	72	T		
	20	59	*		
TIR-PHIL	20	40			Platforms - 124m (135 yards)
	20	16	*		
BRITHDIR	19	31			Platform - 124m (135 yards)
(Start/end of diagram)	19	04	*		

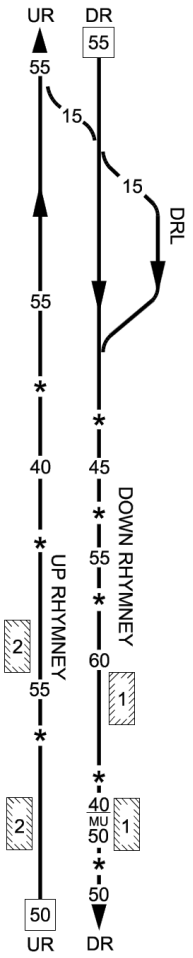
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	002	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	31/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	19 04		GSM-R TCB Wales Rail Operating Centre RA6 (Valleys) (CF)
	18 77 *		Non-SPT Area Axle counter area U&DR - Up & Down Rhymney
Bargoed Viaduct 111m, 120yds	18 21 18 16		
	18 12 *		
Single Line Jn	18 09		
	18 06 *		
BARGOED	18 03		Platform 1 - 126m (137 yards) Platform 2 - 124m (135 yards)
	17 76 *		
	17 59 *		
Bargoed South	17 54 *		
GILFACH FARGOED	17 35		Platforms - 16m (17 yards)
	17 33 *		
(Start/end of diagram)	17 17 *		UR - Up Rhymney DR - Down Rhymney

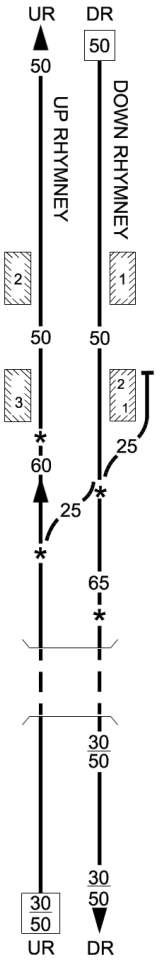
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	003	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	31/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	17 17		GSM-R TCB Wales Rail Operating Centre RA6 (Valleys) (CF)
	17 10 *		Non-SPT Area Axle counter area
	16 55 *		UR - Up Rhymney DR - Down Rhymney
PENGAM	16 30		Platforms - 124m (135 yards)
	15 57 *		Location of Known Low rail adhesion Down 16m 50ch to 16m 20ch
Gibbons LC (UWC)	15 40	T	
	15 20 *		
HENGOED	14 55		Platforms - 124m (135 yards)
	14 10 *		
	13 70 *		
YSTRAD MYNACH	13 63(Up)		Platforms - 124m (135 yards)
	13 57(Dn)	To/From Cwmbargoed GW820 seq 001 15	
Ystrad Mynach South Jn	13 41		
(Start/end of diagram)	13 40 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	004	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	31/10/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Wales Rail Operating Centre RA6 (Valleys) (CF)
(Start/end of diagram)	13	40		Non-SPT Area Axle counter area
	12	11 *		
	12	10 *		DRL - Down Rhymney Loop, 645m, 2116ft
	11	40 *		
	11	32 *		
	11	14 *		
LLANBRADACH	10	74(Up)		Platforms - 124m (135 yards)
	10	68(Dn)		Location of Known low rail adhesion Both lines 11m 15ch to 10m 58ch
	10	25 *		
	10	17 *		
ENERGLYN AND CHURCHILL PARK	09	45		Platforms - 126m (137 yards)
(Start/end of diagram)	9	35 *		

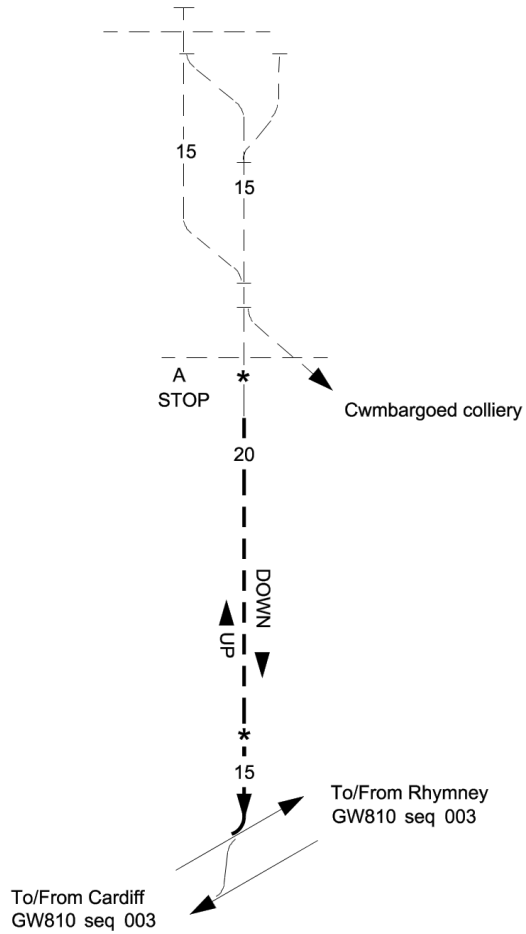
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	005	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	03/02/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	9 35		GSM-R TCB Wales Rail Operating Centre RA6 (Valleys) (CF) Non-SPT Area Axle counter area UR - Up Rhymney DR - Down Rhymney
ABER	8 70		Platforms - 124m (135yds)
CAERPHILLY/ CAERFFILI	8 21		Platform 1 - 150m (164yds) - PP/C
	8 14 *		Platforms 2 and 3 - 238m (260yds)
	8 13 *		Platform 1 (only) electrified from 8m 18ch to 8m 20ch) AC - CVLICC
	7 19 *		
	7 15 *		
Caerphilly Tunnel 1775m (1941 yards)	7 14 T to 6 06 T		
(Start/end of diagram)	6 00		

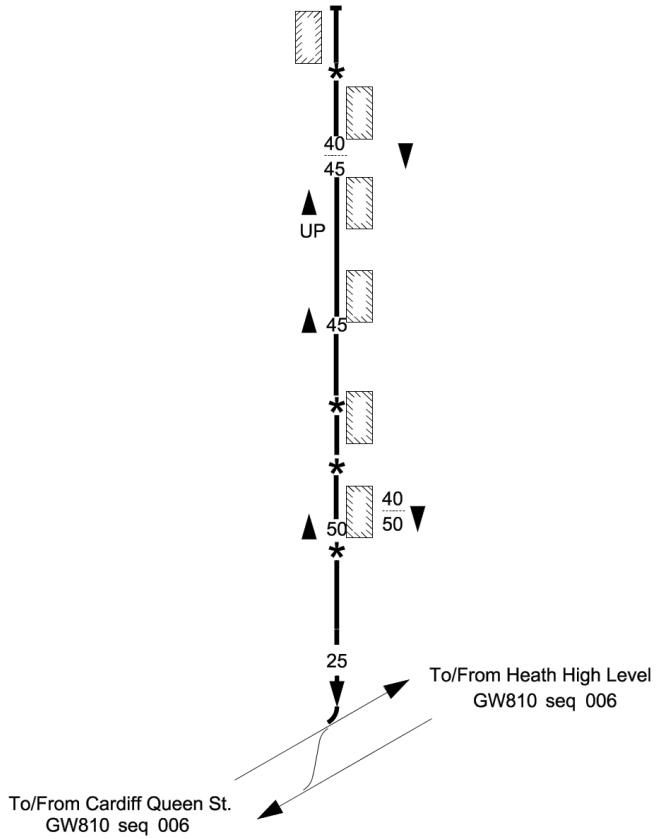
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	006	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	02/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	6 00	UR DR; 30 50 UP RHYMNEY; DOWN RHYMNEY 30 50	GSM-R TCB Wales Rail Operating Centre RA6 (Valleys) (CF) Non-SPT Area Axle counter area UR - Up Rhymney DR - Down Rhymney
	5 76 *	* *	
LISVANE AND THORNHILL / LLYS-FAEN	5 45	1 2	Platforms - 124m (135yds) Location of Known Low Rail Adhesion Both lines 5m 15ch to 4m 31ch AC - CVLICC
Limit of Electrification DN	5 29		
Limit of Electrification UP	5 28		
		65 75	
LLANISHEN	4 61	1 2	Platforms - 124m (135 yards) (Tel - Up platform)
			Location of Known Low Rail Adhesion Both lines 3m 65ch to 3m 50ch
HEATH HIGH LEVEL/ LEFEL UCHEL HEATH	3 52	1 2 To/From Coryton GW828 seq 001 25	Platforms - 124m (135yds)
Heath Jn	3 32	25	UR Electrified - 2m 49 - 28ch DR Electrified - 2m 49 - 29ch
Limit of Electrification UP	2 49		
	1 27 *	To/From Cathays GW830 seq 010 DN * * 25 UP 25	
Queen Street North Jn	1 22	To/From Cardiff Queen Street GW830 seq 010	
	1 17		

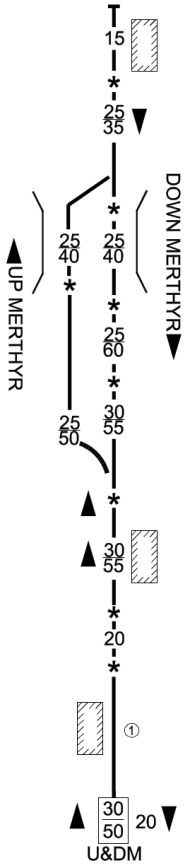
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW820	001	Cwmbargoed to Ystrad Mynach South	TBD VON PTA	Wales - TFW CVL	27/08/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
End of Line	20 75		GSM-R
Colliery Crossing	20 70		TB Wales Rail Operating Centre
	20 66		RA8 (Valleys) (CF)
			Axle counter area
Cwymbargoed	20 50		
Cwmbargoed LC (TMO)	20 37 *		
Ownership Boundary	19 59		Network Rail/Private siding boundary
Site of former Taff Bargoed Branch Jn	13 68		
(Change of ELR)	13 72		ELR - TBD / ELR - VON
Site of former Penallta Jn	12 41		
(Change of mileage and ELR)	15 01		ELR - VON / ELR - PTA
	13 47 *		
Ystrad Mynach South Jn	13 41		

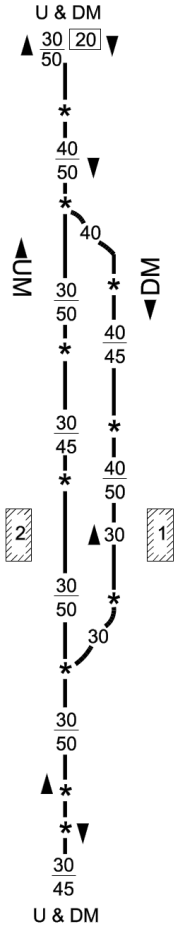
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW828	001	Coryton to Heath Jn	CRY	Wales - TFW CVL	28/06/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R OT Wales Rail Operating Centre RA6 (Valleys) (CF) AC - CVLICC Non-SPT Area Axle counter area
CORYTON	2 57		Platform - 64m, 71yds
	2 51 (Dn)*		
WHITCHURCH/ EGLWYS NEWYDD	2 25		Platform - 99m, 107yds
RHIWBINA	1 78		Platform - 108m, 117yds
BIRCHGROVE	1 37		Platform - 64m, 71yds Loction of known low rail adhesion Down direction only 1m 40ch to 1m 10ch
	1 21 (Up) *		
TY GLAS	1 20		Platform - 49m, 54yds
	1 15 (Dn) *		
HEATH LOW LEVEL/ LEFEL ISEL HEATH	0 29		Platform - 107m, 116yds
	0 26 *		Coryton Branch Electrified Permanently Earthed Section 1m 27ch - 1m 37ch
Heath Jn	0 15		
	3 32		

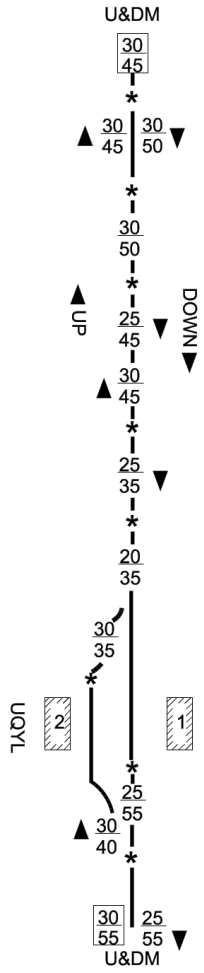
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	001	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM	Wales - TFW CVL	02/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
MERTHYR TYDFIL	24 44		GSM-R TCB Core Valley LInes Integrated RA8 Control Centre-TAM Workstation (VA) AC - CVLICC Platform - 105m, 114yds Axle Counter area Non SPT area Up Merthyr & Down Merthyr electrified
	24 40 *		
Merthyr Junction	24 37		
Merthyr Viaduct 483m, 528yds	24 30 *		
	24 11 *		
	24 09 *		
Limit of Electrification (GW830)	24 00		
	23 18 *		
Pentre-Bach Junction	23 11		
	23 10 *		Platform - 142m, 156yds
PENTRE BACH	23 03		
	21 73 *		20 mph over bridge
	21 72 *		
TROED - Y - RHIW	21 69		Platform - 130m, 152yds ① 20 Down / 30 / 50 Up

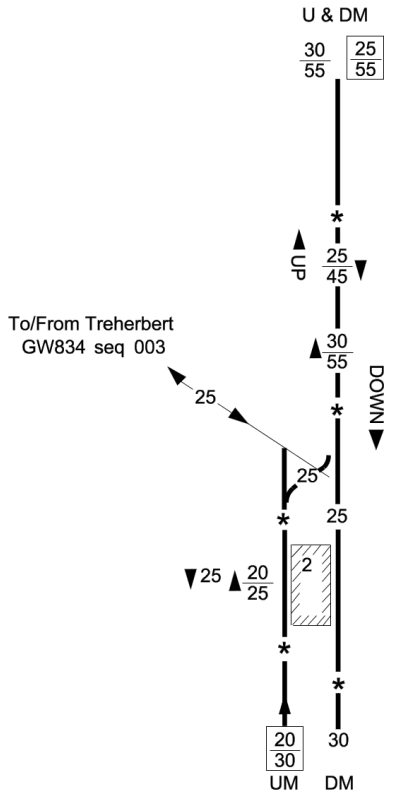
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	002	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM	Wales - TFW CVL	02/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Core Valley LInes Integrated RA8 Control Centre-TAM Workstation (VA) AC - CVLICC GSM-R Axle counter area Non SPT area Up Merthyr & Down Merthyr electrified
	21 63 *		
Troed - Y - Rhiw South Junction	21 52 *		
	21 49 *		Permanently Earthed Section 19m 71ch - 20m 07ch
	21 44 *		
	21 24 *		
	21 23 *		Platform 1 - 100m , 109yds Platform 2 - 94m , 102yds DM Reversible from Blacklion Junction to Platform 1 (VA212 Signal)
MERTHYR VALE	19 77		
	19 67 *		
Blacklion Junction	19 62 *		DM - Down Merthyr UM - Up Merthyr
	19 23 *		U & DM - Up & Down Merthyr
	19 21 *		

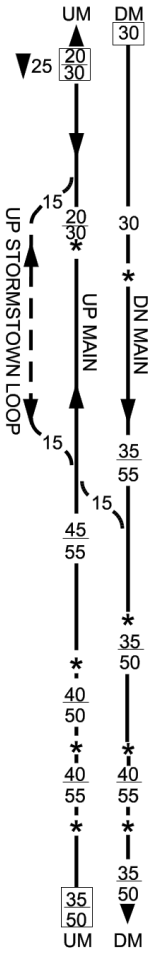
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	003	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM	Wales - TFW CVL	02/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	19 09 *		GSM-R TCB Core Valley LInes Integrated RA6 Control Centre TAM Workstation(VA) AC - CVLICC
	19 04 *		U & DM - Up & Down Merthyr Non-SPT area Axle Counter area
	18 74 *		Permanently Eartherd Section 18m 61ch - 18m 72ch U & DM electrifed
	18 48 *		
	18 15 *		
Limit of Electrification (GW830)	18 14		
	17 78 *		
QUAKERS YARD / MYNWENT Y CRYNWR	17 75		
	17 74 *		Platform 1 - 94m, 103 yds Platform 2 - 98m, 107 yds
	17 56 *		UQYL - Up Quakers Yard Loop

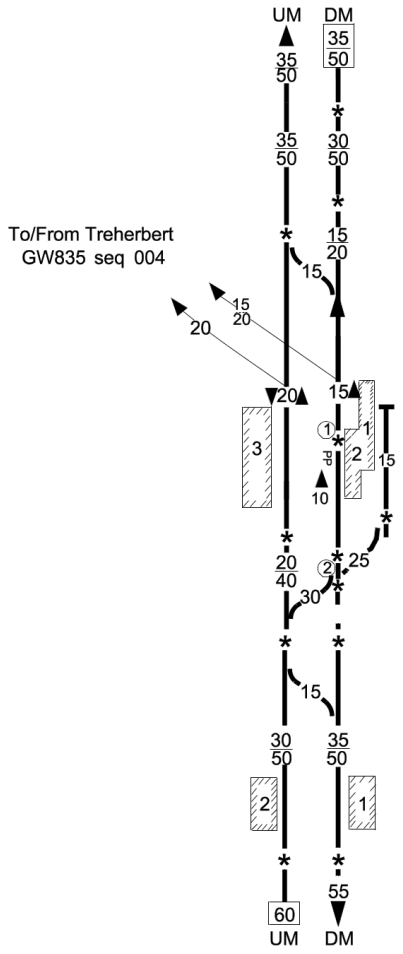
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	004	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM	Wales - TFW CVL	02/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Limit of electrification (GW830)	17 55		GSM-R TCB Core Valley Lines Integrated RA6 Control Centre TAM Workstation (VA) AC: CVLICC U & DM - Up & Down Merthyr Non-SPT Area Axle Counter Area
	16 61 *		Permanently Earthed Section 16m 55ch - 16m 69ch U & DM electrified
Abercynon Jn	16 42 * 16 35		
ABERCYNON	16 29 * 16 26		Platform - 84m, 91yds UM & DM electrified
	16 16 * 16 14 *		UM - Up Merthyr DM - Down Merthyr

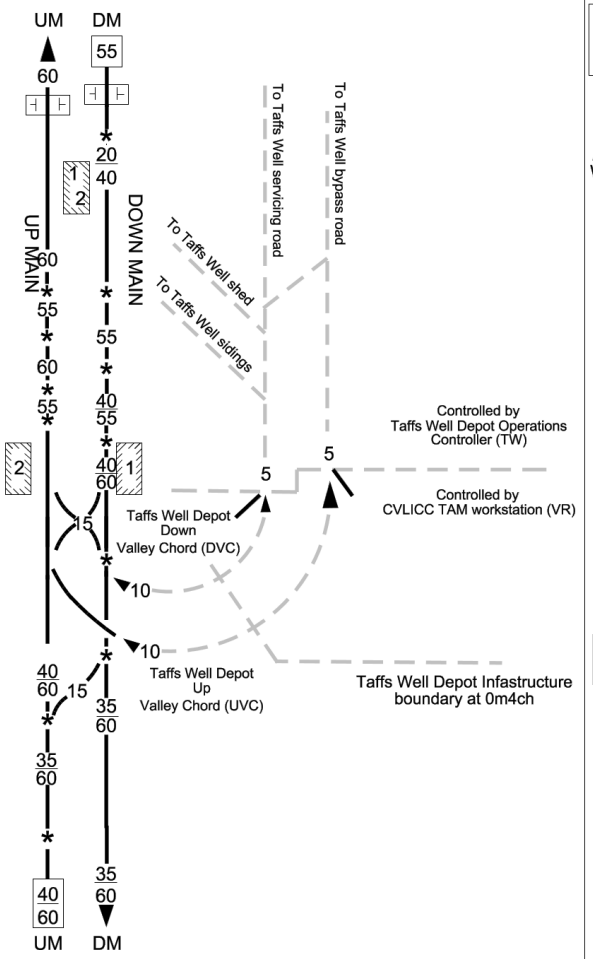
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	005	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM	Wales - TFW CVL	02/08/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	16	14		GSM-R
	15	78 *		TCB Core Valley LInes Integrated RA6 Control Centre TAM Wrkstn(VA) AC - CVLICC
Abercynon Stormstown	15	75 *		Axle Counter area Non-SPT area UM - Up Main DM - Down Main UM bi-directional to Stormstown Loop UM & DM electified Permanently Earthed Section 15m 73ch - 16m 09ch
Site of Stormstown Jn	15	40		Stormstown Loop not electrified
	15	20 *		
	15	02 *		Core Valley Lines Intergrated Control Centre TAM Workstation (VR)
	14	67 *		Permanently Earthed Section 14m 7ch - 14m 19ch
	14	10 *		

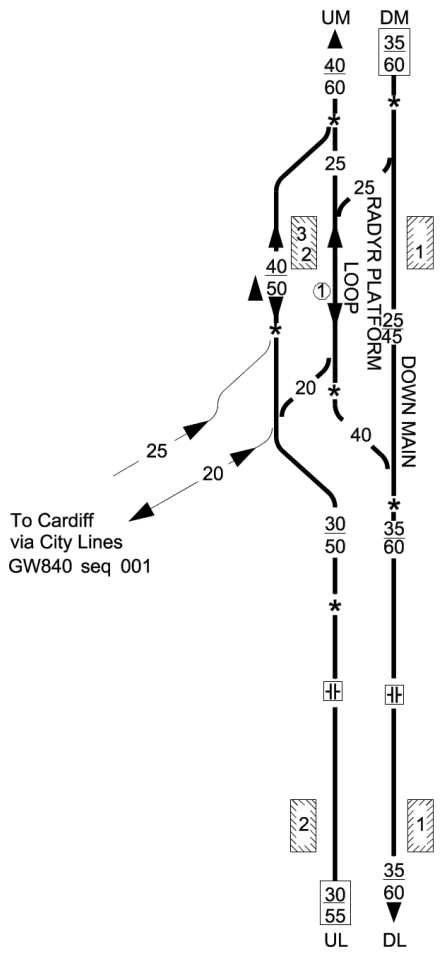
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	006	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM	Wales - TFW CVL	02/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Core Valley Lines Integrated RA6 Control Centre TAM Wrkstn(VR) AC: CVLICC
	14 10		Axle Counter Area Non-SPT Area UM - Up Main DM - Down Main
Limit of electrification	13 49		
	13 40 *		
	13 15 *		
	13 10 *		
Pontypridd Jn	13 04		① 15/20 down ② 30 up
	12 79 *		Platform 1 - 150m (164 yards)
PONTYPRIDD	12 72		Platforms 2 and 3 - 124m (135 yards)
	12 67 *		
	12 63 *		Platform 1- PP - A/S
	12 59 *		Platform 2- PP - A/S
	12 52 *		
Pontypridd South Jn	12 47		
TREFFOREST	12 00		Up Platforms - 84m (92 yards) Down Platform - 142m (156 yards)
Limit of electrification on both lines	11 73		
	11 50 *		UM and DM electrified

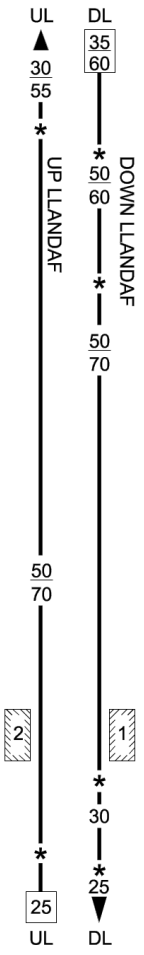
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	007	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM TWD	Wales - TFW CVL	02/08/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
	11	50			GSM-R TCB Core Valley Lines Integrated RA6 Control Centre-TAM Wrkstn(VR) AC: CVLICC
Overhead Neutral Section both lines	10	20			Axle Counter Area Non-SPT Area
	9	64	*		AWS not provided from the UVC/DVC into Taffs Well Depot
TREFFOREST ESTATE	9	53			Down and Up platforms - 124m, 136yds UM and DM electrified
	9	42	*		
	9	09	*		
	8	20	*		
	8	19	*		
Limit of Electrification on both lines	7	79			Permanently Earthed Section 8m 43ch - 8m 41ch
	7	70	*		
TAFFS WELL/ FFYNNON TAF	7	24			Down platform - 116m (127yds) Up platform - 90m (98yds)
Taffs Well Jn	7	20			
	7	15	*		DVC - Down Valley Chord UVC - Up Valley Chord
Change of Mileage/ELR to Depot only	7	19			
	0	00			CAM TWD
	7	00	*		
Limit of Electrification on both lines	6	15			
	6	11	*		

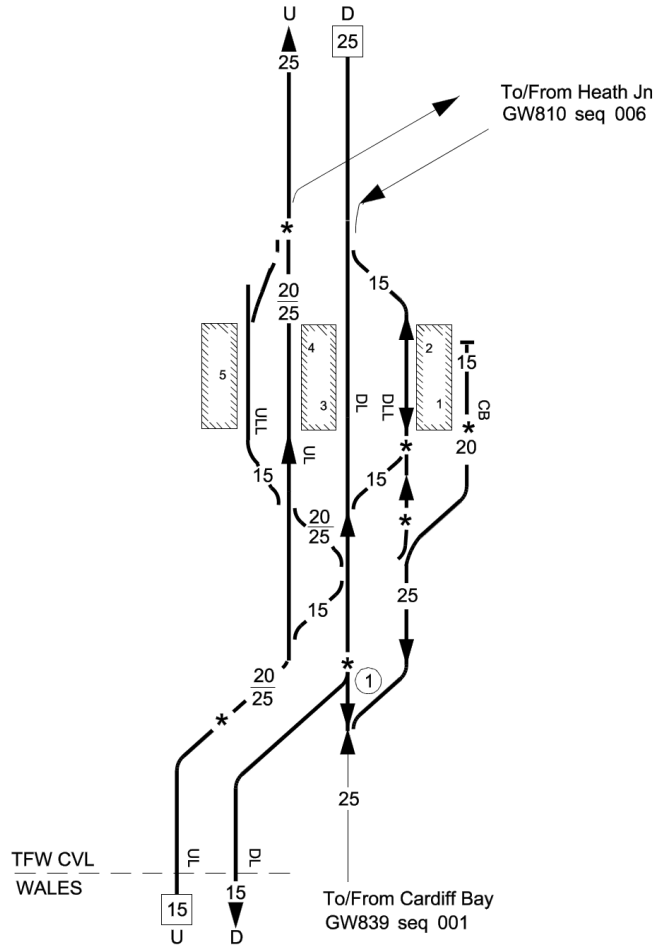
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	008	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM	Wales - TFW CVL	02/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	6 07		GSM-R TCB Core Valley Lines Integrated RA6 Control Centre-TAM Wrkstn(VR) AC: CVLICC
	5 52 *		Axle Counter Area UM - Up Main DM - Down Main Non - SPT area UM and DM electrified Platform 1 - 3 electrifried
	5 45 *		
Radyr North Jn	5 42		
RADYR	5 32		Platform 1 - 132m (144 yards) Platform 2 - 108m (118yards) Platform 3 - 124m (136yards)
	5 26 *		(1) 20 Up / 25 Down
Radyr (Change of RA) (Change of line name)	5 23		RA8
	5 14 *		UL - Up Llandaf DL - Down Liandaf
	5 10 *		
Neutral Section both lines	5 06		
LLANDAF	4 27		Down platform - 143m, (156yds) Up platform - 131m, (143yds) Permanently Earthed Section both lines 4m 19ch - 4m 33ch

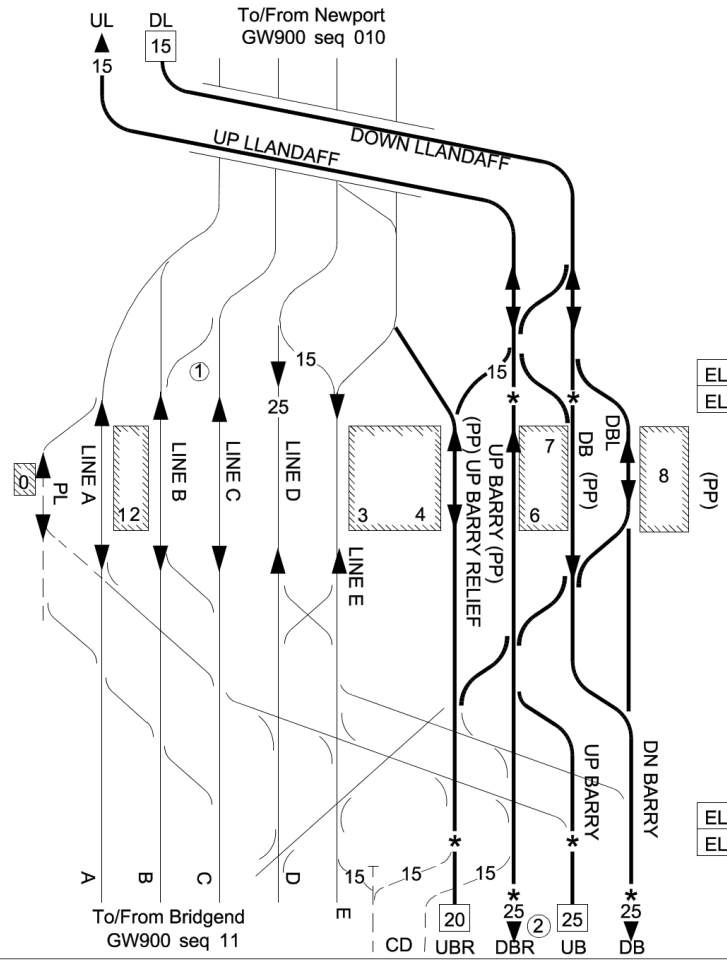
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	009	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM	Wales - TFW CVL	02/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	4 27		GSM-R TCB Core Valley Lines Integrated RA8 Control Centre-TAM Wrkstn(VR) AC: CVLICC Permanently Earthed Section both lines 4m 19ch - 4m 33ch Axle counter area Non - SPT area DL - Down Llandaf UL - Up Llandaf Permanently Earthed Section both lines 3m 59ch - 3m 74ch UL and DL electrified Wales Rail Operating Centre (Valleys) (CF)
	4 20 *		
	4 04 *		
	3 35 *		SPT area Axle counter area
Limit of electrification on DL	2 72		
Limit of electrification on UL	2 57		
CATHAYS	1 61		Platforms - 124m (135 yards)
	1 58 *		
	1 34 *		
	1 29 *		

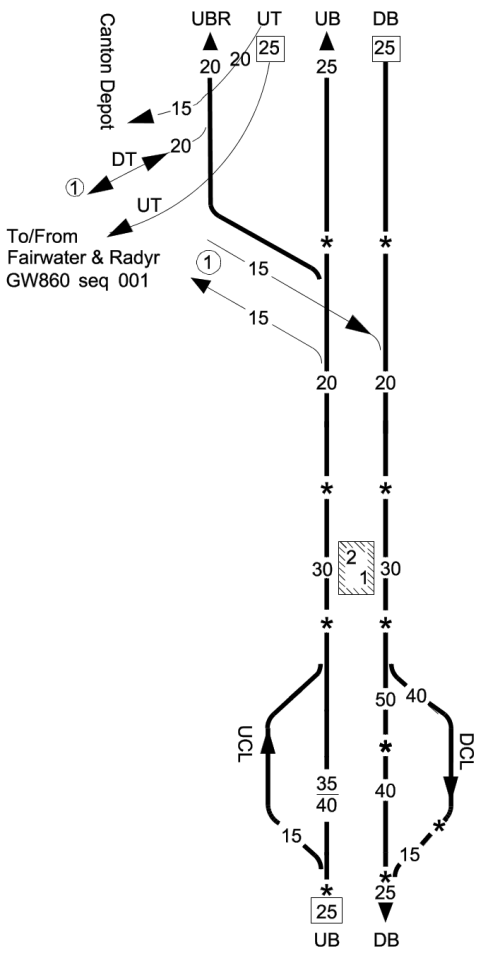
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	010	Merthyr Tydfil To Barry Island Via Cardiff Queen St	CAM CEJ	Wales - TFW CVL	02/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	1 29		GSM-R TCB Wales Rail Operating Centre RA8 (Valleys) (CF) Axle counter area
Queen Street North Jn (GW830)	1 17		
CARDIFF QUEEN STREET/ CAERDYDD HEOL Y FRENHINES	1 08 1 01 *		Platform 1 - 55m, (60yds) Platform 2 - 124m, (135yds) Platform 3 - 184m, (201yds) Platform 4 - 161m, (176yds) Platform 5 - 166m, (181yds)
	0 73 *		No.2 line bi-directional to CF2358 (1) - Up/Down Cardiff Bay Chord
Queen Street South Jn (GW830) (Change of Mileage and ELR)	0 66 * 0 22 0 21 *		ELR : CAM ELR : CEJ
Route Boundary Transport for Wales CVL - NR Wales	0 13		CB - Up/Down Cardiff Bay DLL - Down Llandaff Loop DL - Down Llandaff UL - Up Llandaff ULL - Up Llandaff Loop

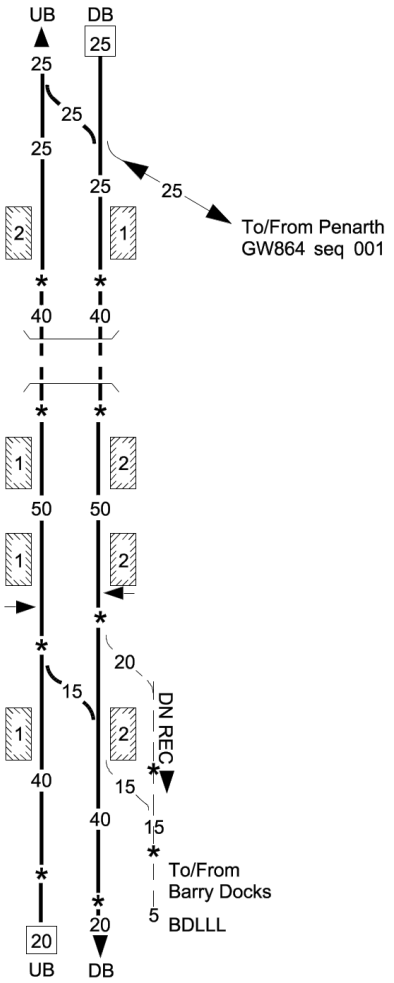
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	011	Methyr Tydfil to Barry Island Via Cardiff Queen Street	CEJ SWM	Wales	02/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
East Jn Viaduct (GW830) (162m, 177yds)	0 13		GSM-R TCB Wales Rail Operating Centre RA8 (Valleys) (CF) Axle counter area Down and Up Llandaff lines bi-directional between Cardiff Queen Street South Jn and Cardiff West Jn UBR electrified from Cardiff East Jn to 170m 58ch
Cardiff East Jn (GW830)	0 00		ELR - CEJ ELR- SWM 2 Omp Up Llandaff - Up Barry Down Llandaff - Down Barry
(change of ELR)	170 18		
CARDIFF CENTRAL/ CAERDYDD CANOLOG (GW830)	170 30		Platform 4 - 303m, 331yds Platform 6 - 237m, 259yds Platform 7 - 232m, 254yds Platform 8 - 154m, 168yds UL - Up Llandaff DL - Down Llandaff DB - Down Barry UB - Up Barry DBR - Down Barry Relief UBR - Up Barry Relief CD - To/from Canton Depot DBL - Down Barry Loop
Cardiff West Jn (GW830)	170 56 *		ELR - SWM2 ELR- BRY
	0 10		
Limit of electrification on UBR(GW830)	170 58 * 170 60 *		② Up Treforest line at Cardiff West Jn/Radyr Branch Jn
	0 14		

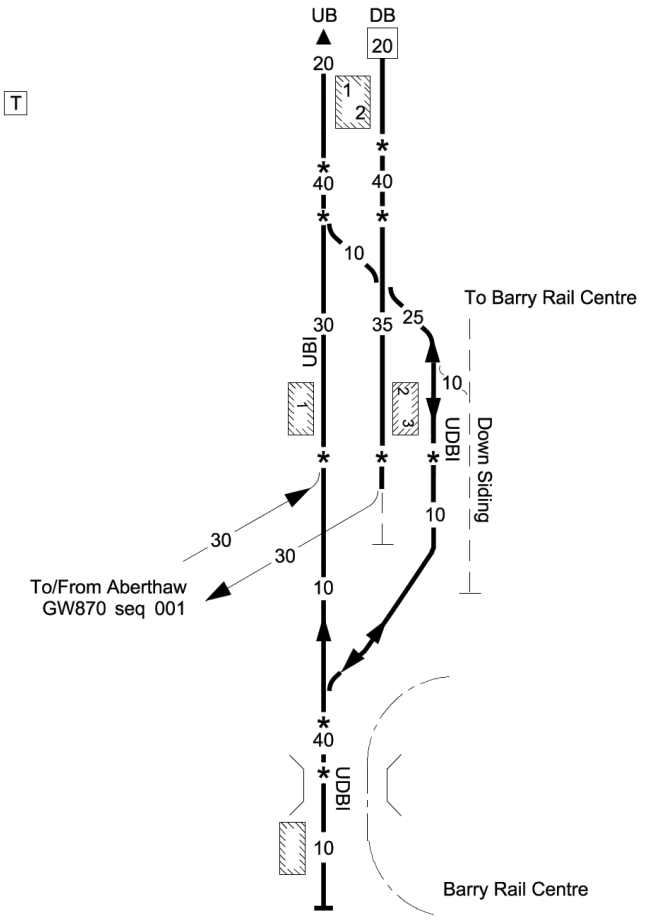
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	012	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	BRY	Wales	16/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Wales Rail Operating Centre RA8 (Valleys) (CF) Axle counter area Canton Depot Stabling Sidings 7 to 13 and 15 to 18 electrified AC-CVLICC TCB Wales Rail Operating Centre RA8 (Vale of Glamorgan) (CF) DB - Down Barry UB - Up Barry UBR - Up Barry Relief DT – Down Treforest UT – Up Treforest
	0 14		
Radyr Branch Jn (GW830)	0 25		
	0 40 *		
Penarth Curve South Jn (GW830)	0 47	T	① To/From Penarth Curve North Jn
	0 67 *		
GRANGETOWN	0 73		Platforms - 124m (135yds)
	1 00 *		
	1 60 *		DCL Down Cogan Loop 714m, 2345ft UCL Up Cogan Loop 794m, 2605ft
Cogan Loops	2 00		
	2 10 *		
	2 20 *		
	2 21 *		

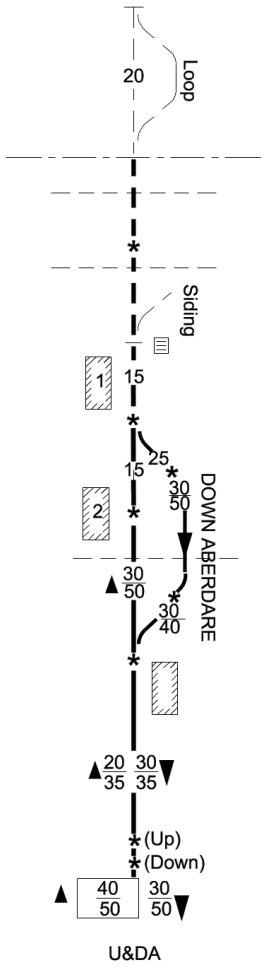
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	013	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	BRY	Wales	02/08/2025

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 Axle counter area DB - Down Barry UB - Up Barry
Cogan Jn (GW830)	2 29		
COGAN	2 41		Down platform - 125m (136 yards) Up platform - 109m (119 yards)
	2 60 *		
Cogan Tunnel (201m, 220yds)	2 75 to 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 *		
	5 40 *		
Barry Docks Line Jn	5 74		
CADOXTON / TREGATWG	6 10	T	Tel. Cardiff end of platform
	6 18 *		Down platform - 125m, (137yds) Up platform - 123m, (135yds)
	6 39 *		BDLLL - Barry Docks Low Level Line
	6 65 *		
(Start/end of diagram)	6 68 *		

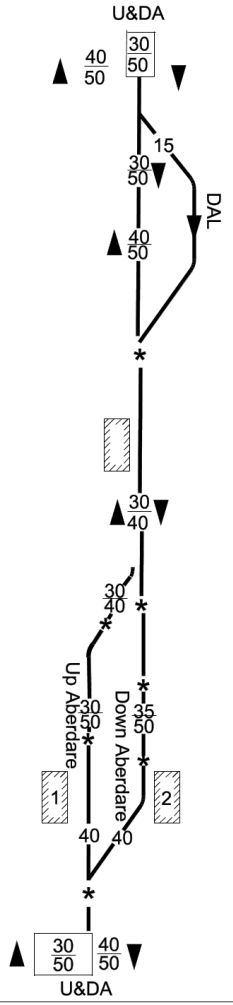
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	014	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	BRY	Wales	02/08/2025

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

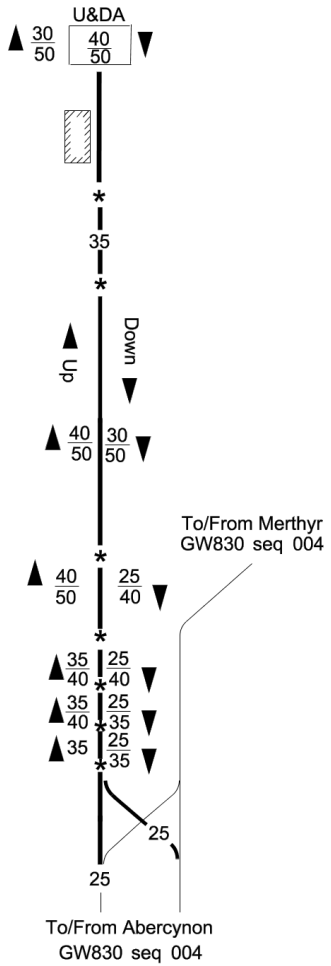
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW834	001	Hirwaun to Abercynon	VON ALK ABD	Wales - TFW CVL	15/05/2025

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW834	002	Hirwaun to Abercynon	ABD MOA	Wales - TFW CVL	18/02/2024

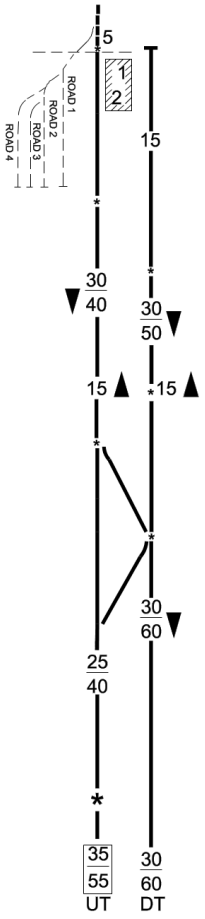
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Core Valley Lines Integrated RA6 Control Centre TAM Wrkstn(VA) AC - CVLICC Axle Counter Area Non-SPT area U&DA - Up & Down Aberdare U&DA electrified Down Abercwmboi Loop not electrified DAL 416m, 1365ft
	21 78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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW834	003	Hirwaun to Abercynon	ABD	Wales - TFW CVL	02/08/2025

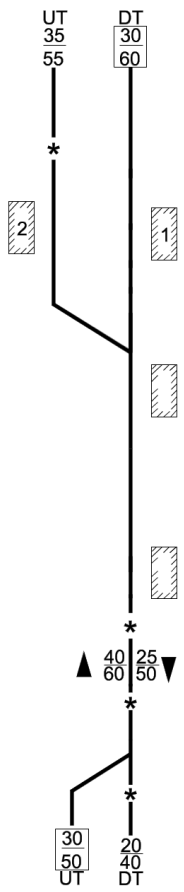
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	19 59		GSM-R TCB Core Valley LIne Integrated RA6 Control Centre TAM Wrkstn (VA) AC - CVLICC Axle Counter area Non-SPT area U&DA - Up & Down Aberdare
PENRHIWCEIBER	18 75		Platform - 94m, 102yds Permanently Earthed Section 19m 01ch - 18m 71ch U&DA electrified
	18 28 *		
	18 19 *		
	16 66 *		Permanently Earthed Section 17m 28ch - 17m 14ch
	16 58 *		
	16 49 *		
	16 46 *		
	16 40 *		
Abercynon Jn	16 35		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW835	001	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	05/07/2025

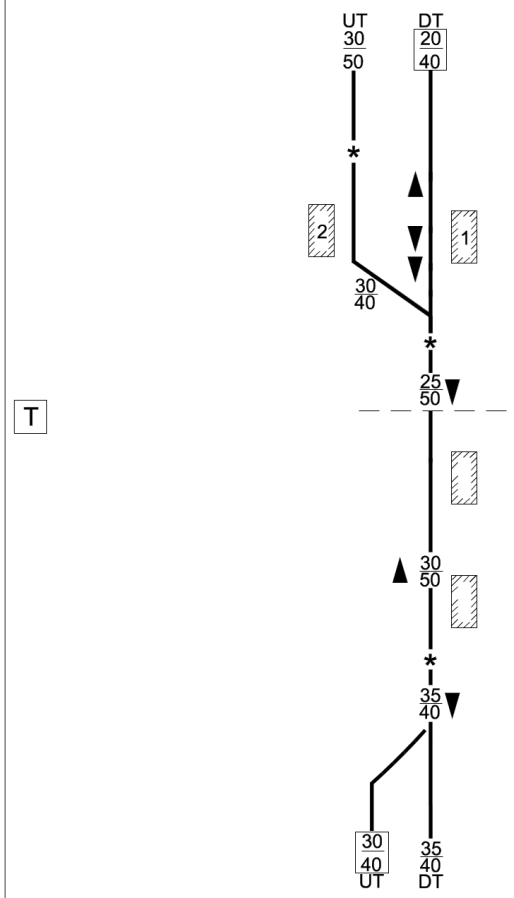
Location	Mileage M Ch			Running lines & speed restrictions	Signalling & Remarks
End of Line	23	69			GSM-R TCB Core Valley Lines Integrated RA6 Control Centre TAM Workstation (VR) AC: CVLICC
	23	57			
Treherbert FP/UWC	23	55	*	T	UT, DT and Siding electrified Axle Counter Area Non - SPT Area
TREHERBERT / DREHERBER	23	54			
Treherbert Carriage Sidings	23	46	*		Telephone provided for Siding Supervisor to contact TAM signaller Platform 1 - 116m, (126yds) (PP-A/S) Platform 2 - 135m, (148yds) (PP-A/S)
	23	45	*		UT- Up Treherbert DT - Down Treherbert
	23	44	*		
	23	41			
Treherbert Junction	23	36	*		
	23	21	*		



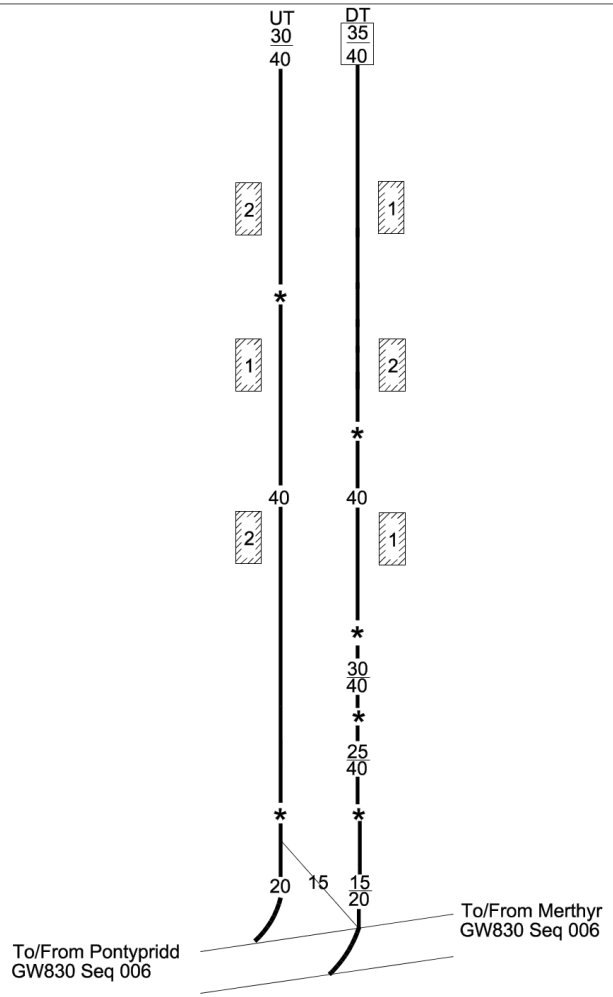
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW835	002	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	05/07/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	23 21		GSM-R TCB Core Valley Lines Integrated RA6 Control Centre TAM Workstation (VR) AC : CVLICC Axle Counter Area Non - SPT Area UT and DT electrified
	22 74 *		
YNYSWEN	22 70		Up Platform (2) - 86m (94yds) Down Platform (1) - 124m (155yds) Station closed until further notice
Single Line Junction	22 40		Permanently Earthed section 22m 32ch - 22m 44ch
TREORCHY/TREORCI	22 02		Platform - 124m , (135yds)
			Permanently Earthed section 21m 78ch - 22m 14ch
TON PENTRE	20 76		Platform - 106M (116yds)
	20 71 *		
	20 70 *		UT - UP Treherbert DT - Down Treherbert
Single Line Junction	20 65		
	20 19 *		Permanently Earthed section 19m 44ch - 21m 06ch

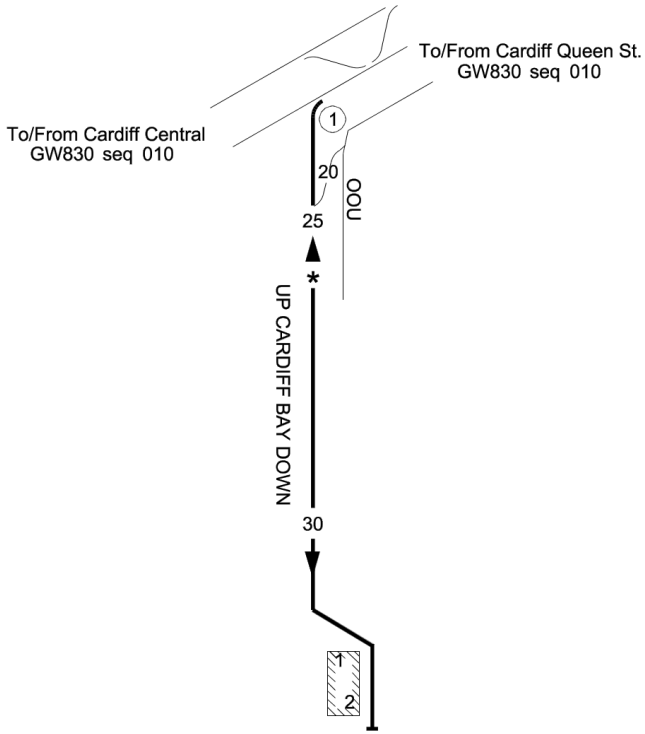
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW835	003	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	05/07/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	20 19		GSM-R TCB Core Valley Lines Intergrated Control Centre TAM Workstation (VR) AC : CVLICC RA6 UT and DT electrified Axle Counter Area Non - SPT Area UT - Up Treherbert DT - Down Treherbert
	20 10 *		
YSTRAD RHONDDA	20 04		Platforms - 124m , (135yds)
Single Line Junction	19 73 *		Permanently Earthed section 19m 44ch - 21m 06ch
Old Mill UWC	19 63	T	
LLWYNPIA	19 08		Platform - 124m , (135yds) Permanently Earthed section 18m 77ch - 19m 11ch
TONYPANDY	18 03		Platform - 124m , (135yds)
	17 60 *		Permanently Earthed section 17m 37ch - 17m 47ch
Single Line Junction	17 57		

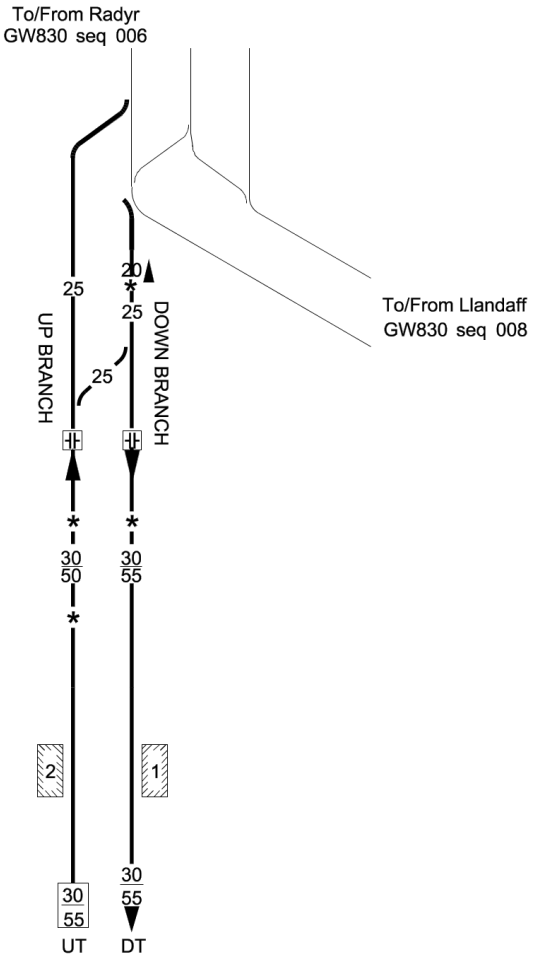
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW835	004	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	02/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	17 57		GSM-R TCB Core Valley Lines Intergrated RA6 Control Centre TAM Workstation (VR) AC : CVLICC
DINAS RHONDDA	17 41		Axle Counter Area Non - SPT area Platform 1 - 100m (109yds) Platform 2 - 86m , (94yds)
	17 11 *		UT and DT electrified UT - UP Treherbert DT- Down Treherbert Permanently Earthed section 17m 37ch - 17m 47ch
PORTH	16 09		Permanently Earthed section 15m 37ch - 16m 27ch Platform 1 - 87m (95yds) Platform 2 - 132m , (144yds)
	16 05 *		
TREHAFOD	14 72		Platforms - 137m , (149yds)
	14 60 *		Location of Known low rail adhesion Down Treherbert 14m 00ch to 13m 20ch
	13 50 *		
Limit of Electrification	13 21		
	13 13 *		
Pontypridd Jn	13 04		

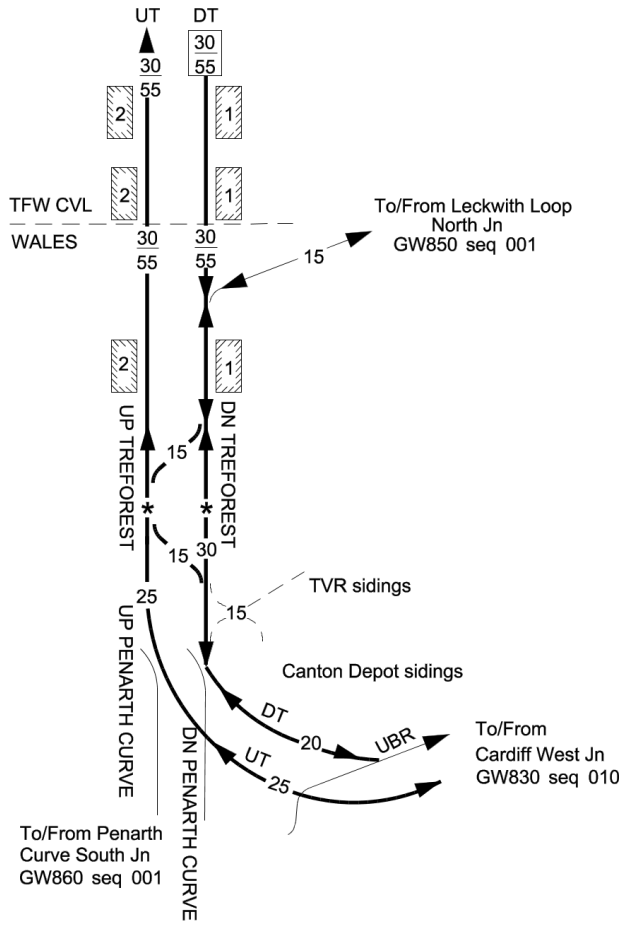
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW839	001	Queen St. South Jn to Cardiff Bay	CAM	Wales - TFW CVL	02/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Queen Street South Jn	0 66		GSM-R OT Wales Rail Operating Centre RA6 (Valleys) (CF) Axle counter area Non SPT area (1) - Up/Down Cardiff Bay Chord
	0 48 *		
CARDIFF BAY/ BAE CAERDYDD	0 02		Platform 1 - 50m, 55yds = OUT OF USE Platform 2 - 151m, 165yds

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW840	001	Radyr Jn to Cardiff, Radyr Branch Jn Via City Lines	RAD	Wales - TFW CVL	02/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Radyr Jn (GW840)	5 23		GSM-R TCB Core Valley Lines Integrated RA8 Control Centre-TAM Wrkstn(VR) AC: CVLICC Axle counter area Non - SPT area
(Change of mileage)	4 41		
	4 40 *		
Neutral Section (GW840)	4 35		
	4 30 *		
	4 14 *		Wales Rail Operating Centre (Valleys) (CF) SPT area Permanently Earthed Section PES both lines 3m 24ch - 3m 8ch Platforms - 84m, 92yds UT - Up Treforest DT - Down Treforest
Change of Line Name	3 31		
DANESCOURT	3 18		
	2 60		

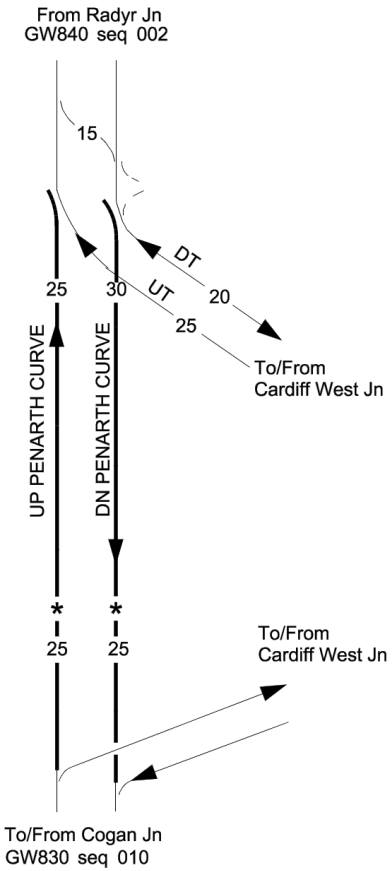
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW840	002	Radyr Jn to Cardiff, Radyr Branch Jn via City Lines	RAD	Wales - TFW CVL	24/08/2024

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

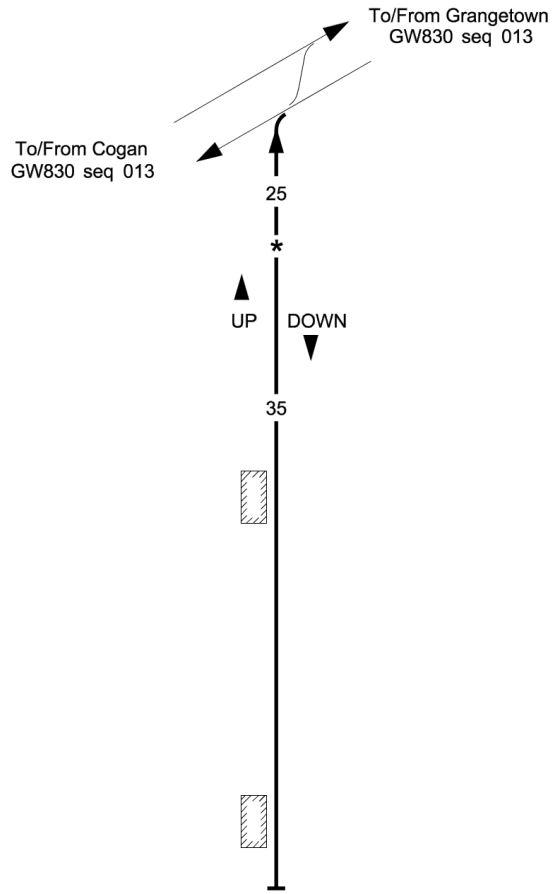
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW850	001	Leckwith Loop South Jn To Leckwith Loop North Jn	CLL	Wales	24/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Leckwith Loop South Jn (GW850)	0 69	To/From Cardiff GW840 seq 002 To/From Radyr Jn GW840 seq 002 15 LECKWITH LOOP To/From Cardiff GW900 seq 012 To/From St. Fagans GW900 seq 012	GSM-R TCB Wales Rail Operating Centre RA8 (Valleys) (CF) Axle counter area
	0 26		
Leckwith Loop North Jn (GW850)	0 00		
	171 55		

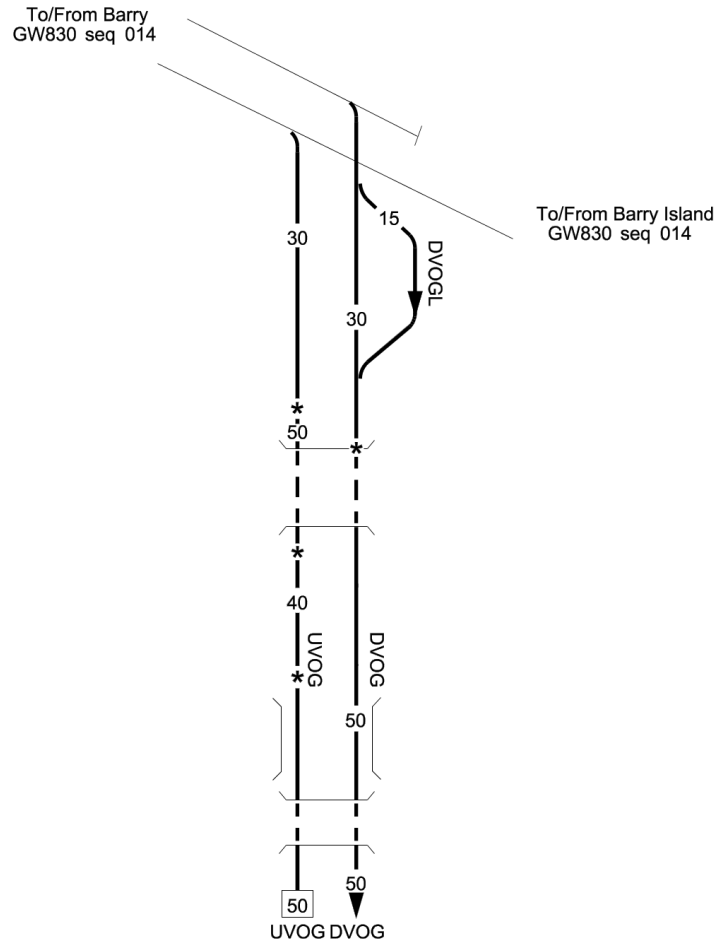
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW860	001	Penarth Curve North Jn To Penarth Curve South Jn	CPL	Wales	02/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Penarth Curve North Jn (GW860)	0 47		GSM-R TCB Wales Rail Operating Centre RA8 (Valleys) (CF) Axle counter area DT – Down Treforest UT – Up Treforest
	0 25		
	0 02 *		
Penarth Curve South Jn (GW860)	0 00		
	0 47		

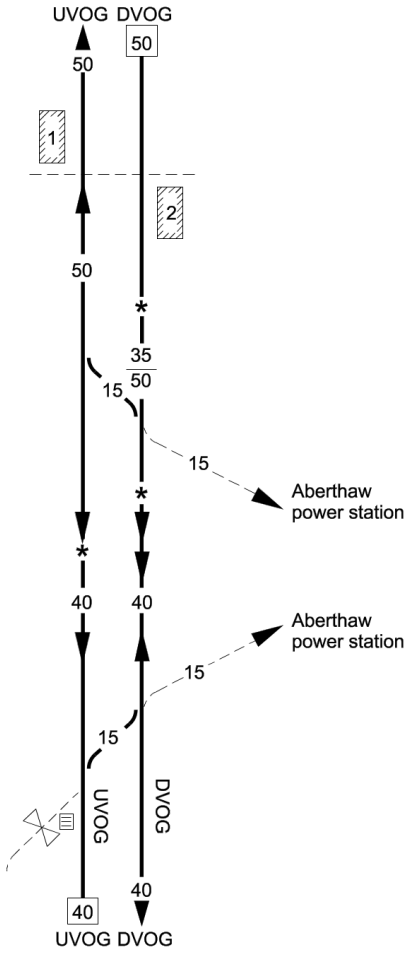
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW864	001	Cogan Jn To Penarth	PTH	Wales	02/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Cogan Jn (GW864)	2 29		GSM-R OT (NS) Wales Rail Operating Centre RA6 (Vale of Glamorgan) (CF) Axle counter area
	0 01		
	0 03 *		
DINGLE ROAD	0 60		Platform - 124m, (135yds)
PENARTH	1 12		Platform - 136m, (148yds)

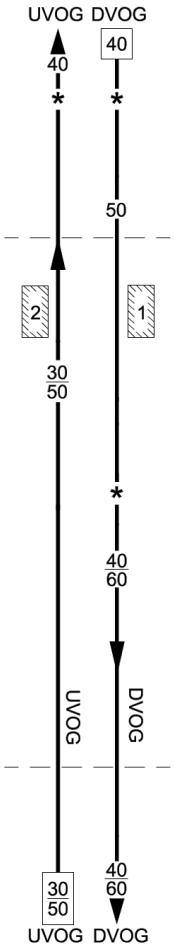
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW870	001	Barry To Bridgend, Barry Jn (Vale of Glamorgan line)	VOG	Wales	02/08/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Wales Rail Operating Centre RA8 (Vale of Glamorgan) (CF)
Barry Junction (GW870)	8 16		Axle counter area
	0 00 T		
Down Vale of Glamorgan Passenger Loop			DVOGL - Down Vale of Glamorgan Loop - 538m, 1764ft
	0 45 T		T At end of loop
	0 48 *		
Porthkerry No.1 Tunnel (497m, 543yds)	0 52 * to 0 77		
	0 78 *		
	1 12 *		DVOG - Down Vale of Glamorgan UVOG - Up Vale of Glamorgan
Porthkerry Viaduct 344m, 376yds	1 50 to 1 68		
Porthkerry No.2 Tunnel (67m, 73yds)	1 73 to 1 76		

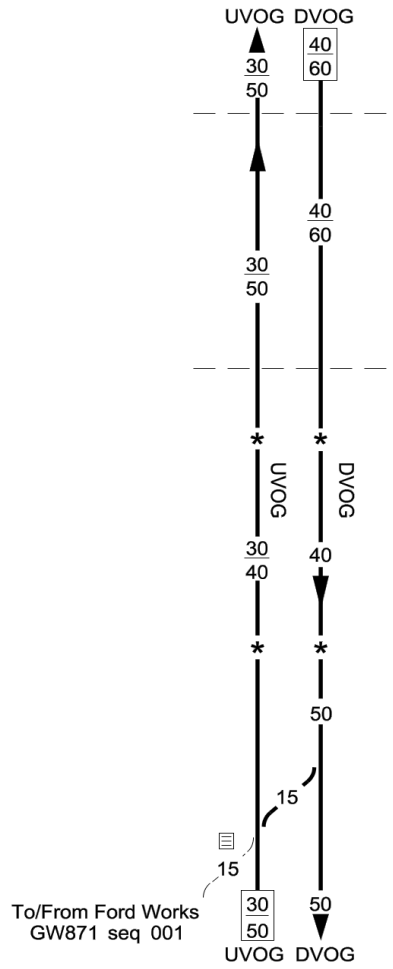
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW870	002	Barry To Bridgend, Barry Jn (Vale of Glamorgan line)	VOG	Wales	08/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Wales Rail Operating Centre RA8 (Vale of Glamorgan) (CF)
	1 76		Axle counter area
RHOOSE	3 19 (Up)		Up Platform - 93m, 101yds
Rhoose LC (CCTV)	3 22		
	3 23 (Dn)		Down Platform - 94m, 102yds
	4 45 *		Up and Down lines bi-directional between 4m 45ch and 5m 45ch
Aberthaw Power Station Jn	4 64		
	4 73 *		
	5 00 *		
Aberthaw	5 03		Entry to and exit from GSM-R area at 5m 69ch on lines leading to Aberthaw power station
	5 27		
Aberthaw Cement GF	5 36		DVOG - Down Vale of Glamorgan UVOG - Up Vale of Glamorgan

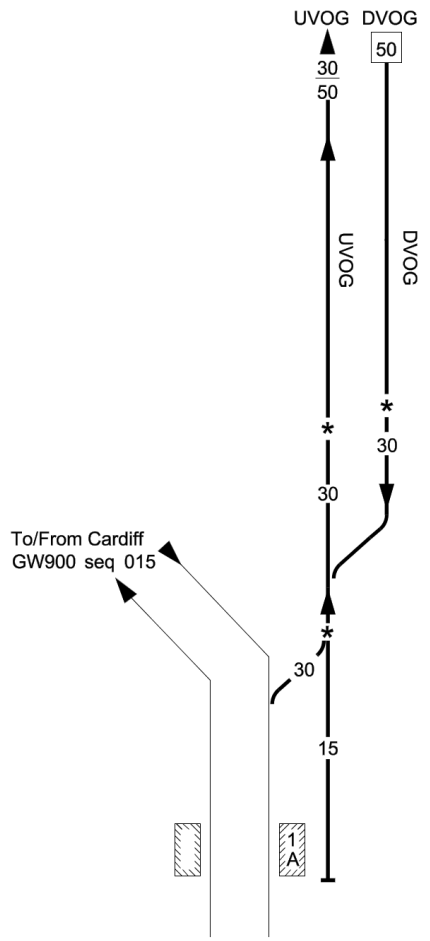
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW870	003	Barry To Bridgend, Barry Jn (Vale of Glamorgan line)	VOG	Wales	08/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	5 36		GSM-R TCB Wales Rail Operating Centre RA8 (Vale of Glamorgan) (CF) Axle counter area
	5 60 *		
Church Farm LC (UWC)	7 09	T	
LLANTWIT MAJOR	9 56		Down and Up platforms - 100m (109 yards)
	10 71 *		
Llandow LC (UWC)	13 25	T	DVOG - Down Vale of Glamorgan UVOG - Up Vale of Glamorgan
	13 72		

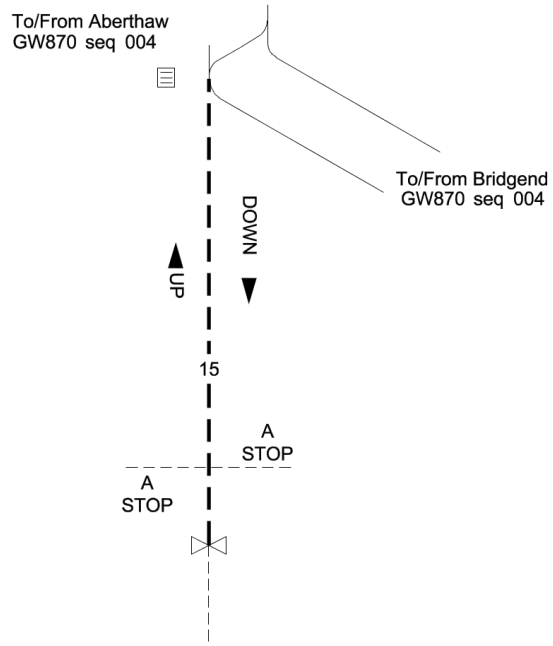
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW870	004	Barry To Bridgend, Barry Jn (Vale of Glamorgan line)	VOG	Wales	27/08/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Wales Rail Operating Centre RA8 (Vale of Glamorgan) (CF) Axle counter area
Farmers LC (UWC)	13 72	T	
Walles 2 FP	15 45	T	DVOG - Down Vale of Glamorgan UVOG - Up Vale of Glamorgan
	16 09 *	*	
	16 50 *	*	
Fords Junction	17 78		
Fords Siding GF	18 00		

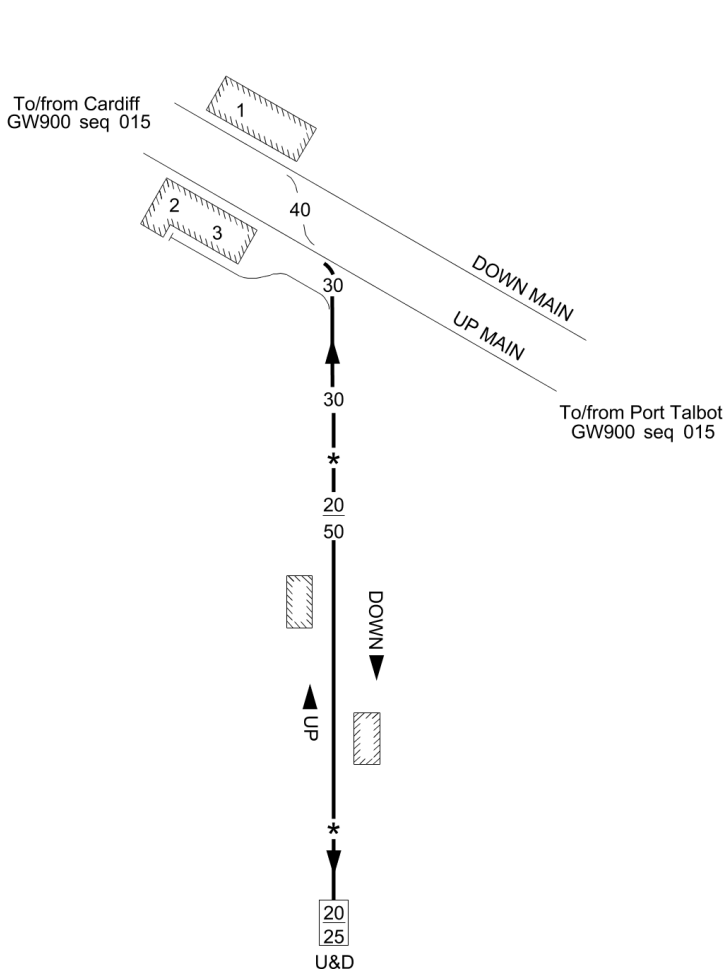
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW870	005	Barry To Bridgend, Barry Jn (Vale of Glamorgan line)	VOG	Wales	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	18 34 *		GSM-R TCB Wales Rail Operating Centre RA8 (Vale of Glamorgan (CF) Axle counter area
	18 36 *		DVOG - Down Vale of Glamorgan UVOG - Up Vale of Glamorgan
	18 68 *		TCB Port Talbot SB (PT) Panel A
Bridgend Barry Jn	18 78 190 35		
BRIDGEND / PEN-Y BONT (GW870)			Down Bay / Platform 1A, 88m (97yards)

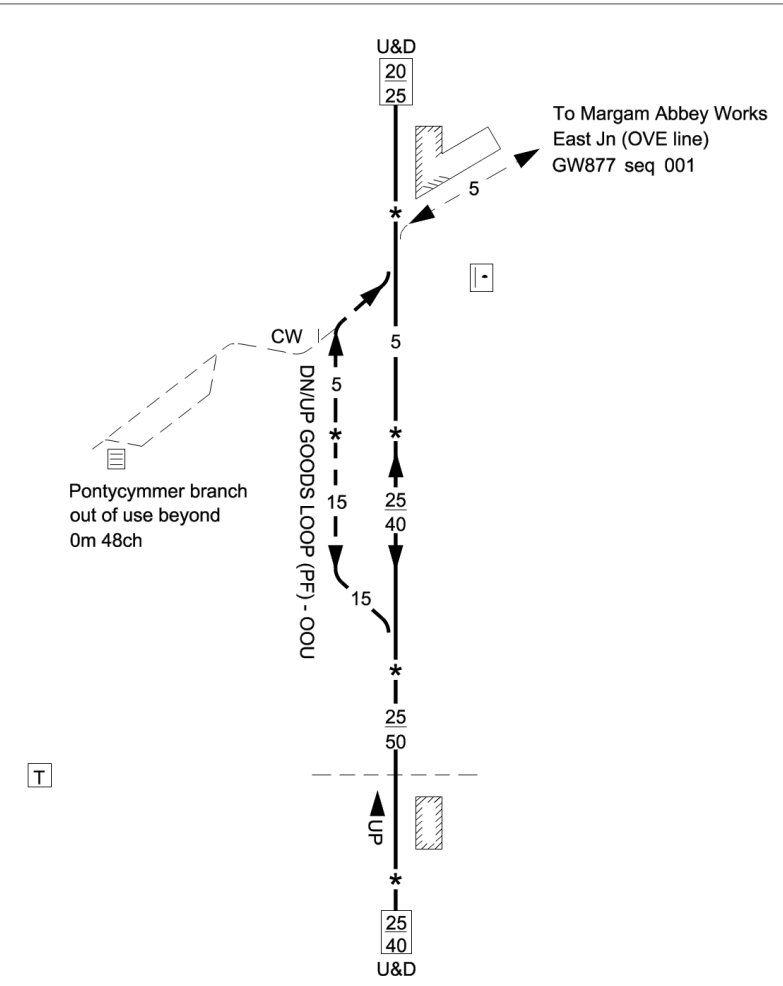
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW871	001	Ford Siding GF To Ford Works, Waterton	FOR	Wales	04/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R RA8 Wales Rail Operating Centre (Vale of Glamorgan) (CF)
	17 78		Axle counter area
Ford Siding GF	0 00		Line closed under Network Change NC/G1/2020/WALES/087
			Line worked as a siding under the control of the Wales Rail Operating Centre (Vale of Glamorgan)
Waterton LC (AOCL)	1 13		See Local Instruction
Boundary (Network Rail/Ford)	1 18		GSM-R Down: End of GSM-R area at 1m 18ch Up: Start of GSM-R area at 1m 18ch

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW874	001	Bridgend, (Llynfi Jn) To Maesteg	BAL	Western	24/07/2021

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Port Talbot SB (PT) RA6 Panel A
BRIDGEND / PEN - Y - BONT					
Llynfi Jn	190	62			Platform 3 - 60m, (66yds)
	0	07			
	0	25	*		
WILDMILL	0	63			Platform - 84m, (91yds)
SARN	2	11			Platform - 84m, (91yds)
	2	25	*		

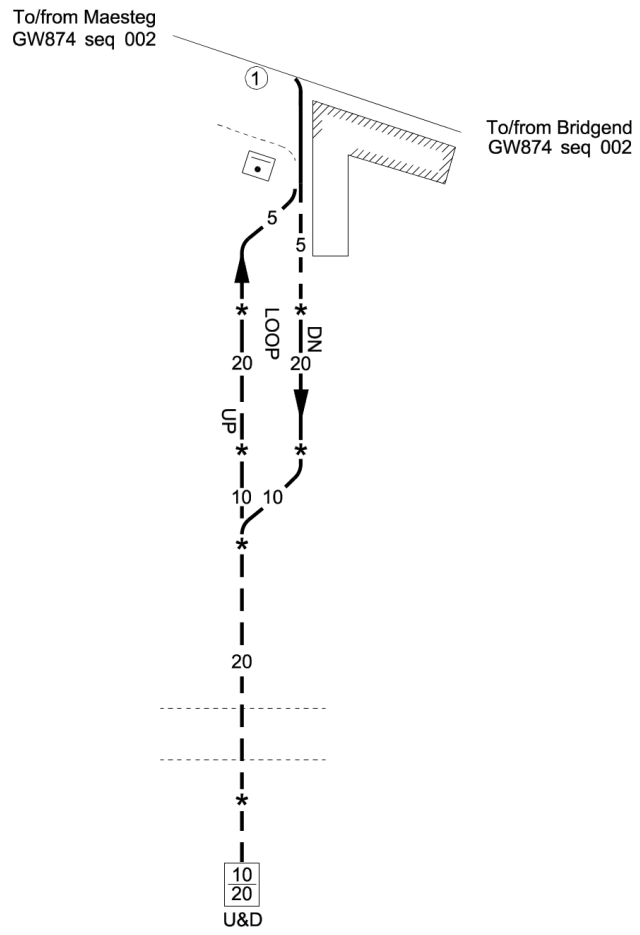
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW874	002	Bridgend, (Llynfi Jn) To Maesteg	BAL	Wales	08/04/2023

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R NST Tondu SB RA6 (TU)
	2	25			
TONDU	2	63			Platform - 84m (91yds)
	2	69	*		
Tondu Jn	2	70			
Tondu SB (TU)	2	70			Location of known low rail adhesion - 2m 67ch and 8m 06ch
	① (0	00)			
CW	① (0	02)			① Pontycymmer branch mileage (Garw loop - 512m, 1680ft)
Llynfi Goods Loop	2	72	*		
Garw GF	① (0	32)			D/UGL - 320m, 1050ft - Out of Use
	3	14			
	3	15	*		
British Tissues LC (UWC)	5	00			
GARTH (MID-GLAMORGAN)	7	01			Platform - 84m (91yds)
	7	02	*		

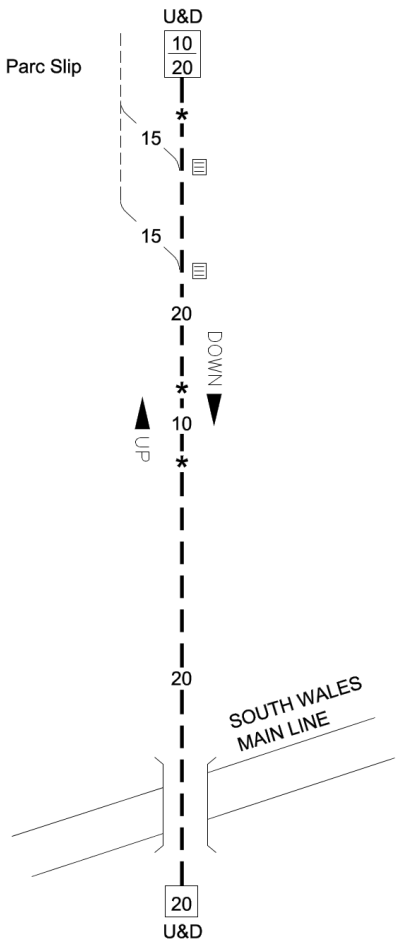
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW874	003	Bridgend, (Llynfi Jn) To Maesteg	BAL	Western	21/10/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U&D 25 40	GSM-R NST Tondu SB RA6 (TU)
	7 02		Location of known low rail adhesion - 2m 67ch - 8m 06ch
	7 16 *	*	
		15	
	7 26 *	*	
		25 35	
MAESTEG (EWENNY ROAD)	7 54		Platform - 84m (91yds)
	7 75 *	*	
		25	
MAESTEG	8 06	T	Platform - 87m (95yds)
End of line	8 20		

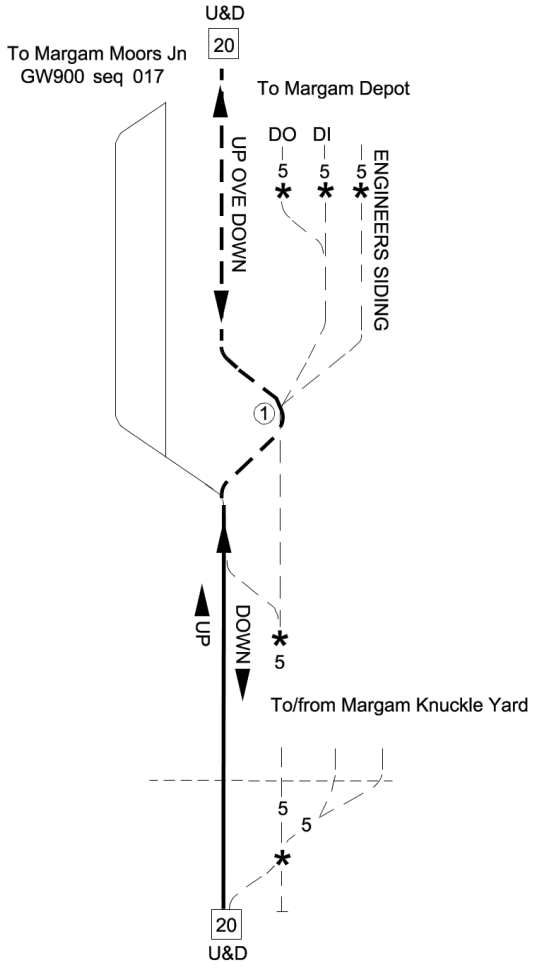
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW877	001	Tondu to Port Talbot Docks (Ogmore Vale Extension)	POR OVE	Western	18/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Tondu Jn (GW877)	2 70		GSM-R
	0 00		NST Tondu SB RA6 (TU)
Tondu SB (TU) (GW877)	0 00		① - Points clipped, scotched & spiked Line out of use 0m 0 ch 2m 65ch
	0 05 *		AWS not provided CL - 301m, 987ft
	0 17 *		
	0 25 *		
Fountain LC (AOCL)	1 05		Keys for crossing retained at Tondu signal box and Margam Abbey Works East token hut
Cwmffoes LC (TMO)	2 08		
	2 25 *		
Cefn Jn	2 43		ELR - POR
(Change of ELR and mileage)	7 41		ELR - OVE

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW877	002	Tondu to Port Talbot Docks (Ogmore Vale Extension)	OVE	Western	13/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Aberbaiden Parc Slip	7 41		GSM-R NST Tondu SB (TU) RA6
	7 00 *		
Aberbaiden North GF	6 56		Line out of use 0m 0ch to 2m 65ch
Aberbaiden South GF	6 31		
	3 65 *		
Water Street bridge			
	3 63 *		TCB Port Talbot SB (PT) Panel A
	3 25		

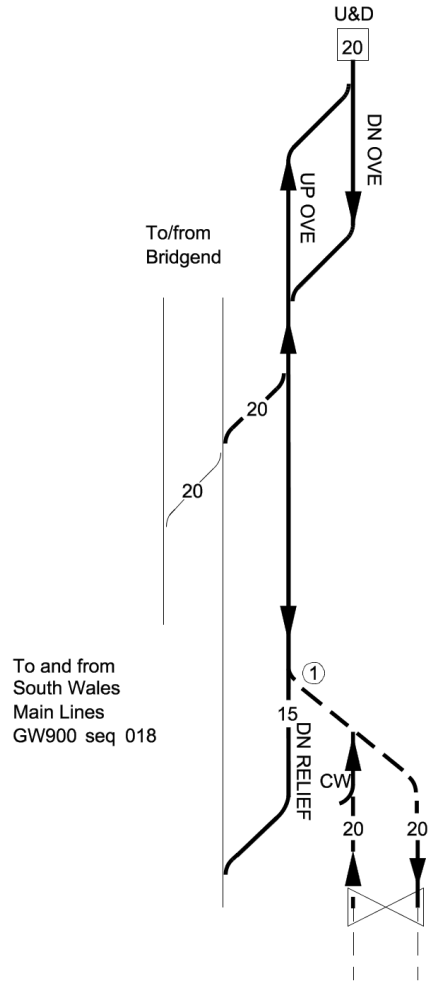
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW877	003	Tondu to Port Talbot Docks (Ogmore Vale Extension)	OVE	Western	18/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Port Talbot SB (PT) RA6 Panel A Line out of use 0m 0ch to 2m 65ch
	3 25		
Depot Inwards STOP boards	2 72		DO - Depot Outwards OOU DI - Depot Inwards OUU
	2 58 *		Temporary Stop block 2m 53ch (1) - Points clipped to protect POR/OVE Temporary stop block on OVE at 2m 65ch
End of/Start of Token Section Boards	2 48		GSM-R Up: Start of GSM-R area: 2m 45ch Down: End of GSM-R area: 2m 45ch
Margam Abbey Works East Junction (GW877)	2 41		
	2 36 *		
Heol-Y-Deliaid LC (UWC) (GW877)	2 02	T	
	1 75 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW877	004	Tondu to Port Talbot Docks (Ogmore Vale Extension)	OVE	Western	10/08/2024

Location	Mileage M Ch
(Start/end of diagram)	1 75
Margam OVE Loop	1 60
Margam East Jn	1 40
Margam Yard Jn (GW877)	0 79
CW up	0 65
(Change of mileage)	0 00
	0 70
Port Talbot Docks (Network Rail Boundary)	0 56

Running lines & speed restrictions



Signalling & Remarks

TCB Port Talbot SB (PT)
RA6 Panel A

C2 Margam Yard Jn to Port Talbot Docks

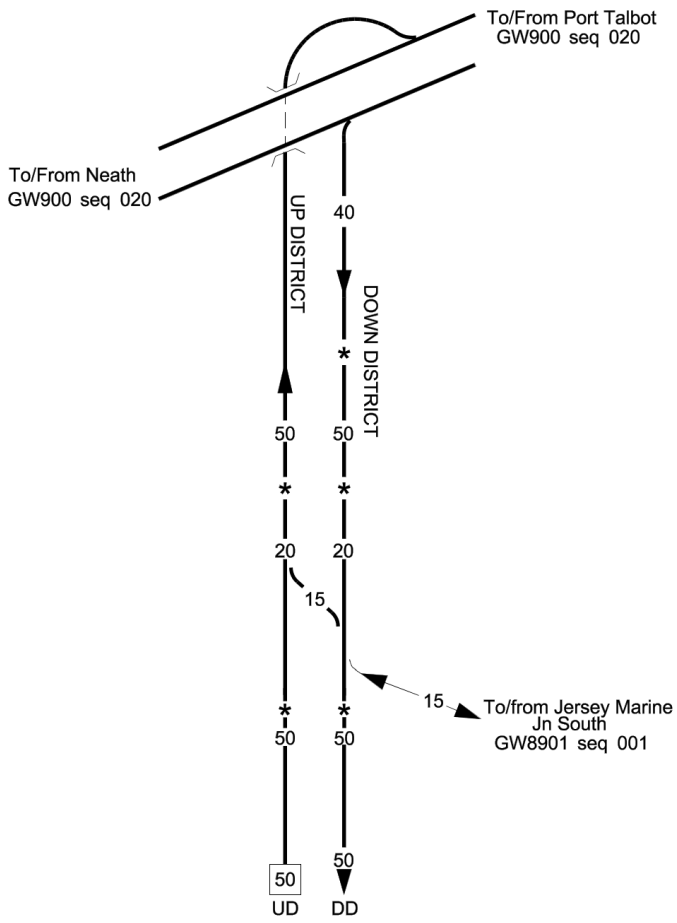
① Line out of use to and from Port Talbot Docks

Down: End of GSM-R area: 0m 54ch
Up: Start of GSM-R area: 0m 54ch

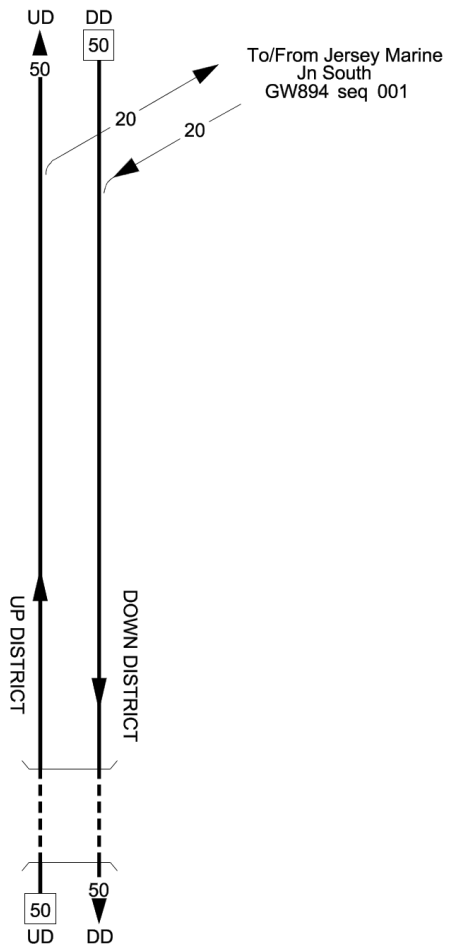
GSM-R

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW890	001	Court Sart Jn/Up Flying Loop Jn to Morlais Jn	SDI1	Wales	22/05/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R
				TCB RA8 Wales Rail Operating Centre (Swansea) (PT)
Briton Ferry West Jn	206	14		Axle Counter Area
Court Sart Jn (Down line)	206	58		UD - Up District DD - Down District
	207	12 *		
	207	53 *		TCB RA8 Port Talbot Control Centre Llanelli Workstation (PT)
				Axle counter area
Dynevor Jn	207	67		
	207	69 *		
	208	02		

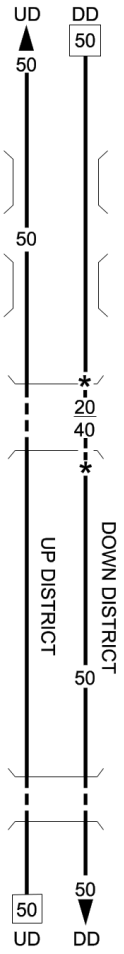


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW890	002	Court Sart Jn/Up Flying Loop Jn to Morlais Jn	SDI1 SDI2	Western	27/03/2023

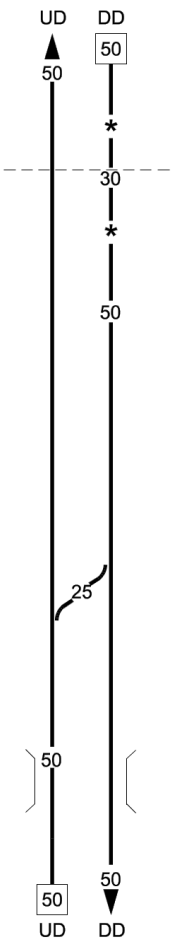
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	208 02		GSM-R TCB Port Talbot Control Centre RA8 Llanelli Workstation (PT) Axle counter area UD - Up District DD - Down District
Jersey Marine Jn North	208 33		
(Change of Mileage)	208 49		SDI 1
(Change of ELR)	0 00		SDI 2
	1 06	T	
Lonlas Tunnel (845m, 924yds)	1 08 to 1 50	T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW890	003	Court Sart Jn/Up Flying Loop Jn to Morlais Jn	SDI2	Western	22/05/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	1 50		GSM-R TCB Port Talbot Control Centre RA8 Llanelli Workstation (PT) Axle counter area UD - Up District DD - Down District
Former site of Felin Fran Jn	2 25		
Ynystawe Viaduct (80m, 88yds)	2 72 to 2 76		
Moriston Viaduct (161m, 176yds)	3 25 to 3 33		
	4 03	T	
Llangyfelach Tunnel (1786m, 1953yds)	4 04 * to 5 13		
	5 16 *	T	
Penllergaer Tunnel (260m, 284yds)	6 45 to 6 58		
	7 25		



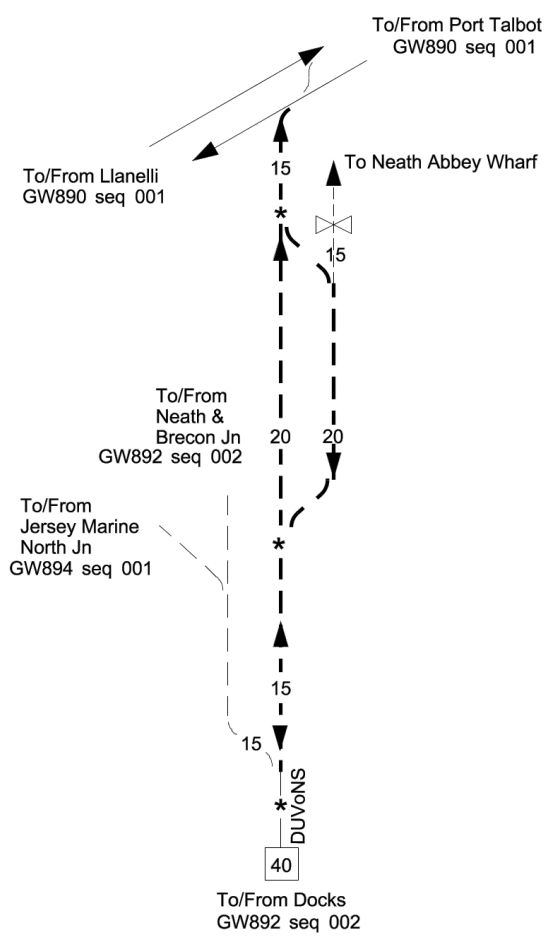
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW890	004	Court Sart Jn/Up Flying Loop Jn to Morlais Jn	SDI2	Western	25/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Port Talbot Control Centre RA8 Llanelli Workstaton (PT) Axle Counter Area UD - Up District DD - Down District
	7 25 *		
Glanlliw (UWC+T)	7 39	T	
	7 40 *		
Pont Lliw	8 06		
	8 68	T	(Tel. outside relay room)
Grovesend/Loughor Viaduct (219m, 240yds)	9 73 to 10 04		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW890	005	Court Sart Jn/Up Flying Loop Jn to Morlais Jn	SDI2	Wales	29/03/2025

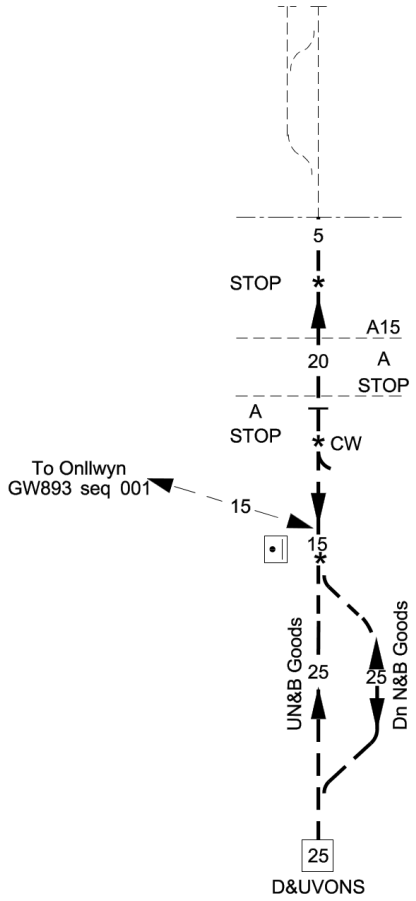
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	10 04	UD DD 50 50	GSM-R TCB Port Talbot Control Centre RA8 Llanelli Workstation (PT) Axle Counter area UD - Up District DD - Down District
Grovesend Colliery Loop Jn	10 05	20 To/From Hendy Jn GW897 seq 001	
		To/From Hendy Jn GW910 seq 013 50 50	
Morlais Jn (Change of ELR)	10 64 3 50	To/From Llangennech GW910 seq 013	SDI 2 LLA

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW8901	001	Dynevor Jn to Jersey Marine Jn South	RSB	Western	03/06/2023

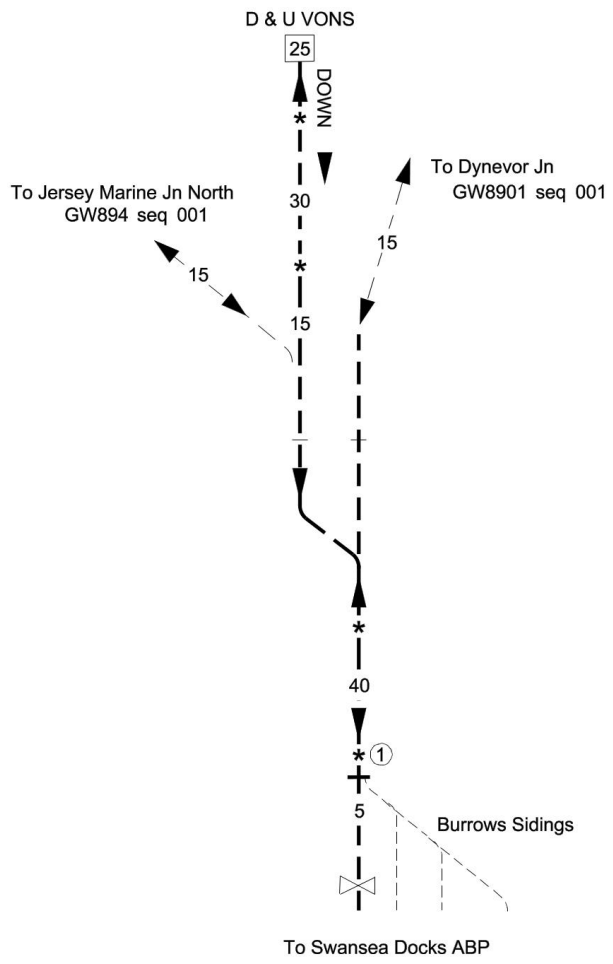
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Dynevor Jn	207 67		GSM-R TCB Port Talbot Control Centre RA8 Llanelli Workstation (PT) Axle Counter Area
	19 16		
	19 19 *		
	20 07		
	20 17 *		
Jersey Marine Jn South	20 24		
	44 19		
	44 27 *		DUVoNS - Down/Up Vale of Neath Single

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW892	001	Cwmgwrach to Burrows Sidings	VON	Western	22/05/2023

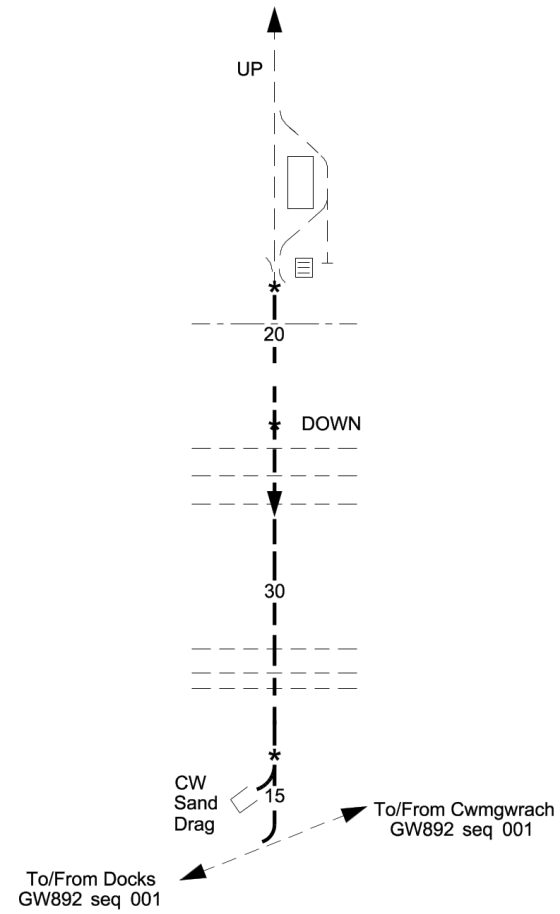
Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					OT(S) Neath & Brecon SB RA6 (NB)
Cwmgwrach					
					GSM-R Down: Start of GSM-R area: 33m 14ch Up: End of GSM-R area: 33m 14ch
Network Rail boundary	33	14			
Stop board (Up direction)	33	15	*		
Ynysdwfnant LC (UWC)	36	62			
Clyne LC (TMO)	37	34			
	41	11			Temporary stop block
CW	41	15	*		CW
Neath and Brecon Jn	41	17			TCB
Neath and Brecon Jn SB (NB)	41	21			
	41	24	*		
CL	41	25			UN&B Goods - Up Neath & Brecon Goods DnN&B Goods - Down Neath & Brecon Goods CL - 640m, 2100ft
CL	41	67			DUVoNS - Down/Up Vale of Neath Single



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW892	002	Cwmgwrach to Burrows Sidings	VON	Western	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	41 67		GSM-R TCB Port Talbot Control Centre RA6 Llanelli Workstation (PT)
	41 68 *		D & U VONS - Down & Up Vale of Neath Single
			Axle Counter area to/from 42m 20ch
	44 12 *		
Jersey Marine Jn South (GW892)	44 17		
	44 27 *		
	46 30 *		① Temporary Stop Block provided as per Control wire Wire WON40 050124 issued by Cardiff Control
	46 32		
Burrows Sidings	46 65		
Network Rail / ABP boundary (GW892)	47 00		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW893	001	Onllwyn to Neath and Brecon Jn	NAB	Wales	28/06/2025

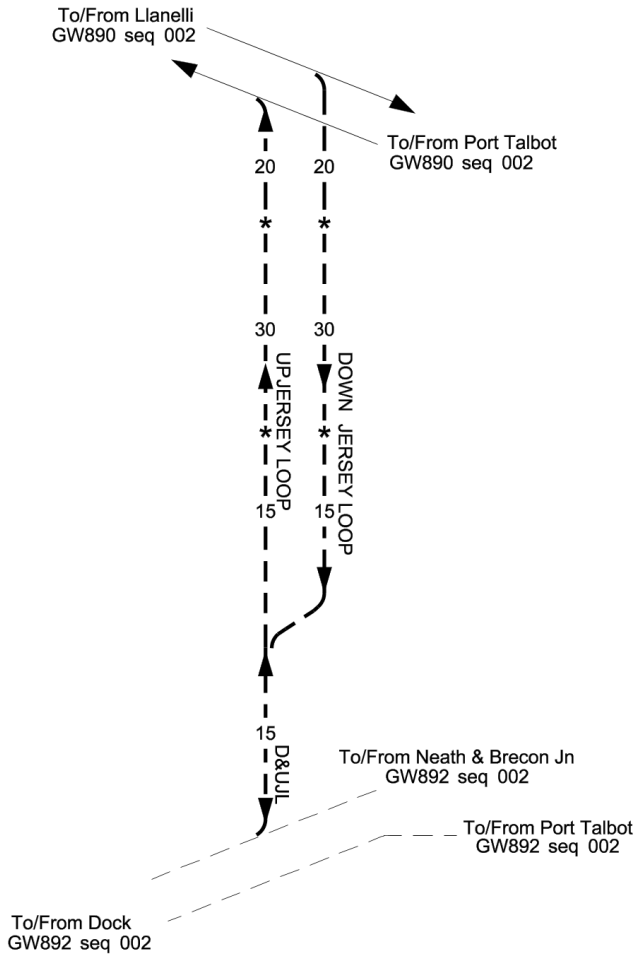
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Onllwyn				OT(S) Neath & Brecon SB RA6
Old Station	10	26		
Onllwyn GF	10	11 ①		① Start / End of Section
	10	10 *		TPWS and AWS not provided Down: Start of GSM-R area: 10m 10ch Up: End of GSM-R area: 10m 10ch Start of train staff section
Network Rail Boundary	9	59		
	9	50		
	8	25 *		
Ynysdawley Viaduct (47m, 51 yds)	8	23		
	8	20 *		
Brynteg LC (UWC)	7	55	T	
Nant-y-Cefn LC (UWC)	7	46	T	
Llwynllanc Farm 1 LC(UWC)	5	03	T	
Tir Isaf 1 LC (UWC)	2	74	T	
Glyn-y-Mul LC (UWC)	2	52	T	
Cilfrew 1 LC (UWC)	2	03	T	
	0	06 *		
CW	0	05		
Neath and Brecon Jn	0	01		Up: Start of GSM-R area: 0m 01ch Down: End of GSM-R area: 0m 01ch
	41	17		

GSM-R

GSM-R

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW894	001	Jersey Marine Jn Nth to Jersey Marine Jn Sth	JER	Wales	03/06/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Jersey Marine Jn North	208	33		
	1	24		
	1	45 *		
	2	13 *		
Jersey Marine Jn South	2	26		
	44	17		



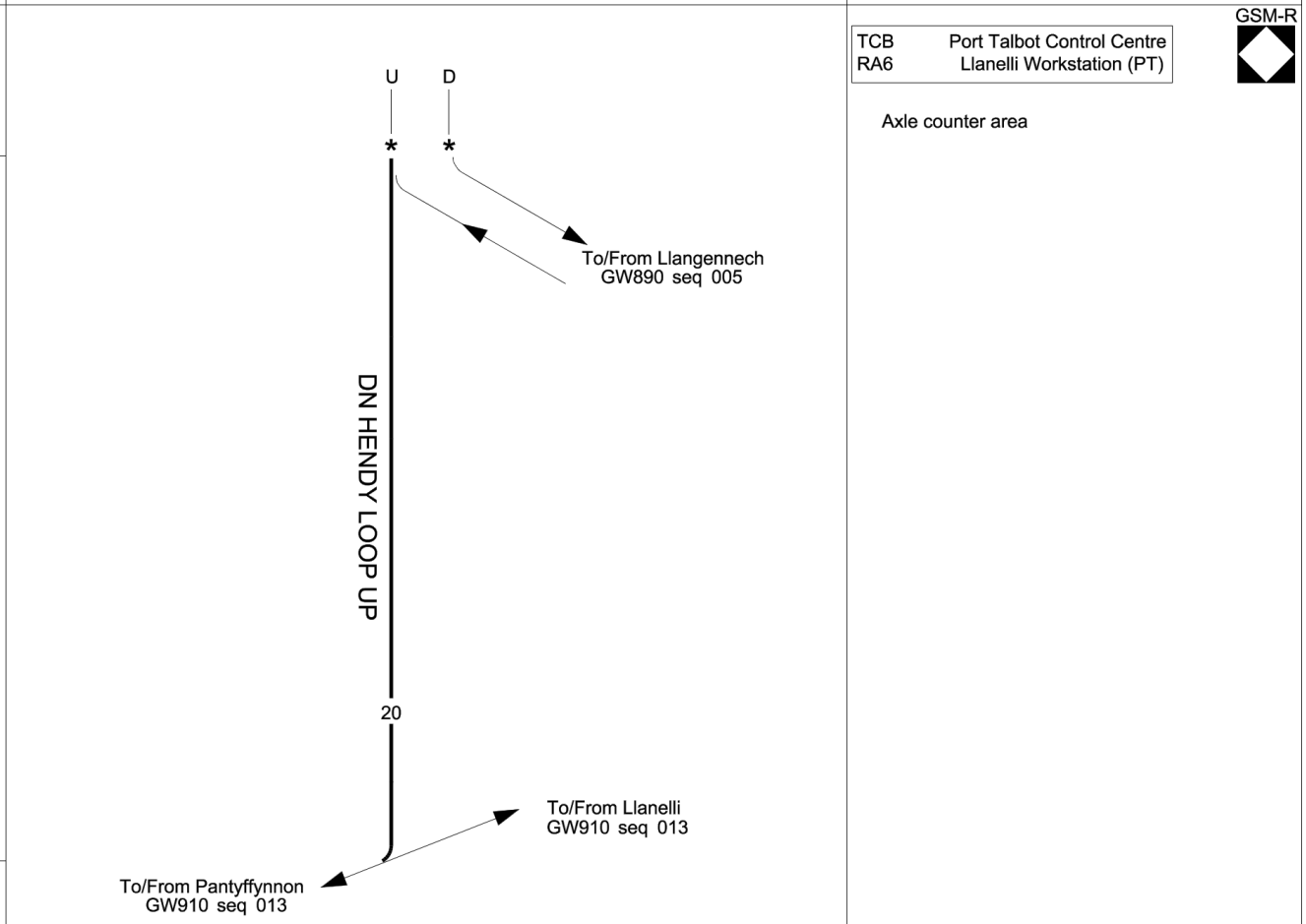
GSM-R

TCB Port Talbot Control Centre
RA8 Llanelli Workstation (PT)

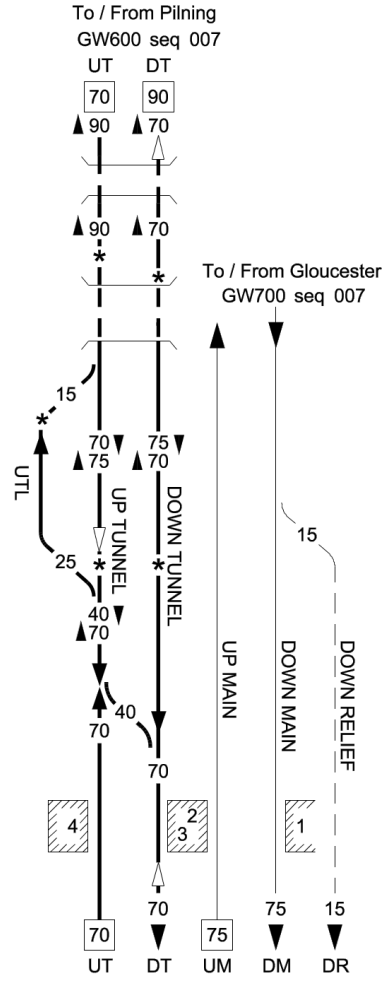
Axle Counter area

D&UJL - Down & Up Jersey Loop

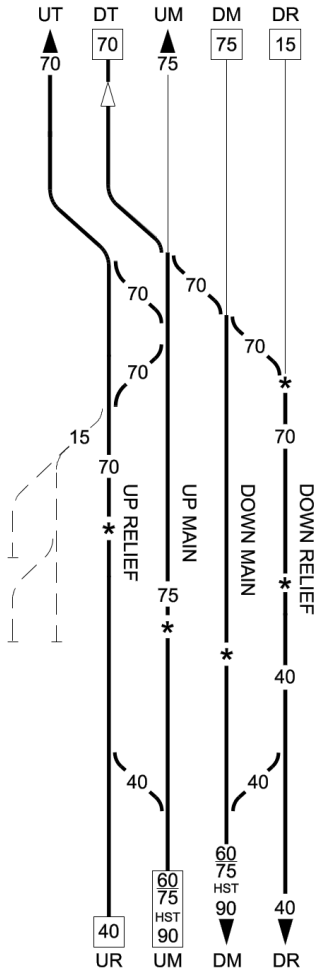
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW897	001	Grovesend Colliery Loop Jn to Hendy Jn	HDY	Western	25/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Grovesend Colliery Loop Jn	10 05 *		GSM-R TCB Port Talbot Control Centre RA6 Llanelli Workstation (PT) Axle counter area
	0 00		
	0 45		
Hendy Jn	0 46		
	4 54		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	001	Pilning to Fishguard Harbour	BSW SWM2	Wales	05/10/2024

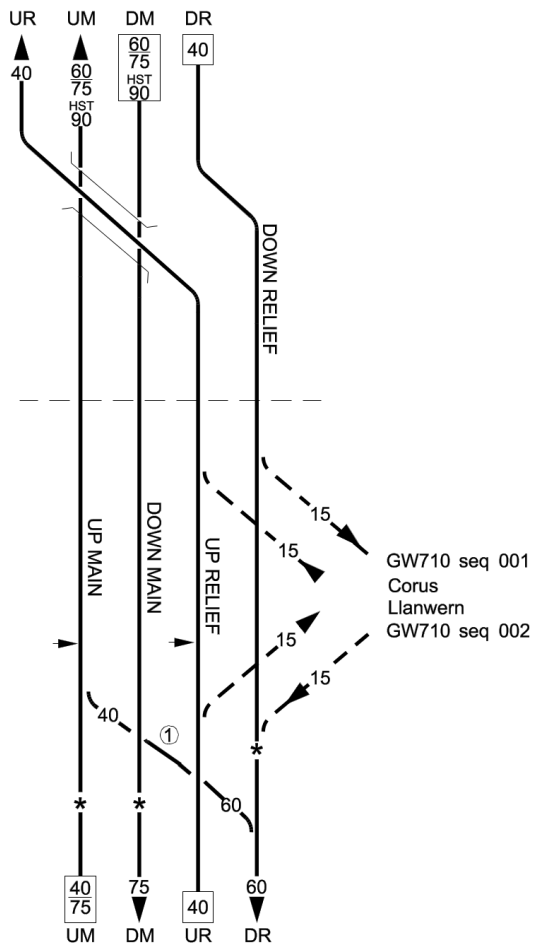
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Wales Rail Operating Centre RA8 (Severn Tunnel) (NT) AC - Didcot UT, DT and UTL electrified
Ableton Lane Tunnel 89m (97 yards)	10 51 to 10 55		Axle Counter Area UT - Up Tunnel DT - Down Tunnel
	10 59 *		See local instructions for emergency telephones in Severn Tunnel
Severn Tunnel 7012m (4m 628 yards)	11 01 * to 15 29		
Signal NT1326	15 62 *		UTL - Up Tunnel Loop 641m 2103ft
	16 12 *		
SEVERN TUNNEL JUNCTION STATION / CYFFORDD TWNNEL HAFREN (GW900)	16 39		Platform 1 - 145m (159 yards) Platforms 2, 3 & 4 - 171m (187 yards)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	002	Pilning to Fishguard Harbour	BSW SWM2	Wales	05/10/2024

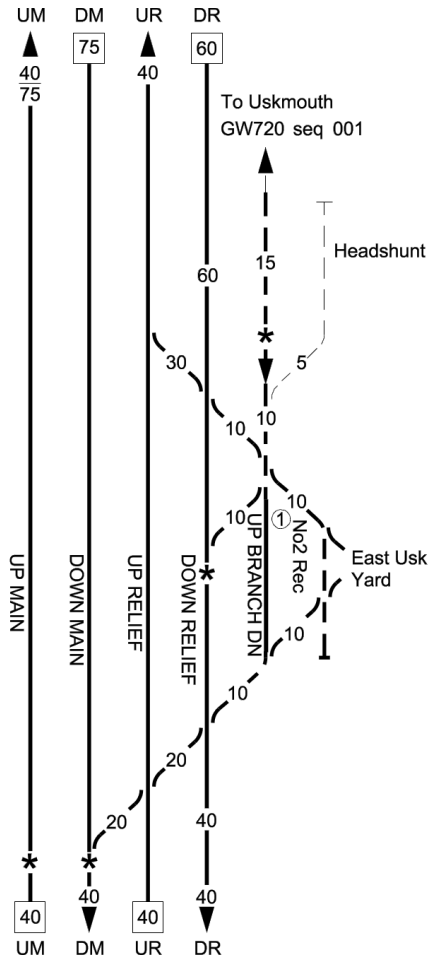
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	16 39		GSM-R TCB Wales Rail Operating Centre RA8 (Severn Tunnel) (NT) UT, DT Up Relief, Up Main, Down Main and Down Relief electrified Axle Counter Area DT - Down Tunnel UT - Up Tunnel
Severn Tunnel Jn (GW900)	16 73		
(change of ELR)	149 14		ELR - BSW ELR - SWM2
	149 24 *		Down Relief bi-directional between 149m 24ch and 149m 49ch.
	149 48 *		
	149 74 *		
	150 37 *		
	150 40 *		
Magor	151 10	T	
(Up)	151 37		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	003	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

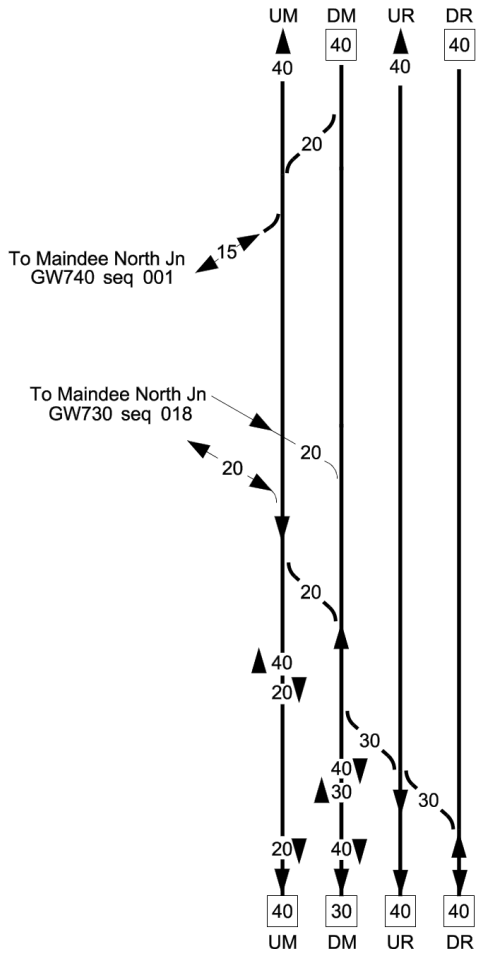
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	151 37		TCB Wales Rail Operating Centre RA8 (Severn Tunnel) (NT) AC - Didcot GSM-R UR, UM, DM and DR electrified
Bishton Flyover	152 30 to 152 40		
Bishton LC (MCG)	153 01		
Llanwern Works East Connection(GW900)	153 05		
Bishton HABD	155 07		Wales Rail Operating Centre (East Usk) (NT) AC - Didcot
Llanwern Works West Connection(GW900)	156 03		
	156 05 *		
Llanwern West Junction	156 11	T	
	156 20 *		① – 60 Down Direction – 40 Up Direction
	156 35		



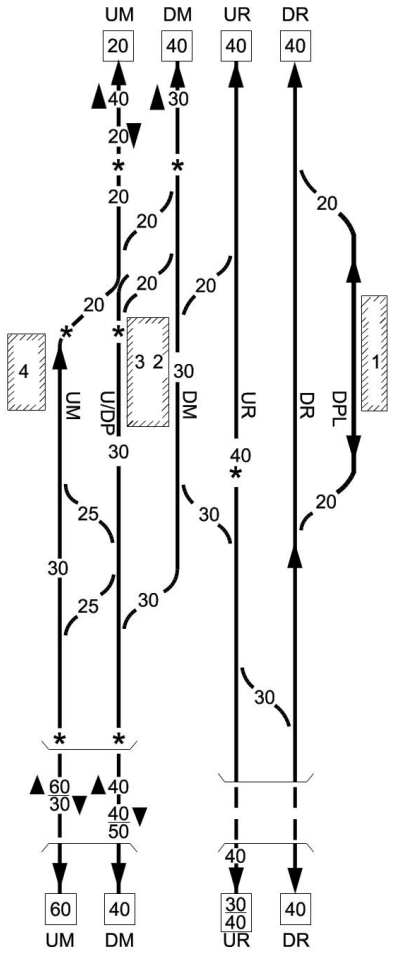
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	004	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	156 35		GSM-R TCB Wales Rail Operating Centre RA8 (East Usk) (NT) AC - Didcot UM, DM, UR, DR and Up and Down Branch electrified
	156 78 * (0 06 *)		
East Usk Jn (GW900)	157 02		
Signal NT1360	157 12		
	157 46 *		① Up/Down Uskmouth branch is a passenger line between Signals NT1056, NT1258 and NT1360
	157 57	T	
	157 59		
	157 69 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	005	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

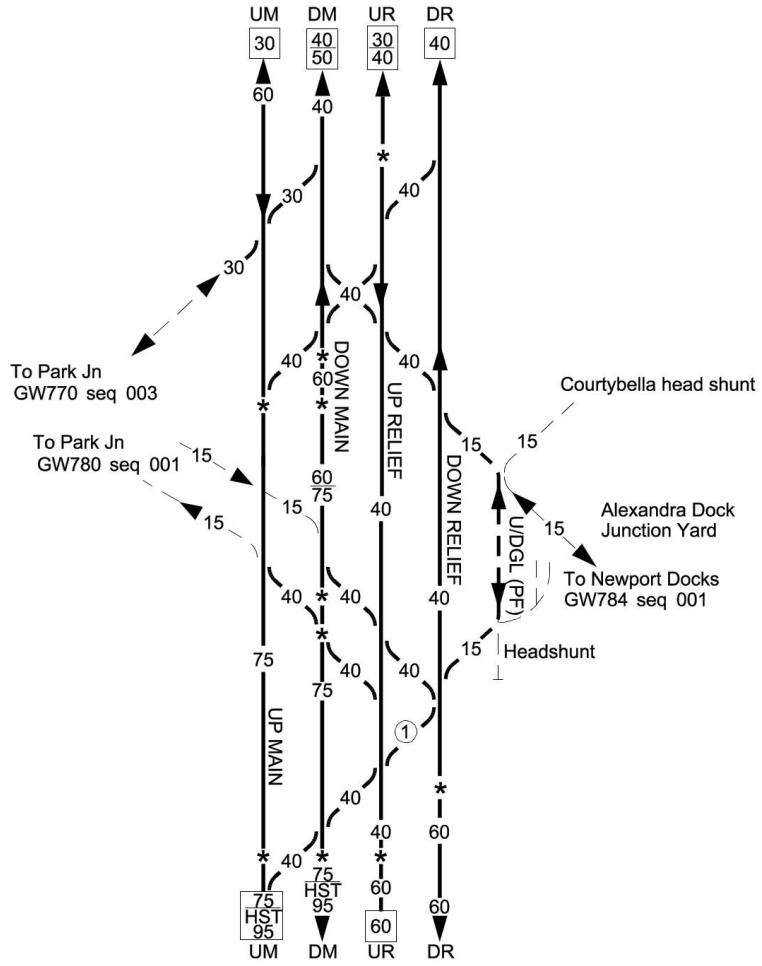
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	157 69		GSM-R TCB RA8 Wales Rail Operating Centre (East Usk) (NT) AC - Didcot
	157 73		UM, DM, UR and DR electrified
Maindee East Jn (GW900)	157 74		
	158 12		TCB RA8 Wales Rail Operating Centre (Newport) (NT) AC - Didcot
Maindee West Jn (GW900)	158 16		
River Usk Viaduct (GW900) (161m, 176yds)	158 21 to 158 29		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	006	Pilning to Fishguard Harbour	SWM2	Wales	10/05/2025

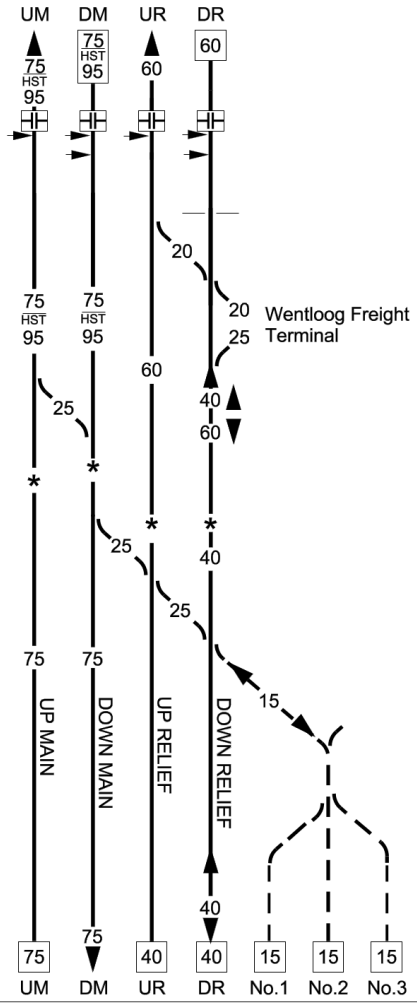
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
NEWPORT / CASNEWYDD	158 29 158 33 * 158 45 * 158 50 158 62 * 158 65 158 66 158 70 * 158 71 to 159 25		GSM-R TCB Wales Rail Operating Centre (Newport) (NT) RA8 AC - Didcot UM, DM, UR, DR . U/DP and DPL electrified Platform 1 - 360m, 394yds (PP-A, PP-C, PF) Platform 2 - 287m, 314yds (PP-A, PP-C, PF) Platform 3 - 311m, 340yds (PP-A, PP-C, PF) Platform 4 - 250m, 273yds (PP-A, PP-C, PF) DR - (PF) UR - (PF) DPL - Down Platform Loop DR - Down Relief UR - Up Relief DM - Down Main U/DP - Up/Down Platform UM - Up Main

Hillfields (Newport) Tunnels
(704m, 770yds new)
(684m, 748yds old)

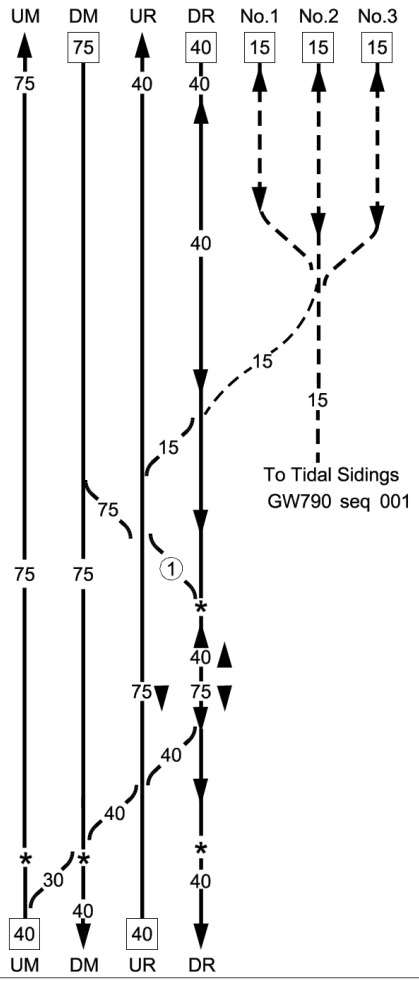
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	007	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Gaer Jn (GW900)	159 32		GSM-R TCB RA8 Wales Rail Operating Centre (Newport) (NT) AC - Didcot Axle counter area UM, DM, UR, DR and U/DGL electrified Wales Rail Operating Centre (Ebbw) (NT) AC - Didcot U/DGL Up/Down Goods Loop - 365m, 1197ft ① - 40 Down direction - 15 Up direction
Alexandra Dock Jn (GW900)	159 64		
Ebbw Jn (GW900)	160 07		

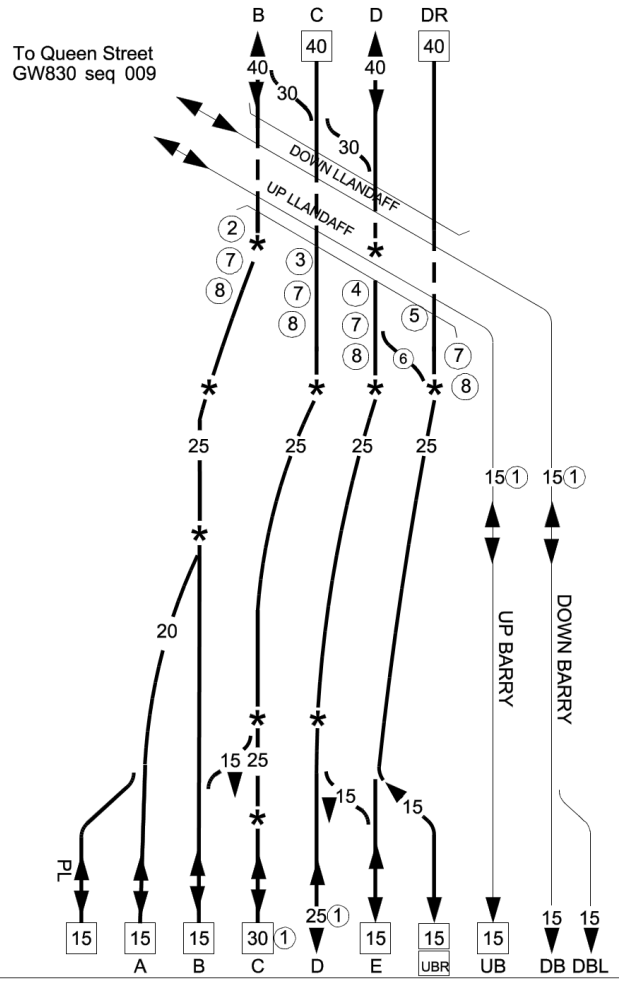
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	008	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Wales Rail Operating Centre RA8 (Ebbw) (NT) AC - Didcot
St Brides Carrier, Wire Neutral Section	161	44			Axle Counter Area UM, DM, UR and DR electrified
Marshfield WILD	163	63			
Marshfield WILD	163	73			
Foot Crossing (WL) (GW900)	165	19			
Wentloog Freight Terminal East Jn	165	22			Wentloog Freight Terminal electrified to 165m 30ch (East), 165m 78ch (West)
Wentloog Freight Terminal West Jn	166	01			
	167	40	*		Down Relief line bi-directional between Pengam Jn and Wentloog Freight Terminal West Jn
	167	43	*		
	167	49	*		
Rumney River Bridge Jn	167	61			
	168	00			No.1 - No.1 Up/Dn Reception No.2 - No.2 Up/Dn Reception No.3 - No.3 Up/Dn Reception All 3 lines: 406m (1335 ft) All reception lines electrified

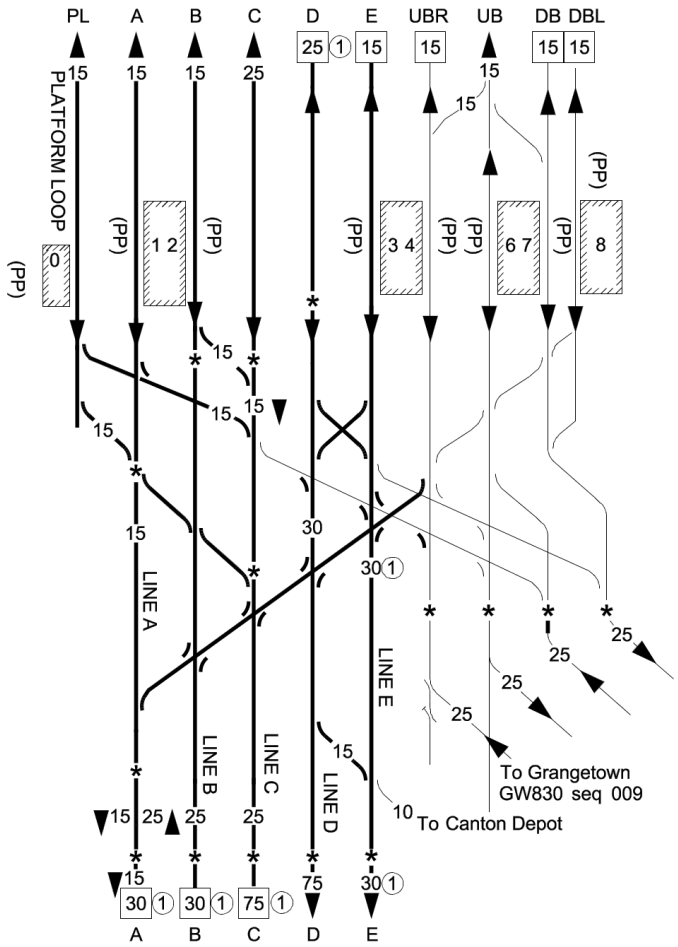
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	009	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	168 00		GSM-R TCB Wales Rail Operating Centre RA8 (Ebbw) (NT) AC - Didcot Axle Counter Area UM, DM, UR and DR electrified 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 Down Relief/Line E bi-directional between Moorland Road Jn and Cardiff West Jn
Pengam Jn (GW900)	168 40		TCB Wales Rail Operating Centre RA8 (Cardiff Mainline) (CF) AC - Didcot
Moorland Road Jn	168 65		① 75mph Down/40mph Up
	168 69 *		Up Relief/Line D bi-directional between Pengam Jn and Cardiff West Jn Down Main/Line C bi-directional between Newtown West Jn and Cardiff West Jn
Long Dyke Jn	169 35		Up Main/Line B bi-directional between Newtown West Jn and Cardiff West Jn
	169 50		Line name changes / mileages Up Main - Line B - 169m 63ch Down Main - Line C - 169m 66ch Up Relief - Line D - 169m 67ch
	169 59 *		

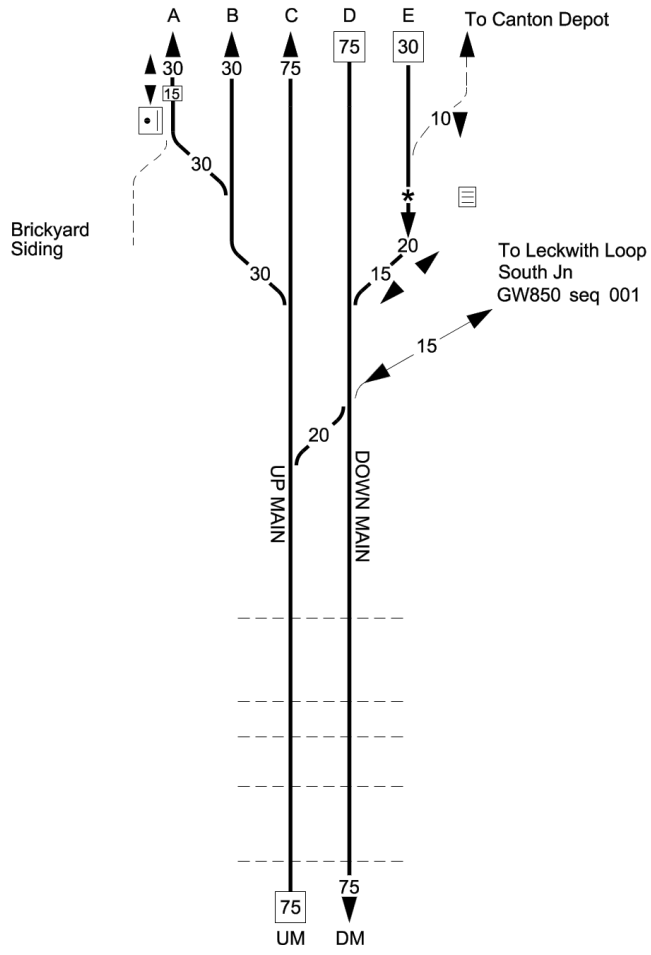
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	010	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Newtown Jn	169 59 169 65		TCB RA8 Wales Rail Operating Centre (Cardiff Mainline) (CF) AC - Didcot GSM-R Axle Counter area UM, DM, UR, DR and Lines B - E electrified (7) Exceptionally low wire height through Cardiff Intersection Bridges on ALL lines - see local Instruction. (1) 15mph through all platforms lines and all connections between 170m 08ch and 170m 60ch unless otherwise shown Line name change / mileage Down Relief - Line E 170m 08ch (2) Line B (3) Line C (4) Line D (5) Line E (6) 30 Down/25 Up OMP Down Llandaff - Down Barry Up Llandaff - Up Barry DBL - Down Barry Loop UBR - Up Barry Relief PL - Platform Loop UBR, UB, DB, DBL Controlled by Wales Rail Operating Centre (Valleys) PL, Lines A-E and UBR electrified (8) See local instruction regarding Steam Locomotive operation
	170 00		
	170 03 *		
	170 08 *		
	170 15 *		
	170 17 *		
Cardiff East Jn (GW900)	170 18		
	170 22 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	011	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

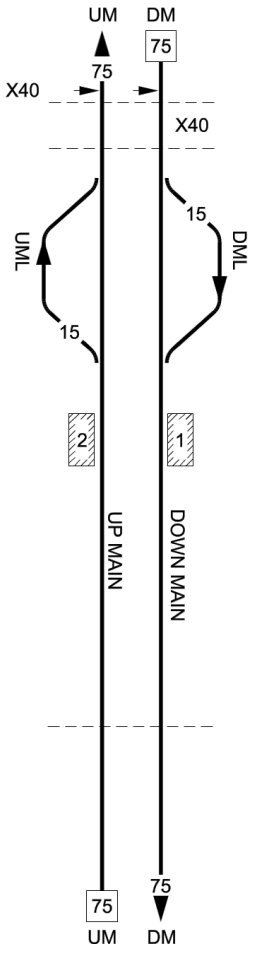
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
CARDIFF CENTRAL/ CAERDYDD CANOLOG (GW900)	170 22 170 30 170 40 * 170 43 * 170 45 *		GSM-R TCB Platforms 0-3 Lines C&D RA8 Wales Rail Operating Centre (Cardiff Mainline) (CF) AC - Didcot Axle counter area PL, Lines A - E and UBR electrified Platforms 0 - 4 electrified Platform 0 - 99m, 103yds Platform 1 - 299m,326yds Platform 2 - 298m, 325yds Platform 3 - 303m, 331yds Platform 4 - 303m, 331yds Platform 6 - 225m, 246yds Platform 7 - 226m, 247yds Platform 8 - 156m, 170yds (1) 15mph through all platform lines and all connections between 170m 10ch and 170m 60ch unless otherwise stated All lines bi-directional to 170m 42ch DBL - Down Barry Loop UBR - Up Barry Relief
Cardiff West Jn (GW900)	170 56 *		
Limit of electrification lines D, E and UBR	170 58		
	170 60 *		TCB Platforms 4 - 8 RA8 Wales Rail Operating Centre (Valleys) (CF)
Limit of electrification on Lines B and C	170 61 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	012	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

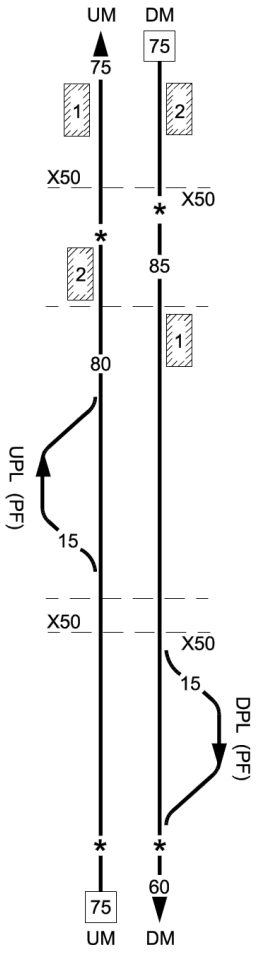
Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
	170	61			GSM-R TCB RA8 Wales Rail Operating Centre (Cardiff Mainline) (CF) AC - Didcot Axle counter area Brickyard Sidings and Line A electrified
Wales Rail Operating Centre (WROC)	170	67			
Limit of electrification Brickyard Sidings	171	18			
Limit of electrification Line A	171	23			
Leckwith Road Bridge GF	171	26			
	171	40	*		
Change of line name	171	49			
Leckwith Loop North Jn (GW900)	171	55			
St Fagans LC (CCTV)	174	33			TCB RA8 Wales Railway Operating Centre (Vale of Glamorgan) (CF)
St George's Church LC (UWC)	175	40		T	
St George's LC (CCTV)	175	61			
Morlanga LC (UWC)	176	07		T	
	177	18		T	
Gywn-y-Gaer LC (UWC)	177	75		T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	013	Pilning to Fishguard Harbour	SWM2	Wales	08/04/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R
				TCB Wales Rail Operating Centre RA8 (Vale of Glamorgan) (CF)
	177	75		
Pontsarn HABD	178	39		Axle counter area
Pontsarn LC (AHBC - X)	178	39		
Maindy Bach LC (UWC)	178	65	T	
Up/Dn Miskin loop	179	02		DML - Down Miskin Loop UML - Up Miskin Loop
Miskin				DML - 774m UML - 774m
Up/Dn Miskin loop	179	52		
PONTYCLUN	181	40		Down and Up platforms - 102m, 112yds
Llantrisant West LC (CCTV)	181	76		
				TCB Port Talbot SB (PT) RA8 Panel A
	183	72		

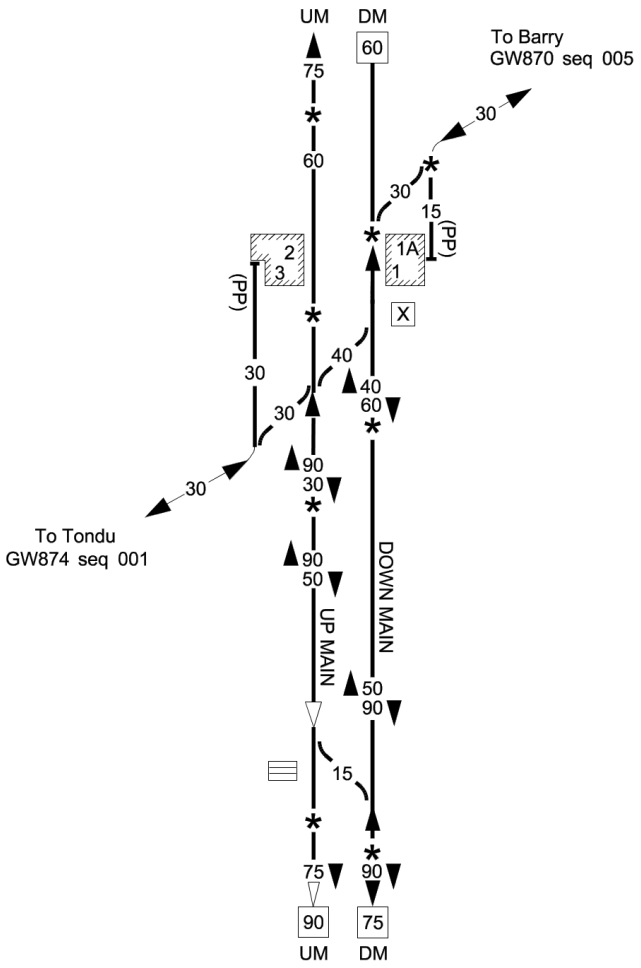


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	014	Pilning to Fishguard Harbour	SWM2	Wales	23/10/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Port Talbot SB (PT) RA8 Panel A
LLANHARAN	183	72			Down and Up platforms - 98m, 107yds
Bryn-y-Gwynon FP (R/G-X)	185	09	T		
	185	10	*		
	185	13	*		
PENCOED Up platform	186	49			Up platform - 112m, 122yds
Pencoed LC (CCTV)	186	55			
PENCOED Down platform	186	60			Down platform - 102m, 112yds
Pencoed UPL					UPL - 704m, 2310ft
Torcoed 2 LC (UWC)	187	63	T		
Coychurch Footpath LC (R/G-X)	188	37	T		
Tremains DPL					DPL - 1236m, 4053ft
	189	75	*		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	015	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	189 75		
	190 21 *		
	(18 68) *		
Barry Jn (GW900)	190 35 *		
BRIDGEND/PEN-Y-BONT (GW900)	190 45		
	190 54 *		
	190 59 *		
Llynfi Jn (GW900)	190 62		
	190 65 *		
Bridgend River Bridge GF	191 21		
	191 24 *		
	191 70 *		



GSM-R

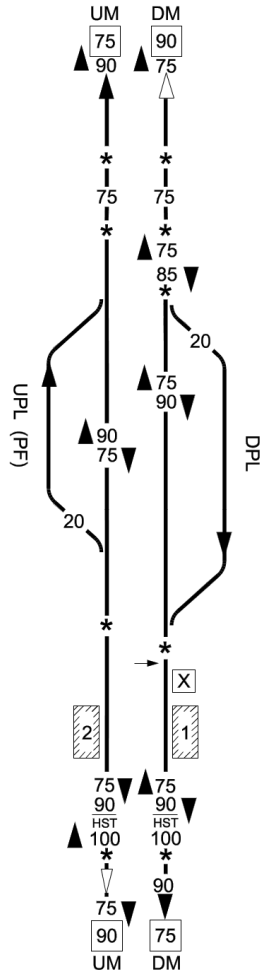
TCB	Port Talbot SB (PT)
RA8	Panel A

Platform 1 - 255m (279 yards)
Platform 1A - 88m (97 yards)
Platform 2 - 255m (279 yards)
Platform 3 - 60m (66 yards)

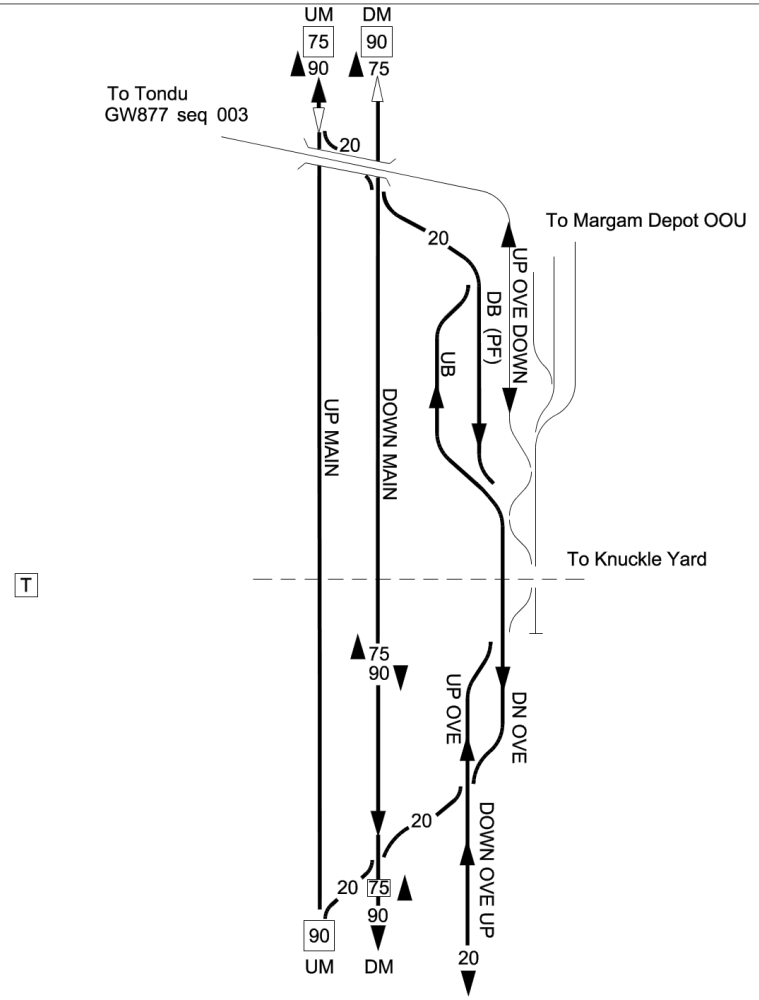
LOD(P) 3801A Bridgend to Margam 190m 62ch

Indicators not extinguished by movements which reverse behind signals PT.3025 or PT.3603

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	016	Pilning to Fishguard Harbour	SWM2	Wales	08/04/2023

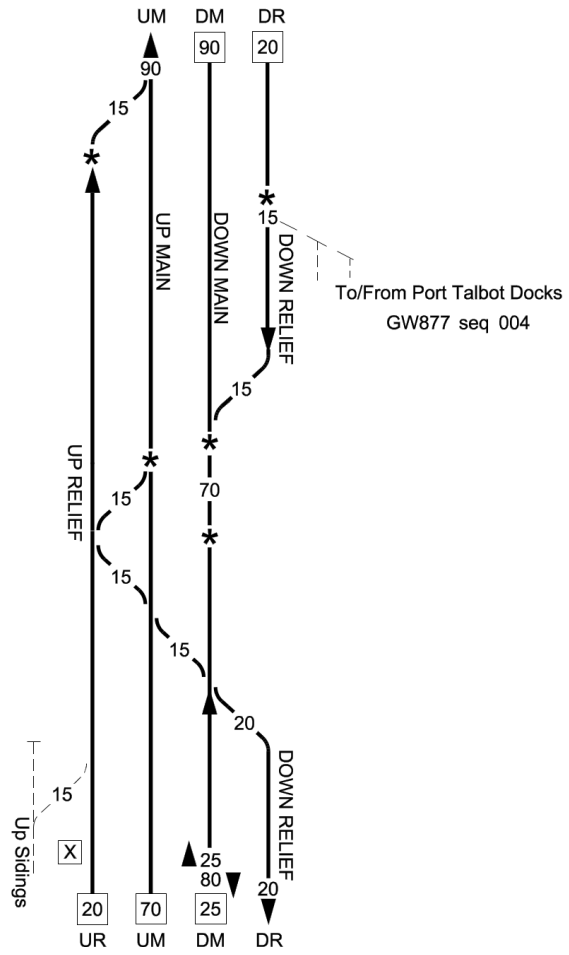
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	191 70		GSM-R TCB Port Talbot SB (PT) RA8 Panel A
	192 12 *		
	193 31 *		
	194 07 *		
Loop points	194 39		
Stormy Down and Up Passenger Loops	194 51		DPL - 468m, 1533ft UPL - 429m, 1407ft
Loop points	194 65		
	194 68 *		
	194 70 *		
Stormy HABD	194 72		LOD(P) 3801B (Bridgend and Margam) at 196m 43ch
PYLE/PIL	196 40		Down and Up platforms - 108m, 118yds
	198 40 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	017	Pilning to Fishguard Harbour	SWM2	Western	05/10/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	198	40		GSM-R TCB Port Talbot SB (PT) RA8 Panel A
Margam Moors Jn (GW900)	198	64		Entry to and exit from GSM-R area at 198m 64ch on lines leading toMargam Moors Jn ELR: MRJ
				Temporary Stop block to Margam Depot 199m 5ch DB - Down Branch UB - Up Branch OVE - Ogmore Vale Extension
Margam Abbey Works (GW900)	199	20		Entry to and exit from GSM-R area at 199m 20ch on lines leading to Margam Abbey Works East Junction ELR: MRJ
Heol-Y-Deliaid LC (UWC) (GW900)	199	60	T	
Margam East Jn (GW900)	200	31		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	018	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

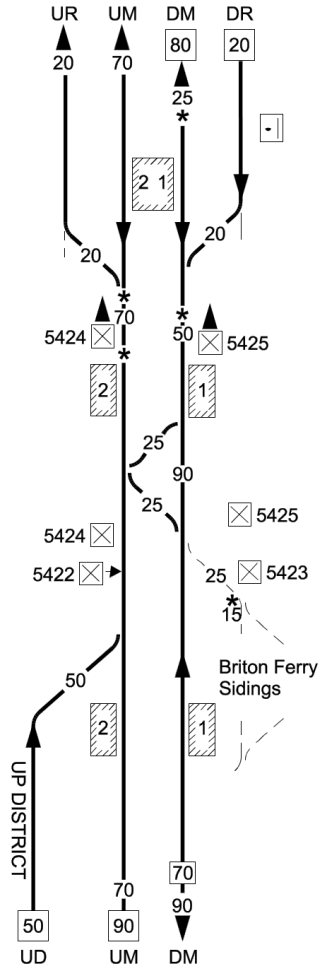
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	200 31		
	200 38 *		
	200 65		
Margam Yard Jn (GW900)	① (0 79)		① OVE branch mileage
Margam Middle Jn	201 20		
	201 49 *		
	201 52 *		
Port Talbot East (Taibach)	202 10 *		
	202 42		LOD(P) 3801C (Bridgend and Margam) at 202m 42ch



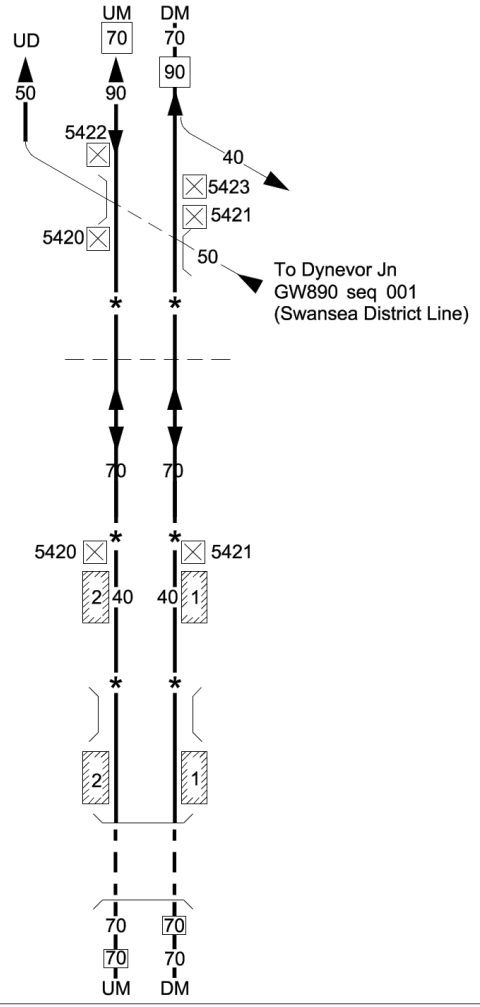
TCB Port Talbot SB (PT)
RA8 Panel A

GSM-R

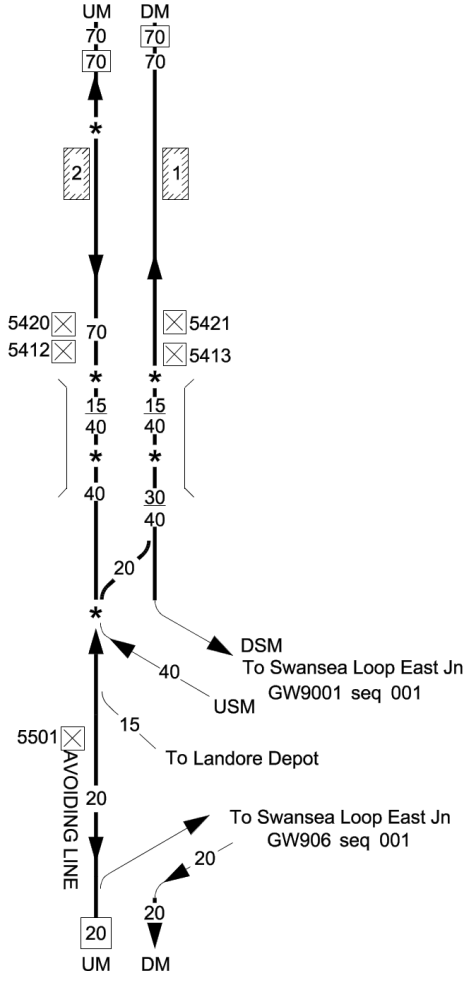
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	019	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Port Talbot SB (PT) RA8 Panel A
	202	42			
	202	48	*		
Port Talbot SB (PT)	202	49			Platform 1 - 277m, 303yds Platform 2 - 280m, 306yds
PORT TALBOT PARKWAY	202	59			DR PT.3371 to clear of Level Crossing 288m, 945 ft
	202	75	*		DM- LOD (T) 5425 - Down Main UM- LOD (T) 5424 - Up Main
	203	60	*		Wales Rail Operating Centre (Swansea) (PT)
	203	71	*		Axle Counter Area Down and Up platforms - 97m, 106yds
BAGLAN	204	53			DM - LOD (T) 5425 - Down Main UM - LOD (T) 5424 - Up Main UM - LOD (T) 5422 - Up Main DM - LOD (T) 5423 - Down Main
Briton Ferry East Jn	205	29			
Briton Ferry HABD	205	36			
	205	53	*		
Briton Ferry West Jn (GW900)	206	14			
BRITON FERRY	206	40			Down and Up platforms - 109m, 119yds
	206	58			

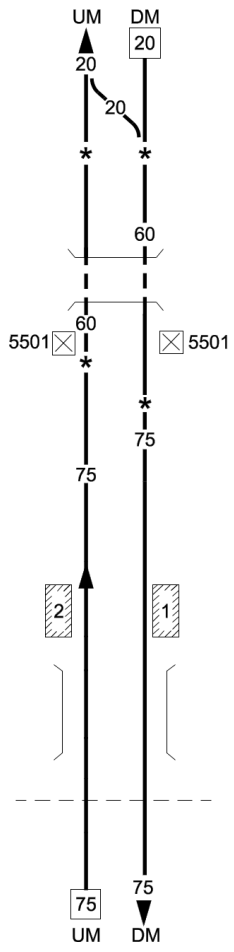
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	020	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Wales Rail Operating Centre RA8 (Swansea) (PT)
Court Sart Jn (GW900)	206	58		Axle Counter area UD - Up District UM - LOD (T) 5422 - Up Main DM - LOD (T) 5423 - Down Main
	206	75 *		DM - LOD (T) 5421 - Down Main UM - LOD (T) 5420 - Up Main
Penrhiwtyn LC (UWC)	207	20	T	
	208	05 *		
NEATH/CASTELL-NEDD	208	20		Down platform - 232m (254 yards) Up platform - 182m (199 yards)
	208	75 *		LOD (T) 5421 - Down Main LOD (T) 5420 - Up Main
Near Abbey Viaduct (78m, 85yd)	209 209	29 33		
SKEWEN	210	26		Down and Up platforms - 107m (117 yards)
Skewen Tunnel (161m, 176 yards)	211 211	10 18		

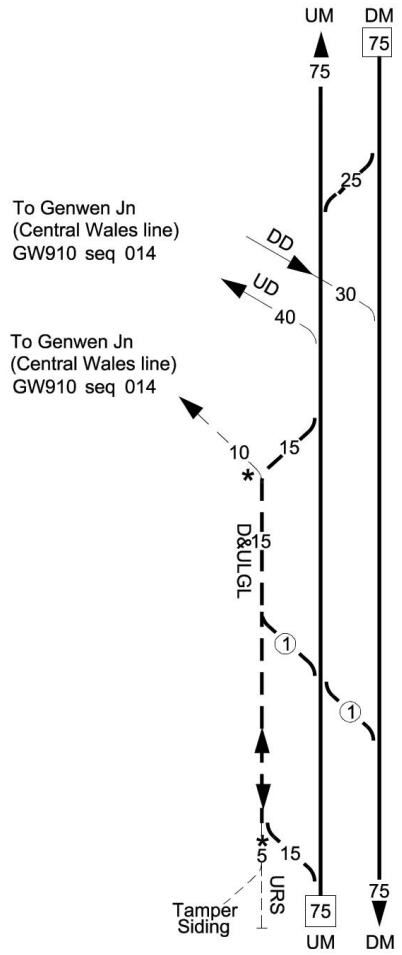
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	021	Pilning to Fishguard Harbour	SWM2	Wales	08/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	211 18		GSM-R TCB Wales Rail Operating Centre RA8 (Swansea) (PT) Axle Counter area Down and Up platforms - 108m, 118yds LOD (T) 5421 - Down Main LOD (T) 5420 - Up Main LOD (T) 5413 - Down Main / Down Swansea Main LOD (T) 5412 - Up Main / Up Swansea Main
	212 03 *		
LLANSAMLET	212 08		
Landore Viaduct (356m, 389yds)	214 39 *		
	214 57 *		
Landore East Jn (GW900) (Change of RA)	214 62 *		RA7 DSM - Down Swansea Main USM - Up Swansea Main LOD (T) 5501 - Avoiding Line
	214 68 *		
Swansea Loop West Jn (GW900)	215 14		

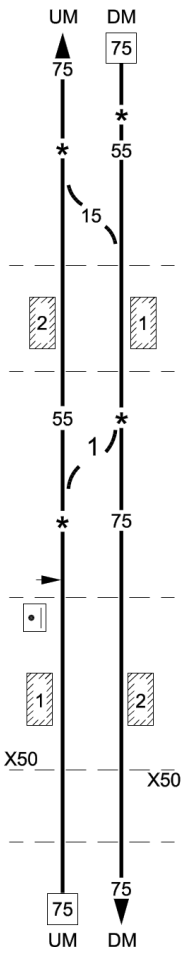
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	022	Pilning to Fishguard Harbour	SWM2	Wales	22/05/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Wales Rail Operating Centre RA7 (Swansea) (PT)
	215	14		Axle Counter Area
	215	18 *		
Cockett Tunnel (721m, 788yds)	216	28 to 64	T T	LOD (T) 5501 - Down Main Swansea Loop East to Cockett Tunnel West portal LOD (T) 5501 - UP Main PT3182 Cockett Tunnel Swansea Loop East to 9652 points
	216	66 *		
	217	12 *		Port Talbot Control Centre Llanelli Workstation (PT) Axle counter area
GOWERTON / TRE-GWYR	219	45	T	Location of known low rail adhesion - 219mp. and 220mp. Down Platform - 175m, 191yds Up Platform - 145m, 158yds
Loughor Viaduct	221	69		
Duffryn LC (MCB-OD)	222	58		
	222	78		

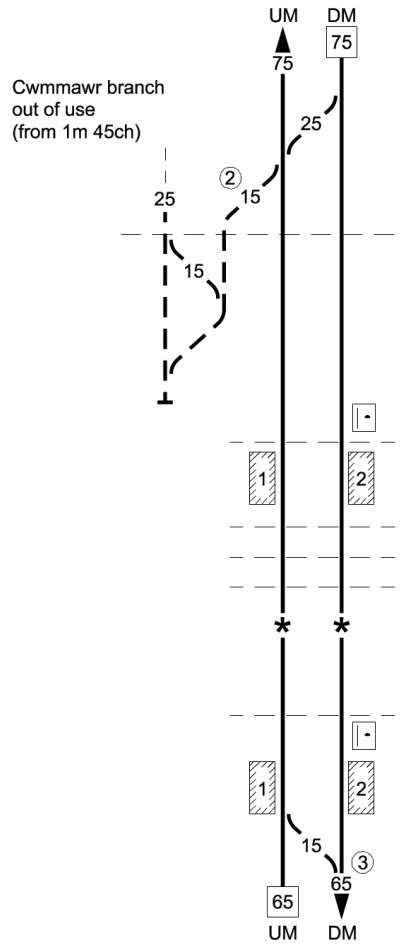
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	023	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Llandeilo Jn (GW900) (Change of RA)	223 49		GSM-R TCB Port Talbot Control Centre RA7 Llanelli Workstation (PT) Axle Counter area UD - Up District DD - Down District RA8 D&ULGL - Down & Up Llandeillo Goods Loop ① Clipped & padlocked out of use
	223 54 *		
Llanelli Dock Jn East	224 56 *		

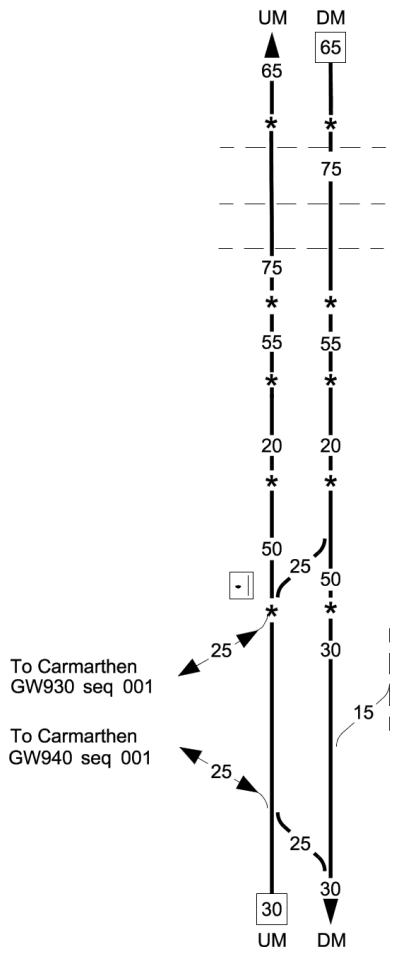
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	024	Pilning to Fishguard Harbour	SWM2	Wales	27/07/2024

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
	224	56			GSM-R TCB Port Talbot Control Centre RA8 Llanelli Workstation (PT) Axle counter Area AWS inductor for PT3700 (DM) not suppressed for movements departing in Up direction
	225	00	*		
	225	10	*		
Llanelli East LC (MCB-OD)	225	14			See local instructions
LLANELLI	225	20		T	Telephone outside relay room Down platform - 170m, 186yds Up platform - 184m, 201yds
Llanelli West LC (MCB-OD)	225	28			
	225	30	*		Up Main bi-directional to PT7619 signal only Down Main bi-directional in platform only
	225	40	*		1 Clipped & padlocked out of use
Pembrey HABD	228	59			AB Pembrey SB (PY)
Pembrey LC (MCB)	228	70			
Pembrey (PY) SB	228	70			
PEMBREY & BURRY PORT / PEN-BRE & PORTH TYWYN	229	15			Down platform - 127m, 139yds Up platform - 145m, 159yds
Glanarafon (R/G - X)	230	06			
	231	40		T	
Penybedd LC (AHBC)	231	67			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	025	Pilning to Fishguard Harbour	SWM2	Wales	14/06/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Kidwelly SB (K) RA8
	231 67		
Kidwelly Jn	233 74		② Cwmmawr branch and Sidings out of use
	① (1 49)		
Morfa Main LC (UWC)	233 78	T	① Cwmmawr branch mileage
	① (1 52)		
	234 04		
	① (1 79)		
Kidwelly (K) SB	234 23		
Kidwelly LC (MCB)	234 23		
KIDWELLY / CYDWELI	234 32		Down platform - 125m, 137yds Up platform - 122m, 133yds
Penallt LC (UWC)	235 13	T	
Bertwyn LC (AHBC)	235 60		
Lookout LC (UWC)	236 70	T	Ferryside SB (F)
	237 46 *		
Ferryside LC (MCB)	238 47		
Ferryside SB (F)	238 47		
FERRYSIDE / GLANYFFERI	238 51		Down platform - 134m, 147yds Up platform - 93m, 102yds
	238 57		③ Crossover out of use

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	026	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

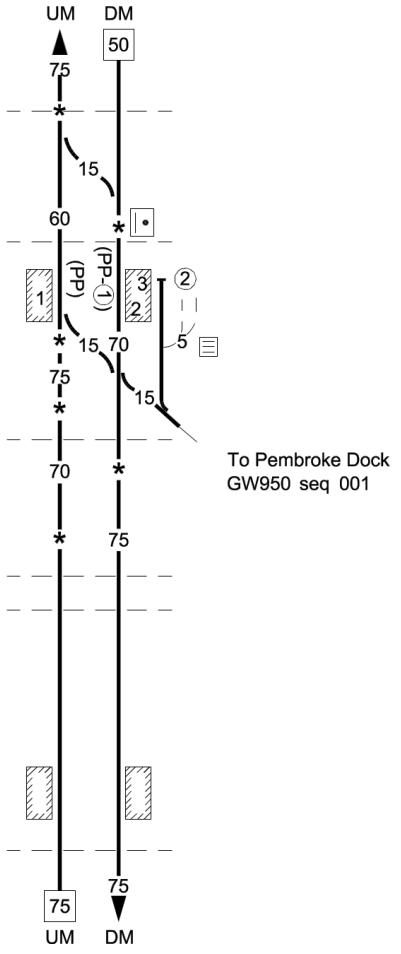
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			AB Carmarthen Jn SB (CJ) RA8 GSM-R
	238 57 *		
Cwmbwry No.1 LC (UWC)	240 02	T	
Cwmbwry No.2 LC (UWC)	240 22	T	
Coed Farm No.1 LC (UWC)	240 74	T	
	241 12	T	
	243 30 *		
	244 00 *		
	244 12 *		
Carmarthen Jn (CJ) SB (GW900)	245 10		
Carmarthen Jn (GW900)	245 10 *		TCB
Carmarthen Bridge Jn (GW900)	245 32		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	027	Pilning to Fishguard Harbour	SWM2	Wales	08/04/2023

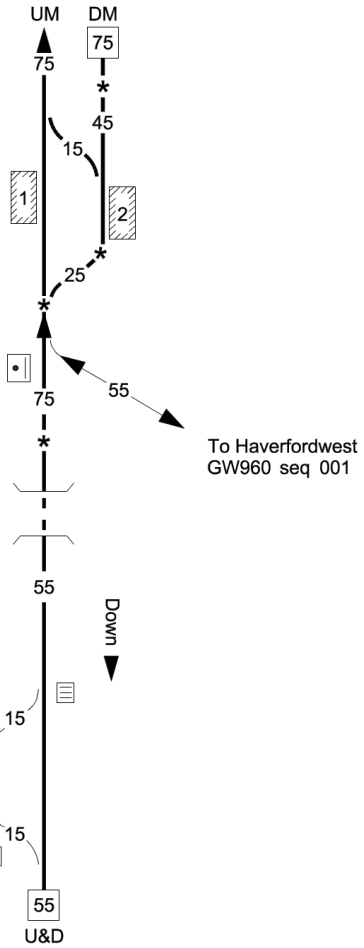
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	245 32	UM 30	TCB Carmarthen Jn SB (CJ) RA8
	245 34 *	*	
Llanstephan Footpath LC (R/G)	245 58	75	
Nantyci No.2 LC (UWC)	247 37	T	
Gorsecoch LC (UWC)	248 35	T	
Bragty LC (UWC)	249 11	T	
Sarnau LC (CCTV)	249 57		
Deri LC (UWC)	252 45	T	
St Clears LC (CCTV)	253 18		AB Whitland SB (W) RA8
Ffynnongain LC (R/G)	254 29	T	
	255 60	T	
Whitland Tunnel (171m, 187yds)	257 01 to 257 10		
	257 12	T	
Iscoed LC (UWC)	258 02	T	
	258 26 *	* 50	
		75 UM DM	

GSM-R

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	028	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R AB Whitland SB (W) RA8
	258	26			
Ty-Newydd 2 LC (UWC)	258	49	*	T	
Whitland (W) SB (GW900)	258	68	*		
Whitland LC (MCB)	258	68			Down platform -177m, 194yds Up platform - 178m, 195yds Bay platform - 134m, 146yds
WHITLAND / HENDY-GWYN(GW900)	258	74			
	258	77	*		NOTE: Down platform (PP- ①) - For the purpose of detaching multiple unit trains only.
Down Siding GF	258	79			
Whitland Jn (GW900)	259	01			
	259	53	*		② Bay platform not PP
Llanboidy LC (AHBC)	259	54			
	259	55	*		
	260	42	*		
Trewern Mill LC (UWC)	260	51		T	
Trewern Farm LC (UWC)	260	64		T	
CLUNDERWEN	264	22		T	Down platform-134m, 147yds (Tel.) Up platform - 95m, 104yds
Llwyndyrys LC (UWC)	265	43		T	
	270	36			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	029	Pilning To Fishguard Harbour	SWM2 CRL NPF	Wales	05/10/2024

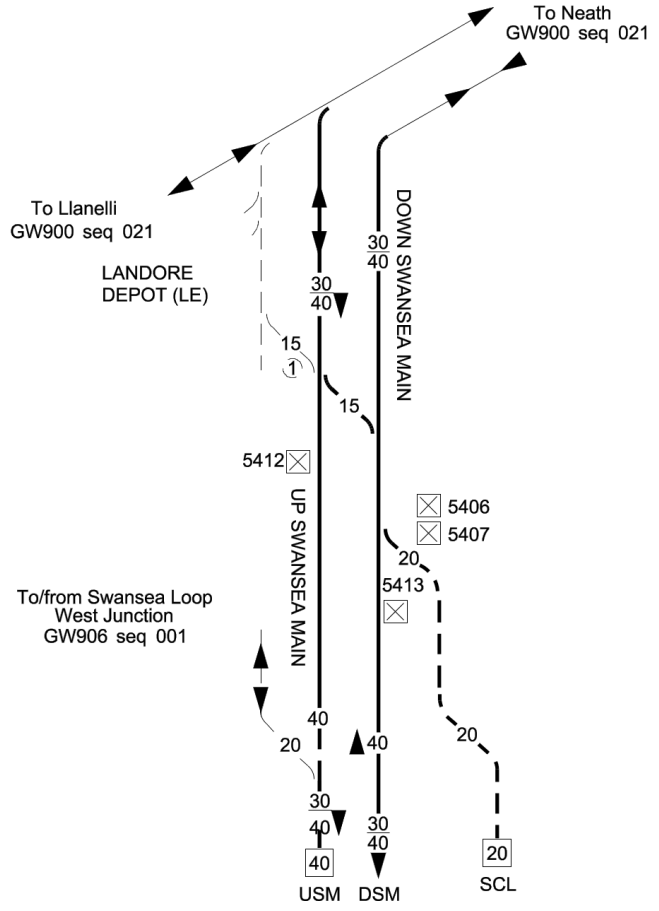
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	270 36 *		AB Clarbeston Road SB (CR) RA8
	270 62		
CLARBESTON ROAD	270 71		Down platform - 80m, 87yds (Tel.)
	270 74(Dn) T		Up platform - 122m, 133yds (Tel.)
	270 76(Up) T		
	271 03 *		
	271 07 *		NST RA7 / ELR - SWM2 / ELR - CRL
Clarbeston Road Jn (GW900)	271 08		
Clarbeston Road Jn SB (CR) (Change of RA and ELR)	271 09		
	274 00 * T		
Spittal Tunnel (222m, 243yds)	274 40 274 to 51		
Letterston East GF	281 47 T		Loop - 615m, 2016ft
(Change of Mileage and ELR)	281 58 283 30		ELR - CRL / ELR - NPF
Letterston West GF	283 70 T		

GSM-R

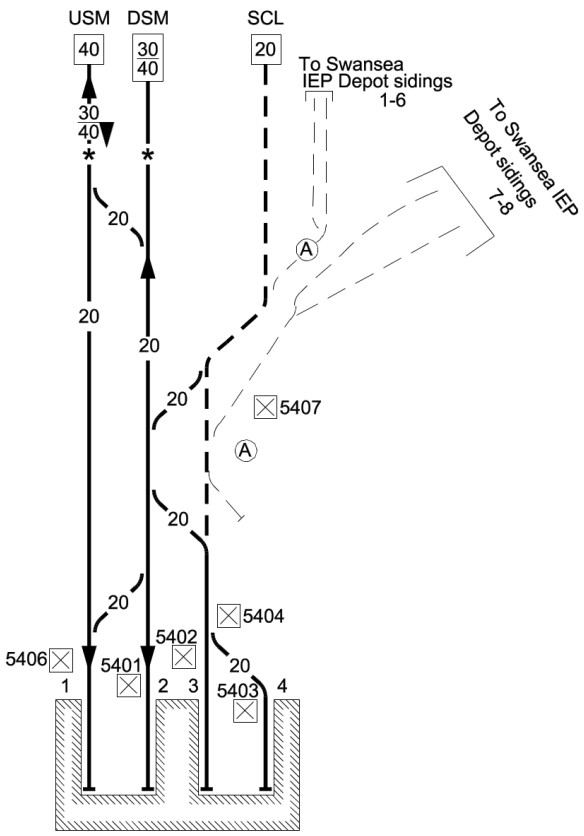
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	030	Pilning to Fishguard Harbour	NPF FSH	Wales	21/10/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R NST Clarbeston Road SB (CR) RA7
	283 70	U&D 55	
	284 10	T Down	
Hendrewen LC (UWC)	285 10	T	
	285 20 *	T *	
		40	
	287 51 *	*	
FISHGUARD AND GOODWICK Network Rail Boundary (Change of ELR)	287 52	35▼ 40 ▲40	ELR - NPF ELR - FSH Platform - 92m (100 yards)
	288 08 *	*	
Fishguard Harbour Station LC (AOCL+B)	288 11	A 10/15 A15	See Local Instruction
		15	
	288 13	T	
FISHGUARD HARBOUR / **PORTHLADD ABERGWAUN**	288 18		Platform - 299m (327 yards)
	288 25		
	288 36		
End of Line			

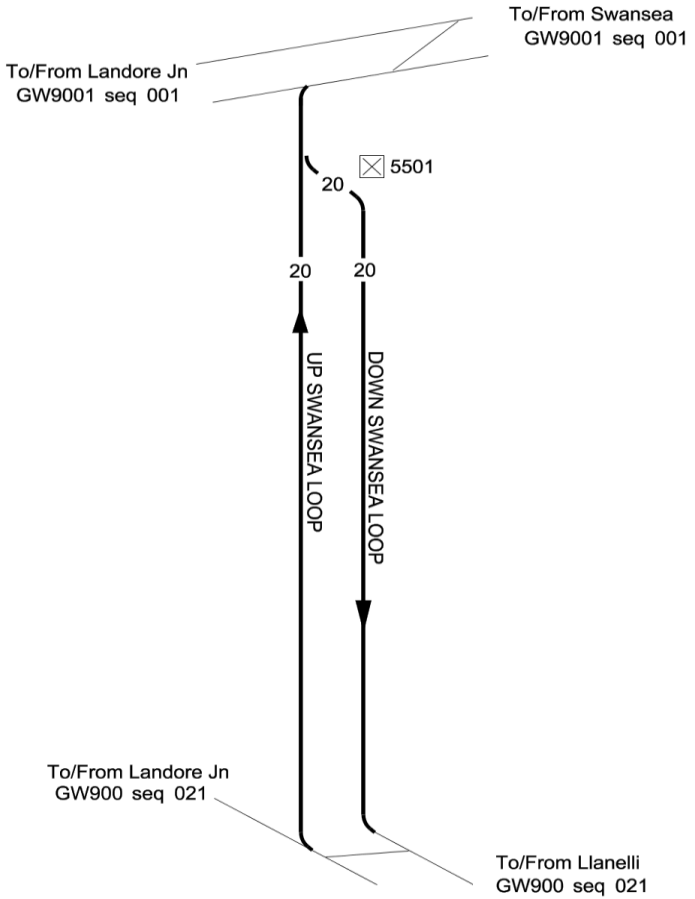
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW9001	001	Landore Jn to Swansea	SWA	Wales	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Wales Rail Operating Centre RA7 (Swansea) (PT) Axle Counter area
Landore East Jn (GW9001)	214 62		USM - Up Swansea Main DSM - Down Swansea Main
Landore Depot (GW9001)			
Landore West Jn	215 07		
			LOD (T) 5412 Up Swansea Main LOD (K) 5407 - Swansea Carriage Line LOD (T) 5413 - Down Swansea Main
	215 38		LOD (T) 5406 - Up Swansea Main / Down Swansea Main
Swansea Loop East Jn (GW9001)	215 43		SCL - Swansea Carriage Line

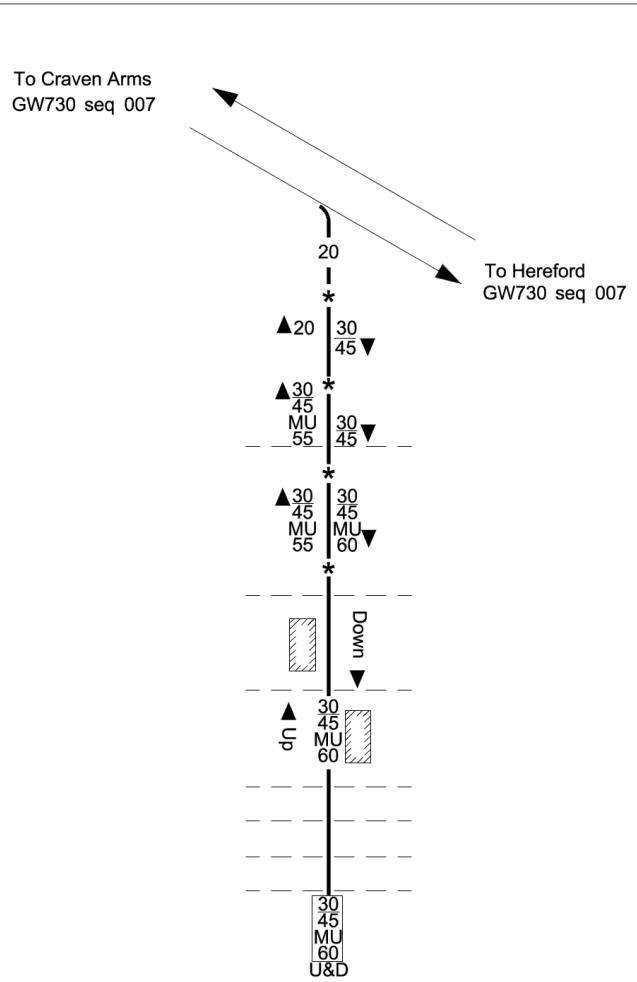
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW9001	002	Landore Jn to Swansea	SWA	Wales	08/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB RA7 Wales Rail Operating Centre (Swansea) (PT) GSM-R
	215 43		SCL - Swansea Carriage Line DSM - Down Swansea Main USM - Up Swansea Main
	215 60 *		LOD (K) 5407 - Swansea Carriage Line
			Ⓐ Depot operating instructions apply from this point
			LOD (T) 5406 - Up Swansea Main / Down Swansea Main Platform 1 - 268m, 293yds (PP) Platform 2 - 272m, 297yds (PP) Platform 3 - 273m, 298yds (PP) Platform 4 - 263m, 287yds (PP) LOD (K) 5401 Buffer stop to PT3168 LOD (K) 5402 Buffer stop to PT3170 LOD (K) 5403 Buffer stop to PT3172 LOD (K) 5404 Buffer stop to PT3174
SWANSEA / ABERTAWE	216 07		

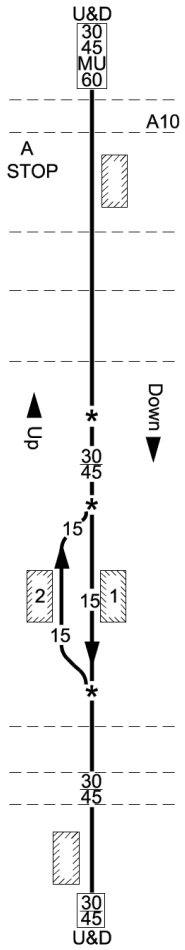
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW906	001	Swansea Loop East Jn to Swansea Loop West Jn	SWL	Wales	10/09/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	215 43		TCB RA7 Wales Rail Operating Centre (Swansea) (PT) GSM-R Axle Counter Area LOD (T) 5501 - Down and Up Swansea Loop East to Cockett Tunnel
Swansea Loop East Jn	0 53		
Single Line Jn	0 48		
Swansea Loop West Jn	0 0		
	215 14		

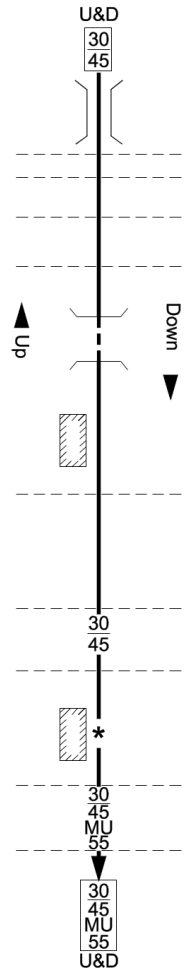
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	001	Craven Arms Jn to Llandeilo Jn (Central Wales line)	CWL1 CWL2	Wales	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R NSTR Pantyffynnon SB (PF) RA5
Craven Arms South Jn (GW910) (Change of mileage & ELR)	20 01 20 12		
	0 00		
	0 17 *		ELR - CWL1 ELR - CWL2
	0 26 *		
Lyon Crossing	0 39		
	0 40 *		
	0 48 *		
Broome Farm 2 LC(UWC)	1 56	T	
BROOME	2 46		Platform - 73m, 80yds
Brisbane No.1 LC (UWC)	2 69	T	
HOPTON HEATH	5 09		Platform - 42m, 46yds
Heath Farm LC (UWC) (GW910)	5 50	T	
Manor Farm 2 LC (UWC)	6 46	T	
Manor Farm 3 LC (UWC)	6 61	T	
Coxall Farm 1 LC (UWC)	6 79	T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	002	Craven Arms Jn to Llandeilo Jn (Central Wales line)	CWL2	Western	08/04/2023

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R NSTR Pantyffynnon SB (PF) RA5
	6	79			① AOCL Level Crossing with barriers
Coxall Farm 2 LC (UWC)	7	32	T		
Bucknell LC (AOCL +B) ①	8	01			
BUCKNELL	8	04			Platform - 73m, 80yds
The Hall Farm 3 LC (UWC)	8	26	T		
Lower Stannage Farm LC (UWC)	9	60	T		
Stud Farm 2 LC (UWC)	11	46	T		
	12	00 *			
	12	15 *			
KNIGHTON / TREFYCLAWDD (TEP)	12	23	T		Down platform - 63m, 69yds Up platform - 87m, 95yds CL - 295m, 966ft Knighton loop points are motor operated
	12	34 *			
Panpunton Farm 1 LC (UWC)	12	71	T		
Whitterleys Farm LC (UWC)	13	60	T		
Lower House Farm LC (UWC)	14	53	T		
	14	68	T		Platform - 80m, 87yds
KNUCKLAS / CNUCLAS	14	69			

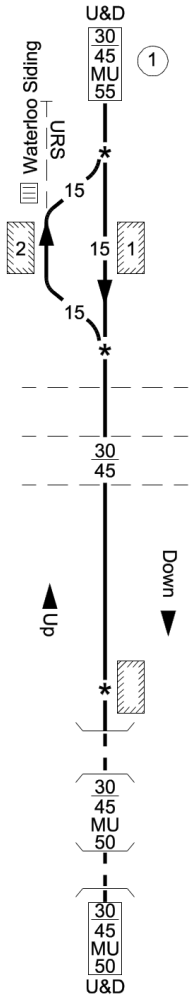
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	003	Craven Arms Jn to Llandeilo Jn (Central Wales lines)	CWL2	Western	08/04/2023

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					NSTR Pantyffynnon SB (PF) RA5 GSM-R
	14	69			
Knucklas Viaduct	15	10			
195m, 214yds	15	17			
Castle Gardens LC (UWC)	15	24		T	
Lower Hall LC (UWC)	16	11		T	
Heyope 1 LC (UWC)	17	28		T	
Heyope 2 LC (UWC)	17	53		T	
Llangynllo Tunnel (592m, 647yds)	17	79 to 28			
LLANGYNLLO	18	57		T	Platform - 63m, 69yds
Deakins LC (UWC)	18	61		T	
Troed-y-Rhiw Fedwen LC (UWC)	21	05		T	
Maylord LC (UWC)	21	35		T	
LLANBISTER ROAD	21	55	*	T	Platform - 80m, 87yds
Cwm-y-Geist Farm LC (UWC)	22	01		T	
Nant Y Wellan 2 LC (UWC)	24	22		T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	004	Craven Arms Jn to Llandeilo Jn (Central Wales lines)	CWL2	Western	07/09/2024

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	005	Craven Arms Jn to Llandeilo Jn (Central Wales lines)	CWL2	Wales	08/04/2023

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R NSTR Pantyffynnon SB RA5 (PF)
	31	36			
	31	58	*		(1) 30/45 MU55 Down, 15 Up
Llandrindod GF	31	60			
LLANDRINDOD WELLS (TEP)	31	73			CL - 199m, 651ft Down platform - 98m, 107yds Up platform - 95m, 104yds
	31	78	*		Llandrindod loop points are motor operated
Greenfields LC (UWC)	33	32		T	
Howey LC (UWC)	33	33		T	
Neuadd Farm 2 LC(UWC)	35	49		T	
	37	38		T	
BUILTH ROAD	37	40	*		Platform - 103m, 113yds
Rhosferig Tunnel (59m, 64yds)	38	15 to 38	18		
Cilmeri Tunnel (105m, 115yds)	39	15 to 39	20		

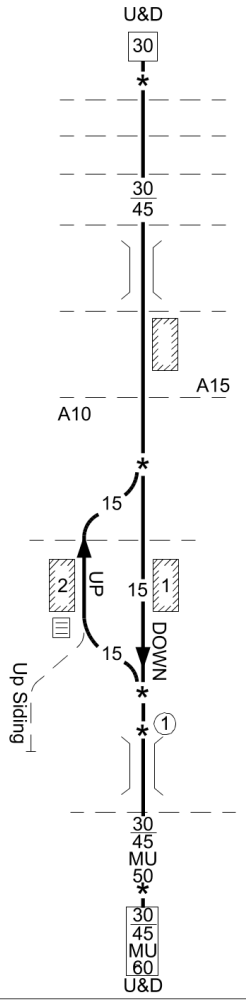
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	006	Craven Arms Jn to Llandeilo Jn (Central Wales Line)	CWL2	Wales	07/09/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			U&D 30 45 MU 50	GSM-R
	39	20		NSTR Pantyffynnon SB (PF) RA5
Cilmeri LC (UWC)	39	36	T	
CILMERI	39	39		Platform - 79m, 86yds
Raikes LC (UWC)	41	18	T	
Llwynpiod No.1 LC (UWC)	42	20	T	
Llwynpiod No.2 LC (UWC)	42	31	T	
	42	67	T	
GARTH (GW910)	42	69		Platform - 80m, 87yds
Lewis LC (UWC)	42	74	T	
Aberdulais Farm LC (UWC)	43	30	T	
Llangammarch Tunnel (51m, 56yds)	43 to 44	79 01		
LLANGAMMARCH	44	47		Platform - 108m, 118yds
Penfedw Farm No.2 LC (UWC)	46	15	T	
			30 45 MU 50 U&D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	007	Craven Arms Jn to Llandeilo Jn (Central Wales lines)	CWL2	Western	08/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	46 15	U&D 30 45 MU 50	NSTR Pantyffynnon SB (PF) RA5 GSM-R
Cefn Gast Farm No.2 LC (UWC)	46 59	T	
Glan Irfan LC (UWC)	47 09	T	
	47 40 *	* 30 45	
	47 70 *	* 15	
LLANWRTYD (TEP)	48 03	T 2 15 1	CL - 256m, 840ft Up platform - 166m, 182yds Down platform - 98m, 107yds
	48 10 *	15 *	
Cwm Henog Farm 2 LC (UWC)	48 62	T 30 45	
Tyn-y-Maes LC (UWC)	49 15	T	Llanwrtyd loop points are motor operated
Berthddu LC (OPEN)	49 47	A10	
Erwbeili Farm LC (UWC)	50 01	T A10	
	50 60 *	*	
SUGAR LOAF	50 65	30	Platform - 21m, 23yds
Sugar Loaf Tunnel (915m, 1001yds)	50 79 to 51 45	T Up Down	
	52 00	30 U&D	

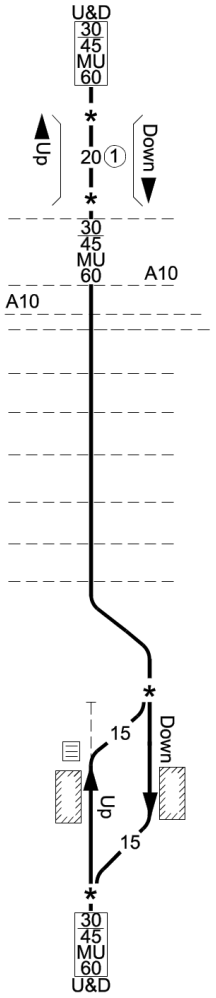
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	008	Craven Arms Jn to Llandeilo Jn (Central Wales lines)	CWL2 VOT	Wales	18/06/2022

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R
	52	00	*		NSTR Pantyffynnon SB (PF) RA5
Gilfach Farm 3 LC (UWC)	52	69		T	
Pant-y-Rhedyn Farm LC (UWC)	53	15		T	
Treffoliad Farm 1 LC (UWC)	53	28		T	
Coed Ifan LC (UWC)	53	40		T	
Gynghordy Viaduct	53	60			
262m 285 yds	53	73			
Yrallt Gynig 2 LC (UWC)	54	09		T	
CYNGHORDY	54	55		T	Platform - 97m, 106yds
Dildre Crossing	54	58			
Former site of Llandovery Jn	59	14			
(Change of mileage and ELR)	29	40			ELR - CWL2
	29	35	*		ELR - VOT
Llandovery LC (TMO)	29	26		T	
LLANDOVERY / LLANYMYDDYFRI (TEP)	29	24			See local instructions CL - 192m, 630ft Down platform - 67m, 73yds Up platform - 53m, 58yds
Llandovery GF	29	21		T	
	29	14	*		Llandovery loop points are motor-operated
	28	41	*		① 30/45 MU 60
Llwyn Jack Viaduct	28	36			
101m, 110yds	28	31			
Llwyn Jack Farm LC(UWC)	28	25		T	
	28	24	*		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	009	Craven Arms Jn to Llandeilo Jn (Central Wales line)	VOT	Western	08/04/2023

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
				U&D 30 45 MU 60	GSM-R
					NSTR Pantyffynnon SB (PF) RA5
	28	24			
Ystrad Farm LC (UWC)	27	60	T		
Tir-Allen Farm 3 LC(UWC)	26	61	T		
Tir-Allen Farm 2 LC(UWC)	26	30	T		
Tir-Allen Farm 1 LC(UWC)	26	26	T		
Maes-y-Coed Farm LC (UWC)	26	12	T		
Pentremeurig Farm 4 LC (UWC)	25	70	T	30 45 MU 60	
Pentremeurig Farm 3 LC (UWC)	25	51	T		
Llanwrda LC (OPEN)	25	42		A10	
LLANWRDA	25	40		A STOP	Platform - 91m, 100yds
Pentremeurig Farm 2 LC(UWC)	25	27	T		
Glantowy Viaduct 121m, 132yds	24 to 24	58 to 52			
Glantowy LC (UWC)	24	32	T		
Llangadog LC (AOCL+B) (1)	23	62		A10	
	23	61	*	A STOP *	(1) AOCL Level Crossing with barriers
LLANGADOG	23	59	T		Platform - 85m, 93yds
Llangadog Viaduct 80m, 88yrds	23 to 23	38 to 34		Up 30 45 30 45 MU 60 Down	
Godregarreg Farm 1 Crossing UWC	23	29			
	23	28	*	*	
Glanyrynys Farm Crossing	23	02		A30	
				30 45 MU 60 U&D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	010	Craven Arms Jn to Llandeilo Jn (Central Wales line)	VOT LLA	Western	06/04/2024

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

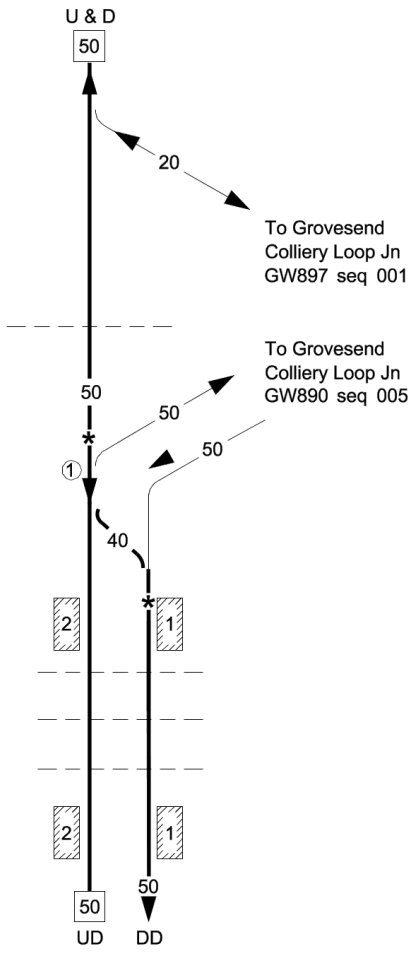
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	011	Craven Arms Jn to Llandeilo Jn (Central Wales line)	LLA	Wales	21/10/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	17 78	U&D 30 45 MU 60	GSM-R NSTR Pantyffynnon SB (PF) RA5
	17 20 *	*	
FFAIRFACH	17 19		Platform - 34m, 37yds
Ffairfach LC (AOCL+B) ②	17 16	T — A STOP; A10; 30 40 ①	
Meusydd Mill LC (UWC)	15 51	T	① Light locomotives and loco-hauled trains class 1-5 must NOT exceed 45mph. Class 6-8 trains must NOT exceed 30mph
	15 20 *	*	
Rhyd-y-Fynnon Farm LC (UWC)	15 10	T — ① 30 45 MU 60; A25 40; A25 55 ①	② AOCL Level Crossing with barriers
Cilyrychen LC (ABCL)	13 77	T	
Llandybie LC (AOCL+B) ②	13 08	T — A15; A STOP	
LLANDYBIE	13 05	Up; Down	Platform - 39m, 43yds
	13 04	T	
Brynmarlais LC (AOCL + B) ②	12 28	A10 25; A10 25	
Tirydail LC (ABCL)	11 24	A10 15; A STOP	
AMMANFORD / TIRYDAIL AND RHYDAMAN	11 21	T	Platform - 109m, 119yds
	10 13	30 45 MU 60 U&D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	012	Craven Arms Jn to Llandeilo Jn (Central Wales line)	LLA	Western	07/09/2024

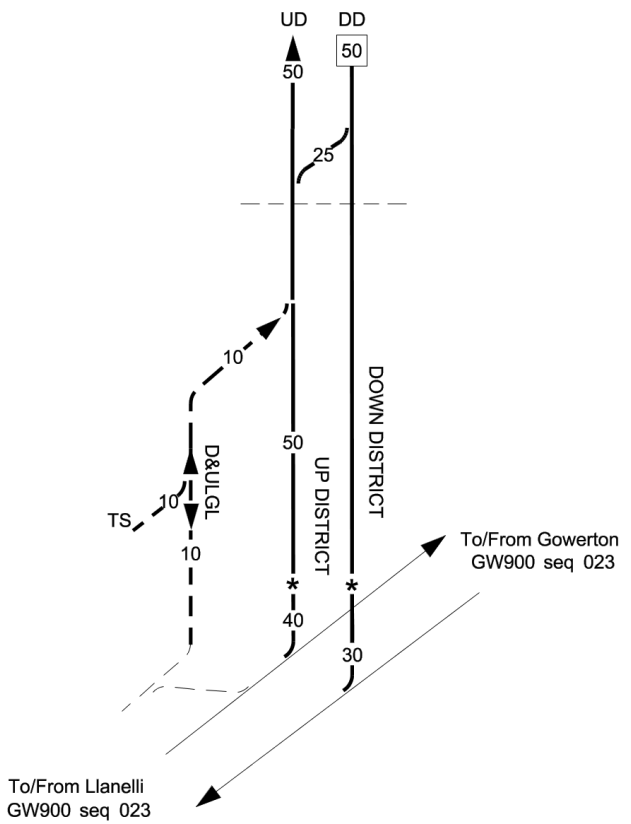
Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
				U&D 30 45 MU 60	GSM-R
	10	13	*	To Gwaun-cae-Gurwen 915 seq 002	NSTR Pantffynnon SB (PF) RA5
Pantyffynnon LC (MCG)	10	11			
PANTYFFYNNON	10	08	T	10	Platform - 76m (83 yards)
Pantyffynnon SB (TEP) (PF)	10	01		15 sdg	
Cathan Farm LC (UWC)	9	60	T	50	
Sewerage Works LC (UWC)	9	44	T		
	9	40	*		
Ynystawleg Farm No.4 LC (UWC)	9	38	T		
Ynystawleg Farm No. 1 LC (UWC)	9	07	T		
Ynys LC (UWC) (GW910)	8	66	T		
Penbontnewydd 2 LC (UWC)	8	43	T		
Hendrewen Farm 5 LC (UWC)	8	19	T		
Hendrewen Farm3 LC(UWC)	8	02	T	20 50	
Hendrewen Farm1 LC(UWC)	7	66	T		
Tynycerig 3 LC (UWC)	7	62	T		
	7	60	*		
Tynycerig 2 LC (UWC)	7	56	T		
Tynycerig 1 LC (UWC)	7	46	T		TCB Port Talbot Control Centre Llanelli Workstation (PT)
Ynys Uchaf LC (UWC)	7	12	T		
Tal-y-Cynllwyn LC (UWC)	6	28	T		
PONTARDDULAIS	5	26	T	50	Platform - 138m (151 yards)
	5	18	*		
Pontarddulais Tunnel 80m (88 yards)	5	17 to 13	T	Up Down 20	Axle counter area
	5	09	*		
Hendy Sewage Works LC (UWC)	4	70	T	50 U&D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	013	Craven Arms Jn to Llandeilo Jn (Central Wales line)	LLA	Wales	07/09/2024

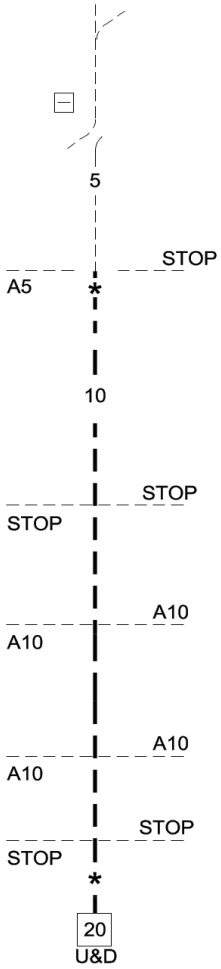
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Port Talbot Control Centre RA5 Llanelli Workstation (PT)
			Axle counter area
Hendy Jn (GW910)	4 54		
			UD - Up District DD - Down District
Bryn-y-Mawr Farm LC (UWC)	4 20	T	
	3 55 *		① = 40mph To / From Hendy Jn
Morlais Jn (GW910) (Change of RA)	3 50		RA8
	3 38 *		
LLANGENNECH	3 01		Down platform - 53m (58 yards) Up platform - 53m (58 yards)
Llangennech LC (UWC)	2 77	T	
Pencoed Uchaf 1 LC (UWC)	1 77	T	
Ffos Fach Isaf LC (UWC)	1 31	T	
BYNEA / BYNIE	1 07	T	Down platform - 91m (100 yard) Up platform - 106m (116 yards)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	014	Craven Arms Jn to Llandeilo Jn (Central Wales line)	LLA	Wales	07/09/2024

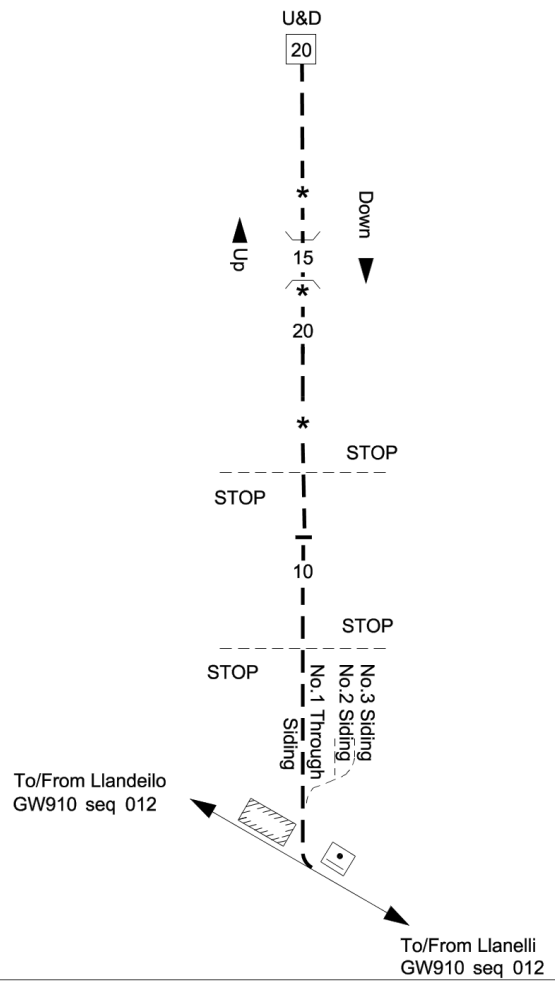
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Techan Fach LC (UWC)	0 51	T	GSM-R TCB Port Talbot Control Centre RA8 LLanelli Workstation (PT) Axle Counter area UD - Up District DD - Down District D&ULGL - Down & Up Llandeillo Goods Loop TS -Trostre Siding
Genwen Jn	0 41		
	0 02 *		
Llandeilo Jn (GW910)	0 00		
	223 49		



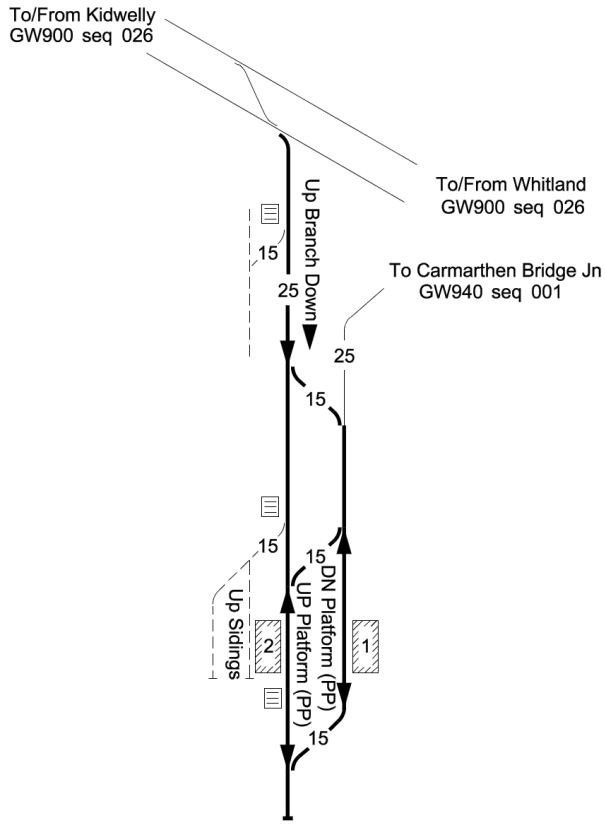
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW915	001	Gwaun-Cae-Gurwen to Pantyffynnon	GWA GNT	Wales	10/09/2022

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
Gwaun-cae-Gurwen					OT(S) Pantyffynnon SB (PF) RA5 GSM-R TPWS and AWS not provided
Gwaun-cae-Gurwen Colliery GF	16	41			
Gwaun-cae-Gurwen Colliery LC (OPEN)	16	39			
End of token section	16	38	*		
Commencment of token section	16	14			
Gwaun-cae-Gurwen A-474 LC (OCL) ①	16	15			① OCL - Open Crossing locally monitored normally operated by Gwaun-cae-Gurwen Terminal staff - See Local Instructions
Raven LC (AOCL)	14	71			
Former Jn (Change of ELR)	14	60			ELR - GWA ELR - GNT
Ty-Uchaf LC (AOCL)	14	10			
Cawdor LC (OPEN)	13	53			
	13	50	*		

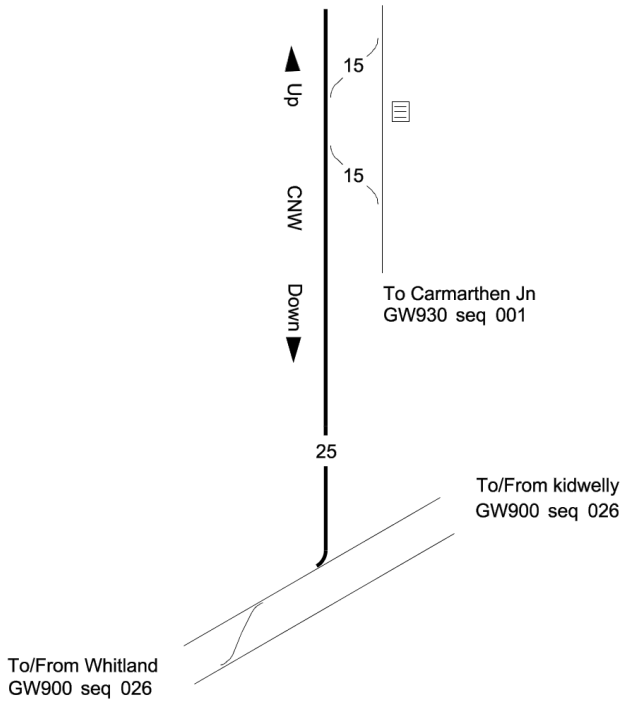
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW915	002	Gwaun-Cae-Gurwen to Pantyffynnon	GNT	Western	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R OT(S) Pantyffynnon SB (PF) RA5
	13 50		
	11 70 *		
Pontamman Tunnel (27m, 30yds)	11 57 to 11 55 *		
	11 08 *		
Ammanford Relief Road LC (TMO)	11 00		See Local Instruction
	10 30		Temporary buffer stop STNC127 Garnant Branch closure Until January 2025
Commencement/End of token section Garnant Branch LC (OPEN)	10 18 10 17		
Pantyffynnon Jn	10 04		

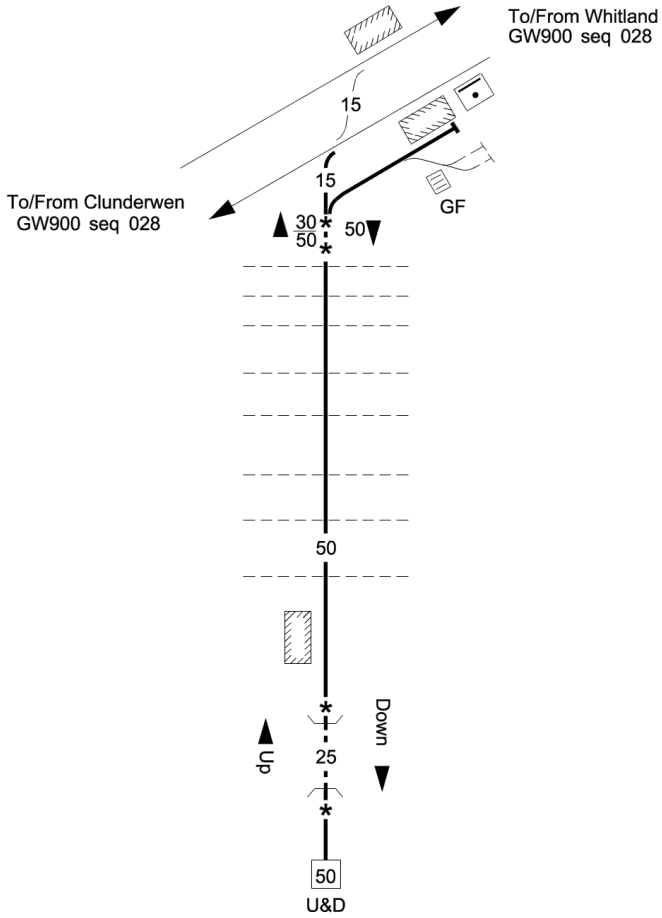
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW930	001	Carmarthen Jn to Carmarthen Station GF	CAN	Western	07/09/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Carmarthen Jn SB (CJ) RA8
Carmarthen Jn (GW930)	245	10		
Up Sidings No.1 GF	245	32		
Up Sidings No.2 GF	245	43		
CARMARTHEN (CAERFYRDDIN)	245	55		Down platform - 210m, 230yds Up platform - 213m, 233yds
Carmarthen Station GF	245	61		
End of line	245	65		

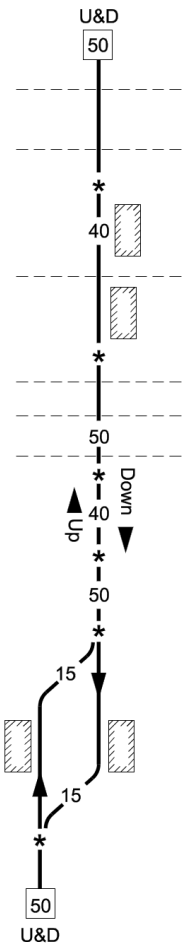
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW940	001	Up Sidings No.2 GF to Carmarthen Bridge Jn	CNW	Wales	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Up Sidings No. 2 GF	245 43		GSM-R TCB Carmarthen Jn SB (CJ) RA8
	245 30		
	0 19		
Carmarthen Bridge Jn (GW940)	0 00		
	245 32		

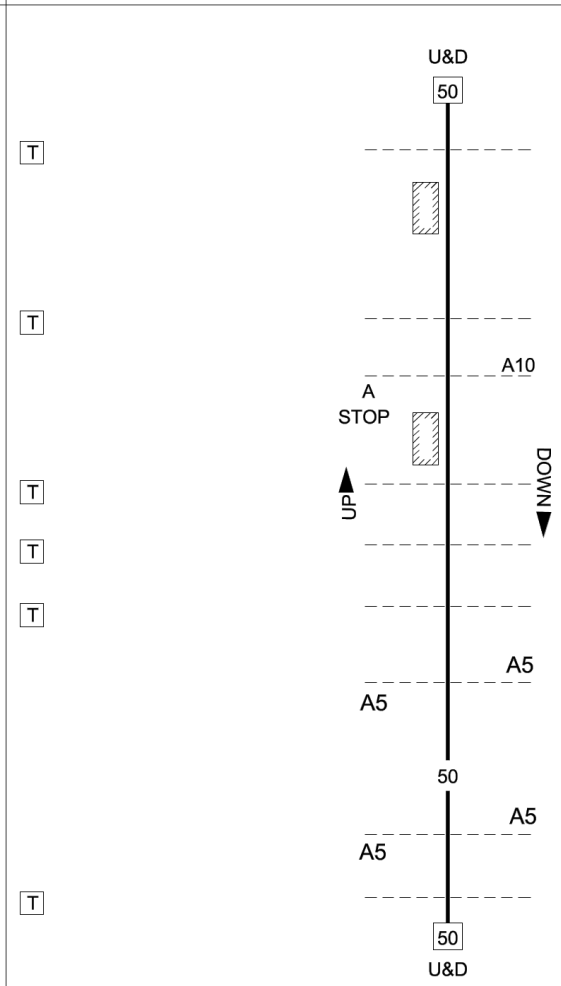
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW950	001	Whitland to Pembroke Dock	PEM	Wales	07/09/2024

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

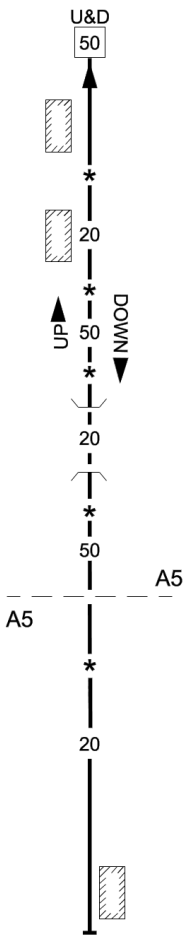
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW950	002	Whitland to Pembroke Dock	PEM	Wales	07/09/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					NSTR Whitland SB (W) RA7 GSM-R
Upper Chapel Hill Farm LC (UWC)	265	37		T	
Ogmore House Farm LC (UWC)	266	65		T	
	269	55	*		
KILGETTY / CILGETI	269	62			Platform - 128m, 140yds
Kilawen Farm LC (UWC)	270	27		T	
SAUNDERSFOOT	270	41			Platform - 105m, 115yds
	270	50	*		
Moreton LC (UWC) (GW950)	271	24		T	
Hilling LC (UWC)	271	52		T	
Knightson Farm 1 LC (UWC)	272	22		T	
	272	60	*		
	273	14	*		
	273	34	*		
TENBY / DINBYCH-Y-PYSGOD (TEP)	274	53			CL - 205m, 672ft Down platform - 150m, 164yds(Tel.) Up platform - 150m, 164yds
	274	58		T	Tenby loop points are motor - operated, see Local Instructions

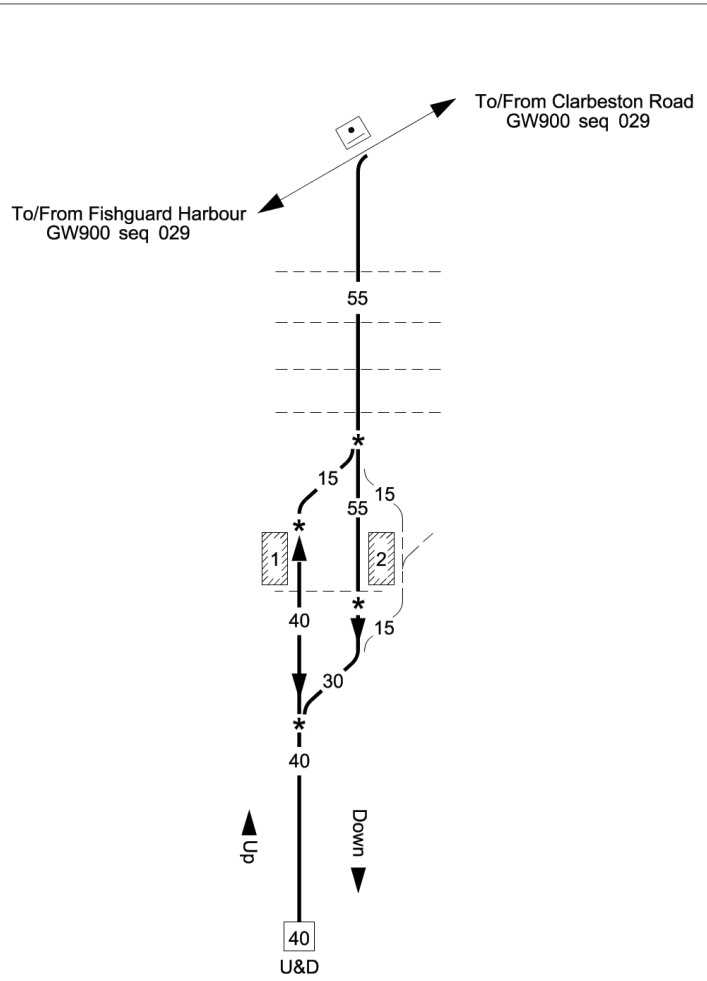
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW950	003	Whitland to Pembroke Dock	PEM	Western	28/06/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R NSTR Whitland SB (W) RA7
	274 58		
Penally, MOD LC (UWC)	275 65	T	
PENALLY / PENALUH	275 71		Platform - 151m, 165yds
Norchard Farm LC (UWC)	278 10	T	
Manorbier Station LC (AOCL+B) ①	279 06		① AOCL Level Crossing with barriers
MANORBIER / MAENORBYR	279 09		Platform - 107m, 117yds
Bier Hill LC (UWC)	279 18	T	
Sunny Hill Farm 2 LC (UWC)	279 34	T	
Sunny Hill Farm 5 LC (UWC)	279 48	T	
Beavers Hill LC (OPEN)	279 73		
Manorbier Newton LC (OPEN)	280 52		
Newton Lodge LC (UWC)	280 63	T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW950	004	Whitland to Pembroke Dock	PEM	Wales	28/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R NSTR Whitland SB (W) RA7
	280 63		
LAMPHEY / LLANDYFAI	282 50		Platform - 106m, 116yds
	284 10 *		
PEMBROKE / PENFRO	284 11		Platform - 128m, 140yds
(Change of RA)	284 22 *		RA6
	285 04 *		
Pembroke Tunnel (421m, 480 yds)	285 06 to 285 26		
	285 28 *		
Llanion LC (OPEN)	285 75		
	285 77 *		
PEMBROKE DOCK / DOC PENFRO	286 26	T	Platform - 131m, 143yds

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW960	001	Clarbeston Road to Milford Haven	SWM2	Western	07/09/2024

Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
				TCB Clarbeston Road SB (CR) RA8 GSM-R
Clarbeston Road Jn (GW960)	271 08			
Tanyard LC (UWC)	273 72		T	
Crundale Mill LC (UWC)	274 07		T	
Crundale LC (AHBC)	274 34		T	
Shoals Hook LC (UWC)	275 13		T	
Single Line Jn	275 65	*		
	275 68	*		
HAVERFORDWEST/ HWLFFORDD	276 08			Down and Up platforms - 183m (200 yards)
Barrow crossing (WL) (GW960)	276 13	*		
	276 18			
Single Line Jn	276 43	*		
	276 78			

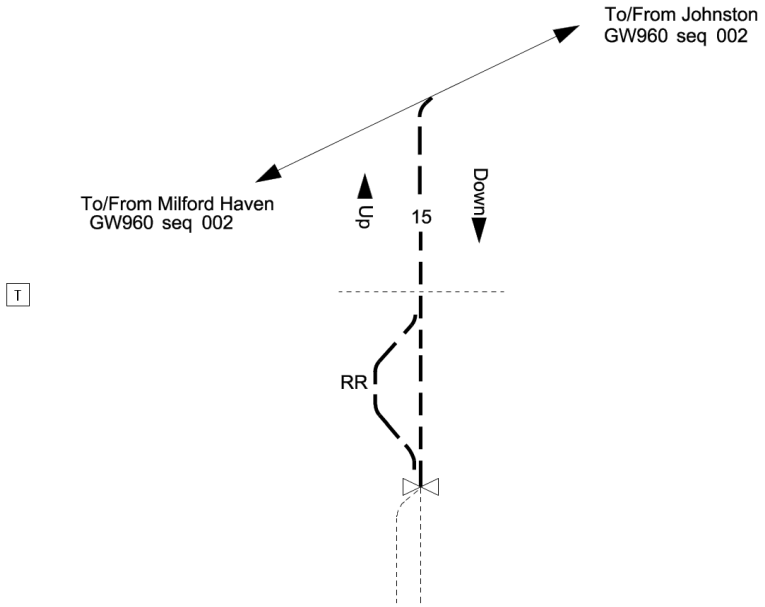
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW960	002	Clarbeston Road to Milford Haven	SWM2 MIL	Wales	08/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Clarbeston Road SB (CR) RA8 GSM-R
	276 78	U&D 40	
	277 00 *	*	
		55	
Winsel LC (UWC)	279 09 T		
	280 51 *	*	
	280 63 T		
		40	
JOHNSTON	280 67		Platform - 110m, 120yds
(Change of ELR)	280 70		ELR - SWM2 ELR - MIL
	281 00 *	*	
		30 Up Down	
	281 25 *	*	
Gulf Oil Branch Jn	282 00		
		40 15	
Little Harmeston No.1 LC (UWC)	282 08 T		
Little Harmeston No.2 LC (UWC)	282 19 T		
Herbrandston Jn	283 12	Gulf Oil branch Waterston GW970 seq 001	
		20 To Robeston GW980 seq 001	
Herbrandston Jn	283 18	40 U&D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW960	003	Clarbeston Road to Milford Haven	MIL	Wales	08/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	283 18	U&D 40	TCB Clarbeston Road SB (CR) RA8 GSM-R
Steynton LC (UWC)	283 21	T	
	284 00 *	*	
		25	
MILFORD HAVEN	284 65		Platform - 94m, 103yds
End of line	284 71		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW970	001	Gulf Oil Branch Jn To Waterston, Gulf Oil Refinery	GOB	Western	08/07/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Gulf Oil Branch Jn	282 00		C2 Clarbeston Road SB (CR) RA8 GSM-R
	0 00		AWS not provided Waterston Branch Leased to Egnedol as per Network Change NC134 Lease of Waterston Branch
Little Harmeston No 1 LC (UWC)	0 10	T	
Gulf Oil Refinery (Waterston)	2 35		RR - Run round loop (out of use)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW980	001	Herbrandston Jn to Robeston	ERB	Western	10/09/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R C2 Clarbeston Road SB (CR) RA8
	283 12	To/From Johnston GW960 seq 002	
Herbrandston Jn	0 00	To/From Milford Haven GW960 seq 002 20 Down Up	AWS not provided
Puma Energy Sidings End of Section Board	1 18		GSM-R Up: Start of GSM-R area: 1m 18ch Down: End of GSM-R area: 1m 18ch

SPECIAL WORKING ARRANGEMENT

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Where **'BV'** is shown, a brake van must be formed as the leading vehicle and the Guard or Shunter must ride in it throughout the propelling movement.

GW103 (PADDINGTON TO UFFINGTON)

From	To	Type of Train	Line(s)	Remarks
Didcot East	Didcot West Yard	Freight / ECS	Up and Down Relief and No.5 Platform	Up to 6 SLUs may be propelled in clear weather only.
Didcot Yard East end	Didcot East Jn	Freight	Up Relief line	Up to 74 SLUs may be propelled. See local instructions
West Drayton	Fray Sidings	Freight	Up Iver Loop	A maximum of 69 SLU's may be propelled. See local instructions

Dated: 01/05/21

GW105 (UFFINGTON TO FORDGATE VIA BOX)

From	To	Type of Train	Line(s)	Remarks
Bristol East signal gantry	Bristol West signal gantry	Freight / ECS	All	Propelled movements authorised.

Dated: 13/08/2022

GW108 (FORDGATE TO PENZANCE)

From	To	Type of Train	Line(s)	Remarks
Taunton East Jn	Fairwater Yard	Freight / ECS	Down Relief	Up to 20 SLUs BV may be propelled in clear weather and during daylight only. 10 mph.
Exeter Riverside Yard or Exeter St David's	Exeter Central or Exmouth Jn Sidings	Passenger / Freight	All	May be assisted in rear. See Local Instructions.
Laira Jn	Plymouth Station	Dead HST power car only	Down and Up	May be propelled at 10 mph maximum. See also Local Instructions.
Keyham	St Budeaux Jn	Freight / ECS	Down - wrong direction only	Up to 15 SLUs BV may be propelled in clear weather only.
Par	Lostwithiel	Freight		May be assisted in rear

Dated: 04/04/09

GW110 (OLD OAK COMMON WEST TO SOUTH RUISLIP (EXCL))

From	To	Type of Train	Line(s)	Remarks
Greenford West Junction	Greenford East Junction	ECS	Up Wycombe	A maximum of two passenger brake vehicles may be propelled by a maximum of two locomotives in clear weather only. 10mph maximum

Dated: 02/04/11

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GW200 (DIDCOT TO HEYFORD)

From	To	Type of Train	Line(s)	Remarks
Didcot	Didcot West Yard	Freight / ECS	Down and Up	Up to 6 SLUs may be propelled in clear weather only.

Dated: 04/09/10

GW340 (WORCESTER SHRUB HILL TO SHELWICK JN)

From	To	Type of Train	Line(s)	Remarks
Ledbury Station (Signal L.39)	Rear of Up outer Home (Signal L.1)	Freight / ECS trains reversing at Ledbury.	Down Main/ Single	Propelled movements authorised.

Dated: 05/08/06

GW425 (BERKELEY ROAD JN TO SHARPNESS)

From	To	Type of Train	Line(s)	Remarks
Berkeley Road Jn	Sharpness	Freight / ECS	Single - In Down direction only	Up to 12 SLUs including brake van BV may be propelled in clear weather only.

Dated: 04/04/09

GW450 (STOKE GIFFORD JN TO BRISTOL EAST JN)

From	To	Type of Train	Line(s)	Remarks
Lawrence Hill (BL6621)	Bristol Temple Meads East signal gantry	ECS	All	A maximum of two passenger brake vehicles maybe propelled by a maximum of two locomotives in clear weather only. 10 mph maximum

Dated: 20/03/2021

GW5001 (BEECHGROVE GF (INCL) TO WESTBURY SOUTH JN)

From	To	Type of Train	Line(s)	Remarks
Westbury	Warminster	Freight	Down	May be assisted in rear. See Local Instructions.

Dated: 05/08/06

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

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

Dated: 08/09/12

GW530 (BRISTOL, NORTH SOMERSET JN TO DR. DAY S JN (RHUBARB LOOP))

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

Dated: 04/08/12

GW580 (EAST SOMERSET JN TO CRANMORE)

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

Dated: 05/08/06

GW620 (NEWTON ABBOT WEST JN TO PAIGNTON)

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

Dated: 04/04/09

GW660 (PAR TO NEWQUAY)

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

Dated: 05/08/06

GW700 (GLOUCESTER BARNWOOD JN TO SEVERN TUNNEL JN)

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

Dated: 04/04/09

GW720 (USKMOUTH TO EAST USK JN)

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

Dated: 01/06/13

GW730 SEVERN BRIDGE JN TO NEWPORT, MAINDEE WEST JN

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

Dated: 01/05/2021

GW731 (ABBEY FOREGATE TO RUABON)

From	To	Type of Train	Line(s)	Remarks
Abbey Foregate Jn	Severn Bridge Jn	Freight / ECS	Down Main	Coaching stock up to 35 SLU may be propelled in clear weather only. Coaching stock and 30 freight vehicles may make a wrong direction movement without a brake van provided the movement is hauled.
Abbey Foregate Jn	Severn Bridge Jn	ECS	Down Bays No. 1 or No. 2 Up Main	Coaching stock may be propelled.
Abbey Foregate Jn	Severn Bridge Jn	ECS	No. 1 Up Main	Coaching stock may be worked in the wrong direction.
Severn Bridge Jn	Crewe Jn	ECS	Down Main, Down Main Platform and Up and Down Platform	Coaching stock may be propelled.
Severn Bridge Jn	Crewe Jn	ECS	Down Main and Down Platform	Coaching stock may be worked in the wrong direction.
Severn Bridge Jn	Crewe Jn	ECS	Up Main Platform and Up and Down Platform	Coaching stock may be propelled in clear weather only.
Severn Bridge Jn	Crewe Jn	Freight / ECS	Up Main	Coaching stock may be propelled in clear weather only. Freight vehicles equal to 60 SLU may be propelled.
Severn Bridge Jn	Crewe Jn	Freight / ECS	Up Main and Up Platform	Coaching stock and Freight vehicles equal to 60 SLU may be worked in the wrong direction.
Crewe Bank	Severn Bridge Jn	Freight	All lines	Freight vehicles equal to 35 SLU may be propelled in clear weather only.

Dated: 05/08/06

GW732 (ABBEY FOREGATE TO ENGLISH BRIDGE JN (LOOP LINES))

From	To	Type of Train	Line(s)	Remarks
Abbey Foregate	English Bridge Jn	ECS	Down Loop	Coaching stock equal to 30 SLU may be propelled in clear weather only.
Abbey Foregate	English Bridge Jn	ECS	Up Loop	Coaching stock equal to 12 SLU may be propelled in clear weather only.

Dated: 05/08/06

GW733 (SUTTON BRIDGE JUNCTION TO ABERYSTWYTH)

From	To	Type of Train	Line(s)	Remarks
Welshpool MH1017	Welshpool MH1013	ECS, class 4, 6, 7 & 8	Down Loop	Up direction
Newtown MH1037	Newtown MH 1033	ECS, class 4, 6, 7 & 8	Down Loop	Override in SH mode will need to be selected to pass MH1034 in up direction
Talerddig MH1077	Buffer stop	ECS, class 4, 6, 7 & 8	Up Loop	Length limit 61 metres
Machynlleth MH1099	Aberystwyth siding	ECS, class 4, 6, 7 & 8	Down Loop	
Machynlleth MH1101	Machynlleth MH1099	ECS, class 4, 6, 7 & 8	Single	
Aberystwyth MH1155 and MH1153	Aberystwyth MH1151	ECS, class 4, 6, 7 & 8	Single	
Aberystwyth MH1152	Aberystwyth MH1154 and the buffer stops	ECS, class 4, 6, 7 & 8	Single	

Dated: 25/06/11

GW734 (DOVEY JN TO PWLLHELI)

From	To	Type of Train	Line(s)	Remarks
Pwllheli Station	Pwllheli Crossing GF	ECS	Single	Coaching stock may be propelled in either direction but must not come within the controls of Pwllheli Goods ABCL level crossing.

Dated: 24/10/10

GW750 (HEREFORD/BRECON CURVE GF TO MEB SIDING)

From	To	Type of Train	Line(s)	Remarks
Hereford, Barrs Court	ME siding	Freight	Single - Down direction only	Up to 36 SLUs BV may be propelled. See Local Instructions.

Dated: 04/04/09

GW820 (CWMBARGOED TO YSTRAD MYNACH SOUTH)

From	To	Type of Train	Line(s)	Remarks
Ystrad Mynach South	Cwmbargoed	Freight	Single - Up direction only	May be assisted in rear. The assisting locomotive may return to Ystrad Mynach attached to the rear of trains from Cwmbargoed.

Dated: 05/08/06

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

From	To	Type of Train	Line(s)	Remarks
Cardiff Central	Cogan Jn	HST power car, with or without trailer vehicles	All	In clear weather only. 10 mph. See Local Instructions.

Dated: 30/06/14

GW834 (HIRWAUN TO ABERCYNON)

From	To	Type of Train	Line(s)	Remarks
Aberdare HL	Hirwaun	Freight	Single - Up direction only	May be assisted in rear (not coupled).

Dated: 05/08/06

GW860 (PENARTH CURVE NORTH JN TO PENARTH CURVE SOUTH JN)

From	To	Type of Train	Line(s)	Remarks
Penarth Curve North Jn	Penarth Curve South Jn	HST power car, with or without trailer vehicles.	Both	In clear weather only. 10 mph. See Local Instructions

Dated: 05/08/06

GW864 (COGAN JN TO PENARTH)

From	To	Type of Train	Line(s)	Remarks
Cogan Jn	Penarth	HST power car, with or without trailer vehicles.	Single	In clear weather only. 10 mph. See Local Instructions.

Dated: 05/08/06

GW870 (BARRY TO BRIDGEND, BARRY JN)

From	To	Type of Train	Line(s)	Remarks
Barry	Aberthaw	Freight	Down direction only	May be assisted in rear.

Dated: 05/08/06

GW874 (BRIDGEND, (LLYNFI JN) TO MAESTEG)

From	To	Type of Train	Line(s)	Remarks
Bridgend	Tondu	Freight	Single - Down direction only	May be assisted in rear.

Dated: 05/08/06

GW877 (TONDU TO PORT TALBOT DOCKS)

From	To	Type of Train	Line(s)	Remarks
Margam	Tondu	Freight	Single - Up direction only	May be assisted in rear.
Margam (signals PT.3052/PT.3358)	Abbey Works West (signals PT.3485/PT.3487)	Freight / ECS	Down O.V.E.	Propelled movements authorised. BV.
Margam (signals PT.3052/PT.3358)	Abbey Works East	Freight / ECS	Up Main/ Up Relief and Up O.V.E.	Propelled movements authorised. BV.
Margam Engineers' Siding (position light signal PT.7517)	Port Talbot Docks	Freight / ECS	Down / Up O.V.E.	Propelled movements authorised. BV.
Margam Yard Junction signal PT.3487	Port Talbot Docks	Freight / ECS	Both	Propelled movements authorised. BV.

Dated: 04/04/09

GW900 (PILNING TO FISHGUARD HARBOUR)

From	To	Type of Train	Line(s)	Remarks
Pilning Station	Severn Tunnel Jn	Freight / ECS	Down and Up Main	For the purpose of examining, or dealing with an emergency in, the Severn Tunnel. BV.See Local Instructions.
Alexandra Dock Jn Yard (Sidings 2, 3 and 4)	Ebbw Jn	Freight / ECS	Up Relief (Limit of Shunt)	Up to 38 SLUs may be propelled. Movement must be conducted by radio. Guard/ Shunter must satisfy himself that signal NT1317has been cleared before authorising the movement to commence.
Alexandra Dock Jn (Up/Down Goods Loop)	Ebbw Jn	Freight / ECS	Up Relief (Limit of Shunt)	50 SLUs. Movement must be conducted by radio. Guard/ Shunter must satisfy himself that signal NT1379 has been cleared before authorising the movement to commence.
Margam Moors	Stormy	Freight	Up direction only	May be assisted in rear (not coupled). The Driver of the assisting locomotive and Guard must exchange handsignals. The Guard must then inform the train locomotive Driver that the train is ready to start. When leaving the train, the Driver of the assisting locomotive must take care to avoid any snatching of couplings and the locomotive must be brought to a stand at signal PT.3040.
Landore	Llandeilo Jn	Freight	Down/ Single	May be assisted in rear.
Llandeilo Jn	Landore	Freight	Up/ Single	May be assisted in rear.
Llanstephan Road (signal CJ41)	Carmarthen Jn	Freight / ECS	Down Main	Up to 20 SLUs may be propelled. See Local Instructions.

Dated: 16/05/11

GW9001 (LANDORE JN TO SWANSEA)

From	To	Type of Train	Line(s)	Remarks
Landore	Swansea	HST power car, with or without trailer vehicles.	Down and Up Main	See Local Instructions.
Swansea Loop East Jn	Swansea	Freight	Down	May be assisted in rear.
Swansea	Swansea Loop East Jn	Freight	Up	May be assisted in rear.

Dated: 05/08/06

GW906 (SWANSEA LOOP EAST JN TO SWANSEA LOOP WEST JN)

From	To	Type of Train	Line(s)	Remarks
Swansea Loop East Jn	Swansea Loop West Jn	HST power car, with or without trailer vehicles.	Down	See Local Instructions.
Swansea Loop East Jn	Swansea Loop West Jn	Freight	Down	May be assisted in rear.
Swansea Loop West Jn	Swansea Loop East Jn	Freight	Up	May be assisted in rear.

Dated: 05/08/06

GW910 (CRAVEN ARMS JN TO LLANDEILO JN)

From	To	Type of Train	Line(s)	Remarks
Llandeilo Jn (signal PT3638)	Genwen Jn (signal PT3636)	Freight / ECS	Dn/Up Llandeilo Goods Loop	Propelled movements authorised. BV.

Dated: 22/05/23

GW930 (CARMARTHEN JN TO CARMARTHEN STATION GF)

From	To	Type of Train	Line(s)	Remarks
Carmarthen Jn	Carmarthen Station	Freight / ECS	Single/ Platforms	Up to 35 SLUs may be propelled. See Local Instructions.

Dated: 05/08/06

GW940 (UP SIDINGS NO.2 GF TO CARMARTHEN BRIDGE JN)

From	To	Type of Train	Line(s)	Remarks
Carmarthen Station	Llanstephan Road (signal CJ41)	Freight / ECS	Platforms/ Single/ Down Main	Up to 20 SLUs may be propelled. See Local Instructions.

Dated: 05/08/06

GW950 (WHITLAND TO PEMBROKE DOCK)

From	To	Type of Train	Line(s)	Remarks
Tenby Station	Up points indicator	ECS trains reversing at Tenby.	Down Platform/ Single	Propelled movements authorised.

Dated: 05/08/06

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Route Clearance

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ROUTE CLEARANCE

Last Updated: 30/04/2022

WESTERN

The following tables apply only to the working of trains over running lines and sidings listed in the Table As of the Sectional Appendix. All speed restrictions and local instructions shall be adhered to.

The notations (used in these tables) are explained as follows:

Y	Permitted to operate without restriction
R	Permitted to operate but restrictions apply. See “Notes” column for details
N	No published clearance*
E	ECS/transit - self powered
EH	ECS / transit – dead hauled – (pantograph (where fitted) is lowered)
H	Hauled
B	When the loco’s RA is higher than that of the route then permission is ONLY given (B) for trains working to/from a possession, or to assist a failed train in an emergency. Prior permission must be obtained from Network Rail Control
T	Permitted to operate with the Tilt system

* Where clearances are not published in the Sectional Appendix Route Clearance Tables, trains are only allowed to operate when specifically permitted and the authority has been formally published in an operating notice and / or Network Rail Acceptance Panel documentation.

Conditions of Operation

In addition to any restrictions published in the Route Clearance Tables, it shall be noted that there are other documents (Network Rail Acceptance Panel Summary of Rolling Stock/Infrastructure Compatibility, Discrepancy Registers, Local and General Instructions) that apply to operation on Network Rail managed infrastructure. The Railway Undertaking shall familiarise itself with these.

Tables

D1	Diesel Multiple Units
D2	Electric Multiple Units
D3	Coaching Stock
D4	Locomotives Electric and Diesel
D5	Freight containers/swap bodies

Table D1A – Route clearance of diesel multiple units

Last Updated: 14/05/2022

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	142	143	150	153	155	156	158	159	165	Notes
GW103	MLN1	Paddington – Old Oak Common West	0	05	3	20	E	N	N	E	N	N	N	E R1	E R1	R2	R1 Prohibited Paddington platforms 1, 2 and 4 R2 10 mph Kensal Green CSP Carriage lines 1 and 2 when laden
GW103	MLN1	Old Oak Common West – Acton East Jn	3	20	4	07	E	E	E	E	E	E	E	E	E	Y	
GW103	MLN1	Acton East Jn – West Ealing Jn	4	07	6	54	E	E	E	E	E	E	E	E	E	Y	
GW103	MLN1	West Ealing Jn – Hanwell Jn	6	54	7	19	E	E	E	E	E	E	E	E	E	Y	
GW103	MLN1	Hanwell Jn – Heathrow Airport Jn (Down Main)	7	19	11	15	E	E	E	E	E	E	E	E	E	Y	
GW103	MLN1	Heathrow Airport Jn (Down Main) – Stockley Bridge Jn (Limit of Electrification)	11	15	12	09	E	E	E	E	E	E	E	E	E	Y	
GW103	MLN1	Stockley Bridge Jn (Limit of Electrification) – Slough	12	09	18	36	E	E	E	E	E	E	E	E R1	E R1	Y	R1 Prohibited West Drayton Up / Down Goods line platform
GW103	MLN1	Slough – Maidenhead Jn	18	36	24	24	E	E	E	E	E	E	E	E R1	E R1	Y	R1 Prohibited Twyford platform 5
GW103	MLN1	Maidenhead Jn – Henley Branch Jn	24	24	31	04	E	E	E	E	E	E	E	E	E	Y	
GW103	MLN1	Henley Branch Jn – Reading New Jn	31	04	35	40	E	E	E	E	E	E	E	E	E	Y	
GW103	MLN1	Reading New Jn – Westbury Line Jn	35	40	36	17	E	E	E	Y	E	E	E	E	E	Y	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	000 Ch	121	142	143	150	153	155	156	158	159	165	Notes
GW103	MLN1	Westbury Line Jn – Reading West Jn	36	17	36	78	E	E	E	Y	E	E	E	E	E	Y	
GW103	MLN1	Reading West Jn – Didcot East Jn	36	78	52	66	E	E	E	Y	E	E	E	E	E	Y	
GW103	MLN1	Didcot East Jn – Chester Line Jn	52	66	53	12	E	E	E	Y	E	E	E	E	E	Y	
GW103	MLN1	Chester Line Jn – Foxhall Jn	53	12	53	55	E	E	E	Y	E	E	E	E	E	Y	
GW103	MLN1	Foxhall Jn – Uffington	53	55	66	39	E	E	E	Y	E	E	E	E	E	Y	
GW105	MLN1	Uffington – Swindon Jn	66	39	77	36	E	E	E	Y	E	E	E	E	E	R1	R1 Prohibited Swindon platform 2
GW105	MLN1	Swindon Jn – Wootton Bassett Jn	77	36	83	07	E	Y	Y	Y	Y	E	E	Y	Y	Y	
GW105	MLN1	Wootton Bassett Jn – Thingley Jn	83	07	96	10	E	Y	Y	Y	Y	N	N	Y	Y	Y	
GW105	MLN1	Thingley Jn – North Somerset Jn	96	10	117	46	E	Y	Y	Y	Y	N	N	Y	Y	Y	
GW105	MLN1	North Somerset Jn – Feeder Bridge Jn	117	46	117	50	E	Y	Y	Y	Y	N	N	Y	Y	Y	
GW105	MLN1	Feeder Bridge Jn – Bristol East Jn	117	50	118	02	E	Y	Y	Y	Y	N	N	Y	Y	Y	
GW105	MLN1	Bristol East Jn – Bristol West Jn	118	02	118	58	E	Y	Y	Y	Y	N	N	Y	Y	R1	R1 Prohibited Bristol Temple Meads platforms 1 and 2 and adjacent sidings
GW105	MLN1	Bristol West Jn – Parson Street Jn	118	58	120	28	E	Y	Y	Y	Y	N	N	Y	Y	R1	R1 Prohibited beyond signal BL6731 and BL6733 Carriage line and Carriage Washer line Prohibited all other lineS
GW105	MLN1	Parson Street Jn – Worle Jn	120	28	135	11	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW105	MLN1	Worle Jn – Uphill Jn (direct)	135	11	138	04	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW105	MLN1	Uphill Jn – Fordgate	138	04	154	12	E	Y	Y	Y	Y	N	N	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	000 Ch	121	142	143	150	153	155	156	158	159	165	Notes
GW108	MLN1	Fordgate – Cogload Jn (Up)	154	12	158	23	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW108	MLN1	Cogload Jn (Up) – Norton Fitzwarren Jn (Connection - West Somerset Railway)	158	23	164	60	E	Y	Y	Y	Y	N	N	R1	R1	N	R1 Prohibited Taunton Down Bay
GW108	MLN1	Norton Fitzwarren Jn (Connection - West Somerset Railway) – Cowley Bridge Jn	164	40	192	52	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW108	MLN1	Cowley Bridge Jn – Exeter St Davids Jn	192	52	194	00	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW108	MLN1	Exeter St Davids Jn – Newton Abbot East Jn	194	00	213	75	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW108	MLN1	Newton Abbot East Jn – Newton Abbot West Jn	213	75	214	43	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW108	MLN1	Newton Abbot West Jn – Tavistock Jn Yard	214	43	242	55	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW108	MLN1	Tavistock Jn Yard – Laira Jn	242	55	243	67	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW108	MLN1	Laira Jn – Lipson Jn	243	67	244	35	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW108	MLN1	Lipson Jn – Change of ELR (Site of Former Devonport Jn / Cornwall Loop)	244	35	246	15	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW108	MLN2	Change of ELR (Site of Former Devonport Jn / Cornwall Loop) – St Budeaux Jn	247	28	250	00	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW108	MLN2	St Budeaux Jn – Change of ELR	250	00	256	38	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW108	MLN3	Change of ELR – Liskeard Jn	256	40	264	66	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW108	MLN3	Liskeard Jn – Lostwithiel Jn	264	66	277	54	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW108	MLN3	Lostwithiel Jn – Par Loop Jn	277	54	281	57	E	Y	Y	Y	Y	N	N	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	000 Ch	121	142	143	150	153	155	156	158	159	165	Notes
GW108	MLN3	Burngullow Jn – Penwithers Jn	288	26	301	25	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW108	MLN3	Penwithers Jn – Change of ELR	301	25	305	65	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW108	MLN4	Change of ELR – St Erth Jn	305	67	320	73	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW108	MLN4	St Erth Jn – Penzance	320	73	326	50	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW110	ANL	Old Oak Common West – Greenford East Jn	3	20	7	15	E	E	E	E	E	E	E	N	N	Y	
GW110	ANL	Greenford East Jn – Greenford West Jn	7	15	7	48	E	E	E	E	E	E	E	N	N	Y	
GW110	ANL	Greenford West Jn – Route Boundary (MD705) (Northolt Jn)	7	48	8	60	E	E	E	E	E	E	E	N	N	Y	
GW117	GEC	Greenford East Jn – Greenford South Jn	8	70	8	45	E	E	E	E	E	E	E	N	N	Y	
GW130	AWL	Route Boundary (EA1310) (Acton Wells Jn) – Acton East Jn	0	39	0	08	E	E	E	E	N	N	N	E	E	Y	
GW174	WEL1	West Ealing Jn – Drayton Green Jn	6	56	7	03	E	E	E	E	E	E	E	N	N	Y	
GW174	WEL1	Drayton Green Jn – Greenford South Jn	7	03	8	45	E	E	E	E	E	E	E	N	N	Y	
GW174	WEL1	Greenford South Jn – Greenford LUL Bay Jn	8	45	8	65	E	E	E	E	E	E	E	N	N	Y	
GW174	WEL1	Greenford LUL Bay Jn – Greenford West Jn	8	65	8	76	E	E	E	E	E	E	E	N	N	Y	
GW175	WEL2	Greenford LUL Bay Jn – Greenford Station	8	65	9	06	N	N	N	N	N	N	N	N	N	Y	
GW176	HAN	Hanwell Jn – Drayton Green Jn	0	00	0	36	E	E	E	E	E	E	E	N	N	Y	
GW178	BRB	Southall – Brentford Goods	0	00	2	70	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	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	000 Ch	121	142	143	150	153	155	156	158	159	165	Notes
GW184	WIN	Slough – Windsor & Eton Central	18	36	21	19	E	N	N	E	N	N	N	N	N	Y	
GW185	WBB	Maidenhead – Bourne End	24	19	28	55	E	N	N	E	N	N	N	N	N	Y	
GW185	MWB	Bourne End GF – Marlow	0	06	2	54	E	N	N	E	N	N	N	N	N	Y	
GW187	HEN	Twyford – Henley-on-Thames	31	01	35	48	E	N	N	E	N	N	N	N	N	Y	
GW190	RNJ	Route Boundary (SW210) (Reading Spur Jn) – Reading New Jn	68	00	68	35	E	E	E	Y	E	E	E	E	E	Y	
GW195	RLL	Reading Southern Jn – Reading East Jn	35	33	35	61	N	N	N	E	N	N	N	N	N	R1	R1 Prohibited with tripcocks fitted
GW220	RWC	Reading, Oxford Road Jn – Reading West Jn	0	43	0	02	E	E	E	Y	E	E	E	E	E	N	
GW225	RFR	Caversham Road Jn – Oxford Road Jn	36	25	36	74	N	N	N	Y	N	N	N	Y	N	Y	
GW240	DEC	Didcot East Jn – Didcot North Jns	52	66	54	00	E	E	E	E	E	E	E	E	E	Y	
GW250	DWC	Foxhall Jn – Didcot West Curve Jn	0	01	0	32	E	E	E	E	E	E	E	E	E	Y	
GW220	RWC	Reading, Oxford Road Jn – Reading West Jn	0	43	0	02	E	E	E	Y	E	E	E	E	E	N	
GW260	THA	Kennington Jn – Morris Cowley	18	45	16	04	N	N	N	N	N	N	N	N	N	Y	
GW277	OXD	Oxford North Jn – Route Boundary (MD736) (29m 25ch)	30	09	29	25	Y	Y	Y	Y	E	E	Y	Y	Y	Y	
GW310	OWW	Wolvercot Jn – Pershore (excl)	66	32	112	00	E	Y	Y	Y	Y	E	E	Y	Y	Y	
GW317	OWW	Honeybourne Stratford Line Junction – Start of branch mileage	102	06	101	31	N	N	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	000 Ch	121	142	143	150	153	155	156	158	159	165	Notes
GW401	CHL	Gloucester Barnwood Jn (Change of ELR) – Gloucester Yard Jn (Change of ELR)	92	21	93	08	E	Y	Y	Y	Y	E	E	Y	Y	E R1	R1 Route prohibited to Class 165/0
GW401	BGL1	Gloucester Yard Jn (Change of ELR) – Change of ELR	93	08	94	10	E	Y	Y	Y	Y	E	E	Y	Y	E R1	R1 Route prohibited to Class 165/0
GW401	BGL2	Change of ELR – Standish Jn	94	60	99	69	E	Y	Y	Y	Y	E	E	Y	Y	E R1	R1 Route prohibited to Class 165/0
GW401	BGL2	Standish Jn – Yate South Jn (Change of ELR)	99	69	120	03	E	Y	Y	Y	Y	E	E	Y	Y	N	
GW401	YAT	Yate South Jn (Change of ELR) – Westerleigh Jn	120	03	121	28	E	Y	Y	Y	Y	E	E	Y	Y	N	
GW425	SAW/SSS	Berkeley Road Jn – Sharpness (Network Rail Boundary)	0	04	3	69	N	N	N	N	N	N	N	N	N	N	
GW430	THO	Yate Middle Jn – Tytherington	0	00	6	24	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW440	BGL2	Yate South Jn – Westerleigh Yard	120	03	122	65	N	N	N	N	N	N	N	N	N	N	
GW450	FEC	Stoke Gifford Jn No.1 – Change of ELR	111	79	113	01	E	Y	Y	Y	Y	N	N	Y	Y	Y	
GW450	BSW	Change of ELR – Bristol East Jn	4	50	0	26	E	Y	Y	Y	Y	N	N	Y	Y	Y	
GW4501	AFR	Stoke Gifford Jn No.2 – Hallen Marsh Jn (Change of ELR)	112	05	118	42	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW4501	AMB	Holesmouth Jn – Avonmouth (Bristol Bulk Handling Terminal)	14	60	15	40	N	N	N	N	N	N	N	N	N	N	
GW451	FWC	Filton Jn No 2 – Filton West Jn No.2	4	66	5	41	E	Y	Y	Y	Y	N	N	Y	Y	Y	
GW454	AMB	Severn Beach – St Andrews Jn (Change of ELR)	11	64	16	00	E	Y	Y	Y	Y	N	N	R1	R1	N	R1 15mph Severn Beach platform

Western Route Sectional Appendix Module WR2

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	000 Ch	121	142	143	150	153	155	156	158	159	165	Notes R1
GW480	SWM1	Swindon Jn – Standish Jn	77	36	106	74	E	Y	Y	Y	Y	E	E	R1	R1	E R2 R3	R1 Prohibited Kemble Tamper Siding R2 Route prohibited to Class 165/0 R3 20mph Stroud Down platform
GW490	SWM2	Gloucester Yard Jn – Horton Road Jn	113	03	113	61	E	Y	Y	Y	Y	E	E	Y	Y	E R1	R1 Route prohibited to Class 165/0
GW500	BKE	Westbury Line Jn – Oxford Road Jn	36	17	36	67	E	E	E	Y	E	E	E	E	E	Y	
GW500	BKE	Oxford Road Jn – Southcote Jn	36	67	37	62	E	E	E	Y	E	E	E	E	E	Y	
GW500	BKE	Southcote Jn – Route Boundary (SW125) (Basingstoke)	37	62	37	76	E	E	E	Y	E	E	E	E	E	Y	
GW500	BHL	Southcote Jn – Change of ELR	37	62	81	19	E	E	E	E	N	N	N	E	E	Y	
GW500	SWY	Change of ELR – Heywood Road Jn (Change of ELR)	81	19	94	44	E	E	E	E	E	E	E	E	E	Y	
GW500	WES	Heywood Road Jn (Change of ELR) – Fairwood Jn (Change of ELR) (via Westbury Avoiding Lines)	94	44	97	02	E	Y	Y	Y	Y	N	N	Y	Y	Y	
GW500	WEY	Fairwood Jn (Change of ELR) – Clink Road Jn (Change of ELR)	111	18	114	44	E	Y	Y	Y	Y	N	N	Y	Y	Y	
GW500	FRA	Clink Road Jn (Change of ELR) – Blatchbridge Jn (Change of ELR)	114	44	116	37	E	Y	Y	Y	Y	N	N	Y	Y	Y	
GW500	WEY	Blatchbridge Jn (Change of ELR) – Castle Cary Jn	116	52	129	50	E	Y	Y	Y	Y	N	N	Y	Y	Y	
GW500	WEY	Castle Cary Jn – Route Boundary (SW175) (Yeovil Pen Mill Jn)	129	50	130	00	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW500	CCL	Castle Cary Jn – Cogload Jn (Down)	115	32	138	30	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW5001	SAL	Route Boundary (SW170) (Wilton Jn) – Westbury South Jn	115	40	110	07	E	Y	Y	Y	Y	N	N	Y	Y	N	
GW510	WEY	Westbury North Jn – Bradford Jn	109	49	104	40	E	Y	Y	Y	Y	N	N	Y	Y	R1	R1 Prohibited Trowbridge Station when laden

Western Route Sectional Appendix Module WR2

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	000 Ch	121	142	143	150	153	155	156	158	159	165	Notes
GW520	WYL	Westbury East Loop Jn – Hawkeridge Jn	94	77	95	32	E	Y	Y	Y	Y	N	N	Y	Y	Y	
GW523	WEY	Thingley Jn – Bradford Jn	96	10	104	40	E	Y	Y	Y	Y	N	N	Y	Y	Y	
GW528	BRL	North Somerset Jn – Bristol West Jn via St Philips Marsh	0	00	1	08	E	Y	Y	Y	Y	N	N	Y	Y	Y	
GW530	BLL	Feeder Bridge Jn – Dr Day's Jn (Rhubarb Loop)	117	50	117	73	E	Y	Y	Y	Y	N	N	Y	Y	Y	
GW540	BSW	Filton Jn No.1 – Patchway Jn No.2	4	40	5	61	E	Y	Y	Y	Y	N	N	Y	Y	Y	
GW5401	PAC	Filton West Jn No.1 – Patchway Jn No.1	0	40	0	00	E	Y	Y	Y	Y	N	N	Y	Y	Y	
GW548	POD/ PBY	Parson Street Jn – Network Rail boundary (BPC)	120	28	126	34	N	N	N	N	N	N	N	N	N	N	
W560	SWY	Heywood Road Jn – Westbury North Jn	94	45	95	33	E	Y	Y	Y	Y	N	N	Y	Y	Y	
W560	WEY	Westbury North Jn – Fairwood Jn via Westbury	109	49	111	18	E	Y	Y	Y	Y	N	N	Y	R1	R1	R1 Prohibited Westbury Down Reception line between signal W202 and points 858
W570	WEY	Clink Road Jn – Blatchbridge Jn via Frome	114	44	116	52	E	Y	Y	Y	Y	N	N	Y	Y	Y	
W572	FNS2	Frome North Jn – Change of ELR	0	00	2	38	N	N	N	N	N	N	N	N	N	N	
W572	WQL	Change of ELR – Network Rail Boundary (Mendip Rail - Whatley Quarry)	2	38	2	40	N	N	N	N	N	N	N	N	N	N	
W580	ESB	East Somerset Jn – Network Rail Boundary (East Somerset Railway - Cranmore East)	0	11	5	48	E	Y	Y	Y	Y	N	N	N	N	N	
W600	SWB	Wootton Bassett Jn – Stoke Gifford Jn No.1	83	07	111	79	E	Y	Y	Y	Y	E	E	Y	Y	Y	
W600	SWB	Stoke Gifford Jn No.1 – Patchway Jn No.2	111	79	112	68	E	Y	Y	Y	Y	E	E	Y	Y	Y	
W600	BSW	Patchway Jn No.2 – Route Boundary Wales	5	61	9	12	E	Y	Y	Y	Y	E	E	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	000 Ch	121	142	143	150	153	155	156	158	159	165	Notes
W606	DAC	Cowley Bridge Jn – Crediton SB	173	50	179	26	E	Y	Y	Y	Y	N	N	Y	Y	N	
W606	NDN	Crediton SB – End of Line (Barnstaple)	179	26	211	31	E	Y	Y	Y	Y	N	N	Y	Y	N	
W608	DAC	Crediton – Former Coleford Jn	179	26	183	69	E	Y	Y	Y	Y	N	N	R1	N	N	R1 Up to 4 cars
W608	DAC	Former Coleford Jn – Meldon Quarry	183	69	198	72	N	N	N	R1 R2	N	N	N	R1 R2	N	N	R1 Prohibited Okehampton Groundframe to Meldon Quarry R2 Up to 4 cars
W610	BAE2	Route Boundary (SW115) (Honiton) – Exeter St Davids Jn	164	30	172	04	E	Y	Y	Y	Y	N	N	Y	Y	N	
W611	EMT	Exmouth Jn – Exmouth	0	01	9	32	E	Y	Y	Y	Y	N	N	Y	Y	N	
W618	MOB	Newton Abbott East Jn – End of Line (Beyond Heathfield)	0	14	4	07	N	N	N	Y	N	N	N	N	N	N	
W620	TOR	Newton Abbott West Jn – Paignton Crossover Ground Frame	214	43	222	25	E	Y	Y	Y	Y	N	N	Y	Y	N	
W628	SUT1	Laira Jn – Speedway Jn	244	02	244	30	E	Y	Y	Y	Y	N	N	Y	Y	N	
W628	PLO	Lipson Jn – Speedway Jn	0	00	0	22	E	Y	Y	Y	Y	N	N	Y	Y	N	
W628	SUT1	Speedway Jn – Mount Gould Jn	244	30	244	43	E	Y	Y	Y	Y	N	N	Y	Y	N	
W628	SUT2	Mount Gould Jn – Former Friary Jn	244	41	244	60	N	N	Y	Y	Y	N	N	Y	Y	N	
W628	FRY	Former Friary Jn – Turnchapel Branch Jn	244	60	245	17	N	N	Y	Y	Y	N	N	R1	R1	N	R1 Prohibited beyond Class 158 stop board (245m 13 ch) (A maximum of 3 x 158/9 car lengths can be accommodated)
W628	TUR/ CWR	Turnchapel Branch Jn – Buffer Stops	0	00	0	78	N	N	N	R1	N	N	N	N	N	N	R1 Prior to operation the method of working shall be agreed with the local Infrastructure Manager's operations team
W628	FRY	Turnchapel Branch Jn – Plymouth Friary	245	17	245	40	N	N	N	Y	N	N	N	N	N	N	
W637	DAC	St Budeaux Jn – Buffer Stops (Beyond Bere Alston)	227	22	219	75	E	N	N	Y	Y	N	N	R1	R1	N	R1 Prohibited between St Budeaux Victoria Road Station and Buffer Stops (Beyond Bere Alston)

Western Route Sectional Appendix Module WR2

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	000 Ch	121	142	143	150	153	155	156	158	159	165	Notes R1
GW640	LIL	Liskeard – Coombe Jn	8	67	6	75	E	N	N	Y	R1	N	N	N	N	N	R1 Prohibited from working in multiple. In the event of failure it shall be repaired in situ. If unable to repair assistance shall only be provided by a Class 150 under the supervision of the Railway Undertaking
GW640	LOO	Coombe Jn – Looe	6	52	0	19	E	N	N	Y	R1	N	N	N	N	N	R1 Prohibited from working in multiple. In the event of failure it shall be repaired in situ. If unable to repair assistance shall only be provided by a Class 150 under the supervision of the Railway Undertaking
GW640	LOO	Coombe Jn – Coombe No.2 GF	6	52	6	66	E	N	N	Y	R1	N	N	N	N	N	R1 Prohibited from working in multiple. In the event of failure it shall be repaired in situ. If unable to repair assistance shall only be provided by a Class 150 under the supervision of the Railway Undertaking
GW672	SDS	Burngullow Jn – Drinnick Mill	288	26	291	31	N	N	N	N	N	N	N	N	N	N	
GW672	SDS	Drinnick Mill – Parkandillack	291	31	293	52	N	N	N	N	N	N	N	N	N	N	
GW680	FAL1-3	Penwithers Jn – Falmouth	301	25	312	46	E	N	N	Y	Y	N	N	Y	Y	N	
GW690	SIV	St Erth – St Ives	321	02	325	13	E	N	N	Y	Y	N	N	Y	R1	N	R1 Prohibited St Erth bay platform
GW700	BAG2	Gloucester Barnwood Jn – Horton Road Jn	92	21	92	75	E	Y	Y	Y	Y	N	N	Y	Y	E	
GW700	SWM2	Horton Road Jn – Route Boundary Wales	113	61	129	00	E	Y	Y	Y	Y	Y	Y	Y	Y	E R1	R1 Prohibited between Gloucester and Route Boundary Wales

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	000 Ch	121	142	143	150	153	155	156	158	159	165	Notes
GW710	NO ELR	Llanwern Works East – Llanwern Works West via BSS (Corus Infrastructure)	153	08	156	03	N	N	N	N	N	N	N	N	N	N	
GW720	EUB	Network Rail Boundary (Uskmouth) – East Usk Jn	3	07	0	00	N	N	N	N	N	N	N	N	N	N	
GW730	SHL	Severn Bridge Jn – Craven Arms Jn	0	11	20	01	E	R1	R1	Y	Y	Y	Y	Y	Y	N	R1 Prohibited between Severn Bridge Jn and Sutton Bridge Jn
GW730	SHL	Craven Arms Jn – Shelwick Jn	20	01	49	26	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW730	SHL	Shelwick Jn – Site of former Rotherwas Jn	49	26	52	19	E	Y	Y	Y	Y	Y	Y	Y	Y	R1	R1 Prohibited between Hereford Diesel Depot sidings and Site of Former Rotherwas Jn
GW730	HDC	Site of former Rotherwas Jn – Site of former Red Hill Jn	0	00	1	74	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW730	HNL1	Site of former Red Hill Jn – Maindee West Jn	1	74	41	66	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW731	WSJ2	Route Boundary (MD801) (Madeley Jn) – Abbey Foregate Jn	170	46	171	15	E	N	N	Y	Y	Y	Y	Y	Y	N	
GW731	WSJ2	Abbey Foregate Jn – Crewe Jn	171	15	171	57	E	R1 R2	R1 R2	Y	Y	Y	Y	Y	Y	R1	R2 Prohibited between Abbey Foregate Jn and Shrewsbury R3 Prohibited Shrewsbury Station Howard Street Landing (Loading Dock)
GW731	WSJ2	Crewe Jn – Route Boundary (NW3005) (Wrexham General)	171	57	199	00	E	E	E	Y	Y	Y	Y	Y	Y	N	
GW732	AFE	Abbey Foregate Jn – English Bridge Jn (Loop Lines)	0	25	0	00	E	N	N	Y	Y	Y	Y	Y	Y	N	
GW733	SBA1/2	Sutton Bridge Jn – Welshpool	0	00	33	70	E	N	N	N	N	N	N	Y	Y	N	
GW733	SBA2	Welshpool – Aberystwyth	33	70	95	60	E	N	N	N	N	N	N	Y	Y	N	
GW734	DJP	Dovey Jn – Pwllheli	78	60	132	70	E	N	N	N	N	N	N	Y	Y	N	
GW735	SYC	Crewe Jn – Route Boundary (NW1007) (Limit of Electrification)	32	29	2	60	E	N	N	Y	Y	Y	Y	Y	Y	N	
GW736	GNQ1	Gobowen South – Commencement of single line board	0	00	0	16	N	N	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	000 Ch	121	142	143	150	153	155	156	158	159	165	Notes
GW770	EBW	Ebbw Vale Parkway – Site of Former Aberbeeg Jn	18	45	14	23	E	R1	R1	Y	Y	Y	N	Y	Y	N	R1 Permitted to assist a failed train / contingency use only
GW770	WVL	Site of Former Aberbeeg Jn – Park Jn	14	23	1	02	E	R1	R1	Y	Y	Y	N	Y	Y	N	R1 Permitted to assist a failed train / contingency use only
GW770	GAE	Park Jn – Gaer Jn (Western Valley Line)	160	24	159	33	N	N	N	Y	Y	Y	N	Y	Y	N	R1
GW773	BJR	Machen Quarry – Site of Former Bassaleg Jn	4	69	0	00	N	N	N	N	N	N	N	N	N	N	R1
GW773	WVL	Site of Former Bassaleg Jn – Park Jn (Machen Branch)	2	05	1	10	N	N	N	N	N	N	N	N	N	N	
GW780	WVL	Park Jn – Park Jn SB	1	02	0	74	E	R1	R1	Y	Y	Y	N	Y	Y	N	R1 Permitted to assist a failed train / contingency use only
GW780	NWN	Park Jn SB – Ebbw Jn	0	54	0	00	E	R1	R1	Y	Y	Y	N	Y	Y	N	R1 Permitted to assist a failed train / contingency use only
GW784	NLL	Alexandra Dock Jn – Network Rail Boundary (Newport Docks)	159	60	160	27	N	N	N	N	N	N	N	N	N	N	
GW790	ROC	Pengam Jn – Change of ELR	168	20	168	61	N	N	N	N	N	N	N	N	N	N	
GW790	ROA	Change of ELR – Network Rail Boundary (ABP Cardiff Docks)	3	41	4	54	N	N	N	N	N	N	N	N	N	N	
GW810	CAR	End of Line (Rhymney) – Ystrad Mynach South Jn	24	00	13	41	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW810	CAR	Ystrad Mynach South Jn – Heath Jn	13	41	3	32	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW810	CAR	Heath Jn – Cardiff Queen Street North Jn	3	32	1	22	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW820	TBD	Network Rail Boundary (Cwmbargoed) – Site of Former Taff Bargoed Branch Jn	19	59	13	53	N	N	N	N	N	N	N	N	N	N	
GW820	VON	Site of Former Taff Bargoed Branch Jn – Site of Former Penallta Jn	13	53	12	41	N	N	N	N	N	N	N	N	N	N	
GW820	PTA	Site of Former Penallta Jn – Ystrad Mynach South Jn	15	01	13	41	N	N	N	N	N	N	N	N	N	N	
GW828	CRY	Coryton – Heath Jn	2	57	0	15	E	Y	Y	Y	Y	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	000 Ch	121	142	143	150	153	155	156	158	159	165	Notes
GW830	CAM	Abercynon Jn – Pontypridd Jn	16	35	13	04	E	Y	Y	Y	N	N	N	N	N	N	
GW830	CAM	Pontypridd Jn – Radyr Jn	13	04	5	23	E	Y	Y	Y	N	N	N	N	N	N	
GW830	CAM	Radyr Jn – Queen Street North Jn	5	23	1	17	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW830	CAM	Queen Street North Jn – Queen Street South Jn	1	17	0	66	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW830	CEJ	Queen Street South Jn – Cardiff East Jn	0	22	0	00	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW830	SWM2	Cardiff East Jn – Cardiff West Jn	170	18	170	56	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW830	BRY	Cardiff West Jn – Barry Jn	0	10	8	16	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW830	BRY	Barry Jn – Buffer Stops (Barry Island)	8	16	8	76	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW834	VON	Network Rail Boundary – Aberdare	26	62	22	34	E	Y	Y	Y	N	N	N	N	N	N	
GW834	VON/ ALK	Aberdare – Cwmbach Change of ELR	22	34	20	68	E	Y	Y	Y	N	N	N	N	N	N	
GW834	ABD/ MOA	Cwmbach Change of ELR – Abercynon Jn (Including Mountain Ash Down Loop ELR MOA)	22	01	16	35	E	Y	Y	Y	N	N	N	N	N	N	
GW835	THT	End of Line – Treherbert	23	69	23	54	E	Y	Y	Y	N	N	N	N	N	N	
GW835	THT	Treherbert – Pontypridd Jn	23	54	13	04	E	Y	Y	Y	N	N	N	N	N	N	
GW839	CAM	Queen Street South Jn – Cardiff Bay	0	66	0	02	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW840	RAD	Radyr Jn – Leckwith Loop South Jn	4	41	0	69	E	Y	Y	Y	Y	Y	Y	R1 R2	R1 R2	N	R1 20mph Fairwater Up platform R2 20mph Ninian Park Down platform
GW840	RAD	Leckwith Loop South Jn – Penarth Curve North Jn	0	69	0	47	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW840	RAD	Penarth Curve North Jn – Radyr Branch Jn	0	47	0	25	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW850	CLL	Leckwith Loop South Jn – Leckwith Loop North Jn	0	26	0	00	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW860	CPL	Penarth Curve North Jn – Penarth Curve South Jn	0	25	0	00	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW864	PTH	Cogan Jn – Penarth	0	01	1	12	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW870	VOG	Barry Jn – Bridgend Bay Platform	0	00	19	04	E	Y	Y	Y	Y	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	000 Ch	121	142	143	150	153	155	156	158	159	165	Notes
GW874	BAL	Llynfi Jn – Tondu Jn	0	07	2	70	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW874	BAL	Tondu Jn – Maesteg	2	70	8	06	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW877	POR	Tondu Jn – Cefn Jn	0	00	2	43	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW877	OVE	Cefn Jn – Margam Abbey Works East Jn	7	41	2	41	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW877	OVE	Margam Abbey Works East Jn – Margam East Jn	2	41	1	40	N	N	N	N	N	N	N	N	N	N	
GW877	OVE	Margam East Jn – Margam Yard Jn	1	40	0	79	N	N	N	N	N	N	N	N	N	N	
GW877	OVE	Margam Yard Jn – Network Rail Boundary (Port Talbot Docks)	0	79	0	56	N	N	N	N	N	N	N	N	N	N	
GW890	SDI1	Briton Ferry Up Flying Loop Jn – Dynover Jn	206	14	207	67	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW890	SDI1	Dynover Jn – Jersey Marine Jn North	207	67	208	33	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW890	SDI1	Jersey Marine Jn North – Change of Mileage	208	33	208	49	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW890	SDI2	Change of Mileage – Grovesend Colliery Loop Jn	0	00	10	05	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW890	SDI2	Grovesend Colliery Loop Jn – Morlais Jn	10	05	10	64	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW8901	RSB	Dynevor Jn – Jersey Marine South Jn	19	16	20	24	N	N	N	N	N	N	N	N	N	N	
GW892	VON	Network Rail Boundary (Cwmgwrach) – Neath & Brecon Jn	33	14	41	17	N	N	N	N	N	N	N	N	N	N	
GW892	VON	Neath & Brecon Jn – Burrows Sidings	41	17	46	30	N	N	N	N	N	N	N	N	N	N	
GW893	NAB	Network Rail Boundary (Onllwyn) – Neath and Brecon Jn	10	10	0	01	N	N	N	N	N	N	N	N	N	N	
GW894	JER	Jersey Marine Jn North – Jersey Marine Jn South	1	24	2	26	N	N	N	N	N	N	N	N	N	N	
GW897	HDY	Grovesend Colliery Loop Jn – Hendy Jn	0	00	0	46	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW900	BSW	Ableton Lane Tunnel – Severn Tunnel Jn	10	51	16	73	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW900	SWM2	Severn Tunnel Jn – Maindee West Jn	149	14	158	16	E	Y	Y	Y	Y	Y	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	000 Ch	121	142	143	150	153	155	156	158	159	165	Notes
GW900	SWM2	Cardiff East Jn – Cardiff West Jn	170	18	170	56	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW900	SWM2	Cardiff West Jn – Court Sart Jn	170	56	206	58	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW900	SWM2	Court Sart Jn – Llandore Jn	206	58	214	62	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW900	SWM2	Llandore Jn – Llandeilo Jn	214	62	223	49	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW900	SWM2	Llandeilo Jn – Carmarthen Bridge Jn	223	49	245	32	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW900	SWM2	Carmarthen Bridge Jn – Whitland Jn	245	32	259	01	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW900	SWM2	Whitland Jn – Clarbeston Road Jn	259	01	271	08	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW900	CRL	Clarbeston Road Jn – Change of ELR (Letterston Jn)	271	08	281	58	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW900	NPF	Change of ELR (Letterston Jn) – Network Rail Boundary (Fishguard Harbour)	283	30	287	52	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW9001	SWA	Landore Jn – Swansea	214	62	216	07	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW906	SWL	Swansea Loop East Jn – Swansea Loop West Jn	0	53	0	00	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW910	CWL1	Craven Arms Jn – Change of Mileage	20	01	20	12	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW910	CWL2	Change of Mileage – Site of Former Llandovery Jn	0	00	59	14	E	Y	Y	Y	Y	Y	R1 R2	E	E	N	R1 Prohibited between Builth Road and Site of Former Llandovery Jn R2 Prohibited Llandrindod Down platform
GW910	VOT	Site of Former Llandovery Jn – Llandeilo	29	40	18	07	E	Y	Y	Y	Y	Y	N	E	E	N	
GW910	LLA	Llandeilo – Pantyffynnon	18	07	10	08	E	Y	Y	Y	Y	Y	N	E R1	E R1	N	R1 5mph Ffairfach platform
GW910	LLA	Pantyffynnon – Morlais Jn	10	08	3	50	E	Y	Y	Y	Y	Y	N	Y	Y	N	

Western Route Sectional Appendix Module WR2

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	000 Ch	121	142	143	150	153	155	156	158	159	165	Notes
GW915	GWA	Gwaun-cae-Gurwen – Former Jn (Change of ELR)	16	41	14	60	N	N	N	N	N	N	N	N	N	N	
GW915	GNT	Former Jn (Change of ELR) – Pantyffynnon	14	60	10	04	N	N	N	N	N	N	N	N	N	N	
GW930	CAN	Carmarthen Jn – End of Line (Beyond Carmarthen Station)	245	10	245	65	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW940	CAN/ CNW	Up Sidings No.2 GF – Carmarthen Bridge Jn	245	43	245	32	E	Y	Y	Y	Y	Y	Y	R1	R1	N	R1 Prohibited Carmarthen Down side bay platform (accessible by shunt movement only)
GW950	PEM	Whitland Jn – Pembroke RA Change	259	01	284	22	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW950	PEM	Pembroke RA Change – Pembroke Dock	284	22	286	26	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW960	SWM2	Clarbeston Road – Haverfordwest	271	08	276	08	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW960	SWM2	Haverfordwest – Change of ELR (Site of Former Johnston Jn)	276	08	280	70	E	Y	Y	Y	Y	Y	Y	Y	Y	N	
GW960	MIL	Change of ELR (Site of Former Johnston Jn) – Herbranston Jn	280	70	283	12	E	Y	Y	Y	Y	Y	Y	Y	Y		
GW960	MIL	Herbranston Jn – End of Line (Beyond Milford Haven)	283	12	284	71	E	Y	Y	Y	Y	Y	Y	Y	Y		
GW970	GOB	Gulf Oil Branch Jn – Waterston, Gulf Oil Refinery	0	00	2	35	N	N	N	N	N	N	N	N	N		
GW980	ERB	Herbrandston Jn – Robeston	0	00	1	18	N	N	N	N	N	N	N	N	N		

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Table D1B – Route clearance of diesel multiple units

Last Updated: 30/11/2024

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	166 RHM	168	170	171	172	175	180	196	197	220	221	222	Notes	
GW103	MLN1	Paddington – Old Oak Common West	0	05	3	20	Y	Y	N	N	R1 R2	Y	Y	N	N	R3	R3	R4	R1 R2 R3 R4	Prohibited Paddington platform 2 15mph Paddington platform 4 100mph maximum speed Prohibited between Paddington and Kensal Green
GW103	MLN1	Old Oak Common West – Acton East Jn	3	20	4	07	Y	Y	N	N	Y	Y	Y	N	N	R1	R1	Y	R1	100mph maximum speed
GW103	MLN1	Acton East Jn – West Ealing Jn	4	07	6	54	Y	Y	N	Y	Y	Y	Y	N	N	R1	R1	Y	R1	100mph maximum speed
GW103	MLN1	West Ealing Jn – Hanwell Jn	6	54	7	19	Y	Y	N	Y	R1	Y	Y	N	N	R2	R2	N	R1 R2	Route prohibited to Class 172/2 and 172/3 100mph maximum speed
GW103	MLN1	Hanwell Jn – Heathrow Airport Jn (Down Main)	7	19	11	15	Y	Y	N	N	R1	Y	Y	N	N	R2	R2	N	R1 R2	Route prohibited to Class 172/2 and 172/3 100mph maximum speed
GW103	MLN1	Heathrow Airport Jn (Down Main) – Stockley Bridge Jn (Limit of Electrification)	11	15	12	09	Y	Y	N	N	R1	Y	Y	N	N	R2	R2	N	R1 R2	Route prohibited to Class 172/2 and 172/3 100mph maximum speed
GW103	MLN1	Stockley Bridge Jn (Limit of Electrification) – Slough	12	09	18	36	Y	Y	N	N	R1	Y	Y	N	N	R2	R2	N	R1 R2	Route prohibited to Class 172/2 and 172/3 100mph maximum speed
GW103	MLN1	Slough – Maidenhead Jn	18	36	24	24	Y	Y	N	N	R1	Y	Y	N	N	R2	R2	N	R1 R2	Route prohibited to Class 172/2 and 172/3 100mph maximum speed
GW103	MLN1	Maidenhead Jn – Henley Branch Jn	24	24	31	04	Y	Y	N	N	R1	Y	Y	N	N	R2	R2	N	R1 R2	Route prohibited to Class 172/2 and 172/3 100mph maximum speed

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	166 RHM	168	170	171	172	175	180	196	197	220	221	222	Notes
GW103	MLN1	Henley Branch Jn – Reading New Jn	31	04	35	40	Y	Y	N	N	R1	Y	Y	N	N	R2	R2	N	R1 Route prohibited to Class 172/2 and 172/3 R2 100mph maximum speed
GW103	MLN1	Reading New Jn – Westbury Line Jn	35	40	36	17	Y	Y	R1 R2	N	R3	Y	Y	N	N	R4	R4	N	R1 Prohibited Reading platforms 3 to 15 R2 Prohibited between Reading and Reading New Jn R3 Route prohibited to Class 172/2 and 172/3 R4 100mph between Reading New Jn and Reading
GW103	RLL	Reading East Jn – Route Boundary (SW210) (Reading Southern Jn)	35	61	35	38	Y	N	N	N	N	N	Y	N	N	Y	Y	N	
GW103	MLN1	Westbury Line Jn – Reading West Jn	36	17	36	78	Y	Y	N	N	R1	Y	Y	N	N	Y	Y	N	R1 Route prohibited to Class 172/2 and 172/3
GW103	MLN1	Reading West Jn – Didcot East Jn	36	78	52	66	Y	Y	N	N	R1	Y	Y	N	N	Y	Y	N	R1 Route prohibited to Class 172/2 and 172/3
GW103	MLN1	Didcot East Jn – Chester Line Jn	52	66	53	12	Y	Y	N	N	R1	Y	Y	N	N	R2 R3	R2 R3	N	R1 Route prohibited to Class 172/2 and 172/3 R2 100mph between Didcot and Chester Line Jn R3 Prohibited Didcot platform 4 with deflated secondary suspension
GW103	MLN1	Chester Line Jn – Foxhall Jn	53	12	53	55	Y	N	N	N	N	Y	Y	N	N	R1	R1	N	R1 100mph maximum speed
GW103	MLN1	Foxhall Jn – Uffington	53	55	66	39	Y	N	N	N	N	Y	Y	N	N	R1	R1	N	R1 100mph maximum speed
GW105	MLN1	Uffington – Swindon Jn	66	39	77	36	Y	N	N	N	N	Y	Y	N	N	R1	R1	N	R1 100mph maximum speed
GW105	MLN1	Swindon Jn – Wootton Bassett Jn	77	36	83	07	Y	N	N	N	N	Y	Y	N	N	R1	R1	N	R1 100mph maximum speed
GW105	MLN1	Wootton Bassett Jn – Thingley Jn	83	07	96	10	Y	N	N	N	N	Y	Y	N	N	R1	R1	N	R1 100mph maximum speed
GW105	MLN1	Thingley Jn – North Somerset Jn	96	10	117	46	Y	N	R2	N	N	Y	Y	N	N	R1	R1	N	R1 100mph between Thingley Jn and Box Middle Hill Tunnel R2 Prohibited Thingley Jn - St Annes Park or (Bristol) No.2 Tunnel
GW105	MLN1	North Somerset Jn – Feeder Bridge Jn	117	46	117	50	Y	N	Y	N	N	Y	Y	N	Y	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	166 RHM	168	170	171	172	175	180	196	197	220	221	222	Notes
GW105	MLN1	Feeder Bridge Jn – Bristol East Jn	117	50	118	02	Y	N	Y	N	N	Y	Y	N	Y	Y	Y	N	
GW105	MLN1	Bristol East Jn – Bristol West Jn	118	02	118	58	Y	N	R1 R2 R3 R4	N	N	Y	R5	N	Y	R5	R5	N	R1 Prohibited Bristol Temple Meads platforms 1, 2, 11 & 12 R2 Prohibited Bristol Temple Meads platforms 5 and 6 with air bags deflated/ failed secondary suspension R3 Prohibited Bristol Temple Meads Dock, Parcels and Fish platforms R4 Prohibited West Carriage Sidings R5 Prohibited Bristol Temple Meads platform 2 and adjacent sidings
GW105	MLN1	Bristol West Jn – Parson Street Jn	118	58	120	28	Y	N	R1	N	N	Y	Y	N	Y	Y	Y	N	R1 Prohibited Bedminster - Parson Street Jn
GW105	MLN1	Parson Street Jn – Worle Jn	120	28	135	11	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW105	MLN1	Worle Jn – Uphill Jn (direct)	135	11	138	04	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW105	MLN1	Uphill Jn – Fordgate	138	04	154	12	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW107	WSM	Worle Jn – Uphill Jn via Weston-Super-Mare	135	11	139	05	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW108	MLN1	Fordgate – Cogload Jn (Up)	154	12	158	23	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW108	MLN1	Cogload Jn (Up) – Norton Fitzwarren Jn (Connection - West Somerset Railway)	158	23	164	60	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW108	MLN1	Norton Fitzwarren Jn (Connection - West Somerset Railway) – Cowley Bridge Jn	164	40	192	52	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW108	MLN1	Cowley Bridge Jn – Exeter St Davids Jn	192	52	194	00	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW108	MLN1	Exeter St Davids Jn – Newton Abbot East Jn	194	00	213	75	Y	N	E	N	N	Y	Y	N	N	Y	Y	N	
GW108	MLN1	Newton Abbot East Jn – Newton Abbot West Jn	213	75	214	43	Y	N	E	N	N	Y	Y	N	N	Y	Y	N	
GW108	MLN1	Newton Abbot West Jn – Tavistock Jn Yard	214	43	242	55	Y	N	E	N	N	Y	Y	N	N	Y	Y	N	
GW108	MLN1	Tavistock Jn Yard – Laira Jn	242	55	243	67	Y	N	E	N	N	Y	Y	N	N	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	166 RHM	168	170	171	172	175	180	196	197	220	221	222	Notes
GW108	MLN1	Laira Jn – Lipson Jn	243	67	244	35	Y	N	E	N	N	Y	Y	N	N	Y	Y	N	
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	N	Y	Y	N	R1 Prohibited between Plymouth and Change of ELR (Site of Former Devonport Jn/Cornwall Loop) R2 Prohibited Plymouth platform 2 West, Dock 4 with crush deflated suspension R3 Prohibited Plymouth platform 5 with deflated air bags / failed secondary suspension R4 Prohibited Plymouth platforms 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	N	Y	Y	N	
GW108	MLN2	St Budeaux Jn – Change of ELR	250	00	256	38	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW108	MLN3	Change of ELR – Liskeard Jn	256	40	264	66	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW108	MLN3	Liskeard Jn – Lostwithiel Jn	264	66	277	54	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW108	MLN3	Lostwithiel Jn – Par Loop Jn	277	54	281	57	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW108	MLN3	Par Loop Jn – Burngullow Jn	281	57	288	26	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW108	MLN3	Burngullow Jn – Penwithers Jn	288	26	301	25	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW108	MLN3	Penwithers Jn – Change of ELR	301	25	305	65	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW108	MLN4	Change of ELR – St Erth Jn	305	67	320	73	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW108	MLN4	St Erth Jn – Penzance	320	73	326	50	N	N	N	N	N	Y	Y	N	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	N	Y	Y	Y	
GW110	ANL	Greenford East Jn – Greenford West Jn	7	15	7	48	Y	Y	N	N	Y	Y	Y	N	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	N	Y	Y	N	
GW117	GEC	Greenford East Jn – Greenford South Jn	8	70	8	45	Y	Y	N	N	R1	Y	Y	N	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	N	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	166 RHM	168	170	171	172	175	180	196	197	220	221	222	Notes
GW174	WEL1	West Ealing Jn – Drayton Green Jn	6	56	7	03	Y	E	N	Y	Y	Y	Y	N	N	Y	Y	Y	
GW174	WEL1	Drayton Green Jn – Greenford South Jn	7	03	8	45	Y	E	N	Y	Y	Y	Y	N	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	N	Y	Y	N	
GW174	WEL1	Greenford LUL Bay Jn – Greenford West Jn	8	65	8	76	Y	E	N	Y	Y	N	N	N	N	Y	Y	N	
GW175	WEL2	Greenford LUL Bay Jn – Greenford Station	8	65	9	06	Y	N	N	Y	N	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	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	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	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	N	
GW184	WIN	Slough – Windsor & Eton Central	18	36	21	19	Y	N	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	N	
GW185	MWB	Bourne End GF – Marlow	0	06	2	54	Y	N	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	N	
GW190	RNJ	Route Boundary (SW210) (Reading Spur Jn) – Reading New Jn	68	00	68	35	Y	N	N	N	N	N	Y	N	N	Y	Y	N	
GW195	RLL	Reading Southern Jn – Reading East Jn	35	33	35	61	Y	N	N	N	N	N	Y	N	N	Y	Y	N	
GW200	DCL	Chester Line Jn – Route Boundary (MD401) (Heyford)	53	12	75	00	Y	Y	N	N	R1	Y	Y	Y	N	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	N	Y	Y	N	
GW225	RFR	Caversham Road Jn – Oxford Road Jn	36	25	36	74	Y	N	N	N	N	N	Y	N	N	Y	Y	N	
GW240	DEC	Didcot East Jn – Didcot North Jns	52	66	54	00	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW250	DWC	Foxhall Jn – Didcot West Curve Jn	0	01	0	32	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	166 RHM	168	170	171	172	175	180	196	197	220	221	222	Notes
GW260	THA	Kennington Jn – Morris Cowley	18	45	16	04	N	Y	N	N	Y	N	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	N	R1 Prohibited Islip Down platform 2
GW310	OWW	Wolvercot Jn – Pershore (excl)	66	32	112	00	Y	N	N	N	N	Y	Y	N	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	N	
GW317	STD	Start of branch mileage – Long Marston	0	00	2	70	N	N	N	N	N	N	N	N	N	N	N	N	
GW401	BAG2	Route Boundary (MD306) (Ashchurch) – Gloucester Barnwood Jn (Change of ELR)	77	40	92	21	Y	N	Y	N	R1	Y	Y	E	R2	Y	Y	N	R1 Route prohibited to Class 172/0 and 172/1 R2 Prohibited Route Boundary (MD306) (Ashchurch) to Morris Hill Level Crossing
GW401	CHL	Gloucester Barnwood Jn (Change of ELR) – Gloucester Yard Jn (Change of ELR)	92	21	93	08	Y	N	Y	N	N	Y	Y	N	Y	Y	Y	N	
GW401	BGL1	Gloucester Yard Jn (Change of ELR) – Change of ELR	93	08	94	10	Y	N	Y	N	N	Y	Y	N	EH	Y	Y	N	
GW401	BGL2	Change of ELR – Standish Jn	94	60	99	69	Y	N	Y	N	N	Y	Y	N	EH	Y	Y	N	
GW401	BGL2	Standish Jn – Yate South Jn (Change of ELR)	99	69	120	03	Y	N	Y	N	N	Y	Y	N	EH	Y	Y	N	
GW401	YAT	Yate South Jn (Change of ELR) – Westerleigh Jn	120	03	121	28	Y	N	Y	N	N	Y	Y	N	EH R1	Y	Y	N	R1 Prohibited Westerleigh Jn Bridge No.4 Up Charfield line (121m 18ch)
GW425	SAW/SSS	Berkeley Road Jn – Sharpness (Network Rail Boundary)	0	04	3	69	N	N	N	N	N	N	N	N	N	N	N	N	
GW430	THO	Yate Middle Jn – Tytherington	0	00	6	24	N	N	N	N	N	N	N	N	N	N	N	N	
GW440	BGL2	Yate South Jn – Westerleigh Yard	120	03	122	65	N	N	N	N	N	N	N	N	N	N	N	N	
GW450	FEC	Stoke Gifford Jn No.1 – Change of ELR	111	79	113	01	Y	N	Y	N	N	Y	Y	N	Y	Y	Y	N	
GW450	BSW	Change of ELR – Bristol East Jn	4	50	0	26	Y	N	Y	N	N	Y	Y	N	Y	Y	Y	N	
GW4501	AFR	Stoke Gifford Jn No.2 – Hallen Marsh Jn (Change of ELR)	112	05	118	42	R1	N	N	N	N	Y	Y	N	N	Y	Y	N	R1 Prohibited Stoke Gifford Jn No 2 - Filton West Jn

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	166 RHM	168	170	171	172	175	180	196	197	220	221	222	Notes
GW4501	AMB	Hallen Marsh Jn (Change of ELR) – Holesmouth Jn	14	38	14	60	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW4501	AMB	Holesmouth Jn – Avonmouth (Bristol Bulk Handling Terminal)	14	60	15	40	N	N	N	N	N	N	N	N	N	N	N	N	
GW451	FWC	Filton Jn No 2 – Filton West Jn No.2	4	66	5	41	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW454	AMB	Severn Beach – St Andrews Jn (Change of ELR)	11	64	16	00	Y	N	N	N	N	R1	R1	N	N	R1	R1	N	R1 Prohibited between Severn Beach Station and Holesmouth Jn
GW454	CNX	St Andrews Jn (Change of ELR) – Narroways Hill Jn	9	32	2	03	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW480	SWM1	Swindon Jn – Standish Jn	77	36	106	74	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW490	SWM2	Gloucester Yard Jn – Horton Road Jn	113	03	113	61	Y	N	Y	N	N	Y	Y	Y	Y	Y	Y	N	
GW500	BKE	Westbury Line Jn – Oxford Road Jn	36	17	36	67	Y	N	Y	N	N	Y	Y	N	N	Y	Y	N	
GW500	BKE	Oxford Road Jn – Southcote Jn	36	67	37	62	Y	N	Y	N	N	Y	Y	N	N	Y	Y	N	
GW500	BKE	Southcote Jn – Route Boundary (SW125) (Basingstoke)	37	62	37	76	Y	N	Y	N	N	N	Y	N	N	Y	Y	N	
GW500	BHL	Southcote Jn – Change of ELR	37	62	81	19	Y	N	N	N	N	Y	Y	N	N	R1	R1	N	R1 100mph on the Up Westbury line from Newbury Racecourse to Midgham
GW500	SWY	Change of ELR – Heywood Road Jn (Change of ELR)	81	19	94	44	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW500	WES	Heywood Road Jn (Change of ELR) – Fairwood Jn (Change of ELR) (via Westbury Avoiding Lines)	94	44	97	02	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW500	WEY	Fairwood Jn (Change of ELR) – Clink Road Jn (Change of ELR)	111	18	114	44	Y	N	Y	N	N	Y	Y	N	N	Y	Y	N	
GW500	FRA	Clink Road Jn (Change of ELR) – Blatchbridge Jn (Change of ELR)	114	44	116	37	Y	N	Y	N	N	Y	Y	N	N	Y	Y	N	
GW500	WEY	Blatchbridge Jn (Change of ELR) – Castle Cary Jn	116	52	129	50	Y	N	Y	N	N	Y	Y	N	N	Y	Y	N	
GW500	WEY	Castle Cary Jn – Route Boundary (SW175) (Yeovil Pen Mill Jn)	129	50	130	00	Y	N	Y	N	N	N	Y	N	N	Y	Y	N	
GW500	CCL	Castle Cary Jn – Cogload Jn (Down)	115	32	138	30	Y	N	N	N	N	Y	Y	N	N	R1	R1	N	R1 90mph between Somerton Tunnel and Cogload Jn
GW5001	SAL	Route Boundary (SW170) (Wilton Jn) – Westbury South Jn	115	40	110	07	Y	N	Y	N	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	166 RHM	168	170	171	172	175	180	196	197	220	221	222	Notes
GW510	WEY	Westbury North Jn – Bradford Jn	109	49	104	40	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW510	BFB	Bradford Jn – Bathampton Jn	9	12	0	00	Y	N	N	N	N	Y	R1	N	N	Y	Y	N	R1 30mph on the down line through Dundas Aqueduct (03m 12ch)
GW520	WYL	Westbury East Loop Jn – Hawkeridge Jn	94	77	95	32	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW523	WEY	Thingley Jn – Bradford Jn	96	10	104	40	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW528	BRL	North Somerset Jn – Bristol West Jn via St Philips Marsh	0	00	1	08	Y	N	Y	N	N	Y	Y	N	Y	Y	Y	N	
GW530	BLL	Feeder Bridge Jn – Dr Day's Jn (Rhubarb Loop)	117	50	117	73	Y	N	Y	N	N	Y	Y	N	Y	Y	Y	N	
GW540	BSW	Filton Jn No.1 – Patchway Jn No.2	4	40	5	61	Y	N	Y	N	N	Y	Y	N	Y	Y	Y	N	
GW5401	PAC	Filton West Jn No.1 – Patchway Jn No.1	0	40	0	00	Y	N	N	N	N	N	Y	N	N	Y	Y	N	
GW548	POD/ PBY	Parson Street Jn – Network Rail boundary (BPC)	120	28	126	34	N	N	N	N	N	N	N	N	Y	N	N	N	
GW560	SWY	Heywood Road Jn – Westbury North Jn	94	45	95	33	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW560	WEY	Westbury North Jn – Fairwood Jn via Westbury	109	49	111	18	R1	N	R1	N	N	Y	R1	N	N	R1	R1	N	R1 Prohibited Westbury Down Reception line between signal W202 and points 858
GW570	WEY	Clink Road Jn – Blatchbridge Jn via Frome	114	44	116	52	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW572	FNS2	Frome North Jn – Change of ELR	0	00	2	38	N	N	N	N	N	N	N	N	N	N	N	N	
GW572	WQL	Change of ELR – Network Rail Boundary (Mendip Rail - Whatley Quarry)	2	38	2	40	N	N	N	N	N	N	N	N	N	N	N	N	
GW580	ESB	East Somerset Jn – Network Rail Boundary (East Somerset Railway - Cranmore East)	0	11	5	48	N	N	N	N	N	N	N	N	N	N	N	N	
GW600	SWB	Wootton Bassett Jn – Stoke Gifford Jn No.1	83	07	111	79	Y	N	R1	N	N	Y	Y	N	R1	R2	R2	N	R1 Prohibited between Wootton Bassett Jn and Westerleigh Jn R2 100mph maximum speed

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	166 RHM	168	170	171	172	175	180	196	197	220	221	222	Notes	
GW600	SWB	Stoke Gifford Jn No.1 – Patchway Jn No.2	111	79	112	68	Y	N	Y	N	N	Y	Y	N	Y	R1	R1	N	R1 R2	100mph maximum speed Prohibited Stoke Gifford Jn No.1 to Westerleigh Jn
GW600	BSW	Patchway Jn No.2 – Route Boundary Wales	5	61	9	12	Y	N	Y	N	N	Y	Y	N	Y	Y	Y	N		
GW600	BSW	Route Boundary – Ableton Lane Tunnel (GW900)	9	12	10	51	Y	N	Y	N	N	Y	Y	N	Y	Y	Y	N		
GW606	DAC	Cowley Bridge Jn – Crediton SB	173	50	179	26	Y	N	N	N	N	N	N	N	N	N	N	N		
GW606	NDN	Crediton SB – End of Line (Barnstaple)	179	26	211	31	Y	N	N	N	N	N	N	N	N	N	N	N		
GW608	DAC	Crediton – Former Coleford Jn	179	26	183	69	R1	N	N	N	N	N	N	N	N	N	N	N	R1	Up to 3 cars
GW608	DAC	Former Coleford Jn – Meldon Quarry	183	69	198	72	R1 R2	N	N	N	N	N	N	N	N	N	N	N	R1 R2	Up to 3 cars Prohibited Okehampton Groundframe to Meldon Quarry
GW610	BAE2	Route Boundary (SW115) (Honiton) – Exeter St Davids Jn	164	30	172	04	R1	N	Y	N	N	N	Y	N	N	Y	Y	N	R1	Prohibited Route Boundary (SW115) (Honiton) - Single Line Jn (Signal EJ1) (168m 00ch)
GW611	EMT	Exmouth Jn – Exmouth	0	01	9	32	R1	N	N	N	N	N	N	N	N	Y	Y	N	R1	Prohibited Polsloe Bridge Halt Single line with crush deflated suspension
GW618	MOB	Newton Abbott East Jn – End of Line (Beyond Heathfield)	0	14	4	07	N	N	N	N	N	N	N	N	N	N	N	N		
GW620	TOR	Newton Abbott West Jn – Paignton Crossover Ground Frame	214	43	222	25	Y	N	E	N	N	Y	Y	N	N	Y	Y	N		
GW628	SUT1	Laira Jn – Speedway Jn	244	02	244	30	Y	N	N	N	N	N	N	N	N	Y	Y	N		
GW628	PLO	Lipson Jn – Speedway Jn	0	00	0	22	Y	N	N	N	N	Y	Y	N	N	Y	Y	N		
GW628	SUT1	Speedway Jn – Mount Gould Jn	244	30	244	43	Y	N	N	N	N	Y	Y	N	N	Y	Y	N		
GW628	SUT2	Mount Gould Jn – Former Friary Jn	244	41	244	60	Y	N	N	N	N	N	N	N	N	Y	Y	N		
GW628	FRY	Former Friary Jn – Turnchapel Branch Jn	244	60	245	17	N	N	N	N	N	N	N	N	N	N	N	N		
GW628	TUR/ CWR	Turnchapel Branch Jn – Buffer Stops	0	00	0	78	N	N	N	N	N	N	N	N	N	N	N	N		
GW628	FRY	Turnchapel Branch Jn – Plymouth Friary	245	17	245	40	N	N	N	N	N	N	N	N	N	N	N	N		
GW637	DAC	St Budeaux Jn – Buffer Stops (Beyond Bere Alston)	227	22	219	75	N	N	N	N	N	N	N	N	N	N	N	N		

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	166 RHM	168	170	171	172	175	180	196	197	220	221	222	Notes
GW637	CAL	Bere Alston Jn – Gunnislake	0	02	4	40	N	N	N	N	N	N	N	N	N	N	N	N	
GW640	LIL	Liskeard – Coombe Jn	8	67	6	75	N	N	N	N	N	N	N	N	N	N	N	N	
GW640	LOO	Coombe Jn – Looe	6	52	0	19	N	N	N	N	N	N	N	N	N	N	N	N	
GW640	LOO	Coombe Jn – Coombe No.2 GF	6	52	6	66	N	N	N	N	N	N	N	N	N	N	N	N	
GW642	LOO	Coombe No.2 GF – Network Rail Boundary (Moorswater)	6	66	7	20	N	N	N	N	N	N	N	N	N	N	N	N	
GW650	LOF	Lostwithiel – Network Rail Boundary (Carne Point)	277	54	281	59	N	N	N	N	N	N	N	N	N	N	N	N	
GW660	PAR	Par Loop Jn – St Blazey Jn	281	57	282	16	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW660	NEW	St Blazey Jn – Newquay	282	16	302	49	N	N	N	N	N	Y	Y	N	N	Y	Y	N	
GW672	SDS	Burngullow Jn – Drinnick Mill	288	26	291	31	N	N	N	N	N	N	N	N	N	N	N	N	
GW672	SDS	Drinnick Mill – Parkandillack	291	31	293	52	N	N	N	N	N	N	N	N	N	N	N	N	
GW680	FAL1-3	Penwithers Jn – Falmouth	301	25	312	46	N	N	N	N	N	N	N	N	N	N	N	N	
GW690	SIV	St Erth – St Ives	321	02	325	13	N	N	N	N	N	N	N	N	N	N	N	N	
GW700	BAG2	Gloucester Barnwood Jn – Horton Road Jn	92	21	92	75	Y	N	Y	N	R1	Y	Y	E	Y	Y	Y	N	R1 Route prohibited to Class 172/0 and 172/1
GW700	SWM2	Horton Road Jn – Route Boundary Wales	113	61	129	00	Y	N	Y	N	R1 R2	Y	Y	N	Y	Y	Y	N	R1 Route prohibited to Class 172/0 and 172/1 R2 Prohibited between Gloucester West Jn and Route Boundary Wales
GW700	SWM2	Route Boundary Wales – Severn Tunnel Jn	129	00	149	14	Y	N	Y	N	N	Y	Y	N	Y	Y	Y	N	
GW710	NO ELR	Llanwern Works East – Llanwern Works West via BSS (Corus Infrastructure)	153	08	156	03	N	N	N	N	N	N	N	N	N	N	N	N	
GW720	EUB	Network Rail Boundary (Uskmouth) – East Usk Jn	3	07	0	00	N	N	N	N	N	N	N	N	Y	N	N	N	
GW730	SHL	Severn Bridge Jn – Craven Arms Jn	0	11	20	01	N	N	R1	N	N	Y	Y	R2	Y	N	N	N	R1 Prohibited between Sutton Bridge Jn and Craven Arms Jn R2 Prohibited Up Goods Loop Jn to Craven Arms Jn

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	166 RHM	168	170	171	172	175	180	196	197	220	221	222	Notes
GW730	SHL	Craven Arms Jn – Shelwick Jn	20	01	49	26	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW730	SHL	Shelwick Jn – Site of former Rotherwas Jn	49	26	52	19	R1	N	R2	N	R2 R3	Y	Y	R4	Y	Y	Y	N	R1 Prohibited between Hereford Diesel Depot sidings and Site of Former Rotherwas Jn R2 Class 172/2 and 172/3 prohibited between Hereford Station and Site of former Rotherwas Jn R3 Route prohibited to Class 172/1 R4 ECS only Hereford SB to Site of former Rotherwas Jn
GW730	HDC	Site of former Rotherwas Jn – Site of former Red Hill Jn	0	00	1	74	N	N	N	N	N	Y	Y	N	Y	Y	Y	N	
GW730	HNL1	Site of former Red Hill Jn – Maindee West Jn	1	74	41	66	N	N	R1	N	N	Y	Y	N	Y	Y	Y	N	R1 Prohibited between Site of former Red Hill Jn and Maindee North Jn
GW731	WSJ2	Route Boundary (MD801) (Madeley Jn) – Abbey Foregate Jn	170	46	171	15	N	Y	Y	N	N	Y	N	Y	Y	N	Y	N	
GW731	WSJ2	Abbey Foregate Jn – Crewe Jn	171	15	171	57	N	Y	Y	N	N	Y	R1 R2	R5	R5	N	R3 R4 R5	N	R1 Prohibited between Abbey Foregate Jn and Severn Bridge Jn R2 Prohibited between Shrewsbury and Crew Jn R3 3mph Shrewsbury platforms 3, 4 and 5 with deflated suspension R4 Prohibited Shrewsbury Bay platform 6 R5 Prohibited Shrewsbury Station Howard Street Landing (Loading Dock)
GW731	WSJ2	Crewe Jn – Route Boundary (NW3005) (Wrexham General)	171	57	199	00	N	Y	Y	N	N	Y	N	E R2	Y	N	R1	N	R1 3mph Ruabon Up and Down platforms with deflated suspension R2 Prohibited Castle Foregate Sidings to Route Boundary (NW3005) (Wrexham General)
GW732	AFE	Abbey Foregate Jn – English Bridge Jn (Loop Lines)	0	25	0	00	N	N	Y	N	N	Y	N	Y	Y	N	N	N	
GW733	SBA1/2	Sutton Bridge Jn – Welshpool	0	00	33	70	N	N	Y	N	N	N	N	N	N	N	N	N	
GW733	SBA2	Welshpool – Aberystwyth	33	70	95	60	N	N	Y	N	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	166 RHM	168	170	171	172	175	180	196	197	220	221	222	Notes
GW734	DJP	Dovey Jn – Pwllheli	78	60	132	70	N	N	Y	N	N	N	N	N	N	N	N	N	
GW735	SYC	Crewe Jn – Route Boundary (NW1007) (Limit of Electrification)	32	29	2	60	N	Y	Y	N	N	Y	N	N	Y	N	R1	N	R1 3mph Whitchurch Up platform with deflated suspension
GW736	GNQ1	Gobowen South – Commencement of single line board	0	00	0	16	N	N	N	N	N	N	N	N	N	N	N	N	
GW740	MAI	Maindee East Jn – Maindee North Jn	41	65	41	33	N	N	Y	N	N	Y	Y	N	Y	N	N	N	
GW750	BNC	Hereford Yard Jn – Brecon Curve Jn	0	00	0	19	N	N	N	N	N	N	N	N	N	N	N	N	
GW750	HNL2	Brecon Curve Jn – MEB Siding	149	44	149	78	N	N	N	N	N	N	N	N	N	N	N	N	
GW770	EBW	Ebbw Vale Parkway – Site of Former Aberbeeg Jn	18	45	14	23	N	N	Y	N	N	Y	N	N	Y	N	N	N	
GW770	WVL	Site of Former Aberbeeg Jn – Park Jn	14	23	1	02	N	N	Y	N	N	Y	N	N	Y	N	N	N	
GW770	GAE	Park Jn – Gaer Jn (Western Valley Line)	160	24	159	33	N	N	Y	N	N	Y	N	N	Y	N	N	N	
GW773	BJR	Machen Quarry – Site of Former Bassaleg Jn	4	69	0	00	N	N	N	N	N	N	N	N	N	N	N	N	
GW773	WVL	Site of Former Bassaleg Jn – Park Jn (Machen Branch)	2	05	1	10	N	N	Y	N	N	N	N	N	N	N	N	N	
GW780	WVL	Park Jn – Park Jn SB	1	02	0	74	N	N	Y	N	N	Y	N	N	Y	N	N	N	
GW780	NWN	Park Jn SB – Ebbw Jn	0	54	0	00	N	N	Y	N	N	Y	N	N	Y	N	N	N	
GW784	NLL	Alexandra Dock Jn – Network Rail Boundary (Newport Docks)	159	60	160	27	N	N	N	N	N	N	N	N	N	N	N	N	
GW790	ROC	Pengam Jn – Change of ELR	168	20	168	61	N	N	N	N	N	N	N	N	N	N	N	N	
GW790	ROA	Change of ELR – Network Rail Boundary (ABP Cardiff Docks)	3	41	4	54	N	N	N	N	N	N	N	N	N	N	N	N	
GW810	CAR	End of Line (Rhymney) – Ystrad Mynach South Jn	24	00	13	41	N	N	N	N	N	N	N	N	N	N	N	N	
GW810	CAR	Ystrad Mynach South Jn – Heath Jn	13	41	3	32	N	N	N	N	N	N	N	N	N	N	N	N	
GW810	CAR	Heath Jn – Cardiff Queen Street North Jn	3	32	1	22	N	N	N	N	N	N	N	N	N	N	N	N	
GW820	TBD	Network Rail Boundary (Cwmbargoed) – Site of Former Taff Bargoed Branch Jn	19	59	13	53	N	N	N	N	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	166 RHM	168	170	171	172	175	180	196	197	220	221	222	Notes
GW820	VON	Site of Former Taff Bargoed Branch Jn – Site of Former Penallta Jn	13	53	12	41	N	N	N	N	N	N	N	N	N	N	N	N	
GW820	PTA	Site of Former Penallta Jn – Ystrad Mynach South Jn	15	01	13	41	N	N	N	N	N	N	N	N	N	N	N	N	
GW828	CRY	Coryton – Heath Jn	2	57	0	15	N	N	N	N	N	N	N	N	N	N	N	N	
GW830	CAM	Merthyr Tydfil – Abercynon Jn	24	44	16	35	N	N	N	N	N	N	N	N	N	N	N	N	
GW830	CAM	Abercynon Jn – Pontypridd Jn	16	35	13	04	N	N	N	N	N	N	N	N	N	N	N	N	
GW830	CAM	Pontypridd Jn – Radyr Jn	13	04	5	23	N	N	N	N	N	N	N	N	N	N	N	N	
GW830	CAM	Radyr Jn – Queen Street North Jn	5	23	1	17	N	N	N	N	N	N	N	N	N	N	N	N	
GW830	CAM	Queen Street North Jn – Queen Street South Jn	1	17	0	66	N	N	N	N	N	Y	Y	N	N	N	N	N	
GW830	CEJ	Queen Street South Jn – Cardiff East Jn	0	22	0	00	N	N	N	N	N	Y	Y	N	N	N	N	N	
GW830	SWM2	Cardiff East Jn – Cardiff West Jn	170	18	170	56	Y	N	Y	N	N	Y	Y	N	N	R1	Y	N	R1 Prohibited Cardiff Central platform 8
GW830	BRY	Cardiff West Jn – Barry Jn	0	10	8	16	N	N	R1	N	N	Y	Y	N	Y	Y	Y	N	R1 Prohibited between Grangetown and Barry Jn
GW830	BRY	Barry Jn – Buffer Stops (Barry Island)	8	16	8	76	N	N	N	N	N	N	N	N	Y	N	N	N	
GW834	VON	Network Rail Boundary – Aberdare	26	62	22	34	N	N	N	N	N	N	N	N	N	N	N	N	
GW834	VON/ ALK	Aberdare – Cwmbach Change of ELR	22	34	20	68	N	N	N	N	N	N	N	N	N	N	N	N	
GW834	ABD/ MOA	Cwmbach Change of ELR – Abercynon Jn (Including Mountain Ash Down Loop ELR MOA)	22	01	16	35	N	N	N	N	N	N	N	N	N	N	N	N	
GW835	THT	End of Line – Treherbert	23	69	23	54	N	N	N	N	N	N	N	N	N	N	N	N	
GW835	THT	Treherbert – Pontypridd Jn	23	54	13	04	N	N	N	N	N	N	N	N	N	N	N	N	
GW839	CAM	Queen Street South Jn – Cardiff Bay	0	66	0	02	N	N	N	N	N	Y	Y	N	N	N	N	N	
GW840	RAD	Radyr Jn – Leckwith Loop South Jn	4	41	0	69	N	N	N	N	N	N	N	N	N	N	N	N	
GW840	RAD	Leckwith Loop South Jn – Penarth Curve North Jn	0	69	0	47	N	N	Y	N	N	Y	Y	N	Y	N	N	N	
GW840	RAD	Penarth Curve North Jn – Radyr Branch Jn	0	47	0	25	N	N	Y	N	N	Y	Y	N	Y	N	N	N	
GW850	CLL	Leckwith Loop South Jn – Leckwith Loop North Jn	0	26	0	00	N	N	Y	N	N	Y	Y	N	Y	N	N	N	

Line of route	ELR	Line of Route / Sector Description	00 00 M	00 00 Ch	00 00 M	00 00 Ch	166 RHM	168	170	171	172	175	180	196	197	220	221	222	Notes
GW860	CPL	Penarth Curve North Jn – Penarth Curve South Jn	0	25	0	00	N	N	Y	N	N	Y	Y	N	Y	N	N	N	
GW864	PTH	Cogan Jn – Penarth	0	01	1	12	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW870	VOG	Barry Jn – Bridgend Bay Platform	0	00	19	04	N	N	N	N	N	Y	Y	N	Y	Y	Y	N	
GW871	FOR	Ford Siding GF – Network Rail Boundary (Ford Works, Waterton)	0	00	1	18	N	N	N	N	N	N	N	N	N	N	N	N	
GW874	BAL	Llynfi Jn – Tondu Jn	0	07	2	70	N	N	Y	N	N	Y	Y	N	Y	N	N	N	
GW874	BAL	Tondu Jn – Maesteg	2	70	8	06	N	N	Y	N	N	Y	N	N	Y	N	N	N	
GW877	POR	Tondu Jn – Cefn Jn	0	00	2	43	N	N	N	N	N	Y	Y	N	N	N	N	N	
GW877	OVE	Cefn Jn – Margam Abbey Works East Jn	7	41	2	41	N	N	N	N	N	Y	Y	N	N	N	N	N	
GW877	OVE	Margam Abbey Works East Jn – Margam East Jn	2	41	1	40	N	N	N	N	N	N	N	N	N	N	N	N	
GW877	OVE	Margam East Jn – Margam Yard Jn	1	40	0	79	N	N	N	N	N	N	N	N	N	N	N	N	
GW877	OVE	Margam Yard Jn – Network Rail Boundary (Port Talbot Docks)	0	79	0	56	N	N	N	N	N	N	N	N	N	N	N	N	
GW890	SDI1	Briton Ferry Up Flying Loop Jn – Dynover Jn	206	14	207	67	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW890	SDI1	Dynover Jn – Jersey Marine Jn North	207	67	208	33	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW890	SDI1	Jersey Marine Jn North – Change of Mileage	208	33	208	49	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW890	SDI2	Change of Mileage – Grovesend Colliery Loop Jn	0	00	10	05	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW890	SDI2	Grovesend Colliery Loop Jn – Morlais Jn	10	05	10	64	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW8901	RSB	Dynevor Jn – Jersey Marine South Jn	19	16	20	24	N	N	N	N	N	Y	Y	N	N	N	N	N	
GW892	VON	Network Rail Boundary (Cwmgwrach) – Neath & Brecon Jn	33	14	41	17	N	N	N	N	N	N	N	N	N	N	N	N	
GW892	VON	Neath & Brecon Jn – Burrows Sidings	41	17	46	30	N	N	N	N	N	N	N	N	N	N	N	N	
GW893	NAB	Network Rail Boundary (Onllwyn) – Neath and Brecon Jn	10	10	0	01	N	N	N	N	N	N	N	N	N	N	N	N	
GW894	JER	Jersey Marine Jn North – Jersey Marine Jn South	1	24	2	26	N	N	N	N	N	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	166 RHM	168	170	171	172	175	180	196	197	220	221	222	Notes
GW897	HDY	Grovesend Colliery Loop Jn – Hendy Jn	0	00	0	46	N	N	N	N	N	N	N	N	Y	N	N	N	
GW900	BSW	Ableton Lane Tunnel – Severn Tunnel Jn	10	51	16	73	Y	N	Y	N	N	Y	Y	N	Y	Y	Y	N	
GW900	SWM2	Severn Tunnel Jn – Maindee West Jn	149	14	158	16	Y	N	Y	N	N	Y	Y	N	Y	Y	Y	N	
GW900	SWM2	Maindee West Jn – Cardiff East Jn	158	16	170	18	Y	N	Y	N	N	Y	Y	N	Y	Y	Y	N	
GW900	SWM2	Cardiff East Jn – Cardiff West Jn	170	18	170	56	Y	N	Y	N	N	Y	Y	N	Y	Y	Y	N	
GW900	SWM2	Cardiff West Jn – Court Sart Jn	170	56	206	58	R1	N	R2	N	N	Y	Y	N	R3	Y	Y	N	R1 Prohibited Leckwith Loop North Jn – Court Sart Jn R2 ECS only Bridgend River Bridge Crossover (193m 00ch) to Court Sart Jn R3 Prohibited Regent Street Bridge No.20610H Up Through Sidings line (206m 10ch)
GW900	SWM2	Court Sart Jn – Llandore Jn	206	58	214	62	N	N	E	N	N	Y	Y	N	Y	Y	Y	N	
GW900	SWM2	Llandore Jn – Llandeilo Jn	214	62	223	49	N	N	E R1	N	N	Y	Y	N	Y	N	N	N	R1 Prohibited between Swansea Loop West Jn (216m 00ch) and Llandeilo Jn
GW900	SWM2	Llandeilo Jn – Carmarthen Bridge Jn	223	49	245	32	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW900	SWM2	Carmarthen Bridge Jn – Whitland Jn	245	32	259	01	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW900	SWM2	Whitland Jn – Clarbeston Road Jn	259	01	271	08	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW900	CRL	Clarbeston Road Jn – Change of ELR (Letterston Jn)	271	08	281	58	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW900	NPF	Change of ELR (Letterston Jn) – Network Rail Boundary (Fishguard Harbour)	283	30	287	52	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW9001	SWA	Landore Jn – Swansea	214	62	216	07	N	N	E R1	N	N	Y	Y	N	Y	Y	Y	N	R1 Prohibited between Crossover (Down Sidings 215m 62ch) and Swansea
GW906	SWL	Swansea Loop East Jn – Swansea Loop West Jn	0	53	0	00	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW910	CWL1	Craven Arms Jn – Change of Mileage	20	01	20	12	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW910	CWL2	Change of Mileage – Site of Former Llandovery Jn	0	00	59	14	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW910	VOT	Site of Former Llandovery Jn – Llandeilo	29	40	18	07	N	N	N	N	N	Y	R1	N	Y	N	N	N	R1 Prohibited Llandovery Down platform

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	166 RHM	168	170	171	172	175	180	196	197	220	221	222	Notes
GW910	LLA	Llandeilo – Pantyffynnon	18	07	10	08	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW910	LLA	Pantyffynnon – Morlais Jn	10	08	3	50	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW910	LLA	Morlais Jn – Llandeilo Jn	3	50	0	00	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW915	GWA	Gwaun-cae-Gurwen – Former Jn (Change of ELR)	16	41	14	60	N	N	N	N	N	N	N	N	N	N	N	N	
GW915	GNT	Former Jn (Change of ELR) – Pantyffynnon	14	60	10	04	N	N	N	N	N	N	N	N	N	N	N	N	
GW930	CAN	Carmarthen Jn – End of Line (Beyond Carmarthen Station)	245	10	245	65	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW940	CAN/ CNW	Up Sidings No.2 GF – Carmarthen Bridge Jn	245	43	245	32	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW950	PEM	Whitland Jn – Pembroke RA Change	259	01	284	22	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW950	PEM	Pembroke RA Change – Pembroke Dock	284	22	286	26	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW960	SWM2	Clarbeston Road – Haverfordwest	271	08	276	08	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW960	SWM2	Haverfordwest – Change of ELR (Site of Former Johnston Jn)	276	08	280	70	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW960	MIL	Change of ELR (Site of Former Johnston Jn) – Herbranston Jn	280	70	283	12	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW960	MIL	Herbranston Jn – End of Line (Beyond Milford Haven)	283	12	284	71	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW970	GOB	Gulf Oil Branch Jn – Waterston, Gulf Oil Refinery	0	00	2	35	N	N	N	N	N	N	N	N	N	N	N	N	
GW980	ERB	Herbrandston Jn – Robeston	0	00	1	18	N	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: 21/12/2024

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	EH 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 R11 Prohibited Paddington Platforms 2 and 6
GW103	MLN1	Old Oak Common West – Acton East Jn	3	20	4	07	H	Y	Y	R1	y	EH	EH	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	EH	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	EH	EH	R1 Route prohibited to Class 360/1 R2 100mph maximum speed

GW103	MLN1	Hanwell Jn – Heathrow Airport Jn (Down Main)	7	19	11	15	H	Y	Y	R1	R2 R3 R4 R5 R6	EH R6	H R7 R8	EH R8	R1 R2 R3 R4 R5 R6 R7	Route prohibited to Class 360/1 Prohibited Hanwell Bridge Up and Down Goods Loops Prohibited Southall Down East Sidings Prohibited West Siding Southall West Jn Prohibited Hayes Up Sidings Prohibited between Southall West Jn and Heathrow Airport Jn Prohibited Southall Platform 4
GW103	MLN1	Heathrow Airport Jn (Down Main) – Stockley Bridge Jn (Limit of Electrification)	11	15	12	09	H	N	Y	N	R1	N	EH	EH	R1	100mph maximum speed
GW103	MLN1	Stockley Bridge Jn (Limit of Electrification) – Slough	12	09	18	36	H	N	Y	N	R1	N	EH	EH	R1	Prohibited Langley Sidings
GW103	MLN1	Slough – Maidenhead Jn	18	36	24	24	H	N	R1	N	R2 R3	N	EH	EH	R1 R2 R3	Prohibited Maidenhead platforms 1 and 4 with crush deflated suspension Prohibited Slough Up Goods Loop and Estate Sidings Prohibited with air bags deflated / failed secondary suspension Maidenhead platform 4
GW103	MLN1	Maidenhead Jn – Henley Branch Jn	24	24	31	04	H	N	Y	N	R1	N	EH	EH	R1	Prohibitied Twyford platform 2 in crush deflated
GW103	MLN1	Henley Branch Jn – Reading New Jn	31	04	35	40	H	N	Y	N	R1	N	EH	EH	R1	Prohibitied Twyford platform 2 in crush deflated
GW103	MLN1	Reading New Jn – Westbury Line Jn	35	40	36	17	H	N	R1	N	Y	N	EH	EH	R1	Prohibited Reading platform 12 with deflated suspension
GW103	RLL	Reading East Jn – Route Boundary (SW210) (Reading Southern Jn)	35	61	35	38	N	N	N	N	N	N				
GW103	MLN1	Westbury Line Jn – Reading West Jn	36	17	36	78	H	N	Y	N	R1	N	EH	EH	R1	Prohibited Reading West Jn Sidings
GW103	MLN1	Reading West Jn – Didcot East Jn	36	78	52	66	H	N	R1 R2	N	R3	N	EH	EH	R1 R2 R3	Prohibited Tilehurst to Didcot East Jn 20mph Tilehurst platform 1 Down Main line Prohibited Reading West Jn Sidings
GW103	MLN1	Didcot East Jn – Chester Line Jn	52	66	53	12	H	N	N	N	Y	N	EH	EH		
GW103	MLN1	Chester Line Jn – Foxhall Jn	53	12	53	55	H	N	N	N	Y	N	EH	EH		
GW103	MLN1	Foxhall Jn – Uffington	53	55	66	39	H	N	N	N	Y	N	EH R1	EH R1		
GW105	MLN1	Uffington – Swindon Jn	66	39	77	36	H	N	N	N	Y	N	EH	EH		

GW105	MLN1	Swindon Jn – Wootton Bassett Jn	77	36	83	07	H	N	N	N	Y	N	EH	EH	
GW105	MLN1	Wootton Bassett Jn – Thingley Jn	83	07	96	10	H	N	N	N	N	N	N	N	
GW105	MLN1	Thingley Jn – North Somerset Jn	96	10	117	46	H	N	N	N	N	N	N	N	
GW105	MLN1	North Somerset Jn – Feeder Bridge Jn	117	46	117	50	H	N	N	N	N	N	N	N	
GW105	MLN1	Feeder Bridge Jn – Bristol East Jn	117	50	118	02	H	N	N	N	N	N	N	N	
GW105	MLN1	Bristol East Jn – Bristol West Jn	118	02	118	58	H	N	N	N	N	N	N	N	
GW105	MLN1	Bristol West Jn – Parson Street Jn	118	58	120	28	H	N	N	N	N	N	N	N	
GW105	MLN1	Parson Street Jn – Worle Jn	120	28	135	11	H	N	N	N	N	N	N	N	
GW105	MLN1	Worle Jn – Uphill Jn (direct)	135	11	138	04	H	N	N	N	N	N	N	N	
GW105	MLN1	Uphill Jn – Fordgate	138	04	154	12	H	N	N	N	N	N	N	N	
GW107	WSM	Worle Jn – Uphill Jn via Weston-Super-Mare	135	11	139	05	H	N	N	N	N	N	N	N	
GW108	MLN1	Fordgate – Cogload Jn (Up)	154	12	158	23	H	N	N	N	N	N	N	N	
GW108	MLN1	Cogload Jn (Up) – Norton Fitzwarren Jn (Connection - West Somerset Railway)	158	23	164	60	H	N	N	N	N	N	N	N	
GW108	MLN1	Norton Fitzwarren Jn (Connection - West Somerset Railway) – Cowley Bridge Jn	164	40	192	52	H	N	N	N	N	N	N	N	
GW108	MLN1	Cowley Bridge Jn – Exeter St Davids Jn	192	52	194	00	H	N	N	N	N	N	N	N	
GW108	MLN1	Exeter St Davids Jn – Newton Abbot East Jn	194	00	213	75	H	N	N	N	N	N	N	N	
GW108	MLN1	Newton Abbot East Jn – Newton Abbot West Jn	213	75	214	43	H	N	N	N	N	N	N	N	
GW108	MLN1	Newton Abbot West Jn – Tavistock Jn Yard	214	43	242	55	H	N	N	N	N	N	N	N	
GW108	MLN1	Tavistock Jn Yard – Laira Jn	242	55	243	67	H	N	N	N	N	N	N	N	
GW108	MLN1	Laira Jn – Lipson Jn	243	67	244	35	H	N	N	N	N	N	N	N	
GW108	MLN1	Lipson Jn – Change of ELR (Site of Former Devonport Jn / Cornwall Loop)	244	35	246	15	H	N	N	N	N	N	N	N	
GW108	MLN2	Change of ELR (Site of Former Devonport Jn / Cornwall Loop) – St Budeaux Jn	247	28	250	00	H	N	N	N	N	N	N	N	

GW108	MLN2	St Budeaux Jn – Change of ELR	250	00	256	38	H	N	N	N	N	N	N	N	
GW108	MLN3	Change of ELR – Liskeard Jn	256	40	264	66	H	N	N	N	N	N	N	N	
GW108	MLN3	Liskeard Jn – Lostwithiel Jn	264	66	277	54	H	N	N	N	N	N	N	N	
GW108	MLN3	Lostwithiel Jn – Par Loop Jn	277	54	281	57	H	N	N	N	N	N	N	N	
GW108	MLN3	Par Loop Jn – Burngullow Jn	281	57	288	26	H	N	N	N	N	N	N	N	
GW108	MLN3	Burngullow Jn – Penwithers Jn	288	26	301	25	H	N	N	N	N	N	N	N	
GW108	MLN3	Penwithers Jn – Change of ELR	301	25	305	65	H	N	N	N	N	N	N	N	
GW108	MLN4	Change of ELR – St Erth Jn	305	67	320	73	H	N	N	N	N	N	N	N	
GW108	MLN4	St Erth Jn – Penzance	320	73	326	50	H	N	N	N	N	N	N	N	
GW110	ANL	Old Oak Common West – Greenford East Jn	3	20	7	15	H	EH	N	N	N	N	N	N	
GW110	ANL	Greenford East Jn – Greenford West Jn	7	15	7	48	H	N	N	N	N	N	N	N	
GW110	ANL	Greenford West Jn – Route Boundary (MD705) (Northolt Jn)	7	48	8	60	H	N	N	N	N	N	N	N	
GW117	GEC	Greenford East Jn – Greenford South Jn	8	70	8	45	H	EH	N	N	N	N	N	N	
GW130	AWL	Route Boundary (EA1310) (Acton Wells Jn) – Acton East Jn	0	39	0	08	H	N	E	N	E	EH	EH	EH	
GW174	WEL1	West Ealing Jn – Drayton Green Jn	6	56	7	03	H	EH	N	N	N	N	N	N	
GW174	WEL1	Drayton Green Jn – Greenford South Jn	7	03	8	45	H	EH	N	N	N	N	N	N	
GW174	WEL1	Greenford South Jn – Greenford LUL Bay Jn	8	45	8	65	H	N	N	N	N	N	N	N	
GW174	WEL1	Greenford LUL Bay Jn – Greenford West Jn	8	65	8	76	H	N	N	N	N	N	N	N	
GW175	WEL2	Greenford LUL Bay Jn – Greenford Station	8	65	9	06	N	N	N	N	N	N	N	N	
GW176	HAN	Hanwell Jn – Drayton Green Jn	0	00	0	36	H	EH	N	N	N	N	N	N	
GW178	BRB	Southall – Brentford Goods	0	00	2	70	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	Y	Y	Y	R1	N	N	N	R1 ETCS units only
GW182	STA	West Drayton Jn – End of Branch (Colnbrook)	13	31	16	25	N	N	N	N	N	N	N	N	
GW184	WIN	Slough – Windsor & Eton Central	18	36	21	19	H	N	N	N	N	N	N	N	
GW185	WBB	Maidenhead – Bourne End	24	19	28	55	H	N	N	N	N	N	N	N	
GW185	MWB	Bourne End GF – Marlow	0	06	2	54	H	N	N	N	N	N	N	N	
GW187	HEN	Twyford – Henley-on-Thames	31	01	35	48	H	N	N	N	N	N	N	N	
GW190	RNJ	Route Boundary (SW210) (Reading Spur Jn) – Reading New Jn	68	00	68	35	H	N	N	N	N	N	N	N	

GW195	RLL	Reading Southern Jn – Reading East Jn	35	33	35	61	N	N	N	N	N	N	N	N	
GW200	DCL	Chester Line Jn – Route Boundary (MD401) (Heyford)	53	12	75	00	H	N	N	N	N	N	N	N	
GW220	RWC	Reading, Oxford Road Jn – Reading West Jn	0	43	0	02	H	N	N	N	N	N	N	N	
GW225	RFR	Caversham Road Jn – Oxford Road Jn	36	25	36	74	N	N	N	N	N	N	N	N	
GW240	DEC	Didcot East Jn – Didcot North Jns	52	66	54	00	H	N	N	N	N	N	N	N	
GW250	DWC	Foxhall Jn – Didcot West Curve Jn	0	01	0	32	H	N	N	N	N	N	N	N	
GW260	THA	Kennington Jn – Morris Cowley	18	45	16	04	N	N	N	N	N	N	N	N	
GW277	OXD	Oxford North Jn – Route Boundary (MD736) (29m 25ch)	30	09	29	25	H	N	N	N	N	N	N	N	
GW310	OWW	Wolvercot Jn – Norton Jn	66	32	112	00	H	N	N	N	N	N	N	N	
GW317	OWW	Honeybourne Stratford Line Junction – Start of branch mileage	102	06	101	31	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	
GW401	BAG2	Route Boundary (MD306) (Ashchurch) – Gloucester Barnwood Jn (Change of ELR)	77	40	92	21	H	N	N	N	N	N	N	N	
GW401	CHL	Gloucester Barnwood Jn (Change of ELR) – Gloucester Yard Jn (Change of ELR)	92	21	93	08	H	N	N	N	N	N	N	N	
GW401	BGL1	Gloucester Yard Jn (Change of ELR) – Change of ELR	93	08	94	10	H	N	N	N	N	N	N	N	
GW401	BGL2	Change of ELR – Standish Jn	94	60	99	69	H	N	N	N	N	N	N	N	
GW401	BGL2	Standish Jn – Yate South Jn (Change of ELR)	99	69	120	03	H	N	N	N	N	N	N	N	
GW401	YAT	Yate South Jn (Change of ELR) – Westerleigh Jn	120	03	121	28	H	N	N	N	N	N	N	N	
GW425	SAW/ SSS	Berkeley Road Jn – Sharpness (Network Rail Boundary)	0	04	3	69	N	N	N	N	N	N	N	N	
GW430	THO	Yate Middle Jn – Tytherington	0	00	6	24	H	N	N	N	N	N	N	N	
GW440	BGL2	Yate South Jn – Westerleigh Yard	120	03	122	65	N	N	N	N	N	N	N	N	
GW450	FEC	Stoke Gifford Jn No.1 – Change of ELR	111	79	113	01	H	N	N	N	N	N	N	N	
GW450	BSW	Change of ELR – Bristol East Jn	4	50	0	26	H	N	N	N	N	N	N	N	
GW4501	AFR	Stoke Gifford Jn No.2 – Hallen Marsh Jn (Change of ELR)	112	05	118	42	H	N	N	N	N	N	EH R1	EH R1	
GW4501	AMB	Hallen Marsh Jn (Change of ELR) – Holesmouth Jn	14	38	14	60	H	N	N	N	N	N	N	N	

GW4501	AMB	Holesmouth Jn – Avonmouth (Bristol Bulk Handling Terminal)	14	60	15	40	N	N	N	N	N	N	N	N	
GW451	FWC	Filton Jn No 2 – Filton West Jn No.2	4	66	5	41	H	N	N	N	N	N	N	N	
GW454	AMB	Severn Beach – St Andrews Jn (Change of ELR)	11	64	16	00	H	N	N	N	N	N	N	N	
GW454	CNX	St Andrews Jn (Change of ELR) – Narroways Hill Jn	9	32	2	03	H	N	N	N	N	N	N	N	
GW480	SWM 1	Swindon Jn – Standish Jn	77	36	106	74	H	N	N	N	N	N	N	N	
GW490	SWM 2	Gloucester Yard Jn – Horton Road Jn	113	03	113	61	H	N	N	N	N	N	N	N	
GW500	BKE	Westbury Line Jn – Oxford Road Jn	36	17	36	67	H	N	N	N	Y	N	N	N	
GW500	BKE	Oxford Road Jn – Southcote Jn	36	67	37	62	H	N	N	N	Y	N	N	N	
GW500	BKE	Southcote Jn – Route Boundary (SW125) (Basingstoke)	37	62	37	76	H	N	N	N	N	N	N	N	
GW500	BHL	Southcote Jn – Change of ELR	37	62	81	19	H	N	N	N	R1	N	N	N	R1 Prohibited Newbury to Change of ELR
GW500	SWY	Change of ELR – Heywood Road Jn (Change of ELR)	81	19	94	44	H	N	N	N	N	N	N	N	
GW500	WES	Heywood Road Jn (Change of ELR) – Fairwood Jn (Change of ELR) (via Westbury Avoiding Lines)	94	44	97	02	H	N	N	N	N	N	N	N	
GW500	WEY	Fairwood Jn (Change of ELR) – Clink Road Jn (Change of ELR)	111	18	114	44	H	N	N	N	N	N	N	N	
GW500	FRA	Clink Road Jn (Change of ELR) – Blatchbridge Jn (Change of ELR)	114	44	116	37	H	N	N	N	N	N	N	N	
GW500	WEY	Blatchbridge Jn (Change of ELR) – Castle Cary Jn	116	52	129	50	H	N	N	N	N	N	N	N	
GW500	WEY	Castle Cary Jn – Route Boundary (SW175) (Yeovil Pen Mill Jn)	129	50	130	00	H	N	N	N	N	N	N	N	
GW500	CCL	Castle Cary Jn – Cogload Jn (Down)	115	32	138	30	H	N	N	N	N	N	N	N	
GW5001	SAL	Route Boundary (SW170) (Wilton Jn) – Westbury South Jn	115	40	110	07	H	N	N	N	N	N	N	N	
GW510	WEY	Westbury North Jn – Bradford Jn	109	49	104	40	H	N	N	N	N	N	N	N	
GW510	BFB	Bradford Jn – Bathampton Jn	9	12	0	00	H	N	N	N	N	N	N	N	
GW520	WYL	Westbury East Loop Jn – Hawkeridge Jn	94	77	95	32	H	N	N	N	N	N	N	N	
GW523	WEY	Thingley Jn – Bradford Jn	96	10	104	40	H	N	N	N	N	N	N	N	
GW528	BRL	North Somerset Jn – Bristol West Jn via St Philips Marsh	0	00	1	08	H	N	N	N	N	N	N	N	

GW530	BLL	Feeder Bridge Jn – Dr Day's Jn (Rhubarb Loop)	117	50	117	73	H	N	N	N	N	N	N	N		
GW540	BSW	Filton Jn No.1 – Patchway Jn No.2	4	40	5	61	H	N	N	N	N	N	N	N		
GW5401	PAC	Filton West Jn No.1 – Patchway Jn No.1	0	40	0	00	H	N	N	N	N	N	N	N		
GW548	POD/ PBY	Parson Street Jn – Network Rail boundary (BPC)	120	28	126	34	N	N	N	N	N	N	N	N		
GW560	SWY	Heywood Road Jn – Westbury North Jn	94	45	95	33	H	N	N	N	N	N	N	N		
GW560	WEY	Westbury North Jn – Fairwood Jn via Westbury	109	49	111	18	H	N	N	N	N	N	N	N		
GW570	WEY	Clink Road Jn – Blatchbridge Jn via Frome	114	44	116	52	H	N	N	N	N	N	N	N		
GW572	FNS2	Frome North Jn – Change of ELR	0	00	2	38	N	N	N	N	N	N	N	N		
GW572	WQL	Change of ELR – Network Rail Boundary (Mendip Rail - Whatley Quarry)	2	38	2	40	N	N	N	N	N	N	N	N		
GW580	ESB	East Somerset Jn – Network Rail Boundary (East Somerset Railway - Cranmore East)	0	11	5	48	H	N	N	N	N	N	N	N		
GW600	SWB	Wootton Bassett Jn – Stoke Gifford Jn No.1	83	07	111	79	H	N	N	N	R1	N	EH	EH	R1	Prohibited Bristol Parkway platform 3 (Up Main) with crush deflated / failed secondary suspension
GW600	SWB	Stoke Gifford Jn No.1 – Patchway Jn No.2	111	79	112	68	H	N	N	N	Y	N	EH	EH		
GW600	BSW	Patchway Jn No.2 – Route Boundary Wales	5	61	9	12	H	N	N	N	Y	N	N	N		
GW600	BSW	Route Boundary – Ableton Lane Tunnel (GW900)	9	12	10	51	H	N	N	N	Y	N	N	N		
GW606	DAC	Cowley Bridge Jn – Crediton SB	173	50	179	26	H	N	N	N	N	N	N	N		
GW606	NDN	Crediton SB – End of Line (Barnstaple)	179	26	211	31	H	N	N	N	N	N	N	N		
GW608	DAC	Crediton – Former Coleford Jn	179	26	183	69	H	N	N	N	N	N	N	N		
GW608	DAC	Former Coleford Jn – Meldon Quarry	183	69	198	72	N	N	N	N	N	N	N	N		
GW610	BAE2	Route Boundary (SW115) (Honiton) – Exeter St Davids Jn	164	30	172	04	H	N	N	N	N	N	N	N		
GW611	EMT	Exmouth Jn – Exmouth	0	01	9	32	H	N	N	N	N	N	N	N		
GW618	MOB	Newton Abbott East Jn – End of Line (Beyond Heathfield)	0	14	4	07	N	N	N	N	N	N	N	N		
GW620	TOR	Newton Abbott West Jn – Paignton Crossover Ground Frame	214	43	222	25	H	N	N	N	N	N	N	N		
GW628	SUT1	Laira Jn – Speedway Jn	244	02	244	30	H	N	N	N	N	N	N	N		
GW628	PLO	Lipson Jn – Speedway Jn	0	00	0	22	H	N	N	N	N	N	N	N		

GW628	SUT1	Speedway Jn – Mount Gould Jn	244	30	244	43	H	N	N	N	N	N	N	N	
GW628	SUT2	Mount Gould Jn – Former Friary Jn	244	41	244	60	N	N	N	N	N	N	N	N	
GW628	FRY	Former Friary Jn – Turnchapel Branch Jn	244	60	245	17	N	N	N	N	N	N	N	N	
GW628	TUR/ CWR	Turnchapel Branch Jn – Buffer Stops	0	00	0	78	N	N	N	N	N	N	N	N	
GW628	FRY	Turnchapel Branch Jn – Plymouth Friary	245	17	245	40	N	N	N	N	N	N	N	N	
GW637	DAC	St Budeaux Jn – Buffer Stops (Beyond Bere Alston)	227	22	219	75	N	N	N	N	N	N	N	N	
GW637	CAL	Bere Alston Jn – Gunnislake	0	02	4	40	N	N	N	N	N	N	N	N	
GW640	LIL	Liskeard – Coombe Jn	8	67	6	75	N	N	N	N	N	N	N	N	
GW640	LOO	Coombe Jn – Looe	6	52	0	19	N	N	N	N	N	N	N	N	
GW640	LOO	Coombe Jn – Coombe No.2 GF	6	52	6	66	N	N	N	N	N	N	N	N	
GW642	LOO	Coombe No.2 GF – Network Rail Boundary (Moorswater)	6	66	7	20	N	N	N	N	N	N	N	N	
GW650	LOF	Lostwithiel – Network Rail Boundary (Carne Point)	277	54	281	59	N	N	N	N	N	N	N	N	
GW660	PAR	Par Loop Jn – St Blazey Jn	281	57	282	16	H	N	N	N	N	N	N	N	
GW660	NEW	St Blazey Jn – Newquay	282	16	302	49	H	N	N	N	N	N	N	N	
GW672	SDS	Burngullow Jn – Drinnick Mill	288	26	291	31	N	N	N	N	N	N	N	N	
GW672	SDS	Drinnick Mill – Parkandillack	291	31	293	52	N	N	N	N	N	N	N	N	
GW680	FAL1-3	Penwithers Jn – Falmouth	301	25	312	46	H	N	N	N	N	N	N	N	
GW690	SIV	St Erth – St Ives	321	02	325	13	H	N	N	N	N	N	N	N	
GW700	BAG2	Gloucester Barnwood Jn – Horton Road Jn	92	21	92	75	H	N	N	N	N	N	N	N	
GW700	SWM 2	Horton Road Jn – Route Boundary Wales	113	61	129	00	H	N	N	N	N	N	N	N	
GW700	SWM 2	Route Boundary Wales – Severn Tunnel Jn	129	00	149	14	H	N	N	N	N	N	N	N	
GW710	NO ELR	Llanwern Works East – Llanwern Works West via BSS (Corus Infrastructure)	153	08	156	03	N	N	N	N	N	N	N	N	
GW720	EUB	Network Rail Boundary (Uskmouth) – East Usk Jn	3	07	0	00	N	N	N	N	N	N	N	N	
GW730	SHL	Severn Bridge Jn – Craven Arms Jn	0	11	20	01	H	N	N	N	N	N	N	N	
GW730	SHL	Craven Arms Jn – Shelwick Jn	20	01	49	26	H	N	N	N	N	N	N	N	
GW730	SHL	Shelwick Jn – Site of former Rotherwas Jn	49	26	52	19	H	N	N	N	N	N	N	N	

GW730	HDC	Site of former Rotherwas Jn – Site of former Red Hill Jn	0	00	1	74	H	N	N	N	N	N	N	N	
GW730	HNL1	Site of former Red Hill Jn – Maindee West Jn	1	74	41	66	H	N	N	N	N	N	N	N	
GW731	WSJ2	Route Boundary (MD801) (Madeley Jn) – Abbey Foregate Jn	170	46	171	15	H	N	N	N	N	N	N	N	
GW731	WSJ2	Abbey Foregate Jn – Crewe Jn	171	15	171	57	H	N	N	N	N	N	N	N	
GW731	WSJ2	Crewe Jn – Route Boundary (NW3005) (Wrexham General)	171	57	199	00	H	N	N	N	N	N	N	N	
GW732	AFE	Abbey Foregate Jn – English Bridge Jn (Loop Lines)	0	25	0	00	H	N	N	N	N	N	N	N	
GW733	SBA1/2	Sutton Bridge Jn – Welshpool	0	00	33	70	H	N	N	N	N	N	N	N	
GW733	SBA2	Welshpool – Aberystwyth	33	70	95	60	H	N	N	N	N	N	N	N	
GW734	DJP	Dovey Jn – Pwllheli	78	60	132	70	H	N	N	N	N	N	N	N	
GW735	SYC	Crewe Jn – Route Boundary (NW1007) (Limit of Electrification)	32	29	2	60	H	N	N	N	N	N	N	N	
GW736	GNQ1	Gobowen South – Commencement of single line board	0	00	0	16	N	N	N	N	N	N	N	N	
GW740	MAI	Maindee East Jn – Maindee North Jn	41	65	41	33	H	N	N	N	N	N	N	N	
GW750	BNC	Hereford Yard Jn – Brecon Curve Jn	0	00	0	19	N	N	N	N	N	N	N	N	
GW750	HNL2	Brecon Curve Jn – MEB Siding	149	44	149	78	N	N	N	N	N	N	N	N	
GW770	EBW	Ebbw Vale Parkway – Site of Former Aberbeeg Jn	18	45	14	23	H	N	N	N	N	N	N	N	
GW770	WVL	Site of Former Aberbeeg Jn – Park Jn	14	23	1	02	H	N	N	N	N	N	N	N	
GW770	GAE	Park Jn – Gaer Jn (Western Valley Line)	160	24	159	33	N	N	N	N	N	N	N	N	
GW773	BJR	Machen Quarry – Site of Former Bassaleg Jn	4	69	0	00	N	N	N	N	N	N	N	N	
GW773	WVL	Site of Former Bassaleg Jn – Park Jn (Machen Branch)	2	05	1	10	N	N	N	N	N	N	N	N	
GW780	WVL	Park Jn – Park Jn SB	1	02	0	74	H	N	N	N	N	N	N	N	
GW780	NWN	Park Jn SB – Ebbw Jn	0	54	0	00	H	N	N	N	N	N	N	N	
GW784	NLL	Alexandra Dock Jn – Network Rail Boundary (Newport Docks)	159	60	160	27	N	N	N	N	N	N	N	N	
GW790	ROC	Pengam Jn – Change of ELR	168	20	168	61	N	N	N	N	N	N	N	N	
GW790	ROA	Change of ELR – Network Rail Boundary (ABP Cardiff Docks)	3	41	4	54	N	N	N	N	N	N	N	N	

GW810	CAR	End of Line (Rhymney) – Ystrad Mynach South Jn	24	00	13	41	H	N	N	N	N	N	N	N	
GW810	CAR	Ystrad Mynach South Jn – Heath Jn	13	41	3	32	H	N	N	N	N	N	N	N	
GW810	CAR	Heath Jn – Cardiff Queen Street North Jn	3	32	1	22	H	N	N	N	N	N	N	N	
GW820	TBD	Network Rail Boundary (Cwmbargoed) – Site of Former Taff Bargoed Branch Jn	19	59	13	53	N	N	N	N	N	N	N	N	
GW820	VON	Site of Former Taff Bargoed Branch Jn – Site of Former Penallta Jn	13	53	12	41	N	N	N	N	N	N	N	N	
GW820	PTA	Site of Former Penallta Jn – Ystrad Mynach South Jn	15	01	13	41	N	N	N	N	N	N	N	N	
GW828	CRY	Coryton – Heath Jn	2	57	0	15	H	N	N	N	N	N	N	N	
GW830	CAM	Merthyr Tydfil – Abercynon Jn	24	44	16	35	H	N	N	N	N	N	N	N	
GW830	CAM	Abercynon Jn – Pontypridd Jn	16	35	13	04	H	N	N	N	N	N	N	N	
GW830	CAM	Pontypridd Jn – Radyr Jn	13	04	5	23	H	N	N	N	N	N	N	N	
GW830	CAM	Radyr Jn – Queen Street North Jn	5	23	1	17	H	N	N	N	N	N	N	N	
GW830	CAM	Queen Street North Jn – Queen Street South Jn	1	17	0	66	H	N	N	N	N	N	N	N	
GW830	CEJ	Queen Street South Jn – Cardiff East Jn	0	22	0	00	H	N	N	N	N	N	N	N	
GW830	SWM 2	Cardiff East Jn – Cardiff West Jn	170	18	170	56	H	N	N	N	Y	N	N	N	
GW830	BRY	Cardiff West Jn – Barry Jn	0	10	8	16	H	N	N	N	N	N	N	N	
GW830	BRY	Barry Jn – Buffer Stops (Barry Island)	8	16	8	76	H	N	N	N	N	N	N	N	
GW834	VON	Network Rail Boundary – Aberdare	26	62	22	34	H	N	N	N	N	N	N	N	
GW834	VON/ ALK	Aberdare – Cwmbach Change of ELR	22	34	20	68	H	N	N	N	N	N	N	N	
GW834	ABD/ MOA	Cwmbach Change of ELR – Abercynon Jn (Including Mountain Ash Down Loop ELR MOA)	22	01	16	35	H	N	N	N	N	N	N	N	
GW835	THT	End of Line – Treherbert	23	69	23	54	H	N	N	N	N	N	N	N	
GW835	THT	Treherbert – Pontypridd Jn	23	54	13	04	H	N	N	N	N	N	N	N	
GW839	CAM	Queen Street South Jn – Cardiff Bay	0	66	0	02	H	N	N	N	N	N	N	N	
GW840	RAD	Radyr Jn – Leckwith Loop South Jn	4	41	0	69	H	N	N	N	N	N	N	N	
GW840	RAD	Leckwith Loop South Jn – Penarth Curve North Jn	0	69	0	47	H	N	N	N	N	N	N	N	
GW840	RAD	Penarth Curve North Jn – Radyr Branch Jn	0	47	0	25	H	N	N	N	N	N	N	N	
GW850	CLL	Leckwith Loop South Jn – Leckwith Loop North Jn	0	26	0	00	H	N	N	N	N	N	N	N	

GW860	CPL	Penarth Curve North Jn – Penarth Curve South Jn	0	25	0	00	H	N	N	N	N	N	N	N	
GW864	PTH	Cogan Jn – Penarth	0	01	1	12	H	N	N	N	N	N	N	N	
GW870	VOG	Barry Jn – Bridgend Bay Platform	0	00	19	04	H	N	N	N	N	N	N	N	
GW871	FOR	Ford Siding GF – Network Rail Boundary (Ford Works, Waterton)	0	00	1	18	N	N	N	N	N	N	N	N	
GW874	BAL	Llynfi Jn – Tondu Jn	0	07	2	70	H	N	N	N	N	N	N	N	
GW874	BAL	Tondu Jn – Maesteg	2	70	8	06	H	N	N	N	N	N	N	N	
GW877	POR	Tondu Jn – Cefn Jn	0	00	2	43	H	N	N	N	N	N	N	N	
GW877	OVE	Cefn Jn – Margam Abbey Works East Jn	7	41	2	41	H	N	N	N	N	N	N	N	
GW877	OVE	Margam Abbey Works East Jn – Margam East Jn	2	41	1	40	N	N	N	N	N	N	N	N	
GW877	OVE	Margam East Jn – Margam Yard Jn	1	40	0	79	N	N	N	N	N	N	N	N	
GW877	OVE	Margam Yard Jn – Network Rail Boundary (Port Talbot Docks)	0	79	0	56	N	N	N	N	N	N	N	N	
GW890	SDI1	Briton Ferry Up Flying Loop Jn – Dynover Jn	206	14	207	67	H	N	N	N	N	N	N	N	
GW890	SDI1	Dynover Jn – Jersey Marine Jn North	207	67	208	33	H	N	N	N	N	N	N	N	
GW890	SDI1	Jersey Marine Jn North – Change of Mileage	208	33	208	49	H	N	N	N	N	N	N	N	
GW890	SDI2	Change of Mileage – Grovesend Colliery Loop Jn	0	00	10	05	H	N	N	N	N	N	N	N	
GW890	SDI2	Grovesend Colliery Loop Jn – Morlais Jn	10	05	10	64	H	N	N	N	N	N	N	N	
GW8901	RSB	Dynevor Jn – Jersey Marine South Jn	19	16	20	24	N	N	N	N	N	N	N	N	
GW892	VON	Network Rail Boundary (Cwmgwrach) – Neath & Brecon Jn	33	14	41	17	N	N	N	N	N	N	N	N	
GW892	VON	Neath & Brecon Jn – Burrows Sidings	41	17	46	30	N	N	N	N	N	N	N	N	
GW893	NAB	Network Rail Boundary (Onllwyn) – Neath and Brecon Jn	10	10	0	01	N	N	N	N	N	N	N	N	
GW894	JER	Jersey Marine Jn North – Jersey Marine Jn South	1	24	2	26	N	N	N	N	N	N	N	N	
GW897	HDY	Grovesend Colliery Loop Jn – Hendy Jn	0	00	0	46	H	N	N	N	N	N	N	N	
GW900	BSW	Ableton Lane Tunnel – Severn Tunnel Jn	10	51	16	73	H	N	N	N	Y	N	N	N	
GW900	SWM 2	Severn Tunnel Jn – Maindee West Jn	149	14	158	16	H	N	N	N	Y	N	N	N	
GW900	SWM 2	Maindee West Jn – Cardiff East Jn	158	16	170	18	H	N	N	N	Y	N	N	N	

GW900	SWM 2	Cardiff East Jn – Cardiff West Jn	170	18	170	56	H	N	N	N	Y	N	N	N	
GW900	SWM 2	Cardiff West Jn – Court Sart Jn	170	56	206	58	H	N	N	N	R1	N	N	N	R1 Prohibited Lecwith Loop North Jn to Court Sart Jn
GW900	SWM 2	Court Sart Jn – Llandore Jn	206	58	214	62	H	N	N	N	N	N	N	N	
GW900	SWM 2	Llandore Jn – Llandeilo Jn	214	62	223	49	H	N	N	N	N	N	N	N	
GW900	SWM 2	Llandeilo Jn – Carmarthen Bridge Jn	223	49	245	32	H	N	N	N	N	N	N	N	
GW900	SWM 2	Carmarthen Bridge Jn – Whitland Jn	245	32	259	01	H	N	N	N	N	N	N	N	
GW900	SWM 2	Whitland Jn – Clarbeston Road Jn	259	01	271	08	H	N	N	N	N	N	N	N	
GW900	CRL	Clarbeston Road Jn – Change of ELR (Letterston Jn)	271	08	281	58	H	N	N	N	N	N	N	N	
GW900	NPF	Change of ELR (Letterston Jn) – Network Rail Boundary (Fishguard Harbour)	283	30	287	52	H	N	N	N	N	N	N	N	
GW9001	SWA	Landore Jn – Swansea	214	62	216	07	H	N	N	N	N	N	N	N	
GW906	SWL	Swansea Loop East Jn – Swansea Loop West Jn	0	53	0	00	H	N	N	N	N	N	N	N	
GW910	CWL1	Craven Arms Jn – Change of Mileage	20	01	20	12	H	N	N	N	N	N	N	N	
GW910	CWL2	Change of Mileage – Site of Former Llandovery Jn	0	00	59	14	H	N	N	N	N	N	N	N	
GW910	VOT	Site of Former Llandovery Jn – Llandeilo	29	40	18	07	H	N	N	N	N	N	N	N	
GW910	LLA	Llandeilo – Pantyffynnon	18	07	10	08	H	N	N	N	N	N	N	N	
GW910	LLA	Pantyffynnon – Morlais Jn	10	08	3	50	H	N	N	N	N	N	N	N	
GW910	LLA	Morlais Jn – Llandeilo Jn	3	50	0	00	H	N	N	N	N	N	N	N	
GW915	GWA	Gwaun-cae-Gurwen – Former Jn (Change of ELR)	16	41	14	60	N	N	N	N	N	N	N	N	
GW915	GNT	Former Jn (Change of ELR) – Pantyffynnon	14	60	10	04	N	N	N	N	N	N	N	N	
GW930	CAN	Carmarthen Jn – End of Line (Beyond Carmarthen Station)	245	10	245	65	H	N	N	N	N	N	N	N	
GW940	CAN/ CNW	Up Sidings No.2 GF – Carmarthen Bridge Jn	245	43	245	32	H	N	N	N	N	N	N	N	
GW950	PEM	Whitland Jn – Pembroke RA Change	259	01	284	22	H	N	N	N	N	N	N	N	
GW950	PEM	Pembroke RA Change – Pembroke Dock	284	22	286	26	H	N	N	N	N	N	N	N	

GW960	SWM 2	Clarbeston Road – Haverfordwest	271	08	276	08	H	N	N	N	N	N	N	N	
GW960	SWM 2	Haverfordwest – Change of ELR (Site of Former Johnston Jn)	276	08	280	70	H	N	N	N	N	N	N	N	
GW960	MIL	Change of ELR (Site of Former Johnston Jn) – Herbranston Jn	280	70	283	12	H	N	N	N	N	N	N	N	
GW960	MIL	Herbranston Jn – End of Line (Beyond Milford Haven)	283	12	284	71	H	N	N	N	N	N	N	N	
GW970	GOB	Gulf Oil Branch Jn – Waterston, Gulf Oil Refinery	0	00	2	35	N	N	N	N	N	N	N	N	
GW980	ERB	Herbrandston Jn – Robeston	0	00	1	18	N	N	N	N	N	N	N	N	

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Table D3 – Route clearance of coaching stock

Last Updated: 08/04/2023

To be read in conjunction with General Notes.

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

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

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

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

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

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

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

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

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

Western Route Sectional Appendix Module WR2

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 MOD	MK3 DVT	MK3 DVT MOD	MK4	Notes
GW110	ANL	Old Oak Common West – Greenford East Jn	3	20	7	15	Y	Y	Y	Y	N	Y	N	
GW110	ANL	Greenford East Jn – Greenford West Jn	7	15	7	48	Y	Y	Y	Y	N	Y	N	
GW110	ANL	Greenford West Jn – Route Boundary (MD705) (Northolt Jn)	7	48	8	60	Y	Y	Y	Y	N	Y	N	
GW117	GEC	Greenford East Jn – Greenford South Jn	8	70	8	45	Y	Y	Y	Y	N	Y	N	
GW130	AWL	Route Boundary (EA1310) (Acton Wells Jn) – Acton East Jn	0	39	0	08	Y	Y	Y	EH	N	Y	N	
GW174	WEL1	West Ealing Jn – Drayton Green Jn	6	56	7	03	Y	Y	Y	Y	N	Y	N	
GW174	WEL1	Drayton Green Jn – Greenford South Jn	7	03	8	45	Y	Y	Y	Y	N	Y	N	
GW174	WEL1	Greenford South Jn – Greenford LUL Bay Jn	8	45	8	65	Y	Y	Y	Y	N	Y	N	
GW174	WEL1	Greenford LUL Bay Jn – Greenford West Jn	8	65	8	76	Y	Y	Y	Y	N	Y	N	
GW175	WEL2	Greenford LUL Bay Jn – Greenford Station	8	65	9	06	N	N	N	N	N	N	N	
GW176	HAN	Hanwell Jn – Drayton Green Jn	0	00	0	36	Y	Y	Y	Y	N	Y	N	
GW178	BRB	Southall – Brentford Goods	0	00	2	70	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	
GW182	STA	West Drayton Jn – End of Branch (Colnbrook)	13	31	16	25	N	N	N	N	N	N	N	
GW184	WIN	Slough – Windsor & Eton Central	18	36	21	19	Y	Y	Y	N	N	N	N	
GW185	WBB	Maidenhead – Bourne End	24	19	28	55	Y	Y	N	N	N	N	N	
GW185	MWB	Bourne End GF – Marlow	0	06	2	54	Y	Y	N	N	N	N	N	
GW187	HEN	Twyford – Henley-on-Thames	31	01	35	48	Y	Y	N	N	N	N	N	
GW190	RNJ	Route Boundary (SW210) (Reading Spur Jn) – Reading New Jn	68	00	68	35	Y	Y	Y	N	N	N	N	
GW195	RLL	Reading Southern Jn – Reading East Jn	35	33	35	61	Y	Y	Y	N	N	N	N	
GW200	DCL	Chester Line Jn – Route Boundary (MD401) (Heyford)	53	12	75	00	Y	Y	Y	Y	N	Y	N	
GW220	RWC	Reading, Oxford Road Jn – Reading West Jn	0	43	0	02	Y	Y	Y	N	N	N	N	
GW225	RFR	Caversham Road Jn – Oxford Road Jn	36	25	36	74	Y	Y	Y	N	N	N	N	
GW240	DEC	Didcot East Jn – Didcot North Jns	52	66	54	00	Y	Y	Y	N	N	N	N	
GW250	DWC	Foxhall Jn – Didcot West Curve Jn	0	01	0	32	Y	Y	Y	N	N	N	N	
GW260	THA	Kennington Jn – Morris Cowley	18	45	16	04	N	N	N	N	N	N	N	
GW277	OXD	Oxford North Jn – Route Boundary (MD736) (29m 25ch)	30	09	29	25	Y	Y	Y	Y	Y	R1	N	R1 20mph maximum speed

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 MOD	MK3 DVT	MK3 DVT MOD	MK4	Notes
GW310	OWW	Wolvercot Jn – Norton Jn	66	32	112	00	Y	Y	Y	N	N	N	N	
GW317	OWW	Honeybourne Stratford Line Junction – Start of branch mileage	102	06	101	31	Y	Y	Y	N	N	N	N	
GW317	STD	Start of branch mileage – Long Marston	0	00	2	70	Y	Y	Y	N	N	N	N	
GW401	BAG2	Route Boundary (MD306) (Ashchurch) – Gloucester Barnwood Jn (Change of ELR)	77	40	92	21	Y	Y	Y	N	N	N	N	
GW401	CHL	Gloucester Barnwood Jn (Change of ELR) – Gloucester Yard Jn (Change of ELR)	92	21	93	08	Y	Y	Y	N	N	N	N	
GW401	BGL1	Gloucester Yard Jn (Change of ELR) – Change of ELR	93	08	94	10	Y	Y	Y	N	N	N	N	
GW401	BGL2	Change of ELR – Standish Jn	94	60	99	69	Y	Y	Y	N	N	N	N	
GW401	BGL2	Standish Jn – Yate South Jn (Change of ELR)	99	69	120	03	Y	Y	Y	N	N	N	N	
GW401	YAT	Yate South Jn (Change of ELR) – Westerleigh Jn	120	03	121	28	Y	Y	Y	N	N	N	N	
GW425	SAW/SSS	Berkeley Road Jn – Sharpness (Network Rail Boundary)	0	04	3	69	N	N	N	N	N	N	N	
GW430	THO	Yate Middle Jn – Tytherington	0	00	6	24	Y	Y	N	N	N	N	N	
GW440	BGL2	Yate South Jn – Westerleigh Yard	120	03	122	65	Y	Y	Y	N	N	N	N	
GW450	FEC	Stoke Gifford Jn No.1 – Change of ELR	111	79	113	01	Y	Y	Y	N	N	N	N	
GW450	BSW	Change of ELR – Bristol East Jn	4	50	0	26	Y	Y	Y	N	N	N	N	
GW4501	AFR	Stoke Gifford Jn No.2 – Hallen Marsh Jn (Change of ELR)	112	05	118	42	Y	Y	Y	N	N	N	N	
GW4501	AMB	Hallen Marsh Jn (Change of ELR) – Holesmouth Jn	14	38	14	60	Y	Y	Y	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 MOD	MK3 DVT	MK3 DVT MOD	MK4	Notes
GW4501	AMB	Holesmouth Jn – Avonmouth (Bristol Bulk Handling Terminal)	14	60	15	40	Y	Y	Y	N	N	N	N	
GW451	FWC	Filton Jn No 2 – Filton West Jn No.2	4	66	5	41	Y	Y	Y	N	N	N	N	
GW454	AMB	Severn Beach – St Andrews Jn (Change of ELR)	11	64	16	00	Y	Y	Y	N	N	N	N	
GW454	CNX	St Andrews Jn (Change of ELR) – Narroways Hill Jn	9	32	2	03	Y	Y	Y	N	N	N	N	
GW480	SWM 1	Swindon Jn – Standish Jn	77	36	106	74	Y	Y	Y	N	N	N	N	
GW490	SWM 2	Gloucester Yard Jn – Horton Road Jn	113	03	113	61	Y	Y	Y	N	N	N	N	
GW500	BKE	Westbury Line Jn – Oxford Road Jn	36	17	36	67	Y	Y	Y	N	N	N	N	
GW500	BKE	Oxford Road Jn – Southcote Jn	36	67	37	62	Y	Y	Y	N	N	N	N	
GW500	BKE	Southcote Jn – Route Boundary (SW125) (Basingstoke)	37	62	37	76	Y	Y	Y	N	N	N	N	
GW500	BHL	Southcote Jn – Change of ELR	37	62	81	19	Y	Y	Y	N	N	N	N	
GW500	SWY	Change of ELR – Heywood Road Jn (Change of ELR)	81	19	94	44	Y	Y	Y	N	N	N	N	
GW500	WES	Heywood Road Jn (Change of ELR) – Fairwood Jn (Change of ELR) (via Westbury Avoiding Lines)	94	44	97	02	Y	Y	Y	N	N	N	N	
GW500	WEY	Fairwood Jn (Change of ELR) – Clink Road Jn (Change of ELR)	111	18	114	44	Y	Y	Y	N	N	N	N	
GW500	FRA	Clink Road Jn (Change of ELR) – Blatchbridge Jn (Change of ELR)	114	44	116	37	Y	Y	Y	N	N	N	N	
GW500	WEY	Blatchbridge Jn (Change of ELR) – Castle Cary Jn	116	52	129	50	Y	Y	Y	N	N	N	N	
GW500	WEY	Castle Cary Jn – Route Boundary (SW175) (Yeovil Pen Mill Jn)	129	50	130	00	Y	Y	Y	N	N	N	N	
GW500	CCL	Castle Cary Jn – Cogload Jn (Down)	115	32	138	30	Y	Y	Y	N	N	N	N	
GW5001	SAL	Route Boundary (SW170) (Wilton Jn) – Westbury South Jn	115	40	110	07	Y	Y	Y	N	N	N	N	
GW510	WEY	Westbury North Jn – Bradford Jn	109	49	104	40	Y	Y	Y	N	N	N	N	
GW510	BFB	Bradford Jn – Bathampton Jn	9	12	0	00	Y	Y	Y	N	N	N	N	
GW520	WYL	Westbury East Loop Jn – Hawkeridge Jn	94	77	95	32	Y	Y	Y	N	N	N	N	
GW523	WEY	Thingley Jn – Bradford Jn	96	10	104	40	Y	Y	Y	N	N	N	N	
GW528	BRL	North Somerset Jn – Bristol West Jn via St Philips Marsh	0	00	1	08	Y	Y	Y	N	N	N	N	
GW530	BLL	Feeder Bridge Jn – Dr Day's Jn (Rhubarb Loop)	117	50	117	73	Y	Y	Y	N	N	N	N	
GW540	BSW	Filton Jn No.1 – Patchway Jn No.2	4	40	5	61	Y	Y	Y	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 MOD	MK3 DVT	MK3 DVT MOD	MK4	Notes
GW5401	PAC	Filton West Jn No.1 – Patchway Jn No.1	0	40	0	00	Y	Y	Y	N	N	N	N	
GW548	POD/ PBY	Parson Street Jn – Network Rail boundary (BPC)	120	28	126	34	N	N	N	N	N	N	N	
GW560	SWY	Heywood Road Jn – Westbury North Jn	94	45	95	33	Y	Y	Y	N	N	N	N	
GW560	WEY	Westbury North Jn – Fairwood Jn via Westbury	109	49	111	18	Y	Y	R1	N	N	N	N	R1 Prohibited Westbury Down Reception line between signal W202 and points 858
GW570	WEY	Clink Road Jn – Blatchbridge Jn via Frome	114	44	116	52	Y	Y	Y	N	N	N	N	
GW572	FNS2	Frome North Jn – Change of ELR	0	00	2	38	N	N	N	N	N	N	N	
GW572	WQL	Change of ELR – Network Rail Boundary (Mendip Rail - Whatley Quarry)	2	38	2	40	N	N	N	N	N	N	N	
GW580	ESB	East Somerset Jn – Network Rail Boundary (East Somerset Railway - Cranmore East)	0	11	5	48	Y	Y	Y	N	N	N	N	
GW600	SWB	Wootton Bassett Jn – Stoke Gifford Jn No.1	83	07	111	79	Y	Y	Y	N	N	N	N	
GW600	SWB	Stoke Gifford Jn No.1 – Patchway Jn No.2	111	79	112	68	Y	Y	Y	N	N	N	N	
GW600	BSW	Patchway Jn No.2 – Route Boundary Wales	5	61	9	12	Y	Y	Y	N	N	N	N	
GW600	BSW	Route Boundary – Ableton Lane Tunnel (GW900)	9	12	10	51	Y	Y	Y	N	N	N	N	
GW606	DAC	Cowley Bridge Jn – Crediton SB	173	50	179	26	Y	Y	Y	N	N	N	N	
GW606	NDN	Crediton SB – End of Line (Barnstaple)	179	26	211	31	Y	Y	Y	N	N	N	N	
GW608	DAC	Crediton – Former Coleford Jn	179	26	183	69	Y	Y	Y	N	N	N	N	
GW608	DAC	Former Coleford Jn – Meldon Quarry	183	69	198	72	N	N	N	N	N	N	N	
GW610	BAE2	Route Boundary (SW115) (Honiton) – Exeter St Davids Jn	164	30	172	04	Y	Y	Y	N	N	N	N	
GW611	EMT	Exmouth Jn – Exmouth	0	01	9	32	Y	Y	Y	N	N	N	N	
GW618	MOB	Newton Abbott East Jn – End of Line (Beyond Heathfield)	0	14	4	07	N	N	N	N	N	N	N	
GW620	TOR	Newton Abbott West Jn – Paignton Crossover Ground Frame	214	43	222	25	Y	Y	Y	N	N	N	N	
GW628	SUT1	Laira Jn – Speedway Jn	244	02	244	30	Y	Y	Y	N	N	N	N	
GW628	PLO	Lipson Jn – Speedway Jn	0	00	0	22	Y	Y	Y	N	N	N	N	
GW628	SUT1	Speedway Jn – Mount Gould Jn	244	30	244	43	Y	Y	Y	N	N	N	N	
GW628	SUT2	Mount Gould Jn – Former Friary Jn	244	41	244	60	Y	Y	Y	N	N	N	N	
GW628	FRY	Former Friary Jn – Turnchapel Branch Jn	244	60	245	17	Y	Y	Y	N	N	N	N	

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

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

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

Western Route Sectional Appendix Module WR2

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 MOD	MK3 DVT	MK3 DVT MOD	MK4	Notes
GW820	PTA	Site of Former Penallta Jn – Ystrad Mynach South Jn	15	01	13	41	Y	Y	N	N	N	N	N	
GW828	CRY	Coryton – Heath Jn	2	57	0	15	Y	Y	N	N	N	N	N	
GW830	CAM	Merthyr Tydfil – Abercynon Jn	24	44	16	35	Y	Y	N	N	N	N	N	
GW830	CAM	Abercynon Jn – Pontypridd Jn	16	35	13	04	Y	Y	N	N	N	N	N	
GW830	CAM	Pontypridd Jn – Radyr Jn	13	04	5	23	Y	Y	N	N	N	N	N	
GW830	CAM	Radyr Jn – Queen Street North Jn	5	23	1	17	Y	Y	N	N	N	N	N	
GW830	CAM	Queen Street North Jn – Queen Street South Jn	1	17	0	66	Y	Y	N	N	N	N	N	
GW830	CEJ	Queen Street South Jn – Cardiff East Jn	0	22	0	00	Y	Y	N	N	N	N	N	
GW830	SWM 2	Cardiff East Jn – Cardiff West Jn	170	18	170	56	Y	Y	Y	N	N	N	N	
GW830	BRY	Cardiff West Jn – Barry Jn	0	10	8	16	Y	Y	Y	N	N	N	N	
GW830	BRY	Barry Jn – Buffer Stops (Barry Island)	8	16	8	76	Y	Y	Y	N	N	N	N	
GW834	VON	Network Rail Boundary – Aberdare	26	62	22	34	Y	Y	N	N	N	N	N	
GW834	VON/ ALK	Aberdare – Cwmbach Change of ELR	22	34	20	68	Y	Y	N	N	N	N	N	
GW834	ABD/ MOA	Cwmbach Change of ELR – Abercynon Jn (Including Mountain Ash Down Loop ELR MOA)	22	01	16	35	Y	Y	N	N	N	N	N	
GW835	THT	End of Line – Treherbert	23	69	23	54	Y	Y	N	N	N	N	N	
GW835	THT	Treherbert – Pontypridd Jn	23	54	13	04	Y	Y	N	N	N	N	N	
GW839	CAM	Queen Street South Jn – Cardiff Bay	0	66	0	02	Y	Y	N	N	N	N	N	
GW840	RAD	Radyr Jn – Leckwith Loop South Jn	4	41	0	69	Y	Y	Y	N	N	N	N	
GW840	RAD	Leckwith Loop South Jn – Penarth Curve North Jn	0	69	0	47	Y	Y	Y	N	N	N	N	
GW840	RAD	Penarth Curve North Jn – Radyr Branch Jn	0	47	0	25	Y	Y	Y	N	N	N	N	
GW850	CLL	Leckwith Loop South Jn – Leckwith Loop North Jn	0	26	0	00	Y	Y	Y	N	N	N	N	
GW860	CPL	Penarth Curve North Jn – Penarth Curve South Jn	0	25	0	00	Y	Y	Y	N	N	N	N	
GW864	PTH	Cogan Jn – Penarth	0	01	1	12	Y	Y	Y	N	N	N	N	
GW870	VOG	Barry Jn – Bridgend Bay Platform	0	00	19	04	Y	Y	Y	N	N	N	N	
GW871	FOR	Ford Siding GF – Network Rail Boundary (Ford Works, Waterton)	0	00	1	18	N	N	N	N	N	N	N	
GW874	BAL	Llynfi Jn – Tondu Jn	0	07	2	70	Y	Y	Y	N	N	N	N	
GW874	BAL	Tondu Jn – Maesteg	2	70	8	06	Y	Y	N	N	N	N	N	
GW877	POR	Tondu Jn – Cefn Jn	0	00	2	43	Y	Y	Y	N	N	N	N	
GW877	OVE	Cefn Jn – Margam Abbey Works East Jn	7	41	2	41	Y	Y	Y	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 MOD	MK3 DVT	MK3 DVT MOD	MK4	Notes
GW877	OVE	Margam Abbey Works East Jn – Margam East Jn	2	41	1	40	N	N	Y	N	N	N	N	
GW877	OVE	Margam East Jn – Margam Yard Jn	1	40	0	79	N	N	Y	N	N	N	N	
GW877	OVE	Margam Yard Jn – Network Rail Boundary (Port Talbot Docks)	0	79	0	56	N	N	Y	N	N	N	N	
GW890	SDI1	Briton Ferry Up Flying Loop Jn – Dynover Jn	206	14	207	67	Y	Y	Y	N	N	N	N	
GW890	SDI1	Dynover Jn – Jersey Marine Jn North	207	67	208	33	Y	Y	Y	N	N	N	N	
GW890	SDI1	Jersey Marine Jn North – Change of Mileage	208	33	208	49	Y	Y	Y	N	N	N	N	
GW890	SDI2	Change of Mileage – Grovesend Colliery Loop Jn	0	00	10	05	Y	Y	Y	N	N	N	N	
GW890	SDI2	Grovesend Colliery Loop Jn – Morlais Jn	10	05	10	64	Y	Y	Y	N	N	N	N	
GW8901	RSB	Dynevor Jn – Jersey Marine South Jn	19	16	20	24	N	N	N	N	N	N	N	
GW892	VON	Network Rail Boundary (Cwmgwrach) – Neath & Brecon Jn	33	14	41	17	N	N	N	N	N	N	N	
GW892	VON	Neath & Brecon Jn – Burrows Sidings	41	17	46	30	N	N	N	N	N	N	N	
GW893	NAB	Network Rail Boundary (Onllwyn) – Neath and Brecon Jn	10	10	0	01	N	N	N	N	N	N	N	
GW894	JER	Jersey Marine Jn North – Jersey Marine Jn South	1	24	2	26	N	N	N	N	N	N	N	
GW897	HDY	Grovesend Colliery Loop Jn – Hendy Jn	0	00	0	46	Y	Y	Y	N	N	N	N	
GW900	BSW	Ableton Lane Tunnel – Severn Tunnel Jn	10	51	16	73	Y	Y	Y	N	N	N	N	
GW900	SWM2	Severn Tunnel Jn – Maindee West Jn	149	14	158	16	Y	Y	Y	N	N	N	R1 R2 R3	R1 Prohibited Severn Tunnel Jn to Llanwern West Jn R2 Maximum speed 100mph R3 Tripcocks must be isolated
GW900	SWM2	Maindee West Jn – Cardiff East Jn	158	16	170	18	Y	Y	Y	N	N	Y	R1 R2	R1 Maximum speed 100mph R2 Tripcocks must be isolated
GW900	SWM2	Cardiff East Jn – Cardiff West Jn	170	18	170	56	Y	Y	Y	N	N	Y	N	
GW900	SWM2	Cardiff West Jn – Court Sart Jn	170	56	206	58	Y	Y	Y	N	N	Y	N	
GW900	SWM2	Court Sart Jn – Llandore Jn	206	58	214	62	Y	Y	Y	N	N	Y	N	
GW900	SWM2	Llandore Jn – Llandeilo Jn	214	62	223	49	Y	Y	Y	N	N	Y	N	
GW900	SWM2	Llandeilo Jn – Carmarthen Bridge Jn	223	49	245	32	Y	Y	Y	N	N	Y	N	
GW900	SWM2	Carmarthen Bridge Jn – Whitland Jn	245	32	259	01	Y	Y	Y	N	N	N	N	

Western Route Sectional Appendix Module WR2

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	MK1	MK2	MK3	MK3 MOD	MK3 DVT	MK3 DVT MOD	MK4	Notes
GW900	SWM 2	Whitland Jn – Clarbeston Road Jn	259	01	271	08	Y	Y	Y	N	N	N	N	
GW900	CRL	Clarbeston Road Jn – Change of ELR (Letterston Jn)	271	08	281	58	Y	Y	Y	N	N	N	N	
GW900	NPF	Change of ELR (Letterston Jn) – Network Rail Boundary (Fishguard Harbour)	283	30	287	52	Y	Y	Y	N	N	N	N	
GW9001	SWA	Landore Jn – Swansea	214	62	216	07	Y	Y	Y	N	N	N	N	
GW906	SWL	Swansea Loop East Jn – Swansea Loop West Jn	0	53	0	00	Y	Y	Y	N	N	N	N	
GW910	CWL1	Craven Arms Jn – Change of Mileage	20	01	20	12	Y	Y	Y	N	N	N	N	
GW910	CWL2	Change of Mileage – Site of Former Llandovery Jn	0	00	59	14	Y	Y	Y	N	N	N	N	
GW910	VOT	Site of Former Llandovery Jn – Llandeilo	29	40	18	07	Y	Y	R1	N	N	N	N	R1 5mph through Llandovery Platforms
GW910	LLA	Llandeilo – Pantyffynnon	18	07	10	08	Y	Y	Y	N	N	N	N	
GW910	LLA	Pantyffynnon – Morlais Jn	10	08	3	50	Y	Y	Y	N	N	N	N	
GW910	LLA	Morlais Jn – Llandeilo Jn	3	50	0	00	Y	Y	Y	N	N	N	N	
GW915	GWA	Gwaun-cae-Gurwen – Former Jn (Change of ELR)	16	41	14	60	N	N	N	N	N	N	N	
GW915	GNT	Former Jn (Change of ELR) – Pantyffynnon	14	60	10	04	N	N	N	N	N	N	N	
GW930	CAN	Carmarthen Jn – End of Line (Beyond Carmarthen Station)	245	10	245	65	Y	Y	Y	N	N	R1	N	R1 Prohibited between Camarthen Station and End of Line
GW940	CAN/ CNW	Up Sidings No.2 GF – Carmarthen Bridge Jn	245	43	245	32	Y	Y	Y	N	N	N	N	
GW950	PEM	Whitland Jn – Pembroke RA Change	259	01	284	22	Y	Y	Y	N	N	N	N	
GW950	PEM	Pembroke RA Change – Pembroke Dock	284	22	286	26	Y	Y	Y	N	N	N	N	
GW960	SWM 2	Clarbeston Road – Haverfordwest	271	08	276	08	Y	Y	Y	N	N	N	N	
GW960	SWM 2	Haverfordwest – Change of ELR (Site of Former Johnston Jn)	276	08	280	70	Y	Y	Y	N	N	N	N	
GW960	MIL	Change of ELR (Site of Former Johnston Jn) – Herbranston Jn	280	70	283	12	Y	Y	Y	N	N	N	N	
GW960	MIL	Herbranston Jn – End of Line (Beyond Milford Haven)	283	12	284	71	Y	Y	Y	N	N	N	N	
GW970	GOB	Gulf Oil Branch Jn – Waterston, Gulf Oil Refinery	0	00	2	35	N	N	N	N	N	N	N	
GW980	ERB	Herbrandston Jn – Robeston	0	00	1	18	N	N	N	N	N	N	N	

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Table D4A – Route clearance of locomotives

Last Updated: 23/12/23

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	20	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	37/5	37/7 37/9	Notes
GW103	MLN1	Paddington – Old Oak Common West	0	05	3	20	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Old Oak Common West – Acton East Jn	3	20	4	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Acton East Jn – West Ealing Jn	4	07	6	54	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	West Ealing Jn – Hanwell Jn	6	54	7	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Hanwell Jn – Heathrow Airport Jn (Down Main)	7	19	11	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Heathrow Airport Jn (Down Main) – Stockley Bridge Jn (Limit of Electrification)	11	15	12	09	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Stockley Bridge Jn (Limit of Electrification) – Slough	12	09	18	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Slough – Maidenhead Jn	18	36	24	24	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Maidenhead Jn – Henley Branch Jn	24	24	31	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Henley Branch Jn – Reading New Jn	31	04	35	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Reading New Jn – Westbury Line Jn	35	40	36	17	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	RLL	Reading East Jn – Route Boundary (SW210) (Reading Southern Jn)	35	61	35	38	8	N	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Westbury Line Jn – Reading West Jn	36	17	36	78	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Reading West Jn – Didcot East Jn	36	78	52	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Didcot East Jn – Chester Line Jn	52	66	53	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Chester Line Jn – Foxhall Jn	53	12	53	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Foxhall Jn – Uffington	53	55	66	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Uffington – Swindon Jn	66	39	77	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Swindon Jn – Wootton Bassett Jn	77	36	83	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Wootton Bassett Jn – Thingley Jn	83	07	96	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Thingley Jn – North Somerset Jn	96	10	117	46	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	North Somerset Jn – Feeder Bridge Jn	117	46	117	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Feeder Bridge Jn – Bristol East Jn	117	50	118	02	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Bristol East Jn – Bristol West Jn	118	02	118	58	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Bristol West Jn – Parson Street Jn	118	58	120	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Parson Street Jn – Worle Jn	120	28	135	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Worle Jn – Uphill Jn	135	11	138	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Worle Jn – Uphill Jn (direct)	138	04	154	12	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	20	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	37/5	37/7 37/9	Notes
GW107	WSM	Worle Jn – Uphill Jn via Weston-Super-Mare	135	11	139	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Fordgate – Cogload Jn (Up)	154	12	158	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Cogload Jn (Up) – Norton Fitzwarren Jn (Connection - West Somerset Railway)	158	23	164	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Norton Fitzwarren Jn (Connection - West Somerset Railway) – Cowley Bridge Jn	164	40	192	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Cowley Bridge Jn – Exeter St Davids Jn	192	52	194	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Exeter St Davids Jn – Newton Abbot East Jn	194	00	213	75	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Newton Abbot East Jn – Newton Abbot West Jn	213	75	214	43	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Newton Abbot West Jn – Tavistock Jn Yard	214	43	242	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Tavistock Jn Yard – Laira Jn	242	55	243	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Laira Jn – Lipson Jn	243	67	244	35	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Lipson Jn – Change of ELR (Site of Former Devonport Jn/Cornwall Loop)	244	35	246	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN2	Change of ELR (Site of Former Devonport Jn/Cornwall Loop) – St Budeaux Jn	247	28	250	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN2	St Budeaux Jn – Change of ELR	250	00	256	38	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN3	Change of ELR – Liskeard Jn	256	40	264	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN3	Liskeard Jn – Lostwithiel Jn	264	66	277	54	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN3	Lostwithiel Jn – Par Loop Jn	277	54	281	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN3	Par Loop Jn – Burngullow Jn	281	57	288	26	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN3	Burngullow Jn – Penwithers Jn	288	26	301	25	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN3	Penwithers Jn – Change of ELR	301	25	305	65	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN4	Change of ELR – St Erth Jn	305	67	320	73	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN4	St Erth Jn – Penzance	320	73	326	50	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW110	ANL	Old Oak Common West – Greenford East Jn	3	20	7	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW110	ANL	Greenford East Jn – Greenford West Jn	7	15	7	48	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW110	ANL	Greenford West Jn – Route Boundary (MD705) (Northolt Jn)	7	48	8	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW117	GEC	Greenford East Jn – Greenford South Jn	8	70	8	45	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	20	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	37/5	37/7 37/9	Notes
GW130	AWL	Route Boundary (EA1310) (Acton Wells Jn) – Acton East Jn	0	39	0	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW174	WEL1	West Ealing Jn – Drayton Green Jn	6	56	7	03	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW174	WEL1	Drayton Green Jn – Greenford South Jn	7	03	8	45	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW174	WEL1	Greenford South Jn – Greenford LUL Bay Jn	8	45	8	65	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW174	WEL1	Greenford LUL Bay Jn – Greenford West Jn	8	65	8	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW175	WEL2	Greenford LUL Bay Jn – Greenford Station	8	65	9	06	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW176	HAN	Hanwell Jn – Drayton Green Jn	0	00	0	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW178	BRB	Southall – Brentford Goods	0	00	2	70	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW180	HLL	Heathrow Airport Jn (Up and Down Main) – NR Boundary (BAA)	11	04	12	27	8	R1	R1	R1	R1	R1	R1	R1	R1	R1 See Sectional Appendix Local Instructions
GW182	STA	West Drayton Jn – End of Branch (Colnbrook)	13	31	16	25	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW184	WIN	Slough – Windsor & Eton Central	18	36	21	19	6	Y	Y	Y	Y	Y	N	N	N	
GW185	WBB	Maidenhead – Bourne End	24	19	28	55	6	Y	Y	Y	Y	Y	Y	Y	N	
GW185	MWB	Bourne End GF – Marlow	0	06	2	54	6	Y	Y	Y	Y	Y	Y	Y	N	
GW187	HEN	Twyford – Henley-on-Thames	31	01	35	48	4	Y	N	N	N	N	B	B	N	
GW190	RNJ	Route Boundary (SW210) (Reading Spur Jn) – Reading New Jn	68	00	68	35	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW195	RLL	Reading Southern Jn – Reading East Jn	35	33	35	61	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW200	DCL	Chester Line Jn – Route Boundary (MD401) (Heyford)	53	12	75	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW220	RWC	Reading, Oxford Road Jn – Reading West Jn	0	43	0	02	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW225	RFR	Caversham Road Jn – Oxford Road Jn	36	25	36	74	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW240	DEC	Didcot East Jn – Didcot North Jns	52	66	54	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW250	DWC	Foxhall Jn – Didcot West Curve Jn	0	01	0	32	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW260	THA	Kennington Jn – Morris Cowley	18	45	16	04	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW277	OXD	Oxford North Jn – Route Boundary (MD736) (29m 25ch)	30	09	29	25	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	20	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	37/5	37/7 37/9	Notes
GW310	OWW	Wolvercot Jn – Norton Jn	66	32	112	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW317	OWW	Honeybourne Stratford Line Junction – Start of branch mileage	102	06	101	31	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW317	STD	Start of branch mileage – Long Marston	0	00	2	70	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW340	WAH	Shrub Hill Jn – Henwick SB (Branch Single)	120	46	121	65	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW401	BAG2	Route Boundary (MD306) (Ashchurch) – Gloucester Barnwood Jn (Change of ELR)	77	40	92	21	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW401	CHL	Gloucester Barnwood Jn (Change of ELR) – Gloucester Yard Jn (Change of ELR)	92	21	93	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW401	BGL1	Gloucester Yard Jn (Change of ELR) – Change of ELR	93	08	94	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW401	BGL2	Change of ELR – Standish Jn	94	60	99	69	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW401	BGL2	Standish Jn – Yate South Jn (Change of ELR)	99	69	120	03	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW401	YAT	Yate South Jn (Change of ELR) – Westerleigh Jn	120	03	121	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW425	SAW/SSS	Berkeley Road Jn – Sharpness (Network Rail Boundary)	0	04	3	69	6	Y	Y	Y	Y	Y	Y	Y	N	
GW430	THO	Yate Middle Jn – Tytherington	0	00	6	24	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW440	BGL2	Yate South Jn – Westerleigh Yard	120	03	122	65	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW450	FEC	Stoke Gifford Jn No.1 – Change of ELR	111	79	113	01	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW450	BSW	Change of ELR – Bristol East Jn	4	50	0	26	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	20	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	37/5	37/7 37/9	Notes
GW4501	AFR	Stoke Gifford Jn No.2 – Hallen Marsh Jn (Change of ELR)	112	05	118	42	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW4501	AMB	Hallen Marsh Jn (Change of ELR) – Holesmouth Jn	14	38	14	60	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW4501	AMB	Holesmouth Jn – Avonmouth (Bristol Bulk Handling Terminal)	14	60	15	40	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW451	FWC	Filton Jn No 2 – Filton West Jn No.2	4	66	5	41	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW454	AMB	Severn Beach – St Andrews Jn (Change of ELR)	11	64	16	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW454	CNX	St Andrews Jn (Change of ELR) – Narroways Hill Jn	9	32	2	03	7	R1	R1	R1	R1	R1	R1	R1	R1	R1 10mph over bridge CNX-0306 (3m 06ch)
GW480	SWM 1	Swindon Jn – Standish Jn	77	36	106	74	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW490	SWM 2	Gloucester Yard Jn – Horton Road Jn	113	03	113	61	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	BKE	Westbury Line Jn – Oxford Road Jn	36	17	36	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	BKE	Oxford Road Jn – Southcote Jn	36	67	37	62	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	BKE	Southcote Jn – Route Boundary (SW125) (Basingstoke)	37	62	37	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	BHL	Southcote Jn – Change of ELR	37	62	81	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	SWY	Change of ELR – Heywood Road Jn (Change of ELR)	81	19	94	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	WES	Heywood Road Jn (Change of ELR) – Fairwood Jn (Change of ELR) (via Westbury Avoiding Lines)	94	44	97	02	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	WEY	Fairwood Jn (Change of ELR) – Clink Road Jn (Change of ELR)	111	18	114	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	FRA	Clink Road Jn (Change of ELR) – Blatchbridge Jn (Change of ELR)	114	44	116	37	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	WEY	Blatchbridge Jn (Change of ELR) – Castle Cary Jn	116	52	129	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	WEY	Castle Cary Jn – Route Boundary (SW175) (Yeovil Pen Mill Jn)	129	50	130	00	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	CCL	Castle Cary Jn – Cogload Jn (Down)	115	32	138	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW5001	SAL	Route Boundary (SW170) (Wilton Jn) – Westbury South Jn	115	40	110	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW510	WEY	Westbury North Jn – Bradford Jn	109	49	104	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW510	BFB	Bradford Jn – Bathampton Jn	9	12	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW520	WYL	Westbury East Loop Jn – Hawkeridge Jn	94	77	95	32	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW523	WEY	Thingley Jn – Bradford Jn	96	10	104	40	8	Y	Y	Y	Y	Y	Y	Y	Y	

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GW528	BRL	North Somerset Jn – Bristol West Jn via St Philips Marsh	0	00	1	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW530	BLL	Feeder Bridge Jn – Dr Day's Jn (Rhubarb Loop)	117	50	117	73	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW540	BSW	Filton Jn No.1 – Patchway Jn No.2	4	40	5	61	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW5401	PAC	Filton West Jn No.1 – Patchway Jn No.1	0	40	0	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW548	POD/ PBY	Parson Street Jn – Network Rail boundary (BPC)	120	28	126	34	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW560	SWY	Heywood Road Jn – Westbury North Jn	94	45	95	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW560	WEY	Westbury North Jn – Fairwood Jn via Westbury	109	49	111	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW570	WEY	Clink Road Jn – Blatchbridge Jn via Frome	114	44	116	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW572	FNS2	Frome North Jn – Change of ELR	0	00	2	38	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW572	WQL	Change of ELR – Network Rail Boundary (Mendip Rail - Whatley Quarry)	2	38	2	40	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW580	ESB	East Somerset Jn – Network Rail Boundary (East Somerset Railway - Cranmore East)	0	11	5	48	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW600	SWB	Wootton Bassett Jn – Stoke Gifford Jn No.1	83	07	111	79	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW600	SWB	Stoke Gifford Jn No.1 – Patchway Jn No.2	111	79	112	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW600	BSW	Patchway Jn No.2 – Route Boundary Wales	5	61	9	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW600	BSW	Route Boundary – Ableton Lane Tunnel (GW900)	9	12	10	51	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW606	DAC	Cowley Bridge Jn – Crediton SB	173	50	179	26	6	Y	Y	Y	Y	Y	Y	Y	N	
GW606	NDN	Crediton SB – End of Line (Barnstaple)	179	26	211	31	5	R1	R1 R2	R1	N	R1	R1	R1 R2	N	R1 20mph over bridge NDN-20466 (204m 66ch) R2 Route prohibited to Class 20 and 37/5 locomotives that conform to RA6
GW608	DAC	Crediton – Former Coleford Jn	179	26	183	69	6	Y	Y	Y	Y	Y	Y	Y	N	
GW608	DAC	Former Coleford Jn – Meldon Quarry	183	69	198	72	6	N	N	N	N	N	N	N	N	
GW610	BAE2	Route Boundary (SW115) (Honiton) – Exeter St Davids Jn	164	30	172	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW611	EMT	Exmouth Jn – Exmouth	0	01	9	32	6	Y	Y	Y	Y	Y	Y	Y	N	
GW618	MOB	Newton Abbott East Jn – End of Line (Beyond Heathfield)	0	14	4	07	6	R1	R1	R1	R1	R1	R1	R1	R1	R1 Prohibited when hauling Dangerous Goods

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GW620	TOR	Newton Abbott West Jn – Paignton Crossover Ground Frame	214	43	222	25	6	Y	Y	Y	Y	Y	Y	Y	N	
GW628	SUT1	Laira Jn – Speedway Jn	244	02	244	30	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW628	PLO	Lipson Jn – Speedway Jn	0	00	0	22	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW628	SUT1	Speedway Jn – Mount Gould Jn	244	30	244	43	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW628	SUT2	Mount Gould Jn – Former Friary Jn	244	41	244	60	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW628	FRY	Former Friary Jn – Turnchapel Branch Jn	244	60	245	17	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW628	TUR/ CWR	Turnchapel Branch Jn – Buffer Stops	0	00	0	78	5	Y	N	N	N	N	Y	N	N	
GW628	FRY	Turnchapel Branch Jn – Plymouth Friary	245	17	245	40	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW637	DAC	St Budeaux Jn – Buffer Stops (Beyond Bere Alston)	227	22	219	75	4	N	N	R1	N	R1	R1	R1	N	R1 5mph over Tamerton Viaduct (224m 78ch)
GW637	CAL	Bere Alston Jn – Gunnislake	0	02	4	40	4	N	N	Y	N	Y	B	B	N	
GW640	LIL	Liskeard – Coombe Jn	8	67	6	75	4	Y	N	Y	Y	N	Y	Y	N	
GW640	LOO	Coombe Jn – Looe	6	52	0	19	4	Y	N	Y	Y	N	Y	Y	N	
GW640	LOO	Coombe Jn – Coombe No.2 GF	6	52	6	66	4	Y	N	Y	Y	N	Y	Y	N	
GW642	LOO	Coombe No.2 GF – Network Rail Boundary (Moorswater)	6	66	7	20	4	Y	N	Y	Y	N	Y	Y	N	
GW650	LOF	Lostwithiel – Network Rail Boundary (Carne Point)	277	54	281	59	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW660	PAR	Par Loop Jn – St Blazey Jn	281	57	282	16	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW660	NEW	St Blazey Jn – Newquay	282	16	302	49	6	R1	R1	R1	R1	R1	R1	R1	N	R1 20mph over bridge NEW-28936 (289m 36ch)
GW672	SDS	Burngullow Jn – Drinnick Mill	288	26	291	31	6	Y	Y	Y	N	Y	Y	Y	N	
GW672	SDS	Drinnick Mill – Parkandillack	291	31	293	52	5	Y	R1	Y	N	Y	Y	R1	N	R1 Route prohibited to Class 20 and 37/5 locomotives that conform to RA6
GW680	FAL1-3	Penwithers Jn – Falmouth	301	25	312	46	6	Y	Y	Y	Y	Y	Y	Y	N	
GW690	SIV	St Erth – St Ives	321	02	325	13	5	Y	Y	Y	N	Y	Y	N	N	
GW700	BAG2	Gloucester Barnwood Jn – Horton Road Jn	92	21	92	75	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW700	SWM 2	Horton Road Jn – Route Boundary Wales	113	61	129	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW700	SWM 2	Route Boundary Wales – Severn Tunnel Jn	129	00	149	14	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW710	NO ELR	Llanwern Works East – Llanwern Works West via BSS (Corus Infrastructure)	153	08	156	03	8	R1	R1	R1	R1	R1	R1	R1	R1	R1 See Sectional Appendix Local Instructions

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GW720	EUB	Network Rail Boundary (Uskmouth) – East Usk Jn	3	07	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW730	SHL	Severn Bridge Jn – Craven Arms Jn	0	11	20	01	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW730	SHL	Craven Arms Jn – Shelwick Jn	20	01	49	26	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW730	SHL	Shelwick Jn – Site of former Rotherwas Jn	49	26	52	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW730	HDC	Site of former Rotherwas Jn – Site of former Red Hill Jn	0	00	1	74	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW730	HNL1	Site of former Red Hill Jn – Maindee West Jn	1	74	41	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW731	WSJ2	Route Boundary (MD801) (Madeley Jn) – Abbey Foregate Jn	170	46	171	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW731	WSJ2	Abbey Foregate Jn – Crewe Jn	171	15	171	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW731	WSJ2	Crewe Jn – Route Boundary (NW3005) (Wrexham General)	171	57	199	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW732	AFE	Abbey Foregate Jn – English Bridge Jn (Loop Lines)	0	25	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW733	SBA1/2	Sutton Bridge Jn – Welshpool	0	00	33	70	7	Y	Y	Y	Y	Y	Y	Y	B	
GW733	SBA2	Welshpool – Aberystwyth	33	70	95	60	5	Y	R1	Y	N	Y	Y	R1	N	R1 Route prohibited to Class 20 and 37/5 locomotives that conform to RA6
GW734	DJP	Dovey Jn – Pwllheli	78	60	132	70	5	Y	R1	Y	N	Y	Y	R1	N	R1 Route prohibited to Class 20 and 37/5 locomotives that conform to RA6
GW735	SYC	Crewe Jn – Route Boundary (NW1007) (Limit of Electrification)	32	29	2	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW736	GNQ1	Gobowen South – Commencement of single line board	0	00	0	16	5	Y	R1	Y	N	Y	Y	R1	N	R1 Route prohibited to Class 20 and 37/5 locomotives that conform to RA6
GW740	MAI	Maindee East Jn – Maindee North Jn	41	65	41	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW750	BNC	Hereford Yard Jn – Brecon Curve Jn	0	00	0	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW750	HNL2	Brecon Curve Jn – MEB Siding	149	44	149	78	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW770	EBW	Ebbw Vale Parkway – Site of Former Aberbeeg Jn	18	45	14	23	5	Y	R1	Y	Y	Y	Y	R1	Y	R1 Route prohibited to Class 20 and 37/5 locomotives that conform to RA6
GW770	WVL	Site of Former Aberbeeg Jn – Park Jn	14	23	1	02	5	Y	R1	Y	Y	Y	Y	R1	R2 R3 R4	R1 Route prohibited to Class 20 and 37/5 locomotives that conform to RA6 R2 35mph Underbridge 910 (09m 10ch) R3 35mph Underbridge 923 (09m 23ch) R1 35mph Underbridge 924 (09m 24ch)
GW770	GAE	Park Jn – Gaer Jn (Western Valley Line)	160	24	159	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW773	BJR	Machen Quarry – Site of Former Bassaleg Jn	4	69	0	00	6	Y	Y	Y	Y	Y	Y	Y	Y	

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GW773	WVL	Site of Former Bassaleg Jn – Park Jn (Machen Branch)	2	05	1	10	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW780	WVL	Park Jn – Park Jn SB	1	02	0	74	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW780	NWN	Park Jn SB – Ebbw Jn	0	54	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW784	NLL	Alexandra Dock Jn – Network Rail Boundary (Newport Docks)	159	60	160	27	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW790	ROC	Pengam Jn – Change of ELR	168	20	168	61	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW790	ROA	Change of ELR – Network Rail Boundary (ABP Cardiff Docks)	3	41	4	54	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW810	CAR	End of Line (Rhymney) – Ystrad Mynach South Jn	24	00	13	41	6	Y	Y	Y	Y	Y	Y	Y	B	
GW810	CAR	Ystrad Mynach South Jn – Heath Jn	13	41	3	32	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW810	CAR	Heath Jn – Cardiff Queen Street North Jn	3	32	1	22	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW820	TBD	Network Rail Boundary (Cwmbargoed) – Site of Former Taff Bargoed Branch Jn	19	59	13	53	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW820	VON	Site of Former Taff Bargoed Branch Jn – Site of Former Penallta Jn	13	53	12	41	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW820	PTA	Site of Former Penallta Jn – Ystrad Mynach South Jn	15	01	13	41	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW828	CRY	Coryton – Heath Jn	2	57	0	15	6	Y	Y	Y	Y	Y	Y	Y	N	
GW830	CAM	Merthyr Tydfil – Abercynon Jn	24	44	16	35	6	Y	Y	Y	Y	Y	Y	Y	N	
GW830	CAM	Abercynon Jn – Pontypridd Jn	16	35	13	04	6	Y	Y	Y	Y	Y	Y	Y	N	
GW830	CAM	Pontypridd Jn – Radyr Jn	13	04	5	23	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW830	CAM	Radyr Jn – Queen Street North Jn	5	23	1	17	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW830	CAM	Queen Street North Jn – Queen Street South Jn	1	17	0	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW830	CEJ	Queen Street South Jn – Cardiff East Jn	0	22	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW830	SWM 2	Cardiff East Jn – Cardiff West Jn	170	18	170	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW830	BRY	Cardiff West Jn – Barry Jn	0	10	8	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW830	BRY	Barry Jn – Buffer Stops (Barry Island)	8	16	8	76	6	Y	Y	Y	Y	Y	Y	Y	N	
GW834	VON	Network Rail Boundary – Aberdare	26	62	22	34	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW834	VON/ ALK	Aberdare – Cwmbach Change of ELR	22	34	20	68	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW834	ABD/ MOA	Cwmbach Change of ELR – Abercynon Jn (Including Mountain Ash Down Loop ELR MOA)	22	01	16	35	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW835	THT	End of Line – Treherbert	23	69	23	54	6	Y	Y	Y	Y	Y	Y	Y	N	

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GW835	THT	Treherbert – Pontypridd Jn	23	54	13	04	6	Y	Y	Y	Y	Y	Y	Y	N	
GW839	CAM	Queen Street South Jn – Cardiff Bay	0	66	0	02	6	Y	Y	Y	Y	Y	Y	Y	N	
GW840	RAD	Radyr Jn – Leckwith Loop South Jn	4	41	0	69	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW840	RAD	Leckwith Loop South Jn – Penarth Curve North Jn	0	69	0	47	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW840	RAD	Penarth Curve North Jn – Radyr Branch Jn	0	47	0	25	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW850	CLL	Leckwith Loop South Jn – Leckwith Loop North Jn	0	26	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW860	CPL	Penarth Curve North Jn – Penarth Curve South Jn	0	25	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW864	PTH	Cogan Jn – Penarth	0	01	1	12	6	Y	Y	Y	Y	Y	Y	Y	N	
GW870	VOG	Barry Jn – Bridgend Bay Platform	0	00	19	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW871	FOR	Ford Siding GF – Network Rail Boundary (Ford Works, Waterton)	0	00	1	18	8	N	Y	Y	Y	Y	Y	Y	Y	
GW874	BAL	Llynfi Jn – Tondu Jn	0	07	2	70	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW874	BAL	Tondu Jn – Maesteg	2	70	8	06	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW877	POR	Tondu Jn – Cefn Jn	0	00	2	43	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW877	OVE	Cefn Jn – Margam Abbey Works East Jn	7	41	2	41	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW877	OVE	Margam Abbey Works East Jn – Margam East Jn	2	41	1	40	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW877	OVE	Margam East Jn – Margam Yard Jn	1	40	0	79	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW877	OVE	Margam Yard Jn – Network Rail Boundary (Port Talbot Docks)	0	79	0	56	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW890	SDI1	Briton Ferry Up Flying Loop Jn – Dynover Jn	206	14	207	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW890	SDI1	Dynover Jn – Jersey Marine Jn North	207	67	208	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW890	SDI1	Jersey Marine Jn North – Change of Mileage	208	33	208	49	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW890	SDI2	Change of Mileage – Grovesend Colliery Loop Jn	0	00	10	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW890	SDI2	Grovesend Colliery Loop Jn – Morlais Jn	10	05	10	64	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW8901	RSB	Dynevor Jn – Jersey Marine South Jn	19	16	20	24	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW892	VON	Network Rail Boundary (Cwmgwrach) – Neath & Brecon Jn	33	14	41	17	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW892	VON	Neath & Brecon Jn – Burrows Sidings	41	17	46	30	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW893	NAB	Network Rail Boundary (Onllwyn) – Neath and Brecon Jn	10	10	0	01	6	Y	Y	Y	Y	Y	Y	Y	Y	

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GW894	JER	Jersey Marine Jn North – Jersey Marine Jn South	1	24	2	26	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW897	HDY	Grovesend Colliery Loop Jn – Hendy Jn	0	00	0	46	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	BSW	Ableton Lane Tunnel – Severn Tunnel Jn	10	51	16	73	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Severn Tunnel Jn – Maindee West Jn	149	14	158	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Maindee West Jn – Cardiff East Jn	158	16	170	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Cardiff East Jn – Cardiff West Jn	170	18	170	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Cardiff West Jn – Court Sart Jn	170	56	206	58	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Court Sart Jn – Llandore Jn	206	58	214	62	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Llandore Jn – Llandeilo Jn	214	62	223	49	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Llandeilo Jn – Carmarthen Bridge Jn	223	49	245	32	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Carmarthen Bridge Jn – Whitland Jn	245	32	259	01	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Whitland Jn – Clarbeston Road Jn	259	01	271	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	CRL	Clarbeston Road Jn – Change of ELR (Letterston Jn)	271	08	281	58	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	NPF	Change of ELR (Letterston Jn) – Network Rail Boundary (Fishguard Harbour)	283	30	287	52	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW9001	SWA	Landore Jn – Swansea	214	62	216	07	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW906	SWL	Swansea Loop East Jn – Swansea Loop West Jn	0	53	0	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW910	CWL1	Craven Arms Jn – Change of Mileage	20	01	20	12	5	Y	R1	Y	N	Y	Y	R1	N	R1 Route prohibited to Class 20 and 37/5 locomotives that conform to RA6
GW910	CWL2	Change of Mileage – Site of Former Llandovery Jn	0	00	59	14	5	Y	R1	Y	N	Y	Y	R1	N	R1 Route prohibited to Class 20 and 37/5 locomotives that conform to RA6
GW910	VOT	Site of Former Llandovery Jn – Llandeilo	29	40	18	07	5	Y	R1	Y	N	Y	Y	R1	N	R1 Route prohibited to Class 20 and 37/5 locomotives that conform to RA6
GW910	LLA	Llandeilo – Pantyffynnon	18	07	10	08	5	Y	R1	Y	N	Y	Y	R1	N	R1 Route prohibited to Class 20 and 37/5 locomotives that conform to RA6
GW910	LLA	Pantyffynnon – Morlais Jn	10	08	3	50	5	Y	R1	Y	N	Y	Y	R1	N	R1 Route prohibited to Class 20 and 37/5 locomotives that conform to RA6
GW910	LLA	Morlais Jn – Llandeilo Jn	3	50	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW915	GWA	Gwaun-cae-Gurwen – Former Jn (Change of ELR)	16	41	14	60	5	Y	R1	Y	N	Y	Y	R1	Y	R1 Route prohibited to Class 20 and 37/5 locomotives that conform to RA6

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	08	20	31/1 31/6	31/4	33	37/0 37/3 37/4 37/6	37/5	37/7 37/9	Notes
GW915	GNT	Former Jn (Change of ELR) – Pantyffynnon	14	60	10	04	5	Y	R1	Y	N	Y	Y	R1	Y	R1 Route prohibited to Class 20 and 37/5 locomotives that conform to RA6
GW930	CAN	Carmarthen Jn – End of Line (Beyond Carmarthen Station)	245	10	245	65	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW940	CAN/ CNW	Up Sidings No.2 GF – Carmarthen Bridge Jn	245	43	245	32	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW950	PEM	Whitland Jn – Pembroke RA Change	259	01	284	22	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW950	PEM	Pembroke RA Change – Pembroke Dock	284	22	286	26	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW960	SWM 2	Clarbeston Road – Haverfordwest	271	08	276	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW960	SWM 2	Haverfordwest – Change of ELR (Site of Former Johnston Jn)	276	08	280	70	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW960	MIL	Change of ELR (Site of Former Johnston Jn) – Herbranston Jn	280	70	283	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW960	MIL	Herbranston Jn – End of Line (Beyond Milford Haven)	283	12	284	71	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW970	GOB	Gulf Oil Branch Jn – Waterston, Gulf Oil Refinery	0	00	2	35	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW980	ERB	Herbrandston Jn – Robeston	0	00	1	18	8	Y	Y	Y	Y	Y	Y	Y	Y	

Table D4B – Route clearance of locomotives

Last Updated: 23/12/23

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	58	59	Notes
GW103	MLN1	Paddington – Old Oak Common West	0	05	3	20	8	R1	Y	Y	Y	Y	Y	Y	Y	R1 Prohibited Paddington platforms 13 and 14
GW103	MLN1	Old Oak Common West – Acton East Jn	3	20	4	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Acton East Jn – West Ealing Jn	4	07	6	54	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	West Ealing Jn – Hanwell Jn	6	54	7	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Hanwell Jn – Heathrow Airport Jn (Down Main)	7	19	11	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Heathrow Airport Jn (Down Main) – Stockley Bridge Jn (Limit of Electrification)	11	15	12	09	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Stockley Bridge Jn (Limit of Electrification) – Slough	12	09	18	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Slough – Maidenhead Jn	18	36	24	24	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Maidenhead Jn – Henley Branch Jn	24	24	31	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Henley Branch Jn – Reading New Jn	31	04	35	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Reading New Jn – Westbury Line Jn	35	40	36	17	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	RLL	Reading East Jn – Route Boundary (SW210) (Reading Southern Jn)	35	61	35	38	8	Y	Y	Y	Y	Y	Y	N	Y	
GW103	MLN1	Westbury Line Jn – Reading West Jn	36	17	36	78	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Reading West Jn – Didcot East Jn	36	78	52	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Didcot East Jn – Chester Line Jn	52	66	53	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Chester Line Jn – Foxhall Jn	53	12	53	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW103	MLN1	Foxhall Jn – Uffington	53	55	66	39	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Uffington – Swindon Jn	66	39	77	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Swindon Jn – Wootton Bassett Jn	77	36	83	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Wootton Bassett Jn – Thingley Jn	83	07	96	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Thingley Jn – North Somerset Jn	96	10	117	46	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	North Somerset Jn – Feeder Bridge Jn	117	46	117	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Feeder Bridge Jn – Bristol East Jn	117	50	118	02	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Bristol East Jn – Bristol West Jn	118	02	118	58	8	R1	Y	Y	Y	Y	Y	Y	Y	R1 Prohibited Bristol Temple Meads Platform 2 and adjacent sidings
GW105	MLN1	Bristol West Jn – Parson Street Jn	118	58	120	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Parson Street Jn – Worle Jn	120	28	135	11	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	MLN1	Worle Jn – Uphill Jn (direct)	135	11	138	04	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	58	59	Notes
GW105	MLN1	Uphill Jn – Fordgate	138	04	154	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW107	WSM	Worle Jn – Uphill Jn via Weston-Super-Mare	135	11	139	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Fordgate – Cogload Jn (Up)	154	12	158	23	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Cogload Jn (Up) – Norton Fitzwarren Jn (Connection - West Somerset Railway)	158	23	164	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Norton Fitzwarren Jn (Connection - West Somerset Railway) – Cowley Bridge Jn	164	40	192	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Cowley Bridge Jn – Exeter St Davids Jn	192	52	194	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Exeter St Davids Jn – Newton Abbot East Jn	194	00	213	75	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Newton Abbot East Jn – Newton Abbot West Jn	213	75	214	43	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Newton Abbot West Jn – Tavistock Jn Yard	214	43	242	55	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Tavistock Jn Yard – Laira Jn	242	55	243	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Laira Jn – Lipson Jn	243	67	244	35	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN1	Lipson Jn – Change of ELR (Site of Former Devonport Jn/Cornwall Loop)	244	35	246	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN2	Change of ELR (Site of Former Devonport Jn/Cornwall Loop) – St Budeaux Jn	247	28	250	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN2	St Budeaux Jn – Change of ELR	250	00	256	38	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN3	Change of ELR – Liskeard Jn	256	40	264	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN3	Liskeard Jn – Lostwithiel Jn	264	66	277	54	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN3	Lostwithiel Jn – Par Loop Jn	277	54	281	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN3	Par Loop Jn – Burngullow Jn	281	57	288	26	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN3	Burngullow Jn – Penwithers Jn	288	26	301	25	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN3	Penwithers Jn – Change of ELR	301	25	305	65	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN4	Change of ELR – St Erth Jn	305	67	320	73	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW108	MLN4	St Erth Jn – Penzance	320	73	326	50	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW110	ANL	Old Oak Common West – Greenford East Jn	3	20	7	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW110	ANL	Greenford East Jn – Greenford West Jn	7	15	7	48	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW110	ANL	Greenford West Jn – Route Boundary (MD705) (Northolt Jn)	7	48	8	60	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW117	GEC	Greenford East Jn – Greenford South Jn	8	70	8	45	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	58	59	Notes
GW130	AWL	Route Boundary (EA1310) (Acton Wells Jn) – Acton East Jn	0	39	0	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW174	WEL1	West Ealing Jn – Drayton Green Jn	6	56	7	03	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW174	WEL1	Drayton Green Jn – Greenford South Jn	7	03	8	45	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW174	WEL1	Greenford South Jn – Greenford LUL Bay Jn	8	45	8	65	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW174	WEL1	Greenford LUL Bay Jn – Greenford West Jn	8	65	8	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW175	WEL2	Greenford LUL Bay Jn – Greenford Station	8	65	9	06	8	N	Y	Y	Y	Y	Y	Y	Y	
GW176	HAN	Hanwell Jn – Drayton Green Jn	0	00	0	36	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW178	BRB	Southall – Brentford Goods	0	00	2	70	8	N	Y	Y	Y	Y	Y	Y	Y	
GW180	HLL	Heathrow Airport Jn (Up and Down Main) – NR Boundary (BAA)	11	04	12	27	8	N	R1	R1	R1	R1	R1	R1	R1	R1 See Sectional Appendix Local Instructions
GW182	STA	West Drayton Jn – End of Branch (Colnbrook)	13	31	16	25	8	N	Y	Y	Y	Y	Y	Y	Y	
GW184	WIN	Slough – Windsor & Eton Central	18	36	21	19	6	Y	Y	B	Y	N	N	N	N	
GW185	WBB	Maidenhead – Bourne End	24	19	28	55	6	N	Y	B	Y	N	N	N	N	
GW185	MWB	Bourne End GF – Marlow	0	06	2	54	6	N	Y	B	Y	N	N	N	N	
GW187	HEN	Twyford – Henley-on-Thames	31	01	35	48	4	N	N	N	N	N	N	N	N	
GW190	RNJ	Route Boundary (SW210) (Reading Spur Jn) – Reading New Jn	68	00	68	35	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW195	RLL	Reading Southern Jn – Reading East Jn	35	33	35	61	8	Y	Y	Y	Y	Y	Y	N	Y	
GW200	DCL	Chester Line Jn – Route Boundary (MD401) (Heyford)	53	12	75	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW220	RWC	Reading, Oxford Road Jn – Reading West Jn	0	43	0	02	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW225	RFR	Caversham Road Jn – Oxford Road Jn	36	25	36	74	8	Y	Y	Y	Y	Y	Y	N	Y	
GW240	DEC	Didcot East Jn – Didcot North Jns	52	66	54	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW250	DWC	Foxhall Jn – Didcot West Curve Jn	0	01	0	32	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW260	THA	Kennington Jn – Morris Cowley	18	45	16	04	7	N	Y	Y	Y	Y	Y	Y	Y	
GW277	OXD	Oxford North Jn – Route Boundary (MD736) (29m 25ch)	30	09	29	25	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	58	59	Notes
GW310	OWW	Wolvercot Jn – Norton Jn	66	32	112	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW317	OWW	Honeybourne Stratford Line Junction – Start of branch mileage	102	06	101	31	7	N	Y	Y	Y	Y	Y	Y	Y	
GW317	STD	Start of branch mileage – Long Marston	0	00	2	70	7	N	Y	Y	Y	Y	Y	Y	Y	
GW401	BAG2	Route Boundary (MD306) (Ashchurch) – Gloucester Barnwood Jn (Change of ELR)	77	40	92	21	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW401	CHL	Gloucester Barnwood Jn (Change of ELR) – Gloucester Yard Jn (Change of ELR)	92	21	93	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW401	BGL1	Gloucester Yard Jn (Change of ELR) – Change of ELR	93	08	94	10	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW401	BGL2	Change of ELR – Standish Jn	94	60	99	69	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW401	BGL2	Standish Jn – Yate South Jn (Change of ELR)	99	69	120	03	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW401	YAT	Yate South Jn (Change of ELR) – Westerleigh Jn	120	03	121	28	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW425	SAW/ SSS	Berkeley Road Jn – Sharpness (Network Rail Boundary)	0	04	3	69	6	N	Y	N	Y	N	Y	N	N	
GW430	THO	Yate Middle Jn – Tytherington	0	00	6	24	8	N	Y	Y	Y	Y	Y	Y	Y	
GW440	BGL2	Yate South Jn – Westerleigh Yard	120	03	122	65	8	N	Y	Y	Y	Y	Y	Y	Y	
GW450	FEC	Stoke Gifford Jn No.1 – Change of ELR	111	79	113	01	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW450	BSW	Change of ELR – Bristol East Jn	4	50	0	26	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW4501	AFR	Stoke Gifford Jn No.2 – Hallen Marsh Jn (Change of ELR)	112	05	118	42	7	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	58	59	Notes
GW4501	AMB	Hallen Marsh Jn (Change of ELR) – Holesmouth Jn	14	38	14	60	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW4501	AMB	Holesmouth Jn – Avonmouth (Bristol Bulk Handling Terminal)	14	60	15	40	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW451	FWC	Filton Jn No 2 – Filton West Jn No.2	4	66	5	41	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW454	AMB	Severn Beach – St Andrews Jn (Change of ELR)	11	64	16	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW454	CNX	St Andrews Jn (Change of ELR) – Narroways Hill Jn	9	32	2	03	7	R1	R1	R1	R1	R1	R1	R1	R1	R1 10mph over bridge CNX-0306 (3m 06ch)
GW480	SWM 1	Swindon Jn – Standish Jn	77	36	106	74	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW490	SWM 2	Gloucester Yard Jn – Horton Road Jn	113	03	113	61	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	BKE	Westbury Line Jn – Oxford Road Jn	36	17	36	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	BKE	Oxford Road Jn – Southcote Jn	36	67	37	62	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	BKE	Southcote Jn – Route Boundary (SW125) (Basingstoke)	37	62	37	76	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	BHL	Southcote Jn – Change of ELR	37	62	81	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	SWY	Change of ELR – Heywood Road Jn (Change of ELR)	81	19	94	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	WES	Heywood Road Jn (Change of ELR) – Fairwood Jn (Change of ELR) (via Westbury Avoiding Lines)	94	44	97	02	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	WEY	Fairwood Jn (Change of ELR) – Clink Road Jn (Change of ELR)	111	18	114	44	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	FRA	Clink Road Jn (Change of ELR) – Blatchbridge Jn (Change of ELR)	114	44	116	37	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	WEY	Blatchbridge Jn (Change of ELR) – Castle Cary Jn	116	52	129	50	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	WEY	Castle Cary Jn – Route Boundary (SW175) (Yeovil Pen Mill Jn)	129	50	130	00	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW500	CCL	Castle Cary Jn – Cogload Jn (Down)	115	32	138	30	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW5001	SAL	Route Boundary (SW170) (Wilton Jn) – Westbury South Jn	115	40	110	07	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW510	WEY	Westbury North Jn – Bradford Jn	109	49	104	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW510	BFB	Bradford Jn – Bathampton Jn	9	12	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW520	WYL	Westbury East Loop Jn – Hawkeridge Jn	94	77	95	32	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW523	WEY	Thingley Jn – Bradford Jn	96	10	104	40	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW528	BRL	North Somerset Jn – Bristol West Jn via St Philips Marsh	0	00	1	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW530	BLL	Feeder Bridge Jn – Dr Day's Jn (Rhubarb Loop)	117	50	117	73	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	58	59	Notes
GW540	BSW	Filton Jn No.1 – Patchway Jn No.2	4	40	5	61	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW5401	PAC	Filton West Jn No.1 – Patchway Jn No.1	0	40	0	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW548	POD/PBY	Parson Street Jn – Network Rail boundary (BPC)	120	28	126	34	8	N	Y	Y	Y	Y	Y	Y	Y	
GW560	SWY	Heywood Road Jn – Westbury North Jn	94	45	95	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW560	WEY	Westbury North Jn – Fairwood Jn via Westbury	109	49	111	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW570	WEY	Clink Road Jn – Blatchbridge Jn via Frome	114	44	116	52	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW572	FNS2	Frome North Jn – Change of ELR	0	00	2	38	6	N	Y	Y	Y	Y	Y	Y	Y	
GW572	WQL	Change of ELR – Network Rail Boundary (Mendip Rail - Whatley Quarry)	2	38	2	40	6	N	Y	Y	Y	Y	Y	Y	Y	
GW580	ESB	East Somerset Jn – Network Rail Boundary (East Somerset Railway - Cranmore East)	0	11	5	48	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW600	SWB	Wootton Bassett Jn – Stoke Gifford Jn No.1	83	07	111	79	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW600	SWB	Stoke Gifford Jn No.1 – Patchway Jn No.2	111	79	112	68	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW600	BSW	Patchway Jn No.2 – Route Boundary Wales	5	61	9	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW600	BSW	Route Boundary – Ableton Lane Tunnel (GW900)	9	12	10	51	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW606	DAC	Cowley Bridge Jn – Crediton SB	173	50	179	26	6	Y	Y	N	Y	N	N	N	N	
GW606	NDN	Crediton SB – End of Line (Barnstaple)	179	26	211	31	5	R1	N	N	N	N	N	N	N	R1 20mph over bridge NDN-20466 (204m 66ch)
GW608	DAC	Crediton SB – Network Rail Boundary (Dartmoor Railway - Coleford)	179	26	183	79	6	Y	Y	N	Y	N	N	N	N	
GW610	BAE2	Route Boundary (SW115) (Honiton) – Exeter St Davids Jn	164	30	172	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW611	EMT	Exmouth Jn – Exmouth	0	01	9	32	6	Y	Y	N	Y	N	N	N	N	
GW618	MOB	Newton Abbott East Jn – End of Line (Beyond Heathfield)	0	14	4	07	6	N	R1	R1	R1	R1	R1	R1	N	R1 Prohibited when hauling Dangerous Goods
GW620	TOR	Newton Abbott West Jn – Paignton Crossover Ground Frame	214	43	222	25	6	Y	Y	Y	Y	N	Y	N	N	
GW628	SUT1	Laira Jn – Speedway Jn	244	02	244	30	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW628	PLO	Lipson Jn – Speedway Jn	0	00	0	22	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW628	SUT1	Speedway Jn – Mount Gould Jn	244	30	244	43	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW628	SUT2	Mount Gould Jn – Former Friary Jn	244	41	244	60	7	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	58	59	Notes
GW628	FRY	Former Friary Jn – Turnchapel Branch Jn	244	60	245	17	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW628	TUR/ CWR	Turnchapel Branch Jn – Buffer Stops	0	00	0	78	5	N	N	N	N	N	N	N	N	
GW628	FRY	Turnchapel Branch Jn – Plymouth Friary	245	17	245	40	7	N	Y	Y	Y	Y	Y	Y	Y	
GW637	DAC	St Budeaux Jn – Buffer Stops (Beyond Bere Alston)	227	22	219	75	4	N	R1	R1	R1	R1	R1	R1	N	R1 5mph over Tamerton Viaduct (224m 78ch)
GW637	CAL	Bere Alston Jn – Gunnislake	0	02	4	40	4	N	B	B	B	B	B	B	N	
GW640	LIL	Liskeard – Coombe Jn	8	67	6	75	4	N	Y	N	Y	N	N	N	N	
GW640	LOO	Coombe Jn – Looe	6	52	0	19	4	N	Y	N	Y	N	N	N	N	
GW640	LOO	Coombe Jn – Coombe No.2 GF	6	52	6	66	4	N	Y	N	Y	N	N	N	N	
GW642	LOO	Coombe No.2 GF – Network Rail Boundary (Moorswater)	6	66	7	20	4	N	Y	N	Y	N	N	N	N	
GW650	LOF	Lostwithiel – Network Rail Boundary (Carne Point)	277	54	281	59	8	N	Y	Y	Y	Y	Y	Y	Y	
GW660	PAR	Par Loop Jn – St Blazey Jn	281	57	282	16	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW660	NEW	St Blazey Jn – Newquay	282	16	302	49	6	Y	R1	R2	R1	B R2	B R1 R3	B R2	R2	R1 20mph over bridge NEW-28936 (289m 36ch) R2 Prohibited between Goonbarrow and Newquay R3 Permitted between Goonbarrow and Newquay when already attached to a train that required assistance earlier in the journey
GW672	SDS	Burngullow Jn – Drinnick Mill	288	26	291	31	6	N	N	N	N	N	N	N	Y	
GW672	SDS	Drinnick Mill – Parkandillack	291	31	293	52	5	N	N	N	N	N	N	N	Y	
GW680	FAL1-3	Penwithers Jn – Falmouth	301	25	312	46	6	Y	Y	N	Y	N	N	N	N	
GW690	SIV	St Erth – St Ives	321	02	325	13	5	Y	B	N	B	N	N	N	N	
GW700	BAG2	Gloucester Barnwood Jn – Horton Road Jn	92	21	92	75	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW700	SWM 2	Horton Road Jn – Route Boundary Wales	113	61	129	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW700	SWM 2	Route Boundary Wales – Severn Tunnel Jn	129	00	149	14	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW710	NO ELR	Llanwern Works East – Llanwern Works West via BSS (Corus Infrastructure)	153	08	156	03	8	N	R1	R1	R1	R1	R1	R1	R1	R1 See Sectional Appendix Local Instructions
GW720	EUB	Network Rail Boundary (Uskmouth) – East Usk Jn	3	07	0	00	8	N	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	58	59	Notes
GW730	SHL	Severn Bridge Jn – Craven Arms Jn	0	11	20	01	8	R1	Y	Y	Y	Y	Y	Y	Y	R1 Prohibited from operating at MU speeds between Sutton Bridge Jn and Craven Arms Jn when operating in a Class 253/254 formation
GW730	SHL	Craven Arms Jn – Shelwick Jn	20	01	49	26	8	R1	Y	Y	Y	Y	Y	Y	Y	R1 Prohibited from operating at MU speeds between Craven Arms Jn and Onibury when operating in a Class 253/254 formation
GW730	SHL	Shelwick Jn – Site of former Rotherwas Jn	49	26	52	19	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW730	HDC	Site of former Rotherwas Jn – Site of former Red Hill Jn	0	00	1	74	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW730	HNL1	Site of former Red Hill Jn – Maindee West Jn	1	74	41	66	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW731	WSJ2	Route Boundary (MD801) (Madeley Jn) – Abbey Foregate Jn	170	46	171	15	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW731	WSJ2	Abbey Foregate Jn – Crewe Jn	171	15	171	57	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW731	WSJ2	Crewe Jn – Route Boundary (NW3005) (Wrexham General)	171	57	199	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW732	AFE	Abbey Foregate Jn – English Bridge Jn (Loop Lines)	0	25	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW733	SBA1/2	Sutton Bridge Jn – Welshpool	0	00	33	70	7	N	B	B	B	B	B	B	B	
GW733	SBA2	Welshpool – Aberystwyth	33	70	95	60	5	N	N	N	N	N	N	N	N	
GW734	DJP	Dovey Jn – Pwllheli	78	60	132	70	5	N	N	N	N	N	N	N	N	
GW735	SYC	Crewe Jn – Route Boundary (NW1007) (Limit of Electrification)	32	29	2	60	8	R1	Y	Y	Y	Y	Y	Y	Y	R1 Prohibited from operating at MU speeds between Crewe Jn and Nantwich when operating in a Class 253/254 formation
GW736	GNQ1	Gobowen South – Commencement of single line board	0	00	0	16	5	N	N	N	N	N	N	N	N	
GW740	MAI	Maindee East Jn – Maindee North Jn	41	65	41	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW750	BNC	Hereford Yard Jn – Brecon Curve Jn	0	00	0	19	8	N	Y	Y	Y	Y	Y	Y	Y	
GW750	HNL2	Brecon Curve Jn – MEB Siding	149	44	149	78	8	N	Y	Y	Y	Y	Y	Y	Y	
GW770	EBW	Ebbw Vale Parkway – Site of Former Aberbeeg Jn	18	45	14	23	5	N	Y	Y	Y	Y	Y	Y	Y	
GW770	WVL	Site of Former Aberbeeg Jn – Park Jn	14	23	1	02	5	R1 R2 R3	R1 R2 R3	R1 R2 R3	N	R1 R2 R3 R4 R5	N	N	R1 R2 R3	R1 35mph Underbridge 910 (09m 10ch) R2 35mph Underbridge 923 (09m 23ch) R3 35mph Underbridge 924 (09m 24ch) R4 30mph over Crumlin bridge No WVL/01148 (11m 48ch) R5 10mph over Newbridge bridge No.WVL/01048 (10m 48ch)

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	58	59	Notes
GW770	GAE	Park Jn – Gaer Jn (Western Valley Line)	160	24	159	33	8	N	Y	Y	Y	Y	Y	Y	Y	
GW773	BJR	Machen Quarry – Site of Former Bassaleg Jn	4	69	0	00	6	N	Y	N	Y	Y	Y	Y	Y	
GW773	WVL	Site of Former Bassaleg Jn – Park Jn (Machen Branch)	2	05	1	10	6	N	Y	N	Y	Y	Y	Y	Y	
GW780	WVL	Park Jn – Park Jn SB	1	02	0	74	8	N	Y	Y	Y	Y	Y	Y	Y	
GW780	NWN	Park Jn SB – Ebbw Jn	0	54	0	00	8	N	Y	Y	Y	Y	Y	Y	Y	
GW784	NLL	Alexandra Dock Jn – Network Rail Boundary (Newport Docks)	159	60	160	27	8	N	Y	Y	Y	Y	Y	Y	Y	
GW790	ROC	Pengam Jn – Change of ELR	168	20	168	61	7	N	Y	Y	Y	Y	Y	Y	Y	
GW790	ROA	Change of ELR – Network Rail Boundary (ABP Cardiff Docks)	3	41	4	54	7	N	Y	Y	Y	Y	Y	Y	Y	
GW810	CAR	End of Line (Rhymney) – Ystrad Mynach South Jn	24	00	13	41	6	Y	Y	Y	Y	B	B	B	B	
GW810	CAR	Ystrad Mynach South Jn – Heath Jn	13	41	3	32	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW810	CAR	Heath Jn – Cardiff Queen Street North Jn	3	32	1	22	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW820	TBD	Network Rail Boundary (Cwmbargoed) – Site of Former Taff Bargoed Branch Jn	19	59	13	53	8	N	Y	Y	Y	Y	Y	Y	Y	
GW820	VON	Site of Former Taff Bargoed Branch Jn – Site of Former Penallta Jn	13	53	12	41	8	N	Y	Y	Y	Y	Y	Y	Y	
GW820	PTA	Site of Former Penallta Jn – Ystrad Mynach South Jn	15	01	13	41	8	N	Y	Y	Y	Y	Y	Y	Y	
GW828	CRY	Coryton – Heath Jn	2	57	0	15	6	N	Y	N	Y	N	N	N	N	
GW830	CAM	Merthyr Tydfil – Abercynon Jn	24	44	16	35	6	N	Y	N	Y	N	N	N	N	
GW830	CAM	Abercynon Jn – Pontypridd Jn	16	35	13	04	6	N	Y	N	Y	N	N	N	N	
GW830	CAM	Pontypridd Jn – Radyr Jn	13	04	5	23	6	N	Y	Y	Y	Y	Y	Y	Y	
GW830	CAM	Radyr Jn – Queen Street North Jn	5	23	1	17	8	N	Y	Y	Y	Y	Y	Y	Y	
GW830	CAM	Queen Street North Jn – Queen Street South Jn	1	17	0	66	8	N	Y	Y	Y	Y	Y	Y	Y	
GW830	CEJ	Queen Street South Jn – Cardiff East Jn	0	22	0	00	8	N	Y	Y	Y	Y	Y	Y	Y	
GW830	SWM 2	Cardiff East Jn – Cardiff West Jn	170	18	170	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW830	BRY	Cardiff West Jn – Barry Jn	0	10	8	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW830	BRY	Barry Jn – Buffer Stops (Barry Island)	8	16	8	76	6	Y	Y	N	Y	N	N	N	N	
GW834	VON	Network Rail Boundary – Aberdare	26	62	22	34	6	N	Y	Y	Y	Y	Y	Y	Y	
GW834	VON/ ALK	Aberdare – Cwmbach Change of ELR	22	34	20	68	6	N	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	58	59	Notes
GW834	ABD/ MOA	Cwmbach Change of ELR – Abercynon Jn (Including Mountain Ash Down Loop ELR MOA)	22	01	16	35	6	N	Y	Y	Y	Y	Y	Y	Y	
GW835	THT	End of Line – Treherbert	23	69	23	54	6	N	Y	B	Y	N	N	N	N	
GW835	THT	Treherbert – Pontypridd Jn	23	54	13	04	6	N	Y	B	Y	N	N	N	N	
GW839	CAM	Queen Street South Jn – Cardiff Bay	0	66	0	02	6	N	Y	N	Y	N	N	N	N	
GW840	RAD	Radyr Jn – Leckwith Loop South Jn	4	41	0	69	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW840	RAD	Leckwith Loop South Jn – Penarth Curve North Jn	0	69	0	47	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW840	RAD	Penarth Curve North Jn – Radyr Branch Jn	0	47	0	25	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW850	CLL	Leckwith Loop South Jn – Leckwith Loop North Jn	0	26	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW860	CPL	Penarth Curve North Jn – Penarth Curve South Jn	0	25	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW864	PTH	Cogan Jn – Penarth	0	01	1	12	6	Y	Y	N	Y	N	N	N	N	
GW870	VOG	Barry Jn – Bridgend Bay Platform	0	00	19	04	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW871	FOR	Ford Siding GF – Network Rail Boundary (Ford Works, Waterton)	0	00	1	18	8	N	Y	Y	Y	Y	Y	Y	Y	
GW874	BAL	Llynfi Jn – Tondu Jn	0	07	2	70	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW874	BAL	Tondu Jn – Maesteg	2	70	8	06	6	N	Y	Y	Y	N	N	N	N	
GW877	POR	Tondu Jn – Cefn Jn	0	00	2	43	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW877	OVE	Cefn Jn – Margam Abbey Works East Jn	7	41	2	41	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW877	OVE	Margam Abbey Works East Jn – Margam East Jn	2	41	1	40	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW877	OVE	Margam East Jn – Margam Yard Jn	1	40	0	79	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW877	OVE	Margam Yard Jn – Network Rail Boundary (Port Talbot Docks)	0	79	0	56	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW890	SDI1	Briton Ferry Up Flying Loop Jn – Dynover Jn	206	14	207	67	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW890	SDI1	Dynover Jn – Jersey Marine Jn North	207	67	208	33	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW890	SDI1	Jersey Marine Jn North – Change of Mileage	208	33	208	49	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW890	SDI2	Change of Mileage – Grovesend Colliery Loop Jn	0	00	10	05	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW890	SDI2	Grovesend Colliery Loop Jn – Morlais Jn	10	05	10	64	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	58	59	Notes
GW8901	RSB	Dynevor Jn – Jersey Marine South Jn	19	16	20	24	6	N	Y	Y	Y	Y	Y	Y	Y	
GW892	VON	Network Rail Boundary (Cwmgwrach) – Neath & Brecon Jn	33	14	41	17	6	N	Y	Y	Y	Y	Y	Y	Y	
GW892	VON	Neath & Brecon Jn – Burrows Sidings	41	17	46	30	6	N	Y	Y	Y	Y	Y	Y	Y	
GW893	NAB	Network Rail Boundary (Onllwyn) – Neath and Brecon Jn	10	10	0	01	6	N	Y	Y	Y	Y	Y	Y	Y	
GW894	JER	Jersey Marine Jn North – Jersey Marine Jn South	1	24	2	26	6	N	Y	Y	Y	Y	Y	Y	Y	
GW897	HDY	Grovesend Colliery Loop Jn – Hendy Jn	0	00	0	46	6	Y	Y	Y	Y	Y	Y	Y	N	
GW900	BSW	Ableton Lane Tunnel – Severn Tunnel Jn	10	51	16	73	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Severn Tunnel Jn – Maindee West Jn	149	14	158	16	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Maindee West Jn – Cardiff East Jn	158	16	170	18	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Cardiff East Jn – Cardiff West Jn	170	18	170	56	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Cardiff West Jn – Court Sart Jn	170	56	206	58	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Court Sart Jn – Llandore Jn	206	58	214	62	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Llandore Jn – Llandeilo Jn	214	62	223	49	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Llandeilo Jn – Carmarthen Bridge Jn	223	49	245	32	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Carmarthen Bridge Jn – Whitland Jn	245	32	259	01	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	SWM2	Whitland Jn – Clarbeston Road Jn	259	01	271	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	CRL	Clarbeston Road Jn – Change of ELR (Letterston Jn)	271	08	281	58	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW900	NPF	Change of ELR (Letterston Jn) – Network Rail Boundary (Fishguard Harbour)	283	30	287	52	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW9001	SWA	Landore Jn – Swansea	214	62	216	07	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW906	SWL	Swansea Loop East Jn – Swansea Loop West Jn	0	53	0	00	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW910	CWL1	Craven Arms Jn – Change of Mileage	20	01	20	12	5	Y	N	N	N	N	N	N	N	
GW910	CWL2	Change of Mileage – Site of Former Llandovery Jn	0	00	59	14	5	Y	N	N	N	N	N	N	N	
GW910	VOT	Site of Former Llandovery Jn – Llandeilo	29	40	18	07	5	R1	N	N	N	N	N	N	N	R1 5mph through Llandovery Platforms
GW910	LLA	Llandeilo – Pantyffynnon	18	07	10	08	5	Y	N	N	N	N	N	N	N	
GW910	LLA	Pantyffynnon – Morlais Jn	10	08	3	50	5	Y	N	N	N	N	N	N	N	
GW910	LLA	Morlais Jn – Llandeilo Jn	3	50	0	00	8	Y	Y	Y	Y	Y	Y	Y	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	43	47/2	47/4	47/7	56	57	58	59	Notes
GW915	GWA	Gwaun-cae-Gurwen – Former Jn (Change of ELR)	16	41	14	60	5	N	Y	Y	Y	Y	Y	Y	N	
GW915	GNT	Former Jn (Change of ELR) – Pantyffynnon	14	60	10	04	5	N	Y	Y	Y	Y	Y	Y	N	
GW930	CAN	Carmarthen Jn – End of Line (Beyond Carmarthen Station)	245	10	245	65	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW940	CAN/ CNW	Up Sidings No.2 GF – Carmarthen Bridge Jn	245	43	245	32	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW950	PEM	Whitland Jn – Pembroke RA Change	259	01	284	22	7	Y	Y	Y	Y	Y	Y	Y	Y	
GW950	PEM	Pembroke RA Change – Pembroke Dock	284	22	286	26	6	Y	Y	Y	Y	Y	Y	Y	Y	
GW960	SWM 2	Clarbeston Road – Haverfordwest	271	08	276	08	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW960	SWM 2	Haverfordwest – Change of ELR (Site of Former Johnston Jn)	276	08	280	70	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW960	MIL	Change of ELR (Site of Former Johnston Jn) – Herbranston Jn	280	70	283	12	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW960	MIL	Herbranston Jn – End of Line (Beyond Milford Haven)	283	12	284	71	8	Y	Y	Y	Y	Y	Y	Y	Y	
GW970	GOB	Gulf Oil Branch Jn – Waterston, Gulf Oil Refinery	0	00	2	35	8	N	Y	Y	Y	Y	Y	Y	Y	
GW980	ERB	Herbrandston Jn – Robeston	0	00	1	18	8	N	Y	Y	Y	Y	Y	Y	Y	

Table D4C – Route clearance of locomotives

Last Updated: 18/03/2023

To be read in conjunction with General Notes.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Table D5A - Route clearance of freight vehicles

Last Updated: 23/12/2023

To be read in conjunction with General Notes.

Wagons are permitted to work over any route where the RA classification is higher than that of the wagon. If the RA of the route is lower than that of the wagon then these wagons are prohibited unless shown in these tables. Any specials restriction shown in these tables, the Sectional Appendices and other authorised publications must also be observed. Where ' B ' is shown next to the RA number then this applies only to trains working to / from a possession.

102t GLW tippler wagons must not exceed a max speed of 45 mph (including Iron ore tippler wagons)

Freight vehicles (by TOPS code) operating on Network Rail's infrastructure as at 09 April 2011.

The use of the general qualification (*) against W6 in the Table D5 refers to the vehicles shown below. These vehicles are accepted to use the network as at 09 April 2011.

B

BAA BBA BCA BDA BDW BEA BFA BGA BHA BIA BJA BKA BLA BMA BNA BPA BQA BRA BSA BTA BVA
BWA BXA BYA BZA

C

CAP CAR CBA CDA CEA CSA CTA

F

FAA FBA FCA FDA FEA FTA FGA FHA FIA FJA FKA FLA FNA FPA FRA FSA FTA FUA FZA

H

HAA HBA HCA HAD HEA HFA HGA HHA HIA HLA HMA HNA HOA HQA HTA HXA HYA

I

IAA IBA IBB IBX ICA ICB ICX IDA IFA-B IFA-D IFA-E IFA-G IFA-M IFB IFX IGA IGB IHA IIA IJA IKA
ILB ILX IMA IMX INA IOA IOB IPA IQA IQB IRA IRB ITX IUA IUB IVA IWA IWB IXA IYX IZA
IMA IMX INA IOA IOB IPA IQA IQB IRA IRB ITX IUA IUB IVA IWA IWB IXA IYX IZA

J

JAA JEA JFA JGA JHA JIA JIB JJA JMA JNA JPA JQA JRA JSA JTA JUA JVA JXA JYZ JZA

K

KAA KCA KDA KEA KFA KHA KIA KIB KJA KNA KPA KRA KSA KTA KUA KVA KWA KWB KWR KXA KYA
KZA

M

MBA MCA MDA MEA MFA MGV MHA MJA MKA MLA MOA MRA MTA

O

OAA OBA OCA ODA OIA OTA

P

PAA PBA PCA PDA PFA PFW PGA PHA PIA PJA PKA PMA PNA POA PTB PVA

Q

QPA QPV QPW QPX QQA QQV QQX QRA QRX QSA QSW QSX QVA QVV QVX QXA QXV QXX

R

RAQ RAR RBA RBX REA RFQ RGQ RLA RRA RRB RUQ

S

SDA SEA SHA SPA SSA

T

TDA TEA TEB TIA TIX TTA TTB TUA TUB

V

VAA VBA VDA VEA VGA VKA VXA VXX VYA

W

WIA

Y

YAA YBA YBI YCV YDA YEA YEV YFA YFW YGA YGB YGH YJA YJB YJV YLA YMA YMB YMO YNW YOA
YOB YQA YRA YRV YRW YSA YSP YTX YVA YVB YVP YVQ YVR YVV YVW YWA YXA YXR YXV YXW YYP
YZA

Z

ZAA ZAO ZAV ZBA ZBO ZBV ZCA ZCV ZCX ZDA ZDV ZDW ZDX ZEA ZFA ZFV ZGB ZGV ZIA ZIB ZIB
ZKA ZKV ZOA ZOP ZOV ZPQ ZPR ZPX ZQB ZQQ ZQV ZQX ZRA ZRB ZRV ZRW ZRX ZSB ZSO ZSP ZSQ
ZSR ZSV ZSW ZSX ZTO ZTP ZTR ZUA ZUB ZUV ZUW ZVP ZVR ZVV ZVW ZVX ZWA ZWB ZWQ ZWY ZXA
ZXB ZXQ ZXR ZXV ZXW ZXX ZYB ZZA

Line of Route	Line of Route / Sector Description	RA	2 Axled (MAX RA)	4 Axled (MAX RA)	Location of Speed restriction	Up	Down	Notes	
GW103	Paddington to Uffington (excl)	8	10	10	RA8 / 9 / 10 PROHIBITED to run via NCL No. 01 & 02.				
GW105	Uffington to Fordgate via Box	8	10	10					
GW107	Worle Jn to Uphill Jn via WSM	8	10	10					
GW108	Fordgate to Burngullow Jn	8	10	10					
GW108	Burngullow Jn to to Penzance	7	9	9					
GW110	Old Oak Common West to Sth Ruislip	8	10	10					
GW117	Greenford East Jn to Greenford South Jn	8	10	10					
GW130	Acton Wells Jn to Acton East	8	10	10					
GW174	West Ealing to Greenford West	8	10	10					
GW175	Greenford South Jn to Greenford Stn	8	8	8					
GW176	Hanwell to Drayton Green Jn	8	10	10					
GW178	Southall to Brentford Good	8	10	10					
GW180	Heathrow Airport Jn to Heathrow T.4 or T.5	8	10	10					
GW182	West Drayton to Colnbrook	8	10	10					
GW184	Slough to Windsor & Eton	3	6*	6*	Over River Thames Bridge at 20m 56ch	10 MPH	10 MPH	*	For occasional engineers trains only. Structures engineer to be consulted for specific permissions. NC/G1/2010/ICP-RA/GW001 until 31 March 2014
GW185	Maidenhead to Bourne End	6	6	6					

Line of Route	Line of Route / Sector Description	RA	2 Axled (MAX RA)	4 Axled (MAX RA)	Location of Speed restriction	Up	Down	Notes	
GW185	Bourne End to Marlow	6	6	6					
GW187	Twyford to Henley-on-Thames	4	8B	8B	See Local Instructions for restrictions				
GW190	Reading Spur Jn to Reading New	8	10	10					
GW200	Didcot to Heyford	8	10	10					
GW220	Oxford Road Jn to Reading West Jn	8	10	10					
GW240	Didcot East Jn to Didcot North Jn via avoiding line	8	10	10					
GW250	Foxhall Jn to Didcot West Curve Jn	8	10	10					
GW260	Kennington Jn to Morris Cowley	7	10	10					
GW277	Oxford North Jn – Oxford Parkway (Excl)	7	10	10					
GW310	Wolvercot Jn to Norton Jn	7	8B	8B					
GW317	Honeybourne GF to Long Marston	7	8B	8B					
GW400	Barnt Green to Westerleigh Jn	8	10	10					
GW425	Berkeley Road Jn to Sharpness	6	9B	9B					
GW430	Yate Middle Jn to Tytherington	8	10	10					
GW440	Yate South Jn to Westerleigh Terms	8	10	10					
GW450	Stoke Gifford Jn to Bristol East Jn	8	10	10					
GW4501	Stoke Gifford Jn to Avonmouth BBHT	7	10	10	THROUGHOUT	35 MPH	35 MPH		
GW451	Filton Jn to Filton West Jn	7	10	10					

Line of Route	Line of Route / Sector Description	RA	2 Axled (MAX RA)	4 Axled (MAX RA)	Location of Speed restriction	Up	Down	Notes	
GW454	Severn Beach to Narroways Hill	7	8B	8B	Severn Beach to 5m 06ch Over Bridge at 3m 06ch (Cheltenham Road Viaduct) 2m 10ch through Narroways Hill Jn	25 MPH 05 MPH 15 MPH	25 MPH 05 MPH 15 MPH		Applies to all wagons empty or loaded & locomotives
GW480	Swindon to Standish Jn	8	10	10					
GW490	Gloucester Yard Jn to Horton Road Jn	8	10	10					
GW500	Reading to Westbury via Newbury	8	10	10					
GW500	Westbury to Cogload Jn via Westbury & Frome avoiding Line	8	10	10	Over Bridge at 117m 60ch (Blatchbridge Jn - East Somerset)	20 MPH	20 MPH		
GW5001	Beechgrove GF to Westbury South Jn	8	10	10					
GW510	Westbury North Jn to Bathampton Jn	8	10	10					
GW520	Westbury East Loop Jn to Hawkeridge Jn	8	10	10					
GW523	Thingley Jn to Bradford Jn	8	10	10					
GW528	North Somerset Jn to Bristol West Jn via SPM	8	10B	10B					
GW530	North Somerset Jn to Dr Day's Jn	8	10	10					
GW540	Filton Jn to Patchway Jn	8	10	10	Over Bridge at 05m 22 ½ch (Patchway - Filton Jn)	20 MPH	20 MPH		
GW5401	Filton West Jn to Patchway Jn	7	10	10					
GW548	Parson Street Jn to Portbury	8	10	10					
GW560	Heywood Rd Jn to Fairwood Jn via Westbury	8	10	10					Westbury Down reception line contains a curve with a radius of 86 metres between signal W202 and points 858. All vehicles using this line must be capable of negotiating such a curve
GW570	Clink Road Jn to Blatchbridge Jn via Frome	8	10	10					
GW572	Frome North Jn to Whatley Quarry	6	10	10					
GW580	East Somerset Jn to Cranmore	8	10	10					
GW600	Wootton Bassett Jn to Pilning	8	10	10					

Line of Route	Line of Route / Sector Description	RA	2 Axled (MAX RA)	4 Axled (MAX RA)	Location of Speed restriction	Up	Down	Notes	
GW606	Cowley Bridge Jn to Crediton	6	10	10	THROUGHOUT Over Bridge No. 543 at 177m 21ch	30 MPH 20 MPH	30 MPH 20 MPH		
GW606	Crediton to Barnstaple	5	5	5	THROUGHOUT (Class 66 locos prohibited beyond 210m 28ch)	30 MPH	30 MPH		Applies to all wagons empty or loaded & locomotives
GW608	Crediton to Coleford (Meldon Line)	6	10	10	THROUGHOUT Over Bridge No.567 at 182m 38ch	20 MPH 10 MPH	20 MPH 10 MPH		
GW610	Crannaford LC to Exeter St Davids	8	8	8					
GW611	Exmouth Jn to Exmouth	6	6	6	THROUGHOUT	30 MPH	30 MPH		Applies to all wagons empty or loaded & locomotives
GW618	Newton Abbot to Heathfield	6	10	10					Dangerous Goods prohibited
GW620	Newton Abbot to Paignton	6	9B	8B					
GW628	Laira Jn/Lipson Jn to Plymouth Friary	7	9	9					
GW628	Plymouth Friary to Cattewater	5	9	9					
GW637	St Budeaux Jn to Ernesettle	4	8	8					
GW637	Ernesettle to Gunnislake	4	8B	8B	Over Tamerton Viaduct (225m 01ch - 224m 76ch)	05 MPH	05 MPH		Applies to all wagons empty or loaded & locomotives
GW640	Liskeard to Coombe / Moorswater	4	9	9					
GW642	Moorswater / Coombe to Looe	4	4	4					
GW650	Lostwithiel to Carne Point	8	9	9					
GW660	Par to St Blazey	7	9	9					
GW660	St Blazey Jn to Goonbarrow Jn	6	9	9					

Line of Route	Line of Route / Sector Description	RA	2 Axled (MAX RA)	4 Axled (MAX RA)	Location of Speed restriction	Up	Down	Notes	
GW660	Goonbarrow Jn to Newquay	6	6	6	THROUGHOUT Class 66 only at Over Bridges: 289m 72ch, 295m 01 ¼ch, 297m 36 ¾ch	30 MPH 10 MPH 10 MPH 10 MPH	30 MPH 10 MPH 10 MPH 10 MPH		Applies to all wagons empty or loaded & locomotives
GW672	Burngullow to Drinnick Mill	6	9	9					
GW672	Drinnick Mill to Parkandillack	5	9	9					
GW680	Penwithers Jn to Falmouth	6	8	8					
GW690	St Erth to St Ives	5	5	5	THROUGHOUT	10 MPH	10 MPH		Applies to all wagons empty or loaded & locomotives
GW700	Gloucester Barnwood Jn to Severn Tunnel Jn	8	10	10					
GW710	Llanwern Works East to Works West via Steelworks	8	10	10					
GW720	Uskmouth to East Usk Jn	8	10	10					
GW730	Severn Bridge Jn to Newport, Maindee West Jn	8	10	10	Over Bridge at 42m 53 ¼ch (Dinmore Tnl - Leominster)	30 MPH	30 MPH		
GW731	Abbey Foregate to Ruabon	8	10	10	Over Bridge No. 438 (170 MP) (Allscott GF – Abbey Foregate Jn)	20 MPH	20 MPH		Belvedere Viaduct
GW732	Abbey Foregate to English Bridge Jn	8	10	10					
GW733	Sutton Bridge Jn to Welshpool	7	7	7					
GW733	Welshpool to Dovey Jn	5	5	5					
GW733	Dovey Jn to Aberystwyth	5	5	5					
GW734	Dovey Jn to Morfa Mawddach	5	5	5					
GW734	Morfa Mawddach to Barmouth	5	5	5					
GW734	Barmouth to Pwllheli	5	5	5					
GW735	Severn Bridge Jn to Nantwich	8	10	10					
GW736	Gobowen South to Llanddu Jn	5	5	5					
GW740	Maindee North Jn to Maindee East Jn	8	10	10					
GW750	Brecon Curve GF to MEB Siding	8	10	10					

Line of Route	Line of Route / Sector Description	RA	2 Axled (MAX RA)	4 Axled (MAX RA)	Location of Speed restriction	Up	Down	Notes	
GW770	Ebbw Vale Parkway to Gaer Jn	5	10	10	35mph Underbridge 910 (09m 10ch) 35mph Underbridge 923 (09m 23ch) 35mph Underbridge 924 (09m 24ch)				
GW773	Machen Quarry to Park Jn	6	8	8	Over Bridge - 01m 05 ¼ch	10 MPH	10 MPH		
GW780	Park Jn to Ebbw Jn	8	10	10					
GW784	Alexandra Dock to Newport Dk	8	10	10					
GW790	Pengam Jn to Cardiff Docks	7	10	10					
GW810	Rhymney to Ystrad Mynach	6	6	6	Over Bridge at 17m 09 ½ch (Pengam – Gilfach Fargoed)	10 MPH	10 MPH		Applies to all wagons empty or loaded & locomotives
GW810	Ystrad Mynach to Cardiff Queen St	6	9	9					
GW820	Cwmbargoed to Ystrad Mynach Sth	8	9	9					
GW828	Coryton to Heath Jn	6	6	6					
GW830	Merthyr Tydfil to Abercynon	6	8B	8B	THROUGHOUT	30 MPH	30 MPH		Applies to all wagons empty or loaded & locomotives
GW830	Abercynon to Pontypridd	6	10	10	THROUGHOUT	30 MPH	30 MPH		Applies to all wagons empty or loaded & locomotives
GW830	Pontypridd to Radyr	6	10	10					
GW830	Radyr to to Cardiff Cent via Llandaff	8	9	9					
GW830	Cardiff Cent to Barry	8	10	10					
GW830	Barry to Barry Island	6	6	6					Freight trains above 390 tonnes are not allowed to pass any other train on Barry Island Viaduct
GW834	Hirwaun to Aberdare	6	10	10	Over Bridge at 22m 31 ½ ch	30 MPH	30 MPH		
GW834	Aberdare to Abercynon	6	10	10	Over Bridge at 18m 47 ½ ch	20 MPH	20 MPH		
GW835	Treherbert to Pontypridd Jn	6	9B	9B	Over Bridge at 23m 09ch Over Bridge at 22m 07 ½ ch Over Bridge at 21m 33 ½ ch Over Bridge at 21m 11 ¾ ch Over Bridge at 15m 00 ½ ch Over Bridge at 13m 20 ¾ ch	40 MPH 20 MPH 40 MPH 40 MPH 20 MPH 10 MPH	40 MPH 20 MPH 40 MPH 40 MPH 20 MPH 10 MPH		
GW839	Queen Street to Cardiff Bay	6	6	6					

Line of Route	Line of Route / Sector Description	RA	2 Axled (MAX RA)	4 Axled (MAX RA)	Location of Speed restriction	Up	Down	Notes	
GW840	Radyr Jn to Cardiff, Radyr Branch Jn via City Lines	8	10	10					
GW850	Leckwith Loop Jn South to Leckwith Loop North Jn	8	10	10					
GW860	Penarth Curve North Jn to Penarth Curve South Jn	8	10	10					
GW864	Cogan Jn to Penarth	6	6	6					
GW870	Barry to Bridgend (VOG)	8	10	10	Over Bridge at 09m 04 ½ch (Ford Jn – St Athan) Over Bridge at 10m 06ch (Ford Jn – St Athan)	20 MPH 50 MPH	20 MPH 50 MPH		Applies to HTA, BAA & BBA wagons only Applies to HTA, BAA & BBA wagons only
GW874	Llynfi Jn to Tondu	6	10	10	THROUGHOUT	20 MPH	20 MPH		
GW874	Tondu to Maesteg	6	7B	7B					
GW877	Tondu to Port Talbot Dks (OVE)	6	10	10					
GW890	Court Sart Jn / Up Flying Loop Jn to Morlais Jn	8	10	10					
GW8901	Dynevor Jn to Jersey Marine Jn South	6	10	10					
GW892	Cwmgwrach to Burrows Sidings	6	9	9					
GW893	Onllwyn to Neath and Brecon Jn	6	9	9					
GW894	Jersey Marine Jn North to Jersey Marine Jn South	6	10	10					
GW897	Grovesend Colliery Loop Jn to Hendy Jn	6	9	9					
GW900	Pilning to Landore	8	10	10					
GW900	Landore to Llandeilo Jn	7	10	10					
GW900	Llandeilo Jn to Clarbeston Road	8	10	10					
GW900	Clarbeston Road to Fishguard Hbr	7	9B	9B					
GW9001	Landore Jn to Swansea	7	8	8					
GW906	Swansea Loop East Jn to Swansea Loop West Jn	7	8	8					
GW910	Craven Arms Jn to Morlais Jn (CWL)	5	5	5	Line subject to Light Railway Order. See Track / Structures Engineer for detail				

Line of Route	Line of Route / Sector Description	RA	2 Axled (MAX RA)	4 Axled (MAX RA)	Location of Speed restriction	Up	Down	Notes	
GW910	Morlais Jn to Llandeilo Jn	8	10	10					
GW915	G.C.G to Pantyffynnon	5	5	5	Ammanford 12m 36¾ch	10mph	10mph		Applies to Class 66 locomotives only
GW930	Carmarthen Jn to Carmarthen Stn	8	10	10					
GW940	Carmarthen Stn to Carmarthen Bridge Jn	8	10	10					
GW950	Whitland to Pembroke	7	8	8	THROUGHOUT	40 MPH	40 MPH		
GW950	Pembroke to Pembroke Dock	6	8	8	THROUGHOUT	40 MPH	40 MPH		
GW960	Clarbeston Rd to Milford Haven	8	10	10					
GW970	Gulf Oil Branch to Waterston	8	10	10					
GW980	Herbrandston Jn to Robeston	8	10	10					

Table D5B – Route clearance of freight containers/swap bodies

Last Updated: 23/12/2023

To be read in conjunction with General Notes.

The notations (used in these tables) are explained as follows for freight vehicles or loads conforming to the Group Standards:

Y Permitted to operate over the route without restriction.

R Permitted to operate over part or all of the route but restrictions apply. See “Notes” column for details.

S Permitted for, or prohibited to, specific traffic. See “Notes” column for details.

* Route does not conform to Group Standard W6A Lower Gauge as defined in GE/RT8073. Certain W6A vehicles are prohibited from all or part of the route; these restrictions are detailed on the Summary of Compatibility for the vehicles concerned.

N Prohibited from operating over the route

Conditions of Operation

When operating within a possession the notations detailed within the table may not apply subject to a risk assessment and the application of appropriate control measures (in accordance with company and Group Standards).

Freight traffic, other than containers/swap bodies, which exceed W6A gauge shall only operate in accordance with GORT3056-K

Vehicles conveying containers/swap bodies are also subject to the procedure detailed in GO/RM3056, Section J Intermodal Traffic.

Temporary authority for a specific wagon and container/swapbody combination may be granted by the Infrastructure Manager’s Gauging Engineer. This authority shall be detailed and issued on an RT3973/CON form.

Note

GO/RM3056 Section J Intermodal Traffic contains details of the wagon type (by TOPS code) and container/swapbody (by height, width and/or size code) combinations that conform to the gauges shown as column headings in this table.

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW103	Paddington – Royal Oak Sidings	Y *	N	N	N	N	N	N	N	

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW103	Royal Oak Sidings – Reading New Jn	Y *	Y	Y	R1 R2 R3 R4 R5 R6 R7 R8 R9 R10 R11 R12 R13 R14 R15	R1 R2 R3 R4 R5 R6 R7 R8 R9 R10 R11 R12 R13 R14 R15	R1 R2 R3 R4 R5 R6 R7 R8 R9 R10 R11 R12 R13 R14 R15	R1 R2 R3 R4 R5 R6 R7 R8 R9 R10 R11 R12 R13 R14 R15	R1 R2 R3 R4 R5 R6 R7 R8 R9 R10 R11 R12 R13 R14 R15	R1 Prohibited Royal Oak Sidings to Acton East Jn R2 PROHIBITED between Acton East Jn and Acton West Jn on the Up Main R3 PROHIBITED between Acton East Jn and Acton West Jn on the Down Main R4 PROHIBITED West Ealing (Up Goods Loops and Yard) R5 PROHIBITED Hanwell Bridge sidings R6 PROHIBITED Southall West Down Loop, Southall Sidings, Brentford sidings. R7 PROHIBITED Hayes Up sidings R8 PROHIBITED Hayes & Harlington Up bay platform 5 R9 PROHIBITED West Drayton Up sidings R10 PROHIBITED West Drayton platform 5 (West Drayton Loop) R11 PROHIBITED Langley East Up sidings R12 PROHIBITED Langley Platform 4 (Up Relief) R13 PROHIBITED Slough Up sidings R14 PROHIBITED Burnham Platform 2 (Up Relief) R15 PROHIBITED Burnham Platform 1 (Down Relief)

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW103	Reading New Jn – Didcot, Chester Line Jn	Y *	Y	Y	R1	R1	Y	R1	R1	R1 Prohibited Didcot East Jn to Didcot Chester Line Jn
GW103	Didcot, Chester Line Jn – Uffington	Y	Y	S1	N	N	N	N	N	S1 The following combinations are permitted, up to: 2591(h) x 2438(w) on **IFA FRA** wagons 2591(h) x 2500(w) on **FCA/FYA** wagons 2616(h) x 2550(w) on **KFA** wagons 2667(h) x 2550(w) on **FIA** wagons 2629(h) x 2550(w) on **FEA FSA/FTA** wagons 2705(h) x 2550(w) on **FKA** wagons 2896(h) x 2500(w) on **FAA FLA IDA** wagons
GW103	Reading Southern Jn – Reading East Main Jn (RLL)	Y	Y	Y	Y	Y	Y	Y	Y	
GW105	Uffington – Thingley Jn	Y *	Y	S1	N	N	N	N	N	S1 The following combinations are permitted, up to: 2591(h) x 2438(w) on **IFA FRA** wagons 2591(h) x 2500(w) on **FCA/FYA** wagons 2616(h) x 2550(w) on **KFA** wagons 2667(h) x 2550(w) on **FIA** wagons 2629(h) x 2550(w) on **FEA FSA/FTA** wagons 2705(h) x 2550(w) on **FKA** wagons 2896(h) x 2500(w) on **FAA FLA IDA** wagons

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW105	Thingley Jn – North Somerset Jn	Y	Y	S	N	N	N	N	N	S1 The following combinations are permitted, up to: 2591(h) x 2500(w) box on **FEA KFA FRA FSA/FTA IFA** wagons **20mph Down Line Br. MLN1** [101m 75ch]
GW105	North Somerset Jn – Fordgate [154m 12ch]	Y *	Y	Y	N	N	N	N	N	
GW105	Highworth Jn – Rover Works	Y	N	N	N	N	N	N	N	
GW107	Worle Jn – Uphill Jn via Weston-Super -Mare	Y	Y	Y	N	N	N	N	N	
GW108	Fordgate – Norton Fitzwarren Jn [164m 60ch]	Y *	Y	Y	N	N	N	N	N	
GW108	Norton Fitzwarren Jn [164m 60ch] – Exeter St Davids Jn	Y*	Y Up Line --- S Down Line	Y Up Line --- S Down Line	N	N	N	N	N	S1 The following combinations are permitted, up to: 2595(h) x 2550(w) on **FKA IKA IDA** wagons
GW108	Exeter St Davids Jn – Tavistock Jn	Y *	S	S	N	N	N	N	N	S1 The following combinations are permitted, up to: 2595(h) x 2550(w) on **FKA IKA IDA** wagons
GW108	Tavistock Jn – Penwithers Jn	Y *	Y	S	N	N	N	N	N	S1 The following combinations are permitted, up to: 2595(h) x 2550(w) on **FKA IKA IDA** wagons
GW108	Penwithers Jn – Penzance	Y *	N	N	N	N	N	N	N	
GW108	Exeter Railway Junction – Marsh Barton	Y	N	N	N	N	N	N	N	
GW108	Tavistock Junction – Marsh Mills	Y	N	N	N	N	N	N	N	
GW108	Dockyard Junction – Devonport Dockyard	Y	N	N	N	N	N	N	N	

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW110	Old Oak Common West – South Ruislip	Y	Y	Y	N	N	N	N	N	
GW117	Greenford East Jn – Greenford South Jn	Y	Y	Y	N	N	N	N	N	
GW130	Acton Wells Jn – Acton East	Y	Y	Y	Y	Y	Y	Y	Y	
GW174	West Ealing – Greenford West Jn	Y *	Y	Y	N	N	N	N	N	
GW175	Greenford South Jn – Greenford Station	Y	N	N	N	N	N	N	N	
GW176	Hanwell – Drayton Green Jn	Y	Y	Y	N	N	N	N	N	
GW178	Southall – Brentford Goods	Y	Y	Y	N	N	N	N	N	
GW180	Heathrow Airport Jn – NR Boundary [12m 30ch]	Y	N	N	N	N	N	N	N	
GW182	West Drayton – Colnbrook	Y	Y	Y	N	N	N	N	N	
GW184	Slough – Windsor & Eton Central	Y	N	N	N	N	N	N	N	
GW185	Maidenhead – Marlow	Y	N	N	N	N	N	N	N	
GW187	Twyford – Henley-on-Thames	Y	N	N	N	N	N	N	N	
GW190	Reading Spur Jn – Reading New Jn	Y	Y	Y	N	N	N	N	N	
GW195	Reading, Southern Jn – Reading East Jn (Reading Low Level Line)	Y	Y	Y	Y	Y	Y	Y	Y	
GW200	Didcot – Heyford	Y *	Y	Y	R1	R1	Y	R1	R1	R1 Between Didcot North Jn and Oxford North Jn only
GW220	Reading, Oxford Road Jn – Reading West Jn	Y	Y	Y	Y	Y	Y	Y	Y	
GW225	Caversham Road Jn – Oxford Road Jn (Reading Feeder lines)	Y	Y	Y	Y	Y	Y	Y	Y	
GW240	Didcot East Jn – Didcot North Jn via Avoiding Line	Y	Y	Y	Y	Y	Y	N	Y	
GW250	Foxhall Jn – Didcot West Curve Jn	Y	Y	Y	N	N	N	N	N	

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW260	Kennington Jn – Morris Cowley	Y	Y	Y	N	N	N	N	N	
GW277	Oxford North Jn – Route Boundary (MD736) 29m 25ch	Y	Y	Y	Y	N	Y	N	Y	
GW310	Wolvercot Jn – Norton Jn	Y *	N	N	N	N	N	N	N	
GW317	Honeybourne – Long Marston	Y	N	N	N	N	N	N	N	
GW401	Route Boundary (MD306) (Ashchurch) – Standish Jn	Y *	Y	Y	N	N	N	N	N	
GW401	Standish Jn – Westerleigh Jn	Y	Y	Y	N	N	N	N	N	
GW425	Berkeley Road Jn – Sharpness	Y	N	N	N	N	N	N	N	
GW430	Yate Middle Jn – Tytherington	Y	N	N	N	N	N	N	N	
GW440	Yate South Jn – Westerleigh	Y	Y	Y	N	N	N	N	N	
GW450	Stoke Gifford Jn No.1 – Bristol East Jn	Y	Y	Y	N	N	R1	R1	R1	R1 Prohibited Filton No. 1 Jn 9113m 01ch) (Change of ELR)-Bristol East Jn
GW4501	Stoke Gifford Jn – Avonmouth (Bristol Bulk Handling Terminal)	Y *	Y	Y	N	N	N	N	N	
GW451	Filton Jn No 2 – Filton West Jn No.2 (Filton Chord)	Y	Y	Y	N	N	Y	Y	Y	
GW454	Severn Beach – Narroways Hill Jn	Y *	N	N	N	N	N	N	N	

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW480	Swindon – Standish Jn	Y	Y	S1	N	N	N	N	N	S1 The following combinations are permitted, up to: 2591(h) x 2500(w) on **FCA/FYA** wagons 2629(h) x 2550(w) on **FEA FSA/FTA** wagons 2616(h) x 2550(w) on **KFA** wagons 2896(h) x 2500(w) on **FLA FAA IDA** wagons **20mph Up Line 10mph Down Line Sapperton Long Tunnel** [94m 70ch – 95m 74ch] **20mph Up Line only Bridge SWM1 Shepherds** (aka Westrop Road) [104m 48ch]
GW490	Gloucester Yard Jn – Horton Road Jn	Y	Y	Y	N	N	N	N	N	
GW500	Reading – Heywood Road Jn via Lavington	Y *	Y	Y	R1 R2	R1 R2	R2 R3	R1 R2	R1 R2	R1 Between Reading Westbury Line Jn and Oxford Road Jn only R2 Prohibited Reading Bay platforms 1, 2 and 3 R3 Between Reading Westbury line Jn and Southcote Jn only
GW500	Heywood Road Jn – Castle Cary Jn via Westbury Avoiding Lines and Frome Avoiding Lines	Y *	Y	N	N	N	N	N	N	
GW500	Castle Cary Jn – Cogload Jn	Y *	Y	N	N	N	N	N	N	
GW500	Southcote Junction – Wessex Route Boundary [37m 76ch]	Y	Y	Y	Y	N	Y	N	N	
GW5001	Beechgrove GF – Westbury South Jn	Y	Y	Y	N	N	N	N	N	
GW510	Westbury North Jn – Bradford Jn	Y	Y	Y	N	N	N	N	N	
GW510	Bradford Jn – Bathampton Jn	Y	N	N	N	N	N	N	N	

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW520	Westbury East Loop Jn – Hawkeridge Jn	Y	Y	Y	N	N	N	N	N	
GW523	Thingley Jn – Bradford Jn	Y	Y	Y	N	N	N	N	N	
GW528	Bristol, North Somerset Jn – Bristol West Jn via St. Philips Marsh	Y	Y	Y	N	N	N	N	N	
GW530	Bristol, North Somerset Jn – Dr. Days Jn (Rhubarb Loop)	Y	Y	Y	N	N	Y	Y	Y	
GW540	Filton Jn No.1 – Patchway Jn No.2	Y	Y	Y	N	N	Y	Y	Y	
GW5401	Patchway Jn No.1 – Filton West Jn No.1	Y	Y	Y	N	N	Y	Y	Y	
GW548	Parson Street Jn – Portbury	Y	Y	Y	Y	N	N	N	N	
GW560	Heywood Road Jn – Fairwood Jn via Westbury	Y	Y	Y	N	N	N	N	N	
GW570	Clink Road Jn – Blatchbridge Jn via Frome	Y *	Y	N	N	N	N	N	N	
GW572	Frome North Jn – Whatley Quarry	Y	N	N	N	N	N	N	N	
GW580	East Somerset Jn – Cranmore	Y	N	N	N	N	N	N	N	
GW600	Wootton Bassett Jn – Stoke Gifford Jn No 1 via Badminton	Y *	Y	Y	N	N	Y	Y	Y	
GW600	Stoke Gifford Jn No 1 – Ableton Lane Tunnel (GW900)	Y	Y	Y	N	N	R1	R1	R1	R1 Prohibited patchway Jn No.2-Ableton Lane Tunnel (GW900)
GW606	Cowley Bridge Jn – Barnstaple	Y *	N	N	N	N	N	N	N	
GW608	Crediton – Coleford (Meldon Line)	Y	N	N	N	N	N	N	N	
GW610	Crannaford LC (Inclusive) – Exeter St Davids	Y *	N	N	N	N	N	N	N	
GW611	Exmouth Jn – Exmouth	Y *	N	N	N	N	N	N	N	
GW618	Newton Abbott East Jn – Heathfield	Y	N	N	N	N	N	N	N	

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW620	Newton Abbott West Jn – Paignton	Y *	N	N	N	N	N	N	N	
GW628	Laira Jn/Lipson Jn – Plymouth Friary via Speedway Jn	Y	Y	N	N	N	N	N	N	
GW628	Plymouth Friary Jn. – Cattewater	Y	N	N	N	N	N	N	N	
GW637	St Budeaux Jn – Gunnislake	Y	N	N	N	N	N	N	N	
GW640	Liskeard – Looe via Coombe	Y *	N	N	N	N	N	N	N	
GW642	Coombe (Exclusive) – Moorswater	Y	N	N	N	N	N	N	N	
GW650	Lostwithiel – Carne Point, Fowey	Y *	N	N	N	N	N	N	N	
GW660	Par – St Blazey Jn	Y *	Y	N	N	N	N	N	N	
GW660	St Blazey Jn – Newquay	Y	N	N	N	N	N	N	N	
GW660	St Blazey Jn – Par Harbour (Imerys Boundary)	Y	Y	N	N	N	N	N	N	
GW672	Burngullow Jn – Parkandillack	Y	N	N	N	N	N	N	N	
GW680	Penwithers Jn – Falmouth	Y	Y	N	N	N	N	N	N	
GW690	St Erth – St Ives	Y	N	N	N	N	N	N	N	
GW700	Gloucester Barnwood Jn – Severn Tunnel Jn	Y *	Y	Y	N	N	N	N	N	
GW700	Lydney Junction – NR/DFR Boundary	Y	N	N	N	N	N	N	N	
GW710	Llanwern Works East – Llanwern Works West via BSS	Y	Y	Y	Y	N	N	N	N	
GW720	Uskmouth – East Usk Jn	Y	Y	N	N	N	N	N	N	

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW730	Severn Bridge Jn – Craven Arms	Y *	Y	S1	N	N	N	N	N	S1 The following combinations are permitted, up to: 2591(h) or S13FT x 2500(w) on **FCA/FYA** wagons 2615(h) x 2500(w) on **KFA** wagons 2625(h) x 2500(w) on **FEA FSA FTA** wagons 2896(h) or S44FT x 2500(w) on **FLA** wagons S14FT or S17FT x 2550(w) on **FSA/FTA FEA KFA** wagons **Up Line** **30mph at** **Br.15 Sutton Lane** [1m 48ch] **Br 18 Sharptone** [2m 53ch] **15mph at** **Br.19 Bayston Park** [3m 05ch] **Br. Chatford** [4m 57ch] **Br. All Stretton** [11m 56ch] **Br. Ballast Pit** [13m 45ch] **Down Line** **15mph at** **Br.18 Sharpstone** [2m 53ch] **Br. A49 Longnor** [7m 24ch] **5mph Br. Quaking Well** [10m 62ch]

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW730	Craven Arms – Shelwick Jn	Y *	Y	S1	N	N	N	N	N	S1 The following combinations are permitted, up to: 2591(h) or S13FT x 2500(w) on **FCA/FYA** wagons 2615(h) x 2500(w) on **KFA** wagons 2625(h) x 2500(w) on **FEA FSA FTA** wagons 2896(h) or S44FT x 2500(w) on **FLA** wagons S14FT or S17FT x 2550(w) on **FSA/FTA FEA KFA** wagons **15mph Down Line** **Br. SHL 102 Caynham** [30m 27ch] **15mph Both Lines** **Br. SHL 104** [31m 44ch]
GW730	Shelwick Jn – Red Hill Jn., *former site of*	Y *	Y	Y	N	N	N	N	N	
GW730	Red Hill Jn., *former site of* – Newport, Maindee West Jn	Y *	Y	Y	N	N	N	N	N	
GW731	LNW - Western boundary [170m 46ch] – Abbey Foregate Jn	Y	Y	S1	N	N	N	N	N	S1 The following combinations are permitted, up to: 2591(h) x 2500(w) on **FCA/FYA KFA** wagons 2595(h) x 2500(w) on **FKA, IKA** wagons **15mph UP Line** Bridge WSJ2-440 [170m 66ch]
GW731	Abbey Foregate Jn – Shrewsbury, Crewe Jn	Y *	Y	Y	N	N	N	N	N	
GW731	Shrewsbury, Crewe Jn – Ruabon	Y	N	N	N	N	N	N	N	

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW732	Abbey Foregate Jn – English Bridge Jn (Loop Lines)	Y	Y	Y	N	N	N	N	N	
GW733	Sutton Bridge Jn – Aberystwyth	Y *	N	N	N	N	N	N	N	
GW734	Dovey Jn – Pwllheli	S1 *	N	N	N	N	N	N	N	S1 Freight vehicles conforming to the W6a profile are permitted, **EXCEPT IFA-S IFA-U** wagons
GW735	Shrewsbury, Crewe Jn – Nantwich	Y *	Y	Y	N	N	N	N	N	
GW736	Gobowen South – Llanddu Jn	Y	N	N	N	N	N	N	N	
GW740	Maindee North Jn – Maindee East Jn	Y	Y	Y	N	N	N	N	N	
GW750	Hereford/Brecon Curve GF – MEB Siding	Y	N	N	N	N	N	N	N	
GW770	Ebbw Vale Parkway – Gaer Jn (Western Valley Line)	Y *	Y	Y	R1	N	N	N	N	R1 **W9 15mph Both lines** O/Br WVL [9m 45ch]
GW773	Machen Quarry – Park Jn	Y	N	N	N	N	N	N	N	
GW780	Park Jn – Ebbw Jn	Y	Y	Y	N	N	N	N	N	
GW784	Alexandra Dock Jn – 160m 27ch (Boundary with Newport Docks)	Y	Y	Y	N	N	N	N	N	

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW790	Pengam Jn – 4m 54ch (ABP) Cardiff Docks	Y	Y	Y	N	N	N	N	N	
GW810	Rhymney – Cardiff Queen Street North Jn	Y *	N	N	N	N	N	N	N	
GW820	Cwmbargoed – Ystrad Mynach South	Y	N	N	N	N	N	N	N	
GW828	Coryton – Heath Jn	Y	N	N	N	N	N	N	N	
GW830	Merthyr Tydfil – Cardiff East Jn via Cathays	Y *	N	N	N	N	N	N	N	
GW830	Cardiff East Jn – Cadoxton via Grangetown	Y *	Y	Y	N	N	N	N	N	
GW830	Cadoxton – Barry Island	Y *	N	N	N	N	N	N	N	
GW830	Barry Docks Line Junction – NR/ABP Boundary	Y	Y	Y	N	N	N	N	N	
GW834	Aberdare – Abercynon	Y	N	N	N	N	N	N	N	

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW835	Treherbert – Pontypridd Jn	Y	N	N	N	N	N	N	N	
GW839	Queen Street South Jn – Cardiff Bay	Y	N	N	N	N	N	N	N	
GW840	Radyr Jn – Cardiff, Radyr Branch Jn via City Lines	Y	N	N	N	N	N	N	N	
GW850	Leckwith Loop South Jn – Leckwith Loop North Jn	Y	N	N	N	N	N	N	N	
GW860	Penarth Curve North Jn – Penarth Curve South Jn	Y	N	N	N	N	N	N	N	
GW864	Cogan Jn – Penarth	Y *	N	N	N	N	N	N	N	
GW870	Barry – Bridgend, Barry Jn	Y *	N	N	N	N	N	N	N	
GW871	Ford Siding GF – Ford Works, Waterton	Y *	N	N	N	N	N	N	N	

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW874	Bridgend, Llynfi Jn – Tondu	Y *	Y	Y	N	N	N	N	N	
GW874	Tondun – Maesteg	Y	N	N	N	N	N	N	N	
GW877	Margam Abbey East / Newlands Loop Jn – Port Talbot Docks (Ogmore Vale Extension)	Y *	Y	Y	N	N	N	N	N	
GW890	Court Sart Jn / Up Flying Loop Jn – Dynover Jn (Swansea District Line)	Y*	Y	Y	N	N	N	N	N	
GW890	Dynover Jn – Morlais Jn	S1 *	N	N	N	N	N	N	N	S1 Freight vehicles conforming to the W6a profile are permitted, **EXCEPT IFA-S IFA-U** wagons at **Lonlas Tunnel** [1m 07ch - 1m 50ch]
GW8901	Dynevor Jn – Jersey Marine South Jn	Y *	Y	Y	N	N	N	N	N	
GW892	Cwmgwrach – Neath & Brecon Jn	Y *	N	N	N	N	N	N	N	
GW892	Neath & Brecon Jn – Burrows Sidings	Y	Y	Y	N	N	N	N	N	
GW893	Onllwyn – Neath and Brecon Jn	Y	Y	Y	N	N	N	N	N	
GW894	Jersey Marine Jn North – Jersey Marine Jn South	Y	Y	Y	N	N	N	N	N	
GW897	Grovesend Colliery Loop Jn – Hendy Jn	Y	N	N	N	N	N	N	N	

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW900	Ableton Lane Tunnel (GW900) – Severn Tunnel Junction(s)	Y *	Y	Y	N	N	N	N	N	
GW900	Pilning – Severn Tunnel Junction(s)	Y *	Y	Y	N	N	N	N	N	
GW900	Severn Tunnel Junction – Maindee West Jn	Y	Y	S1	N	N	N	N	N	S1 The following combinations are permitted, up to: 2591(h) x 2500(w) on **FCA/FYA** wagons 2629(h) x 2550(w) on **FEA FSA/FTA** wagons 2616(h) x 2550(w) on **KFA** wagons 2896(h) x 2500(w) on **FLA FAA IDA** wagons
GW900	Maindee West Jn – Cardiff East Jn	Y *	Y	S1	N	N	N	N	N	S1 The following combinations are permitted, up to: 2591(h) x 2500(w) on **FCA/FYA** wagons 2629(h) x 2550(w) on **FEA FSA/FTA** wagons 2616(h) x 2550(w) on **KFA** wagons 2896(h) x 2500(w) on **FLA FAA** wagons **ALL LINES** 2896(h) x 2500(w) on **IDA** wagons **Newport New Tunnel Only**
GW900	Cardiff East Jn – Court Sart Jn / Up Flying Loop Jn	Y *	Y	Y	N	N	N	N	N	
GW900	Court Sart Jn / Up Flying Loop Jn – Llandore Jn	Y *	N	N	N	N	N	N	N	

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW900	Llandore Jn – Llandeilo Jn	Y	N	N	N	N	N	N	N	
GW900	Llandeilo Jn – Carmarthen Bridge Jn	Y	Y	Y	N	N	N	N	N	
GW900	Carmarthen Bridge Jn – Whitland Jn	Y	Y	S1	N	N	N	N	N	S1 The following combinations are permitted, up to: 2591(h) x 2500(w) on **FCA/FYA** wagons 2629(h) x 2550(w) on **FEA FSA/FTA** wagons 2616(h) x 2550(w) on **KFA** wagons 2896(h) x 2500(w) on **FLA FAA** wagons **15mph Down Line Br. SWM2 Llanygors** [251m 63ch] **15mph Up Line SWM2 Whitland Tunne** [257m 01ch – 257m 10ch]
GW900	Whitland Jn – Clarbeston Road Jn	Y	Y	Y	N	N	N	N	N	
GW900	Clarbeston Road Jn – Fishguard Harbour	Y *	N	N	N	N	N	N	N	
GW900	Long Dyke Jn – Cardiff Docks	Y	Y	Y	N	N	N	N	N	
GW900	Margam Moors Jn – Margam Abbey Works East Jn	Y	Y	Y	N	N	N	N	N	
GW900	Briton Ferry – Baglan Bay	Y	Y	Y	N	N	N	N	N	
GW9001	Landore Jn – Swansea	Y *	N	N	N	N	N	N	N	
GW906	Swansea Loop East Jn – Swansea Loop West Jn	Y	N	N	N	N	N	N	N	

Line of route	Line of Route / Sector Description	Gauge								Notes
		W6a	W7	W8	W9	W9Plus	W10	W10A	W12	
GW910	Craven Arms Jn – Pantyffynnon	S1 *	N	N	N	N	N	N	N	S1 Freight vehicles conforming to the W6a profile are permitted, **EXCEPT IFA-S IFA-U** wagons at **Sugar Loaf Tunnel**
GW910	Pantyffynnon – Morlais (*former South*) Jn	Y	N	N	N	N	N	N	N	
GW910	Morlais (*former South*) Jn – Llandeilo Jn	Y	Y	Y	N	N	N	N	N	
GW915	Gwaun-cae-Gurwen – Pantyffynnon	Y	N	N	N	N	N	N	N	
GW930	Carmarthen Jn – Carmarthen Station GF	Y *	Y	Y	N	N	N	N	N	
GW940	Up Sidings No.2 GF – Carmarthen Bridge Jn	Y	Y	Y	N	N	N	N	N	
GW950	Whitland – Pembroke Dock	Y *	Y	N	N	N	N	N	N	
GW960	Clarbeston Road – Haverfordwest	Y	Y	Y	N	N	N	N	N	
GW960	Haverfordwest – Herbranston Jn	Y	Y	N	N	N	N	N	N	
GW960	Herbranston Jn – Milford Haven	Y	N	N	N	N	N	N	N	
GW970	Gulf Oil Branch Jn – Waterston, Gulf Oil Refinery	Y	Y	N	N	N	N	N	N	
GW980	Herbrandston Jn – Robeston	Y	Y	N	N	N	N	N	N	

Table D5C – Locomotive Gauge Clearance Table

Last Updated: 18/03/2024

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

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

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

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

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

Y Route conforms to locomotive gauge without restriction.

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

N Route does not conform to locomotive gauge

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

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

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

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

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
GW401	BAG2	Route Boundary (MD306) (Ashchurch) – Gloucester Barnwood Jn (Change of ELR)	77	40	92	21	8	Y	
GW401	CHL	Gloucester Barnwood Jn (Change of ELR) – Gloucester Yard Jn (Change of ELR)	92	21	93	08	8	Y	
GW401	BGL1	Gloucester Yard Jn (Change of ELR) – Change of ELR	93	08	94	10	8	Y	
GW401	BGL2	Change of ELR – Standish Jn	94	60	99	69	8	Y	
GW401	BGL2	Standish Jn – Yate South Jn (Change of ELR)	99	69	120	03	8	Y	
GW401	YAT	Yate South Jn (Change of ELR) – Westerleigh Jn	120	03	121	28	8	Y	
GW425	SAW/SSS	Berkeley Road Jn – Sharpness (Network Rail Boundary)	0	04	3	69	6	Y	
GW430	THO	Yate Middle Jn – Tytherington	0	00	6	24	8	Y	
GW440	BGL2	Yate South Jn – Westerleigh Yard	120	03	122	65	8	Y	
GW450	FEC	Stoke Gifford Jn No.1 – Change of ELR	111	79	113	01	8	Y	
GW450	BSW	Change of ELR – Bristol East Jn	4	50	0	26	8	Y	
GW4501	AFR	Stoke Gifford Jn No.2 – Hallen Marsh Jn (Change of ELR)	112	05	118	42	7	Y	
GW4501	AMB	Hallen Marsh Jn (Change of ELR) – Holesmouth Jn	14	38	14	60	7	Y	
GW4501	AMB	Holesmouth Jn – Avonmouth (Bristol Bulk Handling Terminal)	14	60	15	40	7	Y	
GW451	FWC	Filton Jn No 2 – Filton West Jn No.2	4	66	5	41	7	Y	
GW454	AMB	Severn Beach – St Andrews Jn (Change of ELR)	11	64	16	00	7	Y	
GW454	CNX	St Andrews Jn (Change of ELR) – Narroways Hill Jn	9	32	2	03	7	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
GW480	SWM1	Swindon Jn – Standish Jn	77	36	106	74	8	R1	R1 Prohibtied from the 'Cirencester' bay platform/siding at Kemble Station
GW490	SWM2	Gloucester Yard Jn – Horton Road Jn	113	03	113	61	8	Y	
GW500	BKE	Westbury Line Jn – Oxford Road Jn	36	17	36	67	8	Y	
GW500	BKE	Oxford Road Jn – Southcote Jn	36	67	37	62	8	Y	
GW500	BKE	Southcote Jn – Route Boundary (SW125) (Basingstoke)	37	62	37	76	8	Y	
GW500	BHL	Southcote Jn – Change of ELR	37	62	81	19	8	Y	
GW500	SWY	Change of ELR – Heywood Road Jn (Change of ELR)	81	19	94	44	8	Y	
GW500	WES	Heywood Road Jn (Change of ELR) – Fairwood Jn (Change of ELR) (via Westbury Avoiding lines)	94	44	97	02	8	Y	
GW500	WEY	Fairwood Jn (Change of ELR) – Clink Road Jn (Change of ELR)	111	18	114	44	8	Y	
GW500	FRA	Clink Road Jn (Change of ELR) – Blatchbridge Jn (Change of ELR)	114	44	116	37	8	Y	
GW500	WEY	Blatchbridge Jn (Change of ELR) – Castle Cary Jn	116	52	129	50	8	Y	
GW500	WEY	Castle Cary Jn – Route Boundary (SW175) (Yeovil Pen Mill Jn)	129	50	130	00	6	Y	
GW500	CCL	Castle Cary Jn – Cogload Jn (Down)	115	32	138	30	8	Y	
GW5001	SAL	Route Boundary (SW170) (Wilton Jn) – Westbury South Jn	115	40	110	07	8	Y	
GW510	WEY	Westbury North Jn – Bradford Jn	109	49	104	40	8	Y	
GW510	BFB	Bradford Jn – Bathampton Jn	9	12	0	00	8	R1 R2	R1 Prohibited through Dundas Aqueduct (Down Trowbridge line) R2 Prohibited through Dundas Aqueduct (Up Trowbridge line)
GW520	WYL	Westbury East Loop Jn – Hawkeridge Jn	94	77	95	32	8	Y	
GW523	WEY	Thingley Jn – Bradford Jn	96	10	104	40	8	Y	
GW528	BRL	North Somerset Jn – Bristol West Jn via St. Philips Marsh	0	00	1	08	8	Y	
GW530	BLL	Feeder Bridge Jn – Dr. Day's Jn (Rhubarb Loop)	117	50	117	73	8	Y	
GW540	BSW	Filton Jn No.1 – Patchway Jn No.2	4	40	5	61	8	Y	
GW5401	PAC	Filton West Jn No.1 – Patchway Jn No.1	0	40	0	00	7	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
GW548	POD/PBY	Parson Street Jn – Network Rail boundary (BPC)	120	28	126	34	8	Y	
GW560	SWY	Heywood Road Jn – Westbury North Jn	94	45	95	33	8	Y	
GW560	WEY	Westbury North Jn – Fairwood Jn via Westbury	109	49	111	18	8	Y	
GW570	WEY	Clink Road Jn – Blatchbridge Jn via Frome	114	44	116	52	8	Y	
GW572	FNS2	Frome North Jn – Change of ELR	0	00	2	38	6	Y	
GW572	WQL	Change of ELR – Network Rail Boundary (Mendip Rail Whatley Quarry)	2	38	2	40	6	Y	
GW580	ESB	East Somerset Jn – Network Rail Boundary (East Somerset Railway Cranmore East)	0	11	5	48	8	Y	
GW600	SWB	Wootton Bassett Jn – Stoke Gifford Jn No.1	83	07	111	79	8	Y	
GW600	SWB	Stoke Gifford Jn No.1 – Patchway Jn No.2	111	79	112	68	8	Y	
GW600	BSW	Patchway Jn No.2 – Route Boundary Wales	5	61	9	12	8	Y	
GW600	BSW	Route Boundary – Ableton Lane Tunnel (GW900)	9	12	10	51	8	Y	
GW606	DAC	Cowley Bridge Jn – Crediton SB	173	50	179	26	6	Y	
GW606	NDN	Crediton SB – End of Line (Barnstaple)	179	26	211	31	5	Y	
GW608	DAC	Crediton SB – Network Rail Boundary (Dartmoor Railway Coleford)	179	26	183	79	6	Y	
GW610	BAE2	Route Boundary (SW115) (Honiton) – Exeter St Davids Jn	164	30	172	04	8	R1 R2	R1 Prohibited between Exeter Central and Exeter St Davids Jn on the Down line R2 Prohibited between Exmouth Jn and St James Park station on the Down line
GW611	EMT	Exmouth Jn – Exmouth	0	01	9	32	6	Y	
GW618	MOB	Newton Abbott East Jn – End of Line (Beyond Heathfield)	0	14	4	07	6	Y	
GW620	TOR	Newton Abbott West Jn – Paignton Crossover Ground Frame	214	43	222	25	6	Y	
GW628	SUT1	Laira Jn – Speedway Jn	244	02	244	30	7	Y	
GW628	PLO	Lipson Jn – Speedway Jn	0	00	0	22	7	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
GW628	SUT1	Speedway Jn – Mount Gould Jn	244	30	244	43	7	Y	
GW628	SUT2	Mount Gould Jn – Former Friary Jn	244	41	244	60	7	Y	
GW628	FRY	Former Friary Jn – Turnchapel Branch Jn	244	60	245	17	7	Y	
GW628	TUR/CWR	Turnchapel Branch Jn – Buffer Stops	0	00	0	78	5	Y	
GW628	FRY	Turnchapel Branch Jn – Plymouth Friary	245	17	245	40	7	Y	
GW637	DAC	St Budeaux Jn – Buffer Stops (Beyond Bere Alston)	227	22	219	75	4	Y	
GW637	CAL	Bere Alston Jn – Gunnislake	0	02	4	40	4	Y	
GW640	LIL	Liskeard – Coombe Jn	8	67	6	75	4	R1	R1 Prohibited Liskeard platform 3 (Liskeard Loop)
GW640	LOO	Coombe Jn – Looe	6	52	0	19	4	Y	
GW640	LOO	Coombe Jn – Coombe No.2 GF	6	52	6	66	4	Y	
GW642	LOO	Coombe No.2 GF – Network Rail Boundary (Moorswater)	6	66	7	20	4	Y	
GW650	LOF	Lostwithiel – Network Rail Boundary (Carne Point)	277	54	281	59	8	Y	
GW660	PAR	Par Loop Jn – St Blazey Jn	281	57	282	16	7	R1	R1 Prohibited on the Up line
GW660	NEW	St Blazey Jn – Newquay	282	16	302	49	6	Y	
GW672	SDS	Burngullow Jn – Drinnick Mill	288	26	291	31	6	Y	
GW672	SDS	Drinnick Mill – Parkandillack	291	31	293	52	5	Y	
GW680	FAL1-3	Penwithers Jn – Falmouth	301	25	312	46	6	Y	
GW690	SIV	St Erth – St Ives	321	02	325	13	5	Y	
GW700	BAG2	Gloucester Barnwood Jn – Horton Road Jn	92	21	92	75	8	Y	
GW700	SWM2	Horton Road Jn – Route Boundary Wales	113	61	129	00	8	Y	
GW700	SWM2	Route Boundary Wales – Severn Tunnel Jn	129	00	149	14	8	Y	
GW710	NO ELR	Llanwern Works East – Llanwern Works West via BSS (Corus Infrastructure)	153	08	156	03	8	Y	
GW720	EUB	Network Rail Boundary (Uskmouth) – East Usk Jn	3	07	0	00	8	Y	
GW730	SHL	Severn Bridge Jn – Craven Arms Jn	0	11	20	01	8	Y	
GW730	SHL	Craven Arms Jn – Shelwick Jn	20	01	49	26	8	R1	R1 Prohibited between Leominster and Moreton-on-Lugg SB on the Down Main line

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
GW730	SHL	Shelwick Jn – Site of former Rotherwas Jn	49	26	52	19	8	R1	R1 Prohibited Hereford Platform 3 (Up Main line)
GW730	HDC	Site of former Rotherwas Jn – Site of former Red Hill Jn	0	00	1	74	8	Y	
GW730	HNL1	Site of former Red Hill Jn – Maindee West Jn	1	74	41	66	8	Y	
GW731	WSJ2	Route Boundary (MD801) (Madeley Jn) – Abbey Foregate Jn	170	46	171	15	8	Y	
GW731	WSJ2	Abbey Foregate Jn – Crewe Jn	171	15	171	57	8	R1	R1 Prohibited Shrewsbury Howard Street Landing Loading Dock
GW731	WSJ2	Crewe Jn – Route Boundary (NW3005) (Wrexham General)	171	57	199	00	8	Y	
GW732	AFE	Abbey Foregate Jn – English Bridge Jn (Loop lines)	0	25	0	00	8	Y	
GW733	SBA1/2	Sutton Bridge Jn – Welshpool	0	00	33	70	7	N	
GW733	SBA2	Welshpool – Aberystwyth	33	70	95	60	5	R1	R1 Prohibited Machynlleth Down Main platform
GW734	DJP	Dovey Jn – Pwllheli	78	60	132	70	5	N	
GW735	SYC	Crewe Jn – Route Boundary (NW1007) (Limit of Electrification)	32	29	2	60	8	Y	
GW736	GNQ1	Gobowen South – Commencement of single line board	0	00	0	16	5	Y	
GW740	MAI	Maindee East Jn – Maindee North Jn	41	65	41	33	8	Y	
GW750	BNC	Hereford Yard Jn – Brecon Curve Jn	0	00	0	19	8	Y	
GW750	HNL2	Brecon Curve Jn – MEB Siding	149	44	149	78	8	Y	
GW770	EBW	Ebbw Vale Parkway – Site of Former Aberbeeg Jn	18	45	14	23	5	Y	
GW770	WVL	Site of Former Aberbeeg Jn – Park Jn	14	23	1	02	5	Y	
GW770	GAE	Park Jn – Gaer Jn (Western Valley line)	160	24	159	33	8	Y	
GW773	BJR	Machen Quarry – Site of Former Bassaleg Jn	4	69	0	00	6	Y	
GW773	WVL	Site of Former Bassaleg Jn – Park Jn (Machen Branch)	2	05	1	10	6	Y	
GW780	WVL	Park Jn – Park Jn SB	1	02	0	74	8	Y	
GW780	NWN	Park Jn SB – Ebbw Jn	0	54	0	00	8	Y	
GW784	NLL	Alexandra Dock Jn – Network Rail Boundary (Newport Docks)	159	60	160	27	8	Y	
GW790	ROC	Pengam Jn – Change of ELR	168	20	168	61	7	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
GW790	ROA	Change of ELR – Network Rail Boundary (ABP Cardiff Docks)	3	41	4	54	7	Y	
GW810	CAR	End of Line (Rhymney) – Ystrad Mynach South Jn	24	00	13	41	6	Y	
GW810	CAR	Ystrad Mynach South Jn – Heath Jn	13	41	3	32	6	Y	
GW810	CAR	Heath Jn – Cardiff Queen Street North Jn	3	32	1	22	6	Y	
GW820	TBD	Network Rail Boundary (Cwmbargoed) – Site of Former Taff Bargoed Branch Jn	19	59	13	53	8	Y	
GW820	VON	Site of Former Taff Bargoed Branch Jn – Site of Former Penallta Jn	13	53	12	41	8	Y	
GW820	PTA	Site of Former Penallta Jn – Ystrad Mynach South Jn	15	01	13	41	8	Y	
GW828	CRY	Coryton – Heath Jn	2	57	0	15	6	Y	
GW830	CAM	Merthyr Tydfil – Abercynon Jn	24	44	16	35	6	Y	
GW830	CAM	Abercynon Jn – Pontypridd Jn	16	35	13	04	6	Y	
GW830	CAM	Pontypridd Jn – Radyr Jn	13	04	5	23	6	Y	
GW830	CAM	Radyr Jn – Queen Street North Jn	5	23	1	17	8	Y	
GW830	CAM	Queen Street North Jn – Queen Street South Jn	1	17	0	66	8	Y	
GW830	CEJ	Queen Street South Jn – Cardiff East Jn	0	22	0	00	8	Y	
GW830	SWM2	Cardiff East Jn – Cardiff West Jn	170	18	170	56	8	Y	
GW830	BRY	Cardiff West Jn – Barry Jn	0	10	8	16	8	R1	R1 Prohibited between Penarth Curve South Jn and Grangetown on the Up Barry line
GW830	BRY	Barry Jn – Buffer Stops (Barry Island)	8	16	8	76	6	Y	
GW834	VON	Network Rail Boundary – Aberdare	26	62	22	34	6	Y	
GW834	VON/ALK	Aberdare – Cwmbach Change of ELR	22	34	20	68	6	Y	
GW834	ABD/MOA	Cwmbach Change of ELR – Abercynon Jn (Including Mountain Ash Down Loop ELR MOA)	22	01	16	35	6	Y	
GW835	THT	End of Line – Treherbert	23	69	23	54	6	Y	
GW835	THT	Treherbert – Pontypridd Jn	23	54	13	04	6	R1	R1 Prohibited between Dinas Rhonda and Porth on the Single line
GW839	CAM	Queen Street South Jn – Cardiff Bay	0	66	0	02	6	Y	
GW840	RAD	Radyr Jn – Leckwith Loop South Jn	4	41	0	69	8	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
GW840	RAD	Leckwith Loop South Jn – Penarth Curve North Jn	0	69	0	47	8	Y	
GW840	RAD	Penarth Curve North Jn – Radyr Branch Jn	0	47	0	25	8	Y	
GW850	CLL	Leckwith Loop South Jn – Leckwith Loop North Jn	0	26	0	00	8	Y	
GW860	CPL	Penarth Curve North Jn – Penarth Curve South Jn	0	25	0	00	8	Y	
GW864	PTH	Cogan Jn – Penarth	0	01	1	12	6	Y	
GW870	VOG	Barry Jn – Bridgend Bay Platform	0	00	19	04	8	R1	R1 Prohibited Bridgend bay platform 1a
GW871	FOR	Ford Siding GF – Network Rail Boundary (Ford Works, Waterton)	0	00	1	18	8	Y	
GW874	BAL	Llynfi Jn – Tondu Jn	0	07	2	70	6	Y	
GW874	BAL	Tondu Jn – Maesteg	2	70	8	06	6	Y	
GW877	POR	Tondu Jn – Cefn Jn	0	00	2	43	6	Y	
GW877	OVE	Cefn Jn – Margam Abbey Works East Jn	7	41	2	41	6	R1	R1 Prohibited Aberbaiden Siding
GW877	OVE	Margam Abbey Works East Jn – Margam East Jn	2	41	1	40	6	Y	
GW877	OVE	Margam East Jn – Margam Yard Jn	1	40	0	79	6	Y	
GW877	OVE	Margam Yard Jn – Network Rail Boundary (Port Talbot Docks)	0	79	0	56	6	Y	
GW890	SDI1	Briton Ferry Up Flying Loop Jn – Dynover Jn	206	14	207	67	8	Y	
GW890	SDI1	Dynover Jn – Jersey Marine Jn North	207	67	208	33	8	Y	
GW890	SDI1	Jersey Marine Jn North – Change of Mileage	208	33	208	49	8	Y	
GW890	SDI2	Change of Mileage – Grovesend Colliery Loop Jn	0	00	10	05	8	Y	
GW890	SDI2	Grovesend Colliery Loop Jn – Morlais Jn	10	05	10	64	8	Y	
GW8901	RSB	Dynevor Jn – Jersey Marine South Jn	19	16	20	24	6	Y	
GW892	VON	Network Rail Boundary (Cwmgwrach) – Neath & Brecon Jn	33	14	41	17	6	Y	
GW892	VON	Neath & Brecon Jn – Burrows Sidings	41	17	46	30	6	Y	
GW893	NAB	Network Rail Boundary (Onllwyn) – Neath and Brecon Jn	10	10	0	01	6	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
GW894	JER	Jersey Marine Jn North – Jersey Marine Jn South	1	24	2	26	6	Y	
GW897	HDY	Grovesend Colliery Loop Jn – Hendy Jn	0	00	0	46	6	Y	
GW900	BSW	Ableton Lane Tunnel – Severn Tunnel Jn	10	51	16	73	8	Y	
GW900	SWM2	Severn Tunnel Jn – Maindee West Jn	149	14	158	16	8	Y	
GW900	SWM2	Maindee West Jn – Cardiff East Jn	158	16	170	18	8	R1 R2	R1 Prohibited between Newport and Alexandra Dock Jn on the Down Relief line R2 Prohibited Newport platform 3 (Up Down platform line)
GW900	SWM2	Cardiff East Jn – Cardiff West Jn	170	18	170	56	8	R1	R1 Prohibited Cardiff Central platform 7 (Down Barry line)
GW900	SWM2	Cardiff West Jn – Court Sart Jn	170	56	206	58	8	Y	
GW900	SWM2	Court Sart Jn – Llandore Jn	206	58	214	62	8	R1	R1 Prohibited between Skewen and Llansamlet on the Up line
GW900	SWM2	Llandore Jn – Llandeilo Jn	214	62	223	49	7	R1	R1 Prohibited between Swansea Loop West Jn and Former Cockett West Jn (217m 66ch) on the Down Main line
GW900	SWM2	Llandeilo Jn – Carmarthen Bridge Jn	223	49	245	32	8	R1	• Prohibited Between Kidwelly Jn and Buffer Stops on Goods line connections to former Cwmmawr branch
GW900	SWM2	Carmarthen Bridge Jn – Whitland Jn	245	32	259	01	8	Y	
GW900	SWM2	Whitland Jn – Clarbeston Road Jn	259	01	271	08	8	R1	R1 Prohibited Clarbeston Road Up Main line platform
GW900	CRL	Clarbeston Road Jn – Change of ELR (Letterston Jn)	271	08	281	58	7	Y	
GW900	NPF	Change of ELR (Letterston Jn) – Network Rail Boundary (Fishguard Harbour)	283	30	287	52	7	Y	
GW9001	SWA	Landore Jn – Swansea	214	62	216	07	7	Y	
GW906	SWL	Swansea Loop East Jn – Swansea Loop West Jn	0	53	0	00	7	Y	
GW910	CWL1	Craven Arms Jn – Change of Mileage	20	01	20	12	5	Y	
GW910	CWL2	Change of Mileage – Site of Former Llandovery Jn	0	00	59	14	5	Y	
GW910	VOT	Site of Former Llandovery Jn – Llandeilo	29	40	18	07	5	Y	
GW910	LLA	Llandeilo – Pantyffynnon	18	07	10	08	5	Y	
GW910	LLA	Pantyffynnon – Morlais Jn	10	08	3	50	5	Y	
GW910	LLA	Morlais Jn – Llandeilo Jn	3	50	0	00	8	Y	
GW915	GWA	Gwaun-cae-Gurwen – Former Jn (Change of ELR)	16	41	14	60	5	Y	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	RA	Loco Gauge	Notes
GW915	GNT	Former Jn (Change of ELR) – Pantyffynnon	14	60	10	04	5	Y	
GW930	CAN	Carmarthen Jn – End of Line (Beyond Carmarthen Station)	245	10	245	65	8	Y	
GW940	CAN/CNW	Up Sidings No.2 GF – Carmarthen Bridge Jn	245	43	245	32	8	Y	
GW950	PEM	Whitland Jn – Pembroke RA Change	259	01	284	22	7	Y	
GW950	PEM	Pembroke RA Change – Pembroke Dock	284	22	286	26	6	Y	
GW960	SWM2	Clarbeston Road – Haverfordwest	271	08	276	08	8	Y	
GW960	SWM2	Haverfordwest – Change of ELR (Site of Former Johnston Jn)	276	08	280	70	8	Y	
GW960	MIL	Change of ELR (Site of Former Johnston Jn) – Herbranston Jn	280	70	283	12	8	Y	
GW960	MIL	Herbranston Jn – End of Line (Beyond Milford Haven)	283	12	284	71	8	Y	
GW970	GOB	Gulf Oil Branch Jn – Waterston, Gulf Oil Refinery	0	00	2	35	8	Y	
GW980	ERB	Herbrandston Jn – Robeston	0	00	1	18	8	Y	

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YATE MIDDLE JN TO YATE WEST (START OF OT SECTION) 596
TYTHERINGTON 597
ENTIRE LINE OF ROUTE 599

GW440- YATE SOUTH JN TO WESTERLEIGH
YATE SOUTH JN 600
WESTERLEIGH YARD (END OF LINE) 601

GW450- STOKE GIFFORD JN TO BRISTOL EAST JN
BARTON HILL DEPOT 602
LAWRENCE HILL GF TO BARROW ROAD SIDINGS 602
FILTON ABBEY WOOD 602

GW4501- STOKE GIFFORD JN TO BRISTOL BULK HANDLING TERMINAL
CHITTENING ESTATE 604
AVONMOUTH BP SIDINGS 605
PORTBURY TERMINAL JN TO BRISTOL BULK HANDLING TERMINAL 605

GW454- SEVERN BEACH TO NARROWAYS HILL JN
SEVERN BEACH TO ST. ANDREWS JN SB (SA) & LC (MCB) 606
SEVERN BEACH TO NARROWAYS HILL JN 606

GW480 - SWINDON TO STANDISH JN
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GW500- READING TO COGLOAD JN VIA WESTBURY & FROME A/LS
READING UPPER TRIANGLE DEPOT 607
READING WEST 607
READING WEST TO SOUTHCOTE JN 607
SOUTHCOTE JN TO NEWBURY 607
THEALE 608
THATCHAM AND NEWBURY 608
NEWBURY 609
WESTBURY CEMENT WORKS SIDINGS 609
CASTLE CARY 610
SOMERTON GF 611

GW5001- BEECHGROVE GF (INCL) TO WESTBURY SOUTH JN
WARMINSTER 611
WESTBURY SOUTH JN TO WARMINSTER 611
DILTON MARSH 611

GW510- WESTBURY NORTH JN TO BATHAMPTON JN
BRADFORD JN 611
BRADFORD-ON-AVON 612

GW520- WESTBURY EAST LOOP JN TO HAWKERIDGE JN
HAWKERIDGE JN 612

GW528- BRISTOL, NORTH SOMERSET JN TO BRISTOL WEST JN VIA ST. PHILIPS MARSH
ST. PHILIPS MARSH 612

GW540 - FILTON JN TO PATCHWAY JN
STOKE GIFFORD INTER CITY DEPOT 613

GW548- PARSON STREET JN TO PORTBURY
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GW560- HEYWOOD ROAD JN TO FAIRWOOD JN VIA WESTBURY
WESTBURY 614

GW572- FROME NORTH JN TO WHATLEY QUARRY
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GW580- EAST SOMERSET JN TO CRANMORE
MEREHEAD QUARRY 617
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GW600- WOOTTON BASSETT JN TO PILNING
CHIPPING SODBURY TUNNEL 619
WOOTTON BASSETT JN AND CHIPPENHAM 619
BRISTOL PARKWAY ROYAL MAIL TERMINAL 619
STOKE GIFFORD YARD 620
STOKE GIFFORD INTER CITY EXPRESS (IEP) DEPOT 620
PILNING – (2 INSTRUCTIONS) 620
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GW606- COWLEY BRIDGE JN TO BARNSTAPLE
SALMON POOL LC (ABCL) 621
EGGESFORD (TEP) 621
EGGESFORD (TEP) TO BARNSTAPLE 623
BARNSTAPLE GROUND FRAME 623
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GW608- CREDITON TO COLEFORD (MELDON LINE)
ENTIRE LINE OF ROUTE 624
SALMON POOL LC (A)BCL 624
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GW610- CRANNAFORD LC (INCL) TO EXETER ST. DAVIDS
EXMOUTH JN 625
EXETER CENTRAL 625
EXETER CENTRAL TO EXETER ST. DAVIDS 625
EXETER CENTRAL TO EXETER ST. DAVIDS JN 625

GW611- EXMOUTH JN TO EXMOUTH
LYMPSTONE COMMANDO 626
EXMOUTH 626

GW618- NEWTON ABBOT EAST JN TO HEATHFIELD
NEWTON ABBOT EAST JN TO HEATHFIELD 626
TEIGNBRIDGE LC (TMO) 626

GW620- NEWTON ABBOT WEST JN TO PAIGNTON
PAIGNTON 627

GW628- LAIRA JN / LIPSON JN TO CATTEWATER
LAIRA DIESEL DEPOT TO LAIRA JN 629
LAIRA JN TO MOUNT GOULD JN 630
MOUNT GOULD JN 631
PLYMOUTH FRIARY 631
PLYMOUTH FRIARY TO CATTEWATER BRANCH 0M 78CH 631

GW637- ST. BUDEAUX JN TO GUNNISLAKE
ST. BUDEAUX JN 633
ST. BUDEAUX VICTORIA ROAD 633
BERE ALSTON TO GUNNISLAKE 634
BERE ALSTON 634
CALSTOCK & GUNNISLAKE 634
ENTIRE LINE OF ROUTE 635

GW640- LISKEARD TO LOOE VIA COOMBE
LISKEARD 635
LISKEARD TO LOOE 636
LOOE 636
LISKEARD TO COOMBE 636
COOMBE TO LOOE 636

GW642- COOMBE (EXCL) TO MOORSWATER
COOMBE NO.2 GF TO MOORSWATER 637

GW650- LOSTWITHIEL TO CARNE POINT, FOWEY
ENTIRE LINE OF ROUTE 637
GOLANT LC (OC) 637
CARNE POINT 638

GW660- PAR TO NEWQUAY
PAR TO ST. BLAZEY YARD 638
PAR 638
GOONBARROW 638
ST. BLAZEY JN 640
QUINTREL DOWNS LC (ABCL) 640
ST. BLAZEY YARD 640A
TRENCREEK LC (AOCL + B) 641
NEWQUAY 641

GW672- BURNGULLOW TO PARKANDILLACK

BURNGULLOW JN TO PARKANDILLACK 641
BURNGULLOW JN 642
PARKANDILLACK / TREVISCOE 642

GW680- PENWITHERS JN TO FALMOUTH
FALMOUTH DOCKS 643

GW690- ST. ERTH TO ST. IVES
LELANT SALTINGS 643
ST IVES 643

GW700- GLOUCESTER BARNWOOD JN TO SEVERN TUNNEL JN
GLOUCESTER 645
SEVERN TUNNEL JN 646

GW710- LLANWERN WORKS EAST TO LLANWERN WORKS WEST VIA BSS
LLANWERN WORKS EAST CONNECTION TO LLANWERN WORKS WEST CONNECTION 646

GW720- USKMOUTH TO EAST USK JN
EAST USK JN 646A
ENTIRE LINE OF ROUTE 646B

GW730- SEVERN BRIDGE JN TO NEWPORT, MAINDEE WEST JN
COLEHAM LIGHT MAINTENANCE DEPOT 646B
LITTLE MILL SB 647
SUTTON BRIDGE JN 648
CRAVEN ARMS 648
WOOFFERTON UGL 648
MORETON STONE TERMINAL 648
HEREFORD 649
ABERGAVENNY / Y FENNI 649
PONTYPOOL / PONT-Y-PWL AND NEW INN 649

GW731- ABBEY FOREGATE TO RUABON
ABBEY FOREGATE MAINTENANCE DEPOT 650
SHREWSBURY 650

GW733- SUTTON BRIDGE JUNCTION TO ABERYSTWYTH
TALERDDIG 650
MACHYNLLETH DEOT 651
BORTH CAPEL SOAR LC (AOCL) AND LLANDRE (ABCL) 651
ABERYSTWYTH 652
ENTIRE LINE OF ROUTE 652

GW734- DOVEY JN TO PWLLHELI
ENTIRE LINE OF ROUTE 653
SANDILANDS LC (ABCL) 653
BARMOUTH 653
LLANABER (TEP) TO TALYBONT 654
BENNAR FAWR LC (AOCL) 654
TRAETH MAWR LC (ABCL) 654
WELSH HIGHLAND RAILWAY (WHR) FLAT CROSSING 654
PORTHMADOG 655
ABERERCH LC (ABCL) 655
PWLLHELI 655

GW735 – SHREWSBURY, CREWE JN TO NANTWICH
ENTIRE LINE OF ROUTE 655

GW750- HEREFORD/BRECON CURVE GF TO MEB SIDING
ENTIRE LINE OF ROUTE 656

GW773- MACHEN QUARRY TO PARK JUNCTION
MACHEN QUARRY INLET GF 656
MACHEN QUARRY 656

GW784- ALEXANDRA DOCK JCN TO 160M 27CH (BOUNDARY WITH NEWPORT DOCKS)
NEWPORT DOCKS 657

GW790- PENGAM JN TO 4M 54CH (ABP) CARDIFF DOCKS
ENTIRE LINE OF ROUTE 657

GW810- RHYMNEY TO QUEEN STREET NORTH JN
RHYMNEY/RHYMNI 658

GW820- CWMBARGOED TO YSTRAD MYNACH SOUTH
CWMBARGOED 658
CWMBARGOED TO YSTRAD MYNACH SOUTH 658

GW830- METHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET
STORMSTOWN 661
CARDIFF 661
MERTHYR TYDFIL STATION 661
CADOXTON / TREGATWG 662
COGAN LOOPS 662

GW834- HIRWAUN TO ABERCYNON
HIRWAUN POND 663
ROBERTSON LC (TMO) 663
ABERDARE / ABERDAR 664
MOUNTAIN ASH/ ABERPENNAR 664

GW835- TREHERBERT TO PONTYPRIDD JN
TREHERBERT / DREHERBER TO YSTRAD RHONDDA (TEP) 664
TREHERBERT / DREHERBER 665
YSTRAD RHONDDA (TEP) 665
YSTRAD RHONDDA (TEP) TO PORTH (TEP) 666

GW870- BARRY TO BRIDGEND, BARRY JN
BARRY DOWN PASSENGER LOOP 666
ABERTHAW 666

GW871- FORD SIDING GF TO FORD WORKS, WATERTON
ENTIRE LINE OF ROUTE 667

GW874- BRIDGEND, (LLYNFI JN) TO MAESTEG
TONDU 668
MAESTEG TO TONDU 668
MAESTEG 668

GW877- TONDU TO PORT TALBOT DOCKS (OGMORE VALE EXTENSION)
ABERBAIDEN PARC SLIP 669
MARGAM ABBEY WORKS EAST JUNCTION 669
(TONDU) 669
MARGAM DIESEL DEPOT 670

GW890- COURT SART JN/UP FLYING LOOP JN TO MORLAIS JN
LLANDARCY GF 670
LLANGYFELACH TUNNEL 670

GW8901- DYNEVOR JN TO JERSEY MARINE JN SOUTH
DYNEVOR JN 671

GW892- CWMGWRACH TO BURROWS SIDINGS
CWMGWRACH 671
CLYNE LC (TMO) 671

BURROWS SIDINGS 671
SWANSEA DOCKS 672

GW893- ONLLWYN TO NEATH AND BRECON JN
ONLLWYN 672

GW900- PILNING TO FISHGUARD HARBOUR
SEVERN TUNNEL 7012M 673
SEVERN TUNNEL JUNCTION CRIPPLE SIDING 675
EAST USK JN 675
NEWPORT / CASNEWYDD 675
NEWPORT 675
ALEXANDRA DOCK JN 676
CARDIFF 676
CARDIFF CENTRAL/ CAERDYDD CANOLOG 677
CANTON DEPOT 678
PORT TALBOT PARKWAY 679
LANDORE DEPOT 680
SWANSEA LOOP WEST JN 681
SWANSEA IEP DEPOT 681
ST BRIDES CARRIER WIRE NEUTRAL SECTION (CWNS) 681

BRITON FERRY 681A

LLANELLI 682
WHITLAND / HENDY-GWYN 682
FISHGUARD HARBOUR 682
LANDORE VIADUCT 682

GW9001- LANDORE JN TO SWANSEA
LANDORE DEPOT TO SWANSEA / ABERTAWE 683
SWANSEA / ABERTAWE 683

GW910- CRAVEN ARMS JN TO LLANDEILO JN
CRAVEN ARMS JN TO PANTYFFYNNON 684
LLANDRINDOD (TEP) 684
LLANDOVERY 684
LLANDEILO (TEP) 685
PANTYFFYNNON LC (MG) 686
LLANDRINDOD AND LLANDOVERY LEVEL CROSSINGS (TMO) 687

GW915- GWAUN-CAE-GURWEN TO PANTYFFYNNON
GWAUN-CAE-GURWEN COLLIERY GROUND FRAME 668
GWAUN-CAE-GURWEN COLLIERY LC (OPEN) 688
GWAUN-CAE-GURWEN A-474 LC (OCL) 689
CAWDOR LC (OPEN) 689
AMMANFORD RELIEF ROAD LC (TMO) 689
GARNANT BRANCH LC (OC) 690

GW930- CARMARTHEN JN TO CARMARTHEN STATION GF
CARMARTHEN (CAERFYRDDIN) 691

GW950- WHITLAND TO PEMBROKE DOCK
WHITLAND 691
TENBY / DINBYCH-Y-PYSGOD (TEP) 691
CAERFYRDDIN 692A
PEMBROKE DOCK / DOC PENFRO 693
ENTIRE LINE OF ROUTE 693

GW960- CLARBESTON ROAD TO MILFORD HAVEN
HAVERFORDWEST/ HWLFFORDD 694

GW970- GULF OIL BRANCH JN TO WATERSTON, GULF OIL REFINERY
GULF OIL BRANCH JN TO GULF OIL REFINERY (WATERSTON) 694

GW980- HERBRANDSTON JN TO ROBESTON
HERBRANDSTON JN TO ROBESTON ELF SIDINGS 694

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GW103 - PADDINGTON TO UFFINGTON

PADDINGTON

Reduction of noise/smoke emission of HST's. On arrival at Paddington, HST's must be brought to a stand with the driving cab opposite the yellow platform marker, except in platform 8 where an additional red marker is provided

Platform 8 – red marker 122 feet from the buffer stop.

Starting of trains. The TRS and RA plungers must not be used by traincrews: they must only be operated by the Person In Charge of the platform

Stabling of locomotives in Station. When it is necessary for a locomotive to be made "dead", the driver must advise the Signaller concerned.

When the locomotive is ready for movement, the Driver must, before the locomotive is moved, obtain permission form the Signaller for the movement.

Stopping of locomotive-hauled trains. Yellow lines are provided on each platform and Drivers must bring their trains to a stand with the driving cab opposite the appropriate yellow line.

Working of HSTs and IETs into Nos. 6 and 7 Platform lines. Due to extended platform gaps, suitable on-train announcements should be made to passengers alighting at these platforms. Extra platform staff will be provided.

Windscreen cleaning of traction units. Windscreen cleaning of traction units in any electrified platform line is prohibited unless carried out by specially trained staff using the special equipment provided.

Shunting movements into and out of Platforms. Before moving, Drivers must come to a clear understanding with the Signaller about what is required, and after departure from a platform, must not normally proceed further than is necessary to clear the signal controlling the return movement into the station. If it is necessary to proceed beyond this point the Driver must not set back without the authority of the Signaller.

No movement must be made to the Bristol end of a platform already occupied by an HST.

No light locomotive movement must be made to and from the Bristol end of any other occupied platform if the train standing in that platform is complete and scheduled to depart within five minutes. If such a move is essential it must not be made until the Platform Supervisor has suitably instructed the Driver and Guard of the train in the platform and advised the signaller that he has done so.

Working of trains into No.14 Platform line. Drivers of trains running into this platform line must draw their trains up to the yellow platform markers just before the stop block.

Permissive Working. When signalled permissively into Paddington station trains must not exceed a maximum speed of 10mph at the Reading end of the platform.

Platforms 4 and 5. The sharing of platforms 4 and 5 by 2 x 5 car IET/800 trains is prohibited as the rear of the second train will be outside the platform starting signal.

Platforms 4, 5 and 6 No attaching or detaching moves involving IET's are permitted in these platforms

Dated: 03/02/2024

GW103 - PADDINGTON TO UFFINGTON

PADDINGTON NEW YARD

Paddington New Yard is a rail siding for the delivery of aggregates material to Tarmac.

The person in charge of all rail movements is the FOC member of ground staff (PiC).

All movements will be controlled by the use of back to back shunting radios. The PiC will issue the driver with a handset which will be tested before any further communications via radio are made.

3.1 Train Arrival

The PIC must check that the RRAP closest to the entrance of the yard (west end) is clear and no further movement will be made over it before contacting TVSC Paddington workstation, to inform the signaller that they are on site.

The PIC must check that all hand points are correctly set.

The PIC must meet the train at the west end RRAP on arrival ensuring the whole train is clear of 8049 points, give the driver a radio and perform a satisfactory radio test before giving authority to continue over the RRAP to the Hopper house.

All train movements will come to a stand prior to the discharge area.

Once permission is gained from the Tarmac PiC, the locomotive may enter the discharge area and stop, positioning the wagon over the ‘discharge pit’.

3.2 Shunting

Permission must be gained for the service to enter the discharge area. The PiC will control the movements for the discharge of the train being aware to check the east end RRAP before giving the driver authority to pass over it.

It is envisaged that the train will need to be split during discharge to facilitate the delivery of the complete train.

Discharged wagons are to be split and propelled secured and remaining wagons discharged.

Once all wagons are discharge the train is to be reformed on No.1 road and the locomotive run rounds via no 2 (Discharge) road in order to reform the train.

All hand points must be set for the required direction of travel.

3.3 Freight Interchange Activity

The FOC PiC must make sure that whilst unloading the train that he takes instruction from the Tarmac supervisor on stopping each move to unload and starting the move for the next loaded wagon.

3.4 Train Preparation

The FOC PiC will make sure all doors are fully closed after each wagon has been off loaded.

All train preparation and TOPS paperwork must be completed before contacting the TVSC to depart the train.

3.5 Train Departure

When the train is reformed and train preparation is complete the PIC, after setting the points and checking the RRAP is clear, will give the driver permission to proceed to the exit signal SN93. The PiC will inform TVSC that the train is ready to depart.

Once departed, the PiC will confirm with TVSC that the sidings are clear of FOC train movements.

3.6 Protection Arrangements

There are no facilities on site to leave cripple wagons, all wagons must be removed to a suitable location.

In the event that wagons are not in a safe condition to enter the network they must be left clear of all point work and in such a place that will not impact on the delivery of services to Tarmac.

Dated: 24/10/2020

GW103 - PADDINGTON TO UFFINGTON

Between Paddington and Reading

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

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

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

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

Dated: 26/11/2023

GW103 - PADDINGTON TO UFFINGTON

BETWEEN CAUSEWAY LC AND WANTAGE ROAD

Signage for Class 80x

Signage is provided and is applicable to Class 80x IET's only. The signage is for Class 80X trains to PAN DOWN or PAN UP at line speed. This signage is provided between Causeway Level Crossing and Wantage Road on the Up Main and Down Main for trains that going to or from Oxford.

The signs have the legend "OXF" for Oxford services only.

Dated: 14/09/2024

GW103 - PADDINGTON TO UFFINGTON

ALSTOM OLD OAK COMMON DEPOT (VIA BACK LINE)

Arrivals

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

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

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

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

Departures

All departures will require the DOC to obtain the slot on SN6096 from the NR signaller. To obtain the slot, the DOC will call the NR signaller before the planned time of departure to request the release.
Once the slot is obtained, the DOC will only set the route provided this does not result in any timetable clashes at the depot.

If the departure is timetabled, ARS has the ability to set the route from SN6080.
A 9 car Class 345 stood at SN6080 signal is foul of 7000 and 7001 points on the Washer Bypass Line and 7004 points on Depot Line 1.

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

Dated: 03/02/2024

GW103 - PADDINGTON TO UFFINGTON

ACTON YARD

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

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

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

Operational lengths.

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

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

Trains on the Down Poplar line: Once you have undertaken driver relief at Acton Mainline, you must contact the signaller via GSM-R to confirm you are ready to depart before proceeding forward to SN197 signal.

Dated: 01/03/2025

GW103 - PADDINGTON TO UFFINGTON

NORTH POLE DEPOT

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

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

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

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

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

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

Dated: 27/12/14

GW103 - PADDINGTON TO UFFINGTON

West Ealing Station

West Ealing Bay Platform
Two fast charging units have been installed in the bay platform at West Ealing to enable battery powered trains to be recharged whilst conducting their station duties. These units are powered from a track side DNO and resemble three pieces of rail positioned inside the normal 4 foot rails, the first of which is positioned approximately 12 metres from the buffers.
The fast charging units will only become live when an appropriate train is located in the correct position above them. Stop car markers will be provided to ensure the trains stop in the correct position.
An emergency stop button is provided, located on the station infrastructure adjacent to the first fast charging unit. This will cut the power immediately and the system cannot be reset until the train has been moved clear of the charging units.

Dated: 05/09/22

GW103 - PADDINGTON TO UFFINGTON

West Ealing Loops/Light Maintenance Depot (LMD)

West Ealing Light Maintenance Depot (LMD)

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

Arrivals

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

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

Departures

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

Protection

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

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

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

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

Dated: 30/11/2020

GW103 - PADDINGTON TO UFFINGTON

HANWELL

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

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

Dated: 07/12/13

GW103 - PADDINGTON TO UFFINGTON

These sidings are currently out of use.

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

Dated 24/02/24

GW103 - PADDINGTON TO UFFINGTON

SOUTHALL

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

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

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

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

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

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

Dated: 24/02/2024

GW103 - PADDINGTON TO UFFINGTON

SOUTHALL

Westinghouse sidings (Southall West Yard headshunt)

Arrival

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

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

Departure/Moves approaching SN6188

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

Dated: 20/08/16

GW103 - PADDINGTON TO UFFINGTON

HAYES AND HARLINGTON

Tarmac Ltd Sidings

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

Trains arriving in Down direction
The train will run to the Up Goods Loop and must come to a stand at signal SN6191.

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

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

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

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

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

Dated: 30/09/23

GW103 - PADDINGTON TO UFFINGTON

STOCKLEY BRIDGE JUNCTION To WEST DRAYTON

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

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

No. 2 siding (hopper siding)

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

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

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

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

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

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

Dated: 23/05/15

GW103 - PADDINGTON TO UFFINGTON

WEST DRAYTON

Tarmac – Hanson Frays Siding

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

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

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

Train Arrival

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

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

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

Train departure

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

Dated: 18/11/23

GW103 – PADDINGTON TO UFFINGTON

Langley Up Sidings

Arrival
An arriving train must be routed to the Langley siding.

Departure

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

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

Dated: 23/03/24

GW103 - PADDINGTON TO UFFINGTON

SLOUGH

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

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

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

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

Dated: 18/11/23

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GW103 - PADDINGTON TO UFFINGTON

TAPLOW

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

Dated: 05/08/06

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GW103 - PADDINGTON TO UFFINGTON

MAIDENHEAD

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

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

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

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

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

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

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

Dated: 11/11/2023

GW103 – PADDINGTON TO UFFINGTON

MAIDENHEAD TURNBACK LINE

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

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

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

Dated: 16/04/2024

GW103 - PADDINGTON TO UFFINGTON

Maidenhead Carrier Wire Neutral Section (CWNS)

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

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

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

Dated: 02/12/2023

GW103 PADDINGTON TO UFFINGTON

MAIDENHEAD STABLING LINES

Departing procedure

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

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

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

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

Lock-Out Device for the Stabling Lines

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

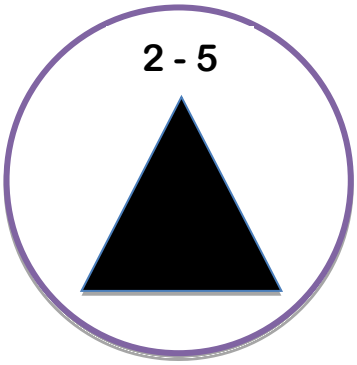
The person requesting the LOD will wait for any incoming movement to stop before requesting the LOD release.

Dated: 24/04/2021

GW103 - PADDINGTON TO UFFINGTON

READING

A ‘Rear Clear Marker’ board is a circular board with white background, a black triangle and numerals in black font.



These boards are located on platforms 7 to 15, they are positioned approximately halfway along the platform and are applicable to DMUs and EMUs with a consist of 2 to 5 vehicles. The boards apply to trains travelling in either Up and Down direction, and are reversing in the station.

Drivers, of DMU’s or EMU’s, with a consist of 2 to 5 vehicles, must stop the train 5 metres from the board if the service is to reverse in the platform and the next journey will be in the opposite direction to the arrival.

Drivers of formations that consist of **more than** 5 vehicles must go passed the ‘Rear Clear Marker’ board and stop the train at the normal stopping location for the formation they are driving.

Dated: 25/03/17

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GW103 - PADDINGTON TO UFFINGTON

READING

Reading Low Level line. The Train Operating Company concerned must advise the signaller if a Down train running on reduced power is planned to use the low level line. Due to the gradient concerned, the signaller will give the train concerned a clear run into the station and not detain it at signal T1691 unless absolutely unavoidable.

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
East end	Shunt A; Route to Kennet Bridge Loop and reverse behind T1679 Shunt B; Route to Down Southern line and reverse behind T6781 (Spur Junction) Shunt C; Up Southern line and reverse behind T6783 (Reading Southern Junction)
West end	Shunt D ; via Oxford Road Junction to Reading West - Reverse behind T2804 Shunt E; Westbury Line Junction to Down Westbury and reverse behind T1714 Shunt F; Down Reading Festival to Tilehurst and reverse behind T1760 Shunt G; Up Reading Passenger Loop behind and reverse behind T1732 Shunt H Down Relief to Tilehurst and reverse behind T1760

Location	Reading TCD departure
Connection A	Shunt 1; To or from Tilehurst route via the Down Relief and reverse behind T1760 Shunt 2; To or from Tilehurst via the Up Relief and reverse behind T1762
Connection C	Shunt 3; Up direction when no access available to reverse in Reading Station – Route via Up Passenger Loop and reverse behind T1747

Platform Nos. 4, 5 and 6. These platform lines are equipped with conductor rails charged with electricity at 660 to 750 volts direct current. Attention is drawn to GO/RT/3091, DC Electrified Lines Instructions.
A suitable announcement must be made on inward services to advise customers from which side they should leave the train.
Locomotive Hauling of HSTs - Reading to Bournemouth/Poole. In the event of loco-haulage of an HST where the emergency coupling bar would be in use at either end of the train a Southbound service must not proceed beyond Reading. This is due to the necessity to isolate the "Third Rail" current when the emergency bar is attached or detached. This instruction does not apply if:-

a) In the event of failure when on the "Third Rail" routes which then necessitates loco-haulage to clear the line/work the train forward.

b) In the event of the failed HST having a power car fitted with buffers at both ends of the train.

Air brake continuity test. When locomotive hauled passenger trains arriving from the west end of the station are reversed and the incoming locomotive has run around the train or when a fresh locomotive is attached at the west end of the train to take the train forward, the air brake continuity test must be carried out in the following manner:-
Where only one Shunter is available, the Air Brake Test must be carried out in the conventional manner.

Where two Shunters are available, the following arrangements will apply:-

On arrival of the train the Person in Charge must proceed to the end of the train at which the locomotive which will work it forward is to be attached and must ascertain from the Driver of that locomotive that they are ready to carry out the brake continuity test. The Guard who is to work the train forward, having obtained details of the train, must immediately advise such details to the Driver who is to work the train forward.
The Shunter detaching the locomotive which has brought the train in must remain at the end of the train to participate in the test. After detaching the locomotive he/she must place a tail lamp on the rear vehicle. The Shunter attaching the locomotive which will take the train forward is responsible for removing the tail lamp at that end of the train.
The Driver of the locomotive which has been attached must advise the Person in Charge when he/she is ready to carry out the continuity test and the latter must indicate to the Shunter at the rear of the train that the test must commence.
The Shunter must then:-

c) Open the brake pipe cock on the rear vehicle until all air is exhausted. The cock must then be closed.

d) If a brake van is the rear vehicle, the emergency air valve may be used with the Guard's co- operation. The valve must not be closed until all the air has been exhausted.

e) Before indicating to the Guard that station work has been completed the Person in Charge of the platform must satisfy himself that the continuity test has been carried out correctly and that a tail lamp has been placed on the rear vehicle.

f) Before indicating to the Guard that station work has been completed the Person in Charge of the platform must satisfy himself that the continuity test has been carried out correctly and that a tail lamp has been placed on the rear vehicle.

g) The Guard will regard the indication from the Person in Charge as signifying that these duties have been carried out.

h) <u>Changeover/Run-round of Locomotives.</u> In accordance with the Rule Book,

Module SS2, Section 6, all locomotive run-round movements must be accompanied by a Shunter or other competent person, in the opposite end cab to the Driver. The Driver making the movement must do so from the cab leading on arrival in order to comply with Section 6.

Dated: 03/08/19

GW103 PADDINGTON TO UFFINGTON

READING

Dispatch of all trains from platforms 1, 2 and 3 must be done using RA (and CD indicator for trains with doors controlled by the Driver).

Dated: 01/08/2020

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GW103 - PADDINGTON TO UFFINGTON

Reading Feeder Main and Relief lines

The Train Operating Company concerned must advise the signaller if a train is running on reduced power that is planned to use these lines. Due to the gradients concerned, the signaller will attempt to give the train a clear run and not detain it at the signals at each end unless absolutely unavoidable.

Dated: 07/04/15

GW103 - PADDINGTON TO UFFINGTON

Reading Train Care Depot (RTCD)

Three connections are provided between RTCD and the main running lines as follows :

Depot Entrance E – East end – at Reading Station West

Depot Entrance C – Central – near Reading West Junction

Depot Entrance A – West end – at Scours Lane

Responsibility for movements within RTCD rests with the Train Movements Controller (TMC). This person can be contacted on 01189 089 142. A direct dial phone and emergency alarm is also provided between RTCD and TVSC.

Depot Entrance E

Movements towards the depot – Upon receipt of the train ready to start indication for the train concerned, the signaller will operate the 'release request' display associated with signals T1719 platform 13, T1721 platform 14 or T1723 platform 15 as appropriate. RTCD equipment displays descriptions for trains standing at these signals once the 'release request' display is operated. Provided the depot can accept the movement concerned, the TMC must set the appropriate internal depot route.

The TMC must acknowledge the 'release request' which will allow the signaller to set the route from the signal concerned. If the TMC sets the route to main aspect fixed red signal RD15 on the East Run Round line, signals T1719, T1721 or T1723 will display a main aspect accompanied by route indicator 'D'. If the TMC sets another route to one of the East Sidings, these signals will display a position light aspect only and drivers must obtain routing information from an indicator on the depot side of signal T1708.

Movements from the depot – No slotting arrangements are provided. The TMC must input the train description when it is ready to leave from one of the signals within the depot that route towards signal T1708. Upon receipt of the train description, the signaller will set the route from signal T1708 as appropriate. The signals controlling movements from the depot sidings towards signal T1708 will not clear until the signaller has set the route from T1708. Points 8448 are auto-normalising.

Depot Entrance C

Movements towards the depot – The signaller will operate the 'release request' display associated with signal T1747 for the movement concerned. RTCD equipment displays descriptions when trains are approaching this signal.

To prevent the Up Relief line being occupied for too long, the signaller will operate the 'release request' display or obtain verbal permission for the movement before it leaves the station area. Provided the depot can accept the movement concerned, the TMC must acknowledge the 'release request' and set the route within the depot to signal RD51. The TMC must then operate the release for signal T1747 and points 8474 so that the signaller can set the position light route from signal T1747.

Movements from the depot – The TMC can make movements along the depot lines over points 8474 in the normal position without reference to the signaller. No slotting arrangements are provided. The TMC must input the train description when it is ready and waiting at signal T1740 and operate the points release. The TMC must then release the points so that the signaller can set the route from signal T1740 as appropriate. Points 8474 are auto-normalising.

Depot Entrance A

Movements towards the depot – The signaller will operate the 'release request' display associated with signal T1754 for the movement concerned. RTCD equipment displays descriptions when trains are approaching this signal.

Movements from the depot – No slotting arrangements are provided. The TMC must input the train description when it is ready to leave from one of the signals within the depot that route towards signal T1763. Upon receipt of the train description, the signaller will set the route from signal T1763 as appropriate. The signals controlling movements from the depot sidings towards signal T1763 will not clear until the signaller has set the route from signal T1763. Points 8489 are auto-normalising.

Bridge strikes – RTCD lines also pass over Cow Lane (36m 54ch) and Little John's Lane (37m 17ch) road bridges. If reports are received of either of these bridges being struck by road vehicles the signaller will advise the TMC immediately and agree what action to take.

Dated: 13/09/15

GW103 - PADDINGTON TO UFFINGTON

Reading Viaduct (1870 yards / 1710 metres)

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

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

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

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

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

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

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

Dated: 03/01/15

GW103 - PADDINGTON TO UFFINGTON

Reading West Jn To Tilehurst East

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

Dated: 11/11/2023

GW103 – PADDINGTON TO UFFINGTON

BETWEEN CHOLSEY AND DIDCOT EAST JUNCTION

Signage for Class 80x

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

Dated: 02/12/2023

GW103 - PADDINGTON TO UFFINGTON

DIDCOT PARKWAY

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

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

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

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

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

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

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

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

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

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

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

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

Fuel Point, Tamper Siding and Tip Siding

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

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

Milton Siding
Incoming Movements

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

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

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

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

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

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

Dated 04/05/2024

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GW103 - PADDINGTON TO UFFINGTON

Foxhall Junction Carrier Wire Neutral Section (CWNS)

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

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

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

Dated: 02/12/2023

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GW105 - UFFINGTON TO FORDGATE VIA BOX

South Marston

The Person In Charge (PiC) must request permission form the signaller to make any movement from the Terminal sidings towards departure signal SW1308. If a shunting movement needs to proceed beyond Signal SW1308, the PiC must request the signaller to first clear the signal. If the movement cannot then return fully in rear of, and reverse behind signal SW1308, the Driver must contact the signaller again from SW1306 at South Marston.

The maximum length available between the STOP board SW1307 and clear of the Up Main line is 44 SLU's equal to 930 feet. This length limit includes one locomotive. Trains in excess of this length must be suitably regulated before South Marston until

- A PiC is confirmed to be on duty, and
- The PiC has confirmed that they are in a position to accept the train into the Terminal

Arrival STOP board SW1307 is equipped with a white light indicator operated by the PiC. Drivers must not pass this STOP board until either the white light is illuminated or they are verbally instructed to proceed.

The stabling of trains or vehicles on the South Marston Goods line between signal SW1306 and STOP board SW1307 is prohibited.

Dated: 21/12/24

GW105 - UFFINGTON TO FORDGATE VIA BOX

Highworth Branch

Swindon Up Yard to Highworth Branch.

This line is under the control of the GWR Person in Charge.

Any FOC will contact the GWR PiC as per the Cocklebury Siding instructions.

Stratton level crossing (TMO). This level crossing has gates operated by traincrew. The crossing gates must be operated by the shunter or other person appointed for this duty.

Rover Group Sidings. Main line locomotives must not pass the "Stop" boards situated near the gates at the entrance to the Firm's sidings.

Dated: 25/11/23

GW105 – UFFINGTON TO FORDGATE VIA BOX

Swindon Down Yard / High Output Operations Base

Method of Working

The driver of any movement to, from or within the Yard must make sure that all hand points are correctly set for the movement.

The driver of any movement due to depart the Yard must contact the Signaller and identify the train and which signal the train is to depart from.

When the train is at the signal ready for departure, the driver must inform the signaller.

Dated: 25/11/23

GW105 - UFFINGTON TO FORDGATE VIA BOX

SWINDON

Permissive Working

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

Swindon Up Yard – Method of Working / Operational Instructions

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

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

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

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

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

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

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

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

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

Swindon Up Yard Closure

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

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

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

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

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

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

Highworth Branch

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

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

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

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

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

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

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

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

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

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

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

Hawksworth Steel Terminal

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

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

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

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

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

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

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

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

Arriving Trains

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

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

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

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

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

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

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

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

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

Down goods trains, light locomotives or ECS movements may be signalled reversibly from signal SW1149 via the Up main line between South Marston and Swindon Up Yard, provided a PiC is on duty and under the following circumstances:
When a train would be too long to be dealt with on the down side at Swindon
Where published in the working timetable
In other exceptional circumstances

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

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

Departing Trains

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

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

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

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

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

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

Signage for Class 80x.

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

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

Dated: 23/03/2024

GW105 – UFFINGTON TO FORDGATE VIA BOX

SWINDON STATION

Signage for Class 80x

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

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

Dated: 14/09/2019

GW105 - UFFINGTON TO FORDGATE VIA BOX

Wootton Bassett Carrier Wire Neutral Section (CWNS)

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

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

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

Dated: 02/12/2023

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GW105 – UFFINGTON TO FORDGATE VIA BOX

Down Wootton Bassett Siding

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

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

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

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

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

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

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

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

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

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

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

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

GW105 – UFFINGTON TO FORDGATE VIA BOX

BETWEEN WOOTTON BASSETT JN AND CHIPPENHAM

Signage for Class 80x

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

Dated: 14/09/2019

GW105 – UFFINGTON TO FORDGATE VIA BOX

Up Thingley Siding

These sidings are privately owned sidings and permission must be obtained from the owner before use.

Up Siding Ground frame – Method of Operation

The ground frame operator must obtain permission from the signaller to operate the ground frame. When permission has been given, the “Free” button must be pressed to release the ground frame. A check must then be made to ensure the indictor for track circuit “VNS” is showing ‘track clear’. The ‘N’ and ‘R’ button may the be operated as required.

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

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

Dated: 25/11/23

GW105 - UFFINGTON TO FORDGATE VIA BOX

Box Tunnel

Telephones. Telephones connected to the Bath (TVSC) work station signaller are provided as shown below. Lighting is provided together with identification plates showing the nearest tunnel portal (e.g. TELE 7W – WEST END).

	Telephone No.	Mileage	
		M.	Ch.
Paddington (east) end	1	99	08
	2	99	29
	3	99	49
	4	99	68
	5	100	08
	6	100	211/2
	7	100	50
Bristol (west) end	8	100	68

Telephone No.1 is fixed to the post of Down Main line signal BL1865 on approach to the tunnel. Telephones 2-8 are located in recesses next to the Up Main line in the tunnel.

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 lighting

Train(s) 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.

If train crew must be on or near the line in the tunnel they must, unless it is an emergency, walk on the line on which their train is stopped.

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 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, however before the train enters the tunnel the guard must tell the signaller.

Dated: 13/05/19

GW105 - UFFINGTON TO FORDGATE VIA BOX

BATH SPA

Right Away (RA) indicators
Right Away (RA) indicators are provided at each end of the down platform. The up-direction indicator associated with signal BL1916 is located just off the London end of the platform and the down direction indicator is situated on signal BL1917. Associated plungers are provided on the platform.

This facility is provided for the PIC of dispatch to relay the guard's ready-to-start signal to the driver where the train is not fitted with bell or buzzer communication or where this equipment is not working.

Down train dispatch – passing the next signal at danger

The driver must tell the guard and PIC of dispatch when it is necessary to pass the next signal (Down Main line BL1917 or Up Main line [down direction] BL1919) at danger.

The above instruction does not apply to a train or locomotive which is to reverse in a platform for the purposes of the driver changing ends (or leaving the station when the line ahead of the next signal, to Down Bath Goods Loop is occupied).

Note: in both circumstances, the banner repeating signal at the Bristol end of the platform will be on when the signal to which it applies is at danger and any associated Off indicator will not be lit.

When departing a platform toward the next signal at danger and the associated banner repeating signal is on, the driver must proceed at a speed which will allow them to stop the train short of signal BL1919.

Reversibly signalled lines – Down train terminating on the Up Main line and returning in the right direction

When starting the return journey in the right direction, the driver must proceed at a speed which will allow them to stop the train at Up Main line signal BL1914 if necessary.

Signal post telephones. Telephones associated with signals BL1913, BL1917, and BL1919 are located in locked cupboards opened by a BR no. 1 key.

Down Bath Goods Loop. Trains of 50 SLUs or less which are diverted to the Down Bath Goods Loop must be brought to a stand at the stop board to await the clearing of the loop exit signal BL1925.

Dated: 13/05/2019

GW105 - UFFINGTON TO FORDGATE VIA BOX

Bristol East Depot Down Sdg

The spur siding between position light signal BL6649 and the stop board must be left clear of vehicles except during shunting operations.

Dated: 04/04/2018

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GW105 - UFFINGTON TO FORDGATE VIA BOX

BRISTOL TEMPLE MEADS

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 East	1. High Level Siding to reverse behind Up Filton Relief (down direction) line signal BL2089 (gangway stock only - there is **no** staff walkway available for train crew to get down from the train) 2. Down Filton Main line (up direction) signal BL1820 to reverse behind signal BL1823
Bristol West	1. To Up Relief line limit of shunt signal BL6729 and reverse behind BL215 – 323 metres 2. To West Carriage Line and reverse behind position light signal BL6728 – 635 metres 3. To West Carriage Washing Siding and reverse behind position light signal BL6730 – 671 metres

When route indication XF is displayed at either Up Filton Main line signal BL2072 or Down Filton Main (up direction) line signal BL2074 (on the east signal gantry), the driver must run the train to stop behind Down Filton Main line signal BL1823 before changing ends.

Middle Siding East GF

The PiC must arrange for a release of the ground frame when a train which is to be run to the siding arrives at Up Through (down direction) line position-light signal BL6703 (by the ground frame).

Working of through platform lines (other than platform 15)
Note: mid-platform signals may be referred to as platform sharing signals (PSS) in other publications – for the purposes of these instructions, they are the same.
Checking the platform starting signal
If due to length, a portion of the train is outside the mid-platform signal - before starting the train dispatch procedure, the guard and dispatch staff must make sure that that the platform starting signal is showing a proceed aspect and the associated Off indicator is illuminated.
Permissive working – proceeding towards the rear of another train (far platform)
If, when the train arrives at the mid-platform signal, the train is longer than the near platform, the guard (or driver) must not release the doors. The guard must use the public address system to tell passengers not to get out of the train until a further announcement is made.
When the mid-platform signal clears, the train must be dispatched to the far platform.
The PIC of dispatch must tell the signaller when the driving cab has passed the mid-platform signal.
In an emergency when **no** alternative platform is available, a second train may platform share with a train in a far platform so that the whole of the train is at the platform. The signaller and driver must reach a clear understanding about what is happening before the train is moved from Bristol West or Bristol East Junction.
The driver must tell the guard what is happening before the train is moved from Bristol West or Bristol East Junction.

Train dispatch from a mid-platform signal – passing the next signal at danger

The driver must tell the guard and PIC of dispatch when a train is to be dispatched from a mid-platform signal and it is necessary to pass the next (platform starting) signal at danger.

When the driver has the signaller's permission to pass the platform starting signal at danger, the driver must tell the guard and PIC of dispatch.

Train dispatch - mid-platform signal cleared for a train to leave the station

The PIC of dispatch must make sure that the mid-platform signal is displaying a green aspect before starting the train dispatch procedure.

The above instruction does not apply to train dispatch of ECS leaving the station when a position-light signal associated with the platform starting signal is cleared. In the circumstances, the mid-platform signal will only be capable of displaying a single yellow aspect. If the train is subsequently stopped at the platform starting signal displaying a red aspect, it must be dispatched again when the signal clears.

Passing a mid-platform signal at danger – station duties in far platform

When it is necessary for a train that is to be dealt with in a far platform to pass a mid-platform signal at danger, the signaller, driver and PIC of dispatch must reach a clear understanding about what is happening before the train is moved from Bristol West or Bristol East Junction.

The driver must tell the guard what is happening before the train is moved from Bristol West or Bristol East Junction.

When the train arrives at the mid-platform signal, the guard (or driver) must not release the doors. The guard must use the public address system to tell passengers not to get out of the train until a further announcement is made.

When the driver has the signaller's permission to pass the mid-platform signal at danger, the driver must tell the guard and PIC of dispatch. The train must be dispatched to the far platform.

If the train has slam doors without central door locking, the instructions shown in rule book module SS1 / 3.12 must be carried out by the guard and PIC of dispatch before the train is run to the far platform.

Setting-back movements where permissive working is authorised

If a setting-back movement when coupling or uncoupling within the permissible distance will otherwise pass a mid-platform signal at danger, the driver must not make any movement unless the mid-platform signal concerned is cleared for the movement or the movement is authorised by the signaller.

Locomotive-hauled trains – rear locomotive leaving the train

An assisting locomotive may be detached on a through platform line. A locomotive which has been detached must not be moved until a signal is cleared for the movement or the movement is authorised by the signaller.

Dated: 13/11/2022

GW105 - UFFINGTON TO FORDGATE VIA BOX

BRISTOL TEMPLE MEADS To Bristol West Jn

Pylle Hill Goods, Bristol West Carriage Sidings, Fish Dock Engineering Compound and Platform 2 Line

All movements to and from the lines listed above are under the control of the Temple Meads signaller (Didcot, TVSC).

The driver must get permission from the signaller to make a movement within these sidings, including proceeding towards position-light signal BL6719 when due to leave the sidings.

Trains or vehicles entering these sidings must reverse behind and then be routed from position-light signal BL6720. Vehicles must be stabled as close to the buffer stops as possible and also left clear of connections to other sidings.

The hand point leading to the Fish Dock Engineering Compound is normally secured for movements to/from the Motor Rail Dock Siding. The padlock key is kept by the engineering department (Delivery Unit, Bristol).

West Carriage Washing Siding

If the siding is occupied (and depending on the number of vehicles already in the siding), a second train approaching from Bristol Temple Meads station must run via the West Carriage Line, reverse, then run from position-light signal BL6728 to stop on the station side of the gantry before running to the siding. The driver may accept a route to the West Carriage Line (route indication - letter C).

Dated: 04/04/2018

GW105 - UFFINGTON TO FORDGATE VIA BOX

Kingsland Road Sidings

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

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

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

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

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

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

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

Dated: 02/09/2023

GW105 - UFFINGTON TO FORDGATE VIA BOX

WORLE

This station can accommodate four passenger carrying vehicles. Guards of multiple unit trains formed of more than four vehicles must ensure passengers only have access to vehicles that will be adjacent to the platform. Drivers of multiple unit trains that exceed four coaches must stop with the front four vehicles platformed. Drivers of HSTs must comply with company selective door operation instructions.

Dated: 01/05/10

GW105 - UFFINGTON TO FORDGATE VIA BOX

HIGHBRIDGE & BURNHAM

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

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

Dated: 04/04/09

GW105 - UFFINGTON TO FORDGATE VIA BOX

BRIDGWATER

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

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

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

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

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

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

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

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

Dated: 03/08/19

GW105 - UFFINGTON TO FORDGATE VIA BOX

Bristol West Jn To BEDMINSTER

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

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

Dated: 04/04/2018

GW105 - UFFINGTON TO FORDGATE VIA BOX

South Liberty Siding

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

Dated: 04/04/2018

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

WESTON-SUPER-MARE

Platform lines. Whenever it is necessary for a passenger or ECS train to be admitted to Platform No.1 or No.2 when the line is occupied by the coaching stock of a train for the opposite direction, the Signaller, before admitting the train to the occupied platform line in accordance with Rule Book, Module TW1, Section 20, must first communicate with the Person in Charge of the platform and receive the latter's authority.
The Person in Charge, before giving such authority, must satisfy themself that there is room for the train to be accommodated, arrange for it to be met at the platform end and conducted to the rear of the train in front.

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

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

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

Dated: 03/08/19

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

WESTON-SUPER-MARE

Class 80x operation
Platform 1 - Due to restricted platform length, 10 car IET's cannot reverse in this platform.

Dated: 02/09/2023

GW108 – FORDGATE TO PENZANCE

Norton Fitzwarren Junction to Bishops Lydeard, West Somerset Railway.

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

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

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

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

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

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

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

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

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

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

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

Dated: 27/04/2024

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GW108 – FORDGATE TO PENZANCE

TAUNTON

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

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

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

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

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

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

Dated: 11/11/23

GW108 - FORDGATE TO PENZANCE

Exeter Riverside Yard

General. The signaller at Exeter must be advised each time a Freight Operating Company Person-in-Charge (PiC) books on and off duty at Riverside Yard to take responsibility for train movements.
When the PiC commences duty they must obtain the Signallers permission to return the acceptance slot to the "on" position and then unclip the hand points as necessary. The Pic must first ensure that a train has not been routed into the Yard from the Exeter St David's end during the unstaffed period.
If the Pic is on duty, the Signaller must obtain the PiC's permission before signalling any movement towards the yard.
Before leaving duty, the Pic must ensure that the down Reception line is left clear of vehicles with all points secured for the through route. They must also obtain the Signallers permission to operate the Exeter St David's end acceptance slot to the "off" position.
Down Reception and Up Departure Sidings. These siding extend from the connections with the Main lines at Cowley Bridge Junction to the "Stop" boards applicable to Down trains and are available for use in both directions. However, the Down Reception siding must normally be used for trains in the Down direction only.
A telephone is located on the Up departure "Stop" board post to enable Traincrew to contact the PiC.
When on duty, the PiC must obtain the Signaller's permission before authorising a movement over the Down Reception in the up direction. Drivers of Up trains proceeding over either siding will be advised by the PiC when the siding is already occupied.
Down and Up Goods Lines. These lines extend from the "Stop" boards at the Cowley Bridge Junction end (applicable to Down trains only) to the "Stop2 boards at the Exeter Station end. They are under the control of the Pic of the Yard when on duty and are Available for trains in both directions.
No movement must pass the "Stop" boards at either the Cowley Bridge Junction or Exeter Station end without the permission of the PiC of the Yard.
Drivers of trains proceeding over either line will be advised when the line ahead is already occupied

Dated: 11/11/2023

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GW108 - FORDGATE TO PENZANCE

EXETER ST. DAVIDS

Shunting movements – station area. The following is a list of preferred shunting routes that will be used where more than one route is available.
Where only one shunting route is available, or where due to the nature of the location, liaison between the Signaller and the Driver always precedes any movement, no preferred shunting route is listed.

Location	Shunt details
West end	Platforms 4, 5 & 6 to Exeter engineering depot and vice versa – To up Main line limit of shunt signal and return from E.35 or E.677 as appropriate
	Platforms 4, 5, 6 & Exeter engineering depot to Platforms 1 & 3 and vice versa – To Down Main line signal E.62 and return from E.679
	Platform 1 to Platform 3 and vice versa – To Down Waterloo line (Up direction) signal E.313 and return from E.335
East end	Platforms 1, 2, 3 & Hyde Park Siding to Platforms 1, 2, 3 & Hyde Park Sidings – To Shunting Spur or New Yard and return from E.666 of E.668
	Platforms 1, 2, 3 & Hyde Park Sidings to Platforms 4, 5 & 6 and vice versa – To Up Main line signal E.41 and return from E.644

Barrow Crossing at Plymouth end of the station. The crossing between platforms 5 and 6 and the signal box / engineering depot is classified as an authorised walking route and staff must wear appropriate high visibility clothing and cross only when the white light is illuminated. The crossing between platforms 5 and 6, 3 and 4 and 1 is a station barrow crossing and local instructions apply to its use.

Exeter Engineering Depot

At the commencement of each turn of duty, the shunter must contact the signaller and exchange contact details and names. The signaller will then accept that person's authority for movements to and from the depot. The shunter must give authority before the following movements are made and a clear understanding must be reached with the signaller:

- Towards the depot from position light signals E677 and E671. Drivers of arriving trains must stop at the "stop and await instruction" boards at the entrance to the depot and await the shunters authority to proceed onto the depot.
- Outwards from siding 1 – 6 towards signal E560
- Outwards from sidings 7 – 12 towards signal E558

Depot Protection System.

A depot protection system operates within the engineering depot and is controlled and operated by the duty shunter. The duty shunter is responsible for all movements to, from and within the engineering depot, sidings 1 – 12 inclusive.
Maintenance sidings 1,2 and 3 are protected with automated derailers linked to the depot protection system.
Maintenance sidings 7,8 and 10 are protected by manually operated derailers. In addition, the underframe cleaning pit located at the rear of siding 6 is protected by a manually operated derailer.
Maintenance Siding 10 is fitted with two wheel stops and the normal position for these is locked in the down position. These wheel stops are only used during vehicle lifting operations and are controlled by the duty shunter.
Only drivers passed as competent for driving trains at Exeter Engineering Depot are authorised to move trains onto, within and off the depot.

Dated: 11/11/23

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GW108 - FORDGATE TO PENZANCE

DAWLISH WARREN

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

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

Between Dawlish Warren and Teignmouth (or vice versa): Working During Adverse Weather Conditions
When a forecast of adverse weather conditions has been received, you will be required to carry out special instructions as directed by Operations Control, in one of two categories (either Level One or Level Two conditions).

Level One conditions.
The Track Patroller will join a published stopping train (formed diesel multiple unit other than Class 220/221 and nominated by Operations Control so far as practicable each hour) at Dawlish Warren down loop line signal E170. You must maintain the signal at Danger until the driver tells you the Track Patroller is on board.

The train will proceed at permissible speed between Dawlish Warren and Teignmouth. The Track Patroller will advise the Driver of a lower speed if conditions require. The train will stop at Teignmouth to allow the Track Patroller to detrain.

Subsequent trains (other than trains formed as shown below) will be run normally.

Trains formed Classes 220/221 and 800/802 must be given a **clear run** as shown below, to avoid braking or stopping out of course on the sea wall).

Line – between <> and	Clear run to be given	
	Between (signal)	And (signal)
Down – Dawlish Warren and Teignmouth west	E70	DM210
Up – Teignmouth west and Dawlish Warren	E15	E23

A berth-triggered broadcast call "*InterCity Express train drivers to operate Special Mode between Dawlish Warren and Teignmouth*" must be pre-recorded and set up to be sent when the train passes:

- ***down line signal E62 (Exeter St. Thomas) or,***
- ***up line signal E13 (Newton Abbot East)***

(this will be received by all drivers, regardless of traction type).

Note: Special Mode applies to Class 800/802 InterCity Express trains. This mode is authorised between Exeter St. Davids and Newton Abbot (and vice versa) only and allows the driver to make multiple (up to 10) attempts to restart the engines when affected by seawater overtopping the sea wall.

Level Two conditions
The Down Line will be closed between Dawlish Warren and Teignmouth. All trains must be signalled over the Up Reversible line in accordance with the arrangements shown elsewhere in these instructions headed 'reversibly signalled line between Dawlish Warren and Teignmouth'.

Ending of Level One or Level Two conditions
Operations Control will advise you when the special conditions related to a forecast of adverse weather will no longer apply, in order that you may withdraw the special working arrangements. In the case of Level Two conditions being ended, Operations Control will specify whether you should 'step down' from Level Two to Level One conditions or whether you should completely withdraw the special working arrangements.

Dated: 22/02/2025

GW108 - FORDGATE TO PENZANCE

DAWLISH To TEIGNMOUTH

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

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

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

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

ARCHIVED Dated: 01/05/10

GW108 - FORDGATE TO PENZANCE

NEWTON ABBOTT

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

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

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

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

Dated: 16/01/2021

GW108 - FORDGATE TO PENZANCE

TOTNES To Marley Tunnels

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

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

Dated: 18/03/2024

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GW108 - FORDGATE TO PENZANCE

Tavistock Jn GF To Hemerdon Emergency Crossover

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

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

Dated: 18/03/2024

GW108 - FORDGATE TO PENZANCE

Laira Diesel Depot To PLYMOUTH

See route GW628.

Dated: 05/08/06

GW108 - FORDGATE TO PENZANCE

PLYMOUTH

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

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

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

Permissive Working

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

Dated: 11/04//20

GW108 FORDGATE TO PENZANCE

PLYMOUTH

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

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

Location	Shunt details
Plymouth West end	To or from Dock 4, platforms 3, 4, Through Line, Platforms 5, 6, 7 and 8 – To Down Main signal P52 and return from signal P131.
Plymouth East end	To or fromPlatform8, Park 1 and 2 sidings – To Up Spur and return from P112. Park Siding 2 currently clipped out of use. To or from Dock 2, 3, Platform 4, Through Line, Platforms 5, 6, 7 and 8, Park 1 and 2 – To Up Main P61 signal and return from P120, maintaining 211 points normal

Permissive Working

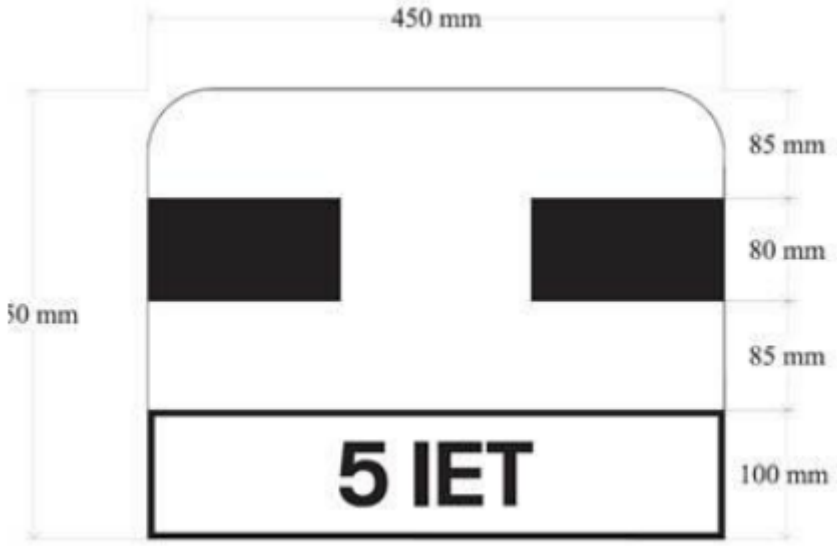
No detaching or attaching in platform 6 with Class 80x traction

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

This applies to permissive working in all platforms

Platform splitting sign

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



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

When arriving in the Up direction:
If you are working a 5-car IET and you are booked to have an **east end** attachment, then you are to stop your train at the IET 5-car CSM (positioned halfway along the platform when travelling in the Up Direction).
If you are working a 5-car IET and you are booked to have a **west end** attachment, then you are to stop your train at the IET 9-10 car CSM'.

Dated: 05/08/2023

GW108 - FORDGATE TO PENZANCE

KEYHAM

Devonport Dockyard Branch

The section of single line between the stop board at the entrance gate to HMNB Devonport and the stop board at the exchange sidings is worked by train staff under the control of the Person in Charge (PiC) of the Dockyard Branch.

. A train may only pass a stop board on the branch when authorised by the PiC

Where a train has more than one locomotive at the leading end, the PiC must show the train staff to the driver of each locomotive before delivering it (the train staff) to the driver of the leading locomotive.

Arrival – when the route is set from down line position-light signal P127, the driver must run the train to the stop board at the entrance gate. The PiC will deliver the train staff to the driver of the leading locomotive and give further instructions for the movement.

Propelling movements – between the entrance gate and the exchange sidings may take place if a saloon vehicle (which is equipped with a horn and is braked) is provided at the leading end. A competent person must ride in this vehicle and be able to communicate with the driver (by radio or other means). All other movements must be locomotive-hauled and not exceed 265 metres (42SLU/880 feet).

Departure – a movement departing the branch toward the down line must not start away from the entrance gate until the ground frame operator has set the route and the exit signal P164 shows proceed.

Dated: 07/12/24

GW108 - FORDGATE TO PENZANCE

St. Budeaux Jn

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

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

Dated: 05/08/06

GW108 - FORDGATE TO PENZANCE

SALTASH

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

Dated: 05/08/06

GW108 - FORDGATE TO PENZANCE

LISKEARD

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

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

Dated: 04/06/11

GW108 - FORDGATE TO PENZANCE

TRURO

Shunting movements – station area. The following is a list of preferred shunting routes that will be used where more than one route is available
Where only one shunting route is available, or where due to the nature of the location, liaison between the Signaller and the Driver always precedes any movement, no preferred shunting route is listed.
Where a shunt is not listed, the Driver and Signaller must reach a clear understanding as to the limits of the movement and the signals at which the train will reverse behind

Location	Shunt details
Truro	Platform 2 to Platform 3 – Forward by shunt signals T28 and T32 (Down Main (Up direction) to T7 (Up Main). Return from shunt signal T37 on the Up Main (Down direction).

ARCHIVED Dated: 25/07/20

GW108 - FORDGATE TO PENZANCE

PENZANCE

Wrong Direction Movements. An engineering train from a possession of the Up Main line between Penzance and St Erth may proceed to the Long Rock Reception siding.

The movement from the possession must not be commenced until the permission of the Signaller has been obtained by the PICOP for the train to proceed to the Reception siding.

The train must be brought to a stand on the Up Main line clear of the Down Main to Single line trailing points and must not proceed until the Person in Charge of the movement has satisfied him/herself that these points are set correctly.

Long Rock stabling sidings. The Driver of an HST being berthed on No.2 or No.3 siding must bring it to a stand with the centre of the cab side window in line with the yellow marker post, which is provided between these sidings, to enable the shore supply to be connected.

The Person in Charge (PiC) of the Depot must advise the Signaller at Penzance each time that they book on and off duty. All communication between the PiC and the Signaller must be carried out by using the internal fixed telephone line or the BT telephone line at Penzance signal box.

The Carriage Reception line between signal PZ.19 and the first handpoint towards the Depot must be left clear of all vehicles when the PiC is not on duty.

Reception Line (East end) between Long Rock and Ponsandane Yard "Stop" board. When a Down train has arrived on the Reception line at Long Rock the Guard (or Driver in the case of a light locomotive) must advise the Signaller whether or not the train is complete with tail lamp.

A double-sided "Stop" board is provided at the Depot end of the Reception line. No movement for the Yard or Depot must pass the "Stop" board without the permission of the Person in Charge of the Yard. No movement from the Yard or Depot must pass the "Stop" board without the permission of the Signaller.

Reception Line (West end) between Penzance Station and Long Rock Fuel Point ("Stop" board).

No movements towards the Yard or Depot must pass the “Stop” boards without the permission of the PiC of the Yard. The PiC of the Yard must obtain the Signallers permission before authorising any movement from the Yard or Depot onto the Carriage Reception or Flushing Apron lines towards signals PZ.15 or PZ.19. Vehicles must not be stabled on the Flushing Apron line without the Signallers permission.

Movements on the Reception line and the Flushing Apron must convey a tail lamp on the rearmost vehicle.

Propelling movements are permitted between Penzance Station and Ponsandane Yard and vice versa. Movements must be controlled by a Shunter by the use of hand held radios in accordance with Rule Book, Module SS2, Section 5.2 (b). The Shunter must ride in the leading vehicle and the maximum speed must not exceed 5 mph.

The coupling or uncoupling of coaching stock vehicles on the Reception line is prohibited and such work must be carried out on Loop Siding.

When a locomotive is to be attached to or detached from coaching stock standing on the Reception line the person carrying out the work must work from the land side of the vehicles.

HST Depot line. Rail movements must not enter the depot building unless the position light signal outside the depot has been cleared. Additionally, no rail movement is allowed into, from or within the depot building until the Status Indicator Lamps show green.

There is no requirement for drivers to sound the horn before entering the shed at this location. Drivers should still stop the movement at the entrance and proceed only when they have checked it is safe to do so.

Fuel line and No. 4 line. Movements must not pass the "Stop" boards applicable to these lines without the permission of the Person in Charge of the yard.

Reduction of noise from HSTs. The following instructions apply to HSTs at Penzance station:-

- If the train is to stand at a platform for more than ten minutes both engines to be shut down and the heating/air conditioning switch turned to auxiliary position.
- When this has been done, both engines must be restarted and the heating/air conditioning restored ten minutes before the scheduled departure time.
- If the Ponsandane end power car fails, the stop block end power car may be started to move the train, but the train must be driven clear of the overall roof as soon as possible.
- In extremely cold weather, one engine may be kept running for cab heating purposes.
- Penzance Station - Tail lamps. Drivers of arriving trains must ensure that red lights are displayed on the rear of their trains. These red lights must remain illuminated until 5 minutes before departure time, regardless of signal aspect displayed.
-
- Shunting movements – station area. The following is a list of preferred shunting routes that will be used where more than one route is available
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- Where only one shunting route is available, or where due to the nature of the location, liaison between the Signaller and the Driver always precedes any movement, no preferred shunting route is listed.
-
- Where a shunt is not listed, the Driver and Signaller must reach a clear understanding as to the limits of the movement and the signals at which the train will reverse behind
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Location	Shunt details
Penzance	From Platforms 1, 2, 3, 4 and Oil Sidings to Platforms 1, 2, 3, 4 and Oil Sidings via Carriage Reception Line – Forward from signal PZ67, PZ68, PZ69, PZ 70 and PZ71 to PZ39 (Carriage Reception Line). Return from PZ28, also clearing PZ26 if the movement is back into Platform 3 or Platform 4, 32 points to be maintained Normal.

-
- Class 80x operation.
- Platform 3 - 10 car IETs are prohibited from platform 3.
- Platform 4 - 10-car IETs are prohibited from platform 4.
- 9-car IETs can only use platform 4 in an emergency situation, or if there will be substantial delays incurred to the service due to operational difficulties and therefore to prevent the train from becoming stranded.
- Arrival
- If a 9-car IET is to be signalled into platform 4, the train will be brought to a stand at PZ1 signal. The signaller must advise the driver that the train will be signalled into platform 4 and the reasons why. Once the route is set into platform 4, the driver is to proceed and stop at the IET platform stop marker and release all doors (doors 1-18).
- Departure
- The train can only depart platform 4 as an ECS movement.
- The driver must speak with the signaller to confirm that signal PZ70 is showing a proceed aspect and that the route is cleared for the movement taking place.
- The dispatcher will then confirm that they have permission from the signaller to proceed and will physically check that signal PZ70 is showing a proceed aspect before the dispatch process can commence.

Dated: 11/11/2023

GW108 - FORDGATE TO PENZANCE

LONG ROCK DEPOT

Long Rock Depot. The driver of an HST being berthed on No. 2 or No. 3 siding must bring it to a stand with the centre of the cab side window in line with the yellow marker post, which is provided between these sidings, to enable the shore supply to be connected.

The Person in Charge (PiC) of the Depot must advise the Signaller at Penzance each time that they book on and off duty and confirm the status of the Reception Line and Old Bank Road.

The Carriage Reception line between PZ.19 and the first handpoint towards the depot must be left clear of all vehicles when the PiC is not on duty.

Reception Line (East end) between Long Rock and Ponandane Yard “Stop” board. When a Down train has arrived on the Reception line at Long Rock the Guard (or Driver in the case of a light locomotive) must advise the Signaller whether or not the train in complete with tail lamp.

A double-sided “Stop” board is provided at the Depot end of the Reception line. No movement for the Yard or Depot must pass the “Stop” board without the permission of the Person in Charge of the Yard. No movement from the Yad or Depot must pass the “Stop” board without the permission of the Signaller.

Reception Line (West end) between Penzance Station and Long Rock fuel Point (”Stop” board).

No movements towards the Yard or Depot must pass the “Stop” boards without the permission of the PiC of the Yard. The PiC of the Yard must obtain the Signallers permission before authorizing any movement from the Yard or Depot onto the Carriage Reception or Old Bank lines towards signals PZ.15 or PZ.19. Vehicles must not be stabled on the Old Bank line without the Signallers permission.

Movements on the Reception line and Old Bank Road must convey a tail lamp on the rearmost vehicle.

Propelling movements are permitted between Penzance station and Long Rock depot and vice versa. Movements must be controlled by a Shunter by the use of hand held radios in accordance with Rule Book, Module SS2, Section 5.2 (b). the Shunter must ride in the leading vehicle and the maximum speed must not exceed 5mph

The coupling or uncoupling of coaching stock vehicles on the Reception line is prohibited and such work must be carried out on the Old Bank.

When a locomotive is to be attached or detached from coaching stock sanding on the Reception line the person carrying out the work must work from the land side of the vehicles.

HST Depot line. Rail movements must not enter the depot building unless the position light signal outside the depot has been cleared. Additionally, no rail movement is allowed into, from or within the depot building until the Status Indicator Lamps show green.

There is no requirement for drivers to sound the horn before entering the shed at this location. Drivers should still stop the movement at the entrance and proceed only when they have checked it is safe to do so.

Fuel line and No. 4 line. Movements must not pass the “Stop” boards applicable to these lines without the permission the Person in Charge of the yard.

Dated: 11/11/23

GW108 - FORDGATE TO PENZANCE

PAR

Note – references to the signaller in this section mean the Mid Cornwall signaller (Exeter).

Station Barrow Crossing – the person in charge of the platform must get permission from the signaller before use. Telephones are provided on both sides of the line.

Traction unit left unattended – the driver must tell the signaller when leaving a train unattended on any platform line.

Shunter's personal safety - when coupling or uncoupling adjacent to another running line, the shunter must arrange for the adjacent line to be blocked by the signaller before walking alongside the train and starting the activity.

See also GW660 local instructions (Par) concerning working of a freight train from St Blazey when there is a locomotive assisting in the rear and the train is to be run to Burngullow Sidings (or west Cornwall).

Locomotive running round its train – arrivals from Burngullow Sidings (or west Cornwall) - a train not exceeding 141 metres (including the locomotive(s)) may be run to Par Platform 3 (branch) and dealt with there. The locomotive must be run round via the Par Up Goods Loop line.

Shunting movements (station area) – the following is a list of preferred shunting routes that will be used where more than one route is available. Where only one shunt route is available, or where due to the nature of the location, liaison between the signaller and the driver always precedes any movement, no preferred shunting route is listed.

Where a shunt is not listed, the Driver and Signaller must reach a clear understanding about the limits of the movement required and the signal(s) which the train will reverse behind

Location	Shunt details
Par	Platform 2 to platform 3 (or vice versa), via the east end of the station on the Up Main line. Platform 1 to platform 2 or platform 3 – via the west end of the station on the Down Main line. Shunt movements to platform 1 from either end are prohibited (no signalled route). In exceptional circumstances, run via Up Lostwithiel Goods loop and return on the Down Main line.

Dated: 11/03/2024

GW108 - FORDGATE TO PENZANCE

Bodmin Parkway

Note – references to the signaller in this section mean the Mid Cornwall signaller (Exeter).

Station Barrow Crossing – the person in charge of the platform must get permission from the signaller before use. Telephones are provided on both sides of the line.

Ground frame and exchange siding – stop boards (back-to-back) are situated at the boundary on the connection between the Bodmin & Wenford Railway (B&WR) and the hand points leading to the exchange siding.

Movements from the exchange siding to the B&WR are the responsibility of the B&WR person in charge.

Authority for all other movements to (or from) the exchange siding (including the running line) must be obtained from the signaller.

The running through of hand points leading to/from the exchange siding in the trailing position is prohibited.

The driver must tell the signaller when leaving a train stabled (or unattended) in the exchange siding and place scotch blocks at the Liskeard end to prevent unauthorised movement.

Dated:21/09/2024

GW108 - FORDGATE TO PENZANCE

TRURO

Shunting movements (station area) – when the train has drawn forward and stopped on the approach side of the signal from which it is to return, the driver must send the standing at signal message (SG) using the train radio (or tell the signaller the train is ready to start back).

Dated: 11/03/2024

GW108 - FORDGATE TO PENZANCE

TRURO SIDINGS

Hand points 9559 (immediately the sidings side of position-light signal CL7635) are detected by the signalling.

Before authorising a movement from a running line to the sidings the shunter must (if instructed by the signaller) place hand points 9559 in the position required (so the route may be set).

Dated: 11/03/2024

GW110 - OLD OAK COMMON WEST TO SOUTH RUISLIP (EXCL)

Park Royal Jn

Trains will normally enter the sidings from the Up Wycombe line. Exceptionally, trains may be propelled at extreme caution into the sidings from the Down Wycombe line. Except in emergency, only one movement may be permitted to be in the sidings at one time.

Park Royal Sidings: The signaller will be advised when the train is ready to depart the sidings.

Dated: 03/09/23

GW174 - WEST EALING TO GREENFORD WEST JN

West Ealing Jn To DRAYTON GREEN

Plassers LC (AOCL+B). When a wrong direction movement is authorised over this crossing, the Driver must (whether or not the white light is flashing) bring their train to a stand at the crossing and not proceed over it until they are satisfied it is safe to do so.

Dated: 09/12/2023

GW175 - GREENFORD SOUTH JN TO GREENFORD STATION

GREENFORD

Bay Platform - Working Arrangement for Power Operated Sliding Doors. Greenford bay platform has a platform face at each side of the train.

Except in the case of failure or other exceptional circumstance, on arrival the doors giving access to the bay platform Right Hand Side Only (facing the buffer stops) must be released to allow passengers to leave or enter the train.

Dated: 05/08/06

GW178 - SOUTHALL TO BRENTFORD GOODS

Entire Line Of Route

Train Staff and Ticket (TST) – instructions to the signaller and others

1. Definitions

Home signal: At Southall and Brentford this function is carried out by “End of Single Line Section” boards which control the exit from the one-train section.

Section signal: At Southall and Brentford this function is carried out by “Commencement of Single Line” boards which control the entrance to the one-train section.

Clearing point: No clearing points are provided as this is a goods only line.

2. Principle

2.1 Principle of TST working

The principle of TST working is to prevent more than one train being in the section at the same time.

2.2 Handling the staff and ticket

The line between Southall and Brentford Goods is worked under the authority of the signaller. A shunter is authorised to receive the train staff or ticket from, or deliver the train staff or ticket to the driver, working to the signaller’s instructions.

A train staff and a single metal ticket are provided. When not in use the train staff and ticket must be kept in the locked cabinet at Southall or retained on the locomotive at Brentford.

Where a train has more than one locomotive at the leading end, the shunter must give the train staff or ticket to the driver of the leading locomotive.

2.3 Communications

Communications with drivers may be managed by the shunter working to the signaller’s instructions except in the following circumstances when the signaller must speak directly to the driver:

- when it is necessary to provide specific information about an event or issue in the section which requires the driver to proceed at caution
- when the train is used to examine the line
- after a train or vehicles have proceeded without authority (including a SPAD) or a divided train
- if another traction unit is to enter the section to remove a portion of a train
- when it is necessary for a train to pass through the section after a failed train has been recovered from the section.

3. Method of signalling

3.1 Method of signalling

The driver of the leading locomotive must be in possession of the correct train staff or ticket before entering or fouling the section, except where the train staff or ticket is not required when:

- the train is to enter the section as shown in module T3 *Possession of a running line for engineering work*
- the train is to enter the section as an assisting train
- working by pilot is in operation.

The signaller must be told whether the train is conveying the train staff or the ticket and permission from the signaller must be obtained to occupy the section.

3.2 Recording movements

A train register is provided at Southall. The shunter and signaller must record the following details:

- name of shunter and contact telephone number
- train identification number
- time that the train staff or ticket is removed
- time that the train staff or ticket is replaced.

33.3 Working of trains

The signaller is responsible for the regulation of trains between Southall and Brentford.

If the train staff and ticket are both present at the same location and a second train is not required to follow the first train, the shunter must obtain the train staff. On arrival at the opposite end, the shunter must:

- at the Brentford end, assume responsibility as the Brentford Person in Charge (PiC)
- ensure the train is complete and clear of the single line section and advise the signaller accordingly
- retain the staff on the locomotive at Brentford or place the staff in the special cabinet provided at Southall.

If a second train is to follow the first train, the shunter for the first train must observe the train staff as being present and then obtain the ticket. The driver must be shown the train staff and then issued with the ticket. On arrival at the opposite end, the shunter of the first movement must :

- at the Brentford end, assume responsibility as the PiC,
- ensure the train is complete and clear of the single line section and advise the signaller accordingly
- retain the ticket on the locomotive at Brentford or place the ticket in the special cabinet provided at Southall.

Once the second train arrives at the Brentford end with the train staff, the shunter for that train must seek permission from the PiC already on duty to pass the 'End of Single Line Section' board. Once this second train has arrived, the signaller must be advised that the single line section is clear. Both the PiC and shunter must confer and agree the order of further movements and exchange contact telephone numbers.

If the train staff only is present, the shunter must understand this to mean that another train is already on the Brentford branch. In these circumstances, the shunter must examine the train register and obtain the contact telephone number for the shunter of the train already on the branch which has conveyed the ticket. The shunter must establish that the preceding train has arrived complete, clear of the single line before obtaining the signaller's permission to occupy the section and then may issue the train staff to the driver.

If neither the train staff nor ticket, or only the ticket is present, the shunter must ensure no further movement takes place until the train staff arrives back at their location.

3.4 Using the train staff for protection of work

As long as no train is within the section, signallers must use this regulation when the train staff is needed to protect work as shown in:

- module TS1 *General signalling regulations*, regulation 13.2, or
- module T3 Possession of a running line for engineering work.

The train ticket must not be used to protect work.

The PICOP must take the train staff and sign for the possession in the train register kept at Southall and advise the signaller. During this time, three detonators 20 yards apart must be placed at the stop board at Southall.

The PICOP must, when the line is clear and safe to run over and all trains are clear of the single line, make and sign a suitable entry in the train register and advise the signaller. The detonators at the stop board must be taken up at the same time.

When told that the train staff is no longer needed to protect the work, the signaller must get an assurance from the PICOP that it has been replaced into the locked cabinet at Southall.

3.5 Engineer's train working in section (not under possession)

If an engineer's train requires to work on the single line the driver must be in possession of the train staff. The train staff must be returned to Southall when the work is completed.

4. Obstruction of the line

If it is necessary to stop trains because of an obstruction or other emergency within the section, the signaller must:

- if necessary, arrange for train radio messages to be sent
- place or keep signals at danger to protect the obstruction or other emergency
- take any other possible action to stop trains.

When the obstruction has been removed and the line is again clear, normal working may be resumed

5. Train or vehicles proceeding without authority (including a SPAD) or train divided

5. Train or vehicles proceeding without authority (including a SPAD) or train divided

5.1 Staff becoming aware

If a train or vehicles proceeds without authority or has entered the section without authority or without the correct train staff or ticket, or the train is running in two or more portions, the signaller must:

- place or keep the signals at danger
- if necessary, arrange for train radio messages to be sent
- if possible, alter the position of points to divert trains and prevent collisions
- if possible, arrange for the line on which the train or vehicle is proceeding without authority to be cleared
- take the necessary actions for any level crossings
- contact the shunter/signaller to get trains stopped
- take any other possible action to reduce the risk of a collision.

5.2 Making sure the line is clear

The signaller must not allow another train to pass over the portion of line affected, until it has been established that you are sure the line is not obstructed.

The next train must be signalled normally but the signaller must:

- tell the driver what has happened
- instruct the driver to proceed through the section at caution.

6. Tail lamp missing or out

If the signaller becomes aware that a train has a tail lamp missing or out, it must be established that the train is complete.

The signaller must also tell the driver of that train that the tail lamp is missing or out.

7. Allowing an assisting train into an occupied section

7.1 Before allowing an assisting train into the occupied section

The signaller may allow an assisting train to enter an occupied section to:

- proceed to, and assist, a failed train
- remove a portion of a divided train
- remove vehicles that have proceeded without authority.

Before the signaller allows an assisting train to enter the occupied section, the signaller must:

- get confirmation that, when appropriate, the train staff or ticket is with the failed train
- record the details in the train register.

The shunter must personally accompany the assisting locomotive.

If a train or portion of a train is been left in the section, the signaller must record the details in the train register.

Unless it is necessary for another traction unit to remove the rear portion, the signaller must make sure the driver keeps the train staff or ticket until the whole of the train has been removed from the section.

If another traction unit is to remove the rear portion, the signaller must arrange for the train staff or ticket to be kept in a safe place until the assisting train is ready to enter the section.

7.2 When the section is again clear

When the section has been cleared and another train is to proceed through the section, the signaller must signal this train normally. However, the signaller must:

- tell the driver what has happened
- instruct the driver to proceed through the section at caution.

8. Working by pilot and modified working

If either the train staff or ticket is lost, a thorough search must be made.

If the ticket is lost, trains must be worked using only the train staff until adequate arrangements can be put in place by the area operations manager.

If the train staff is lost, working by pilot must be introduced until it is found or replaced.

When pilot working is in place all communications will be managed between signaller and driver directly.

Dated: 25/11/23

GW178 - SOUTHALL TO BRENTFORD GOODS

Brentford Terminals

For the purposes of this method of working, a single Person in Charge (PiC) must be appointed to take charge of all train operations beyond the Brentford “End of Single Line Section” board. Separate PiCs must not be appointed for the Suez Waste Terminal and the Days Aggregates Terminal. This person will be known as the Brentford PiC. The PiC must advise the signaller of their name and contact telephone number when taking duty. The signaller must also be advised when there is a change of PiC or when the PiC goes off duty.

Suez Waste Terminal.

“Stop” boards are provided 3 yards on the approach side of Nos. 5 and 6 gates. All movements must come to a stand at these “Stop” boards until the depot representative opens the gates and authorises entry into the private sidings.

Operational Lengths
Below are details of the operational lengths of sidings within the Terminal

Line	Length		
	Metres	Feet	SLUs
Suez Waste siding	416	1365	65
Suez Waste headshunt	102	336	16
Reception Siding (from North set of points to the gates for the headshunt)	1083	3549	169
Run round siding (approach to Suez Waste siding)	350	1148	55

Days Aggregates Terminal.

The maximum speed for train movements within the terminal is 3mph for propelling movements and 5mph for hauling. All movements must come to a stand before entering the Hopper House and the PiC must obtain permission to proceed from the firm’s representative. On completion, the firm’s representative will advise the PiC that the wagons are ready to take away

Operational Lengths
Below are details of the operational lengths of sidings within the Terminal

Line	Length		
	Metres	Feet	SLUs
Hopper Siding	460	1509	72
Approach Siding (between North and South points)	319	1046	50

Dated: 30/09/23

GW180 - HEATHROW AIRPORT JN TO TERMINALS 4 AND 5

Entire Line of Route (GENERAL)

Heathrow Rail control Room (HRCR). The HRCR is staffed continuously by Heathrow Airport Ltd Service Controller and controls the following safety systems as affects the Sections of line in tunnel, including the station areas within the tunnels:

- Ventilation
- Lighting
- Fire monitoring/protection
- Evacuation
- Lineside access points

TOC staff, Didcot Electrical Control Operators and signallers have separate instructions on the action to take in emergency situations.

Protection of engineering work. The Protection Procedures shown in Rule Book Module TS1, Regulation 13.2.4 involving T-COD and detonators are prohibited on this line.

The Protection Procedure involving disconnection of signalling equipment (Regulation 13.2.4) may be taken by operation of the appropriate signalling lockout device(s) by nominated COSSs (or PCs) who have received the necessary training.

The lockout device keys are held in the HRCR. Form NR3180 must be completed by the COSS (or PC) in contact with the Signaller in the usual way, but Part A of the form must be suitable endorsed to the effect that “Lockout device number(s)…….. operated.

Diesel traction in tunnel sections. The signaller must contact the HRCR and get confirmation that the tunnel ventilation system has been switched on before authorising any diesel-powered vehicle to enter the tunnel sections.

Access to lineside in tunnel sections. All personnel requiring to go on or near the line must contact HRCR beforehand; in the case of a working group the Person-In-Charge must do this. Under no circumstances may persons be on or near the line in any tunnel section unless the movement of trains in that section has been suspended. Access via the tunnel portals on foot is prohibited except in emergency or when the line is under possession.

Use of diesel traction within tunnels. Diesel traction traincrew are advised that the signal head for SN332BR (Up Airport, between Heathrow Central and Heathrow Tunnel Junction) is closer to the locomotives’ windows than is normally permitted and they must be keep their head within the cab when passing it.

Protection of failed train. The use of detonators for protecting a failed train, as set out in Rule book module M2 section 1.5, is prohibited between the tunnel portals and Heathrow Terminals 4 and 5.

Trains not fitted with GW-ATP or ETCS. Where a train is not fitted with GW-ATP or ETCS, or a train is without functioning GW-ATP or ETCS equipment or where ATP or ETCS signalling equipment has failed, trains are not permitted to travel onto the Heathrow Airport Branch beyond SN321, SN323 or SN325, unless specifically authorised.

Dated: 11/11/23

GW180 – HEATHROW AIRPORT JN TO TERMINALS 4 AND 5

Entire Line of Route (ERTMS SPECIFIC INSTRUCTIONS)

Movement Authorities extending beyond a signal at danger. For the purposes of applying Rule Book S7 (Section 7 Reporting signalling failures and irregularities, 7.1 Signalling equipment), due allowance must be made for measurement errors and other tolerances and Movement Authorities (MA) must be expected to extend approximately 20 metres beyond the signal at danger to which they apply.

Failure to step up from Staff Responsible (SR) mode. When a train is making a movement in Staff responsible (SR) mode and it does not step up to a Movement Authority (MA) before the limit of movement specified by the signaller, the driver must stop the train irrespective of the signal aspect.

The driver must inform the signaller that the train has not stepped from up from SR and that they will carry out another Start of Mission (SoM). If the SoM is successful and a Movement Authority (MA) is obtained, then the train can proceed normally.

If the SoM is not successful and the train does not obtain an MA, then the driver must obtain permission from the signaller to revert to Level National Train control (NTC).

Changing mode from ETCS Level 2 to Level National Train Control (NTC). When a train driver cannot obtain a Movement Authority (MA) because of a failure, or after athey have unsuccessfully

carried out a new Start of Mission (SoM) and an MA still cannot be obtained, then they must inform the signaller. The signaller will instruct the driver to revert to Level NTC and proceed in accordance with Rule Book module TW5, section 24.5as if TPWS was affected, except where modified below:

1. Where the driver cannot be accompanied trains may proceed at a speed not exceeding 40mph (65km/h).
2. If the movement is made towards buffer stops, the train must not proceed at a speed above 5mph (10km/h) from the platform ramp.

If a failure can only be resolved by a train which must revert to Level NTC then the signaller may authorise this. If the failure is likely to continue for some period and affect multiple trains, then the signaller must obtain permission from Operations Control.

Recovery of trains due to failure of ERTMS. If ERTMS signalling has failed on the Heathrow branch and trains are required to be recovered, they shall follow the instructions in Rule Book module TW5, section 24.5 as if TPWS was affected, except where modified below:

1. Where the driver cannot be accompanied trains may proceed at a speed not exceeding 40mph (65km/h).
2. If the movement is made towards buffer stops, the train must not proceed at a speed above 5mph (10km/h) from the platform ramp.

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

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

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

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

Train tripped by TPWS At Heathrow Tunnel Junction. If an ETCS fitted train fails to transition at the ERTMS Level 1 Launch after passing SN321, SN323 or SN325 it will be stopped by a TPWS brake intervention caused by the Overspeed Sensor System (OSS) fitted on the approach to Heathrow Tunnel Junction.

If a train fails to transition and is stopped by a TPWS brake intervention the driver must inform the signaller of the conditions which led to the train being stopped. The signaller and the driver must complete the RT3185 form at the first convenient opportunity and make reference on the form to the TPWS activation AND the ERTMS level transition failure.

Dated: 11/11/2023

GW180 - HEATHROW AIRPORT JN TO HEATHROW TERMINALS 4 AND 5

Entire Line of Route (ERTMS)

Train tripped by TPWS at Heathrow Tunnel Junction. If an ETCS fitted train fails to transition at the ERTMS Level 1 Launch after passing SN321, SN323 or SN325 it will be stopped by a TPWS brake intervention caused by the Overspeed Sensor System (OSS) fitted on the approach to Heathrow Tunnel Junction.

If a train fails to transition and is stopped by a TPWS brake intervention the driver must inform the signaller of the conditions which led to the train being stopped. The signaller and the driver must complete the RT3185 form at the first convenient opportunity and make reference on the form to the TPWS activation AND the ERTMS level transition failure.

Dated: 27/08/2022

GW180 – HEATHROW AIRPORT JN TO HEATHROW TERMINALS 4 AND 5
Entire Line of Route (ERTMS SPECIFIC INSTRUCTIONS)

Changing mode from ERTMS Level 2 to Level National Train Control (NTC). When a train driver cannot obtain a Movement Authority (MA) because of a failure, or after they have unsuccessfully carried out a new Start of Mission (SoM) and an MA still cannot be obtained, then they must inform the signaller. The signaller will instruct the driver to revert to Level NTC and proceed in accordance with Rule book module TW5, section 24.5 as if TPWS was affected, except where modified below:

- Where the driver cannot be accompanied trains may proceed at a speed not exceeding 40mph (65Km/h).
- If the movement is made towards buffer stops, the train must not proceed at a speed above 5 mph (10 Km/h) from the platform ramp.

If a failure can only be resolved by a train which must revert to Level NTC then the signaller may authorise this. If the failure is likely to continue for some period and affect multiple trains, then the signaller must obtain permission from Operations Control.

Recovery of trains due to failure of ERTMS. If ERTMS signalling has failed on the Heathrow branch and trains are required to be recovered, they shall follow the instructions in rule Book module TW5 section 24.5 as if TPWS was affected, except where modified below.

- Where the driver cannot be accompanied trains may proceed at a speed not exceeding 40 mph (65 km/h)
- If the movement is made towards buffer stops, the train must not proceed at a speed above 5 mph (10 Km/h) from the platform ramp.

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

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

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

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

Dated: 26/11/2023

GW182 - WEST DRAYTON TO COLNBROOK

West Drayton Jn

A down train of 71 SLU (1500 feet) total train length can be accommodated on the West Drayton Loop (down direction) with the train stopped at signal T473 and the rear of the train clear of the Up Relief line.

If a down train exceeds this length limit and is required to operate onto the Colnbrook branch line then the person in charge must be present at West Drayton LC (MG) in sufficient time before the train arrives at signal T473 to avoid delaying trains on the Up Relief line.

Dated: 26/09/15

GW182 - WEST DRAYTON TO COLNBROOK

West Drayton LC (MG)

The Person in Charge (PiC) must tell the signaller when taking duty at the crossing and ask for the fortress key to be released to allow the crossing to be operated.

If the train is going to Thorney Mill Stone Terminal, the PiC must tell the signaller which line the train must be routed to.

When the train has passed, the PiC must replace the release key in the fortress key lock in the equipment cupboard and tell the signaller that this has been done.

If it is not possible to close and secure the gates across the road because of failure or damage the PiC must tell the signaller and ask for the driver of the approaching train to be cautioned.

Dated: 27/12/13

GW182 - WEST DRAYTON TO COLNBROOK

Thorney Mill Terminal

A Person in Charge (PiC) must be appointed to take charge of all rail movements at this location. The PiC is the Freight Operating Company member of ground staff and will be known as the Thorney Mill PiC. The PiC must advise the signaller of their name and contact telephone number when taking duty. The signaller must also be advised when there is a change of PiC or when the PiC goes off duty.

The PiC is responsible for giving permission for a train to enter the terminal and must tell the signaller which line the approaching train must be routed to.

Dated: 25/11/23

GW182 - WEST DRAYTON TO COLNBROOK

Colnbrook

For the purposes of this method of working, a single Person in Charge (PiC) must be appointed to take charge of all train operations beyond stop board T3511. Separate PiCs must not be appointed for the Colnbrook Logistics Depot and the Colnbrook oil Terminal. This person will be known as the Colnbrook PiC and must advise the signaller of their name and contact telephone number when taking duty. The signaller must also be advised when there is a change of PiC or when the PiC goes off duty.

Arriving trains

When a train arrives at West Drayton, the shunter must contact the signaller to confirm who the PiC at Colnbrook is and obtain their contact telephone number.

If no PiC is on duty at Colnbrook, then the shunter accompanying the train onto the branch will take the role. The signaller must confirm the person's name and contact telephone number and record this on the sheet provided.

Only the PiC may authorise movements passed stop board T3511 at the entrance to the site.

Departing trains

If a train is to proceed beyond signal T3512 (either departing or for shunting purposes) then the PiC must contact the signaller and obtain permission for the train to approach the signal.

If the PiC requires to leave Colnbrook and there is another train working in the yard, then the PiC will hand over responsibility to the other shunter. The outgoing PiC will confirm with the signaller the new PiCs name and telephone number.

If the Pic requires to leave Colnbrook and there is no other train in the yard, then the Pic will stand down and confirm this with the signaller. The signaller must record this on the sheet provided.

Oil Terminal traffic
Mobile telephones are not permitted to be used in the oil terminal.
If the shunter accompanying an oil train is appointed PiC then once the train is stabled in the terminal, the shunter must stand down as PiC. They must confirm this with the signaller who must record it on the sheet provided.
When the train is ready to depart from the oil terminal, the shunter must contact the signaller to identify whether or not a PiC is on duty. If no PiC is on duty then they will assume the role and provide their name and contact telephone number to the signaller. If there is a PiC on duty the shunter must not allow any train movements until authorised by the PiC
General conditions
After working, trains or vehicles may only be stabled as follows
Defective Wagons in the cripple siding spur at the north end of the aggregate discharge siding
Any other requirements on the Arrival & Departure Siding clear of the points. Other train operators must be advised

Dated: 06/02/2021

GW185 - MAIDENHEAD TO MARLOW

MAIDENHEAD

See Route GW103

Dated: 26/08/2017

GW185 - MAIDENHEAD TO MARLOW

Furze Platt LC (ABCL) To Cookham LC (ABCL)

Plungers are provided on the posts of the Driver's flashing lights to start the crossing sequence if it has not started automatically or if it has stopped as a result of the train being delayed.

Failure of crossing equipment. No train may pass over the crossing, during daylight or darkness, until an Attendant has taken up duty if:

1. the barriers have failed in the raised position **and**

the road traffic signals are not working

The provisions of Rule Book, Module TS9, regulation 4 are modified accordingly.

Dated: 03/12/11

GW185 - MAIDENHEAD TO MARLOW

BOURNE END To MARLOW

Train Failure. If assistance is to be provided from Bourne End, the Driver must take the train staff there in order that the Person in Charge (or Conductor of the assisting train when Bourne End is unstaffed) can operate the Ground Switch Panel for the assisting train. The train staff must be handed to the Driver of the assisting train and they must then be conducted to the disabled train.

AWS arrangements. The single AWS indication for Up trains approaching Bourne End at 0m 43ch applies to the following signs:

Advance warning sign for Marina and Brooksby ABCL level crossings

Up direction fixed distant signal

Brooksby and Marina Level Crossing (ABCL) – One set of warning boards, speed restriction boards and drivers indicator lights cover both crossings. The instructions for ABCL / AOCL level crossings in Rule Book, Module TS9, regulation 4 apply at these crossings with the following modifications :

These crossings are operated by approaching trains or the operation of the Drivers plunger. One plunger is provided each side which covers the operation of both crossings.

In the event of the crossing sequence not being initiated by the approach of the train or should the white light stop flashing before the train reaches the crossing, the Driver must operate the plunger provided in a locked cabinet (opened by a No. 1 key) just on the approach to the white light post to activate the crossing. When the light is flashing the driver may proceed over both crossings as normal.

If after the operation of the plunger the white light still does not flash, the Driver must treat the crossings as failed.

Calcott Lane Level crossing (UWC), 1m 44ch – Between Spade Oak Crossing and Marlow. This crossing is provided with telephones for the safety of users. The telephones connect users with the signaller at Didcot TVSC Slough workstation. The signaller will contact drivers by use of the GSM-R radio system in order to establish the position of trains. Drivers must answer these GSM-R calls when it is safe to do so.

Should the GSM-R system be inoperative for any reason at a time when trains are ‘shut-in’ between Bourne End and Marlow only, the guard must ring the signaller on arrival of each trip at Bourne End to obtain permission to return towards Marlow.

Dated: 07/05/16

GW185 - MAIDENHEAD TO MARLOW

BOURNE END

Handling of token : Up platform no. 2. On arrival the driver must put the token in the auxiliary instrument near the buffer stop and get the signaller's permission to withdraw a token for the return journey towards Maidenhead.

If the blue TPWS status light does not flash after withdrawing the token, the driver must get the signaller's permission to replace the token and withdraw it again. If the blue light still does not flash, it must be reported as a TPWS fault.

Handling of token : Down platform no. 1. When trains arrive from, and return towards Maidenhead, the driver must put the token in the main instrument at the ground switch panel and get the signaller's permission to withdraw a token for the return journey.

On through trains to Marlow, the driver must hand the token to the guard on arrival. The guard must normalise the points, replace the token to the instrument then hand the train staff to the driver.

On through trains from Marlow, the driver must hand the train staff to the guard on arrival. The guard must operate the token instrument, reverse the points, leave the train staff in the key switch and then hand the token to the driver.

Train Ready To Start (TRTS) plunger. A TRTS plunger is provided on the Down platform no. 1. The TRTS plunger must be pressed prior to every departure from the Down platform, whether or not the ground switch panel needed to be operated for the movement.

Train Dispatch: Down platform no.1.: Once the token or train staff has been released and the route correctly set via the ground switch panel, the Guard will return to the platform. The Guard must then:

1. Hand either the token or the train staff to the Driver.
2. Press the TRTS button (having first confirmed with the Driver that the train will be ready to depart on clearance of the indicator).

The Driver and Guard must confirm that the indicator is showing a 'proceed' aspect for the selected route before the train dispatch procedures are commenced.

Once the Guard has then returned to the rear of the train, dispatch procedures must be undertaken in the normal manner.

Points indicators. Rule Book, Handbook RS/521, Section 4.6 is amplified as follows:

Points Indicator BE.1 – Down platform no. 1

If a red light remains displayed after the TRTS plunger has been operated, the driver must tell the signaller. The driver must arrange for the token to be placed in the main instrument or the train staff in the key switch at the ground switch panel and the train must not proceed until the facing points have been secured in the correct position.

Points Indicator BE.3 – From the Maidenhead direction.

If an incorrect route is displayed for the train, the driver must stop at the points indicator and not proceed until the ground switch panel has been operated for the correct route.

If a red light is displayed or no light is showing, the driver must stop at the points indicator and tell the signaller what has happened. The train must not proceed until the facing points have been secured in the correct position.

Ground switch panel (GSP). If the controls fail to respond to the route buttons when required, the operator must check that both the token and the train staff are correctly turned in their key switches before trying the route button again.

If the 'points locked' red light is not illuminated after the GSP route button has been selected, the fault must be reported to the signaller and arrangements made to secure the points. The red light will only illuminate when a route button has been selected, the points concerned have fully motored over and the token or train staff has been removed from the relevant key switch.

TPWS train stop override. The train stop sensors are de-energised by withdrawal of a token on the Up platform. In the case of the Down platform line, the train stop sensor is de-energised by operation of the TRTS plunger and clearance of points indicator BE.1. Once the Guard has returned to the rear of the train and re-checked that the Points Indicator is still displaying the correct proceed aspect, the same dispatch procedures as for the Marlow direction (i.e. use of buzzer) must be undertaken for the Maidenhead Direction.

Dated: 07/12/13

GW200 - DIDCOT TO HEYFORD

APPLEFORD

Appleford is a private siding located at 54m 50ch with access obtained from the Down Oxford Main line and entry / exit is controlled by TVSC Didcot workstation.

The sidings consist of three double ended sidings and a run-round loop and are numbered from the northerly direction

- No's 1 and 2 – FCC*
- No. 3 – Forterra Ltd
- No. 4 – Hansons Aggregates
    - Fitted with an overhead gantry

A Cripple spur is provided and leads off the run round loop towards no.4 sidings and is 100 metres long.

A Freight Operating Company (FOC) Person In Charge (PiC) FOC PIC shall be in charge of all movements regardless of the operating company.

All forward movements are to be at no more than 5mph and propelling movements are to be at no more than 3mph.

Propelling movements to or from the main Line are prohibited in fog or falling snow.

Incoming trains or locomotives must come to a stand on the Reception siding at the "STOP" board and authority to proceed will be given by either the FOC PiC, making sure that the hand points are set correctly and the siding concerned is clear for the movement.

If more than one train is scheduled to arrive at Appleford while another is on-site, the first PiC, FOC PiC must take control of the whole site. The FOC PiC must advise the signaller at TVSC Didcot of their telephone number so this can be passed to the rail staff on the second train.

Before departure of a train or light locomotive, the FOC PiC must make sure that at least one Freightliner siding and one other siding are left clear to accommodate the next incoming train and to provide a locomotive run round facility. Should it not be possible to provide a locomotive run-round facility, the PiC must advise their operations control immediately

Aggregates traffic – Due to Environmental Health noise complaints, no aggregates trains are to arrive at the terminal before 0700 hours Monday – Saturday. Any train that it scheduled to arrive before this time should be regulated so that it arrives after this time.

Dated: 14/06/25

GW200 - DIDCOT TO HEYFORD

Kennington Jn To Appleford Jn

DISTANT SIGNALS ABLE TO SHOW A RED ASPECT IN AN EMERGENCY

Drivers should note that in an emergency the distant signals shown below can display a red aspect by the Signaller at Oxford Workstation operating a signal group replacement control.

Signal Number	Line	Mileage
OD2331	Up Oxford (down direction)	59m 77ch
OD2337	Up Oxford (down direction)	60m 34ch

Dated: 25/02/19

GW200 - DIDCOT TO HEYFORD

Hinksey Yard

No train or vehicle must be left on Hinksey No.1 or 2 Receptions without the Signaller's authority

Dated: 09/07/18

GW200 - DIDCOT TO HEYFORD

OXFORD

Oxford Station

Working of Class 165/6 Network Turbo Units at Oxford Station.

When a Class 165/6 Turbo Unit is positioned in the platform at Oxford and is required to couple to another 165/6 Turbo Unit, and BOTH the following conditions apply:-

(a) the train is not provided with a Guard

(b) passengers are aboard the unit

the following instructions will apply.

Preparation Of The First Train

a. The "Person in Charge" of the platform must be in attendance prior to the arrival of the second train.

b. When the second train is approaching, the "Person in Charge" must assist the Driver of the train already in the platform to close the doors.

c. When the doors of the first unit are closed the Driver must remove the Driver's master key from the controls.

d. The Driver must leave the cab and continue as diagrammed.

Attaching incoming unit to Stationary Turbo

e. The Driver of the incoming train must stop their train six feet from the stationary train.

f. The trains must then be coupled in accordance with Rule Book, Module SS2, Sections 6 and 7.

Release of Doors

When the two units have coupled correctly the Driver may open the doors to allow passengers to detrain.

NOTE:- If, after three attempts, coupling is unsuccessful then the passengers of the second train must be allowed to detrain before attempting to rectify the problem.

Up Platform. Up locomotive hauled passenger trains must come to a stand with the locomotive clear of the platform awning at the South end.

Down Oxford Sidings, Down Turnback Line and Down Oxford Engineering Sidings

The Signaller is responsible for movements to and from these sidings.

The sidings consist of Down Oxford Siding 1, Down Oxford Siding 2, Down Oxford Siding 3 and the Down Oxford Headshunt. The Down Oxford Engineering Sidings are accessed via the Down Oxford Headshunt.

The Down Oxford Turnback Line is situated between Down Oxford Siding 2 and the Down Oxford Relief.

There are two access points to the Down Oxford Sidings, with the connection furthest north providing access to the Down Oxford Turnback Line and Down Oxford Siding 2 only. The connection nearest the station provides access to Down Oxford Siding 1, Down Oxford Siding 2 (via Down Oxford Siding 1), Down Oxford Siding 3 and access to three Down Oxford Engineering Sidings via Down Oxford Headshunt.

Down Oxford Sidings 2, 3 and Down Oxford Headshunt have red buffer stop lights fitted. Down Oxford Turnback Line has white lights fitted to buffer stop.

If the Driver of a train signalled into the Down Oxford Turnback line is remaining with the train, they must stop the train at the relevant stop car marker.

If the Driver of a train signalled into the Down Oxford Turnback line is leaving the train unattended, they must stop the train at the buffer stops. The signaller must then be contacted by the Driver in order to authorise the train to approach OD.2372 once the train is ready to depart.

The Driver of a train requiring to enter the Down Oxford Engineering Sidings from the Down Oxford Headshunt must ensure that the hand points are set correctly and the siding concerned is clear for the train to enter.

Providing the Down Oxford Siding 2, Down Oxford Siding 3 are not occupied, trains should continue to the far end stopping 5 metres from the buffer stops. After changing ends or joining the train, the driver must contact the signaller and no movement back towards the exit signal is permitted unless authorised by the signaller.

The following train standage is provided in the Down Oxford Sidings and Turnback Line after allowing for standing back from buffer stop and the exit signal

Siding / Line	Standage
Turnback Line	264m / 866ft / 41SLU
Down Siding 1	185m / 607ft / 7SLU
Down Siding 2	106m / 348ft / 16SLU
Down Siding 3	260m / 853ft / 40SLU
Down Headshunt	95m /312ft / 14SLU

Up Oxford Sidings

The sidings consist of Up Oxford Sidings 1-5 and an Up Oxford Headshunt.

Access to and from Up Oxford sidings 1-5 is via either Oxford Bay Platforms 1 or 2 or via Up Oxford Relief (Platform 3). Access to and from the Up Oxford Headshunt is via Up Oxford Sidings 1-5.

Each Up Oxford Siding and Up Oxford Headshunt have a buffer stop fitted with sidings 2-5 and headshunt having a red light fitted and siding 1 has a white light fitted. Each siding and the Up Oxford Headshunt have a ground position light siding exit signal at the end of each siding.

Up Oxford Sidings 1 to 5 have a lockout provided that enables the Shunter (PIC) to lockout any of the 5 sidings. Operation of the lockout will prevent signal routes being cleared into or from the locked out siding.

The Signaller must obtain permission from the Shunter (PIC) when on duty before signalling a train into the Up Oxford Sidings.

When a train is ready to depart the sidings the Shunter (PIC) must insert the train headcode into the siding exit signal berth or advice the Signaller verbally if carrying out duties away from the Shunter's cabin.

The following train standage is provided in the Up Oxford Sidings and Up Oxford Headshunt after allowing for standing back from buffer stop and the exit signal.

Siding/Line Standage available

Siding / Line	Standage
Up Oxford Siding 1	337m / 1105ft / 52SLU
Up Oxford Siding 2	337m / 1105ft / 52SLU
Up Oxford Siding 3	252m / 827ft / 39SLU
Up Oxford Siding 4	167m / 548ft / 26SLU
Up Oxford Siding 5	246m / 807ft / 38SLU
Up Headshunt	102m / 335ft / 15SLU

Dated: 21/06/2025

GW200 - DIDCOT TO HEYFORD

BETWEEN TACKLEY AND WOLVERCOT NORTH JUNCTION

DISTANT SIGNALS ABLE TO SHOW A RED ASPECT IN AN EMERGENCY

Drivers should note that in an emergency the distant signals shown below can display a red aspect by the Signaller at Oxford Workstation operating a signal group replacement control.

Signal Number	Line	Mileage
OD2429	Down Cherwell Valley	67m 23ch
OD2432	Up Cherwell Valley	67m 58ch
OD2433	Down Cherwell Valley	68m 35ch
OD2434	Up Cherwell Valley	68m 26ch

Dated: 09/12/18

GW260 - KENNINGTON JN TO MORRIS COWLEY

Morris Cowley

Maximum Speed. Speed must not exceed 5 mph while pulling and 3 mph whilst propelling within the BMW terminal.Speed must not exceed 10mph from the BMW Terminal Gate to OD2301 signal.

Yard Shunting. Up trains will run to the Through Siding and must not proceed beyond the "Stop" board unless authorised by the Person in Charge.

OD2301 signal adjacent to Cowley Ground Frame is the protecting signal controlling access onto the Morris Cowley Branch Single Line. The Person In Charge must contact the Signaller and come to a clear understanding if the signal needs to be cleared for a train departing towards Kennington Junction or for a shunting movement.

Any movements towards or onto the Through Siding must be made with a locomotive at the Oxford end throughout.

In order to use the ground frame at Cowley the Person In Charge must obtain the ground frame release key which is located in a No.1 Box on a post next to the frame. When not in use the frame should be put back into the normal position and release key returned to No.1 box this ensures that trap points are in the normal position.

Stabled Vehicles. Vehicles secured by handbrake must also be secured by wheel scotch unless they are stabled on the stop blocks. The handbrakes of ALL stabled cartic vehicles must be fully applied.

Dated: 09/07/18

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GW300 - ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL

Worcester Shrub Hill Through Sidings

No train or shunting movement destined to stable in ‘the sidings’, must be allowed to occupy the Down or Up Through siding, until the Guard or Shunter has obtained the permission of the Worcester Shrub Hill Station Signaller and has placed to Danger the ground frame operated intermediate Stop signal on the Through siding concerned.

Under no circumstances must either signal be placed to Danger without the Signaller's permission.

Immediately shunting has been completed and the Down and Up Through sidings are again clear, the signal(s) must be replaced to the "Off" position and the Signaller advised accordingly.

The traincrew must comply immediately with the requirements of Rule Book, Module TW1, Section 36.1, using one of the telephones connected to Worcester Shrub Hill station signalbox. When the intermediate Stop signal is "Off" the Driver must bring the train to a stand to enable this to be done.

Working of Passenger trains. Passenger trains being worked over the Down or Up Through Sidings in an emergency must not exceed 5 mph.

Train shunted clear of the line or entering looplines on other than track circuit block (TCB) or ERTMS lines - Rule Book, Module TW1, Section 36.1. Drivers must carry out the provisions of this Rule when a movement is made onto the Through Sidings from the running line at the Worcester Shrub Hill Station end.

Dated: 05/12/15

GW300 - ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL

WORCESTER SHRUB HILL

North Sidings ground frame. The signaller must be advised of the movements required to be made using this ground frame. A Person in Charge of movements (PiC) must be appointed who must be specially trained in the use of the ground frame. The PiC must be in attendance in good time and before trains approach from the Norton Junction direction. Provided the signaller is in a position to grant permission, a release will be given for the interlocking lever.
After the points have been restored to the correct position, the PiC must not leave the ground frame until an assurance has been received from the signaller that everything is in order.
Shunting movements – station area. The following is the preferred shunting route that will be used where more than one route is available. Where only one shunting route is available, or where due to the nature of the location, liaison between the signaller and the driver always precedes any movement, no preferred shunting route is listed.

Location	Shunt details
Norton Junction end	To or from Platforms 1A, 2A and 3 – To Up Main Line and reverse behind shunting signal SH54

All shunting movements between the station and the Hereford / Back Road Sidings involving HSTs must be made using one engine only with the Oxford end power car shut down. All FGW train movements into and out of the Hereford Sidings must be made via the Norton Junction end using the North Sidings Ground Frame.
Back Road Siding (Bay Siding). Movements to and from the Back Road Siding are fully signalled and are under the control of the signaller. Drivers must telephone the signaller for permission to make any movement towards the exit ground disc signal.
The Tunnel Junction end of the siding is provided with electrical shore supply connections for use when HST sets are being stabled.
Hereford Sidings. A PiC must be appointed whenever moves are required to, within or from these sidings. This person must contact the signaller when starting and finishing duty and provide a contact telephone number. The PiC will be responsible for the operation of the North Sidings Ground Frame.
Drivers wishing to undertake train preparation duties must telephone the signaller on arrival to agree suitable protection arrangements and obtain permission to start work. The signaller must record the name of the driver together with a mobile telephone contact number. The signaller must inform the driver if a PIC is already on duty.
Drivers must inform signallers when train preparation duties are complete. No other movements must be permitted towards, within or from the Hereford sidings until train preparation duties are complete.
Drivers must obtain permission before making any movement towards the exit ground disc signal at the Norton Junction end of the layout.
The Tunnel Junction end of sidings 1 and 3 are provided with electrical shore supply connections. Drivers of down direction HST movements must bring their train to a stand at the shore supply stop boards provided.
No other movements are permitted in the Hereford Sidings whilst FGW HST services are being stabled or prepared for service.
No. 2 Hereford Siding will be protected by the signaller when drivers are undertaking train preparation duties on roads 1 and / or 3.
Under normal circumstances no other movements will be permitted or planned over no. 2 Hereford Siding between the hours of 04.00 and 06.30 daily.
Signallers will not release control of the ground frame until such time as they are advised that all FGW train preparation duties are complete and all FGW staff are clear of the Hereford sidings.

Dated: 11/04/20

GW300 - ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL

Worcester Light Maintenance Depot

Worcester Light Maintenance Depot (LMD) consists of the following sidings numbered from the Down Main line:-

Through Road

Service Road

Sidings No.1 & 2

Sidings No.3 to 7 inclusive (Field Sidings)

Definitions used in these instructions

"Person in Charge of Sidings" means - The RO 2 (Shunter) on duty.

"Nominated Person" means - The Carriage Cleaning Supervisor, or, in his/her absence the RO 2 (Shunter).

"Designated Person" means - The Senior Fleet Technician/Fitter, or, in his/her absence the RO 2 (Shunter). The Designated Person will wear a high visibility arm band with the letters "DP".

NOTE: Only one person can be a "Designated Person" at any one time.

Protection arrangements within the LMD. These will be in accordance with Rule Book, Modules T10 and TW1.

Movements to the LMD. All movements from Shrub Hill or Tunnel Junction onto the LMD must be made only on the authority of the "Person in Charge of Sidings" who before authorising the movement must ensure the complete train formation can be accommodated within the Depot.

Movements to/from Service Road and Sidings No.1. Movements past the "STOP and await instructions" board located at either end of the Service Road and at the entrance to No.1 Sidings must only be authorised by the "Designated Person".

Movements within the LMD. All movements within the Depot, except the Service Road and No.1 Siding, shall be made on the authority of the Person in Charge of the Siding.

Movements from the LMD. The "Person in Charge of Sidings" will advise the Signaller at Shrub Hill or Tunnel Junction signalboxes the reporting number and destination of all trains prior to departure from the Depot.

Carriage Washing Machine. The speed of movements through the carriage washing machine must not exceed 3 mph. Engineers on track machines and freight vehicles must not pass through the carriage washing machine.

Carriage Cleaning. Carriage cleaning is prohibited on the Through Road, Service Road and No.1 Siding. Carriage cleaning may only be performed in sidings 2 to 7 inclusive (Field Sidings).

The "Nominated Person" will be responsible for the protection of carriage cleaning staff in these sidings.

Toilet flushing may only be undertaken on the Flushing Apron, No.2 siding.

Maintenance/Repair/Inspection of Units/Coaching stock. Maintenance/Repair/Inspection of Units/Coaching stock is prohibited on the Through Road and must normally be undertaken on either the Service Road or No.1 Sidings. The "Designated Person" will be responsible for the protection of these sidings. Maintenance/Repair/Inspection of Units/Coaching stock may be undertaken on sidings Nos. 2 to 7 inclusive provided the required Protection arrangements are made with the "Nominated Person".

Train Preparation Duties. Train Preparation duties must not be carried out on the Through Road and the Service Road but may be carried out on Sidings 1 to 7 inclusive. Traincrew undertaking train preparation duties are responsible for their own safety.

Responsibility for Connecting/Disconnecting Battery Charging Equipment. The "Designated Person" will be responsible for the connection/disconnection of battery charging equipment to units/coaching stock within the carriage servicing depot.

Change of responsibility for "Designated Person". The change of responsibility from the RO 2 (Shunter) to Fleet Engineer's staff and vice versa must be recorded in the Log Book provided.

Dated: 01/08/10

GW300 - ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL

Worcester Tunnel Jn

Reversal of empty DMUs for Light Maintenance Depot. On clearance of the shunt-ahead arm on the Down Main Section signal, Drivers may draw forward sufficiently for the train to reverse behind the appropriate ground disc signals.

Dated: 05/08/06

GW310 - WOLVERCOT JN TO PERSHORE (EXCL.)

HONEYBOURNE

Trains to or from Honeybourne Up Yard or the Long Marston branch that are required to reverse on the main lines must be capable of being driven from both ends. If this is not possible, a locomotive must be provided at either end and propelling is not permitted.

Two signs are provided on the Down Cotswolds line on the Evesham side of the trailing crossover. The signs read 34 SLU and 65 SLU and are provided to assist drivers stopping in the correct position before reversal towards the Up Yard or Long Marston branch.

See also route GW317.

Dated: 22/08/11

GW310 - WOLVERCOT JN TO PERSHORE (EXCL.)

COMBE

This station can accommodate two-car class 165/166 Turbo unit. Longer trains must be fitted with selective door opening or must have the other vehicles locked out of use.

Two car Class 165/166 Turbo: The Driver must bring the front cab of their train to a stand adjacent to the respective 2-car stop sign to ensure all passenger doors are positioned at the platform. In case of inaccurate stopping, providing part of the train is adjacent to the platform, the Driver may reverse the train in order to position the vehicles correctly. Rule Book, Module TW1, Section 37.2 is modified in that the Signaller's permission need not be obtained in this case.

The Driver must not operate the door release control unit until all passenger doors are correctly positioned at the platform.

Dated: 13/01/2024

GW310 - WOLVERCOT JN TO PERSHORE (EXCL.)

FINSTOCK

This station can accommodate two-car class 165/166 Turbo unit. Longer trains must be fitted with selective door opening or must have the other vehicles locked out of use.

Two car Class 165/166 Turbo: The Driver must bring the front cab of their train to a stand adjacent to the respective 2-car stop sign to ensure all passenger doors are positioned at the platform. In case of inaccurate stopping, providing part of the train is adjacent to the platform, the Driver may reverse the train in order to position the vehicles correctly. Rule Book, Module TW1, Section 37.2 is modified in that the Signaller's permission need not be obtained in this case.

The Driver must not operate the door release control unit until all passenger doors are correctly positioned at the platform.

Dated: 13/01/2024

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GW317 - HONEYBOURNE TO LONG MARSTON

HONEYBOURNE AND Long Marston GF

Principles of Operation – General

The line from Honeybourne to Long Marston is signalled under 'One Train Working' regulations.

The train staff is located at Honeybourne and issued under the authority of the Signaller at Evesham. The normal direction of traffic is for trains to travel from Honeybourne to Long Marston and return.

Once the train staff has been issued, the train must proceed towards the opposite end of the single line. Trains may only return to the place where they entered the single line with the authority of the Evesham Signaller.

The train staff may be used for protection purposes under line blockage and T3 regulations.

Honeybourne. Trains to or from Honeybourne Up Yard or the Long Marston branch that are required to reverse on the main lines must be capable of being driven from both ends. If this is not possible, a locomotive must be provided at either end and propelling is not permitted.

Long Marston branch. A 'Start of staff section' board, applicable to trains for the Long Marston direction and an 'End of staff section' board, applicable to trains from the Long Marston direction are provided at Honeybourne at 101m 43ch.

The train staff must be obtained for any movement beyond the 'Start of staff section' board.

Trains from the Long Marston direction must be stopped at the 'End of staff section' board, and the train staff returned to the hut which must then be locked. The PiC must obtain permission from the signaller at Evesham to pass this board and proceed towards position light signal E2443.

Long Marston. The PiC must advise the signaller at Evesham when a train has arrived clear of the single line complete with tail lamp at Long Marston. The PiC must also obtain permission from the signaller to enter the single line section and return towards Honeybourne.

Trains may enter the single line at Long Marston without having travelled from Honeybourne provided the train Staff has either travelled by a train from Honeybourne and is present or has been transported by road with the permission of the Evesham Signaller.

Ground frame. The normal position of the ground frame points is for movements along the sidings. The key to the ground frame is the Annett's key fixed at one end of the train staff.

The PiC must ensure that the points are secured in the normal position after use. No movement must pass the 'STOP' board at the ground frame applicable to trains from the Honeybourne direction, neither must the ground frame points be released until the PiC has :-

- Opened the terminal gate
- Checked that no other conflicting movements are taking place

Movements within the depot will be made under the supervision of the depot staff

Transfer of train staff by road if required

If a train is required to enter the single line at Long Marston the train Staff may be issued by the Evesham signaller for transfer by road. The Signaller will require details of:

- Person who will be responsible for the train staff
- Employer
- Mobile telephone number
- Estimated length of time train staff will be in transit

Upon arrival at Long Marston contact must be made immediately with the Evesham Signaller confirming the location of the train staff.

Consecutive trains in the same direction

If consecutive trains are required to enter the single line at either Honeybourne or Long Marston, the Evesham Signaller will arrange for the release of the staff for the first train to traverse the line. If that train is from Long Marston, then the arrangements shown above are to be followed. Arrangements are then to be in place for the train staff to be returned to the entry point of the second train prior to its departure from Honeybourne or Long Marston.

When the staff is at either Honeybourne or Long Marston, contact must be made with the Evesham signaller confirming its location so that following train can commence it's journey.

Dated: 17/08/24

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GW401 - ASHCHURCH (INCL.) TO WESTERLEIGH JN

ASHCHURCH FOR TEWKESBURY

This station can accommodate four passenger-carrying vehicles. Multiple unit trains formed of more than four vehicles must use selective door operation (SDO) equipment where fitted. On multiple unit trains not fitted with SDO, guards must ensure passengers only have access to vehicles that will be adjacent to the platform. Drivers of multiple unit trains that exceed four coaches must stop with the front four vehicles platformed.

Dated: 21/10/2017

GW401 - ASHCHURCH (INCL.) TO WESTERLEIGH JN

Ashchurch WD GF

The Through WD Siding leading to the MOD Depot must be left clear of vehicles.

Dated: 21/10/2017

GW401 - ASHCHURCH (INCL.) TO WESTERLEIGH JN

CHELTENHAM SPA

Alstone Carriage Sidings.

Drivers of arriving trains must position their trains sufficiently towards the Alstone Crossing signal box end of the siding so as to permit any further arriving train to reverse behind position light signal G.426.

Drivers of departing trains must telephone the signaller for permission to make any movement towards signal G.426 at danger. Drivers must contact the Signaller when ready to leave however, if signal G.426 has been cleared, drivers may proceed towards the Down Main line or spur line as appropriate.

The permissible speed over the siding from the main line connection is 15mph. Sectional appendix Module WR1 Explanation of Table A terms and symbols and Rule Book, Module SS2, Section 5.1 are modified accordingly. The permissible speed between signal G.426 and the spur is 5mph.

Dated: 05/12/15

GW401 - ASHCHURCH (INCL.) TO WESTERLEIGH JN

CAM & DURSLEY

This station can accommodate four passenger-carrying vehicles. Guards of multiple unit trains formed of more than four vehicles must ensure passengers only have access to vehicles that will be adjacent to the platform. Drivers of multiple unit trains that exceed four coaches must stop with the front four vehicles platformed.

Dated: 21/10/2017

GW401 - ASHCHURCH (INCL.) TO WESTERLEIGH JN

YATE

This station can accommodate four passenger-carrying vehicles. Guards of multiple unit trains formed of more than four vehicles must ensure passengers only have access to vehicles that will be adjacent to the platform. Drivers of multiple unit trains that exceed four coaches must stop with the front four vehicles platformed.

Dated: 21/10/2017

GW401 – ASHCHURCH (INCL) TO WESTERLEIGH JUNCTION

BETWEEN YATE SOUTH JUNCTION AND WESTERLEIGH JUNCTION

Signage for Class 80x

Signage is provided and is applicable to Class 80x IET's only. This signage is provided for Class 80x trains to PAN UP or PAN DOWN at line speed. These signs are provided on the Up Charfield, Down Charfield, and Up Charfield (Reversible).

Dated: 14/09/2019

GW425 - BERKELEY ROAD JN TO SHARPNESS

Berkeley Road Jn To Sharpness

The train staff for this branch is kept in Cheltenham Alstone Level Crossing Box. Down trains must stop at the 'Sharpness staff collection point' sign where a member of the traincrew must alight and collect the Train Staff from the Crossing Keeper. Up trains must stop at the special yellow cabinet provided opposite the crossing box and the Train Staff must be placed in the cabinet.

If a Driver cannot personally collect the train staff from the box or deliver it to the special cabinet provided, arrangements must be made for a suitable person to collect the train staff and deliver it to the Driver at a pre-arranged place or collect it from the Driver at a pre-arranged place and return it to Alstone Level Crossing box.

Dated: 05/08/06

GW425 - BERKELEY ROAD JN TO SHARPNESS

Berkeley GF

Nuclear Electric Compound. The ground staff must stop the train or locomotive clear of the entrance gates to the Compound and then secure the gates open.

The ground staff must ensure that the gates are locked closed after rail movements have been completed.

When no Nuclear Electric staff are present within the compound, the ground staff must ensure that the road access gates are locked closed.

Dated: 02/12/23

GW425 - BERKELEY ROAD JN TO SHARPNESS

Sharpness

Down trains must be brought to a stand clear of the handpoints at Sharpness and must proceed onto the Up Dock road to the "Stop" board on the approach side of the footpath crossing.

No train must stop this "Stop" board until the Ground Staff has established that no conflicting movement is being made with the Company's locomotive.

No train or shunting movement must be brought to a stand foul of the footpath crossing until the Ground Staff have closed and locked the wicket gates.

Drivers of movements in either direction must approach the footpath crossing cautiously and at a speed not exceeding 4mph, prepared to stop at the crossing.

Dated: 02/12/23

GW430 - YATE MIDDLE JN TO TYTHERINGTON

Yate Middle Jn To Yate West (Start of OT section)

Yate Middle Jn to Yate West (Commencement of Staff Section)

Incoming Line – arrival from Yate
On arrival at Yate Middle Junction "Stop – Await Instructions" board (BL2030), the ground staff / traincrew must ensure that the hand point is set correctly for movements before authorising the driver to pass the Stop Board onto the Incoming Line. The train shall proceed to the 'Stop Await Instructions' Board at Yate West (adjacent to the token machine cabinet). The PiC (groundstaff / traincrew) shall obtain the train-staff (in the form of a metal token) before authorising the Driver to pass the Stop Board onto the single line.

Yate Middle

The distance between the Stop Boards at Yate Middle on both the Incoming and Outgoing Roads is 341m / 1122ft. Consideration must be given when scheduling trains to pass each other at Yate Middle, ensuring one service fits within the length of limit of both Stop boards.

Working of trains longer than 63 SLUs (404m / 1338ft) to Tytherington

If a train arriving at Yate Middle is longer than 63 SLU (404 metres / 1338ft), due to the available length between the level crossing treadle at Iron Acton Station AOCL and the Down direction Stop board protecting Iron Acton Bypass TMO, a rear portion will have to be stabled at Yate Middle. The rear portion will be suitably secured with all handbrakes applied. A train longer than 63 SLU (404m / 1338ft) will otherwise leave Iron Acton Station AOCL in a failed state.

This length restriction does not apply for services in the Up direction. Other than obeying the Drivers White Lights, there is no requirement to stop the train at Iron Acton Station AOCL.

The driver must be in possession of the train staff when a movement is to proceed beyond the Commencement of Staff Section board at Yate West.

Outgoing Line – arrival from Tytherington

On arrival from Tytherington at Yate West Up "Stop – Await Instructions" board (End of Staff Section), the driver **must** contact the signaller to obtain permission to proceed to the Stop Board at Yate Middle Junction.
The PiC (ground staff/traincrew) must ensure that the hand points are set correctly.

The driver must telephone the signaller and gain permission to pass the up direction stop board on either the Outgoing or Incoming lines at Yate Middle Junction

Handling the train staff (TS8 / 2.2)
A train-staff (in the form of a metal token) is provided and when not in use is kept in the instrument at Yate West.

The signaller must be told when the train-staff is withdrawn from or replaced in the instrument.

The train staff must not be passed from one train to another without being placed in the instrument first and then withdrawn again for the next train.

The signaller must be told if "call Technician" is displayed in the train staff instrument – the train staff may still be used normally. If the train staff cannot be withdrawn from the instrument, working by pilot as shown in module *P2 Working single and bi-directional lines by pilot*, must be introduced.

Stop board explanation.

Below is a table showing the Stop boards between Yate Middle Jn and Yate West along with their meaning

Stop boards in the Down direction (towards the Quarry)

Mileage	Line	Location	Sign wording	Sign meaning
0m 1ch	Approach to the Incoming Road	Yate Middle Jn	BL2030 – STOP – Await Instructions	Contact PiC
0m 21ch	Incoming Road	Adjacent to the Token Machine	STOP Await Instructions	Contact the Signaller before collecting the token then contact PiC
0m 26ch	Branch	Approach to Single Line Jn (Yate West)	Commencement of Token Staff section	Check you have the train staff before proceeding

Stop boards in the Up direction (from the Quarry)

Mileage	Line	Location	Sign wording	Sign meaning
0m 29ch	Branch	Approach to Single Line Jn (Yate West)	STOP – Await Instructions – End of Token Staff Section	Contact Signaller before proceeding
0m 21ch	Incoming Road / Outgoing Road	Yate Token Hut	NO BOARD	Contact Signaller to replace token
0m 04ch	Incoming Road	Approach to Yate Middle Jn	STOP – Telephone Signalman before proceeding	Contact Signaller
0m 04ch	Outgoing Road	Approach to Yate Middle Jn	STOP – Telephone Signalman before proceeding	Contact Signaller

Dated: 09/08/2025

GW430 - YATE MIDDLE JN TO TYTHERINGTON

Tytherington Quarry

Below is a table showing the Stop boards between Yate Middle Jn and Yate West along with their meaning

Stop boards in the Down direction (towards the Quarry)

Mileage	Line	Location	Sign wording	Sign meaning
5m 57ch	Branch	Approach to Quarry	STOP – Await Instructions	Contact PiC

Stop boards in the Up direction (from the Quarry)

Mileage	Line	Location		Sign wording	Sign meaning
5m 63ch	Outgoing Road / Loading Road	Tytherington Quarry		STOP – Await Instructions	Contact PiC

Arriving trains

The inbound train will arrive at the 'Stop Await Instructions'. The FOC Person-in-Charge (PIC) must ensure that the facing Handpoint No.1 are correctly set and clipped before instructing the Driver to proceed.

Loading of trains

Trains may load on the Loading Line only. During the loading of traffic from the ground by means of mechanical shovel, all train movements must be controlled by hand signals from the FOC PIC/ground staff/traincrew.

Loading of trains over 60 SLU's (390m / 1279ft)

The Loading Line at the quarry can accommodate a train length of 60 SLU's (390 metres, 1279 ft) and Grovesend Headshunt can accommodate at train of 56 SLU's (360 metres, 1181 ft)

Where a train is longer than 390 metres / 1279ft and has been spilt at Yate Middle, the following method of loading will apply.

The Locomotive and front portion of the train will run forward from Yate Middle with the train arriving on the Loading Line where, the wagons can be secured with at least one third of the handbrakes.Loading of these wagons can then commence while the locomotive returns to Yate Middle to collect the remaining portion.

On arrival back at the Quarry with the second portion, the locomotive shall couple with the front portion wagons at the Yate end. When all wagons of the front portion are loaded, the locomotive shall shunt the front portion towards Grovesend Headshunt whilst simultaneously drawing the second portion into the Loading Line. The FOC PIC shall ensure the second portion of wagons are secure, before uncoupling the locomotive. The locomotive and front portion shall then continue to shunt into Grovesend Headshunt. The FOC PIC shall ensure the front portion of wagons are secure, before uncoupling the locomotive. The locomotive shall then proceed in the Up direction along the Outgoing Line, arriving behind Handpoint No.1 at the Yate end of site. The locomotive shall then draw onto the Loading Line where the FOC PIC shall couple the locomotive to the second portion of wagons. Once loading has been completed on the second portion of wagons, under instructions of the FOC PIC, the Driver shall propel the second portion of wagons towards Grovesend Headshunt, attaching the train to the front portion before completing a brake continuity test and final train preparation before scheduled departure.

Material Spill

Should material spill onto the ground which requires immediate attention, all loading operations must cease at once. The FOC PIC must split the train securing the non - locomotive portion by applying at least one third of the handbrakes, while the other portion of the train must be drawn forward by at least 50 feet.

The FOC PIC must then open the rear brake cock to ensure no further movement can take place. When satisfied that the site is secure, the FOC PIC may authorise the Terminal Supervisor (TS) to remove the spillage. On completion of the clearance operation, the TS must advise the FOC PIC that all Quarry personnel and equipment are clear of the site and loading may re–commence. The FOC PIC must then re-marshal the train, release any handbrakes and carry out a brake continuity test before allowing loading to continue.

Locomotive run-round

During the loading, an opportunity to 'run-round' will be given. The FOC PIC will come to an understanding with the TS when this 'run-round' will be performed. The FOC PIC will then inform the driver that they will be required to 'run-round'. Before the train locomotive is detached in the Loading Line, handbrakes must be applied with at least one third of the handbrakes at the leading (locomotive) end and these must not be released until the locomotive is re-attached at the Yate end of the train and the continuous brake is operative throughout the train.

The FOC PIC will set the hand points, remembering to clip them in position. The locomotive will then be 'run-round' and attached to the Yate end of the train. Once attached, the FOC PIC will walk to the back of the train, releasing the handbrakes and will instruct the driver to conduct a brake test. The train will then be loaded by propelling towards Grovesend Headshunt, preceded by the FOC PIC.

NOTE: If there is any delay in the locomotive transferring to the Yate end of the train, handbrakes must also be applied to at least a quarter of the wagons at the Yate end of the train.

Shunting

Extreme care must be taken when shunting due to severe gradients. The only shunting operations permitted are:

Removal of red-carded wagons

Attachment of repaired wagons

Remarshalling in order to comply with Brake Regulations

Any spare / crippled wagons left at Tytherington, must have **all** handbrakes applied.

Wagons stabled on the Loading Line are not considered as part of the OTW section.

Departing Trains

The ground staff/traincrew must ensure that before departure that any loose material/stone that could fall from wagons is removed prior to departure. Until the ground staff/traincrew are satisfied that the material concerned has been removed, the train must not be permitted to depart.

Prior to departure, the Driver/ground staff shall contact Stoke Gifford workstation signaller (TVSC Didcot) to confirm that the train will be departing Tytherington Quarry.

Trains must depart from the Loading Line only. The ground staff/traincrew is responsible for authorising the Driver to pass the outgoing "Stop – Await Instructions" board.

Dated 09/08/2025

GW430 - YATE MIDDLE JN TO TYTHERINGTON

Commencement of Token Section Board at Yate West to Tytherington Quarry

IRON ACTON STATION AOCL

In the event that the Drivers Crossing Indicator (DCI) fails to illuminate for an Up train, with the rear of the train straddling Iron Acton By-pass Crossing, the ground staff should drive to Iron Acton Station AOCL and place a red light on one side of the crossing and themselves on the other displaying a red light, to enable the train to proceed over the crossing.

IRON ACTON BY-PASS AND LATTERIDGE LEVEL CROSSINGS

The level crossings are train crew operated (TMO) type with barriers. Stop boards (with instructions, “Press plunger” and “Obtain white Light and whistle before proceeding”) are provided on both sides of the crossing.
Level crossing controls (comprising raise, lower and stop buttons) are provided in a cupboard (locked by a BR.1 type key) situated beneath the stop board on both sides of the crossing. The cupboard must always be locked when it is unattended.

Prohibitions of use

Movements over both crossings are prohibited in darkness or poor visibility if there is a failure of the barriers to lower and/or a failure of the road-traffic lights to operate. At other times a train may pass over the crossing in such circumstances provided the ground staff can give the driver an assurance that it is safe to do so.

Normal operation

When the train arrives at a Stop board, the ground staff/traincrew must lower the barriers by pressing (and holding) the “lower” button, watching the whole lowering sequence to make sure that nothing becomes trapped under or between the barriers. The “lower” button must be released if it is necessary to stop the lowering sequence for any reason.
A red-light indication (sequence commenced) will be displayed during the lowering sequence, replaced by a white light indication (barriers down) when the barriers are fully lowered – the “lower” button may then be released.
Pressing the ‘raise’ button will raise the barriers from their current position and the road-traffic signals will go out.
When the drivers’ white light beneath the stop board is flashing, the ground staff/traincrew must return to the train before it proceeds.
The driver must ensure that the “barriers up” (BU) indicator is displayed (to indicate that the barriers are fully raised) after the train has passed clear of the crossing.

Failure of crossing equipment

The Stoke Gifford workstation signaller (TVSC Didcot) must be told about any failure of the crossing equipment.
Failure of a white light – if the white light next to the crossing is not flashing when it should be, the train may proceed after the ground staff/traincrew has checked to make sure that the barriers are lowered (and told the driver)
Barriers fail to lower – if the lowering sequence does not start when the “lower” button is pressed, the ground staff/traincrew must attempt to lower the barriers using the other control unit. If the lowering sequence does not start the ground staff/traincrew must tell the signaller who will send for an attendant.

A two position “Fail Lower” switch is provided (Normal/Start Lights sequence) in the control unit on the Yate side of each crossing, for use by an attendant. On arrival and when the train is ready to proceed, the attendant must switch the “Fail lower” control from “Normal” to “Start Sequence” which will start the road-traffic signals (the barriers will remain raised).

The ground staff/traincrew must make sure that the road-traffic signals are working and then return to the train before telling the driver to proceed. The driver may pass over the crossing after making sure that it is safe to do so and sound the horn continuously until the front of the train is on the crossing.
When the train has cleared the crossing, the attendant must switch the “Fail Lower” control to “Normal” and make sure that the road-traffic signals go out.

Failure of barriers up (BU) indicator – if “BU” is not displayed to the driver when it should be, the driver must stop the train. If the indicator is still blank after one minute, the ground staff/traincrew must tell the signaller before the train continues the journey.

When sent for by the signaller, the attendant must go to the crossing and check the position of the barriers. If the barriers are not raised, the attendant must attempt to raise the barriers by pressing the “raise” button in one of the control units. If the barriers do not raise the attendant must attempt to raise the barriers using the other control unit.
If one or more barriers remain not fully raised, the attendant must raise the barrier(s) concerned by hand. At Iron Acton by-pass LC, the road exit barriers must be raised before the road entrance barriers are raised.

Barriers Up (BU) Indicators

For trains over 361m / 1184ft / 56 SLU, the driver will not be able to see the BU indicator illuminate.
On arrival at the Stop boards, the driver should ensure that the ground staff/traincrew are in attendance before proceeding.
The ground staff/traincrew are competent person must observe that the train has passed clear of the crossing, the barriers are in the raised position and the crossing is open to road traffic.
In these circumstances the driver can then disregard the BU indicator.

Dated: 22/02/2025

GW440 - YATE SOUTH JN TO WESTERLEIGH

Yate South Jn

Trains to or from the Westerleigh branch from or to the Bristol direction must proceed to the “Stop” board at Yate Middle Jn where the Traincrew/shunter must ensure that the points are set correctly and that no conflicting movements are taking place, the train may then proceed onto the Tytherington branch where the locomotive must run-round.

The locomotive must not pass the “Stop” board on the Outgoing line until an assurance has been received from the Signaller that no conflicting movement has been signaller from BL6566. The train may depart via the Incoming line on clearance of signal BL6565.

Dated: 23/09/2023

GW440 YATE SOUTH JN TO WESTERLEIGH

Westerleigh Yard (End of Line)

Replace: the instruction with the following in its entirety. **ALSO** instruction to be **RELOCATED** to page 600 -

If the supervisor is not on duty, the Ground Staff may authorise the train to enter the yard. Before doing so, they must establish whether or not any other train is working in the yard. If so, a clear understanding as to what is to be done must be reached with the Person in Charge of that train.

Two signs are provided adjacent to the entrance to the Training Centre. The first indicates whether or not the Supervisor is on duty and the Ground staff of an arriving train must check this sign when the trains arrives at the “Stop” board. The second sign indicates whether or not train movements are taking place in the yard and must be altered by the Ground staff to indicate the current state of operations in the yard before train movements take place and when movements have ceased.

The Ground staff must advise the Signaller immediately when :

- an arriving train or shunting movement is clear of the C2 line
- it is necessary to occupy the C2 line for shunting purposes

The Driver of a departing train must not pass the board on the Westerleigh side of the crossing until permission to enter the C2 line has been obtained from the Signaller.

On every occasion when a movement is to be made over the level crossing, the Ground staff must ensure that the level crossing is not in use and that the barriers are down.

The key for the clip on the point leading to the Oil Terminal is kept by the Depot Supervisor. After movements have ceased the point must be again clipped and padlocked for Yard Road no. 1 line and the key returned to the Depot Supervisor.

Dated: 30/09/2023

GW450 - STOKE GIFFORD JN TO BRISTOL EAST JN

Barton Hill Depot (Bristol)

Barton Hill Depot (the depot) consists of the following sidings.

Sidings 1 to 8 and 10 to 14,
Shop sidings 1, 2 and 3,
PPM Shed and
Gloucester Sidings 1 and 2
Barton Hill head shunt

Definitions used in these instructions

The Person-in-Charge (PiC) is the person responsible, for all movements in the depot area (including arrival and departure).

Movement to the depot

Movements from Bristol Temple Meads (including the High Level Siding) or Lawrence Hill towards the depot must only be made with permission from the PiC.

Movement of trains between Bristol Temple Meads station and the depot

When the train arrives, the driver must run the train to either:

a) Hand Over Point #1 – train formed of 5 vehicles or less (this is before the wash plant) or
b) Hand Over Point #2 – train formed of more than 5 vehicles

A train may be propelled to or from the depot subject to the following conditions:

Length must not exceed 36 SLU (230 Metres)
Control the movement by radio
The shunter must ride in the leading vehicle (which must have a brake valve)
Continuous brake must be operative on all vehicles
Maximum speed 5 mph
Movements are prohibited during darkness or poor visibility

Movement of trains between the depot and Up Filton Relief line

The driver of a movement from Barton Hill depot (Filton end) to the Up Filton Relief line must wait for position-light signal BL6628 to show a proceed aspect (or receive instructions from the signaller to pass it at danger) before passing stop board BL6628-A (maintenance shed) or BL6628-B (wash plant).

Barton Hill head shunt siding

The stabling of trains or vehicles on the head shunt siding is prohibited.
Buffer stop interrupters are provided on the head shunt siding which will be indicated to the TVSC signaller if there is an over run and subsequent collision with the buffer stops in the depot

Dated: 14/08/2021

GW450 - STOKE GIFFORD JN TO BRISTOL EAST JN

FILTON ABBEY WOOD

The terminating of a down train at Filton Abbey Wood platform 2 (Up Filton Main line), and subsequent turning back toward Filton Junction No.1 is prohibited.

Dated: 22/02/2020

GW450 - STOKE GIFFORD JN TO BRISTOL EAST JN

Lawrence Hill GF To Barrow Road Sidings

The line of route is out of use until further notice and all associated local instructions are suspended.

Dated: 04/04/2018

GW4501 - STOKE GIFFORD JN TO BRISTOL BULK HANDLING TERMINAL

Chittening Estate – not currently in use

The PiC of any movement arriving in the sidings must come to a clear understanding with the Person in Charge of any movement already taking place in the siding complex.

Movements towards Massey Wilcox No.2 Warehouse must be propelled, the movement must be controlled by back to back radio at walking pace. All vehicle couplings must be extended.

Use of Radio Communication. These instructions supplement Rule Book, Module SS2, Section 5.2 (b).

On the Driver obtaining a radio set from the Person in Charge at Hallen Marsh, a satisfactory radio transmission test must be conducted between both individuals. All instructions during shunting operations must be transmitted by radio.

All instructions must be acknowledged and must be preceded by the words "Rail PIC to Rail Driver" and vice versa.

RADIO DISCIPLINE MUST BE MAINTAINED AT ALL TIMES.

Should the radio messages cease to be received or acknowledged at any time, the Driver MUST immediately stop any movements until radio communication has been restored or, in the case of radio communication not being able to be restored, it is agreed that handsignalling is adopted.

The Driver must return the radio set to the Person in Charge at Hallen Marsh when shunting operations have been completed.

Dated: 30/09/23

GW4501 - STOKE GIFFORD JN TO BRISTOL BULK HANDLING TERMINAL

Avonmouth PBA Sidings

The instructions in 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 much 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 (cll 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 NARROWAYS 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 Seven 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 NARROWAYS HILL JN

SEVERN BEACH To Narroways 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 of member of ground staff to take duty at Theale Yard must take the role of PiC and must advise the signaller of their name and contact telephone number. This person is then responsible for coordinating all train movements within Teale Yard and for liaising with the signaller.
- Shunter – the Freight Operating Company (FOC) shunter or member of ground staff working under the direction of the PiC undertaking particular tasks within Theale Yard area
- Firms Representative – the person working within the private sidings responsible for positioning wagons for unloading/loading and working under the direction of the PiC or shunter.

A PiC disc display system is in operation and is located at Theale cabin. The discs display the name of the FOC whose Pic is in charge at any one time.

When the disc is in the absent position, the first PiC to arrive must move the disc into the correct position for the company concerned and this person will then be in charge of all movements at Theale. If a second or subsequent PiC arrives, permission must be obtained from the PiC already on duty (as displayed on the disc system) before any further movement takes place.

If there is a change of PiC, staff must come to a complete understanding of all movements required on site before taking over the role of PiC. The disc display system must be adjusted accordingly and the signaller advised of the new PiC name and contact telephone number.

Where the following instructions refer to the PiC, specific activities may be delegated to other shunting staff working under the authority of the PiC. A clear understanding must be reached in this case. The PiC must undertake all liaison with the signaller.

Theale Reception Sidings Ground Control Panel. This electrically operated ground control panel must be operated in accordance with the instructions exhibited at the control panel.

The ground control panel controls two crossovers and one single ended connection as follows :

- Double ended crossovers points 1A and 1B (release 8834) and points 3A and 3B (release 8830) between Theale No1 and 2 Reception lines
- Single ended connection points 2 (release 8831) between Theale No. 2 Reception line and the Aggregate Terminal (ARC or Hanson's Stone Sidings).

The panel should be read in columns. The two left hand sets of buttons control points 8834, the middle sets control points 8831 and the right sets control points 8830. The slot buttons must be pressed after the PiC has selected and moved the appropriate points so that the signaller can clear the relevant signals.

The PiC must :

- Request the signaller to provide the relevant release. The whole panel cannot be released and The PiC must request whichever points are required for the intended movement.
- Press the 'free' button for the points that have been released. The backlight will illuminate for the appropriate points and indicate whether they are in the normal or reverse position
- Press the normal or reverse button as required for the appropriate points
- Press the 'off' slot button as necessary to allow the signaller to clear the relevant signals.

The PiC must visually check that the route is set and the correct signal has been cleared before each movement takes place

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

The phone number for the ground control panel is 078 2799.

Theale Yards stop boards. The PiC is responsible for authorising movements passed the following stop boards after first obtaining the signaller permission to do so :

- down direction stop board on Theale No. 2 Reception line at 41m 53ch
- up direction stop board at the exit from the Aggregate Terminal
- up direction stop board at the exit from the Cement siding

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 FROME A/LS

BETWEEN THATCHAM AND NEWBURY

Signage for Class 80x

Signage is provided and is applicable to Class 80x IET's only. This signage is for Class 80xtrains to PAN UP and PAN DOWN at line speed. These signs are provided on the Up Westbury and Down Westbury.

Dated: 14/09/2019

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

Westbury Cement Works Sidings

Westbury Cement Works sidings are shared between trains using the cement works for loading/unloading and movements made to stable or run-round aggregate trains. Light engine movements may also use the sidings for stabling purposes.

These sidings are not currently used for loading/unloading purposes.

A Person-In-Charge (PIC) must be on duty before a train is signalled towards the sidings. This may also be a driver of light engines in the circumstances detailed below.

Arriving trains - general

The signaller must obtain permission from the Train Operating Company Person-in-Charge (PiC) before signalling movements towards these sidings.

Arriving trains – light engines

If a light engine movement, made of up to 5 engines, is to be made to the sidings the driver may act as the PIC providing they confirm this before they leave their departure point. The signaller can signal this train normally into the sidings.

When the light engines arrive at the access gate the driver will phone and give you their name and contact number. They will then become the PIC and open the access gates and stable the locomotives on line 1.

When this has been completed, they will contact the signaller and advise that the locomotives have been secured and they are relinquishing the responsibility of PiC.

Departing trains - general

When train preparation duties have been completed, the PiC will obtain the signallers permission before authorising the driver to draw up towards signal W394.

Departing trains – light engines

When the departing train is made up of light engines only, the Driver will ask the signaller for permission to act as the PiC and provide their name and contact number.

When the Driver/PiC is ready to depart they will contact the signaller to ask for permission to draw towards W394 signal. When the driver has the signallers permission, they will draw towards W394 signal and stop to shut the access gate and lock it. They will then contact the signaller to relinquish responsibility as PIC.

The signaller must not clear W394 signal until they have confirmation from the driver that the access gate is shut and they have given up the role of PIC.

Dated: 07/10/2023

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

CASTLE CARY

Class 80x operation

No planned passenger calls with IET's in platform 3.

Dated: 04/11/23

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

Somerton GF

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

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

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

Dated: 05/08/06

GW5001 - BEECHGROVE GF (INCL) TO WESTBURY SOUTH JN

WARMINSTER

Terminating Up trains. When, in connection with engineering work, passenger trains from Salisbury will be required to terminate and start back from the Up Platform at Warminster, the following process must apply

Trains from Salisbury will be routed into Platform 1 at Warminster where they will terminate and the driver will confirm their arrival with the Westbury Signaller.

Prior to departure, the driver must contact the Westbury signaller via GSM-R. The Signaller will reverse 865 points and clear Ground Position Signal W752 towards the Down Salisbury (signal W308). The Driver and Signaller must confirm the route is set and GPL is displaying a proceed aspect, prior to the train being dispatched.

Dated: 17/03/18

GW5001 - BEECHGROVE GF (INCL) TO WESTBURY SOUTH JN

Westbury South Jn To WARMINSTER

Drivers of assisting locomotives must exercise care after passing the summit of Warminster incline. Trains must come to a stand at the board at the Salisbury end of Warminster Down Platform and after the assisting locomotive has been detached and the train has gone forward the assisting locomotive must proceed to the crossover points and the Driver obtain instructions from the Signaller by means of the telephone at signal W753.

Assistance to Down freight trains. Assisting locomotives must be attached before trains leave Westbury Station, Yard areas or Westbury Cement Sidings. During fog or falling snow, the Guard of a train requiring assistance must conduct the assisting locomotive to the rear of the train.

Dated: 21/10/23

GW5001 - BEECHGROVE GF (INCL) TO WESTBURY SOUTH JN

DILTON MARSH

Only the following classes of train are permitted to call:

150, 158, 159, 16x, 170

The Guard must advise passengers requiring to alight at Dilton Marsh, to proceed to the leading door of the vehicle. On arrival of the train at the station, the Guard must operate this door only and must NOT release the other doors in the train.

Dated: 09/07/2022

GW510 - WESTBURY NORTH JN TO BATHAMPTON JN

Bradford Jn

Rear clear markers are provided beside each line on the Trowbridge side of Bradford Junction. Drivers of HSTs requiring to reverse must bring their trains to a stand at the appropriate rear clear marker and change ends via the cess walkway.

Dated: 10/06/17

GW510 - WESTBURY NORTH JN TO BATHAMPTON JN

BRADFORD-ON-AVON

Greenland Mill level crossing. Two plungers are provided on the Up platform, one 20 yards and one 80 yards from signal W186, for the Guard of a stopping train to indicate to the Signaller that station duties have been completed.

During station duties, the Guard must operate one of the plungers for about one second, after which they must immediately rejoin their train. When signal W186 clears to a green aspect, the Guard may then give the signal to start to the Driver.

If signal W186 is not cleared after one minute, the Guard must advise the Signaller by means of the telephone at that signal.

Dated: 13/01/18

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

St. Philips Marsh

The line between North Somerset Junction (BL2066 and BL2068 signals) and Bristol West Junction (PM31 and PM33 signals) is a privately owned line and not operated by Network Rail.

This line is operated by the TOC and movements over this line is with their authorisation only.

The Person in Charge at St Phillips Marsh (PiC) is responsible for all movements in the depot area between signals BL2066/BL2068 at the North Somerset Junction end and signals PM31/PM33 at the Bristol West Junction end.

The signaller will get permission from the PiC before routing a train towards signal PM326 or PM632.

ST PHILIP'S MARSH HST DEPOT - DEPOT PROTECTION ARRANGEMENTS

Depot protection consists of “Stop and Await Instructions” boards, which are positioned at the entrance to each shed road, controlling movement of traction units/ vehicles entering/ leaving working areas.

Additional protection is provided by:-

2. Multi-status indicators above the shed roads (showing a steady blue light or a flashing orange).
3. Sirens/bells warning of vehicle movement.
4. Removable rail stops on 'C' road.
5. Removable "stop" boards displaying a red light (tardis).

All movements of traction units/vehicles take place under the control of the PiC. They are responsible for informing Drivers of the type of depot protection in use, to ensure the safety of staff and movements and for authorising them to make a movement beyond a "Stop and Await Instructions" board.

ST PHILIP'S MARSH HST DEPOT - STOPPING POINTS

When entering St Philip's Marsh Depot from the East (North Somerset) end, the set must be brought to a stand at the West end with the leading power car doorway in line with the red band painted across the shed floor and up the shed wall. The brake handle should then be in line with the sign mounted on the wall, adjacent to the red band.

This will ensure that the set is in the correct position to allow access for maintenance.

ST PHILIP'S MARSH HST DEPOT - REDUCTION IN EXHAUST FUMES

The following instructions must be applied in order to minimise build-up of exhaust fumes within the shed:

Sets arriving at the Depot from the North Somerset Jn. direction. Unless the rear power car is already shut down for any reason, the leading power car must be shut down prior to entering any of the shed roads.

Power car isolation of stabled sets in Shed. Whilst sets are undergoing 'A' examination the cut-out switch of the EAST end power car will be isolated by maintenance staff, who will attach to the switch a timed, dated and signed label indicating that the switch has been isolated so as to reduce exhaust fumes in the shed. Drivers are authorised to remove the label and reinstate the cut-out switch before or during train preparation.

Sets being moved out of the Shed, within the Depot area. Only the engine of the WEST end power car must be started in order to move the set. The depot's air supply must be used should it be necessary to build up main reservoir pressure before starting the engine. The power controller must not be advanced beyond notch two.

Sets departing from the Shed to enter service, via North Somerset Jn. The depot's air supply must be used should it be necessary to build up main reservoir pressure before starting the engines. Except for sets forming trains starting at Bristol TM for the West of England, the following must apply:

During the preparation of the set, both engines must be started from the WEST end power car as part of normal preparation. Before returning to the EAST end power car, the Driver must shut down the WEST end power car locally. Train supply must then be put on from the EAST end power car.

Dated: 28/08/2021

GW540 - FILTON JN TO PATCHWAY JN

STOKE GIFFORD INTER CITY DEPOT

Depot head shunt sidings 1 and 2 (HS1 and HS2)

Buffer stop interrupters are provided on depot head shunt sidings 1 and 2 which will be indicated to both the TVSC signaller and the PIC if there is an over run and subsequent collision with a set of buffer stops in the depot.

If a train formed of five vehicles displaces an interrupter, the train involved may, if depot operations require use of part of the siding affected, be used as a temporary buffer stop. In the circumstances, this may be allowed provided that a red light is displayed on the depot end of the train and (until safety checks allowing its movement again are made) a not to be moved board is placed on the train.

Otherwise, the head shunt siding affected must be closed until the incident has been cleared and the interrupter re-set for normal working

Dated: 28/10/19

GW548 - PARSON STREET JN TO PORTBURY

Ashton Jn To Portbury Dock

The Temple Meads signaller (Didcot, TVSC) must be told when a freight operating company Person in Charge (PiC) takes responsibility for train movements.

The PiC will be told (by the signaller) before a down train for Portbury Dock enters the branch. If the signaller cannot contact the PiC, the train will be routed as far as the down stop board (end of token section) (126m 53 ½ ch).

Arrival

The down stop board (labelled "Stop Await Instructions") approaching Portbury Dock is provided with a white light indicator which is interlocked with the security gates and is operated by the PiC when the train is accepted. A driver must not pass this stop board until either the white light is lit or they are verbally instructed to proceed.

A token must not be replaced at Portbury Dock token instrument until the train has arrived complete with tail lamp and passed 200 yards beyond the down stop board.

Handling the token

The PiC is authorised to receive a token from, or deliver a token to, a driver.

Dated: 04/04/2018

GW560 HEYWOOD ROAD TO FAIRWOOD JN VIA WESTBURY

WESTBURY

Shunting movements – station area. The following table shows a preferred shunting route that will be used when there is more than one option available. There is no single preferred shunting route at Westbury North.

Location	Shunt Details
South End	Carriage sidings to platforms 1, 2 or 3 via Westbury South and vice versa. Route to Up Trowbridge Siding to reverse behind signal W720 then via the Up Reception line to Westbury South

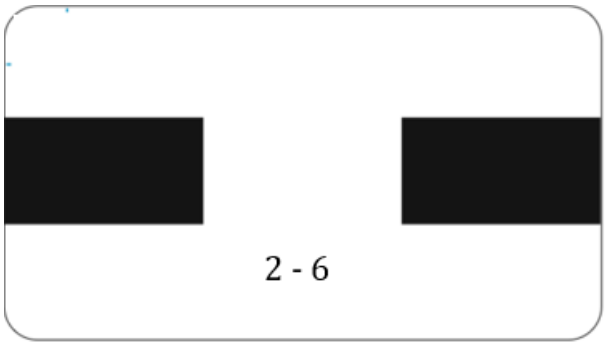
Where additional shunting routes are available to those listed, liaison between the signaller and the driver must always be undertaken before any movement is made.

Westbury platform 2 – carriage cleaning. Rule book, modules T10 and TW1 apply as appropriate. The carriage cleaner will comply with the requirements of the "designated person" referred to in module T10.

Mid-Platform sharing boards

Mid-Platform sharing boards have been provided on all platforms when arriving in the Up direction. These are applicable to DMU (class 15x/16x) formations of 2-6 cars. Trains comprised of these formations that require to reverse back towards Frome or Warminster must stop at these boards. Drivers of these formations not scheduled to reverse must pass these signs and stop at the appropriate DMU Car Stop Marker (CSM), which have been provided at the far end of each platform.

A Mid-Platform sharing board has been provided on platform 1 when arriving in the Down direction. This is applicable to DMU (class 15x/16x) formations of 2-3 cars. Trains comprised of these formations that require to reverse back towards Trowbridge or Pewsey must stop at these boards. Drivers of these formations not scheduled to reverse must pass these signs and stop at the appropriate DMU Car Stop Marker (CSM), which have been provided further along the platform.



(Example picture of a mid-platform sharing board applicable to 2-6 car trains)

Down Reception line. Persons carrying out train examinations on this line in accordance with rule book module T10must inform the signaller when work has been completed and protection removed.

The Down Reception line contains a curve with a radius of 96 metres at the Westbury South end between points 858 and signal W202. All vehicles using this line must be capable of negotiating such a curve. The following train types are prohibited at the Westbury South end:

- Loaded long welded rail delivery trains
- Class 153 and 158 DMU'S

Set Back" Indicators. The person in charge of propelling movements from the Down Main and Down Salisbury lines to the sidings is responsible for the operation of the plunger which illuminates the set back indicators.

Such movements must not be commenced until the indicators are illuminated and must be brought to a stand immediately the lights are extinguished. If the indicators fail, movements must be controlled by back-to-back radios.

Westbury DMU Sidings. These sidings are used for the shunting and stabling of GWR DMU vehicles and the siding capacity is as follows:

Siding identity	Capacity (per single 23m vehicle)	Length
Stump Road	1 x 150 DMU only	42 metres
No. 1	7 x 23 metre DMU vehicles	188 metres
No. 2	7 x 23 metre DMU vehicles	188 metres

Instructions for trains entering the DMU sidings. All movements within the sidings must not exceed 5 mph. Trains must be brought to a stand at the "STOP check points" board on the "in" road. Drivers must not proceed until they have ensured that no conflicting movements are taking place and that the hand points are set in the correct position.

Stabling of trains. The driver must ensure that no part of the train is left foul of any siding, points, walking routes or stop boards. If this is unavoidable the length of time the train is left foul must be kept to a minimum and details must be given to the Westbury signaller.

Drivers of trains leaving the sidings from either the Coach road or no.1 siding must not make any movement beyond the "STOP" board located between these two sidings until permission has been obtained from the signaller to proceed to signal W719. Driver must not proceed until they have ensured that no conflicting movements are taking place and that the hand points are set in the correct position.

Drivers of trains leaving the sidings from no. 2 siding must normally exit via the "out road" and signal W721. Drivers must not make any movement beyond the "STOP" board on no. 2 siding until permission has been obtained from the signaller to proceed to signal W721. Drivers must not proceed until they have ensured that no conflicting movements are taking place and that the hand points are set in the correct position.

If it is necessary to exit no. 2 siding via the "in road" and signal W719, the driver must come to a clear understanding with the signaller about the movement required and not pass the "STOP" board until permission has been obtained and must not proceed until they have ensured that no conflicting movements are taking place and the hand points are in the correct position.

Drivers are responsible for:

- Reaching a clear understanding with the signaller about the movements to be made
- Checking that nothing is attached to the train prior to preparing or shunting within the sidings including "not to be moved" boards
- Not proceeding until they have ensured that no conflicting movements are taking place, ensuring that all hand points (trailing and facing) are correctly set foreach movement
- Ensuring that when reversing over points, trains are Stopped in such a position that affords a clear view of the points that require to be moved
- Not allowing their trains to run through trailing points
- Obtaining authority to pass "STOP" board withing the siding before any shunting movements commence.

After completion of movements, the driver should contact the signaller and confirm that all operations have ceased and state the location of trains. The driver must also provide an assurance that trains have not been left foul of other lines or points.

Maintenance work must not be performed on any vehicle without personal protection being applied and the controlling signaller advised if appropriate. The provisions of rule book, module TS1, section 13 apply.

Occurrences in the sidings Any occurrence taking place within the sidings must be reported to the signaller

South West Track Recycling Centre All trains entering the sidings (Recycling 1, Recycling 2 (recycling maintenance 1 and recycling maintenance 2) must be brought to a stand at the "STOP" board on the "in road". Drivers must not proceed until they have ensured that no conflicting movement is taking place and that the hand points are set in the correct position.

Drivers of trains leaving the Recycling Centre sidings (Recycling 1, Recycling 2 (recycling maintenance 1 and recycling maintenance 2) must normally exit via the "out road" and signal W719. Drivers must not make any movement beyond the exit "STOP" until permission has been obtained from the signaller to proceed to signal W721. Drivers must not proceed until they have ensured that no conflicting movements are taking place and that the hand points are correctly set.

If it is necessary to exit the recycling Centre sidings via the "in road" and signal W719 the driver must come to a clear understanding with the signaller about the movement required and not pass the "STOP" board until permission has been obtained. Drivers must not proceed until they have ensured that no conflicting movements are taking place, the driver must also ensure that the hand points are correctly set towards W719 and the "in road".

Before any shunting movement is made beyond the exit "STOP" board, the Person In Charge (PiC) of the movement must obtain the signallers permission and ensure the hand points are correctly set for the movement to proceed towards signal W721 on the "out road".

If it is essential to make a shunting movement towards signal W719 on the "in road" a clear understanding of the nature the movement must be agreed between the signaller and the PiC before the movement commences.

When any shunting movement is completed the PiC must advise the signaller that the line is clear beyond the exit "STOP" board.

Dated: 05/08/2023

GW572 – FROME NORTH JN TO WHATLEY QUARRY

Frome North Jn to Whatley Quarry

General. The section of line between 2m 40ch and Whatley Quarry is privately owned by Hanson.

Authority for movements. The Reception and Departure roads between Signal W.285 and the "Stop" boards at the Quarry end of these sidings are under the control of the Freight Train Operating Company Person in Charge (PiC), who is responsible for carrying out the provisions of Rule Book, Module SS2 in this area. Movements on all other sidings within the complex are under the control of the PiC.

Acceptance of Down trains. An audible alarm sounds at the Whatley Quarry cabin when a Down train is in the Hapsford area. Provided the PiC is then in a position to accept the train concerned, the acceptance switch must be operated which will allow the Signaller at Westbury to clear signal W.422.

Working of trains. The PiC at Whatley Quarry must advise the Signaller at Westbury when a train in excess of 2,300 tonnes is ready to depart.

When Single Line Working (SLW) is in operation between Clink Road Jn and Westbury, it is not possible to clear the route throughout, so the trains should not be in excess of 2,300 tonnes.

All trains working to or from Whatley Quarry formed wholly with bogie vehicles must normally operate with the brake pipe and main reservoir pipe (if fitted) in use throughout the train in accordance with Rule Book, Module TW1.

Adequate handbrakes must be applied at the Frome end of trains before locomotives are detached or continuous brakes are released.

Movement of privately owned locomotive and wagons. A Hanson authorised locomotive, or where engineering work is to be undertaken a locomotive with vehicles is permitted onto the single line provided that:

i) the movement does not proceed beyond the Hanson / Network Rail boundary at 2m 40ch

j) the train is described as 0Z99 or 8Z99 when undertaking engineering work in connection with Rule Book, Module TW1, Section 40

k) a Hanson PiC is appointed and this person must agree with the Signaller at Westbury the maximum time needed to do the work

l) when hauling wagons, they must remain coupled at all times and the locomotive must always be marshalled at the Frome end

m) when the movement arrives at site, handbrakes and scotches must be applied to the vehicles prior to any engineering work commencing

n) any work being undertaken does not affect the integrity of the signalling system

o) no other rail mounted plant is allowed on the portion of track.

The Hanson PiC at Whatley Quarry must advise the Westbury Signaller when the privately owned locomotive, or locomotive with vehicles, has returned to the Quarry. The PiC must confirm that the train is complete and that the line is clear and safe to run on. Normal working may then be resumed.

Where the work may affect the integrity of the signalling system, protection must be afforded by using Rule Book, Modules TS1, Regulation 13 or T3, or the special instructions contained in this section.

Possession of the line for engineering work on Hanson owned infrastructure. The usual engineering T3 possession planning timescales and publication arrangements will not apply on this section of line. Special arrangements apply and instructions have been issued to the Hanson appointed Person in Charge (PiC) and the Signallers at Westbury signal box. The times the line will be blocked must be agreed between Network Rail and Hanson and advised to the Westbury Signaller.

If an engineering train is required to enter the Hanson engineering work site from the Frome direction, the Signaller will authorise Drivers to pass signal W.316 at danger and proceed at caution to the Hanson representative positioned at the detonator protection at 2m 40ch (site of former Hapsford Junction).

The Hanson PiC must advise the Westbury Signaller when an engineering train is ready to leave the work site at 2m 40ch and proceed towards Frome.

Where protection has been placed beyond signal W.285, and an engineering train is required to enter the Hanson engineering work site from the Whatley Quarry direction, the Signaller will authorise Drivers to pass signal W.285 at danger and proceed at caution to the Hanson representative positioned at the detonator protection.

The Hanson PiC must advise the Westbury Signaller when an engineering train is ready to leave the work site at the protection approaching signal W.285 and proceed towards Whatley Quarry.

Possession of the line for engineering work on Network Rail owned infrastructure. The usual planning timescales, publication arrangements and engineering train working will apply. Network Rail possessions will be taken over the whole route between Frome North Junction and Whatley Quarry.

Movements over points 933 at Whatley Quarry. Points 933 will self-restore towards the shunting neck if there is an interruption to either the power supply or a failure of the electronic signalling link.

If it is necessary to make any unsignalled movement over these points to or from the branch, either

- a person must be appointed at the points to ensure that the route is correctly set immediately before the movement takes place, or
- the points must be secured for the branch.

Dated: 13/03/21

GW560 HEYWOOD ROAD JN TO FAIRWOOD JN VIA WESTBURY

WESTBURY

Westbury platform 1 is regarded as an UNSTAFFED platform for the dispatch of Great Western railway services formed of Class 15x, class 16x and class 80x (IET) trains. This also applies to South Western Railway services formed of Class 158 and 159 trains.

Dated: 01/08/2020

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GW580 - EAST SOMERSET JN TO CRANMORE

Merehead Quarry

All trains working to or from Merehead Quarry formed wholly with bogie vehicles must normally operate with the brake pipe and main reservoir pipe (if fitted) in use throughout the train in accordance with Rule Book, Module TW1.

Normally, traffic for the Quarry must proceed via the Chord line and traffic from the Quarry must depart via White's Crossing Siding.

However, in exceptional circumstances or when all Departure Sidings (Nos. 4 to 6) are occupied/obstructed, light locomotives or trains may depart via the Chord line. In addition, trains and light locomotives may enter the Quarry via White's Crossing Siding in the following circumstances:-

(i) when authorised by Special Notice;

(ii) when all Arrival Sidings (Nos. 1 to 3) are occupied/obstructed;

(iii) for the purpose of turning trains at the Quarry.

The provisions of Rule Book, Module SS2 must be carried out by the Train Operating Company Person in Charge (TOC PiC) for all movements towards the Exchange sidings.

Mendip Rail locomotives, except Class 59 locomotives and the 350 hp (ex BR) diesel shunting locomotive, are not permitted on Network Rail lines.

Acceptance of Down trains. An audible alarm sounds at the Merehead Quarry cabin when a Down train is approaching Merehead Quarry Junction. Provided the TOC PiC is then in a position to accept the train concerned, the acceptance button must be operated which will allow the Signaller at Westbury to clear signal W.228 or W.369 as appropriate.

Movements to/from Nos. 1, 2 and 3 sidings. Drivers must at all times expect the Chord line to be occupied and must be prepared to stop short of any obstruction.

Trains must not pass the Chord line "Stop" board or the "Stop" board at the Quarry end of these sidings until the permission of the TOC PiC has been obtained.

When authorising Drivers to pass the Chord line "Stop" board, the TOC PiC must indicate to Drivers the siding to which the movement is to be made. When permission has been received, the Driver must ensure that all points are correctly set for the movement to be made.

Trains from these sidings may depart via the Chord line on the authority of the TOC PiC, who must instruct the Drivers to pass the Mendip Rail "Limit of Movement" board. Such trains are authorised to be assisted by a locomotive in rear , not coupled.

Movements to/from Nos. 4, 5 and 6 sidings. The TOC PiC must normally authorise all movements within the Mendip Rail Sidings.

Trains departing via White's Crossing siding must be propelled from these sidings to White's Crossing siding. The provisions of Rule Book, Module SS2, Section 5.3 does not apply to such movements.

An "Off" indicator associated with signal W330 is provided in these sidings. Providing the authority of the TOC PiC has been obtained, propelling may commence when this "Off" indicator is illuminated. If, due to a failure of equipment, it is not possible for signal W330 to be cleared, the Westbury Signaller must give the Driver permission for signal W330 to be passed at Danger.

If slipping is experienced the train may be assisted in rear by any other locomotive. The assisting locomotive must not be coupled to the train and must not proceed beyond the Mendip Rail "Limit of Movement" board.

After the train has arrived in White's Crossing siding, the train must have been at a stand for not less than two minutes before the train departs towards Westbury.

Trains arriving via White's Crossing siding must be hauled from the siding by a locomotive.

The train locomotive(s) must remain with the train into the Exchange sidings. The Driver of the train locomotive(s) must:

(i) reduce the brake pipe pressure to "zero";

(ii) place the automatic brake valve in the "shut down" position and:-

  (a) isolate the E70 brake control unit, or

  (b) place the brake control switch to "isolate" in the case of Class 59 locomotives;

(iii) place the master switch to the "off" position.

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)

The single line between Merehead West and Cranmore (ESR boundary) is worked in accordance with the one-train working regulations (rule book TW1/34) and a train staff is provided.

Handling of the train staff – the train staff (and annetts key for Cranmore East ground frame) is kept in Westbury signal box when not in use. If the driver cannot collect/return the train staff from the signal box, authorised persons may deliver/receive it as shown:

Westbury station – competent person appointed by the local manager in the signal box,

Merehead West – freight/train operators' representative (usually the shunter or the guard) or,

Cranmore – as b) above or the East Somerset Railway (ESR) Person in Charge (PiC)

The Westbury signaller must be told when:

The train staff has been delivered to/received from the driver at any location listed above and,

a down train to the ESR has passed clear of the down stop board (END OF STAFF SECTION) which is located the Mendip Vale side of trap points worked from Cranmore East ground frame (GF).

Cranmore East GF is one lever working trap points (there is no facing point lock). Operation requires both the ESR key and annetts key (which will be locked in the GF when the points have been operated for a train to proceed). Operating instructions are provided at site. The GF must not be operated until the traincrew and ESR PiC reach a clear understanding with each other about what is to be done.

Note: the GF operator must be in possession of the train staff before putting the annetts key in the lock box to release the ground frame.

Arrival at Cranmore (down) – the train must stop at the down stop board (AWAIT INSTRUCTIONS) which is located just the Westbury side of the trap points worked from the GF.

Departure from Cranmore (up) – the Westbury signaller's permission must be obtained before the GF is operated for a train to enter the single line.

Passenger trains may be operated between East Somerset Jn and Cranmore when authorised in the notices.

A competent person (the guard or the shunter) must be appointed to take charge of movements and reach agreement with the ESR PiC about what is to be done.

Dated: 12/07/25

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

GW600 - WOOTTON BASSETT JN TO PILNING

Stoke Gifford Yard

Shunter's release

When a train has entered the yard and has stopped the shunter must place the release in the normal position and tell the signaller.

If a train is not going to proceed but the release has been given to the signaller, the shunter must get permission from the signaller before placing the release switch in the normal position.

Repeat indication, Down Filton Main line (up direction) position-light signal BL6592

The shunter must use the repeat indication provided for Down Filton Main line (up direction) position-light signal BL6592 to make sure the signal is displaying proceed before authorising the movement (by radio).

If the repeat indication is unlit or unusual indications are displayed, the shunter must tell the signaller.

Dated: 28/09/2019

GW600 – WOOTTON BASSET JN TO PILNING

STOKE GIFFORD INTER CITY EXPRESS (IEP) DEPOT

Arrival

The PIC will decide which depot line the train will run to, and provided that there is room for the movement will give an acceptance slot release to the signaller.

The driver may accept either route displayed for the depot, at Bristol Parkway or Stoke Gifford Yard and must stop the train at the stop board or short of the train in front.

Departure

Trains may depart on either line (Depot Exit or Depot Entrance). When a train is ready to leave the Depot the PIC will enter the train description into the train describer.

If the depot exit signal does not clear in due time, the driver must contact the signaller for further instruction.

Patchway Connection

Depot departure and arrival as shown in the working timetable and other notices must be via the Depot Exit or Depot Entrance lines. Except for the purpose of a driver retaining route knowledge (the train operator will publish details of the trains authorised), use of this connection is only allowed during an emergency with permission from the depot manager.

Working of trains during failure or, or work on signalling equipment

Where possible, trains will be diverted to arrive or depart the depot on an unaffected line.

If during failure of a track circuit or the signalling equipment has failed, the PIC must report the arrival of the train at a specified signal or place as required by the signaller.

Fringe axle counter section(s) with Stoke Gifford Depot

When it is necessary to attempt to reset and restore Depot axle counter **SGAA** (Depot Entrance line), **SGFA**, **SGFB** (Depot Exit line) and/or SGFC (Patchway Connection) the PiC must get an assurance from the signaller that all TVSC signals protecting the affected section(s) are at danger and that no route is set through the affected section(s) and place reminder appliances on the signalling controls and track section(s) concerned.

Dated: 28/10/19

GW600 - WOOTTON BASSETT JN TO PILNING

PILNING

Signage for Class 80x trains

Signage is provided and is applicable to Class 80x IET’s only. This signage is provided for Class 80x trains to PAN UP or PAN DOWN at line speed. This signage is provided in the Down direction on the Down Pilning Loop, Down Tunnel and Up Tunnel (Down direction) and the Up Tunnel.

Dated: 28/03/2020

GW600 - WOOTTON BASSETT JN TO PILNING

Patchway Jn

Signage for Class 80x

Signage is provided on the Up Tunnel and Down Tunnel (Up Direction) and is applicable to Class 80x IET’s only. This signage is provided for Class 80x trains to PAN DOWN if they are going towards Bristol Temple Meads via Up and Down Bristol lines.

Dated: 02/12/2023

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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 aBR1 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 top 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.

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 equipmentat 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).

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. Extent 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

GW606 - COWLEY BRIDGE JN TO BARNSTAPLE

BARNSTAPLE

Arriving and departing trains. The driver must advise the Crediton Signaller, using the GSMR telephone system in the leading cab*: -

as soon as the train arrives, and

for permission to return from Barnstaple towards Eggesford

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

**there is also a telephone on the station platform, which may be used if the GSMR system is unavailable.*

Dated: 22/06/19

GW608 - CREDITON TO COLEFORD (MELDON LINE)

Crediton

Communications
The guard must provide an emergency contact telephone number to the Crediton signaller (for use in lieu of train radio coverage on the single line beyond Coleford) before the train leaves Crediton.

Definitions and handling the train staff
All references to “train staff” in rules, local instructions and other publications concerning this line mean the token (red colour – pattern A) labelled “Crediton – Okehampton”

Except where another person is specially appointed to the duty, the Crediton signaller is the only person authorised to receive a train staff from, or deliver a train staff to, the driver.

Dated: 21/10/2023

GW608 CREDITON TO MELDON (OKEHAMPTON LINE)

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 is requires a BR1 key and can be found on the approach side of the crossing.

Dated: 06/09/2021

GW608 CREDITON TO MELDON (OKEHAMPTON LINE)

Okehampton

Arriving and departing train
The driver must tell the Crediton Signaller when the train arrives and obtain permission to return from OKEHAMPTON to Crediton.

Note: When the scheduled turn around time is less than 5 minutes, only one telephone call is necessary on arrival.

The end of the single line is stop board CN102 – train movements beyond this point are prohibited.

Dated: 06/09/2021

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

Exmouth Jn

Exmouth Jn Sidings. When it is required to make a movement to or from the West sidings, the person in charge of the movement must obtain the keys to the padlock from the signaller. On completion of the movement he must secure and lock the points in the direction for movements to the former Engineers Depot sidings. The signaller must be given an assurance that this has been completed.

On leaving the sidings, the person in charge of the movement must return the keys to the signaller immediately.

Dated: 05/08/06

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

EXETER CENTRAL

The "Ready to Start" indicators provided at these stations must be used only by the Person in Charge of the platform. When no platform staff are in attendance, the Guard must signal to the Driver as laid down in the Rule Book, Module SS1, unless bell/buzzer communication is available.

Dated: 07/12/13

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

EXETER CENTRAL TO Exeter St. Davids

Down Waterloo (Down direction). If due to a failure of equipment it is necessary for signal E335 to be passed at danger it will also be necessary for signal E312 to be passed at danger. The signaller will give the driver authority to pass both signals at danger from signal E312 and also advise which route is set beyond signal E335.

Down Waterloo Line (Up Direction) and Up Waterloo Line. If due to a failure of equipment it is necessary for signal E213 or E313 to be passed at danger the signaller will give the driver authority to do so from signal E160 or E260 as appropriate.

Rule Book Module S5, Section 6 is modified in this respect.

Dated: 05/12/2015

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

EXETER CENTRAL To Exeter St. Davids Jn

If an Up train comes to a stand and is unable to ascend the incline, it must not be divided but an assisting locomotive must be obtained to assist the train to Exeter Central.

Dated: 05/08/06

GW611 - EXMOUTH JN TO EXMOUTH

LYMPSTONE COMMANDO

DMU trains are authorised to reverse at Lympstone Commando and return to Topsham where this is scheduled in the Working Timetable or Special Notice.

Dated: 05/08/06

GW611 - EXMOUTH JN TO EXMOUTH

EXMOUTH

Arriving and departing trains. The driver must advise the Exmouth Junction Signaller, using the GSMR telephone system in the leading cab*: -

as soon as the train arrives, and

for permission to return from Exmouth towards Topsham.

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

**there is also a telephone on the station platform, which may be used if the GSMR system is unavailable.*

Dated: 22/06/19

GW618 - NEWTON ABBOT EAST JN TO HEATHFIELD

Newton Abbot East Jn to Heathfield

This line is currently out of use under a Network Change (see Table A page GW618 seq 001)

The train staff for this branch is kept in a locked cabinet opened by a special key issued to traincrews involved. The cabinet is located on platform 3 at Newton Abbot station next to the 'RA' cabinet. A commencement / end of one train working board is provided at 0m 55ch. The line between Newton Abbot East Jn and this board is worked as a siding under the control of the Exeter signaller.

The person-in-charge of the movement must obtain permission from the Exeter signaller to obtain the train staff and issue it to the driver. The signaller must also be advised when the train staff is returned to the cabinet.

The Exeter signaller must record details of the person in charge and at what time the train staff is withdrawn and replaced, and for what purpose.

The driver must advise the Exeter signaller if a train, or a portion of the train has been left in the one-train section and Rule Book, Module TW6, section 33.3 applies.

Dated: 13/01/24

GW618 - NEWTON ABBOT EAST JN TO HEATHFIELD

Teignbridge LC (TMO)

This line is currently out of use under a Network Change (see Table A page GW618 seq 001)

This level crossing has gates manually operated by traincrew which are normally left closed across the railway. The key for the gates is kept on the train staff. A red lamp must be placed on both gates facing road traffic before the gates are placed across the roadway.

The closure of Teignbridge level crossing to road traffic must be kept to an absolute minimum during timber loading operations.

Any vehicles left stabled at the timber loading site without a locomotive attached, must have a tail lamp provided at both ends and the handbrakes at the Newton Abbot end specially secured to prevent movement. If it is necessary to leave vehicles stabled overnight without a locomotive attached, they must be coupled together and stabled on the Newton Abbot side of Teignbridge level crossing. The Exeter signaller must be informed of the circumstances before the locomotive leaves Teignbridge.

Dated: 21/10/23

GW620 NEWTON ABBOT WEST JN TO PAIGNTON

PAIGNTON

Due to restricted length between Paignton North and Paignton South crossings, only 5 and 9 car IET operations are allowed on the branch.

Paignton Crossover Ground Frame. The ground frame is released by the Paignton & Dartmouth Steam Railway (PDSR) Annett's key and the unlocking of a padlock, the key to which is held by the Signaller. When the ground frame has been restored to normal, the Person in Charge must ensure that the padlock is re-secured and the key returned to the Signaller.

Movements to and from the PDSR (Kingswear Branch). The movement of PDSR locomotives to Network Rail lines is prohibited, except in connection with the through working of trains from Network Rail lines to Kingswear or when specially authorised.

All movements to the Kingswear line must be authorised by the PDSR representative at Paignton.

Failure, obstruction or other work affecting or likely to affect the PDSR lines. No obstruction by Network Rail, its Contractors or Train Companies of the adjacent PDSR lines between 222m 19ch and 222m 60ch must be permitted unless the PDSR representative has first given permission.

Transfer of traffic to PDSR. The TOC Shunter must attach and detach TOC locomotives. The PDSR Shunter is responsible for attaching and detaching PDSR locomotives.

Between Paignton main line Station and Paignton PDSR Station

Traffic must be worked to the Kingswear Line and brought to a stand clear (Kingswear side) of the Main in connection. The on-going locomotive must be attached at that point.

Through trains from Network Rail to Kingswear PDSR

The DVR PDSR locomotive must be attached At Paignton Network Rail Station if required and the train worked from that point by PDSR traincrew

Protective covers are provided on all manual raise buttons, with a note stating "Prior to Operation of Manual Raise, contact the Signaller"

Through trains from Kingswear PDSR to Network Rail lines

The train must be brought to a stand the Kingswear side of Paignton Crossover ground frame points. The PDSR locomotive must be detached at that point if required and the train worked forward by a TOC locomotive and traincrew.

After the TOC locomotive has been coupled to the trains or vehicles, the continuous brake must be released manually on all vehicles and a brake test carried out.

Dated: 05/08/23

GW620 NEWTON ABBOTT WEST JN TO PAIGNTON

PAIGNTON SOUTH TMO

Paignton South TMO Level Crossing
Train operating Company Traincrew are responsible for the operation of Paignton South TMO Level Crossing barriers.

The crossing controls consist of three push buttons:-

"Raise"

"Lower"

Crossing Clear"

When the "Lower" button has been pressed, the "Up" indicator will be extinguished, showing that the barrier lowering sequence has commenced, and the road traffic signals will commence to operate. A red indicator light will show that the road traffic signals are operating on the Up side of the crossing. The "lower" button must not be released until the barrier lowering sequence has been completed. The operator must observe the crossing whilst the barriers are lowering to ensure that nothing is trapped under or between the barriers.

If it is necessary to stop the barriers descending, the "Lower"" button must be released. Further operation of the "Lower" button will continue the lowering sequence. When all barriers Are fully lowered, the "Down" indicator will flash. The operator must then press the "Crossing Clear" button and the flashing indicator will steady.

Depression of the "Raise" button will cause the barriers to rise from whatever position they may be in and the red road traffic signals will be extinguished. The "Raise" must not be used when either a TOC or DVR PDSR train has been signalled to pass over the crossing or when a train is on the crossing. Reminder appliances must be used.

If it is necessary to stop the barriers raising, the "Raise" button must be released.

When the barriers are correctly lowered, the appropriate signal will clear. The operator must then relock the cupboard. As the barriers are designed to raise automatically following the passage of the train, the train may proceed on it's journey.

Failure of Equipment. The Signaller at Paignton must be immediately advised of the failure of any equipment at this crossing. They must arrange for the attendance of the Signalling Technician and advise the PDSR signaller at Britannia Crossing of the of the circumstances

When any repair or maintenance work is taking place on the crossing, the Paignton signaller must advise the Britannia Crossing (PDSR) Signaller of the circumstances and request them to advise PDSR Traincrews that the level crossing must not be operated until the repair or maintenance work is completed. Planned work must take into account train services operated by both Railway Companies.

The Paignton Signaller must advise the Britannia Crossing Signaller when work has been completed and that normal working can be resumed over the level crossing

Failure of Barriers to Lower or Failure of the Barriers to Lower and of the Red Road Traffic Signals. If the barriers fail to lower, but the red road traffic signals are operating, a second attempt must be made to lower the barriers from the other Network Rail line control unit. If the barriers still fail to lower, or in the event of a failure of both the barriers and the red road traffic signals, the train may proceed over the Crossing, provided:

The operator is satisfied that it is safe to do so

No DVR PDSR train is passing or about to pass over it and,

The Driver has been advised accordingly.

The Driver must contact the Signaller for authority to pass the appropriate signal at danger.

Failure of the Barriers to Rise. If the operator becomes aware that the barriers have failed to rise after the passage of a train and no PDSR train is passing or about to pass over, an attempt must be made to raise them from the control unit. Should this be unsuccessful, the operator must try the corresponding button on the other Network Rail line control unit. If this fails to operate then an attempt must be made to raise them using the “Raise” button on one of the PDSR line units.

Use of the PDSR control units must only be resorted to in the event of a failure of the barriers to rise after the passage of a train AND after both control units on Network Rail lineside of the crossing have been tried. They mut not be used in any other circumstances for movements over the Network rail line at the crossing

Break the glass of the glass fronted box located in the control cupboard and remove the key to the hydraulic equipment covers

Remove (by lifting and pulling forward) the rear panel of the wire cage and unlock and remove the hydraulic equipment cover at all failed barriers.

Raise each barrier successively as described in paragraphs (iv) to (vii) below.

Operate the two hydraulic valves located within the barrier control box (which has been exposed by removal of its cover) to their fully OPEN position, indicated by a correspondingly marked arrow (anti-clockwise)

Lift the rod, which has a hooked end and which is pivoted to the right of the control box, to the vertical position

Manually lift the barrier to the fully raised position and lower the rod so that is hooked and engages with the horizontal barat the counterweight end of the barrier.

Leaving the valves in the OPEN position, replace and lock the hydraulic equipment (control box) cover and replace the wire cage panel.

Repeat the procedure for operating and leaving OPEN the hydraulic valves and engaging the rod (which will involve partially lowering the barrier to enable the procedure shown in paragraph (v) to be followed) at any barrier which may be fully risen, replacing and locking the hydraulic equipment covers and replacing the wire cages afterwards.

Further movements over the crossing. If the barriers have been lowered initially from the Network Rail control unit pedestals, and a second move across the crossing on the PDSR line is required, whilst the barriers are in the lowered position, the lower button must be pressed and flashing DWL observed prior to proceeding. Following any raise command, the barriers must be in full raised position for a minimum of 10 seconds before a new lower request.

If the barriers have been lowered initially form the PDSR control unit pedestals, and a second move across the crossing on the Network Rail line is required whilst the barriers are still in the lowered position, the “A” pedestal lower button must be pressed followed by the crossing clear for signals PN7 and PN9. For signal PN10, this sequence can be done on either the “A” or “C” control unit pedestal. Following any raise command, the barriers must be in full raised position for a minimum of 10 seconds before a new lower request.

Dated: 05/08/2023

GW620 NEWTON ABBOTT WEST JN TO PAIGNTON

GOODRINGTON SIDINGS

When a Person In Charge has been appointed

A Person In Charge (PIC) can be either appointed from the Train Operated Company of Network Rail Operations staff. The PIC is responsible for all movements entering, within or leaving the sidings. The PIC will contact the Paignton signaller for permission for any movement to proceed from the sidings towards position light PN.12 signal. The Signaller will contact the PIC for permission for any movement towards the Sidings, before clearing either PN.7 or PM.9 signals

When no Person In Charge has been Appointed

When a train or trains are already in the sidings, the Paignton signaller will advise drivers of the circumstances.

All down direction movements must pass complete into one of the yard sidings and must proceed far enough to make sure that the Paignton end of the train is clear of the points concerned. It is the responsibility of the traincrew to make sure that the Paignton end hand points are moved (in rear of their train), so that the hand points are set for any subsequent movement to the sidings

Drivers must contact the Paignton signaller to obtain permission to proceed towards position light signal PN.12, before any movement is made from the sidings. If a train is required to run round in the sidings, the driver will reach a clear understanding with the Paignton signaller about what is required.

A telephone is provided near the hand point connecting siding 2 to sidings 3 and 4.
Diesel Engine Noise. In order to minimise disturbance to nearby residents, form the noise of stationary locomotives or multiple unit trains, the following arrangements apply :-

Diesel engines must be started five minutes prior to departure time from the sidings.

Power for air conditioning/heating purposes need not be applied but in extremely cold weather the engine may be run for cab heating.

On air-braked locomotive-hauled trains the brake test can be carried out with the diesel engines shut down at the Driver's discretion. If an outgoing train is worked by a fresh traincrew, the engine may be started earlier in order to carry out a brake test.

All noise must be kept to an absolute minimum in the sidings and on the line between Paignton South Level Crossing and the sidings.

HST's – Additional instructions. If a train is to be stabled for more than fifteen minutes all engines must be shut down.

The Driver must start the Goodrington end power car engine and apply electric train supply from that end fifteen minutes prior to the booked departure time from the sidings. The Driver must then proceed to the leading power car and operate the controls (HST on one engine only instructions).

The movement to Paignton must be made using the rear power car only. The leading engine to be started five minutes prior to departure from Paignton.

Multiple Units (classes 220/221 and 800/802) – Additional instructions. Trains formed of 8-10 cars (class 220/221) and 9-10 cars (class 800/802) are prohibited from sidings 3 and 4 unless a PiC of the sidings is on duty.

Signals are provided instead of "Stop" boards/flashing white lights on the Network Rail line crossing approaches. Authority for Drivers to proceed will be the clearance of Signals PN7/9/10 as appropriate. The barriers are operated by a Competent Person.

Dated: 05/08/2023

GW628 - LAIRA JN / LIPSON JN TO CATTEWATER

Laira Diesel Depot To Laira Jn

BETWEEN LAIRA DIESEL DEPOT AND PLYMOUTH

Movement of HST power cars. The instructions in Clauses 11 and 19 of the Working Instructions for Class 253/254 Trains apply between Laira Diesel Depot and Plymouth via Laira Junction, Mount Gould Junction and Lipson Junction along all lines with the following additions:-

A Class 08 locomotive fitted with a special Buckeye coupler must be attached directly to the gangway end of the power car. The air and main reservoir pipes must be coupled.

The movement must be driven from the leading cab at a maximum speed of 15 mph. The trailing cab's brake supply must be isolated.

Before leaving Laira Diesel Depot, the full preparation duties, as outlined in BR33056/10 must be carried out. A brake continuity test must be carried out before moving.

In the case of a dead power car, it must be manned by a Driver with Class 253/254 traction knowledge to operate the parking brake, emergency brake plunger and warning horns if necessary. If the movement is propelled as authorised below, a competent person must be provided on the power car to assist the Driver, but need not be a person in the footplate line of promotion.

If main air pressure cannot be created on a dead power car, the parking brake must be manually released/applied and a locomotive or suitable vehicle attached at each end.

A dead power car may be propelled at a maximum speed of 10 mph.

The Signaller must be informed of the nature of the movement to be made.

NOTE:- The battery isolating switch must be closed in order that the warning horns can be operated. The warning horns will not operate in the event of flat batteries or a main circuit breakers trip on a "dead" power car.

Marshalling of freight brake vans. Where necessary to facilitate working, freight trains worked by a Class 08 locomotive on this line may be formed with the brake van marshalled anywhere within the train.

Dated: 17/04/10

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GW628 – LAIRA JN / LIPSON JN TO CATTEWATER

Laira Jn To Mount Gould Jn

Working of Down and Up Goods Branch line. Any movement of a train while on the Single line section, which is required to be made in a direction opposite to that from which it entered the section, must be considered as a wrong direction movement and the instructions in the Rule Book, Module TW7 will apply.

Propelling movements in either direction over this line are prohibited.

Lipson sidings. The Driver of any movement within or from the sidings must not proceed beyond the fouling point with an adjoining siding without the permission of the Shunter in Charge.

Lipson sidings shunting indicators. The Shunter must operate the double-sided white light indicators, by means of the plunger provided, for all propelling movements from the Down Goods line and Ocean sidings to Lipson sidings. Such movements must not be commenced until the indicators are illuminated and must be brought to a stand immediately the lights are extinguished. During a failure of the indicators movements must be controlled by handsignals.

Laira Maintenance Depot

General

During a failure of the indicators movements must be controlled by handsignals.

With the introduction of Depot Protection Systems at Great Western Railway Laira Depot, there is no longer a requirement for Drivers to sound horns before entering sheds or buildings, at this location. Drivers should still stop the movement at the entrance and proceed only when they have checked it is safe to do so.

Incoming Movements

No movement must enter Nos. 1-6 Roads, or 7-10 Roads from either end, until the appropriate signal has been cleared.

Movements through, on and off the Underframe Cleaning Pit must be carried out in accordance with the Great Western Railway's local depot protection procedure.

Outgoing Movements

The GWR shunter, production support staff must contact the signaller and advise the train reporting number and destination.

Laira Flushing Apron - reduction of noise. To reduce the noise disturbance to neighbours, engines must be shut down on arrival at Laira Flush Apron.

Engines can then be restarted and train supply switched on from the Friary end 10 minutes after arrival time to ensure air is recreated and no delays are encountered. Drivers then to proceed to east end power car and set the cab up ready to proceed towards the shed when authority is given.

If circumstances dictate, for instance cold weather, technical problems or several toilets need unblocking, the running of engines will be allowed.

Dated: 19/05/2018

GW628 – LAIRA JN / LIPSON JN – CATTEWATER
Mount Gould Jn

Shunting Indicators. The Shunter in Charge must operate the double sided white light indicators, by means of the plunger provided, for all propelling movements from the Friary Single line to the Through Sidings and Embankment Sidings. Such movements must not be commenced until the indicators are illuminated and must be brought to a stand immediately the lights are extinguished.

During a failure of the indicators movements must be controlled by handsignals.

Carriage washing machine. After the arrival of a locomotive hauled train on the flushing apron the locomotive must be detached by the Shunter and disposed of via Plymouth Friary; the Shunter must accompany the locomotive.

Dated: 18/11/23

GW628 - LAIRA JN / LIPSON JN TO CATTEWATER

Plymouth Friary

Before authorising a movement to pass any "Stop" board to enter Friary yard, the Shunter must establish whether or not any other locomotive is working in the yard; if so, a clear understanding as to what is to be done must be reached with the Person in Charge of that locomotive.

Dated: 17/04/10

GW628 - LAIRA JN / LIPSON JN TO CATTEWATER

Plymouth Friary To Cattewater Harbour 0m 78ch

Line closed under Network Change NC/G1/2021/WEST/716

This line is worked as a siding worked under the control of the Shunter at Friary Yard.

Dated: 15/01/22

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GW637 - ST. BUDEAUX JN TO GUNNISLAKE

St. Budeaux Jn

Special arrangements must be made at St Budeaux Victoria Road to enable passenger or ECS trains consisting of more than four vehicles to operate between St Budeaux Junction and Gunnislake.

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

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

Dated: 05/08/06

GW637 - ST. BUDEAUX JN TO GUNNISLAKE

ST. BUDEAUX VICTORIA ROAD

Reversal of empty coaching stock trains. ECS trains arriving from the Plymouth direction may be reversed behind Signal P305. A maximum of four Sprinter type vehicles may be reversed at St Budeaux Victoria Road.

Dated: 05/08/06

GW637 - ST. BUDEAUX JN TO GUNNISLAKE

BERE ALSTON To GUNNISLAKE

Assisting disabled trains. If a train becomes disabled between Bere Alston and Gunnislake and assistance is required, the Signaller must be advised and the train staff taken to Bere Alston ground frame.

The Driver of a light locomotive going to assist a train which has become disabled between Bere Alston and Gunnislake must obtain the Signaller's authority to enter the section without the train staff and must proceed to Bere Alston ground frame only. The Driver must also be instructed to pass signal P64, at St Budeaux Junction, at Danger.

The light locomotive must be brought to a stand clear (St Budeaux side) of the Bere Alston ground frame points and the train staff must be handed to the Driver after the ground frame points have been operated.

NOTE:- For the purpose of this instruction a single power car may be considered as a light locomotive.

Dated: 05/08/06

GW637 - ST. BUDEAUX JN TO GUNNISLAKE

BERE ALSTON

Before departure from Bere Alston, the Guard (Driver of a light locomotive) must ensure that the ground frame points are set correctly for the next movement over the points.

Any movement allowed to enter the section to assist a train which has become disabled between Bere Alston and Gunnislake must be brought to a stand clear of the ground frame to ensure that the points are set correctly.

Dated: 05/08/06

GW637 - ST. BUDEAUX JN TO GUNNISLAKE

CALSTOCK & GUNNISLAKE

The guard must contact the signaller on arrival and advise arrival and obtain permission to return.

In the event of a telephone failure, the signaller should be contacted from an alternative telephone or advised at the first suitable opportunity.

Dated: 13/01/24

GW637 - ST. BUDEAUX JN TO GUNNISLAKE

Entire Line Of Route

Okeltor and Sandways level crossings
Blue “sandstick” boxes are provided in the down cess at 2m 28ch and 3m 00ch.

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

Dated: 05/08/06

GW640 – LISKEARD TO LOOE (VIA COOMBE)

Terras LC (ABCL)

When the standby battery power supply fails, the barriers will fail in the **LOWERED** position.

Drivers must carry out the instructions applying to when a train must be stopped as shown in TW8 / 4.4 (ABCL and AOCL crossings).

Dated: 06/04/2024

GW640 - LISKEARD TO LOOE VIA COOMBE

LISKEARD

All trains. All trains arriving At Liskeard Yard requiring access to branch line between Liskeard and Coombe Junction must be brought to a stand at the stop board. The guard or shunter must be in receipt of the Liskeard to Combe token to operate the ground frame and set the correct route prior to authorising the Driver to pass the stop board and proceed onto the branch line.

DMU trains. After leaving the yard the guard must restore the Ground Frame to normal and authorise the driver to proceed onto the Liskeard branch platform. If the train is to proceed towards Coombe Junction without entering the branch platform, the guard must contact the signaller using the telephone at the Ground Frame to obtain permission to proceed towards Coombe Junction. The guard must relay any messages to the Driver of the train when handing over the Token. This is will enable the signaller to exercise control over user worked crossings with telephones.

Branch freight trains. After leaving the yard, the shunter must restore the Ground Frame to normal and contact the signaller for permission to proceed. The shunter must relay any messages to the Driver of the freight train or light locomotive when handing over the Token. This will enable the signaller to exercise control over user worked crossings with telephones.

Freight trains and light locomotives are prohibited from entering the branch platform line.

Up freight trains and light locomotives must be brought to a stand at the Notice Board sited on the Coombe Junction side of the ground frame and must not proceed until the points are set correctly for the yard.

Arrival and departure of Branch passenger Trains. On arrival in the Branch Platform the driver must immediately contact the signaller at Liskeard, confirm that the train has arrived complete with tail lamp and replace the “No Signaller Token” in the token instrument in the token hut on platform 3. The driver must also check that the steady blue TPWS status light shows on arrival at token hut.

Departure of Branch Passenger Trains The Stop Board at Liskeard Platform 3 is equipped with TPWS. The Driver must contact the signaller at Liskeard **3 minutes** prior to the booked departure time from the token hut on platform 3, and must check that the steady blue TPWS status light shows on arrival at the token hut.

The driver must request a token release, after withdrawing the token the driver must ensure that the blue light flashes to indicate that TPWS has been correctly suppressed. If necessary, and with the signaller’s permission, the token can be replaced and withdrawn a second time.

If the blue light does not show, or it does not flash when required, the TPWS equipment must be treated as failed. The driver must report the defect to the signaller and must operate the train stop override in the cab when passing the stop board.

In order to avoid a possible false TPWS brake demand, the driver must ensure that ***not more than 3 minutes*** elapses between withdrawal of the token and the train’s departure. If this time is exceeded, e.g. unexpected delay in station duties, the driver must obtain the signaller’s permission to replace and withdraw the token again.

Branch Passenger trains – Handling of “No Signaller” token and “One Train Working” staff. When a passenger train arrives at Liskeard and is the next train to return to Coombe the driver may retain the “One Train Working Staff”.

When a DMU for the passenger service between Liskeard and Looe is required to leave the Single Line via Liskeard Branch GF for any purpose the “No Signaller Token” and “One Train Working Staff” must be returned to the Signaller at Liskeard.

Dated:28/10/23

GW640 - LISKEARD TO LOOE VIA COOMBE

LODGE FARM LC (ACBL)

When the standby battery power supply fails, the barriers will fail in the **LOWERED** position.

Drivers must carry out the instructions applying to when a train must be stopped as shown in TW8 / 4.4 (ABCL and AOCL crossings).

Dated: 15/01/2024

GW640 - LISKEARD TO LOOE VIA COOMBE

LISKEARD To COOMBE

Failure of train and assistance required.
The instructions in Rule Book, Module TW1, Section 33 are amplified as follows:-
The “No signaller” token must be taken to Liskeard or Coombe ground frame, whichever is neared, when the following procedure must be adopted, when authorised by the Liskeard Signaller
If assistance is available at the ground frame to which the token has been taken, it must be utilised to operate the ground frame. After the assisting train has proceeded onto the Single line the ground frame must be replaced to the normal position and the token handed to the Driver who must be conducted to the disabled train.
If assistance is not available at the ground frame to which the token has been taken it must be placed in the intermediate token instrument, if at Coombe, or the instrument on Platform 3 at Liskeard, or handed to the Signaller at Liskeard, to enable a token to be released for the operation of the ground frame at the other end of the section.
When working by pilot is in operation, Section 2.6 of the instructions “Working Single and bi-directional Lines by Pilot” in Rule Book, Module P2 apply.
Train reporting.
The driver must contact the signaller and report the actual arrival time and expected departure time using the phone provided in the token hut on platform 3 when returning the token or when requesting a token release. If departure is delayed, the signaller must be advised of the actual departure time at the first opportunity.

Dated: 13/01/2024

GW640 - LISKEARD TO LOOE VIA COOMBE

COOMBE To LOOE

The "One Train Working" staff for the Coombe-Looe section must be held by the Driver of trains for Looe when proceeding between Liskeard and Coombe, in addition to the "No Signaller" token.

The points leading to the Coombe-Looe section are controlled by Coombe No.1 ground frame which can only be released by both the "One Train Working" staff and "No Signaller" token. The normal position of the ground frame is with the points set for movements between Liskeard and Coombe.

On arrival at Coombe of trains from Liskeard the Guard must obtain the staff and token from the Driver, reverse the ground frame points and authorise the Driver to proceed onto the Coombe-Looe section. The ground frame must then be replaced to the normal position, the token placed in the intermediate token instrument and the staff returned to the Driver.

Trains from Looe must be brought to a stand at the "Stop" board at Coombe No.1 ground frame. The Guard must obtain the "One Train Working" staff from the Driver and "No Signaller" token from the intermediate token instrument, reverse the ground frame points and authorise the Driver to pass the "Stop" board.

The “Stop” board on the approach from Looe is equipped with TPWS. The Guard must additionally check that the steady blue TPWS status light shows on arrival at the Ground Frame from Looe. After withdrawing the token and reversing the points, the Guard must ensure that the blue light flashes to indicate that TPWS has been correctly suppressed.

If the blue light does not show, or it does not flash when required, the TPWS equipment must be treated as failed. The Guard must report the defect to the Signaller and advise the Driver. The Driver must operate the Train Stop Override in the cab before passing the “Stop” board.

Failure of train and assistance required. The "One Train Working" staff must be conveyed by the quickest means available to Coombe for the operation of No.1 ground frame.

Dated: 05/08/06

GW640 - LISKEARD TO LOOE VIA COOMBE

LOOE

The driver must contact the signaller on arrival and advise the actual arrival time and expected departure time of the train. If departure is delayed, the signaller must be advised of the actual departure time. In the event of a GSM-R system failure, the signaller should be contacted from an alternative telephone or advised at the first available opportunity.
If it is not possible to communicate with the signaller before departure, the driver must be prepared to approach at caution user worked crossings where telephones are provided on the return journey and ensure they are clear before proceeding.

Dated: 28/10/23

GW642 - COOMBE (EXCL) TO MOORSWATER

Coombe No.2 GF To Moorswater

The points leading to the Coombe - Moorswater line are controlled by Coombe No.2 ground frame which is released by the "No Signaller" token. The normal position of the ground frame is with the points set in the trap position.

Trains from Liskeard must be brought to a stand at the ground frame "Stop" board and the Shunter must obtain the token from the Driver, reverse the ground frame points and authorise the Driver to proceed onto the Moorswater line. The ground frame points must then be replaced to the normal position and the token placed in the intermediate token instrument.

Trains from Moorswater must be brought to a stand at the ground frame "Stop" board and the Shunter must obtain the "No Signaller" token from the intermediate token instrument, reverse the ground frame points and authorise the Driver to proceed onto the Coombe-Liskeard section. The ground frame must then be replaced to the normal position and the token handed to the Driver.

Moorswater level crossing. The instructions for "Open Crossings (non-automatic)" in the Rule Book, Module TW8 apply at this crossing.

Trains must be brought to a stand at the crossing and must not proceed until the Shunter has positioned himself on the crossing to exhibit a hand danger signal to road traffic and pedestrians until the movement has passed clear.

Moorswater. Before passing over Moorswater level crossing, the Train Operating Company Person in Charge (PiC) must obtain permission from the Blue Circle Person in Charge to enter the sidings. No movement may be made by a Train Operating Company locomotive in Moorswater sidings without prior verbal agreement and a clear understanding must be reached between the PiC and the Blue Circle Person in Charge.

Dated: 06/03/10

GW650 - LOSTWITHIEL TO CARNE POINT, FOWEY

Entire Line Of Route

The train staff for this branch must normally be delivered to and received from drivers by the signaller at Lostwithiel.

In order to cater for traffic requirements, the train staff may be left at Fowey Docks overnight and locked in the special cabinet provided. The Train Operating Company Person in Charge (PiC) must contact the signaller and request permission to lock the train staff away.

These arrangements can also apply if the shunting locomotive kept at Carne Point needs to leave the yard for any reason.

When the train staff is required for the next train movement, the PiC must contact the signaller and request permission to obtain the train staff from the lockable cabinet. Provided the signaller agrees to the request, a combination code will be dictated which allows the cabinet to be unlocked.

When required in connection with engineering work, arrangements must be made in advance for the train staff to be locked away at Fowey after completion of train movements as shown above. The PICOP or COSS must contact the signaller and request permission to obtain the train staff from the lockable cabinet.

On completion of the work, the PICOP or COSS must contact the signaller and request permission to lock the train staff away.

The following details must be recorded by the signaller in the special train staff log book provided :

- name and grade of the person requesting permission for the train staff to be left or obtained at Fowey
- reason for the request
- time permission given to leave or obtain the train staff

Dated: 03/03/14

GW650 - LOSTWITHIEL TO CARNE POINT, FOWEY

ENTIRE LINE OF ROUTE

Note – references to the signaller in this section mean the Mid Cornwall signaller (Exeter).

One-train section – the section starts at stop board CL3781 (down). In the up direction, the section ends at signal CL3782. Start and end of section boards are provided at both ends. The train staff is attached to a key which is normally locked in a release instrument kept in a cupboard adjacent to the down stop board.

Down direction – the driver must stop the train at stop board CL3781 and contact the signaller to obtain the train staff before entering the section.

When a train has more than one locomotive at the leading end, the train staff must be collected (and retained) by the driver of the leading locomotive.

On arrival at Carne Point stop board CL3785, the driver must stop the train and carry out the instructions shown before proceeding. When the train has passed beyond the stop board the driver must tell the signaller currently that the train has arrived complete with tail lamp.

If the train staff becomes detached from the key, it must be treated as lost and working by pilot introduced.

1. Exception - if the key can be obtained from the release instrument, provided the driver has both this and the train staff, the train may continue to Carne Point. On arrival, both must be handed to the pilot and put out of use until the signalling technician requires it.

Up direction – the driver must get permission from the signaller to pass up stop board CL3786 (Carne Point) before departure. On arrival at signal CL3782, the driver must stop the train and tell the signaller the train has arrived complete with tail lamp. When instructed by the signaller, the driver must replace the train staff in the instrument (which will allow signal CL3782 to show a proceed aspect).

Golant LC (OC) – the crossing is worked in accordance with rule book module TW8 – Level crossings – drivers' instructions (open crossings). Warning boards, together with combined speed and whistle boards are provided on both sides of the crossing.

The driver must tell the signaller currently if the crossing warning bell is not working correctly.

Carne Point – rule book module SS2 – Shunting applies to controlling movements (radio). Provision of radios required is the responsibility of the operator concerned.

When entering the door catch machine (up direction), the person in charge must get permission from the signaller for a shunting movement to pass stop board CL3786.

If a train is to be left unattended at Carne Point overnight (beyond the end of section board / stop board CL3785), the driver must tell the signaller what is happening and that the train is clear of the section before locking the train staff in the cabinet.

The driver next on duty must get permission from the signaller to remove the train staff from the cabinet before going to the train. Obtaining the train staff from the cabinet IS NOT authority to pass a stop board.

Engineering work when train staff locked away at Carne Point - if the train staff is needed for engineering work, the PICOP (or COSS) must go to Carne Point and get permission from the signaller to remove the train staff from the cabinet when arranging to block the line. The PICOP (or COSS) must retain the train staff until the work is finished and the line is clear and safe to run on.

Dated: 11/03/2024

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GW660 - PAR TO NEWQUAY

PAR To St. Blazey Yard

Footpath crossing adjoining the iron girder bridge over the canal. Traincrews and Shunters must ensure that obstruction of this footpath by stationary trains is kept to the minimum.

Dated: 05/08/06

GW660 - PAR TO NEWQUAY

Goonbarrow Jn (G) SB

Class 80x operation
Due to restricted passing loop length at Goonbarrow, only 5 and 9 car IET's are allowed to operate on the branch.

Dated:04/11/23

GW660 - PAR TO NEWQUAY

PAR

Note – references to the signaller in this section mean the Mid Cornwall signaller (Exeter).

Working of freight trains from St Blazey with a locomotive assisting in the rear. Freight trains from St Blazey for destinations West of Par and with a locomotive assisting in the rear will be run to the Up Main line at the east end of the station to reverse. The driver of the assisting locomotive must not apply power (if necessary) until the train has passed well clear of Par Loop Junction.

See also GW108 local instructions (Par).

Dated: 11/03/2024

GW660 - PAR TO NEWQUAY

St. Blazey Jn

Movement from Down Newquay line to Up Newquay line (line occupied)

When the shunting signal next to Down Newquay line signal SB4 (up direction) clears and the associated miniature route indicator displays UN, this means the Up Newquay line between St Blazey and Par is occupied by a train or vehicles. The driver must proceed at caution as far as the line is clear.

Dated: 07/06/25

GW660 - PAR TO NEWQUAY

St. Blazey Yard

ST. BLAZEY YARD

Depot protection arrangements.

WEIGHBRIDGE ROAD.

All movements over the Weighbridge MUST NOT exceed 3 m.p.h.
The Weighbridge bypass track must be used for all movements except when actually carrying out the weighing of vehicles.
All movements must be made only under the authority of the Rail Operator in charge of the yard. Drivers and engineering staff authorised to drive must contact this person and reach a clear understanding before any movement commences.
ENGINEERING STAFF AUTHORISED TO DRIVE
Within the Depot:-
Engineering staff authorised to drive must only make a movement under the control of the designated person 'D.P.' and must not pass the stop boards situated at the St. Blazey and Par Harbour ends of the maintenance depot.
Fuel Road and Ash Road:-
All movements over the Fuel Road and Ashe Road MUST NOT be made without the authority of the Rail operator in charge of the yard.
Engineering staff must not drive past the "Depot Limits" boards situated each end of the Fuel Road and Ash Road.
Staff working on traction must, within Depot Limits, at all times set up protection as laid down in the Depot Protection Procedure.

ST. BLAZEY MAINTENANCE DEPOT

Depot protection arrangements.
All movements over the Turntable and through the Wagon Shop, MUST NOT exceed 2 m.p.h.
The turntable at St Blazey is under the control of DB Cargo in line with current rules and regulations.
The hand points controlling entry to the Maintenance Depot, at the St Blazey and Pa Harbour ends of No.2 Road, must be clipped and padlocked and the keys held by the Designated Person (who is identified by wearing an armband with the initials 'DP' on it). The Stop boards placed at each end of the Depot are in the raised position.
Prior to any movement towards the Maintenance Depot, the Designated Person must unlock the appropriate points for the movement and ensure that the Stop boards are lowered.
The "Stop and Await Instructions" board, situated at either end of the Maintenance Depot, must not be passed without the suthority of the Designated Person 'D.P' and no movements into or out of the Depot must take place until the Designated Person 'D.P' has activated the warning signs and lights.
No3. Road. With the exception of Class 08/09 locomotives, no Traction Units may be driven into the building on this road. The Class 08/09 locomotives can only be used on this road for movements from the St Blazey end of the depot and must not pass the "Locomotives may not be driven past this point" Board situated at the entrance to the Wagon Inspection Gantry. Should any traction unit be required to be placed within the Wagon Inspection Gantry this may only be done from the st Blazey end of the depot by a propelling movement with the Class 08/09 locomotive, ensuring that no shunting staff are on board during the movement.

BETWEEN ST BLAZEY AND PAR BRIDGE

Working of Through Siding. The Through Siding between St Blazey and Par Bridge is under the control of the Person in Charge at St Blazey Yard when on duty. At other time (which are indicated locally), the line is under the control of the St Blazey Signaller.
When, however, the Person In charge accompanies a movement to Par Dock, they may on arrival there authorise the St Blazey Signaller to permit a movement onto the Through Siding.
No movement must pass the "Stop" lamp on the Par Dock side of Par Bridge level crossing applicable to movements from Par Dock without the permission of the St Blazey Signaller.
No movement must pass the "Stop" lamp on the Par Bridge end of the locomotive sidings applicable to movements from those sidings without the permission of the Person in Charge of the Through Siding.
The St Blazey Signaller must be advised when movements from the through Siding have arrived in clear on the locomotive or weighbridge sidings, unless the movement is under the control of the Person in Charge of St Blazey Yard.
A propelled movement towards the Main line must not be made past the handpoints at the St Blazey end of the Through Siding until the exit signal is cleared.

BETWEEN ST BLAZEY AND PAR DOCK

Movements must be accompanied by two Shunters, one of whom must precede the train on foot during the propelling movement to ensure that the line is clear of any obstruction and to warn any pedestrians, and the other must walk beside the train in such a position that they can repeat any handsignal to the Driver exhibited by the Shunter preceding the train.
Before any movement is made over the level crossing adjacent to Wagon Repairs siding, the Person in Charge at Par Dock must position themselves at the crossing and exhibit a hand danger signal to road users in both directions.
The St Blazey Signaller must be advised when the movement has arrived in clear on Par Dock.

Par Bridge level crossing (TMO). This level crossing has gates that are operated by traincrew. The gates must be operated by the shunter.

Dated: 04/11/23

GW660 - PAR TO NEWQUAY

Quintrel Downs LC (ABCL)

The instructions for ABCL/AOCL level crossings in Rule Book, Module TW8 apply at this crossing with the following modifications:

The crossing is operated by approaching trains or the operation of the Driver's plunger.

In the event of the crossing sequence not being initiated by the approach of the train or should the white light stop flashing before the train reaches the crossing, the Driver must operate the plunger to activate the crossing. The plunger is located in a locked cabinet (unlocked by a BR no. 1 key), as follows:

Down direction: approximately 20 yards on the approach side to the Drivers red/white flashing light post

Up direction: On Quintrel Downs platform adjacent to the Crossing STOP board.

When the white light is flashing the Driver may proceed as normal.

If after operation of the plunger the white light still does not flash the Driver must treat the crossing as failed.

Dated: 05/08/06

GW660 - PAR TO NEWQUAY

Trencreek LC (AOCL + B)

The instructions for ABCL/AOCL level crossings in Rule Book, Module TW8 apply at this crossing with the following modifications:

The crossing is operated by approaching trains or the operation of the Driver's plunger.

In the event of the crossing sequence not being initiated by the approach of the train or should the white light stop flashing before the train reaches the crossing, the Driver must operate the plunger to activate the crossing. The plunger is located in a locked cabinet (unlocked by a BR no. 1 key), and is located on the same post as the Drivers red/white flashing light. When the white light is flashing the Driver may proceed as normal.

If after operation of the plunger the white light still does not flash the Driver must treat the crossing as failed.

Dated: 02/07/22

GW660 - PAR TO NEWQUAY

NEWQUAY

The guard must contact the signaller on arrival and advise the actual arrival time and expected departure time of the train. If departure is delayed, the signaller must be advised of the actual departure time. In the event of a telephone failure, the signaller should be contacted from an alternative telephone or advised at the first suitable opportunity.

If it is not possible to communicate with the signaller before departure, the guard must advise the driver. The driver must be prepared to approach at caution user worked crossings where telephones are provided on the return journey to Goonbarrow Junction and ensure they are clear before proceeding.

Dated: 26/09/15

GW672 - BURNGULLOW TO PARKANDILLACK

ENTIRE LINE OF ROUTE

Note – references to the signaller in this section mean the Mid Cornwall signaller (Exeter).

One-train section – the section starts at stop board CL3823 (down - between Burngullow and Lanjeth). In the up direction, the section ends at stop board CL3822. Start and end of section boards are provided.

Handling the train staff – the shunter is the authorised person for the purpose of delivering the train staff to (or receiving it from) the driver. When not in use, the train staff must be kept locked in the shunters cabin.

When a train has more than one locomotive at the leading end, the train staff must be collected (and retained) by the driver of the leading locomotive.

Carpalla LC – the driver must tell the signaller currently when a train arrives at, and is ready to depart from:

- Parkandillack/Trelavour Sidings,
- Central Treviscoe Sidings,
- Treviscoe Sidings or
- Kernick Sidings

If the driver cannot contact the signaller, the driver must approach the crossing at caution and not pass over it until they (the driver) have made sure it is safe to do so.

Kernick and Treviscoe Sidings – the shunter must make sure the flashing yellow warning lights are in use during all rail movements. Staff must look out for and obey warning notices issued by the depot operator.

Parkandillack No.1/No.2 and Trelavour Sidings - loose shunting is prohibited and an automatic brake must be operative on all vehicles.

The Buell clay loading facility is worked in accordance with rule book module SS2 – Shunting (entering a shed or building). Staff must look out for and obey warning notices issued by the depot operator.

Allowing an assisting train into an occupied section – if a train becomes disabled or accidentally divides in the section, the shunter must agree the arrangements for protection and assistance with the signaller and instruct the driver accordingly.

The driver must keep the train staff (unless it is necessary for another locomotive to remove a rear portion), until the whole of the train has been removed from the section (or any detached portion has been moved to an intermediate siding and is clear of the section).

Dated: 11/03/2024

GW672 - BURNGULLOW TO PARKANDILLACK

BURNGULLOW JN

Note – references to the signaller in this section mean the Mid Cornwall signaller (Exeter).

Burngullow Reception line (Through Sidings Straight Road) – the signaller is responsible for movements on this line between stop board CL3822 (288m 71ch) and signal CL5864. Train detection is by axle counter.

Hand points 9544 (immediately the Parkandillack side of signal CL5864) are detected by the signalling and must normally be kept set for this line.

Any stabled wagons must be left on the reception line while the locomotive is working on the Parkandillack branch.

Blackpool and Rotary Sidings – keys to the Rotary Sidings gate are held by both the depot and freight operator. The shunter must tell the depot operator before a trip working leaves Burngullow and make sure the gate has been closed and secured when shunting is finished.

Staff must look out for and obey warning notices issued by the depot operator.

Burngullow Yard - movements in the yard are the responsibility of the person in charge (PiC). The driver (or shunter where provided) is authorised to be the PiC. Before authorising a movement from the Down Main line or Up Siding (Methrose) to the yard the PiC must place hand points 9544 in the position required (so the route may be set by the signaller).

The driver of a train arriving from the Parkandillack branch for the yard must stop short of the hand points at the entrance to the yard and wait for instructions (or hand signal) from the PiC before proceeding.

When a train or movement is to depart (or move toward the reception line when shunting), the PiC must get permission from the signaller to pass the appropriate stop board (up direction east end, CL3820 or down direction west end, CL3821).

The running through of hand points in the trailing position is prohibited.

Up Siding – standage of 30 metres (4SLU) must be retained behind position-light signal CL7633 to allow a locomotive from the Parkandillack branch or the yard to run round its train.

Departure to the Parkandillack branch – to protect against possible run-away wagons, before a train leaves Burngullow (and when there is no PIC on site), the PiC must make sure hand points are left set for movements on the Burngullow Reception line (from both the branch and Up Siding).

When passing stop board CL3820 at the Par end of the yard (or drawing forward from the reception line) the driver must (when signal CL5864 is cleared) run the train to Burngullow Up Siding clear of position-light signal CL7633. When the train locomotive has drawn forward, the shunter must place points 9544 in the position required for running round or shunting.

Dated: 11/03/2024

GW680 - PENWITHERS JN TO FALMOUTH

FALMOUTH DOCKS

Train reporting – unless there is late running, there is no requirement for traincrew to report arrival and/or departure times to the Mid Cornwall signaller (Exeter).

If the train radio fails in-service, the signaller should be contacted using alternative methods of communication.

Dated: 11/03/2024

GW690 - ST. ERTH TO ST. IVES

LELANT SALTINGS

DMU trains from St Ives are authorised to reverse at Lelant Saltings and return to St Ives.

Dated: 04/04/09

GW690 - ST. ERTH TO ST. IVES

ST IVES

The guard must contact the signaller on arrival and advise the actual arrival time and expected departure time of the train. If departure is delayed, the signaller must be advised of the actual departure time. In the event of a telephone failure, the signaller should be contacted from an alternative telephone or advised at the first suitable opportunity.

If it is not possible to communicate with the signaller before departure, the guard must advise the driver. The driver must be prepared to approach at caution Towan level crossing at 322m 63ch on the return journey and ensure it is clear before proceeding.

Dated: 26/09/15

GW700 - GLOUCESTER BARNWOOD JN TO SEVERN TUNNEL JN

GLOUCESTER

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

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

Location	Shunt details
West end	To or from Platform 4, Up Relief, Up Main, Platform 2, Platform 3 and Bay Siding – to the Up Main (G162) to reverse behind signal G31

Platform lines. When the locomotive of a train standing at Platform No.2 is in advance of signal G133, with the points set for the Up Main line, the Driver must make no further movement unless authorised to do so by the Person in Charge of the platform or signal G35 has been cleared.

Empty coaching stock trains. Drivers of empty coaching stock trains that stop or reverse at Gloucester must contact the Signaller to let them know when the train is ready to proceed.

Gloucester Carriage Sidings. These consist of three sidings numbered 1, 2 and 3 leading to the Parcels line. No 1 siding is nearest to platform 4. No. 1 road is known locally as the Depot Road.

Drivers must telephone the Signaller for permission to make any movement from these sidings towards either Ground Position Light Signal G.417 on Siding 1 or the outgoing STOP board on Sidings 2 and 3.

Drivers of trains making movements from sidings 2 or 3 must stop with the rear of their trains clear of the incoming STOP board and return the hand points to the normal position, i.e. for the through route between the Parcels line and Platform 4. The Driver must contact the Signaller and confirm that the hand points have been left set in the normal position for the straight route before proceeding.

Drivers of all trains making movements from platform 4 to the Parcels Line must also stop with the rear of their trains clear of the incoming STOP board.

Carriage Cleaning. The provisions of the Rule Book, Modules T10 and TW1, as applicable, apply at this location. The Person in Charge of the carriage cleaning team will act as the designated person.

Maintenance Work. When work other than shunting or carriage cleaning is to be undertaken, the Person in Charge of maintenance work must comply with the Rule Book, Modules T10 and TW1. Additionally, before work commences he/she must reach a clear understanding with both the Signaller and the Person in Charge of the carriage cleaning team as to the protection arrangements.

Gloucester Old Yard. The handpoint leading towards these sidings is normally clipped and padlocked for the route towards the Parcels line. The key to the padlock is kept in Gloucester Signal Box.

Platforming of Passenger trains. Passenger trains conveying more than 10 vehicles, which are required to reverse at Gloucester station must be dealt with at either No.2 or No.4 Platform.

Such trains dealt with at Platform No.2 must be brought to a stand with the leading end of the leading vehicle opposite the top of the ramp at the Newport end of the station.

If the incoming locomotive is to work the train forward it must proceed to the rear (Newport side) of signal G31 (Up Main line) to run-round via the Up Main line. The Shunter detaching the locomotive must instruct the Driver accordingly.

If the incoming locomotive is not scheduled to work the train forward the Driver may follow the departing train cautiously and at a safe distance to signal G133. If for any reason the locomotive is unable to follow the departing train immediately the Driver must contact the Signaller for further instructions.

If the incoming locomotive of a train dealt with at Platform No.4 is not scheduled to work the train forward the Driver may follow the departing train cautiously and at a safe distance to signal G333. If for any reason the locomotive is unable to follow the departing train immediately the Driver must contact the Signaller for further instructions.

Network Rail Operations Control must advise the Signaller of passenger trains booked to call at Gloucester which will exceed 10 vehicles as a result of additional vehicles being attached for any purpose. Such advice need not be given in respect of trains scheduled to convey more than 10 vehicles.

Dated: 11/04/2020

GW700 - GLOUCESTER BARNWOOD JN TO SEVERN TUNNEL JN

GLOUCESTER

Platform 1 - Due to platform length, only 5 car IET's are permitted in this platform.
Platform 2 – Due to platform length, 10 car IET's can only use this platform if they are running through and not reversing at this platform.

Dated: 09/03/19

GW700 - GLOUCESTER BARNWOOD JN TO SEVERN TUNNEL JN

Severn Tunnel Jn

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 DOWN on the Up Main approaching Severn Tunnel Junction station, for services that are going via Gloucester.

Dated: 28/03/20

GW710 - LLANWERN WORKS EAST CON TO LLANWERN WORKS WEST CON VIA STEELWORKS SERVICE LINES

Llanwern Works East Connection To Llanwern Works West Connection

"Stop and Telephone" boards. Telephones are provided only at Stop board numbers 1, 2, 6, 14 and 16. Authority to pass boards not equipped with a telephone will be by either a handsignal or by the Train Operating Company Person in Charge (PiC) who may meet the train at the board concerned.

The PiC may authorise a movement past more than one "Stop" board at a time, and in those circumstances Drivers must carefully follow the instructions given.

Operation of points in Service lines. The Down and Up Service lines are worked as running lines. All points therein must be normally set for through running and must not be operated without the permission of the PiC. The PiC must be advised when points are restored to normal after use.

Points No. 161 are normally secured and padlocked. The PiC retains the key and is responsible for securing and unsecuring the points as required.

Shunting within works complex. The receipt, dispatch and shunting operations of trains arriving from and departing towards the national rail network are the responsibility of Corus staff.

In accordance with Rule Book, Module G1, Section 1.4, authority to travel on Train Operating Company locomotives is extended to Corus staff travelling in connection with shunting operations.

Admitting of trains to Down Service line at the East end. The clearance of Down Relief line signal NT1245, accompanied by Junction Indicator position 1, is an indication that the line is clear to the first “Stop” board (NT6019). Trains must be brought to a stand there and the PiC contacted immediately. Drivers must proceed as instructed by the PiC.

Movements past No.8 "Stop" board are authorised by handsignals. If handsignals are not received the PiC must be contacted.

Admitting of trains to Up service line at the West end. The clearance of Up Relief line signal NT1252, accompanied by Junction Indicator position 4, is an indication that the line is clear and the route set as far as the first “Stop” board (NT6022).

A down direction limit of shunt signal (NT6023) is provided at the West end of the Up Service line. The signaller at the South Wales Control Centre at Cardiff must be contacted when any movement is required to proceed from position light signal NT6021 towards the limit of shunt signal.

Dated: 01/08/10

GW720 - USKMOUTH TO EAST USK JN

East Usk Jn

Uskmouth branch train staff. The train staff for the Uskmouth Branch is kept in a release instrument adjacent to signals NT1350 / NT1347 at East Usk Junction.
Propelled movements for the Uskmouth branch. The Person in Charge of the movement (PiC) must contact the signaller from signal NT1352, NT1358 or NT1360 as appropriate, and request permission for the propelled movement. When the PiC observes the signal concerned displaying a proceed aspect, the driver must be advised using radio communication and the movement can then proceed to signal NT1350.
The PiC must contact the signaller from signal NT1350 for permission to obtain the train staff. The train staff must be retained by the PiC in the brake van at the leading end of the movement. When the PiC observes signal NT1350 displaying a proceed aspect, the driver must be contacted by radio and the following assurances given :

signal NT1350 is displaying a proceed aspect,

the train staff has been obtained and is in the possession of the PiC,

it is safe for the propelling movement to commence.

The train staff must remain with the movement throughout until the train returns to East Usk Junction. The PiC must contact the signaller on arrival at, and before departure from, Birdport.

Dated: 01/06/13

GW720 - USKMOUTH TO EAST USK JN

Entire Line Of Route

Before departure from Uskmouth, drivers must obtain permission from the signaller to pass the stop board at the power station gates and proceed on the single line towards East Usk Junction.

Provided the previous train has arrived at Uskmouth complete with tail lamp and has passed beyond the end of section board the signaller may permit a second train to occupy the branch as far as Birdport Terminal only or to allow for engineering operations. Movements from East Usk Junction to Birdport Terminal and return must convey the train staff throughout.

The single line section must be clear throughout between signals NT1350 / NT1347 at East Usk Junction and the 'end / commencement of token section' boards at Uskmouth before the train staff is either transferred by road or used for engineering operations.

The person requiring possession of the train staff (Person in Charge of the train staff / movement - PiC) must contact the signaller for permission to obtain the train staff.

The PiC must also provide the signaller with the following information and assurances :

- an explanation as to why the train staff is required
- confirmation that the train is complete with tail lamp and is clear of the single line
- details of subsequent train movements or engineering work.

If the train staff is obtained at Uskmouth, the PiC must obtain the signallers permission in the presence of the driver. The PiC must instruct the driver to make no further movements on the single line section until the train staff returns.

If the train staff is obtained from East Usk Junction, the PiC must ask the signaller to release the train staff from the release instrument adjacent to signals NT1350 / NT1347.

If permission is given to transfer the train staff by road, the PiC must proceed immediately with the train staff to the opposite end of the line. The signaller's permission must then be obtained to either replace the train staff into the release instrument at East Usk Junction or issue it to the driver at Uskmouth.

Dated: 01/06/13

GW730 - SEVERN BRIDGE JN TO NEWPORT, MAINDEE WEST JN

Coleham Light Maintenance Depot

This depot is situated on the up side of the line between Sutton Bridge Junction and Shrewsbury, English Bridge Jn.

The depot consists of two sidings: No.1 siding is situated next to the Up Main line and No.2 siding is provided with a covered maintenance facility and an inspection pit.

Hand operated points are provided at the Shrewsbury end of the depot, connecting No.1 and No.2 sidings. A new head shunt is provided beyond No.2 siding at the Shrewsbury end of the depot.

Depot protection devices are provided 3 metres beyond the depot access gates to prevent unauthorised entry in the up direction.

Stop Boards labelled 'Stop – Obtain permission before proceeding' are provided in the Civil Engineers' siding and No.1 / No.2 sidings to protect the Shunt Neck and points controlled from Sutton Bridge Junction signal box. Permission to pass these stop boards must be obtained from the Signaller at Sutton Bridge Junction signal box.

Movements on the portion of line between the stop board in No.1 siding and points 33A (controlled from Sutton Bridge Junction signal box) are permitted in the down direction (toward Hereford) only. Movements to No.1 siding from the Shunt Neck are prohibited.

Permission to enter the depot must be obtained from the Person in Charge of the depot.

Dated: 07/11/09

GW730 - SEVERN BRIDGE JN TO NEWPORT, MAINDEE WEST JN

Little Mill Jn SB (LM)

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

A COSS/PC wishes to take a line blockage of the Up Main/Up Loop beyond LM105, 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 “AJ” 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

	Between (signal / points)	and (signal / points)	Protecting Signal
Up Main	LM105	LM115	LM105
Up Loop	LM105	LM109	LM105

Dated: 24/10/20

GW730 - SEVERN BRIDGE JN TO MAINDEE WEST JN

Sutton Bridge Jn Up Goods Loop.

It will not normally be necessary for traincrew to advise Signallers that trains have arrived complete with tail lamp in this goods loop. If the CCTV tail lamp camera has failed, Drivers will be advised to carry out the provisions of Rule Book, Module TW1, Section 37.1.

Dated: 13/01/24

GW730 - SEVERN BRIDGE JN TO MAINDEE WEST JN

CRAVEN ARMS Down Goods Loop.

It will not normally be necessary for traincrew to advise Signallers that trains have arrived complete with tail lamp in this goods loop. If the CCTV tail lamp camera has failed, Drivers will be advised to carry out the provisions of Rule Book, Module TW1, Section 37.1.

Dated: 13/01/24

GW730 - SEVERN BRIDGE JN TO NEWPORT, MAINDEE WEST JN

Woofferton UGL

Up Goods Loop. During shunting operations, Drivers must not pass beyond the "Treadle" board. Wagons detached with defects must not be stabled in the Up Goods Loop.

Dated: 05/08/06

GW730 - SEVERN BRIDGE JN TO NEWPORT, MAINDEE WEST JN

Moreton Stone Terminal

Moreton Stone Terminal – The Arrival/Departure line between the exit signal (ML21) and Stop Board No.1 is under the control of the Signaller at Moreton-On-Lugg. The train driver is the ONLY person who may request permission to pass No 1 Stop Board to enter the Arrival / Departure line

Trains arriving from Crewe – When the train arrives from the Crewe direction, the shunter is to make the signaller aware of their presence. The shunter will check that the arrival/departure line is set correctly for the arriving train. The shunter will control the movement by back to back radio to place the train on the arrival/departure line via signalled moves.

If no shunter is present when a train arrives from the Crewe direction, the signaller may send the train to Hereford to prevent delays to other services.

Trains arriving from Hereford – The signaller will route the train via ML7 signal onto the arrival/departure line to No 1 Stop board, where they will be met by the shunter.

Trains departing towards Crewe – The Driver must contact the signaller for permission to pass Stop Board No.1 and enter the Arrival / Departure line. Once permission is obtained, the train is to set back until the whole train is beyond No 1 Stop Board and stop and no further movement is to be made until authorised by the Shunter. The Shunter will then request that the route is set for the train and that ML21 signal has been cleared to the off position for the movement of the train to behind ML16 signal. The maximum speed of propelling movements from No 1 Stop board towards the Up & Down Main lines is 10mph.

Trains departing towards Hereford – Before the train reaches No 1 Stop Board, the Driver is to contact the signaller at Moreton-On-Lugg obtain permission to enter the arrival/departure line. Once permission is obtained the driver may pass No 1 Stop Board and proceed along the Arrival / Departure to ML21 signal and when the route is set and the signal is cleared the train may then depart.

Dated: 01/05/21

GW730 - SEVERN BRIDGE JN TO MAINDEE WEST JN

HEREFORD

Use of ZKL 300 RC Remote Control Track Circuit Operating Device
When a COSS/PC wishes to take a line blockage, they will call the signaller to discuss in the normal manner. The Signaller will give permission to the COSS/PC to activate the RTCOD and observe the following track circuits DA on the Down Main or BG on the Up Main, to confirm it activates prior to issuing the associated authority number. Once the work has been completed, the signaller must observe the track circuit so that normal indications are obtained

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 as a fault 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 of trains can be resumed.

Line	Between (signals / points)	and (signals / points)	Protecting Signal
Down Main	H101 (H201)	H103	H101 / 201
Up Main	H8 / H9	H10	H8 / H9

The spare key is located in Hereford Signal Box

Dated: 01/08/2020

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GW730 - SEVERN BRIDGE JN TO MAINDEE WEST JN

HEREFORD

Traincrew relief arrangements. Trains requiring relief must stop at the undermentioned signals:-

Down Main line - H57

Down Relief line - H51

Up Main line - H8

Up Relief line - H9

Trains arriving from the Ledbury direction. When a train other than a passenger or ECS train from the Ledbury direction comes to a stand in the Down Main Platform or Down Passenger Loop Platform or Down Relief line and is likely to be delayed for any reason, the Guard must satisfy himself that the train is complete with tail lamp and then operate the most convenient "Train arrived complete" plunger for approximately one second.

White shunting lights. A white shunting light is provided at Brecon Curve Ground Frame for movements into the up sidings.

Diesel sidings. No. 1 siding is used to 'turn back' trains and should be kept clear unless a train is booked to stable on it.

The normal position of the hand point in no. 1 siding leading to the stabling siding is along no. 1 siding. Traincrews of movements to and from the stabling siding should return the hand point to the normal position after passing through it.

No movement of stabled trains is to be made towards the exit of the sidings until the signaller's permission has been obtained. Unless the movement is to depart from the sidings, the signaller must be advised when the movement is complete.

Dated: 22/11/14

GW730 - SEVERN BRIDGE JN TO NEWPORT, MAINDEE WEST JN

ABERGAVENNY / Y FENNI

Newport end Barrow crossing. The gates to this crossing must normally be kept closed and padlocked. Keys are held in the station office. Station staff must obtain the Signaller's permission by use of the telephones provided before unlocking the crossing and accompanying passengers over the lines. The crossing must be padlocked immediately after use on each occasion.

Up Goods loop. It will not normally be necessary for traincrew to advise Signallers that trains have arrived complete with tail lamp in this goods loop. If the CCTV tail lamp camera has failed, Drivers will be advised to carry out the provisions of Rule Book, Module TW1, Section 37.1.

Dated: 13/01/2023

GW730 - SEVERN BRIDGE JN TO NEWPORT, MAINDEE WEST JN

PONTYPOOL / PONT-Y-PWL AND NEW INN

Carriage and Wagon Siding (Panteg). Before commencing work in the siding, the Person in Charge must ensure that the wheel stop is placed across the rail. On completion of work, the wheel stop must be removed.

ARCHIVED Dated: 05/08/06

GW731 – ABBEY FOREGATE TO RUABON

Abbey Foregate Maintenance Depot

Abbey Foregate Light Maintenance Depot (L.M.D.).

This facility consists of five stabling roads, named 1, 2, 3, 4 & 5 Shropshire sidings. There is also a wash road leading to a stop block provided with 2, 4 and 6 car stop boards and a main siding used for shunting purposes only. Multiple Unit Trains are stabled and cleaned on the five Shropshire sidings. A WMT Designated Person (DP) is planned to be on duty 24/7 to carry out shunting duties. If for any reason there is no DP coverage, the WMT DP must inform the Signaller at Abbey Foregate box. If there is no DP coverage, then trains will not be allowed entry or exit from Abbey Foregate LMD.

Movements onto the Depot

The Driver must contact the Signaller at Abbey Foregate of a train that needs to be stabled in the carriage siding.

The Signaller must inform the DP/Shunter, in advance, of a train approaching the 'Stop and Await Instructions' board at Abbey Foregate LMD.

The DP/Shunter must then:

a) Pre-set the road that the train is to be stabled on in the correct position before the movement takes place.

b) Meet the driver at the 'Stop and Await Instructions' board or give a handsignal as per Rule Book instructions.

c) Reach a clear understanding with the driver about the movement to be made.

d) If a handsignal is given, then the driver may pass the stop board but must be prepared to come to a stand when they arrive at the DP/Shunter for further information.

The driver must not proceed past the 'Stop and Await Instructions' board until authorised to do so by the DP/Shunter. If there is no DP/Shunter present, then no train movements can take place on or off the carriage sidings.

Movements off the Depot

The Driver must report to the DP/Shunter with the head code of the train to be prepared/moved.

The DP/Shunter must provide the Driver with the location of the train/unit.

Once preparation has been completed, the Driver must report to the DP/Shunter On-Duty, advising them that their preparation is complete and that the train is ready to depart the sidings.

Prior to the movement, the DP/Shunter must confirm with the Driver that all work activities are complete and that all NTBMBs have been removed in accordance with the depot protection arrangements and Rule Book, Module T10.

The DP/Shunter must contact the Signaller to advise that a movement is ready to take place, provide details of the movement to be made, the train head code and obtain authority from the Signaller to depart the carriage sidings.

The DP/Shunter must check that all points are set correctly for the movement and that the route is clear for the train to depart the carriage sidings up to the first Ground Signal. The DP/Shunter must confirm this to the Driver.

Movements within the Depot

The DP/Shunter must contact Abbey Foregate Signal box to request permission to shunt a train within the sidings. The DP/Shunter must inform the Driver of the move required. The points must be set by the DP/Shunter and permission given to the Driver for the move to take place.

Before entering the train from the first available cab, to minimise the amount of off-train walking, the Driver must reach a clear understanding of the movement about to take place with the DP/Shunter.

Prior to the movement, the DP/Shunter must liaise with the Driver to confirm that all work activities are complete and that all 'Not to be Moved' boards (NTBMB), that have been placed on the train, have been removed in accordance with FP-SHR-DP Shrewsbury Carriage Sidings Depot Protection Procedure and Rule Book, Module T10.

NOTE: The DP/Shunter may precede the train as far as up until the first ground signal to ensure the points are set in the correct position for the movement and that the line is clear and safe for movement.

Dated: 12/04/2025

GW731 - ABBEY FOREGATE TO RUABON

SHREWSBURY

Locomotive trains with a higher route availability than RA5 are prohibited from entering the Down Main Platform line (Platform 3) via SBJ103 points until further notice due to condition of an under bridge.

The Up Siding (back line) adjacent to Howard Street landing is temporarily out of use from 171m 39ch to the stop blocks at Howard Street Landing. Temporary sleeper stop blocks and a possession limit board are provided at 171m 39ch. This arrangement permits the stabling of one tamping machine between the temporary stop block and shunting signal SBJ41.

Dated: 20/02/2021

GW733 – SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

Talerddig

If a traction unit not fitted with ERTMS is stabled in the Up Siding unattached to an ERTMS-fitted train, a NOT TO BE MOVED board or red flag must be attached to it. This must be done by the person in charge of the traction unit before the fitted train is detached. The NOT TO BE MOVED board or red flag must not be removed until an ERTMS-fitted train is again ready to attach.

Dated: 19/03/11

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GW733 - SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

MACHYNLLETH DEPOT

Movements to and from Machynlleth depot

Movements from platform 2 to the Aberystwyth siding must stop at the stop board MH2023 where the driver must select SH mode and obtain the signaller's permission to proceed.

Movements entering the Aberystwyth siding from the single line will be provided with SH mode by the system.

Movements to and from the Tank siding are controlled by position-light signals. The driver must select SH mode.

Movements exiting the Aberystwyth siding in either direction must stop at the controlling position-light signal where the driver must exit SH and carry out the start of mission procedure. To enable the movement to proceed as far as the next block marker on the running line the train should be in SR mode and the position light signal cleared.

Trains entering the Aberystwyth siding from MH1090 (or MH1092) will be advised by the signallers where the movement will proceed to..

Movements within the depot

All movements within the depot must normally be carried out in Level 2 SH mode under the instructions of the shunter. If SH mode cannot be obtained because of a system maintenance, failure or defect, essential movements may be made in Level 0 SH or IS mode.

All movements from the Aberystwyth siding to the depot will be advised by the Machynlleth SC signaller to the Designated Person (DP). Facing handpoints must be set in reverse to enter the Shed Road back of the depot, and facing handpoints set in reverse to enter the Rock siding main depot.

All movements to, within and from the depot as far as stop board MH2021 are controlled by the depot shunter. However, movements from either the Fuel or Pens roads to the maintenance shed must not pass the Stop boards protecting the Maintenance shed without authorisation from the Designated Person (DP).

All units entering the depot must first be routed to the Fuel or Pens roads.

When work is being carried out on units stabled in the Fuel or Pens roads, a "Not to be Moved" board must be fitted on the end of the unit formation facing the station building and on the driver's side of the unit(s).

Movements from the Rock siding (main depot) to the Aberystwyth siding are controlled from stop board MH2021. There must be no conflicting movement authorised from the stop board at the back of the shed towards the Aberystwyth siding.

Before any movement is made from the Coal Siding (stop board MH2020) towards the Aberystwyth siding, the person in charge of the movement must obtain the signaller's permission to proceed.

Safety of Employees working on Rail vehicles – Rule Book Modules T10 and TW1

At the following locations, sidings are used for maintenance and repairs or form part of the depot. When sidings are used by Maintenance personnel the movements of rail vehicles will be under the control of the DP. At other times movements will be under the control of operating staff. Movements must not exceed 10km/h.

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

Dated: 19/03/11

GW733 - SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

Borth Capel Soar LC (AOCL) and Llandre (ABCL)

The instructions for ABCL/AOCL level crossings in Rule Book, Module TW8, Section 4 apply at these crossings with the following modificatons:

The crossing is operated by approaching trains or the operation of the Driver's plunger.

If the crossing sequence is not initiated by the approach of the train or if the white light stops flashing before the train reaches the crossing, the Driver must operate the plunger provided in a locked cabinet (Driver's No 1 key) just in rear of the white light post to activate the crossing. When the white light is flashing the Driver may proceed as normal.

If after operation of the plunger the white light still does not flash the Driver must treat the crossing as failed.

Dated: 12/04/2025

GW733 – SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

ABERYSTWYTH

Provided normal working applies, trains that awaken without a valid position may start in SR mode with a written order issued from block marker MH1151 as far as MH1153, or from block marker MH1153 as far as MH1151.

The driver must reach a clear understanding with the signaller when getting permission for the train to start in SR after awakening.

Movements to the Up sidings. The conductor of the train concerned is responsible for the operation of Aberystwyth No.1 Ground Frame. In the case of a light locomotive(s), the traincrew are responsible for the operation of Aberystwyth No. 2 Ground Frame.

Llanbadarn Level Crossing (ABCL). A plunger working in conjunction with this crossing is provided at Aberystwyth station, Aberystwyth No.1 Ground Frame and block marker MH1151. Drivers of trains leaving Aberystwyth station should set up the leading cab and obtain the required Movement Authority (MA) before pressing the crossing plunger.

Drivers of trains leaving the Up Sidings via Aberystwyth no. 1 ground frame should set up the leading cab and contact the signaller before operating the plunger at the ground frame.

Provided the signaller confirms that the train will not be detained at block marker MH1151, and the train will not be delayed for operational reasons between the ground frame and block marker MH1151, the driver must press the crossing plunger at the ground frame before proceeding.

If the train is likely to be detained at MH1151, or delayed for operational reasons between the ground frame and block marker MH1151, the driver must not press the crossing plunger. The driver must instead stop the train at block marker MH1151, contact the signaller and request a MA. When a MA is received the driver must press the crossing plunger before proceeding.

Pressing any of the crossing plungers will prevent a train passing over the Vale of Rheidol Level Crossing (AOCL) while a train is approaching the Network Rail Level Crossing (ABCL). These controls are provided to prevent traffic building up and obstructing the level crossing.

The Network Rail level crossing is provided with controls that automatically reduce the speed of an approaching train to 10km/h when the crossing is not working correctly. The controls are effective for trains operating in Staff Responsible, On Sight or Full Supervision modes. The operation of the crossing is unchanged by these controls and the rules contained in Module TW8 continue to apply.

When a train approaches the crossing and the usual equipment is not working correctly, a 10km/h Temporary Speed Restriction (TSR) demand will automatically be received and a text message reading ‘crossing failed’ will be displayed as the train passes the level crossing speed restriction board.

The ‘TSR’ message will be displayed on the DMI and if it is not acknowledged within 5 seconds the train will be stopped. The on board equipment takes into account the speed and braking capability of the train. At higher speeds the system will intervene and automatically cause a brake application whereas at lower speeds the control of the train will remain with the driver.

When the speed of the train has been reduced to 10km/h or less, the on board equipment will release control to the driver. The driver is then responsible for any forward movement and for ensuring that the crossing is clear before passing over it in accordance with Rule Book, Module TW8.

If the signaller knows in advance that the crossing equipment is not working correctly, a 10 km/h TSR will be imposed and this information will be sent as part of the MA. The driver will be issued with a written order to proceed. In these circumstances, the TSR will extend over the crossing, cover both approaches and apply until the whole train has passed clear of the crossing. The message ‘crossing failed’ will be sent to the train at the level crossing speed restriction board and if this is not acknowledged within 5 seconds the train will be stopped.

Under certain conditions a train may approach the crossing with the drivers crossing indicator flashing white but the TSR will still be imposed and the message ‘crossing failed’ will be displayed on the DMI. If this happens, the driver must treat the crossing as not working correctly and inform the signaller.

Dated: 12/04/2025

GW733 – SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

Entire Line Of Route

GSM-R voice and data radio failure affecting ERTMS operator.

.If a driver becomes aware that the on-board GSM-R voice and data radio has failed, the train must, if possible, continue using the MA which has already been issued as far as the next convenient location where the signaller can be contacted or the EOA is reached.

The driver must approach any AHBC level crossing in the section at caution and not pass over it until it is safe to do so.

Bridge Speed Restrictions. Certain bridges and viaducts on this section of line have speed restrictions which are applicable to other than class 15x and 197 trains. Reference to these restrictions is made in the table ‘A’ pages of this Appendix although line side speed restriction signs are not provided. A RT3973 form will be issued for each affected train movement. Line side identification plates are provided which indicate the bridge number concerned.

Note: speed signs for degraded working conditions are provided at the bridges concerned.

Speed and distance measurements. Train speeds are measured in kilometres per hour (km/h). Distance measurements are in miles and chains.

Where the Rule Book requires a location to be identified in kilometres and metres, this must be identified in miles and chains.

Where the Rule Book describes a distance between two locations in metres, this distance must be taken to mean the same in yards, for example 200 metres (approximately 200 yards).

Dated: 12/04/2025

GW733 – SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

Entire Line Of Route

GSM-R voice and data radio failure affecting ERTMS operation

If a driver becomes aware that the on-board GSM-R voice and data radio has failed, the train must if possible continue using the MA which has already been issued as far as the next convenient location where the signaller can be contacted or the EOA is reached.

The driver must approach any AHBC level crossing in the section at caution and not pass over it until sure it is safe to do so.

ARCHIVED Dated: 19/03/11

GW734 - DOVEY JN TO PWLLHELI

Entire line of route

GSM-R VOICE AND DATA RADIO FAILURE AFFECTING ERTMS OPERATOR

If a driver becomes aware that the on-board GSM-R voice and data radio has failed, the train must if possible continue using the MA which has already been issued as far as the next convenient location where the signaller can be contacted or the EOA is reached.

The driver must approach any AHBC level crossing in the section at caution and not pass over it until sure it is safe to do so.

Bridge Speed Restrictions. Certain bridges and viaducts on this section of line have speed restrictions which are applicable to other than class 15x and 197 trains. Reference to these restrictions is made in the table 'A' pages of this Appendix although line side speed restriction signs are not provided. A RT3973 form will be issued for each affected train movement. Line side identification plates are provided which indicate the bridge number concerned.

Note: speed signs for degraded working conditions are provided at the bridges concerned.

Speed and distance measurements. Train speeds are measured in kilometres per hour (km/h). Distance measurements are in miles and chains.

Where the Rule Book requires a location to be identified in kilometres and metres, this must instead be identified in miles and chains.

Where the Rule Book describes a distance between two locations in metres, this distance must be taken to mean the same in yards, for example 200 metres (approximately 200 yards).

Dated: 12/04/2025

GW734 - DOVEY JN TO PWLLHELI

Sandilands LC (ABCL)

Due to the position of strike-in treadles for this crossing, shunting movements from one line to the other at the Barmouth end of Tywyn loop must proceed over Sandilands LC and reverse behind block marker MH1169. Movements must not reverse behind shunt marker MH1167.

Dated: 09/07/11

GW734 – DOVEY JN TO PWLLHELI

BARMOUTH

Provided normal working applies, trains that awaken without a valid position may start in SR mode with a written order issued from block marker MH1193 as far as MH1191 for up direction movements from the down platform.

Traincrew operated barriers. The signaller at Machynlleth SC must be advised of the failure of any equipment at the level crossing and the following procedure must be adopted until the failure is rectified.

Failure of white light. If the white light on the stop board fails to flash, the train may proceed over the crossing provided the driver is in possession of the necessary movement authority and is satisfied that the barriers are fully lowered.

Failure of barriers/red road traffic signals. If the barriers fail to lower or a failure of the barriers and red road traffic signals occurs, a second attempt must be made to lower the barriers from the control unit on the other side of the crossing. The train may proceed over the crossing provided the driver is in possession of the necessary movement authority and is satisfied it is safe to do so.

Failure of 'BU' indication. If the 'BU' indication has not illuminated by the time the train is about to pass it, the train must stop and the Driver or a member of the station staff must return to the crossing and raise the barriers by means of the 'Raise' button provided.

If this also fails to raise the barriers, the switch in the Upside pedestal must be turned to 'Hand operation' and the barriers raised by means of the pump handle provided. The barriers must be secured in the raised position.

Dated: 12/04/2025

GW734 - DOVEY JN TO PWLLHELI

LLANABER and TALYBONT – 102m 22ch to 102m 58ch

Between Llanaber and Talybont . During high tides and / or strong winds a speed restriction of 50km/h may be imposed between these mileages. Special yellow warning signs have been provided to indicate the start and end of this section. The Signaller at Machynlleth SC will advise Drivers at block markers MH1202 (down) and MH1213 (up) when weather conditions require this restriction to be applied. This arrangement will continue until either the restriction is withdrawn or it is programmed into the system.

Dated: 19/03/11

GW734 - DOVEY JN TO PWLLHELI

Bennar Fawr LC (AOCL)

The instructions for ABCL/AOCL level crossings in Rule Book, Module TS9, regulation 4 apply at this crossing with the following modifications:

The crossing is operated by approaching trains or the operation of the Driver's plunger.

In the event of the crossing sequence not being initiated by the approach of the train or should the white light stop flashing before the train reaches the crossing, the Driver must operate the plunger provided in a locked cabinet (Driver's No. 1 key) just in rear of the white light post to activate the crossing. When the white light is flashing the Driver may proceed as normal.

If after operation of the plunger the white light still does not flash the Driver must treat the crossing as failed.

Dated: 03/12/11

GW734 - DOVEY JN TO PWLLHELI

Traeth Mawr LC (ABCL)

Should it be necessary for the Train Crew of an Up train composed of more than two vehicles to return to Porthmadog Level Crossing because the 'BU' indication has not illuminated, the Driver must, on returning to their train, press the plunger in the lineside cupboard to activate the road traffic signals and barriers at Traeth Mawr Level Crossing.

Dated: 05/08/06

GW734 - DOVEY JN TO PWLLHELI

Welsh Highland Railway (WHR) Flat crossing

The WHR narrow gauge railway crosses the Cambrian Line on a flat crossing between Minffordd and Porthmadog at 119m 50ch. It is worked as a ground frame released by Machynlleth SC.
When the crossing is manned the fence line gates will be left open.

Welsh Highland Railway (WHR) crossing within a T3 ERTMS possession

If the WHR crossing requires to be used while the portion of line is within a T3 ERTMS possession, till dawn lamps must be placed either side of the crossing and the PICOP must be requested to ensure this is done before the T3 is granted. This must also be done even if the WHR crossing will be within a work site.
The Signaller will make a TRB entry when these are in position.
PICOP's will need to be made aware that the WHR could be used during the possession.
If the PICOP or ES requires to run a train across the WHR, they must request permission from the controlling signaller.
If the WHR remains closed through the duration of the T3, this will not apply.
Welsh Highland Railway (WHR) Flat crossing within a line blockage. If a line blockage is required to be taken between MH1230 and MH1231, the COSS must establish if the work will affect the operation of the WHR crossing. If the COSS can confirm the work will not affect the crossing, the signaller may begiven permission to operate the WHR crossing normally. If work is required in the immediate vicinity of the WHR crossing, the COSS must tell the signaller to place a reminder appliance on the crossing release button.

Dated: 30/04/2022

GW734 - DOVEY JN TO PWLLHELI

PORTHMADOG

Shunting movement. Shunting movements between the Down and Up Loop lines at the Harlech end of the station are prohibited where these movements will interfere with the working of Traeth Mawr Level Crossing.

Trainman operated barriers The signaller at Machynlleth SC must be advised of the failure of any equipment at the level crossing and the following procedure must be adopted until the failure is rectified.

Failure of white light. If the white light on the stop board fails to flash, the train may proceed over the crossing provided the driver is in possession of the necessary movement authority and is satisfied that the barriers are fully lowered.

Failure of barriers/red road traffic signals. If the barriers fail to lower or a failure of the barriers and red road traffic signals occurs, a second attempt must be made to lower the barriers from the control unit on the other side of the crossing. The train may proceed over the crossing provided the driver is in possession of the necessary movement authority and is satisfied it is safe to do so.

Dated: 12/04/2025

GW734 - DOVEY JN TO PWLLHELI

Abererch LC (ABCL)

Should a down train remain at the station for more than 3 minutes, the drivers' white light will be extinguished, the road traffic signals will go out, and the half barriers will rise. It will be necessary for the train to proceed in accordance with Rule Book, Module TW8, Section 4.3 of the instructions applicable to ABCL Level Crossings.

Dated: 03/12/11

GW734 - DOVEY JN TO PWLLHELI

PWLLHELI

The Person in Charge at Pwllheli, or the Conductor of the train concerned, is responsible for the operation of Pwllheli West Ground Frame. The traincrew in the case of a light locomotive(s) is responsible for the operation of Pwllheli Crossing Ground Frame.

Dated: 21/09/2019

GW735 - SHREWSBURY, CREWE JN TO NANTWICH

Entire Line Of Route

Lockout Devices (LOD)

Two types of lockout devices are provided on this route as shown below. They are kept in locked cabinets opened by a BR 222 key. The location of the devices is published on Table A pages in this appendix.

LOD(P) – a Patrolman's Lockout Device that inhibits movements other than those in the normal direction on bi-directionally signalled line(s)

LOD(K) – a lockout device that inhibits movements into a designated section of line in both directions.

A diagram showing the limits and scope of the protection system and a telephone is provided at each device. Staff concerned must be specially trained in their use and the controlling signallers cooperation is required to implement and withdraw the protection system.

The LOD(K) system allows a COSS / IWA / PC to set up a safe system of work and to take a line blockage with additional protection.

Dated: 24/03/14

GW750 - HEREFORD/BRECON CURVE GF TO MEB SIDING

Entire Line Of Route

Trains propelled from Hereford to Bulmers/MEB sidings must have a brake van, equipped with Guard's brake valve and klaxon, as the leading vehicle; the Shunter must ride in this van and operate the klaxon as necessary. The brake van must NOT have a stove. Propelled movements must not exceed 5 mph.

Radio contact must be maintained between the Shunter and the Driver, and if contact is lost the Driver must STOP immediately. Messages must be preceded by the call signs "Brecon Curve Shunter to Brecon Curve Driver" or vice versa, as appropriate, and must be acknowledged by repetition. Before the propelling movement commences a successful radio test must be made between brake van and locomotive. Only the authorised radios may be used on this line.

The train staff for the Hereford Yard - Bulmers gate section is kept in Hereford Signal Box. The keys for Burcott Road Level Crossing gates and to Bulmers gate/train staff cupboard are attached to the train staff.

The Shunter must advise the Person in Charge at MEB sidings when a train is ready to leave Hereford Yard.

On arrival at the "Stop" board outside Bulmers gate the Shunter must:-

Unlock and open the gate,

unlock the cupboard and obtain the train staff for Bulmers siding (trains must NOT proceed further without this train staff),

ensure that the foot crossing is clear and inform the Driver, by radio, that the Bulmers train staff (which may be carried in the brake van) has been obtained and that the train may proceed.

The gate must be closed and locked after the train has passed through.

On arrival at the "Stop" board outside the MEB gate, the Shunter must obtain authority from the MEB representative before instructing the Driver, by radio, that the train may proceed.

On the return journey, at the "Stop" board inside Bulmers gate, the Shunter must : -

Unlock and open the gate,

unlock the cupboard and replace the train staff for Bulmers siding, relock the cupboard,

ensure that the foot crossing is clear and inform the Driver that the train may proceed.

The gate must be closed and locked after the train has passed through.

Should a train become disabled or divided on the single line, the Driver must retain possession of the train staff until the whole of the train has been removed from the single line. The Shunter must arrange for the necessary assistance and personally accompany the assisting engine; in these circumstances, the Driver of an assisting engine may enter the single line without the train staff.

Dated: 05/08/06

GW773 MACHEN QUARRY TO PARK JUNCTION

Machen Quarry Siding

All trains arriving must contact the signaller at Wales Rail Operating Centre (Ebbw workstation)., as soon as the train arrives and when the train is ready to depart the siding.

The inlet and outlet connections are set for through running over the single line and are worked by single lever ground frames released by an “Annetts Key” which is attached to the train staff.

Trains entering Machen Quarry siding via the outlet connection must be brought to a stand by the driver when inside the ground frame trap point.

The trap point must be clipped and padlocked by the shunter before any facing movements are made towards Park Junction.

In the event of any maintenance work required on the single line, the PC (Protection Controller) will obtain the train staff from the driver. The transfer of the train staff can only take place when the train is stabled and both trap points have been secured by the shunter in the Machen Quarry siding.

The PC (Protection Controller) will then arrange a line blockage with the signaller at Wales Rail Operating Centre (Ebbw workstation).

Loading can then also take place on the Machen Quarry siding.

On completion of any maintenance work the PC (Protection Controller) will cancel the line blockage with the signaller at Wales Rail Operating Centre (Ebbw workstation) and hand the train staff back to the driver.

Dated: 03/12/2023

GW784 - ALEXANDRA DOCK JCN TO 160M 27CH (BOUNDARY WITH NEWPORT DOCKS)

Newport Docks

Control of Movements. For operation of the Single line between AD Yard and Newport Docks see route GW900.

Under normal conditions only one locomotive in power will be permitted to operate within the Docks beyond the "Stop" board at the Docks end of the Single line. Authority to enter/leave the Docks will be given by the Person in Charge at AD Yard. The Shunter accompanying the movement will carry out the provisions of the Rule Book, Module SS2 as appropriate.

Before any rail movements, whether hauled or propelled, are made over a level crossing, the Shunter will position himself on the roadway and control road traffic by means of flag or handlamp.

Locomotive Drivers must sound the locomotive horn at all times when approaching level crossings.

All movements over Docks lines are subject to a maximum speed of 4 mph.

The continuous automatic brake MUST be used for movements over Docks sidings wherever available.

Dated: 05/08/06

GW790 – PENGAM JN TO 4M 54CH (ABP) CARDIFF DOCKS

Entire Line Of Route

All train movements within Cardiff Docks and Tidal Sidings are under the control of the Train Operating Company Person-in-Charge (PiC). The signaller must give the PiC advance notice of the approach of trains and obtain the PiC's permission before clearing down direction signal CF7027. The PiC must obtain the signallers permission before authorising up trains to pass stop board CF7030

Dated: 29/06/15

GW810 - RHYMNEY TO QUEEN STREET NORTH JN

RHYMNEY/RHYMNI

Rhymney Sidings. The Chargeman or other authorised person (if the Chargeman is otherwise engaged or not on duty) is responsible for the provisions of Rule Book, Module SS2 at Rhymney sidings.

Carriage Cleaning. Rule Book, Modules T10 and TW1, as applicable, apply. At this location carriage cleaners work in teams and each team will have a leader who will be the "Designated Person" referred to in the Rule Book.

Before work commences the Designated Person must comply with the requirements of Rule Book, Modules T10 and TW1 on each occasion that carriage cleaning or servicing takes place. When work has ceased, the Designated Person must ensure that all staff are clear of the vehicles and in a position of safety before the protection arrangements are withdrawn.

Dated: 10/05/14

GW820 - CWMBARGOED TO YSTRAD MYNACH SOUTH

Cwmbargoed

TMO level crossing.

The gates are operated by the Person in Charge at Cwmbargoed (PiC). Before rail movements are allowed to foul the crossing, the PiC must place both pairs of gates across the roadway. The gates must be so maintained until the movement has passed clear, at which time the PiC must replace and padlock all gates across the railway.

Wagons with Defective Brakes (T.O.P.S. Cripple Code E)

M.G.R. trains composed of less than 28 vehicles MUST Not be permitted to enter the single line at Cwmbragoed unless the automatic brake is operative throughout the train.

M.G.R. trains composed of 28 VEHICLES OR MORE maybe permitted to enter the single line at Cwmbargoed with a maximum of ONE WAGON with a defective automatic brake, provided that :

- Any wagon so conveyed is marshalled in accordance with the train air brake reguulations, and
- The brake force available is in accordance with the Rule Book Module TW4 Section 4.6

Dated: 30/03/2024

GW820 - CWMBARGOED TO YSTRAD MYNACH SOUTH

Cwmbargoed To Ystrad Mynach South Jn

Tokenless Block 'Remote' Instructions

The following instructions apply to the working of this single line.

Terms and Principle
All reference to the signaller in these instructions means the Valleys workstation signaller at the Wales Railway Operating Centre at Cardiff.

The following signals are to be considered as being the home and section signals :

Ystrad Mynach South Junction

Section signal - CF2834 also position light signals CF7420 and CF7422

Home signal - CF2587

Cwmbargoed

Section signal – CF2581

Home signal – STOP board CF2582

The line between STOP board CF2582 at Cwmbargoed and Ystrad Mynach South Junction is to be considered as one single line section for the purposes of these instructions and is under the control of the signaller.

The principle is to prevent more than one train being in the single line section at the same time.

Normal method of signalling trains
The Person in Charge at Cwmbargoed (PiC), is responsible for operating the 'train arrived complete' and 'offer' buttons on the Shunters interface panel at Cwmbargoed. The following indications are normally displayed :

Normal – white light

If lamp out call signaller – blue light

If these indications are not illuminated as expected the signaller must be advised.

Drivers must operate the 'train arrived complete' button at the drivers interface panel at Ystrad Mynach.

Down direction movements
The PiC must contact the signaller when a train is ready to depart from Cwmbargoed and advise the headcode and destination. If possible, the signaller will then accept the train and instruct the PiC to press the 'offer' button. The 'offer' button must be held in until the 'train accepted' indication is illuminated. Signal CF2581 should then clear for the train to depart.

When the train arrives complete at signal CF2587, the driver must press and hold the 'train arrived complete' button until the 'plunger registered' indication is illuminated. This will allow the signaller to clear signal CF2587.

Up direction movements
The PiC must advise the signaller if it is not possible to accept a train at Cwmbargoed for whatever reason. If no advise is received, the signaller will route up trains onto the branch normally.

The PiC is responsible for authorising drivers to pass up direction STOP board CF2583 at Cwmbargoed. When the train arrives complete within the sidings, the PiC must press and hold the 'train arrived complete' button until the 'train in section' indication goes out and the 'normal' indication illuminates. This will reset the system and allow another train to be signalled onto the branch if necessary.

Trains not proceeding
The PiC must tell the signaller when, for whatever reason, a train is not going to proceed onto the single line at Cwmbargoed after being accepted. The PiC must then press and hold the 'train arrived complete' button until the 'train in section' indication goes out and the 'normal' indication illuminates.

Occupying the single line for shunting purposes
Shunting onto the single line at Cwmbargoed is not permitted.

When it is necessary for a shunting movement to enter the section at Ystrad Mynach, the complete movement must reverse behind down direction signal CF2587. The driver must then press and hold the 'train arrived complete' button until the 'plunger registered' indication is illuminated. Signal CF2587 can then be cleared for the return movement.

Train requiring to stop in section
When a train is required to stop in the section, the signaller and person in charge of the train movement must agree :

- where the train is to stop and why
- the approximate time the train will occupy the section.

If the train concerned returns to where it started from, the instructions regarding occupying the single for shunting purposes shown above must apply.

Obstruction of the line
If it is necessary to stop trains because of an obstruction or other emergency within the section, the signaller will immediately :

- place or keep signals at danger to protect the obstruction or other emergency
- if necessary, arrange for train radio messages to be sent

- take any other possible action to stop any approaching train
- tell the PiC what has happened.

Except if it is necessary to examine the line, another train must not be allowed to proceed on the obstructed line until it has been established that the obstruction has been removed.

When the obstruction has been removed, or a train can pass clear of the obstruction, normal working may then be resumed.

Train or vehicles proceeding without authority (including a SPAD)
If a train or vehicle proceeds without authority, or has entered the section without authority, the signaller will :

- place or keep the signals at danger
- if necessary, arrange for train radio messages to be sent
- take any other possible action to reduce the risk of a collision.
- tell the PiC what has happened

If the train or vehicle proceeding without authority enters the section behind a train already in the section, the signaller will :

- if possible, allow the first train to pass, and then
- immediately replace the signals to danger against the train which is proceeding without authority.

When the next train is ready to enter the section, the train will be signalled normally. The signaller will :

- tell the driver what has happened
- instruct the driver to proceed through the section at caution.

If the train or vehicle proceeding without authority enters the section when there is no other train in that section, and arrives complete, the driver or PiC as appropriate, must press the ‘train arrived complete’ button. The next train will be signalled normally.

Train divided
If it is suspected that a train has become divided, the signaller will place or keep the signals at danger against the divided train. If necessary, train radio messages will be sent. The PiC will be told what has happened.

The signaller will not allow another train to enter any affected section until :

- it is established that the section is not obstructed, or
- the line is to be examined.

Train passed without tail lamp
If a train has arrived without a tail lamp, the ‘train arrived complete’ button must not be pressed.

If the train is complete, the ‘train arrived complete’ button may be pressed and the signaller must be told that the train is complete. If the train is not complete, the signaller and PiC must come to a clear understanding of the actions to be taken depending on the circumstances.

If a train has passed with a portable tail lamp on the rear, but it is out, the ‘train arrived complete’ button must be pressed and the signaller advised.

Allowing an assisting train into an occupied section
The signaller may allow an assisting train to enter an occupied section in either direction to :

- proceed to, and assist, a failed train
- evacuate passengers from a failed train
- remove a portion of a divided train
- remove vehicles that have proceeded without authority.

Before allowing an assisting train to enter the occupied section, the signaller and driver must reach a clear understanding of the location of the failed train or vehicles and agree which end of the section the failed train will be assisted to.

Before authorising the driver of the assisting train to enter the occupied section, the signaller will tell the PiC the description of the assisting train and what is to happen. When the assisting train enters the occupied section, the signaller will tell the PiC.

If the failed train or vehicles, and the assisting train, return to the same end of the line that the movement entered, the provision of the instructions headed ‘occupying the single line for shunting purposes’ must be complied with.

Drivers must advise signallers when the train, or a portion of the train, has been left in the single line sectionWorking by pilotman and modified working

If there is a failure or disconnection of the block system, or it has not been possible to clear a signal, working by pilotman as shown in module P2 *Working single and bi-directional lines by pilotman*, must be introduced.

When direct communication is available, the signaller will get the permission of the PiC before allowing a train to enter the single line section and tell that person when the train enters the section.

Dated: 01/06/19

GW830 - METHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET

Cardiff East Junction to Cardiff Queen Street South Junction

If there is a requirement to detrain passengers from a failed train between Cardiff East Junction and Cardiff Queen Street South Junction, you should request an emergency switch off with the ECRO at TVSC Didcot for Lines D and E, prior to any detraining event to ensure safety of the line.

Dated: 31/10/2020

GW830 – MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET

Merthyr Tydfil Station

Merthyr Tydfil Station arriving and departing trains.

After changing ends, the driver must contact the Abercynon Signaller for permission to depart.

Dated: 06/06/2022

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

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

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GW834 - HIRWAUN TO ABERCYNON

Robertstown LC (TMO)

This level crossing has gates operated by traincrew. The gates must be operated by the shunter. The barriers are normally secured in the raised position by retaining hooks. The Shunter must remove the hooks before operating the barriers and replace them after the train has passed over the crossing and the barriers have been raised.
The crossing controls consist of two push buttons:-

"Raise"

"Lower"

When the "Lower" button has been pressed, the "Up" indicator will be extinguished, showing that the barrier lowering sequence has commenced, and the road traffic signals will commence to operate. 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 Shunter 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.

Momentary 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.

When the barriers are correctly lowered the Shunter 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.

Failure of equipment. The Signaller at Abercynon must be immediately advised of the failure of any equipment at this level crossing.

1. Failure of Barriers

   If the barriers fail to lower, but the road traffic signals are operating, a second attempt must be made to lower the barriers from the control unit on the other side of the crossing. If the barriers still fail to lower, the Shunter must contact the Signaller.

   If the barriers fail to raise, the Shunter must go to either of the cupboards and observe that the "Up" indicator is illuminated. If it is not, 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 the other control unit.

   If after these attempts, one or other of the barriers fail to rise completely, the following action must be taken:-

   (i) Break the glass of the glass fronted box located in the control cupboard and remove the key to the hydraulic equipment covers.

   (ii) Remove (by lifting and pulling forward) the rear panel of the wire cage and unlock and remove the hydraulic equipment cover at all failed barriers.

   (iii) Raise each barrier successively as described in paragraphs (iv) to (vii) below.

(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

GW874 - BRIDGEND, (LLYNFI JN) TO MAESTEG

TONDU

Exchange of tokens. Up trains must be stopped with the driving cab adjacent to Tondu signalbox. The Driver must cross the driving cab and hand the token to the Signaller. The train must then draw forward into the platform.

Down trains will be brought to a stand adjacent to Tondu signalbox, and the Signaller must give the token to the Driver.

Garw Main and Loop lines. These lines are worked as sidings under the control of the Tondu Signaller. If the Garw Ground Frame is required to be used, the ground frame key, which is attached to the former Blaengarw branch train staff, must first be obtained from the Tondu Signaller

Dated: 05/08/06

GW874 - BRIDGEND, (LLYNFI JN) TO MAESTEG

MAESTEG To TONDU

Multiple Unit trains working with brakes isolated. Trains formed of a 2-car multiple unit must not run between these points with brakes isolated on either vehicle, nor must a 3-car multiple unit run between these points with brakes isolated on more than one vehicle. An assisting train must be attached so that the proportion of vehicles isolated does not exceed 1 in 4 (if 2x2-car units are involved) or 2 in 5 (if a 3-car plus a 2-car unit are involved).

A single Class 153 unit with any brakes isolated must be assisted by AT LEAST 2 x Class 153 or one 2-car unit.

The same proportion of vehicles must be applied to longer train formations, e.g. not more than two vehicles to be isolated on a 3x2-car train.

Dated: 05/08/06

GW874 - BRIDGEND, (LLYNFI JN) TO MAESTEG

MAESTEG

BT Telephones are provided on the Tondu end of the Platform.

Arriving and departing trains. The Driver must advise the Tondu Signaller, using the telephone on the station platform:

(i) as soon as the train arrives, and

(ii) when the train is ready to depart. Note: When the turn round time at Maesteg 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 Tondu that British Tissues level crossing at 5 mp is clear, and must be prepared to stop short if necessary.

Dated: 01/12/07

GW877 - TONDU TO PORT TALBOT DOCKS (OGMORE VALE EXTENSION)

Aberbaiden Parc Slip

Celtic Energy: Parc Slip Opencast Disposal Point. Inward trains must enter the siding at the South ground frame and be brought to a stand at the “Stop - Await Instructions” board on the approach to the weighbridge. The South ground frame must be restored to the normal position as soon as the train has arrived complete in the siding.

Before movement is made beyond the “Stop” board on arrival, the Travelling Shunter must satisfy himself that the line ahead is unobstructed and obtain the permission of Celtic Energy’s Person-in-Charge (PiC) for the train to proceed, reaching a clear understanding as to the sequence of movements required.

All movements in the siding must be conducted by radio. Any propelled movement must be preceded by the Travelling Shunter on foot. The Driver and the Travelling Shunter must obtain shunting radios from Celtic Energy’s PiC, which must be tested before movements start. The Travelling Shunter’s set is equipped with a confidence tone microphone.

The train must then be drawn across the weighbridge and stop with the first six wagons adjacent to the loading pad. When these wagons have been loaded, the train must again draw forward so that the next six wagons are adjacent to the loading pad; this process must be repeated until the whole train has been loaded.

On completion of loading, the train must be propelled behind the “Stop” board in order that the train can be gross weighed. When gross weighing has been carried out the Travelling Shunter must walk back to the locomotive, examining one side of the train en route. Sufficient handbrakes must be applied to secure the train for the run round movement.

The locomotive must then be run round the train via the North and the South ground frames. When the locomotive has been re-attached at the Margam end, the Travelling Shunter must walk back to the rear, examining the other side of the train.

Any crippled wagons must be dealt with by propelling the train back through the loading pad towards the headshunt at the Tondu end, for detachment in the Cripple Siding. The Travelling Shunter must ensure that the scotch block at the entrance to the Cripple Siding has been unlocked and removed before use, and relocked with the key returned to Celtic Energy’s PiC when movements are completed.

The shunting radios must be returned to Celtic Energy’s PiC once the train has drawn out of the siding clear of the South ground frame, prior to departure towards Margam.

Dated: 05/08/06

GW877 - TONDU TO PORT TALBOT DOCKS

Margam Abbey Works East Junction

Departure of trains to OVE (Tondu) line. After obtaining the token from the "No Signaller" instrument, the Driver must additionally contact the Port Talbot Signaller by telephone from the appropriate starting signal PT.3348/PT.3482, advising them that they are in possession of the section token and requesting clearance of the starting signal.

Dated: 10/04/07

GW877 - TONDU TO PORT TALBOT DOCKS

(Tondu)

Exchange of tokens. Immediately Up trains are brought to a stand at the Up Branch Inner Home signal TU59, the Driver must convey the token to the signal box.

The Guard (Driver in the case of a D.O. train) must advise the Signaller by means of the telephone provided when the train has cleared the Single line and that the train is complete.

Dated: 10/04/07

GW877 - TONDU TO PORT TALBOT DOCKS (OGMORE VALE EXTENSION)

Margam Diesel Depot

Diesel Depot. Incoming locomotives will be stabled on the Inlet road unless Drivers have received alternative instructions. All movements from the "Stop" board will be made under the jurisdiction of the Shed Driver.

Locomotives leaving the depot via the Depot Outwards Road must be brought to a stand at the exit ground position light signal PT.3339. Drivers must contact the Signaller and advise the identity and destination of the locomotive.

In the event of the Depot Outwards Road or Depot Inwards Road being unavailable, the working of locomotives to and from the depot must be specially arranged in accordance with special instructions issued to the Port Talbot Signaller.

In accordance with Rule Book, Modules T10 and TW1, the Maintenance Chargeman is the designated person at this depot.

Dated: 10/04/07

GW8901 - DYNEVOR JN TO JERSEY MARINE JN SOUTH

Dynevor Jn

Steel Supply Sidings. Before any movement is made into these sidings the permission of the Firm's Yard Foreman must be obtained.

The train is normally unloaded in two portions and the wagons must be placed and shunted to the Firm's requirements. All propelled movements must be preceded by the Shunter on foot.

Shunting movements at this location are controlled by radio; before work commences the radios must be tested by means of a successful test transmission between the Shunter (outside the cab) and the Driver (inside the cab). Messages must be preceded by "Dynevor Shunter to Dynevor Driver" or vice versa, as appropriate, and acknowledged by repetition; if contact is lost, the Driver must STOP immediately.

Dated: 05/08/06

GW892 - CWMGWRACH TO BURROWS SIDINGS

Cwmgwrach

Drivers must not pass the "Stop" board at the entrance to the sidings until authorised to do so by the Travelling Shunter.

All movements within the sidings are under the control of the Travelling Shunter who will instruct the Driver by radio. Before work commences the radios must be tested by means of a successful test transmission between the Shunter (outside the cab) and the Driver (inside the cab). Messages must be preceded by "Cwmgwrach Shunter to Cwmgwrach Driver" or vice versa, as appropriate, and acknowledged by repetition; if contact is lost, the Driver must STOP immediately.

Wagons must not be left at Cwmgwrach except in the cripple siding; the safety devices provided must be positioned to prevent runaways when wagons are left there or are left with no locomotive attached whilst cripples are being detached.

Dated: 05/08/06

GW892 - CWMGWRACH TO BURROWS SIDINGS

Clyne LC (TMO)

The Guard or Travelling Shunter is responsible for operation of the gates.

A lineside sign worded “36 MGR” is provided in each direction to assist Drivers in ensuring that the rear of the train is clear of the crossing prior to the gates being reclosed across the railway.

Dated: 05/08/06

GW892 - CWMGWRACH TO BURROWS SIDINGS

Burrows Sidings

All movements at Burrows Sidings and on lines to the south of Burrows Sidings, including the Kings Dock branch, are under the control of the Chargeman at Burrows Sidings. Trains leaving Burrows Sidings towards Jersey Marine must NOT be drawn out of the yard onto or foul of the Single line without the Chargeman's permission nor must any shunting movement be made which could foul the Single line without their permission.

Ford Motor Co. Sidings. The Firm's representative must be advised (so that the gate can be opened) before departure from Burrows. Before any movement passes over any level crossing the Shunter must position themselves on the road to control road traffic by means of flag or handlamp.

Wagon Repairs Ltd Works. The keys to the sidings gates are kept by, and must be returned to, the Burrows Chargeman. Movements may only be made into the sidings when the Firm's representative is present, they will operate the works gate and protect the road crossing during shunting. The western siding must not be used for the clearance and stabling of wagons. The couplings of all vehicles stabled in the sidings must be fully extended.

Dated: 05/08/06

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.
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/or15x units as part of the fault finding procedure, or
b) When it is found that a failed train consisting of Class14x 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 actin 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
NEWPORT / CASNEWYDD

Platform 4 dispatch – All trains through platform 4 between the 06:00hrs and 22:00hrs will be dispatched by a member of platform staff.
If a train is timetabled between the hours of dispatch but the service arrives late (e.g 22:01) the Train Manager will self-dispatch. If you require clarity, please contact CSC South on 029 2092 0678.
Please be aware that Mk4 traction will continue to be dispatched during all times.

Dated: 15/03/2025

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

Severn Tunnel Jn

Signage for Class 80x trains
Signage is provided and is applicable to Class 80x IET's only. The signage is provided for Class 80x trains to PAN UP or PAN DOWN at line speed on the Down Main, Up Main, Down Relief, Up Relief, Down Tunnel (Up direction) and Up Tunnel.

GW900 - PILNING TO FISHGUARD HARBOUR

NEWPORT / CASNEWYDD

For dispatch of HST Castle or Classic sets, the guard must use the rear most door panel when in platform 4 travelling in the Up direction.

Permissive Working – during engineering work the following arrangements will apply when the current permissive working arrangements have been relaxed to include platform sharing for the period of the engineering work.

Platform sharing is not permitted when an HST or IET is already occupying the platform line concerned.
Self-despatch on all platforms is withdrawn for the same period and a person in charge (PiC) of each platform will be appointed. The PiC must exchange contact details with the signaller at Wales Railway Operating Centre, Newport station workstation (Tel No. 02920 345302) at the start of each shift.

The position of the car stop signs will not be altered. Drivers should be prepared to stop a minimum of one coach length (20 metres) short of other trains already in the platform line or stop at the usual car stop sign, if sufficient space is available. If the movement is required to pass the car stop sign, the PIC of the platform will be in attendance at the sign to give the driver the necessary instructions.

Special care should be taken to ensure there is sufficient room to accommodate down trains arriving at platform 3 and 4 so that they can reverse and start on the approach side to the up-direction platform starting signals.

Dated: 03/08/2019

GW900 - PILNING TO FISHGUARD HARBOUR

Neath Station

During reversible working, when a Down train terminates in the Up platform, the driver must contact the signaller and request permission for their train to depart towards Port Talbot.

During reversible working when an Up train terminates in the Down platform, the driver must contact the signaller and inform them when their train is ready to depart towards Swansea.

Dated: 20/04/19

GW900 - PILNING TO FISHGUARD HARBOUR

Alexandra Dock Jn

Working of trains from South Wales Main line to Newport Docks via Alexandra Dock Junction. All movements onto the Single line to/from Newport Docks will be subject to the authority of Train Operating Companies Person in Charge at AD Yard who will authorise Drivers to pass the relevant stop board when it is safe to do so and no conflicting movement is to be made. They will record all movements.

Shunters accompanying movements to/from the Docks will normally contact the Person in Charge at AD Yard by radio. If radio communication is unobtainable, fixed or radio telephones must be used before any movement is made.

The Person in Charge at AD Yard must be advised when a train has arrived complete within the protecting stop board at the Docks end of the Branch.

Dated: 15/09/12

GW900 - PILNING TO FISHGUARD HARBOUR

Cardiff East Junction to Cardiff Queen Street South Junction

If there is a requirement to detrain passengers from a failed train between Cardiff East Junction and Cardiff Queen Street South Junction, you should request an emergency switch off with the ECRO at TVSC Didcot for Lines D and E, prior to any detraining event to ensure safety of the line.

Dated: 31/10/2020

GW900 - PILNING TO FISHGUARD HARBOUR

Cardiff Intersection Bridges (East Jn Viaduct)

Restrictions on passage of steam trains.

Due to an exceptionally low wire height on **ALL** lines through Cardiff Intersection Bridges:

The King Class steam locomotive MUST be routed via Line D only through the bridges (but may then use either platform at Cardiff).

Other steam locomotives may use any line, but shall be routed via Line D by preference, as this has greatest clearance.

If an OLE tripping event occurs during the passage of a steam locomotive under the bridges, that line (only) shall be blocked indefinitely to any further steam locomotives, and advice sought from the Route Asset Manager (E&P).

Trains must not stop with any locomotive in steam under any part of the bridges.

NB: This restriction is greater than the normal restriction on avoidance of stopping under an OLE bridge arm. The bridge deck has a specialist coating on it that may be damaged by a stationary steam train.

If a steam locomotive does stop under the bridge, that line (only) shall be blocked indefinitely to any further steam trains, and this shall be reported to the Route Asset Manager (E&P) for an inspection of the coating to be carried out.

The above advice is applicable to these classes of steam locomotive:

A1 60163 Tornado

A4 Class

BR Standard Class 7 (Britannia)

Braunton

Castle Class (GWR Castle)

LMS 8F

LMS Royal Scot Class

LMS Stanier Class 5 (Black 5)

King Class

If any other classes of steam locomotive are being planned to pass under the bridges, the advice of the Route Asset Manager (E&P) shall be sought at the planning stage.

Dated: 25/01/2020

GW900 - PILNING TO FISHGUARD HARBOUR

CARDIFF CENTRAL/ CAERDYDD CANOLOG

Preferred shunts

The following is a list of preferred shunting routed that will be used where more than one route is available.

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

Location	Shunt details – Cardiff Central Station – all platforms
Cardiff Central (West end)	Route via Line E to signal CF2239 and reverse behind CF7048. (NB: Route NOT electrified. Shunt move available to diesel traction only)
	Route via Line A to limit of Shunt CF7051and reverse behind CF2342. (Route fully electrified up to Limit of Shunt)
	Route via Line A to the Brickyard Siding and reverse behind CF2344. (Route fully electrified up to buffer stop)
	Note: The above two routes are the only shunt moves available to electric traction. All other routes are provided with only minimal OLE as part of over-run protection and are thus not available for use by electric traction.

Cardiff West Junction – Warning lights

Warning lights, normally illuminated are provided on the up side parapet of the Afon Taff Viaduct to warn staff of approaching trains.

The lights are extinguished by the approach of a train.

Car Stop Markers.

All platforms are fitted with car stop markers. When entering a clear platform line, Drivers must bring their trains to a stand at the appropriate car stop marker.

If any multiple unit train is to be cleaned/ serviced at the west end of platform 1 or 2, the driver must stop at the turn-round cleaning marker board provided and only move towards the car stop marker at the Newport end of the platform when permission is received to do so.

Turn-round Cleaning of Class 14X/15X type trains at Cardiff Central

1. General

   1.1 The Turn-round cleaning of all trains formed by Class 14X/15X, is carried out at the west end of Platforms 1 or 2.

   1.2 If, in the event of late running, insufficient time is available for a full turn-round clean, traincrews will be advised accordingly.

2. Instructions to Platform Staff

   2.1 The Person in Charge of Platforms 3 and 4 must, unless instructed to the contrary, dispatch trains which require turn-round cleaning immediately all passengers have detrained and all doors have been closed.

3. Instructions to Traincrews

   3.1 Drivers of trains which require turn-round cleaning must bring their train to a stand at the appropriate Marker Board provided, on Platforms 1 or 2.

   3.2 Drivers must not proceed until advised that cleaning has been completed, all cleaning staff is clear of the train, and all doors have been closed. Drivers must then ensure that they follow the requirements of 5.1 to 5.4.

4. Instructions to Turn-round Cleaning Teams

   4.1 Upon arrival of a train for turn-round cleaning on Platforms 1 or 2, the senior member of the turn-round cleaning team will attach a Johnstone Hanging Lamp to the leading end of the train, as a reminder to Drivers not to move the train.

   4.2 When turn-round cleaning has been completed and all team members are clear of the train, all doors must then be closed. The senior member of the team must then remove the Johnstone Hanging Lamp and advise the Driver, accordingly.

5. Instruction for Drivers

5.1 The driver is responsible for confirming with the signaller that the train is ready to be moved and to obtain the signallers permission to move forward from the TP Point to the East End stop car marker.

5.2 The guard (if present) must ensure that all doors are closed and secured, prior to the train movement.

5.3 The driver must inform the guard (if present) and PiC that the signaller has given them authority to draw forward to the east end stop marker.

5.4 The driver must inform the signaller when the movement is completed and the train is at a stand.

Working of Platform 0 Platform Loop

The maximum permitted passenger train length at Platform 0 is four Class 158 vehicles or equivalent.

Signage for Class 80x trains

Signage is provided and is applicable to class 80x IET's only. New "Lower pantograph" signage with an additional sign stating Electric Trains No Access Except Line A is provided at the west end of the station at the following locations

Platform Loop (Platform 0 (zero))

between platforms 1 and 2 (Lines A and B)

between Lines C and D

at the end of platform 3 (Line E)

at the end of platform 4, on the right hand side of the line

IET traction balise arrangements, Cardiff Station (west end) signal CF2721

Please note that the IET traction balise (also known as a 'zero' or 'kill' balise) provided on the approach to CF2721 signal on platform 0 at Cardiff has no data associated to it due to technical limitations with the group of balises at the west end of Cardiff station.

Therefore, an IET unit passing over this particular balise in the down direction will cause a 'missed balise alarm' to be activated in the driving cab of the unit which the driver will need to acknowledge and report, (no requirement do so until a more convenient point, i.e. arrival at destination) regardless of which traction mode the unit is in.

There is no requirement to caution subsequent trains following a report of a missed balise alarm at this signal, but the incident must be reported to the Route Control for a fault number to be raised to ensure technical follow up.

Dated: 28/06/25

GW900 - PILNING TO FISHGUARD HARBOUR

Cardiff West Brickyard Sidings

Cardiff West Brickyard Siding.

Drivers of the first arriving train must position their train 2 metres from the stop blocks at the Swansea end of the siding so as to permit any further arriving trains to reverse behind signal CF2344.

Drivers of trains departing towards Cardiff Central must contact the signaller for permission to make any movement towards signal CF2344 at danger. Drivers must contact the signaller when ready to leave, however if signal CF2344 has been cleared, drivers may proceed towards the station.

Dated: 28/06/25

GW900 - PILNING TO FISHGUARD HARBOUR

Canton Depot

6. CANTON TRANSPORT FOR WALES DEPOT

1.1 Carriage Washing Machine - Position Light Signal CWM2 is controlled by the Canton Depot Shunter.

1.2 The carriage washing machine is fitted with underframe, sole-bar cleaning jets, and roof cleaning brushes. Drivers of *locomotive hauled stock must stop before entering the carriage washing machine and ensure that:

a) The bottom link of the locomotive screw coupling is chained up and all flexible pipework is properly secured

b) The train supply is switched off

c) Drivers must then draw up to and STOP at the sign worded “Drivers of locomotive hauled stock must press the plunger before entering the wash plant”, and operate the plunger. This will de-activate the roof cleaning brushes.

* Clauses a) and c) also apply to light locomotives.

ALL movements must not exceed 3 mph until the whole length of the train is clear of the washplant.

1.3 The hand point controlling entrance onto the Swansea end of the depot and the T.V.R. Engineer’s sidings is clipped and padlocked towards the T.V.R. Engineer’s sidings. Handpoint no. 38 is clipped and padlocked towards the yard. The hand point for the oil roads is clipped and padlocked away from the oil roads. The Shunter holds the padlock keys and is responsible for clipping and unclipping the points and for lowering and raising the ‘STOP’ boards located in the ‘four foot’ when movements are to be made.

All movements at the Swansea end, except those requiring to go to or from the Pullman Rail Depot, or via Leckwith Bridge Ground Frame Spur, or to the oil tank off-loading roads, ***must*** take place towards the T.V. Spur.

2. Within the depot and carriage sidings the Maintenance Controller is responsible for carrying out the provisions of the Rule Book, Module SS2, Section 3. The Maintenance Controller will authorise all movements either direct to Drivers or via the Shunters. No movement must be made in the Swansea direction on ‘Curve’ lines 6 to 11 and lines 12 to 14 from the Cardiff end of the yard without the Shunter having first set the necessary points and given authority for the movement to take place.

In connection with the provisions of the Rule Book, Module SS2, Section 9, the fouling points of sidings are indicated by white sleeper ends. This is to assist Drivers and Shunters when stabling vehicles to ensure they are clear of movements on adjacent sidings.

Drivers must ensure that movements of traction units completely clear any trailing point or points which will subsequently become facing to the movement. The action of trailing through switches fitted with switchlocks does not guarantee that switches will be moved fully over to the opposite side and be locked in position. After the switches have been trailed through, they must be examined by the person in charge of the movement before a subsequent facing movement to ensure the locking mechanism has engaged, in accordance with Rule Book, Module SS2.

3. Depot Protection System

3.1 A depot protection system operates within Canton Transport for Wales Depot. In accordance with the Rule Book, Module T10 and TW1, a DESIGNATED PERSON is responsible for the operation of this system on areas of the depot as defined in the Depot Safety Policy.

3.2 Signals are provided at the east and west ends of the following roads:- 1-11 inclusive, and 20 road.

3.3 Nos. 8 & 10 roads additionally have intermediate signals at the halfway points which separate the fuelling and cleaning bays.

3.4 All signals within the depot are of the Position Light type and Drivers must understand their meaning as defined in Handbook RS/521, Section 2.6.

3.5 Derailers are positioned on through roads 4 and 6 at the approaches to the maintenance shed. Any movement beyond the derailers must only be made under the instruction of the Shunter.

3.6 Traction Units must not be left foul of foot crossings.

3.7 When a move is to take place, overhead flashing beacons and an audible alarm will be activated. This warns staff in the area that a move is about to take place.

3.8 When it is required to make a movement within the Depot Protection System the Driver's authority to move will be given by the Maintenance Controller. However, Drivers so authorised must not make any movement until the overhead flashing beacons and audible alarms are activated.

3.9 The system must only be operated by a DESIGNATED PERSON who is identified by an orange arm band, marked D.P.

3.10 STOP and await instructions boards are provided approximately 65 yards from the roller shutter doors at the Swansea end of roads 1 and 2. Drivers must bring their trains to a stand at these boards and await further instructions from the Shunter in Charge.

4. Movement to and from Pullman Rail Depot

Before any movement is authorised between Canton Transport for Wales Depot and the Pullman Rail Depot, the Transport for Wales Maintenance Controller must liaise with the Pullman Rail Depot person in charge of movements and they must reach a clear understanding as to the movement required to be carried out. Movements over the Swansea end cart road crossing must be accompanied by the Shunter on the driver's blind side.

PULLMAN RAIL DEPOT AREA

Arrivals

Locomotives will normally arrive at the Cardiff end and must come to a stand at the stop board which reads "check points before proceeding". Drivers should ensure the hand points are set for the correct siding and then proceed towards the designated stabling point. If no stabling point has been allocated in advance, the driver should proceed along no.1 Inlet line (line next to the Down Relief line) to the next stop board where the locomotive should be secured.

Arrivals from the West end through Leckwith Road Bridge Ground Frame must come to a stand at the depot stop board. The following instructions will then apply.

Working within the depot.

All movements within the depot complex are under the control of Pullman Rail.

Movements at the West end of the yard are regulated by the use of a token. This token is held by the Transport for Wales depot supervisor. Drivers must obtain the token before proceeding. If a shunter is provided, drivers must satisfy themselves that the shunter holds the token.

Departures.

Locomotives will normally depart towards Cardiff. Drivers should contact the signaller before moving and obtain permission to proceed towards position light signal CF7046.

If permission is granted drivers should proceed towards position light signal CF7046 and contact the signaller from the telephone provided to advise the head code and destination of their movement.

Dated: 03/08/2019

GW900 - PILNING TO FISHGUARD HARBOUR

PORT TALBOT PARKWAY

Down Relief line. If a train is stabled on the Down Relief line to the rear of signal PT3369 or PT3371 to change locomotives, before the locomotive is detached the person responsible for detaching must ensure that sufficient handbrakes are applied to hold the train, and that they are applied on at least three vehicles at each end of the train.

Dated: 24/01/09

GW900 - PILNING TO FISHGUARD HARBOUR

Landore Depot

Depot Protection. Depot protection is provided and "Stop and Await Instructions" boards are provided at the entrance to Landore T & RSD and at the approach to the Main Shed doors on numbers 1, 2, 3 and 4 roads, also on approach to the Servicing Shed doors (both sides) on number 5 road.

Other methods of protection are as follows:-

1. Yellow flashing warning lights.
2. Warning sirens.
3. Wheel stops located outside the entrances to Nos. 1, 2, 3 and 4 roads approaching the Main Shed.
4. Portable "Stop" boards have been provided and will be placed in the four foot of the following roads to protect vehicle maintenance work taking place:-

   Numbers 1, 2, 3 and 4 roads leading to the Main Shed.

   Number 5 road leading to the Servicing Shed.

   Portable boards will be placed and taken away only by authorised depot staff.
5. Static (fold up/down) "Stop" boards are provided in the four foot at the London end of numbers 6, 7, 8 and 9 roads. These boards must be raised and locked by authorised depot staff when working on rolling stock within the boards.

Outwards movements. The shunter must advise the driver of any locomotive, train, HST or DMU that all work, including train preparation, is complete and that the train is ready to depart. The shunter must advise the Signaller from signals PT3516 or PT3518 that the movement is ready to depart, giving the train headcode and destination.

Noise reduction. Engines of all traction units must be shut down on arrival at the Depot.

Dated: 14/06/25

GW900 - PILNING TO FISHGUARD HARBOUR

BRITON FERRY

Briton Ferry Siding. A stop board is provided on the approach to Briton Ferry Siding (PT3505).

For trains entering the siding, authority to pass PT3505 will be given by the PiC.

A lockable cabinet is provided adjacent to the stop board on the Briton Ferry siding. The Train Operating Company Person in charge (PiC) of a train arriving at the stop boards must proceed to this cabinet, unlock it and establish if a PiC is already on duty. If a PiC is already on duty, that person must be contacted for permission to pass the stop board. If no other person is already on duty, the PiC of the train concerned must operate the disc system, book on duty as PiC and then instruct the driver to pass the stop board concerned.

On completion of train movements in the yard, the PiC must proceed to the cabinet, operate the disc system, relinquish charge of the yard and relock the cabinet.

A new stop board for trains departing the sidings (PT3504), with the driver obtaining authority to pass it from WROC Swansea Workstation signaller.

Baglan Bay Siding. The PiC at Briton Ferry Yard must contact the firms representative and obtain permission to proceed before departure from Briton Ferry Yard. The PiC is responsible for authorising movements to pass the stop board approaching Briton Ferry from Baglan Bay.

Dated: 01/08/2020

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 electric 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: 21/06/2025

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 Clarbeston 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 Clarbeston 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 Clarbeston 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 Clarbeston 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

GW9001 - LANDORE JN TO SWANSEA

SWANSEA / ABERTAWE

Movements from Swansea Station. When a platform is, or maybe, occupied by more than one train or locomotive, the person despatching the train must ensure that the signal has been cleared for the particular movement requested (by TRS or other means), before any movement towards the platform signal is authorised.

Movements to/from Swansea Maliphant Sidings.

Access into these sidings is allowed by prior arrangement with Hitachi Rail Europe only.

Movements to/from Swansea High Street Station to Swansea Maliphant Sidings. All movements to/from these private sidings must be authorised by the Hitachi Person in Charge (PiC) who must make all the necessary arrangements with the signaller at SWCC Swansea Workstation.

Movements within Swansea Maliphant Sidings. The Hitachi Person in Charge (PiC) must authorise all movements within these private Sidings. The PiC must advise any other person in control of a shunt move, the routing and limit of the movement.

Dated: 24/05/2025

GW9001 - LANDORE JN TO SWANSEA

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: 24/05/25

GW910 - CRAVEN ARMS JN TO LLANDEILO JN

CRAVEN ARMS JN TO PANTYFFYNNON

British Telecom telephones. BT telephones are provided in the NSTR token instrument huts at Knighton, Llandrindod Wells, Llanwrtyd Wells, Llandovery and Llandeilo and at Pantyffynnon signalbox.

If it is not possible to contact the Pantyffynnon Signaller using the telephone in the token instrument huts and a defect is suspected, the Signaller may be contacted by dialling 01269-592450 from another telephone.

Token Instruments - Portable token magazines. Drivers must ensure, when placing tokens in the instruments at Knighton, Llandrindod, Llanwrtyd, Llandovery and Llandeilo, that the portable magazine is filled first.

Bucknell, Dolau, Llangadog, Ffairfach, Cilyrychen, Llandybie, Brynmarlais and Tirydail level crossings. The instructions for ABCL/ AOCL level crossings in Rule Book, Module TW8, Section 4 apply at these crossings with the following modifications:-

The crossings are operated by approaching trains or the operation of the Driver's plunger.

In the event of the crossing sequence not being initiated by the approach of the train or should the white light stop flashing before the train reaches the crossing, the Driver must operate the plunger provided in a locked cabinet (Driver's No.1 key) on the white light post to activate the crossing. When the white light is flashing the Driver may proceed as normal.

If after the operation of the plunger the white light still does not flash the Driver must treat the crossing as failed.

A telephone to Pantyffynnon signalbox is provided.

Dated: 04/04/09

GW910 - CRAVEN ARMS JN TO LLANDEILO JN

LLANDRINDOD (TEP)

Shunting movements to the up siding. For shunting movements into the up siding, drivers are authorised to pass the “Start of token section” board without the forward section token. The competent person in charge (PiC) must obtain permission from the signaller at Pantyffynnon to operate the ground frame and assure the signaller that the points have been reversed before any movement is authorised.

In order to avoid unnecessary TPWS interventions, it is not permitted to make simultaneous movements into the up siding and from the Down Loop line in the up direction (i.e., other than the usual departure direction).

The PiC must advise the signaller when the movement to the up siding is completed. NSTR regulations 3.9 and 3.11.3 are amended accordingly.

Dated: 02/10/10

GW910 - CRAVEN ARMS JN TO LLANDEILO JN

Llandovery

Shunting movements to the up siding. The Person in Charge (PiC) must obtain permission from the signaller at Pantyffynnon to operate the ground frame and also assure the signaller that the points have been reversed before any movement is authorised. The PiC must advise the signaller when the movement is completed.

Dated: 21/06/10

GW910 - CRAVEN ARMS JN TO LLANDEILO JN

LLANDEILO (TEP)

Shunting movements to the up siding. For shunting movements into the up siding, drivers are authorised to pass the "start of token section" board without the forward section token. The competent person in charge (PiC) must obtain permission from the signaller at Pantyffynnon to operate the ground frame and assure the signaller that the points have been reversed before any movement is authorised.

In order to avoid unnecessary TPWS interventions, it is not permitted to make simultaneous movements into the up siding and from the Down Loop line in the up direction (i.e., other than the usual departure direction).

The PiC must advise the signaller when the movement to the up siding is completed. NSTR regulations 3.9 and 3.11.3 are amended accordingly.

Dated: 02/10/10

GW910 - CRAVEN ARMS JN TO LLANDEILO JN

Pantyffynnon LC (MG)

The gates are released by Annett's Key with a separate key for each gate lock. The keys and the Annett's key release instrument are in a cabinet on the station platform. The cabinet is locked with a BR 1 key.

The person responsible for operating the gates must contact the Pantyffynnon Signaller to obtain release of the Annett's key.

Dated: 05/08/06

GW910 - CRAVEN ARMS JN TO LLANDEILO JN

Llandrindod Level Crossing (TMO)

Drivers operating instructions for LLANDRINDOD Trainman operated barriers

Normal Operation

Lowering of the barriers is controlled by a pull-wire provided at driving cab height on the nearside of the line, 5 metres from the stop board. The Driver must stop the train at the control wire and must pull and hold the control wire, till the lights on either side of the control wire are lit, 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. A second pull of the pull wire will stop the barriers lowering. To resume the lowering sequence the control wire must be pulled again. A cupboard (opened by a BR 1 key) is provided at ground level, containing a control unit with a “Lower” push button.

When the barriers are correctly lowered, the 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.

Failure of equipment:

The Signaller at Pantyffynnon Signal box must be advised of the failure of any equipment at the level crossing and the following procedure must be adopted until the failure is rectified.

Failure of white light on the Stop board:

If the white light on the stop board fails to flash, the train may proceed over the crossing provided the driver is satisfied that the barriers are fully lowered.

2. Failure of barriers to lower:

If the barriers fail to lower, but the road traffic signals are operating the train may pass over

the crossing provided the driver is satisfied it is safe to do so.

3. Failure of barriers and Red Road Traffic signals:

In the event of failure of the barriers and Red Road Traffic signals, the train may proceed over the crossing provided the driver is satisfied it is safe to do so.

4. Failure of cab height pull-wire:

A cupboard (opened by a BR 1 key) is provided at ground level, containing a control unit with

a “Lower” push button. If the pull wire operation fails to lower the barriers the train Driver must go to the control unit and press “Lower” button. The “Lower” button must be kept pressed until the barriers are lowered and “Barriers Down” indication is lit. If it is necessary to stop the barriers in the middle of lowering sequence, the “Lower” button must be released.

If this attempt to lower the barriers also fails, instructions 2 or 3 above must apply.

Drivers must observe extreme caution when proceeding over the crossing during failure of equipment.

If a train does not proceed over the crossing within **3** minutes of initiating Lower sequence, either by pulling the cab wire or by pressing the Lower button, the Driver’s White light, if lit, will be extinguished and 30 seconds there after the barriers will rise. Drivers are required to wait till the barriers have raised completely. In this instance, subsequent attempts to initiate the crossing sequence will not lower the barriers until attended by NR staff. Drivers must inform the Signaller at Pantyffynnon Signal Box and follow instruction 3 above.

Dated: 24/07/2021

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GW910 CRAVEN ARMS JN TO LLADEILLO JN

Llandovery LC (TMO)

Drivers operating instructions for LLANDOVERY Trainman Operated Barriers (TMO)

Normal Operation

Down Trains:

Lowering of the barriers is controlled by a pull-wire provided at driving cab height on the nearside of the line, 5 metres from the stop board. The Driver must stop the train at the control wire and must pull and hold the control wire, till the lights on either side of the control wire are lit, 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. A second pull of the pull wire will stop the barriers lowering. To resume the lowering sequence the control wire must be pulled again. A cupboard (opened by a BR 1 key) is provided at ground level, containing a control unit with a “Lower” push button.

When the barriers are correctly lowered, the 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:

Obtain Key Token for the section before attempting to lower the barriers

A cupboard (opened by a BR 1 key) is provided on the approach to the level crossing, containing a control unit with a “Lower” push button. On arrival of a train at the “Stop” board, the Guard/Driver must unlock the cupboard and press and hold 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.

A red indicator light will be lit to 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 operator must observe the crossing whilst the barriers are lowering to ensure that nothing is trapped under or between the barriers.

If it is necessary to stop the barriers descending, the “Lower” button must be released. Further operation of the “Lower” button will continue the lowering sequence. When all barriers are fully lowered, the “Down” indicator will illuminate.

When the barriers are correctly lowered, a Barriers Down indicator will be lit and an indicator repeating the white light on the “Stop” board will be lit. The operator must then RELOCK THE CUPBOARD and re-join the train. As the barriers are designed to rise automatically following the passage of the train, the train may proceed on its journey observing the flashing white light on the Stop board.

Failure of equipment:

The Signaller at Pantyffynnon Signal box must be advised of the failure of any equipment at the level crossing and the following procedure must be adopted until the failure is rectified.

1. Failure of white light on the Stop board:

If the white light on the stop board fails to flash, the train may proceed over the crossing provided the driver is in possession of the Key Token for the Section and is satisfied that the barriers are fully lowered. You must operate the Temporary TPWS Train Stop Override Button before passing the Stop board

2. Failure of barriers to lower:

If the barriers fail to lower, but the road traffic signals are operating the train may pass over

the crossing provided the driver is in possession of the Key Token and is satisfied it is safe to do so. You must operate the Temporary TPWS Train Stop Override Button before passing the Stop board

3. Failure of barriers and Red Road Traffic signals:

In the event of failure of the barriers and Red Road Traffic signals, the train may proceed over the crossing provided the driver is in possession of the Key Token and is satisfied it is safe to do so. You must operate the Temporary TPWS Train Stop Override Button before passing the Stop board

4. Failure of cab height pull-wire (Down trains):

A cupboard (opened by a BR 1 key) is provided at ground level, containing a control unit with a “Lower” push button. If the pull wire operation fails to lower the barriers the train Driver must go to the control unit and press “Lower” button. The “Lower” button must be kept pressed until the barriers are lowered and “Barriers Down” indication is lit. If it is necessary to stop the barriers in the middle of lowering sequence, the “Lower” button must be released.

If this attempt to lower the barriers also fails, instructions 2 or 3 above must apply.

Drivers must observe extreme caution when proceeding over the crossing during failure of equipment.

The white light on the "Stop" board will only flash when the control unit/Cab wire at that board has been used.

When a Down train has crossed an Up train, the Guard/Driver of the 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.

If a train does not proceed over the crossing within **7** minutes of initiating Lower sequence, either by pulling the cab wire or by pressing the Lower button, the Driver's White light, if lit, will be extinguished and 30 seconds there after the barriers will rise. Drivers are required to wait till the barriers have raised completely. In this instance, subsequent attempts to initiate the crossing sequence will not lower the barriers until attended by NR staff. Drivers must inform the Signaller at Pantyffynnon Signal Box and follow instruction 3 above.

Dated: 24/07/2021

GW915 - GWAUN-CAE-GURWEN TO PANTYFFYNNON

Gwaun-cae-Gurwen Colliery LC (OPEN)

This crossing must only be used between 09.30 and 15.00 Monday to Friday during daylight hours.

Dated: 16/01/10

GW915 - GWAUN-CAE-GURWEN TO PANTYFFYNNON

Gwaun-cae-Gurwen Colliery Ground Frame

This ground frame controls a connection from the running line towards a short headshunt. The points must normally be set towards the headshunt to derail vehicles running away from the colliery. The ground frame is released by a key attached to the ‘one train working’ train staff.

Drivers of up arriving trains must hand the train staff to the Person in Charge (PiC) at the Up direction ‘STOP’ board at Gwaun-cae-Gurwen Colliery level crossing.

The PiC must then reverse the ground frame and set the points for Gwaun-cae-Gurwen sidings before authorising drivers to pass the STOP board and proceed across the level crossing. When the train has passed clear of the points complete with tail lamp, the PiC must return the ground frame to the normal position and hand the train staff to the Driver.

Drivers of down trains must hand the train staff to the PiC before departure who must reverse the ground frame and set the points for the single line. The PiC must then authorise the driver to draw forward and bring the train to a stand at the ‘STOP’ board protecting Gwaun-cae-Gurwen A474 level crossing.

The PiC must return the ground frame to the normal position, remove the train staff and proceed to Gwaun-cae-Gurwen A474 level crossing to meet the Driver.

Dated: 29/06/09

GW915 - GWAUN-CAE-GURWEN TO PANTYFFYNNON

Gwaun-cae-Gurwen A-474 LC (OCL)

This crossing must only be used between 09.30 and 15.00 Monday to Friday during daylight hours and will normally be operated by the Train Operating Company Person in Charge. Drivers may proceed over this crossing when the white crossing light is flashing. Before passing over the crossing in the down direction, Drivers must also :

be in possession of the 'one train working' train staff

obtain permission from the signaller for the train to return towards Pantyffynnon

sound the locomotive horn.

Dated: 16/01/10

GW915 - GWAUN-CAE-GURWEN TO PANTYFFYNNON

Cawdor LC (OPEN)

This crossing must only be used between 09.30 and 15.00 Monday to Friday during daylight hours.

Dated: 16/01/10

GW915 - GWAUN-CAE-GURWEN TO PANTYFFYNNON

Ammanford Relief Road LC (TMO)

This crossing is to be operated by traincrew and the following instructions apply. Lineside control wire equipment at driving cab height is provided on the left hand side running direction of the line. Trains must be brought to a stand at the control wire.

Drivers must pull the control wire to initiate the lowering sequence of the barriers. Releasing the wire and pulling it a second time will stop the lowering sequence. Pulling the control wire a third time will continue the lowering sequence. When the sequence is complete the Driver's white light will flash. Drivers must ensure that the TMO Level Crossing is clear before proceeding over it.

When the barriers have been lowered but the train cannot proceed over the crossing e.g. due to engine failure, the Driver must pull the control wire again and **the Guard must** press the "Raise" button in the control unit. To lower the barriers for subsequent movements over the crossing the normal operation applies.

A cupboard is also provided at the approaches to the level crossing which contains a manual control unit with two push buttons:- "Raise" and "Lower". This facility must be used when the control wire is not available.

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 barrier lowering sequence has commenced, and the road traffic signals will commence to operate. Red indicator lights will show that the road traffic signals are operating on both approaches to the crossing. The "Lower" button must not be released until the barrier lowering sequence has been completed. The Guard must observe the crossing whilst the barriers are lowering to ensure that nothing is trapped under or between the barriers.

If it is necessary to stop the barriers descending, the "Lower" button must be released. Further operation of the "Lower" button will continue the lowering sequence. When all barriers are fully lowered, the "Down" indicator will illuminate.

Depression of the "Raise" button will cause the barriers to rise from whatever position they may be in and the red road traffic signals will be extinguished.

If it is necessary to stop the barriers rising, the "Raise" button must be released.

When the barriers are correctly lowered, a white light on the "Stop" board will flash. The Guard MUST THEN RELOCK THE CUPBOARD and rejoin the train. As the barriers are designed to rise automatically following the passage of the train, the train may proceed on its journey.

Approximately ¼ to ½ 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 Pantyffynnon must be advised of the failure of any equipment at these level crossings at the first available opportunity.

1. Failure of white light

   If the white light on the "Stop" board fails to flash, the train may proceed over the crossing provided it has first been established that the barriers are fully lowered.

2. Failure of barriers to lower

   If the barriers fail to respond to depression of the “Lower” button, a second attempt must be made using the corresponding button on the other control unit at the crossing. If this is also unsuccessful the following action must be taken:

   (i) Break the glass panel inside the control unit cupboard and obtain the emergency keys located therein.

   (ii) Go to the UP OFFSIDE barrier machine and, using the emergency keys, unlock the door of the barrier machine.

   (iii) Operate the “Normal/ Start Lights Sequence” switch in the barrier machine to the “Start Lights Sequence” position.

   This starts the usual road traffic signal sequence; but the audible warning device will not sound, nor will the barriers lower. A check must then be made to ensure that the red road traffic signals are flashing, and, when it is safe to do so, the Driver must be instructed to proceed. When the train has cleared the crossing the following action must be taken:

   (iv) Turn the switch in the Up Nearside barrier machine back to the “Normal” position.

   (v) Ensure that the crossing has re-opened to road traffic.

   (vi) Relock the door to the barrier machine.

   (vii) Return the emergency keys to the control unit cupboard. BOTH CONTROL UNIT CUPBOARDS must then be relocked before the Shunter rejoins the train.

3. Failure of barriers and red road traffic signals

   In the event of the failure of the barriers and red road traffic signals, trains may pass over the crossing provided the Guard is satisfied it is safe to do so.

4. Failure of "BU" indication

   If the "BU" indication has not been illuminated by the time the train is about to pass it, the train must stop and the Guard must return to either of the cupboards and operate the "Raise" button on the control unit. Should this be unsuccessful, they must try the corresponding button on the other control unit.

   If after these attempts, one or more barriers fail to rise completely, the following action must be taken:-

   (i) Break the glass panel inside the control unit cupboard and obtain the emergency keys.

   (ii) Using the emergency keys, unlock the door of the UP NEARSIDE barrier machine.

   (iii) Turn the switch in the barrier machine to the “Start Lights Sequence” position.

   (iv) Then proceed to the UP NEARSIDE barrier machine and unlock the door.

   (v) Pull out the telescopic pump handle and pump the barrier up.

   (vi) When the barrier is fully raised, re-stow the pump handle and lock the barrier machine door.

   (vii) Repeat operations (iv) to (vi) at the DOWN OFFSIDE and DOWN NEARSIDE barriers.

   (viii) Finally return to the UP OFFSIDE barrier machine, pull out the telescopic pump handle and pump the barrier up.

   (ix) Ensure that the “Barriers Up” indication lamp in the control unit cupboard is illuminated.

   (x) Re-stow the pump handle in the Up Offside barrier machine and turn the switch back to the “Normal” position.

   (xi) Relock the door to the Up Nearside barrier machine.

   (xii) Return the emergency keys to the control unit cupboard, which must then be relocked before the Shunter rejoins the train.

Dated: 03/08/19

GW915 - GWAUN-CAE-GURWEN TO PANTYFFYNNON

Garnant Branch LC (OC)

This crossing must only be used between 09.30 and 15.00 Monday to Friday during daylight hours.

Drivers must obtain permission from the signaller at Pantyffynnon before passing over the crossing in the down direction.

Dated: 16/01/10

GW930 - CARMARTHEN JN TO CARMARTHEN STATION GF

CARMARTHEN (CAERFYRDDIN)

Trains not exceeding 20 SLUs may be propelled between Llanstephan Road signal CJ41 and Carmarthen Station (via Down Main line and Carmarthen Bridge Junction) and between Llanstephan Road signal CJ41 and Carmarthen Junction (via Down Main line only).

A maximum of 35 SLUs may be propelled between Carmarthen Junction and Carmarthen Station (via Down/Up Branch).

Propelling may be carried out in both directions between these locations. The Driver must, wherever possible, travel in the leading cab of the locomotive.

When a propelling movement is being made from Llanstephan Road signal CJ41 to Carmarthen Station via Carmarthen Bridge Junction, the Guard or Shunter must travel on the locomotive to signal CJ13 where the movement must be brought to a stand.

Stop boards on platform lines. Drivers must understand that clearance of the main aspect at signals CJ10 or CJ13 indicates that the line is clear to the “Stop” board only.

Drivers may only pass the “Stop” board concerned when authorised to do so by the Carmarthen Station Ground Frame Operator. Locomotives or vehicles must not be berthed on the headshunt at the North end of the station. The ground frame must not be restored to normal whilst locomotives or vehicles are occupying the headshunt.

Station Carriage Sidings - Carriage Cleaning. Rule Book, Module T10 and TW1 as applicable, apply. At this location carriage cleaners work in teams and each team will have a leader who will be the “Designated Person” referred to in the Rule Book. Before work commences the Designated Person must comply with the requirements of the Rule Book on each occasion that carriage cleaning or servicing takes place. When work has ceased, the Designated Person must ensure that all staff are clear of the vehicles and in a position of safety before the protection arrangements are withdrawn.

Dated: 01/08/10

GW930 - CARMARTHEN JN TO CARMARTHEN STATION GF

CARMARTHEN (CAERFYRDDIN)

Class 80x operation

Due to restricted platform lengths, only 5 car IET’s are permitted in passenger operations at Carmarthen.

Dated: 30/09/2023

GW930 - CARMARTHEN JN TO CARMARTHEN STATION GF

CARMARTHEN (CAERFYRDDIN)

Permissive Working Arrangements

When a designated competent person is on the platform

The signaller must not signal a second train into an occupied platform until they have received confirmation that the first train is at a stand, complete with tail lamp and there is enough room for the whole of the second train to be within the platform and within the control of CJ12 or CJ15 as appropriate to the movement.

Should you become aware that there is not a competent person on duty you must inform the Train Running Controller.

When no designated competent person is on the platform

Booked permissive movements should be suspended when an alternative platform is available, and trains may then be signalled normally into the unoccupied platform.

When both platforms are already occupied and it becomes necessary to permissively signal another train into an occupied platform you must have first received confirmation from a driver of a train already occupying a platform that they are at stand, complete with tail lamp and there is sufficient room for the second train to fit in the platform within the control of CJ12 or CJ15 as appropriate to the movement.

When you have received confirmation that there is sufficient room for the movement you may signal the train normally into the platform.

This arrangement will apply for one permissive movement only. When this has occurred, you must advise the Train Running Controller of the circumstances and that subsequent movements will only be made into an unoccupied platform and permissive working has been suspended.

ARCHIVED Dated: 15/03/2025

GW930 - CARMARTHEN JN TO CARMARTHEN STATION GF

CAERFYRDDIN

Permissive Working Arrangements

Working with IET's

A 5 car IET is permitted to share a platform with another train.

When a designated competent person is on the platform

The signaller must not signal a second train into an occupied platform until they have received confirmation the first train is at a stand, complete with tail lamp and there is enough room for the whole of the second train to be within the platform and within the control of CJ12 or CJ15 as appropriate to the movement.

Should you become aware there is not a competent person on duty you must inform the Train Running Controller.

When no designated competent person is on the platform

Booked Permissive movements should be suspended when an alternative platform is available, and trains may then be signalled normally into the unoccupied platform.

When both platforms are already occupied and it becomes necessary to permissively signal another train into an occupied platform you must have first received confirmation from a driver of a train already occupying a platform that he is at a stand, complete with tail lamp and there is sufficient room for the second train to fit in the platform within the control of CJ12 or CJ15 as appropriate to the movement.

When you have received confirmation there is sufficient room for the movement you may signal the train normally into the platform.

This arrangement will apply for one permissive movement only. When this has occurred, you must advise the Train Running Controller of the circumstances and that subsequent movements will only be made into an unoccupied platform and permissive working has been suspended.

ARCHIVED Dated: 30/09/2023

GW950 - WHITLAND TO PEMBROKE DOCK

WHITLAND

Trains from Up Branch to Up Main line platform. Up Trains must be brought to a stand with the driving cab opposite the signal box. The Driver must then cross the driving cab and hand the token to the Signaller.

Dated: 05/08/06

GW950 - WHITLAND TO PEMBROKE DOCK

TENBY / DINBYCH-Y-PYSGOD (TEP)

The motor-worked points at each end of Tenby (TY) loop are numbered and the position of the points is as described below:
Whitland end – TY2
NORMAL – Set for down direction trains to arrive in the down loop
REVERSE – Set for up direction trains to leave the Up loop

Pembroke Dock end – TY1
NORMAL – Set for up direction trains to arrive in the up loop
REVERSE – Set for down direction trains to leave the down loop

Token instruments – Portable token magazines. Drivers must ensure that when placing tokens in these instruments the portable magazine is first filled. If drivers notice that there are six or less tokens in a token machine they must advise the signaller so that arrangements can be made to transfer tokens.

Failure of signalling equipment. When a train is to proceed to Pembroke Dock in accordance with clause 8.4 of the NSTR Regulations, the special authority card will give permission to proceed to Pembroke Dock and return to Tenby. The card must be cancelled on arrival back at Tenby according to the provisions of clause 8.4.3.

Dated: 01/08/10

GW950 - WHITLAND TO PEMBROKE DOCK

PEMBROKE DOCK / DOC PENFRO

All arriving and departing trains. The driver must advise the Whitland signaller:-

(1) as soon as the train arrives and,

(2) when the train is ready to depart. Note: When the turn round time at Pembroke Dock 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 Tenby that all level crossings are clear and must be prepared to stop short of each one if necessary.

Dated: 09/06/12

GW950 - WHITLAND TO PEMBROKE DOCK

Entire Line Of Route

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

Dated: 21/06/25

GW960 - CLARBESTON ROAD TO MILFORD HAVEN

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

GW960 - CLARBESTON ROAD TO MILFORD HAVEN

HAVERFORDWEST/ HWLFFORDD

White shunting light. A white shunting light is positioned approximately 200 yards on the Johnston side of the trailing connection in the Down Main line and operated by a plunger situated at the Down Main connection.

The signal applies to movements from the Down Main to Through Siding or Down Sidings. The code shown in the Section 1 of this Appendix must be used.

Driver Only Oil trains. If a Down train is delayed at Haverfordwest awaiting the arrival of the Travelling Shunter, the Driver must contact the Signaller at Clarbeston Road Junction, by means of the telephone at the exit from the sidings, to ascertain their whereabouts.

Working of Yard. The Shed Road must only be used for running-round movements.

The handpoints leading from the Through Siding to the Shed Road at both ends of the station must be clipped and padlocked for the Through Siding except when they are to be used for movements to the Shed Road or yard. Before a movement into or out of the Shed Road or yard is made, the Guard or Shunter must confer with the Clarbeston Road Signaller.

When shunting is complete, the Guard or Shunter must clip and padlock the points for the Through Siding, advise the Clarbeston Road Signaller that they have done so, and confirm that the Through Siding is clear.

Dated: 05/08/06

GW970 - GULF OIL BRANCH JN TO WATERSTON, GULF OIL REFINERY

Gulf Oil Branch Jn To Gulf Oil Refinery (Waterston)

The single line between Gulf Oil Branch Junction and the gates leading to Waterston Sidings are worked under the 'C2' system and is controlled by the Clarbeston Road Signaller. The gates will be opened and closed for train movements as required by the siding owners representative. The sidings beyond the gates are under the control of the Train Operating Company's Person-in-Charge.

Permission must be obtained from the Signaller by telephone before proceeding onto the single line between the gates and Gulf Oil Branch Junction.

In the event of failure of the telephone, the traincrew must use a telephone at the Refinery for the purpose of communicating with the Signaller.

The Farm Crossing (UWC) – 2m 15ch. If it is not possible for a train to draw clear of this crossing and it is likely to occupy the line for an appreciable time, the train must be divided to allow free access over the crossing.

Vehicles may only be stabled on this section of line in cases of emergency. Trains must be drawn clear of the crossing or parted to give free passage over the crossing before being left unattended.

Dated: 05/08/06

GW980 - HERBRANDSTON JN TO ROBESTON

Herbrandston Jn To Robeston Elf Sidings

The line between Herbrandston Jn and the gate to Robeston Refinery is controlled by the Clarbeston Road Signaller. Although the Refinery gate is the limit of the C2 line, the boundary between Network Rail and Elf ownership is outside the gate. A telephone to Clarbeston Road box is provided in the Off-Site Office.

The Shunter must obtain the permission of the firm's representative before an arriving train or locomotive is allowed to pass the Refinery gate (using the telephone near the gate) and must inform the Signaller when it, complete with tail lamp, has passed completely inside the Refinery gate clear of the C2 line. Tail lamps must not be taken beyond the gate.

Before a departing train or locomotive is allowed to pass outside the Refinery gate, the Shunter must obtain the Signaller's permission to enter the C2 line. When this permission has been obtained, they must request the firm's representative to open the gate.

Movements inside the Refinery may only be made when authorised by the firm's representative. More than one train may be inside the Refinery at one time.

If the firm's locomotive requires to make movements outside the gate, the firm's representative will obtain the Signaller's permission before it passes outside the gate and will again advise them when it has passed back inside. The locomotive will always be at the Herbrandston Jn end of the movement and will not leave Elf property.

Dated: 05/08/06

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