

NETWORK RAIL

Western Route

WR

Week No.

49

PERIODICAL OPERATING NOTICE

CONTAINING

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

INCORPORATING

SUPPLEMENT NO. 70 TO THE WESTERN ROUTE
SECTIONAL APPENDIX

SATURDAY 01 MARCH 2025

to

FRIDAY 06 JUNE 2025

inclusive

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

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

This notice comprises of 40 pages

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

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ACKNOWLEDGEMENT SLIP

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

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

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

Full Name (in capitals): _____

Signature (in full): _____

Location: _____

Date: _____

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Introduction

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

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

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

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

Supplement to the Sectional Appendix

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

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

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

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

**Enquiries concerning amendments to the :
NATIONAL OPERATING PUBLICATIONS SHOULD BE ADDRESSED TO
STEVE RAY, NETWORK OPERATIONS.
Amendments to the Rule Book and Working Manuals for Railway Staff are produced by Rail
Safety & Standards Board.
NETWORK RAIL WESTERN ROUTE TAKE NO RESPONSIBILITY FOR ANY ERRORS THAT MAY
BE CONTAINED IN THESE AMENDMENTS
Enquiries concerning amendments to the Rule Book and Working Manual should be addressed
to:
RSSB
The Helicon
1 South Place
London
EC2M 2RB
Email: enquirydesk@rssb.co.uk**

RECORDING OF CONVERSATIONS

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

This publication is printed and distributed by APS Group

Telephone:

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E-mail:

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LATE OR NON-DELIVERY

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

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

Part A - Foreword

A1 Introduction

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

A2 Scope

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

A3 Implementation

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

A4 Technical content

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

A5 Definitions

Material change

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

Minor change

A minor change comprises of one of the following:

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

National Operations Publications

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

Periodical Operating Notice

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

Part B - Changes since previous issue

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

Part C - New amendments to National Operations Publications

No new amendments

I

Part D - Previous amendments to National Operations Publications

GERT8000 Rule Book

Handbook RS523 GSM-R Handbook

8 Broadcast calls

Explanation of change

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

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

8.4 Acknowledged (safety) broadcast calls

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

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

Uses for safety broadcasts

Safety broadcast calls can be used for the following scenarios.

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

Scripts for safety broadcasts

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

Poor rail conditions

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

*Delete as appropriate.

Animals on or near the line

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

*Delete as appropriate.

Defective Emergency Indicators

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

Missing or obscured TSR board

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

*Delete as appropriate

** Insert name or location.

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

Unusual events

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

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

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

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

Explanation of change

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

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

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

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

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

Explanation of change

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

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

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

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

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

Handbook RS524 List of Dangerous Goods and their United Nations numbers**Table 1****Explanation of change**

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

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

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

Amend: the following as shown:

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

Add: the following new entry:

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

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

Explanation of change

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

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

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

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

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

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

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

You must also:

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

3.5 Safe system of work (separated)

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

You must also:

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

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

Module TS1 General signalling regulations

Explanation of change

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

12.1 When this general signalling regulation must be used

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

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

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

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

Amend: the following as shown:

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

Add: the following new entries:

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

Part E - Amendments summary

GERT8000 Rule Book

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

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

Explanation of change

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

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

Pages 58 to 61 inclusive

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

44 Temporary isolations

44.1 General

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

44.2 Persons competent to take temporary isolations

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

44.3 Authorising a temporary isolation

- 44.3.1 Temporary Isolations shall only take place

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

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

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

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

44.4 Taking a Temporary Isolation

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

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

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

44.5 Testing the conductor rail

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

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

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

44.6 Preventing re-energisation of the isolated section

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

44.7 Briefing staff before commencing work

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

44.8 Cancelling the temporary isolation

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

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

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

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

44.9 Making the conductor rail live

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

Explanation of change:

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

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

Reference Appendix B, pages 69 to 80

Delete the following forms:

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

WW PON MARCH 2025

Form B2

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

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

NR/L3/OCS/3091-CRP

NR/L3/OCS/3091-DA

NR/L3/OCS/3091-DS

NR/L3/OCS/3091-DP

NR/L3/OCS/3091-DE

NR/L3/OCS/3091-B1

NR/L3/OCS/3091-B2

MISCELLANEOUS

CONTACTING THE INTEGRATED CONTROL CENTRES – WESTERN ROUTE

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

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

NETWORK RAIL

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

FIRST GREAT WESTERN LOCATED IN SWINDON ICC

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

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

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

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

Thames Valley 1377 West Country 1378 Wales and Marches 379

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

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

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

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

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

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NETWORK RAIL WESTERN ROUTE TRUST DELAY ATTRIBUTION TEAM

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

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

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

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

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

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

MISCELLANEOUS – CONTINUED

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

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

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MISCELLANEOUS – CONTINUED

SIGNAL BOX/GSM-R TELEPHONE NUMBERS

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

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

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

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

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

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

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MISCELLANEOUS – CONTINUED

SIGNAL BOX/GSM-R TELEPHONE NUMBERS – Continued

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

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MISCELLANEOUS – CONTINUED

SIGNAL BOX/GSM-R TELEPHONE NUMBERS – Continued

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

MISCELLANEOUS – CONTINUED

SIGNAL BOX/GSM-R TELEPHONE NUMBERS – Continued

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

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MISCELLANEOUS – CONTINUED

SIGNAL BOX/GSM-R TELEPHONE NUMBERS – Continued

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

MISCELLANEOUS – CONTINUED

SIGNAL BOX/GSM-R TELEPHONE NUMBERS – Continued

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

ELECTRICAL CONTROL OPERATORS

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

ELECTRICAL CONTROL OPERATORS

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

CONTACTING THE INTEGRATED CONTROL CENTRES – CORE VALLEY LINES

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

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

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

CORE VALLEY LINES CONTROL TAFFS WELL	Tel No	E mail address
Electrical Control Room Operator	02922 807323 02922 807312	
Duty Control Manager – Infrastructure management (AIW) Responsible for the strategic management of the Core Valleys route and on shift management of all CVLICC staff	02922 807315	CVL.Control-manager@tfwrail.wales
Flight Engineer – Infrastructure fault and maintenance management (AIW) Responsible for management of intelligent infrastructure and maintenance, arranging response teams attendance to infrastructure incidents.	02922 807333	CVL.Infrastructure@tfwrail.wales
Duty Route Delivery Manager – Train service management (TfW RL) Responsible for all train running enquiries for CVL routes. Responsible for management of all operators train services and invoking contingency and service recovery plans. Works with Network Rail Train Running controllers Wales & Borders for cross boundary services. Point of contact for all other train / freight operators operating over CVL routes. Also provides VSTP support for the CVL Route	02922 807335	CVL.RouteManagers@tfwrail.wales
Customer Support Controller – Customer management (TfW RL) Responsible for disseminating information into the public domain. Responsible for recording and reporting of train service delays, communication of all CVL infrastructure issues and ensuring customers reach their destination by arranging road transport where required.	02922 807338	CVL.CustomerSupport@tfwrail.wales
Information Systems & Station Facilities controller – Station systems and security (TfW RL) Responsible for all train service information on station and on-train digital information systems. Responsible for communicating changes to availability of station facilities such as lifts & toilets and responsible for answering all CVL public help point, lift assistance and toilet access calls. Responsible for monitoring CCTV for live service management purposes at CVL Stations and On-train CCTV Systems. Responsible for deployment of dual language PA notices using Recorded, Long-Line PA and Text to speech systems.	02922 807313	CVL.Station&Info-systems@tfwrail.wales
CVLICC Emergency number	02922 807311	

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59OA	04 December 2021
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Rule Book Module P2 – Working single and bi-directional lines by pilot

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

Track Circuit Block lines - failure of points

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

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

Track Circuit Block Lines – failure of track circuits

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

- bi-directional line.

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

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Central (Terminals 2,3)			
Heathrow Central (Terminals ,2,3) and Heathrow Airport Jn	Up Airport	Up	#
GW184. Slough to Windsor			
Slough	Bay line	Down	-
Slough (Bath Road Jn) and Windsor	Single	Up	-
GW187. Twyford to Henley-on-Thames			
Twyford and Henley-on-Thames	Single	Up	-
GW310. Wolvercot Junction to Pershore (Excl.)			
Wolvercot Junction and Charlbury Junction	Single	Up	One train only. Driver must obtain a special modified working ticket as directed by the Signaller. Tickets kept in a locked cabinet at Charlbury signal AW.2406
Evesham West Junction and MD910 (Pershore to Norton Jn) Norton Junction	Up & Down Cotswolds Single	Either	Drivers must obtain modified working ticket RT3177 at signals E2457 or E2453 at Evesham or from signal NJ9 at Norton Junction. Tickets kept in signal post telephone cabinets on the platforms at Evesham and in a cabinet near signal NJ9 at Norton Junction. Permitted for a maximum of three hours.
GW454. Severn Beach to Narrows Hill Jn			
Holesmouth Junction and Severn Beach	Single	Either	Drivers must obtain modified working ticket RT3177 at signal SA5 at Avonmouth station. Tickets kept in signal post telephone cabinet. Permitted for a maximum of three hours.
GW548. Parson Street Jn to Portbury			
Ashton Junction and Portbury	Single	Either	Drivers must obtain modified working ticket RT3177 at signal BL2191 at Ashton Junction or from the shunter's cabin at Portbury. Tickets kept near the token machines in a blue folder. Permitted for a maximum of three hours.
GW650 Lostwithiel to Carne Point, Fowey			
Lostwithiel to Carne Point, Fowey	Single	Down	If the train staff and key are divided, provided both are available the driver may proceed to Fowey. On arrival at Fowey, the train staff and key must be delivered to the signalling technician or pilot. If the key cannot be removed from the release instrument, the signalling system must be treated as having failed and a pilot sent for.
Merehead West and Merehead Quarry Jn	Single	Up	-
GW580. East Somerset Junction to Merehead/Cranmore			
Merehead West and Merehead Quarry Jn	Single	Up	-
White's Crossing Siding	Siding line	From Merehead Quarry	-
GW606. Cowley Bridge Jn to Barnstaple			
Crediton and Eggesford	Single	Down	Drivers should obtain a Modified working ticket which is kept in a cabinet at the End of Section board at Eggesford

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 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.

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

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

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

If it is necessary (for testing purposes) to operate a signal which when cleared will allow a train to leave a bay or dead-end platform line which is included in the possession (line blockage) arrangements, the PICOP (COSS) must arrange for NOT TO BE MOVED board(s) to be attached to the train(s) affected. The NOT TO BE MOVED board(s) must remain attached 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: 21/12/2024

Rule Book Module TS1 – General signalling regulations

Regulation 13 - Safety of personnel

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

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

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

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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

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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

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

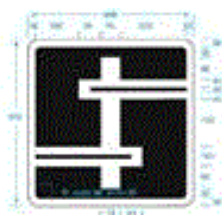
GW700 Severn Tunnel Junction

GW900 Severn Tunnel Junction

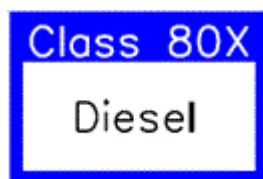
GW900 Cardiff Central

The new signs and their meanings are shown below:

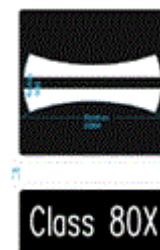
Changing from electric to diesel:



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

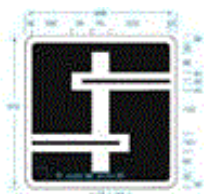


This sign instructs the driver to start the change-over process from electric to diesel traction.

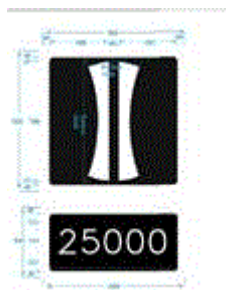


Lower pantograph before passing this point

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

WESTERN AND WALES

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

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW103	006	Paddington to Uffington			MLN1	Western	30/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Grand Canal Junction		2 29				<p>TCB Thames Valley Signalling Centre RA8 (Paddington) (SN) AC: Didcot</p> <p>ATP - UM, DM, UR and DR DM, UM, DR, UR, CL, E&C, ES, RL1 CDL1 and CDL2 electrified Axle Counter area</p> <p>② 15mph</p> <p>① 25mph</p> <p>③ Points clipped and padlocked</p> <p>E&C - Engine and Carriage Line CL - Carriage Line ES - Engine Siding</p> <p>CDL1 - Crossrail Depot Line 1 CDL2 - Crossrail Depot Line 2</p> <p>④ NR/Crossrail boundary on Washer Bypass</p>	
		2 32 *					
		2 40					
		2 44					
		2 50 *					
		2 51 *					
		2 56 *					
		2 60					
		2 65 *					
		2 74					
Old Oak Common East Junction		2 78					

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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				TCB Thames Valley Signalling Centre RA8 (Twyford) (T) AC - Didcot GSM-R	
TWYFORD (GW103)		31 01				Axle counter area ATP - UM and DM UR bi-directional between T1635 and T1653 DM, UM, DR and UR electrified.	
Henley Branch Jn		31 04 *				Platform 1 - 250m, 273yds Platform 2 - 250m, 273yds Platform 3 - 250m, 273yds Platform 4 - 180m, 197yds Platform 5 - 110m, 120yds	
		31 56					
Twyford West (Start/end diagram)		31 74					

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	028	Paddington to Uffington	MLN1	Western	21/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end diagram)		31 74			<div>TCB Thames Valley Signalling Centre RA8 </div>

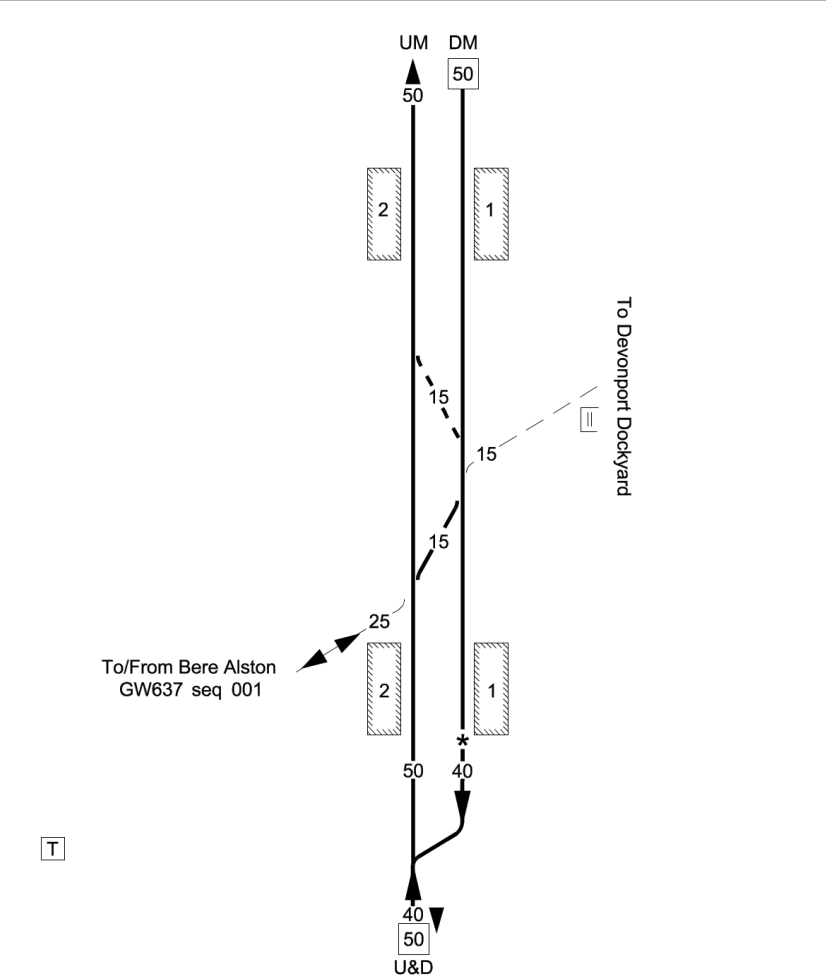

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LOR	Seq.	Line of Route	Description	ELR	Route	Last Updated	
GW108	011	Fordgate to Penzance			MLN1	Western	19/08/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
<div>Phillot Tunnel 50m (55 yards)</div> <div>Clerks Tunnel 60m (66 yards)</div> <div>Parsons Tunnel 468m (512 yards)</div> <div>TEIGNMOUTH</div>		206 63	<div>UM 60</div> <div>DM 60</div>		<div>TCB RA8</div> <div>Exeter SB (E) Panel A</div> <div>GSM-R</div>		
		206 to 206 66 to 206 69	<div>60</div> <div>60</div>		Axle counter area		
		206 to 206 72 to 206 75	<div>60</div> <div>60</div>				
		207 19 to 207 42	<div>60</div> <div>60</div>				
		207 55 *	<div>60</div> <div>60</div>				
		207 55 *	<div>60</div> <div>60</div>				
		208 45 *	<div>60</div> <div>60</div>				
		208 45 *	<div>60</div> <div>60</div>				
		208 70	<div>2</div> <div>1</div>				
		209 10	<div>60</div> <div>60</div>				
209 11	<div>60</div> <div>60</div>						

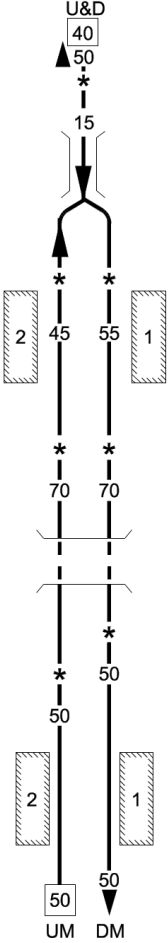

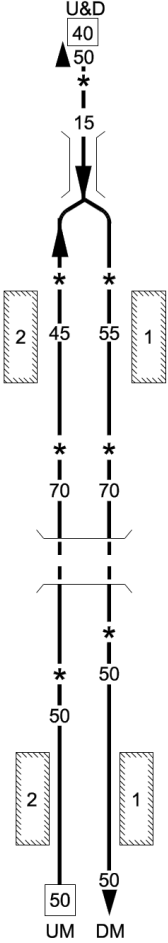
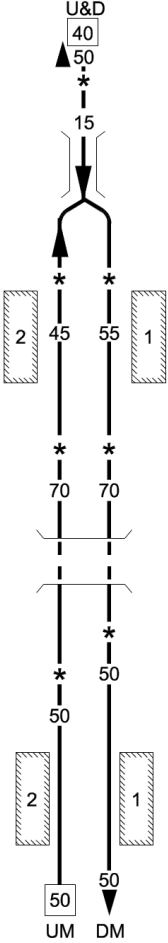
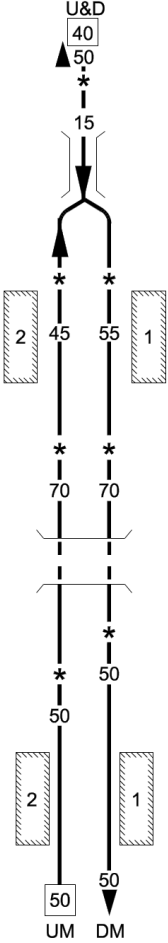
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	012	Fordgate to Penzance			MLN1	Western	08/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(start/end of diagram)		209 11				<div>TCB RA8</div> <div>Exeter SB (E) Panel A</div> <div>GSM-R</div>	
		209 63 *				<div>① Heathfield branch temporarily out of use between 0m 55ch and 4m 07ch NC/G1/2020/WEST/686</div> <div>All lines bi-directional in station area</div> <div>Platform 1 - 327m (358 yards) (PP)</div> <div>Platform 2 - 326m (357 yards) (PP - C)</div> <div>Platform 3 - 327m (358 yards) (PP - C)</div>	
		209 65 *					
		210 20 *					
		210 21 *					
		212 60 *					
Newton Abbot East Crossovers		213 47					
Newton Abbot East Junction		213 70					
		213 75					
NEWTON ABBOT (GW108)		214 05					
(start/end of diagram)		214 05					

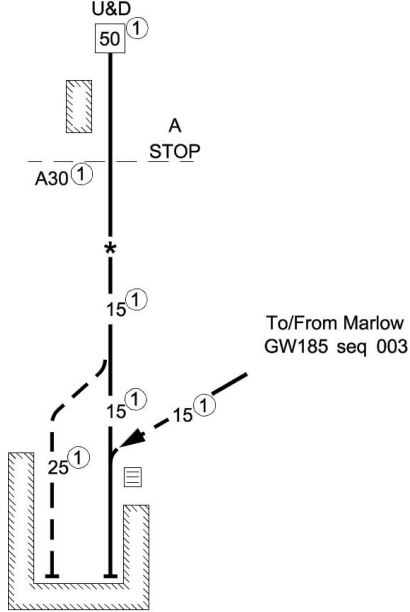

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route		Last Updated	
GW108	021	Fordgate to Penzance			MLN2	Western		07/12/2024	
Location		Mileage M Ch		Running lines & speed restrictions			Signalling & Remarks		
(Start/end of diagram)		248	77				<div>TCB RA8</div> <div>Plymouth SB (P) (West)</div> <div>GSM-R</div> 		
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	<div>T</div>					
(Start/end of diagram)		250	69	<div>40</div> <div>50</div> <div>U&D</div>					


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW108	022	Fordgate to Penzance			MLN2	Western	13/07/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Royal Albert Bridge (668m, 730yds)		250 69 *				<div>TCB RA8</div> <div>Plymouth SB (P) (West)</div> <div>GSM-R </div>	
		251 23 *					
		251 26					
		252 00 *					
SALTASH		254 00				<div>Platform 1 - 124m, 136yds</div> <div>Platform 2 - 127m, 139yds</div>	
		254 07 to 254 27					
Wivelscombe Tunnel (412m, 451yds)		255 69 *				<div>Location of known low rail adhesion both lines 256m 00ch to 257m 00ch</div>	
		256 20 *					
ST. GERMANS		256 28				<div>Platform 1 - 128m, 140yds</div> <div>Platform 2 - 133m, 145yds</div>	
		256 38					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW185	002	Maidenhead to Marlow			WBB	Western	23/11/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
COOKHAM		25 41				<div> <div>NST Thames Valley Signalling Centre RA6 (Slough) (T)</div> <div>GSM-R </div> <div>Platform - 108m, 118yds</div> <div>① DMU only, all other trains 10mph throughout</div> <div>Down platform - 47m, 51yds</div> <div>Up platform - 125m, 137yds</div> </div>	
		27 12					
		27 16					
		28 40 *					
Bourne End GF		28 50					
BOURNE END		28 55					

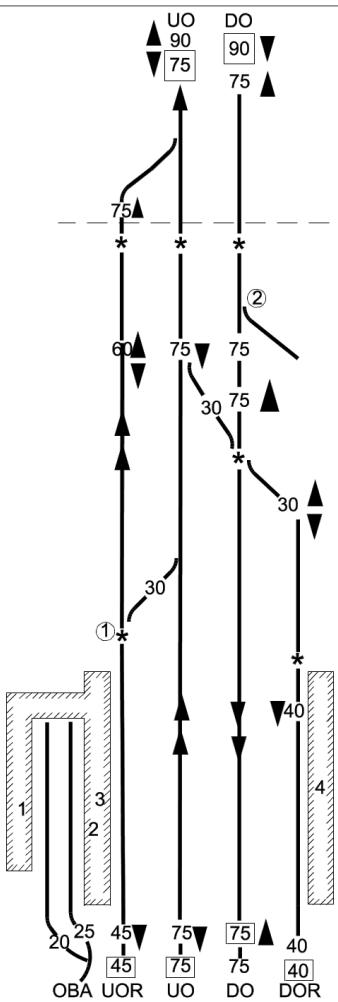
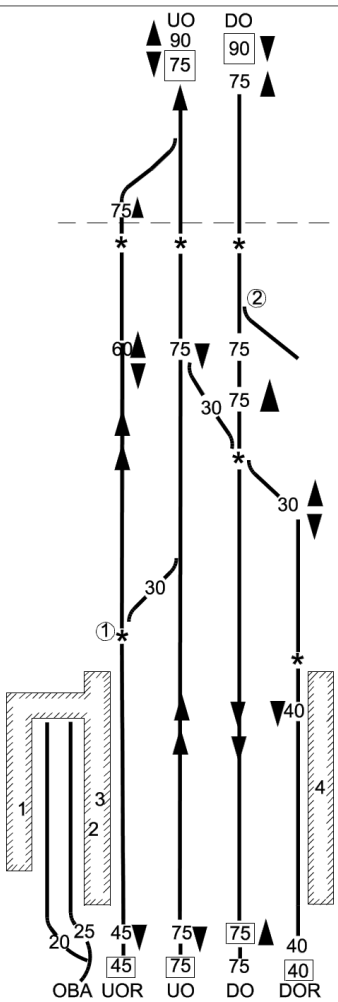
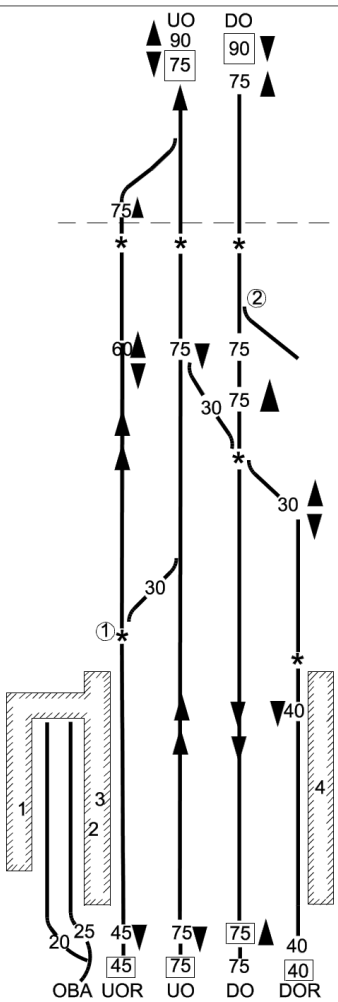
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW185	003	Maidenhead to Marlow			MWB	Western	18/11/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Bourne End GF		28 50 0 06	<div style="text-align: center;"> U&D 15^① OT(S) ----- A20 ----- 40^① A10 ----- 25^① ----- <div style="border: 1px solid black; width: 20px; height: 20px; margin: 0 auto;"></div> </div>			<div style="border: 1px solid black; padding: 5px;"> OT (S) Thames Valley Signalling Centre RA6 (Slough) (T) </div> <div style="text-align: right; margin-top: -20px;"> GSM-R  </div> <p>One set of warning boards, speed restriction boards and drivers indicator lights covers both crossings</p> <p>① DMU only, all other trains 10mph throughout</p> <p>Platform - 54m, 59yds</p>	
Brooksby LC (ABCL)		0 18	T				
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					
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				

Western Route Sectional Appendix Module WR2

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	
Hinksey South		61 08			<div> <div>TCB Thames Valley Signalling Centre RA8 (Oxford) (OD)</div> <div>GSM-R</div> <div>Axle Counter Area</div> <div>UKGL PF in Up direction only</div> <div>UKGL - 525m, 1772ft (82 SLU)</div> <div>DKGL - 468m, 1533ft (73 SLU)</div> <div>DKGL bi-directional between signals OD2330 and OD2351</div> <div>UKGL - Up Kennington Goods Loop</div> <div>DKGL - Down Kennington Goods Loop</div> <div>UKGL and DKGL bi-directional</div> <div>② Hinksey No. 1 Reception</div> <div>③ Hinksey No. 2 Reception</div> <div>④ Hinksey No. 1 Down Siding</div> <div>⑤ Hinksey No. 2 Down Siding</div> <div>⑥ Hinksey No. 3 Down Siding</div> </div>	
Hinksey Reception Line GF		62 09				
Hinksey Yard						
Hinksey North		62 50				

Western Route Sectional Appendix Module WR2

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	
Tuckwells LC (UWC)		62 50				<div> <div>TCB Thames Valley Signalling Centre RA8 (Oxford) (OD)</div> <div>GSM-R</div> <div>Axle Counter Area</div> <div> DO - Down Oxford UO - Up Oxford DOR - Down Oxford Relief UOR - Up Oxford Relief UOR - Up Oxford Relief OBA Oxford Bay Approach </div> <div> ① 60mph Up/45mph Down ② Points clipped & padlocked normal </div> <div> 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 </div> </div>	
		62 64 62 75 *					
		63 28 *					
Oxford Station South Junction		63 30 * 63 33 *				<div> <div>TCB Thames Valley Signalling Centre RA8 (Oxford) (OD)</div> <div>GSM-R</div> <div>Axle Counter Area</div> <div> DO - Down Oxford UO - Up Oxford DOR - Down Oxford Relief UOR - Up Oxford Relief UOR - Up Oxford Relief OBA Oxford Bay Approach </div> <div> ① 60mph Up/45mph Down ② Points clipped & padlocked normal </div> <div> 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 </div> </div>	
		63 41					
OXFORD		63 50				<div> <div>TCB Thames Valley Signalling Centre RA8 (Oxford) (OD)</div> <div>GSM-R</div> <div>Axle Counter Area</div> <div> DO - Down Oxford UO - Up Oxford DOR - Down Oxford Relief UOR - Up Oxford Relief UOR - Up Oxford Relief OBA Oxford Bay Approach </div> <div> ① 60mph Up/45mph Down ② Points clipped & padlocked normal </div> <div> 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 </div> </div>	

Western Route Sectional Appendix Module WR2

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 *			<div><div>TCB Thames Valley Signalling Centre RA8 (Oxford) (OD)</div><div>GSM-R</div></div> <div>Axle Counter Area</div> <div><div>① 25mph both directions</div><div>② Down Oxford Engineering Siding 1</div><div>③ Down Oxford Engineering Siding 2</div><div>④ Down Oxford Engineering Siding 3</div></div> <div>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</div> <div>DOR bi-directional between Oxford Station South Jn and 63m 67ch</div>	
		63 55 *				
		63 57 *				
		63 60				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW200	007	Didcot to Heyford			DCL	Western	22/06/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(start/end of diagram)		63 60				<div> <div>TCB Thames Valley Signalling Centre RA8 (Oxford) (OD)</div> <div>GSM-R</div> <div>Axle Counter Area</div> <div> 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 </div> </div>	
Oxford Down Sidings		63 66 *					
		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					

Western Route Sectional Appendix Module WR2

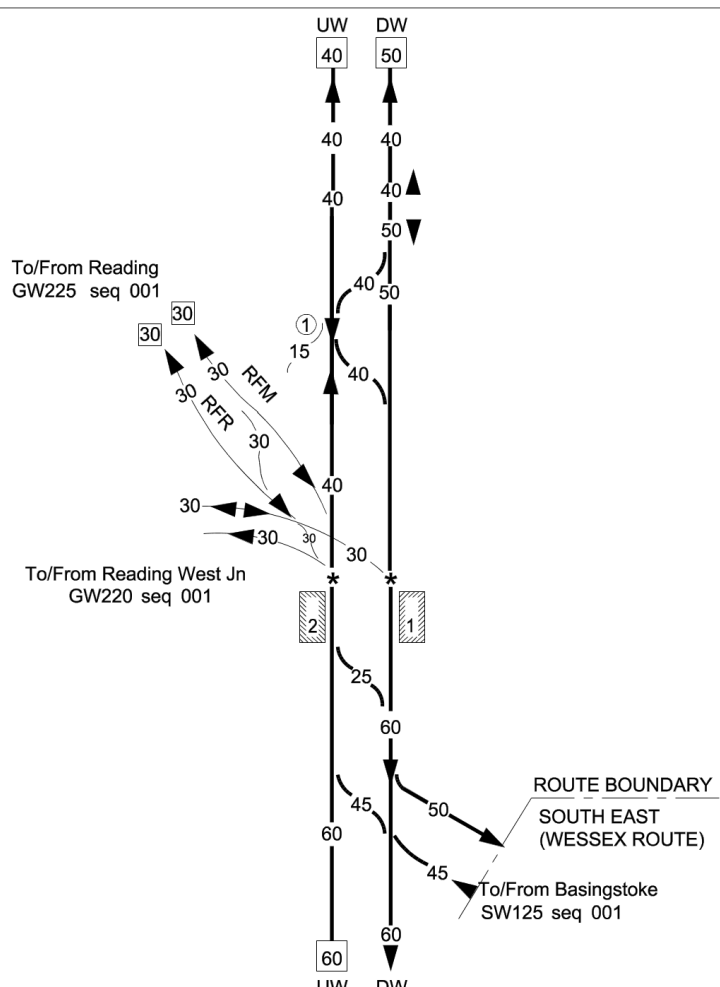

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW4501	001	Stoke Gifford Jn to Bristol Bulk Handling Terminal			AFR	Western	04/05/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Stoke Gifford Jn No.1 (GW4501)		111 79				GSM-R TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) AC Didcot	
Stoke Gifford Jn No.2 (GW4501)		112 05				Axle counter area to Stoke Gifford to (Single Line)	
Limit of electrification UAD and DAD		112 10				(A) Depot Operating instructions apply from this point (112m 12ch)	
Stoke Gifford IET Depot Entrance Line		112 12 *				(P) Patchway Chord	
Filton West Jn		112 72				(F) Filton Chord	
		112 78				Axle counter Area on UAD to Filton West Jn	
		113 00 *				Axle counter area on DAD to SA24 signal (115m 15ch)	
BAC LC (UWC)		113 06 *				BAC - British Aerospace Company	
Charlton Tunnel (GW4501) (276m, 302yds)		113 79 114 to 12				UAD - Up Avonmouth Dock DAD - Down Avonmouth Dock	
(Start/end diagram)		116 00					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW4501	002	Stoke Gifford Jn To Bristol Bulk Handling Terminal		AFR	Western	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Hallen Moor East		116 00			<div> <div>TCB RA7</div> <div>St. Andrews Jn SB (SA)</div> <div>GSM-R</div> </div> <p>Axle counter area on UAD from BL1842 signal</p>	
		117 20				
Hallen Moor West		117 70			<div> <div>ELR - AFR</div> <div>ELR - AMB</div> </div> <p>- applies to GW454 only</p>	
Chittening Estate		118 20 *				
Hallen Marsh Jn		118 42			<p>UD Up Departure DA Down Arrival</p>	
Holesmouth Jn (GW4501)		118 57 *				
Avonmouth PBA Sidings		118 64			<p>UD Up Departure DA Down Arrival</p>	
		118 74 *				

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				<div>TCB Thames Valley Signalling Centre RA8 (Reading) (T) AC - Didcot</div> <div>GSM-R </div> <div>DW - Down Westbury DML - Down Main Loop UW - Up Westbury DRFL - Down Reading Festival Line Axle counter area</div>
	36 08 *				
	36 11 *				
	36 13 *				
	36 17		Westbury Line Jn		
	36 20 *				
					<div>Platform 1 - 124m, 136yds (PP) Platform 2 - 120m, 131yds (PP) For other details see route GW103</div> <div>Platforms 1 - 3 electrified UW and DW electrified</div>

Western Route Sectional Appendix Module WR2

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

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
GW500	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	
Lavington			<div><div>UW</div><div>▲</div><div>100</div><div>100</div><div>100</div><div>90</div><div>90</div><div>100</div><div>100</div><div>110</div><div>110</div><div>110</div><div>110</div><div>UW</div></div> <div><div>DW</div><div>100</div><div>100</div><div>90</div><div>90</div><div>100</div><div>110</div><div>110</div><div>100</div><div>100</div><div>DW</div></div>			<div><div>TCB</div><div>RA8</div></div> <div><div>Thames Valley Signalling Centre</div><div>(Newbury) (TR)</div></div> <div><div>GSM-R</div><div><div></div><div></div></div></div>	
		85 00 *					
		85 40 *					
		86 40 *					
		86 72	<div>T</div>				
88 06							
			<div><div>110</div><div>110</div><div>UP WESTBURY</div><div>DN WESTBURY</div><div>15</div><div>20</div><div>110</div><div>UW</div><div>DW</div></div> <div><div>Cement Works Sidings</div></div>			<div><div>Down Westbury line from DW 89 and Up Westbury line to UW 93 controlled by Westbury SB (W)</div></div> <div><div>TCB</div><div>RA8</div></div> <div><div>Westbury SB (W)</div><div>Panel A</div></div>	
		94 41					
		94 42 *					

Western Route Sectional Appendix Module WR2

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

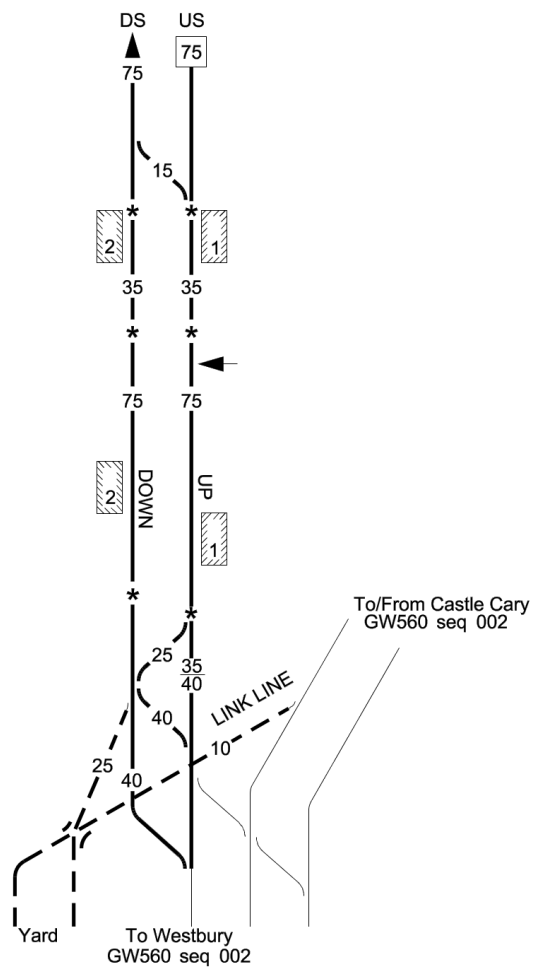
Western Route Sectional Appendix Module WR2

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	
CASTLE CARY (GW500) Barrow Crossing (GW500)		127 35					<div>TCB Westbury SB (W) RA8 Panel B</div> <div>GSM-R</div> <div>DW - Down Westbury UW - Up Westbury</div> <div>Platform 1 - 198m, 217yds Platform 2 - 197m, 215yds Platform 3 - 70m, 77yds</div> <div>D/UPL 487m, 1596ft</div> <div>ELR : WEY</div> <div>ELR : CCL</div>	
		129 14						
		129 30 *						
		129 45						
		129 49						
Castle Cary Jn (GW500) (Change of ELR and line name)		129 50						
		115 32						
		(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						

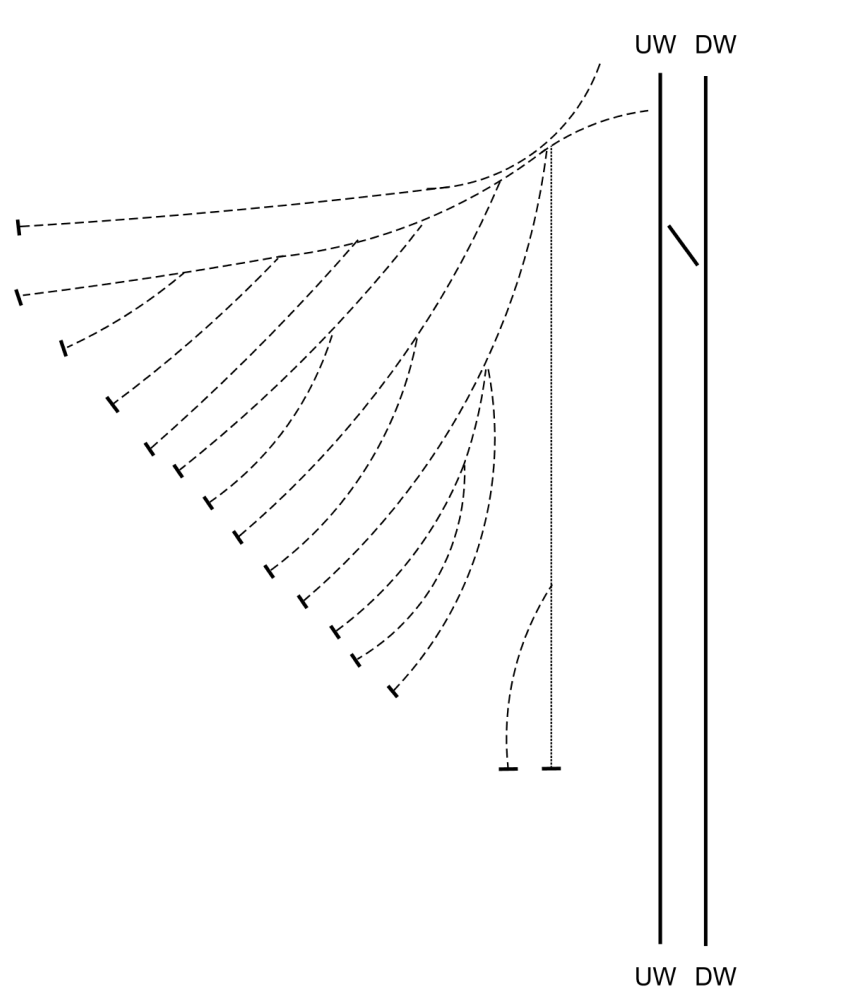

Western Route Sectional Appendix Module WR2

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 Ch	Running lines & speed restrictions			Signalling & Remarks	
Keinton Mandeville HABD		117 10				<div>TCB RA8</div> <div>Westbury SB (W) Panel B</div> <div>DA - Down Athelney UA - Up Athelney</div> <div>Exeter SB (E) Panel C</div>	
		120 06					
		120 10					
		122 24					
Somerton GF		126 11					
Somerton Tunnel (963m ,1053 yds)		126 59					
		to 127 27					
Holly Moor LC (UWC)		133 31					
Athelney LC (AHBC)		134 79					
Cutts Drove LC (UWC)		135 00					
		137 65 *	To/From Bristol GW108 seq 001				
Cogload Jn (Up) (GW500)		138 03 *					
		158 23					
Cogload Jn (Down) (GW500)		138 30 *					
		158 50					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
GW5001	002	Beechgrove GF (incl) to Westbury South Jn			WEY	SAL	Western	24/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
(start/end of diagram)		115 00				<div>TCB Westbury SB (W) RA8 Panel A</div> <div>GSM-R</div> <div>DS - Down Salisbury US - Up Salisbury</div> <div>Down platform - 121m, 132yds Up platform - 128m, 140yds</div> <div>Down platform - 27m, 29 yds Up platform - 27m, 29yds</div> <div>Direction of line is UP towards Westbury South Jn</div> <div>SAL WEY ① WEY line mileage</div>		
WARMINSTER (GW5001)		114 40 *						
		114 37						
		114 33 *						
Warminster HABD		113 73						
		113 00						
		112 00						
DILTON MARSH (GW5001)		111 11						
		110 28 *						
		110 40 *						
Westbury South Jn (GW5001) (start/end of diagram) Change of ELR		110 07 ①						

Western Route Sectional Appendix Module WR2

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

Western Route Sectional Appendix Module WR2

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

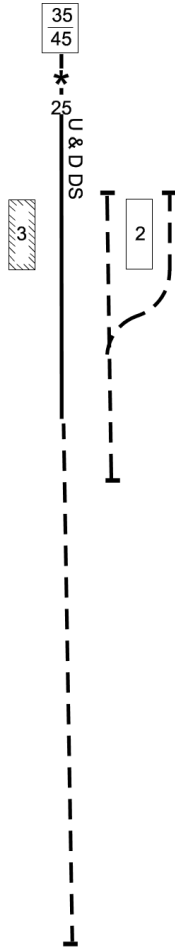

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW560	002	Heywood Road Jn to Fairwood Jn via Westbury			WEY	Western	24/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
WESTBURY (GW560)		109 64				<div>TCB Westbury SB (W) RA8 Panel A</div> <div>GSM-R</div>	
Westbury South Jn (GW560)		110 07				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	
Fairwood Jn (GW560)		110 42					
		97 02 ①					
Masters LC (UWC) (GW560)		111 18 *					
		111 53				① Avoiding Line mileage	

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	Ch	Running lines & speed restrictions			Signalling & Remarks		
Former Coleford Jn		183	69	<div><div><div><div><div>30</div><div>40</div></div></div><div><div><div><div>30</div><div>40</div></div><div><div><div>30</div><div>75</div></div></div><div><div><div>75</div></div></div></div><div><div><div>U & D DS</div></div></div></div></div></div>			<div><div>OT(S) RA6</div><div>Crediton SB (C)</div></div> <div><div><div><div></div><div></div></div></div><div>GSM-R</div></div>		
Penstone FP (R/G)		184	00	<div>T</div>	<div><div><div><div><div>30</div><div>40</div></div><div><div><div>30</div><div>75</div></div></div><div><div><div>75</div></div></div></div><div><div><div>U & D DS</div></div></div></div></div>			<div>Location of known low rail adhesion Single 183m 79ch to 197m 33ch</div>	
ColebrookTwo Moors Way (FP) (R/G)		185	41	<div>T</div>	<div><div><div><div><div>30</div><div>40</div></div><div><div><div>30</div><div>75</div></div></div><div><div><div>75</div></div></div></div><div><div><div>U & D DS</div></div></div></div></div>			<div>U & D DS- Up and Down Dartmoor Single</div>	
Landsend (UWC) (R/G)		186	15	<div>T</div>	<div><div><div><div><div>30</div><div>40</div></div><div><div><div>30</div><div>75</div></div></div><div><div><div>75</div></div></div></div><div><div><div>U & D DS</div></div></div></div></div>				
Common Moor 1 (UWC) (R/G)		187	04	<div>T</div>	<div><div><div><div><div>30</div><div>40</div></div><div><div><div>30</div><div>75</div></div></div><div><div><div>75</div></div></div></div><div><div><div>U & D DS</div></div></div></div></div>				
Buttistand (UWC) (R/G)		188	03	<div>T</div>	<div><div><div><div><div>30</div><div>40</div></div><div><div><div>30</div><div>75</div></div></div><div><div><div>75</div></div></div></div><div><div><div>U & D DS</div></div></div></div></div>				
Denbrook Emergency Crossing		189	29						
	191	52	*						
		192	76	*	<div><div><div><div><div>30</div><div>55</div></div><div><div><div>30</div><div>65</div></div></div><div><div><div>65</div></div></div></div><div><div><div>U & D DS</div></div></div></div></div>				
Corscombe (UWC) (R/G)		194	66	<div>T</div>	<div><div><div><div><div>30</div><div>65</div></div><div><div><div>30</div><div>45</div></div></div><div><div><div>45</div></div></div></div><div><div><div>U & D DS</div></div></div></div></div>				
	195	00	*						

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW608	003	Crediton to Meldon (Okehampton Line)		DAC	Western	06/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
		195 00			<div> <div>OT (S) RA6</div> <div>Crediton SB (CN)</div> </div> <div>GSM-R</div> 	
		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				

Western Route Sectional Appendix Module WR2

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


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW610	001	Crannaford LC (Incl) to Exeter St. Davids		BAE2	Western	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
See Wessex Route Sectional Appendix			<p>To/From Honiton SW115 seq 15</p> <p>WESSEX ROUTE</p> <p>WESTERN ROUTE</p> <p>UW & DW</p> <p>85</p> <p>65 80</p> <p>80</p> <p>85</p> <p>85</p> <p>70</p> <p>85</p> <p>70</p> <p>15</p> <p>15</p> <p>70</p> <p>70</p> <p>UW</p> <p>DW</p> <p>To/From Exmouth GW611 seq 001</p>		<p>TCB RA8 Exmouth Jn SB (EJ)</p> <p>Axle Counter area</p> <p>DW- Down Waterloo UW-Up Waterloo</p> <p>Cranbrook Station Platform - 152m, 166yds</p> <p>Location of Low Rail Adhesion Up Waterloo 168m 41ch to 169m 50ch Down platform - 150m (164 yards) Up platform - 150m (164 yards)</p> <p>① Different permissible speed 30 applies to the Exmouth single line MU40</p>	
Route boundary		163 50				
Crannaford LC (AHBC) (GW610)		165 20				
		165 21 *				
		165 62 *				
CRANBROOK (GW610)		166 07 *				
		166 15				
		168 23 *				
Single line Jn		168 24				
		168 38 *				
Pinhoe LC (CCTV) (GW610)		168 39				
PINHOE (GW610)		168 44				
		170 00 *				
Exmouth Jn (EJ) SB		170 21				
Exmouth Jn (GW610)		170 27				

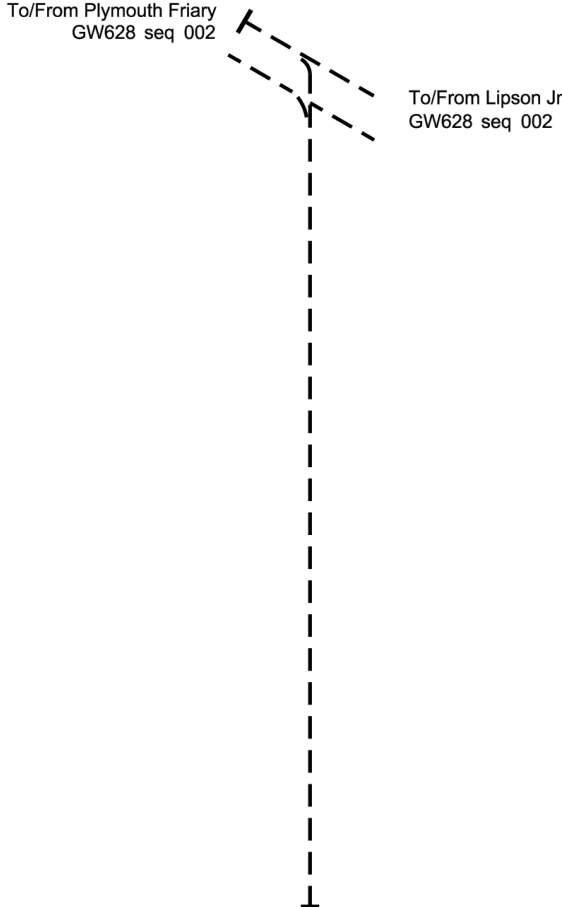
Western Route Sectional Appendix Module WR2

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 Ch	Running lines & speed restrictions		Signalling & Remarks	
Blackboy Tunnel (GW610) 240m (262 yards)		170 27			<div>TCB RA8</div> <div>Exeter SB (E) Panel B</div> <div>GSM-R</div> <div>Down platform - 86m (94 yards) Up platform - 86m (94 yards)</div> <div>DW - Down Waterloo UW - Up Waterloo</div> <div>Bay platform - 184m (201 yards) (PP) Down platform - 287m (314 yards) Up platform - 276m (302 yards)</div> <div>Down line bi-directional between Exeter Central and St Davids</div> <div>CW Down (sand drag provided) C Up</div>	
		170 44				
		170 56				
ST. JAMES PARK		170 72			<div>TCB RA8</div> <div>Exeter SB (E) Panel B</div> <div>GSM-R</div> <div>Down platform - 86m (94 yards) Up platform - 86m (94 yards)</div> <div>DW - Down Waterloo UW - Up Waterloo</div> <div>Bay platform - 184m (201 yards) (PP) Down platform - 287m (314 yards) Up platform - 276m (302 yards)</div> <div>Down line bi-directional between Exeter Central and St Davids</div> <div>CW Down (sand drag provided) C Up</div>	
		171 08 *				
EXETER CENTRAL (GW610)		171 12				
		171 13 *				
		171 30				
St. David's Tunnel 168m (184 yards)		171 52 *			<div>TCB RA8</div> <div>Exeter SB (E) Panel B</div> <div>GSM-R</div> <div>Down platform - 86m (94 yards) Up platform - 86m (94 yards)</div> <div>DW - Down Waterloo UW - Up Waterloo</div> <div>Bay platform - 184m (201 yards) (PP) Down platform - 287m (314 yards) Up platform - 276m (302 yards)</div> <div>Down line bi-directional between Exeter Central and St Davids</div> <div>CW Down (sand drag provided) C Up</div>	
		171 53				
		171 61				
CW Up & Down		171 73 *			<div>TCB RA8</div> <div>Exeter SB (E) Panel B</div> <div>GSM-R</div> <div>Down platform - 86m (94 yards) Up platform - 86m (94 yards)</div> <div>DW - Down Waterloo UW - Up Waterloo</div> <div>Bay platform - 184m (201 yards) (PP) Down platform - 287m (314 yards) Up platform - 276m (302 yards)</div> <div>Down line bi-directional between Exeter Central and St Davids</div> <div>CW Down (sand drag provided) C Up</div>	
		171 75				
Exeter St. Davids Jn (GW610)		172 04			<div>TCB RA8</div> <div>Exeter SB (E) Panel B</div> <div>GSM-R</div> <div>Down platform - 86m (94 yards) Up platform - 86m (94 yards)</div> <div>DW - Down Waterloo UW - Up Waterloo</div> <div>Bay platform - 184m (201 yards) (PP) Down platform - 287m (314 yards) Up platform - 276m (302 yards)</div> <div>Down line bi-directional between Exeter Central and St Davids</div> <div>CW Down (sand drag provided) C Up</div>	
		194 00				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW611	001	Exmouth Jn to Exmouth		EMT	Western	06/07/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Exmouth Jn (GW611)		170 27			TCB RA6 Exmouth Jn SB (EJ) 	
		0 01				
		0 10 *				
POLSLOE BRIDGE		0 34			Platform - 184m, 201yds	
DIGBY & SOWTON		2 20			Platform - 109m, 119yds Platform - 124m, 135yds	
NEWCOURT		3 06				
		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	


Western Route Sectional Appendix Module WR2

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

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
GW637	001	St. Budeaux Jn to Gunnislake			DAC	Western	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
St. Budeaux Jn (GW637)		250 00	<div><div>To/From Plymouth GW108 seq 021</div><div>To/From Saltash GW108 seq 021</div><div><div>25</div><div></div><div>25</div><div></div><div>15</div><div></div><div>55</div><div>①</div><div>DOWN</div><div></div><div>15</div><div></div><div>MOD</div><div></div><div>50</div><div>①</div><div>40</div><div>①</div><div>55</div><div>①</div><div>40</div><div>①</div><div>U&D</div></div></div>		<div><div>OT (S) RA5</div><div>Plymouth SB (P) WEST</div><div>GSM-R</div></div>		
		227 22					
ST. BUDEAUX VICTORIA ROAD		227 02			Platform - 110m, 120yds		
		226 68 *					
Ernesettle South GF		225 79			<div>① Applies to Class 150 and 153 DMUs only. All other trains must NOT exceed 30 mph</div>		
Ernesettle North GF		225 58					
		225 02 *					
		224 33 *					
		224 16 *					
		222 75 *					

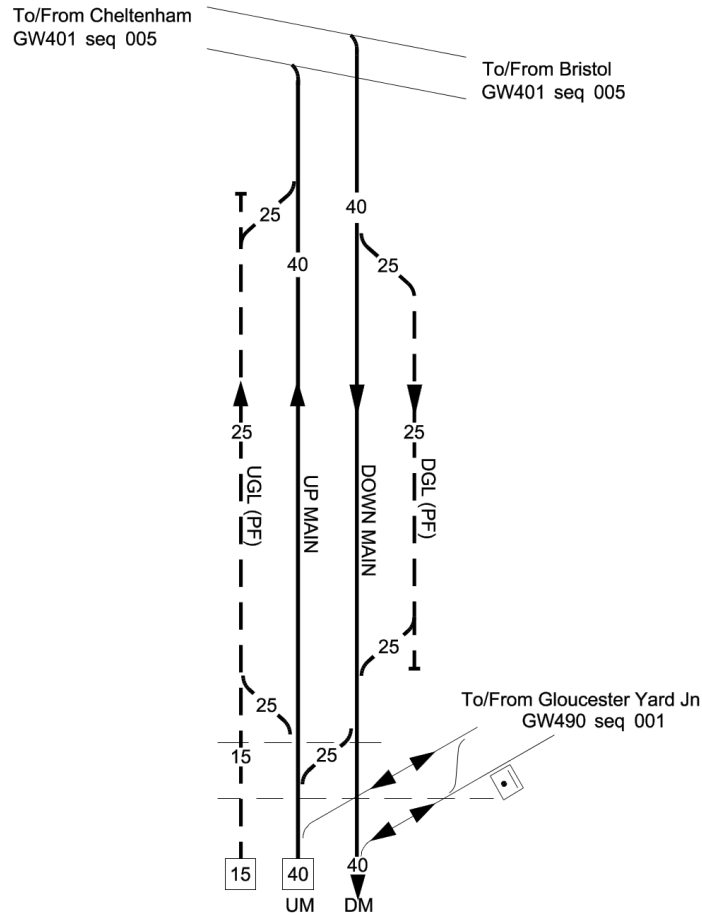
Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW660	005	Par to Newquay			NEW	Western	02/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
			<div style="text-align: center;"> U&D 20 25 MU 35 </div>			<div style="display: flex; justify-content: space-between;"> <div>OT(S) RA6</div> <div>Goonbarrow Jn SB (GJ)</div> </div> <div style="text-align: right;">GSM-R </div>	
Coswarth LC (AOCL+B) ①		298 31					
		298 48	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;">T</div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A5 10</div> <div style="position: absolute; bottom: 0; left: 0; text-align: left;">A5 30</div> </div> </div> </div>			① AOCL Level Crossings with barriers	
Coswarth Tunnel (40m, 44yds)		299 23 299 25					
Bejowan LC (UWC)		299 71	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;">T</div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A10 25</div> </div> </div> </div>				
Quintrel Downs LC (ABCL)		300 14	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;">T</div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A10 25</div> </div> </div> </div>				
QUINTREL DOWNS		300 16	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;"></div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A10 25</div> </div> </div> </div>			Platform - 74m, 81yds	
Chapel Farm 3 LC (UWC)		300 50	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;">T</div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A5 35</div> </div> </div> </div>				
Chapel LC (AOCL)		300 56	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;">T</div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A5 35</div> <div style="position: absolute; bottom: 0; left: 0; text-align: left;">A5 25</div> </div> </div> </div>				
Manuells Farm 2 LC (UWC)		300 76	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;">T</div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A5 10</div> </div> </div> </div>				
Trencreek LC (AOCL+B) ①		301 35	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;">T</div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A5 10</div> <div style="position: absolute; bottom: 0; left: 0; text-align: left;">A10 20</div> </div> </div> </div>			Points between Trenance viaduct and Newquay (facing in down direction) secured out of use UFN	
Treloggan FP (R/G)		302 01 302 29 *	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;"></div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A5 10</div> </div> </div> </div>			②	
NEWQUAY		302 49	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;">T</div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; text-align: right;">A5 10</div> </div> </div> </div>			Platform - 242m, 265yds	

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW672	001	Burngullow to Parkandillack		SDS	Western	17/08/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Burngullow Jn (GW672)		288 26			<div>OT(S) Mid Cornwall (CL) RA6 (Exeter) GSM-R</div> <div>US - Up Siding</div> <div>TPWS and AWS not provided RL - Reception Line</div> <div>① Hand points 9544 electrically detected - see local instructions</div> <div>RL - Reception Line (axle counters as far as down stop board CL3823)</div> <div>Start/End of staff section.</div>	
		288 71				
Lanjeth LC (OPEN)		289 28 *				
Carpalla LC (UWC)		290 48				
Drinnick Mill		291 31				
(Start/end of diagram)		292 36				

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
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			<div>TCB Gloucester SB (G) RA8 Panel B</div> <div>GSM-R</div> <div>DGL 512m, 1680ft UGL 640m, 2100ft</div> <div>ELR : BAG2</div> <div>ELR : SWM2</div>	
Foot crossing (WL) (GW700-1)		92 68				
Gloucester SB (G) (GW700)		92 69				
Horton Rd LC (MCB) (GW700)		92 70				
Horton Rd Jn (GW700)		92 75				
Change of mileage/ELR		113 61				

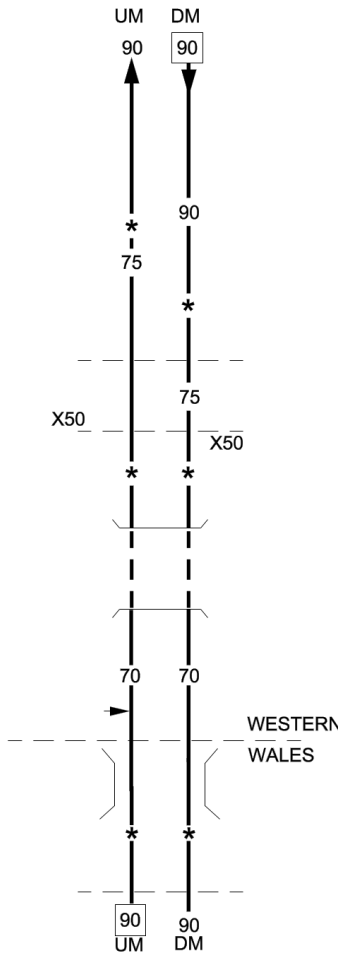

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW700	002	Gloucester Barnwood Jn to Severn Tunnel Jn	SWM2	Western	16/11/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<div>Foot crossing (WL) (GW700-2)</div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> 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Western Route Sectional Appendix Module WR2

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

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW700	004	Gloucester Barnwood Jn to Severn Tunnel Jn			SWM2	Western	21/09/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Grange Court		121 28				<div>TCB RA8</div> <div>Gloucester SB (G) Panel C</div> <div>GSM-R</div> 	
Westbury LC (AHBC) (GW700)		122 11	<div>T</div>				
Broadoak LC (UWC) (R/G - X)		123 76	<div>T</div>				
Newnham Tunnel (215m, 235yds)		125 08 to 125 19					
Bullo Pill HABD		125 59					
Route Boundary		126 10					
Bullo Dock Viaduct (137m, 150yds)		126 38 *					
		126 40 *					
		127 65 *					
Awre LC (CCTV)		128 22					
						<div>TCB Wales Rail Operating Centre (Severn Tunnel) (NT)</div> <div>Axle counter area</div>	

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
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				<div>TCB Hereford SB (H)</div> <div>RA8</div> <div>GSM-R</div> <div> <p>DPL - Down Passenger Loop</p> <p>Platform 1 - 205m (224 yards) (PP-C/PF)</p> <p>Platform 2 - 204m (223 yards) (PP-C/PF)</p> <p>Platform 3 - 221m (242 yards) (PP-C/PF)</p> <p>Platform 4 - 70m (77 yards)</p> <p>Down Relief 659m, 2163ft</p> <p>Up Relief 704m, 2310 ft</p> </div> <div>AB</div> <div> <div>ELR - SHL</div> <div>ELR - HDC</div> </div>		
Brecon Curve GF		50 44 *						
Brecon Curve Jn		50 53 *						
		50 73 *						
HEREFORD		51 03						
Barrow crossing (WL) (GW730)		51 10 *						
		51 11 *						
Hereford SB (H)		51 13						
		51 20 *						
Eign Viaduct (92 yards)		51 60 *						
		52 00						
		52 03						
Former Rotherwas Jn (Change of ELR)		52 19						
		0 00						

Western Route Sectional Appendix Module WR2

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 Ch		Running lines & speed restrictions			Signalling & Remarks			
<div>Former Red Hill Jn (Change of ELR and controlling signal box)</div> <div>Ashley LC (UWC) Tram Inn WILD Red Hill Tunnel 46m (50 yards)</div> <div>Coed Moor LC (UWC)</div> <div>Tram Inn SB (TI) Tram Inn LC (MCB) Tram Inn HABD</div> <div>Willox Bridge 1 LC (UWC)</div> <div>Manning Upper House LC (UWC)</div>		0 70 *		<div><div>UM</div><div>DM</div><div>60</div><div>60</div><div>*</div><div>75</div><div>*</div><div>55</div><div>*</div><div>75</div><div>*</div><div>55</div><div>*</div><div>75</div><div>75</div><div>15</div><div>75</div><div>75</div><div>UM</div><div>DM</div></div>			TCB RA8		Hereford SB (H)	<div>GSM-R</div> <div></div>
		1 74 *					ELR - HDC			
		2 11					ELR - HNL 1			
		2 25 *					AB RA8		Tram Inn SB (TI)	
		2 32 *								
		2 33								
		2 75								
		3 15								
		3 to 18								
		4 66								
		5 37								
		5 37								
		5 37								
		5 55								
6 30										

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
GW731	002	Abbey Foregate to Ruabon			WSJ2	Wales	04/01/2025
Location		Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end of diagram)		171	15			<div>AB Severn Bridge Jn/Crewe Jn SB RA8 (SB) / (CJ)</div> <div>GSM-R</div>	
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	
Crewe Jn SB (CJ)		171	57			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)	
(Start/end of diagram)		171	57	UC - Up Chester DC - Down Chester			

Western Route Sectional Appendix Module WR2

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				TCB RA8	Crewe Jn. SB (CJ)
		171 62 *				GSM-R Location of known low rail adhesion Up Main 172m 46ch - 172m 06ch	
		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 Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)		174 66	<div><div>UM</div><div>DM</div><div>▲</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><div>90</div><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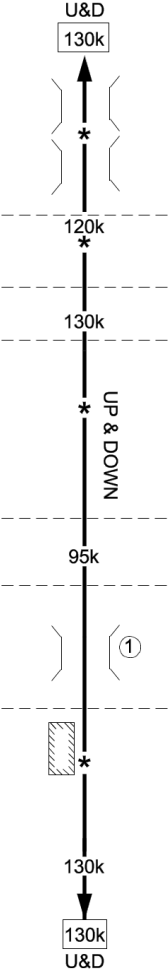

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW731	005	Abbey Foregate to Ruabon			WSJ2	Wales	27/07/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start/end of diagram)		182 57				<div>TCB RA8</div> <div>Crewe Jn SB (CJ)</div> <div>GSM-R</div>	
Rednall Viaduct 40m, 44 yds		184 77 to 184 79					
Rednal Farm LC (UWC) (R/G - X)		185 35	<div>T</div>				
Decoy LC (UWC) (R/G - X)		185 66	<div>T</div>				
		186 30 *					
Shell-Mex & BP GF		186 46	<div>T</div> <div>S</div>				
		187 40 *					
Whittington LC (AHBC)		187 67	<div>T</div>				
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				<div>AB RA8</div> <div>Gobowen North SB (GN)</div>	
			<div>① Movements within the sidings must not exceed 5m.p.h.</div>			<div>Down platform - 145m, 158yds</div> <div>Up platform - 166m, 182yds</div>	

Western Route Sectional Appendix Module WR2

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


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW733	007	Sutton Bridge Junction to Aberystwyth			SBA2	Western	30/11/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Scafell Viaduct 40m, 44yds		49 to 41 49 to 43				<div>ERTMS L2 RA5</div> <div>Machynlleth SC (MH) East Work Station</div> <div>GSM-R </div>	
Douty Viaduct 211m, 231yds		49 48 *					
Penstrowed LC (UWC)		50 to 11 50 to 15	<div>T</div>				
Ty Mawr Farm LC (UWC)		50 25					
Red House Farm No1 LC (UWC)		50 54 *	<div>T</div>				
		51 18					
		51 40	<div>T</div>				
		52 14 *					
Llanidloes Road LC (CCTV)		52 70	<div>T</div>				
Football Field LC (UWC)		53 11					
Bridge 171 River Severn Viaduct 60m, 66yds		53 to 16 53 to 20	<div>T</div>			<div>① 15km/h over bridge for the other class 15x and 197 trains</div>	
Caersws LC (CCTV)		53 31					
CAERSWS		53 31 53 37 *	<div>T</div>			<div>Platform - 109m (119 yards)</div>	
		53 77					

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		<div>U&D 95k</div>		<div>ERTMS L2 RA5</div> <div>Machynlleth SC (MH) West Work Station</div> <div>GSM-R</div> <div></div>
Nawtyns LC (UWC)	76 15	T	<div>-----</div>		
Rhiwlas Hall No.2 LC (UWC)	76 50	T	<div>-----</div>		
Rhiwlas Hall No.4 LC (UWC)	76 78	T	<div>-----</div>		
Doldyfi LC (UWC)	77 13	T	<div>-----</div>		
Quay Ward No.1 LC (UWC)	77 44	T	<div>-----</div>		
Quay Ward No.2 LC (UWC)	77 61	T	<div>-----</div>		
Quay Ward No.3 LC (UWC)	77 71	T	<div>-----</div>		
Quay Ward No.4 LC (UWC)	78 08	T	<div>-----</div>		
	78 57 *		<div>-----</div>		
Dovey Junction (GW733)	78 62 *		<div>-----</div>		
	78 79 *		<div>-----</div>		
DOVEY JUNCTION (GW733)	79 03	T	<div>-----</div>		
	79 11 *		<div>-----</div>		
Bridge 242	79 18		<div>-----</div>		
Bridge 243	80 19		<div>-----</div>		
Bridge 243A	80 22		<div>-----</div>		
			<div>-----</div>		
Bridge 247	83 31		<div>-----</div>		
Brickyard No.3 LC (UWC)	84 66	T	<div>-----</div>		
Ynyslas LC (AHBC)	85 21	T	<div>-----</div>		
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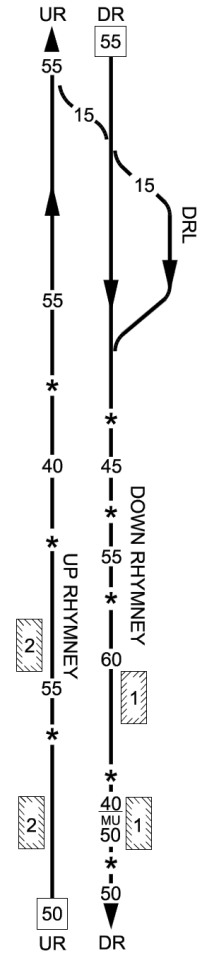
Western Route Sectional Appendix Module WR2

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	Running lines & speed restrictions			Signalling & Remarks	
Pengam Sidings				<div><div>To/From Rumney River Bridge GW900 seq 009</div><div><div>No.1</div><div>No.2</div><div>No.3</div></div><div><div>15</div><div>15</div><div>15</div></div></div>			<div><div>TCB</div><div>RA7</div></div> <div>Wales Rail Operating Centre (Ebbw) (NT) AC - Didcot</div> <div>GSM-R</div> <div></div>	
Pengam Jn		168	20	<div><div><div><div>15</div><div>15</div><div>15</div></div><div><div>U/D</div><div>U/D</div><div>U/D</div></div></div></div>			<div>Axle Counter Area</div> <div>AWS and TPWS not provided</div> <div>No. 1 - No 1 Up/Dn Reception</div> <div>No. 2 - No 2 Up/Dn Reception</div> <div>No. 3 - No 3 Up/Dn Reception</div> <div>All 3 lines: 406m (1335ft)</div> <div>Pengam Sidings electrified</div> <div>DTS = Down Tidal Sidings</div> <div>UTS = Up Tidal Sidings</div> <div>U/DT - Up/Down Tidal</div>	
Pengam LC (UWC)		168	25	<div><div><div><div>15</div><div>15</div><div>15</div></div><div><div>U/D</div><div>U/D</div><div>U/D</div></div></div></div>			<div>For use by NR Staff only</div> <div>C2 working under control of Person in Charge at Tidal Sidings</div> <div>See Local Instructions</div>	
End of C2 Working (Up)		168	38	<div><div><div><div>15</div><div>15</div><div>15</div></div><div><div>U/D</div><div>U/D</div><div>U/D</div></div></div></div>			<div><div>TCB</div><div>C2</div></div>	
Start of C2 Working (Down)		168	44	<div><div><div><div>15</div><div>15</div><div>15</div></div><div><div>U/D</div><div>U/D</div><div>U/D</div></div></div></div>			<div><div>ELR-ROC</div><div>ELR-ROA</div></div>	
Change of mileage and ELR		168	61	<div><div><div><div>15</div><div>15</div><div>15</div></div><div><div>U/D</div><div>U/D</div><div>U/D</div></div></div></div>			<div><div>C2</div><div>Sidings</div></div>	
Start of C2 Working (Up)		3	58	<div><div><div><div>15</div><div>15</div><div>15</div></div><div><div>U/D</div><div>U/D</div><div>U/D</div></div></div></div>				
End of C2 Working (Down)		3	65	<div><div><div><div>15</div><div>15</div><div>15</div></div><div><div>U/D</div><div>U/D</div><div>U/D</div></div></div></div>				
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Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW810	001	Rhymney to Queen Street North Jn			CAR	Wales - TFW CVL	03/02/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
End of Line		24 00				<div>TCB Wales Rail Operating Centre RA6 (Valleys) (CF)</div> <div>Non-SPA Area (Excluding CF7403 SPT) Axle counter area</div> <div>Platform - 127m (138 yards)</div>	
RHYMNEY/RHYMNI		23 72				<div>GSM-R</div> <div></div>	
		23 64					
		23 49 *				<div>4-Rhymney TFW LMD</div> <div>U&DR - Up & Down Rhymney</div>	
		23 28 *					
Pontlottyn Viaduct 128m		23 00				<div>Platform - 127m (139 yards)</div>	
		22 75					
PONTLOTTYN		22 65				<div>① Points installed & out of use</div>	
		21 36					
Craig Rhymney LC (UWC)		20 72				<div>Platforms - 124m (135 yards)</div>	
		20 59 *					
TIR-PHIL		20 40				<div>Platform - 124m (135 yards)</div>	
		20 16 *					
BRITHDIR		19 31					
(Start/end of diagram)		19 04 *					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
GW810	004	Rhymney to Queen Street North Jn			CAR	Wales - TFW CVL	31/10/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Start/end of diagram)		13 40				<div> <div>TCB Wales Rail Operating Centre RA6 (Valleys) (CF)</div> <div>GSM-R</div> <div>Non-SPT Area Axle counter area</div> <div>DRL - Down Rhymney Loop, 645m, 2116ft</div> <div>Platforms - 124m (135 yards) Location of Known low rail adhesion Both lines 11m 15ch to 10m 58ch</div> <div>Platforms - 126m (137 yards)</div> </div>	
LLANBRADACH		12 11 *					
		12 10 *					
		11 40 *					
		11 32 *					
		11 14 *					
		10 74(Up)					
		10 68(Dn)					
		10 25 *					
		10 17 *					
ENERGLYN AND CHURCHILL PARK		09 45					
(Start/end of diagram)		9 35 *					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW810	005	Rhymney to Queen Street North Jn		CAR	Wales - TFW CVL	03/02/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end of diagram)		9 35			<div>TCB Wales Rail Operating Centre RA6 (Valleys) (CF)</div> <div>GSM-R</div> <div>Non-SPT Area Axle counter area</div> <div>UR - Up Rhymney DR - Down Rhymney</div> <div>Platforms - 124m (135yds)</div> <div>Platform 1 - 150m (164yds) - PP/C</div> <div>Platforms 2 and 3 - 238m (260yds)</div> <div>Platform 1 (only) electrified from 8m 18ch to 8m 20ch)</div> <div>AC - CVLICC</div>	
ABER		8 70				
CAERPHILLY/ CAERFFILI		8 21				
		8 14 *				
		8 13 *				
		7 19 *				
		7 15 *				
Caerphilly Tunnel 1775m (1941 yards)		7 14				
		to				
		6 06				
(Start/end of diagram)		6 00				

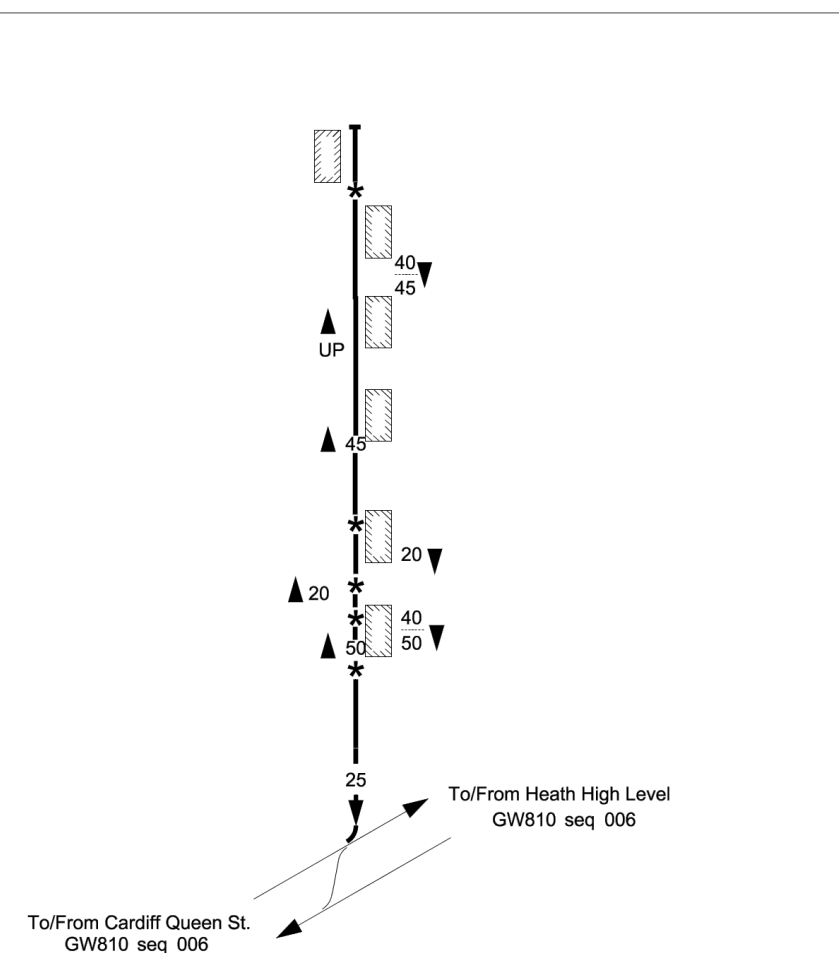

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW810	006	Rhymney to Queen Street North Jn		CAR	Wales - TFW CVL	03/02/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end of diagram)		6 00			<div>TCB Wales Rail Operating Centre RA6 (Valleys) (CF)</div> <div>Non-SPT Area Axle counter area UR - Up Rhymney DR - Down Rhymney</div> <div>GSM-R</div> <div>Platforms - 124m (135yds) Location of Known Low Rail Adhesion Both lines 5m 15ch to 4m 31ch</div> <div>Platforms - 124m (135 yards) AC-CVLICC</div> <div>Location of Known Low Rail Adhesion Both lines 3m 65ch to 3m 50ch</div> <div>Platforms - 124m (135yds)</div> <div>UR Electrified 2m 49ch - 5m 28ch DR Electrified 2m 49ch - 5m 29ch</div>	
LISVANE AND THORNHILL / LLYS-FAEN		5 76 *				
Limit of Electrification DN		5 45				
Limit of Electrification UP		5 29				
LLANISHEN		5 28				
		4 61				
HEATH HIGH LEVEL/ LEFEL UCHEL HEATH		3 52	To/From Coryton GW828 seq 001			
Heath Jn		3 32				
Limit of Electrification UP/DN		2 49				
		1 27 *	To/From Cathays GW830 seq 008			
Queen Street North Jn		1 22				
		1 17	To/From Cardiff Queen Street GW830 seq 008			

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR			Route	Last Updated
GW820	001	Cwmbargoed to Ystrad Mynach South		TBD	VON	PTA	Wales - TFW CVL	27/08/2022
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks	
End of Line Colliery Crossing		20 75 20 70 20 66					GSM-R 	
Cwymbargoed		20 50					TB Wales Rail Operating Centre RA8 (Valleys) (CF) Axle counter area	
Cwmbargoed LC (TMO)		20 37 *					Network Rail/Private siding boundary	
Ownership Boundary		19 59						
Site of former Taff Bargoed Branch Jn (Change of ELR)		13 68 13 72					ELR - TBD ELR - VON	
Site of former Penallta Jn (Change of mileage and ELR)		12 41 15 01					ELR - VON ELR - PTA	
		13 47 *						
Ystrad Mynach South Jn		13 41						

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
GW828	001	Coryton to Heath Jn			CRY	Wales - TFW CVL	03/02/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
CORYTON		2 57			<div>OT Wales Rail Operating Centre RA6 (Valleys) (CF) AC - CVLICC</div> <div></div>		
		2 51 (Dn)*			Non-SPT Area Axle counter area		
WHITCHURCH/ EGLWYS NEWYDD		2 25			Platform - 64m, 71yds		
					Platform - 99m, 107yds		
RHIWBINA		1 78			Platform - 108m, 117yds		
BIRCHGROVE		1 37			Platform - 64m, 71yds		
		1 21 (Dn) *			Loction of known low rail adhesion		
		1 21 (Up) *			Down direction only 1m 40ch to 1m 10ch		
TY GLAS		1 20			Platform - 49m, 54yds		
		1 15 (Dn) *					
		1 08 (Up) *					
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	To/From Heath High Level GW810 seq 006				
		3 32			To/From Cardiff Queen St. GW810 seq 006		

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
GW830	001	Merthyr Tydfil to Barry Island Via Cardiff Queen Street			CAM	Wales - TFW CVL	24/08/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
MERTHYR TYDFIL		24 44			<div>TCB Core Valley Lines Integrated RA6 Control Centre-TAM Wrkstrn(VA) AC - CVLICC</div> <div>GSM-R</div>		
Merthyr Junction		24 40 *			Platform - 105m, 114yds		
Merthyr Viaduct		24 37			Axle Counter area		
483m, 528yds		24 30 *			Non SPT area		
		24 30 *					
		24 11 *					
		24 09 *					
Limit of Electrification (GW830)		24 00					
		23 18 *					
Pentre-Bach Junction		23 11 *					
PENTRE-BACH		23 03			Platform - 142m, 155yds		
		21 73 *					
		21 72 *			20mph over bridge		
TROED-Y-RHIW		21 69			Platform - 139m, 152yds		
Troed-y-Rhiw South Junction		21 63 *			① 20 Down / 30/50 Up		
		21 52 *			① 40/50 Down / 30/50 Up		
		21 49 *			Permanently Eathed Section both lines		
		21 45 *			19m 71ch - 20m 07ch		
		21 26 *			DM Reversible from Blacklion Junction		
		21 25 *			to Platform 1 (VA212 signal)		
		20 01 *			Down Platform (1) - 100m, 109yds		
MERTHYR VALE		19 77			Up Platform (2) - 94m, 102yds		
		19 68 *			DM - Down Merthyr		
					UM - Up Merthyr		
Blacklion Junction		19 62 *			U&DM - Up & Down Merthyr		
		19 21 *					

Western Route Sectional Appendix Module WR2


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	04/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Limit of electrification		14 10				<div> <div>TCB Core Valley Lines Integrated RA6 Control Centre TAM Wrkstrn(VR) AC: CVLICC</div> <div>GSM-R</div> <div> <div>Axle Counter Area Non-SPT Area UM - Up Main DM - Down Main</div> <div> <div>① 15/20 down</div> <div>② 30 up</div> </div> <div>Platform 1 - 150m (164 yards)</div> <div>Platforms 2 and 3 - 124m (135 yards)</div> <div>Platform 1- PP - A/S</div> <div>Platform 2- PP - A/S</div> </div> </div>	
		13 49					
		13 40 *					
		13 15 *					
		13 10 *					
Pontypridd Jn		13 04					
PONTYPRIDD		12 79 *					
		12 72					
		12 67 *					
		12 63 *					
		12 59 *					
Pontypridd South Jn		12 52 *					
		12 47					
TREFFOREST		12 00					
		11 73					
		11 50 *					
Limit of electrification on both lines							

Western Route Sectional Appendix Module WR2

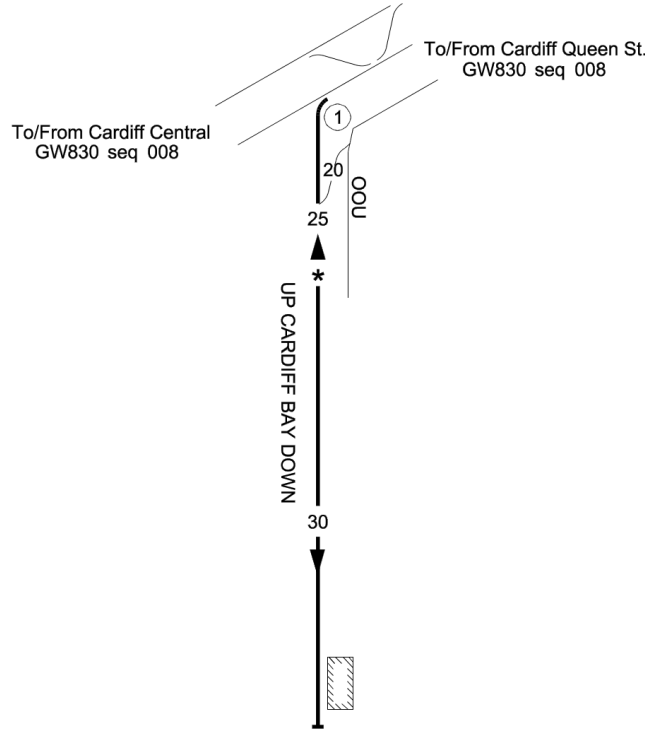
LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
GW830	005	Merthyr Tydfil to Barry Island Via Cardiff Queen Street			CAM	TWD	Wales - TFW CVL	10/11/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
Overhead Neutral Section both lines		11 50				<div>TCB Core Valley Lines Integrated RA6 Control Centre-TAM Wrkstn(VR) AC: CVLICC</div> <div>GSM-R</div> <div>Axle Counter Area Non-SPT Area</div> <div>AWS not provided from the UVC/DVC into Taffs Well Depot</div> <div>Down and Up platforms - 124m, 136yds</div> <div>Down platform - 116m (127yds) Up platform - 90m (98yds)</div> <div>DVC - Down Valley Chord UVC - Up Valley Chord</div> <div>CAM TWD</div>		
		10 20						
		9 64 *						
		9 53						
		9 42 *						
		9 09 *						
		8 20 *						
		8 19 *						
		7 79 *						
		7 70 *						
TREFFOREST ESTATE		7 24				<div>Controlled by Taffs Well Depot Operations Controller (TW)</div> <div>Controlled by CVLICC TAM workstation (VR)</div>		
Limit of Electrification on both lines		7 20						
Taffs Well Jn		7 15 *						
Change of Mileage/ELR to Depot only		7 19						
		0 00						
		7 00 *						
		6 15						
Limit of Electrification on both lines		6 11 *						

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW835	003	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	26/05/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<div>YSTRAD RHONDDA</div> <div>Single Line Junction</div> <div>Old Mill UWC</div> <div>LLWYNPIA</div> <div>TONYPANDY</div> <div>Single Line Junction</div>			<div><div>TCB Core Valley Lines Intergrated RA6 Control Centre TAM Workstation (VR) AC : CVLICC</div><div>GSM-R </div></div>		
		20 19			
		20 10 *			
		20 04			
		19 73 *			
		19 63	T		
		19 08			
		18 03			
17 60 *					
17 57					

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
GW835	004	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	04/01/2025	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Start/end of diagram)		17 57	<div><div>UT</div><div>30</div><div>40</div></div> <div><div>DT</div><div>35</div><div>40</div></div>		<div><div>TCB</div><div>Core Valley Lines Intergrated</div><div>RA6</div><div>Control Centre TAM</div><div>Workstation (VR)</div><div>AC : CVLICC</div></div> <div><div>Axle Counter Area</div><div>Non - SPT area</div><div>Platform 1 - 100m (109yds)</div><div>Platform 2 - 86m , (94yds)</div><div>UT and DT electrified</div><div>UT - UP Treherbert</div><div>DT- Down Treherbert</div></div> <div><div>Permanently Earthed section</div><div>15m 37ch - 16m 27ch</div><div>Platform 1 - 87m (95yds)</div><div>Platform 2 - 132m , (144yds)</div></div> <div><div>Platforms - 137m , (149yds)</div></div> <div><div>Location of Known low rail adhesion</div><div>Down Treherbert 14m 00ch to 13m 20ch</div></div>	<div><div>GSM-R</div><div></div></div>
DINAS RHONDDA		17 41	<div><div><div>2</div></div><div><div>1</div></div></div>			
PORTH		17 11 *	<div><div>*</div></div>			
		16 09	<div><div><div>1</div></div><div><div>2</div></div></div>			
		16 05 *	<div><div>*</div></div>			
TREHAFOD		14 72	<div><div><div>40</div><div>2</div></div><div><div>40</div><div>1</div></div></div>			
		14 60 *	<div><div><div>*</div><div>30</div><div>40</div></div></div>			
Limit of Electrification		13 50 *	<div><div><div>*</div><div>25</div><div>40</div></div></div>			
		13 21				
		13 13 *	<div><div><div>*</div><div>20</div><div>15</div></div><div><div>*</div><div>15</div><div>20</div></div></div>			
Pontypridd Jn		13 04	<div><div><div>To/From Pontypridd</div><div>GW830 Seq 004</div></div><div><div>To/From Merthyr</div><div>GW830 Seq 004</div></div></div>			

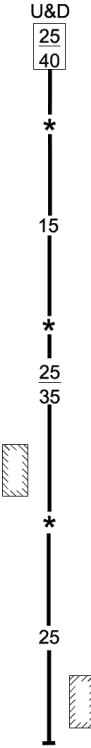


Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
GW839	001	Queen St. South Jn to Cardiff Bay		CAM	Wales - TFW CVL	01/02/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Queen Street South Jn		0 66			<div> <div>OT Wales Rail Operating Centre RA6 (Valleys) (CF)</div> <div>GSM-R</div> </div>	
		0 48 *			Axle counter area Non SPT area ① - Up/Down Cardiff Bay Chord	
CARDIFF BAY/ BAE CAERDYDD		0 02			Platform 50m, 55yds	

Western Route Sectional Appendix Module WR2

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	24/08/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
Radyr Jn (GW840) (Change of mileage)		5 23	<div><div>To/From Radyr GW830 seq 006</div><div><div><div>UP BRANCH</div><div>DOWN BRANCH</div></div><div><div>25</div><div>20</div><div>25</div><div>25</div><div>25</div><div>30</div><div>50</div><div>30</div><div>55</div><div>30</div><div>55</div></div><div><div>UT</div><div>DT</div></div></div><div><div>To/From Llandaff GW830 seq 006</div></div></div>		<div><div>TCB Core Valley Lines Integrated RA8 Control Centre-TAM Wrkstn(VR) AC: CVLICC</div><div>GSM-R</div><div>Axle counter area Non - SPT area</div><div>Wales Rail Operating Centre (Valleys) (CF)</div><div>SPT area</div><div>Permanently Earthed Section PES both lines 3m 24ch - 3m 8ch Platforms - 84m, 92yds</div><div>UT - Up Treforest DT - Down Treforest</div></div>		
		4 41					
		4 40 *					
Neutral Section (GW840)		4 35					
		4 30 *					
		4 14 *					
Change of Line Name DANESCOURT		3 31					
		3 18					
		2 60					

Western Route Sectional Appendix Module WR2

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	
		7 02				<div> <div>NST RA6</div> <div>Tondu SB (TU)</div> </div> 	
		7 16 *				Location of known low rail adhesion - 2m 67ch - 8m 06ch	
		7 26 *					
		7 54				Platform - 84m (91yds)	
		7 75 *					
MAESTEG (EWENNY ROAD)							
MAESTEG End of line		8 06				Platform - 87m (95yds)	
		8 20					

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LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
GW877	001	Tondur to Port Talbot Docks (Ogmore Vale Extension)		POR	OVE	Western	18/01/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Tondur Jn (GW877)		2 70 0 00	<p>To/from Maesteg GW874 seq 002</p> <p>To/from Bridgend GW874 seq 002</p> <p>① - Points clipped, scotched & spiked Line out of use 0m 0 ch 2m 65ch</p> <p>AWS not provided CL - 301m, 987ft</p> <p>Keys for crossing retained at Tondur signal box and Margam Abbey Works East token hut</p> <p>ELR - POR ELR - OVE</p>			NST RA6 Tondur SB (TU) GSM-R 	
Tondur SB (TU) (GW877)		0 00					
		0 05 *					
		0 17 *					
		0 25 *					
Fountain LC (AOCL)		1 05					
Cwmffoes LC (TMO)		2 08					
		2 25 *					
Cefn Jn (Change of ELR and mileage)		2 43 7 41					
			10 20 U&D				

Western Route Sectional Appendix Module WR2

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			<div> <div>NST RA6</div> <div>Tondu SB (TU)</div> </div> <div>GSM-R</div> <div>Line out of use 0m 0ch to 2m 65ch</div>	
		7 00 *				
Aberbaiden North GF		6 56				
Aberbaiden South GF		6 31				
		3 65 *				
Water Street bridge		3 63 *			<div>TCB</div> <div>Port Talbot SB (PT) Panel A</div>	
		3 25				

Western Route Sectional Appendix Module WR2

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	
Depot Inwards STOP boards		3 25				
		2 72				
		2 58 *				
		End of/Start of Token Section Boards			2 48	
					Margam Abbey Works East Junction (GW877)	
2 36 *						
Heol-Y-Deliaid LC (UWC) (GW877)				2 02		
				1 75 *		

TCB
RA6

Port Talbot SB (PT)
Panel A

Line out of use 0m 0ch to 2m 65ch

DO - Depot Outwards OOU
DI - Depot Inwards OOU

Temporary Stop block 2m 53ch
① - Points clipped to protect POR/OVE
Temporary stop block on OVE at 2m 65ch

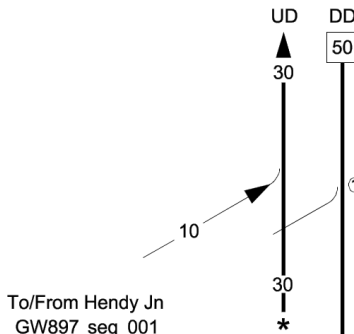

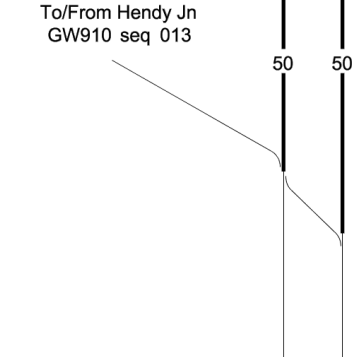
Up: Start of GSM-R area: 2m 45ch
Down: End of GSM-R area: 2m 45ch

GSM-R

Western Route Sectional Appendix Module WR2

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	
Glanlliw (UWC+T)		7 25 *			<div>TCB Port Talbot Control Centre RA8 Llanelli Workstaton (PT)</div> <div>Axle Counter Area UD - Up District DD - Down District</div> <div>(Tel. outside relay room)</div> <div>GSM-R </div>	
		7 39 T				
		7 40 *				
		8 06				
		8 68 T				
Pont Lliw						
Grovesend/Loughor Viaduct (219m, 240yds)		9 73 10 04				

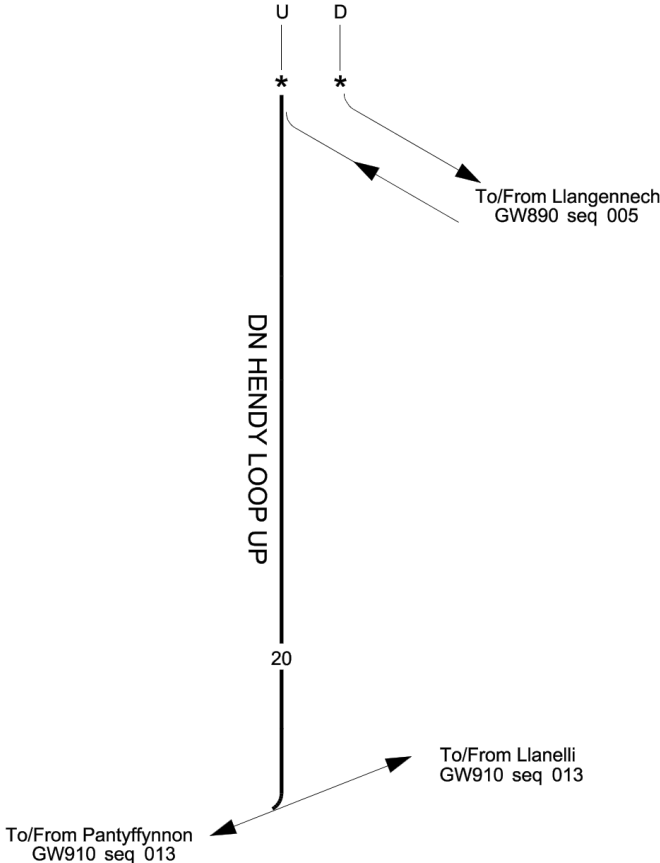

Western Route Sectional Appendix Module WR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
GW890	005	Court Sart Jn/Up Flying Loop Jn to Morlais Jn			SDI2	Wales	29/07/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Grovesend Colliery Loop Jn		10 04				<div>TCB RA8 Port Talbot Control Centre Llanelli Workstation (PT)</div> <div>GSM-R</div> <div></div> <div>Axle Counter area</div> <div>UD - Up District</div> <div>DD - Down District</div> <div>① Clipped & padlocked out of use</div>	
		10 05					
		10 06 *					
Morlais Jn (Change of ELR)		10 64				<div>SDI 2</div> <div>LLA</div>	
		3 50					

Western Route Sectional Appendix Module WR2

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 Ch	Running lines & speed restrictions		Signalling & Remarks	
Jersey Marine Jn North		208 33			<div>TCB RA8</div> <div>Port Talbot Control Centre Llanelli Workstation (PT)</div> <div>GSM-R</div> <div>Axle Counter area</div> <div>D&UJL - Down & Up Jersey Loop</div>	
		1 24				
Jersey Marine Jn South		1 45 *			<div>TCB RA8</div> <div>Port Talbot Control Centre Llanelli Workstation (PT)</div> <div>GSM-R</div> <div>Axle Counter area</div> <div>D&UJL - Down & Up Jersey Loop</div>	
		2 13 *				
Jersey Marine Jn South		2 26			<div>TCB RA8</div> <div>Port Talbot Control Centre Llanelli Workstation (PT)</div> <div>GSM-R</div> <div>Axle Counter area</div> <div>D&UJL - Down & Up Jersey Loop</div>	
		44 17				

Western Route Sectional Appendix Module WR2

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 MCh	Running lines & speed restrictions			Signalling & Remarks	
Grovesend Colliery Loop Jn		10 05 * 0 00				<div>TCB RA6</div> <div>Port Talbot Control Centre Llanelli Workstation (PT)</div> <div>GSM-R</div> <div></div> <div>Axle counter area</div>	
Hendy Jn		0 45 0 46 4 54					

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Western Route Sectional Appendix Module WR2

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 Prohibited Paddington platform 2 R2 15mph Paddington platform 4 R3 100mph maximum speed R4 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 Route prohibited to Class 172/2 and 172/3 R2 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 Route prohibited to Class 172/2 and 172/3 R2 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 Route prohibited to Class 172/2 and 172/3 R2 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 Route prohibited to Class 172/2 and 172/3 R2 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 Route prohibited to Class 172/2 and 172/3 R2 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 Route prohibited to Class 172/2 and 172/3 R2 100mph maximum speed

Western Route Sectional Appendix Module WR2

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
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	

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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
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	

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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
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	

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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	

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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/SS	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

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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) – Narrowways 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	

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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

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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
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 100mph maximum speed R2 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 Up to 3 cars R2 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	

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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

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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	

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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	

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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	

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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 – Tondy Jn	0	07	2	70	N	N	Y	N	N	Y	Y	N	Y	N	N	N	
GW874	BAL	Tondy Jn – Maesteg	2	70	8	06	N	N	Y	N	N	Y	N	N	Y	N	N	N	
GW877	POR	Tondy 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	

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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
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

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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
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) – Herbrandston Jn	280	70	283	12	N	N	N	N	N	Y	Y	N	Y	N	N	N	
GW960	MIL	Herbrandston 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	○○○○○○○○○○○○○○○○○○○○				325	332	345	360	387	720/ 1 & /5	745	755	Notes
			M	Ch	M	Ch									
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

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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 Route prohibited to Class 360/1 R2 Prohibited Hanwell Bridge Up and Down Goods Loops R3 Prohibited Southall Down East Sidings R4 Prohibited West Siding Southall West Jn R5 Prohibited Hayes Up Sidings R6 Prohibited between Southall West Jn and Heathrow Airport Jn R7 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 Prohibited Maidenhead platforms 1 and 4 with crush deflated suspension R2 Prohibited Slough Up Goods Loop and Estate Sidings R3 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 Prohibited 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 Prohibited 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 Prohibited Tilehurst to Didcot East Jn R2 20mph Tilehurst platform 1 Down Main line R3 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	

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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	

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GW105 - UFFINGTON TO FORDGATE VIA BOX

South Marston

The Person In Charge (PiC) must request permission from 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

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).

Dated: 25/07/20

GW108 - FORDGATE TO PENZANCE

PENZANCE

Wrong Direction Movements. An engineering train from a possession of the Up Main line between Penzance and St Erth may proceed to the Long Rock Reception siding.

The movement from the possession must not be commenced until the permission of the Signaller has been obtained by the PICOP for the train to proceed to the Reception siding.

The train must be brought to a stand on the Up Main line clear of the Down Main to Single line trailing points and must not proceed until the Person in Charge of the movement has satisfied him/herself that these points are set correctly.

Long Rock stabling sidings. The Driver of an HST being berthed on No.2 or No.3 siding must bring it to a stand with the centre of the cab side window in line with the yellow marker post, which is provided between these sidings, to enable the shore supply to be connected.

The Person in Charge (PiC) of the Depot must advise the Signaller at Penzance each time that they book on and off duty. All communication between the PiC and the Signaller must be carried out by using the internal fixed telephone line or the BT telephone line at Penzance signal box.

The Carriage Reception line between signal PZ.19 and the first handpoint towards the Depot must be left clear of all vehicles when the PiC is not on duty.

Reception Line (East end) between Long Rock and Ponsandane Yard "Stop" board. When a Down train has arrived on the Reception line at Long Rock the Guard (or Driver in the case of a light locomotive) must advise the Signaller whether or not the train is complete with tail lamp.

A double-sided "Stop" board is provided at the Depot end of the Reception line. No movement for the Yard or Depot must pass the "Stop" board without the permission of the Person in Charge of the Yard. No movement from the Yard or Depot must pass the "Stop" board without the permission of the Signaller.

Reception Line (West end) between Penzance Station and Long Rock Fuel Point ("Stop" board).

No movements towards the Yard or Depot must pass the "Stop" boards without the permission of the PiC of the Yard. The PiC of the Yard must obtain the Signaller's permission before authorising any movement from the Yard or Depot onto the Carriage Reception or Flushing Apron lines towards signals PZ.15 or PZ.19. Vehicles must not be stabled on the Flushing Apron line without the Signaller's permission.

Movements on the Reception line and the Flushing Apron must convey a tail lamp on the rearmost vehicle.

Propelling movements are permitted between Penzance Station and Ponsandane Yard and vice versa. Movements must be controlled by a Shunter by the use of hand held radios in accordance with Rule Book, Module SS2, Section 5.2 (b). The Shunter must ride in the leading vehicle and the maximum speed must not exceed 5 mph.

The coupling or uncoupling of coaching stock vehicles on the Reception line is prohibited and such work must be carried out on Loop Siding.

When a locomotive is to be attached to or detached from coaching stock standing on the Reception line the person carrying out the work must work from the land side of the vehicles.

HST Depot line. Rail movements must not enter the depot building unless the position light signal outside the depot has been cleared. Additionally, no rail movement is allowed into, from or within the depot building until the Status Indicator Lamps show green.

There is no requirement for drivers to sound the horn before entering the shed at this location. Drivers should still stop the movement at the entrance and proceed only when they have checked it is safe to do so.