NETWORK RAIL
Western Route

WR

Week No.
37

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. 69 TO THE WESTERN ROUTE
SECTIONAL APPENDIX

FRIDAY 07 DECEMBER 2024
to
FRIDAY 28 FEBRUARY 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. 69 to the Western Route Sectional Appendix effective from Saturday 07 December 2024 to Friday 28 February 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. 69 and is dated 07 December 2024. In line with current industry standards items published in the Supplement will not appear in future PONs.

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

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

Email: enquirydesk@rssb.co.uk

RECORDING OF CONVERSATIONS

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

This publication is printed and distributed by APS Group

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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 **07 December 2024**.

A4 Technical content

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

A5 Definitions

Material change

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

Minor change

A minor change comprises of one of the following:

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

National Operations Publications

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

Periodical Operating Notice

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

Part B - Changes since previous issue

Amendment No	Publication and section
Part C - New amendments to National Operations Publications	
01/24	GERT8000-HB9, issue 8, IWA or COSS setting up safe systems of work within possessions, sections 3.3 to 3.5.
02/24	GERT8000-TS1, issue 18.1, General signalling regulations, regulation 12.1.
03/24	Handbook RS524, List of Dangerous Goods and their United Nations numbers, issue 1, table 1.
Amendment No	**Publication and section**
Part D - Previous amendments to National Operations Publications	
04/23	GERT8000-T3 Possession of a running line for engineering work, issue 11, section 9.1. This amendment is not carried forward as it has been published in the Rule Book.
02/22	Various modules and handbooks. Amendments to Rule Book modules TS9 and TW8 have not been carried forward as they have been published in the Rule Book.

Part C - New amendments to National Operations Publications

GERT8000 Rule Book

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.

GERT8000 Rule Book

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	Trifluoromethylte-trazole-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 D - Previous amendments to National Operations Publications

GERT8000 Rule Book

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

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

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

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

Amend: the following as shown:

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

Add: the following new entry:

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

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

Explanation of change

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

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

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

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

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

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’

Handbook RS523 GSM-R Handbook

8 Broadcast calls

Explanation of change

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

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

8.4 Acknowledged (safety) broadcast calls

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

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

Uses for safety broadcasts

Safety broadcast calls can be used for the following scenarios.

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

Scripts for safety broadcasts

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

Poor rail conditions

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

*Delete as appropriate.

Animals on or near the line

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

*Delete as appropriate.

Defective Emergency Indicators

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

Missing or obscured TSR board

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

*Delete as appropriate

** Insert name or location.

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

Unusual events

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

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

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

Part E - Amendments summary

GERT8000 Rule Book

Module, Issue and Section amended	Number	Published
Handbook RS523 GSM-R Handbook, Issue 1, Section 8.4	02/18	June 2018
Various modules and handbooks	01/22	December 2022
Various modules and handbooks	02/22	December 2022
Handbook RS524 List of Dangerous Goods and their United Nations numbers, issue 1, table 1	03/23	March 2023
GERT8000-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

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 Incident Support Controller Train Running Controller (Inner) Train Running Controller (Outer)	 085 82205 085 82206 085 82207 085 82208
West Country (located Swindon): Incident Controller Incident Support Controller Train Running Controller	 085 82223 085 82224 085 82225
Wales & Marches (located Cardiff): Route Control Manager Route Incident Controller Incident Support Controller Train Running Controller (Main Line) Train Running Controller (Cardiff valleys) TDA 1 (Main Line) TDA 2 (Cardiff Valleys)	 085 80654 085 80658 085 80659 085 80660 085 80661 085 80663 085 80664
VSTP VSTP Desk 1 VSTP Desk 2	 085 82215 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 London & Thames Valley West	 085 82228 085 82211 085 82219
Route Information Specialist High Speed Sleeper Service London & Thames Valley West	 085 82229 085 82212 085 82220
Traincrew Delivery HSS Crew Delivery Manager LTV Crew Delivery Manager West Crew Delivery Manager Catering Crew Delivery Manager	 085 82227 085 82210 085 82217 085 82232
Maintenance Controller	085 82230
Delay Hotline	085 82453

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

MISCELLANEOUS – CONTINUED

CONTACTING NETWORK RAIL INTEGRATED CONTROL CENTRE WESTERN REGARDING AN INFRASTRUCTURE FAULT

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

Thames Valley 1377 West Country 1378 Wales and Marches 379

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

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

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

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

NETWORK RAIL WESTERN ROUTE TRUST DELAY ATTRIBUTION TEAM

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

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

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

MISCELLANEOUS – CONTINUED

NETWORK RAIL CONTROL – LNW CONTROL (SOUTH) CONTACT DETAILS

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

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

TRANSPORT FOR WALES

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

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MISCELLANEOUS – CONTINUED

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

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

MISCELLANEOUS – CONTINUED
SIGNAL BOX/GSM-R TELEPHONE NUMBERS

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

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

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

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

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

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

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

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

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

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

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

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

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

SIGNAL BOX	B.T. NUMBER	INTERNAL NUMBER	SIGNAL PREFIX/GSM-R CONTACT NUMBER		
	Newport Workstation				
	Maindee East Junction (excl) to Alexandra Dock Junction (incl) including the Gaer Branch to Park Junction	02920 345302	085 80749 073 0312	NT 01	74 5358
	Ebbw Workstation				
	Alexandra Dock Junction (excl) to Pengam Jn (incl) including the Cardiff Curve to Ebbw Vale Town and Machen Quarry and the Cardiff Tidal Sidings Branch	02920 344535	085 80746 073 0314	NT 01	74 5357
	Cardiff Mainline Workstation				
	Pengam Junction (excl) to Leckwith Junction (incl) including Cardiff Central platforms 0/1/2/3	02920 232494	085 80740 073 0442	CF 01	74 5299
	Vale of Glamorgan Workstation				
	Penarth Curve South Junction (excl) to Barry Island, Penarth, Bridgend, Barry Jn and the Fords branch, also Leckwith Junction (excl) to Llanharran (excl)	02920 342422	085 80754 07 30441	CF 01	74 5360
	Valleys Workstation				
	Rhymney to Queen Street North Jn including the Coryton and Cwmbargoed branches Llandaff (excl) to Penarth Curve South Jn (incl) to including Cardiff Bay Line and Cardiff Central platforms 4/6/7/8. Danescourt (incl) to Radyr Branch Jn, Penarth North Curve Jn to Penarth Curve South Jn and Leckwith Loop	02920 342232	085 80741 073 0443	CF 01	74 5365
	Swansea Workstation				
	Baglan to Gowerton (excl0 also to Dynevor Jn (excl)	02920 220696	085 80625	PT 01	74 5367
	Shrewsbury North Workstation				
	Crewe Junction (excl) to Nantwich (incl)	02920 920759	085 80759 073 0401	SC 01	74 5366
	Rhyl Workstation				
	Shotton Low Level (excl) to Llysfaen GF (excl)	02920 614386	085 43430		
Westbury					
	Panel A Lavington (excl.) to Fairwood Jn (incl.) via Westbury station or Westbury Avoiding Line also Heywood Road Jn to Bradford-on-Avon (incl.) also Hawkeridge Jn to Warminster (incl.) and Fairwood Jn (incl.) also Thingley Jn (excl.) to Bradford Jn	03308 557712 03308 557713	085 57712 085 57713	W 01	74 5191
	Panel B Fairwood Jn (excl.) to Somerton tunnel (excl.), Yeovil Pen Mill (excl.) Merehead and Cranmore via Frome Station or Frome Avoiding Line also Frome North Jn to Whatley Quarry	03308 557714 03308 557715	085 57714 085 57715	W 01	74 5192

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

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

ELECTRICAL CONTROL OPERATORS

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

ELECTRICAL CONTROL OPERATORS

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

CONTACTING THE INTEGRATED CONTROL CENTRES – CORE VALLEY LINES

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

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

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

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

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List of Module Pages and Dates

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5	05 June 2021
6	05 June 2021
7	02 September 2023
8	02 September 2023
9	03 June 2023
10	03 June 2023
11	05 June 2021
12	05 June 2021
13	04 March 2023
14	02 September 2023
15	01 June 2024
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24C	05 June 2021
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26	05 June 2021
27	06 June 2015
28	06 June 2015
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37	07 September 2024
38	07 September 2024
39	02 September 2023
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50B	02 March 2024
51	05 June 2021
52	05 June 2021
53	31 August 2019
54	31 August 2019
55	01 June 2024
56	01 June 2024
57	02 June 2018
58	02 June 2018
58A	02 March 2024
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58C	05 December 2015
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59L	31 August 2019
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59N	02 March 2024
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59OA	04 December 2021
59OB	04 December 2021
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Rule Book Module TW1 - Preparation and movement of trains: General

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

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

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

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

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

NOTE :

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

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

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

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

Western Route GI - Dated: 19/10/2024

Rule Book Module TW1 - Preparation and movement of trains

Section 8 – Doors on passenger, postal and parcel trains

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

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

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

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

Western Route GI - Dated: 07/12/13

Rule Book Module TW1 - Preparation and movement of trains

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

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

Western Route GI - Dated: 05/03/16

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

Normal method of working

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

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

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

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

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

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

Failure of telephone at 'B'

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

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

Train failure, accident, fire or accidental division

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

When one line of a C2 double line is not available

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

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

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

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

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

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

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

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

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

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

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

Recording of all movements

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

Table C2 – list of lines

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

Western Route GI - Dated: 07/01/2023

OPENING DROPLIGHT OR QUARTERLIGHT WINDOWS

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

Western Route GI - Dated: 16/09/24

LONDON AREA - TERMINAL AND BAY PLATFORM ADVANCE STOP MARKERS

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

Hayes & Harlington - Platform 5

Slough - Platforms 1

Twyford - Platform 5

Reading - Platforms 1, 2, & 3

Bourne End - both platforms

Marlow

Henley-on-Thames

Western Route GI - Dated: 22/02/15

LONDON UNDERGROUND LTD ELECTRIFIED LINES

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

Paddington (Platform 14) and Westbourne Park

Acton West and Ealing Broadway

North Acton and South Ruislip

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

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

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

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

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

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

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

Western Route GI - Dated: 05/08/06

OPERATIONAL DECISION MAKING TOOL (ODMT)

(formerly Dynamic Risk Assessment)

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

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

Western Route GI - Dated: 19/10/2024

LORAM C21 RAIL GRINDER

General

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

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

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

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

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

Transit moves

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

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

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

Grinding Operations

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

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

The speed when grinding is approximately 5 mph.

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

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

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

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

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

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

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

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

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

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

Western Route GI - Dated: 04/09/10

OFFICERS' SPECIALS

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

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

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

Western Route GI - Dated: 10/12/11

WESTERN AND WALES

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EXCEPTIONALLY POOR RAIL ADHESION

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EXCEPTIONALLY POOR RAIL ADHESION

GW310 (WOLVERCOT JN TO PERSHORE (EXCL.)

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

Dated: 13/07/2024

GW401 (ASHCHURCH (INCL.) TO WESTERLEIGH JN)

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

Dated: 02/09/2023

GW450 (STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION)

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

Dated: 13/07/2024

GW454 (SEVERN BEACH TO NARROWAYS HILL JN)

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

Dated: 02/09/2023

GW480 (SWINDON TO STANDISH JN)

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

Dated: 13/07/2024

GW490 (GLOUCESTER YARD JN TO HORTON ROAD JN)

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

Dated: 13/07/2024

GW510 (WESTBURY NORTH JN TO BATHAMPTON JN)

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

Dated: 03/09/2022

GW606 (COWLEY BRIDGE JN TO BARNSTAPLE)

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

Dated: 19/10/19

GW608 – CREDITON TO MELDON

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

Dated: 03/09/2022

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

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

Dated: 13/07/2024

GW700 (GLOUCESTER BARNWOOD JN TO SEVERN TUNNEL JN)

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

Dated: 13/07/2024

GW731 (ABBEY FOREGATE TO RUABON)

Location	Line(s) Affected	Mileage (Between)
Approach to Signal CJ1 (Crewe Junction)	Up Main	172 m 46 ch ***to*** 172 m 06ch
Weston Rhyn LC (AHB) - Whitehurst Tunnel	Down Lines	192 m 00 ch ***to*** 193 m 20 ch

Dated: 28/09/24

GW733 (SUTTON BRIDGE JUNCTION TO ABERYSTWYTH)

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

Dated: 21/10/23

GW735 (SHREWSBURY CREWE JUNCTION TO NANTWICH)

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

Dated: 21/10/23

GW810 (RHYMNEY TO CARDIFF QUEEN STREET NORTH JN)

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

Dated: 29/06/2024

GW828 (CROYTON TO HEATH JN)

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

Dated: 29/06/2024

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

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

Dated: 29/06/2024

GW835 (TREHERBERT TO PONTYPRIDD JN)

Location	Line(s) Affected	Mileage (Between)
Trehafos (approaching VR309)	Down Treherbert	14 m 00 ch ***to*** 13 m 20 ch

Dated: 09/11/2024

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

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

Dated: 05/08/06

GW874 (BRIDGEND, (LLYNFI JN) TO MAESTEG)

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

Dated: 08/05/06

GW900 (PILNING TO FISHGUARD HARBOUR)

Location	Line(s) Affected	Mileage (Between)
Gowerton	Both lines	219 m 00 ch ***to*** 220 m 00 ch

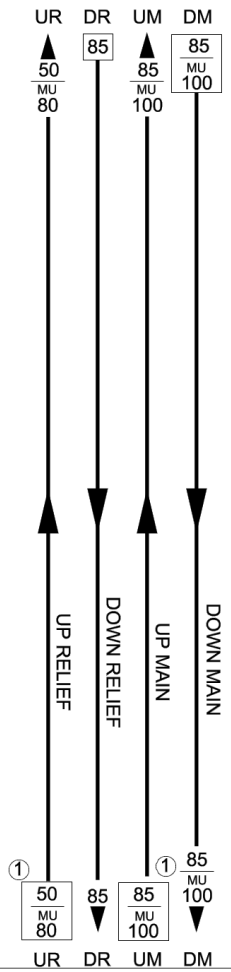
Dated: 21/10/2023

GW910 (CRAVEN ARMS JN TO LLANDEILO JN)

Location	Line(s) Affected	Mileage (Between)
Ffairfah LC	Single (Up direction only)	17 m 00 ch ***to*** 17 m 20 ch
Bynea / Bynie	Down District	1 m 27 ch 0 m 77 ch

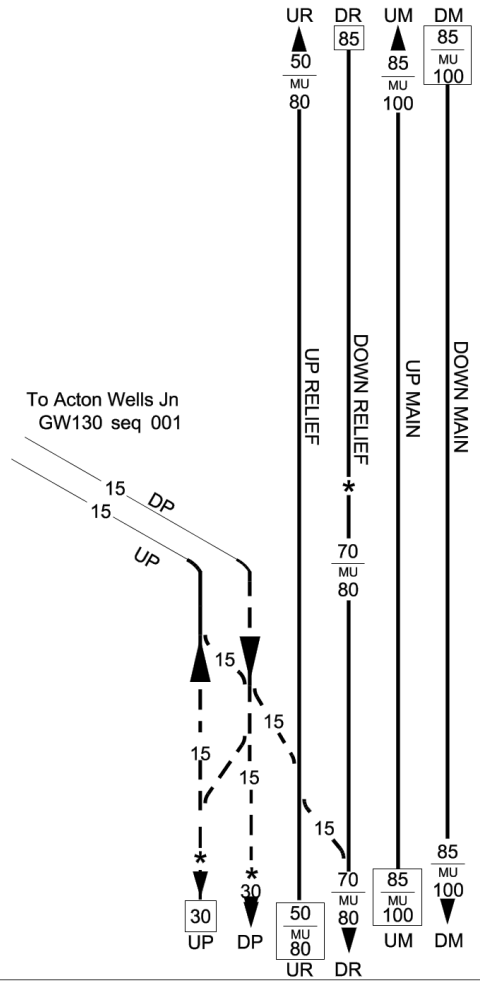
Dated: 04/12/23

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	007	Paddington to Uffington	MLN1	Western	11/08/2024

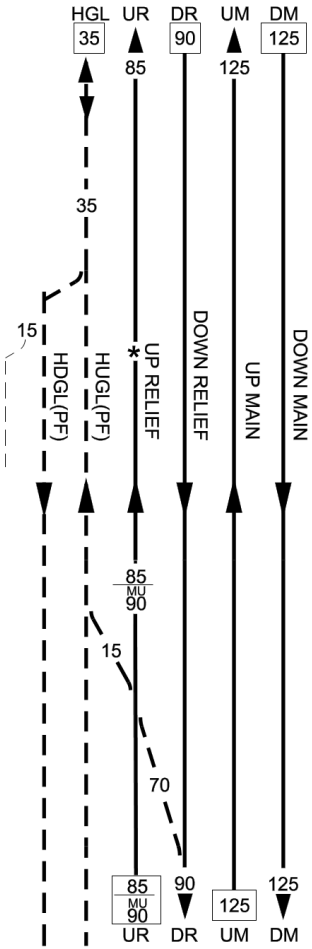
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	2 78		GSM-R TCB Thames Valley Signalling Centre RA8 (Paddington) (SN) AC: Didcot ATP - UM, DM, UR and DR DM, UM, DR, UR electrified Axle Counter area
Friars Jn	3 53		1 Points clipped and padlocked out of use

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	008	Paddington to Uffington	MLN1	Western	30/09/2024

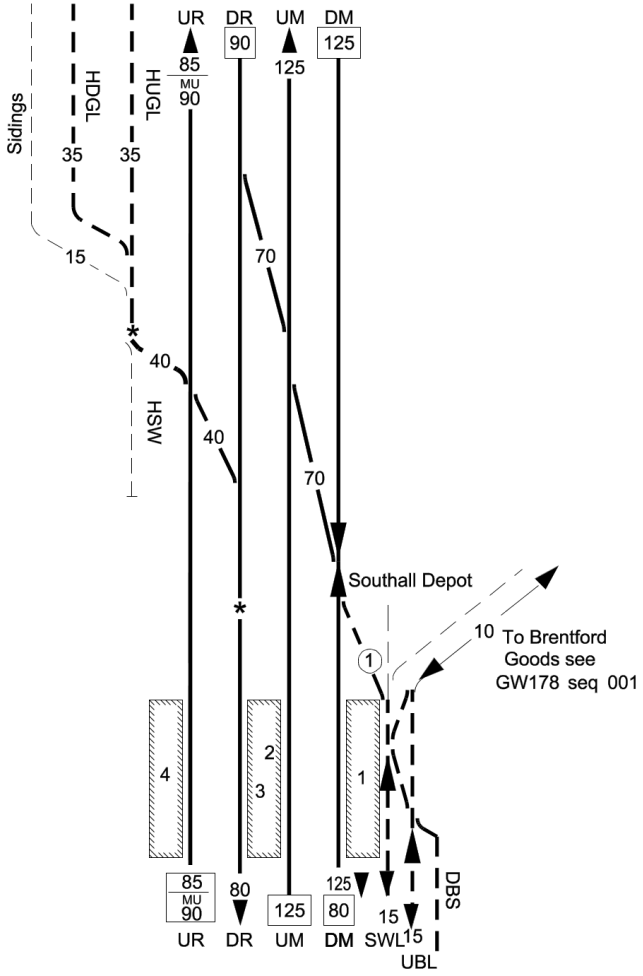
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	3 53		TCB RA8 Thames Valley Signalling Centre (Paddington) (SN) AC: Didcot GSM-R ATP - UM, DM, UR and DR DM, UM, DR and UR electrified Axle Counter area
	3 72 *		DP - Down Poplar UP - Up Poplar
	(0 08)		TCB RA8 Thames Valley Signalling Centre (Acton) (SN) AC: Didcot
Acton East Jn (GW103)	4 07		
	(0 00)		
	4 15 *		
(start/end of diagram)	4 19 *		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	013	Paddington to Uffington	MLN1	Western	26/11/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hanwell Bridge Sidings - OOU	8 00 8 13 * 8 45 8 50 8 50		GSM-R TCB Thames Valley Siganlling Centre RA8 (Hayes) (SN) ERTMS Level 2 Overlay AC: Didcot ATP - UM, DM, UR and DR UM, DM, UR and DR electrified Axle Counter area HGL - Hanwell Goods Loop - 196m (214 yards) HDGL - Hanwell Down Goods Loop - 719m (786 yards) HUGL - Hanwell Up Goods Loop - 719m (786 yards) (Both Goods Loops are bi-directional)

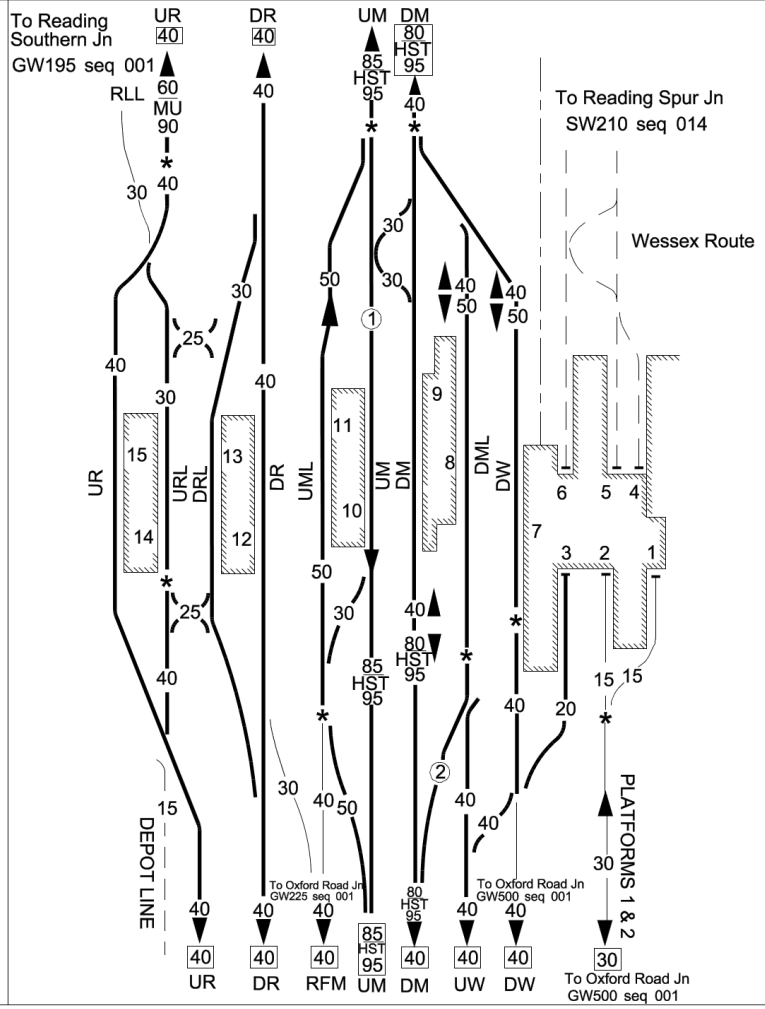
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	014	Paddington to Uffington	MLN1	Western	02/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hanwell Bridge Sidings - OOU	8 50		TCB Thames Valley Signalling Centre RA8 (Hayes) (SN) ERTMS Level 2 Overlay AC: Didcot GSM-R ATP - UM, DM, UR and DR UM, DM, UR and DR electrified Axle Counter area
	8 61 *		HDGL - Hanwell Down Goods Loop - 719m (786 yards) HUGL - Hanwell Up Goods Loop - 719m (786 yards)
Southall East Jn	8 62		HSW - Hanwell Spur West - 73m (80 yards) (1) 15mph down direction 30mph up direction
	8 70		
	8 75 *		DM - Bi-directional between Southall East Jn and Heathrow Airport Jn Intermediate ERTMS Transition UM L NTC / Level 2 - 09m 01ch
SOUTHALL (GW103)	9 06		Platform 1 - 211m (231 yards) Platform 2 - 219m (239 yards) Platform 3 - 216m (236 yards) Platform 4 - 218m (238 yards) SWL - Southall West Loop UBL - Up Brentford Loop DBS - Down Brentford Siding

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	029	Paddington to Uffington	MLN1	Western	02/11/2024

Location	Mileage M Ch
(Start/end diagram)	35 45
	35 56 *
	35 57 *
Reading East Junction (GW103)	35 61
Gantry 2	35 71
READING (GW103)	36 00
Gantry 4	36 07 *
	36 08 *
	36 11 *
Caversham Road Junction (RFM)	36 13 *
Depot Connection E	36 14
	36 14
(Start/end diagram)	36 17

Running lines & speed restrictions



Signalling & Remarks

GSM-R

TCB Thames Valley Signalling Centre
RA8 (Reading) (T)
AC - Didcot

ATP - UM DM

Axle counter area

Platforms 1-3 and 7-15 electrified
UR, DR, UM, DM, RFM, DW, UW electrified

Platform 1 - 124m, 136yds (PP)
Platform 2 - 120m, 131yds (PP)
Platform 3 - 120m, 131yds (PP)
Platform 4 - 268m, 293yds (PP)
Platform 5 - 268m, 293yds (PP)
Platform 6 - 268M, 293yds (PP)
Platform 7 - 304m, 332yds (PP)
Platform 8 - 307m, 335yds (PP)
Platform 9 - 303m, 331yds (PP)
Platform 10 - 320m, 349yds (PP)
Platform 11 - 306m, 334yds (PP-1)
Platform 12 - 282m, 308yds (PP)
Platform 13 - 282m, 308yds (PP)
Platform 14 - 282m, 308yds (PP)
Platform 15 - 282m, 308yds (PP)

PP-1 Up direction only

RLL - Reading Low Level Line
UR - Up Relief
URL - Up Relief Loop
DRL - Down Relief Loop
DR - Down Relief
UML - Up Main Loop
UM - Up Main
DM - Down Main
DML - Down Main Loop
DW - Down Westbury
UW - Up Westbury
RFM - Reading Feeder Main

① 30 mph Down /85 mph Up HST 95

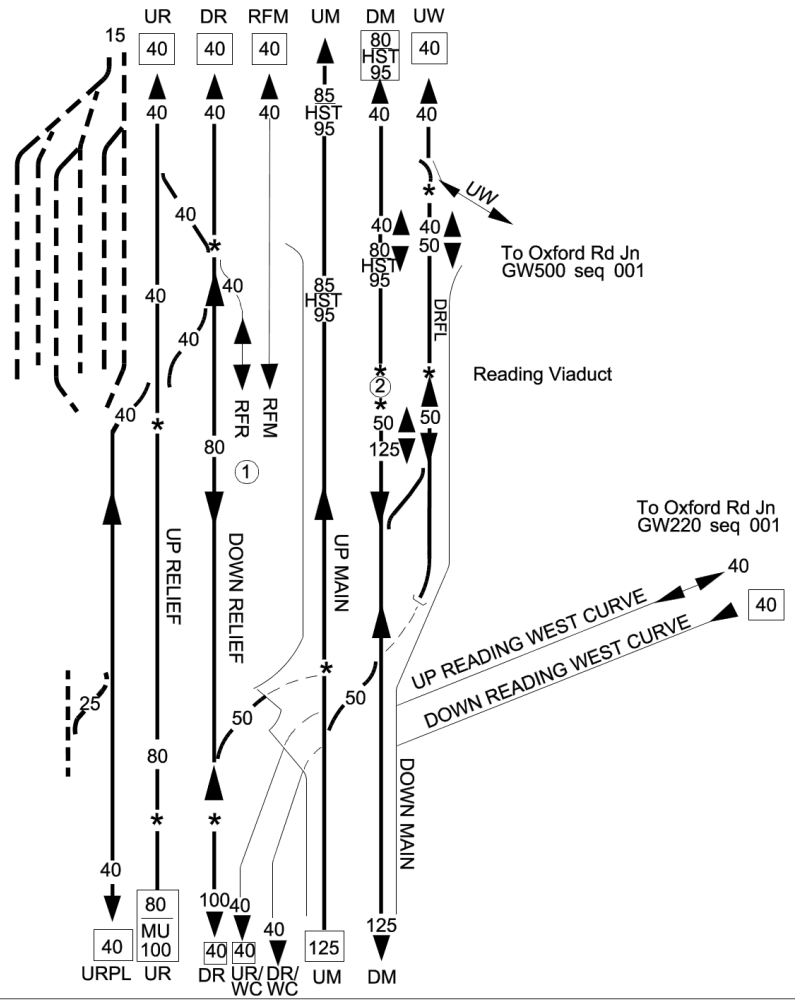
② 50 mph Down / 40 mph Up

Reading Traincare Depot electrified

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	030	Paddington to Uffington	MLN1	Western	22/06/2024

Location	Mileage M	Mileage Ch
(start/end of diagram)	36	17
Westbury Line Junction	36	17
	36	24 *
Caversham Road Junction (GW103) (RFR)	36	25 *
Reading Train Care Depot		
Gantry 8 (Reading Viaduct)	36	33 *
Gantry 7 (RFM & RFR)	36	38 *
	36	40 *
Reading High Level Junction	36	50
	36	69 *
Depot connection C and Reading High Level Junction	36	71
	37	00 *
(start/end of diagram)	37	05

Running lines & speed restrictions



Signalling & Remarks

GSM-R

TCB Thames Valley Signalling Centre
RA8 (Reading) (T)
AC - Didcot

Axle counter area
ATP - UM and DM
DM, UM, DRWC, URWC, DR, UR
URPL, DRFL and Reading Traincare Depot electrified

UW - Up Westbury
DRFL - Down Reading Festival line
RFM - Reading Feeder Main
RFR - Reading Feeder Relief
URPL - Up Reading Passenger Loop
DRWC - Down Reading West Curve
URWC - Up Reading West Curve

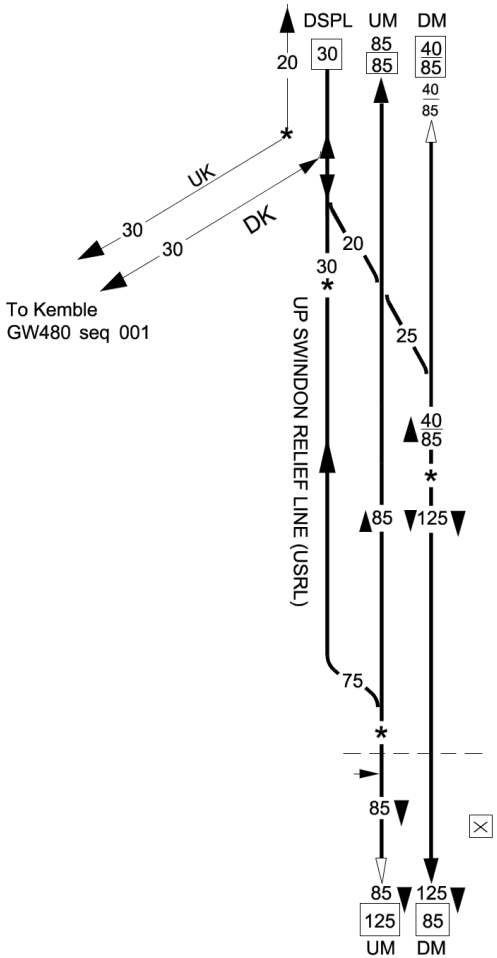
(1) To Oxford Road Jn GW225 seq 001

(2) 80 mph Down/ 50 mph Up
HST
95

Thames Valley Signalling Centre
(West Junction) (T)

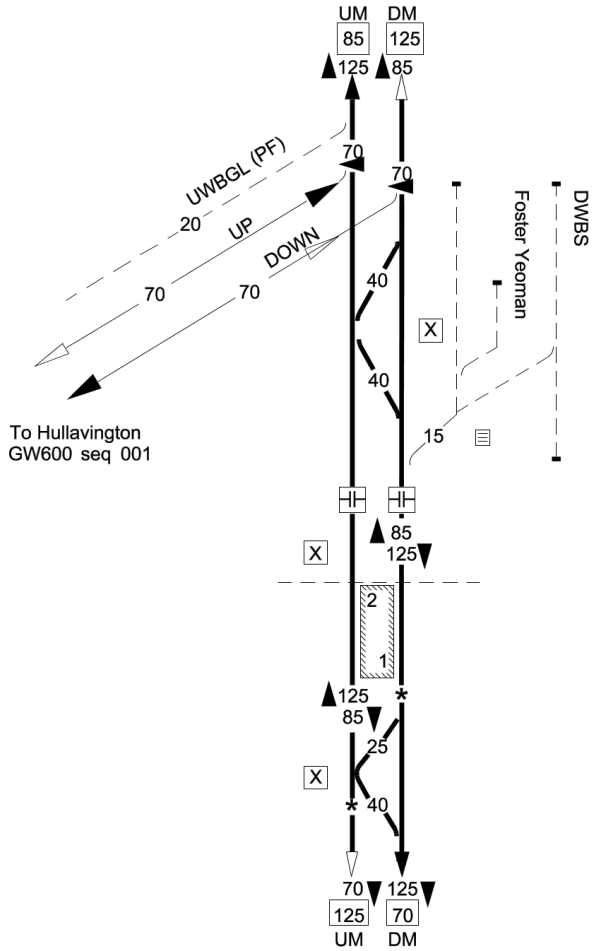
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	004	Uffington to Fordgate via Box	MLN1	Western	25/05/2024

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					TCB RA8 Thames Valley Signalling Centre (Swindon) (SW) AC - Didcot; GSM-R
Swindon Jn (GW105)	77	36	*		Axle counter area
					UK, DK, DSPL, USRL and DM electrified ATP - UM, DM USRL and DSPL
	77	40	*		
					DSPL - Down Swindon Passenger Loop DK - Down Kemble UK - Up Kemble USRL - Up Swindon Relief Line
	77	60	*		
Rushey Platt Junction	78	36			
	78	43	*		
Upper Studley FP LC (R/G)	80	64		T	
Studley HABD	81	33			
					LOD(P) (Swindon/Wootton Bassett Jn) at 82m 43ch
(start/end of diagram)	82	43			

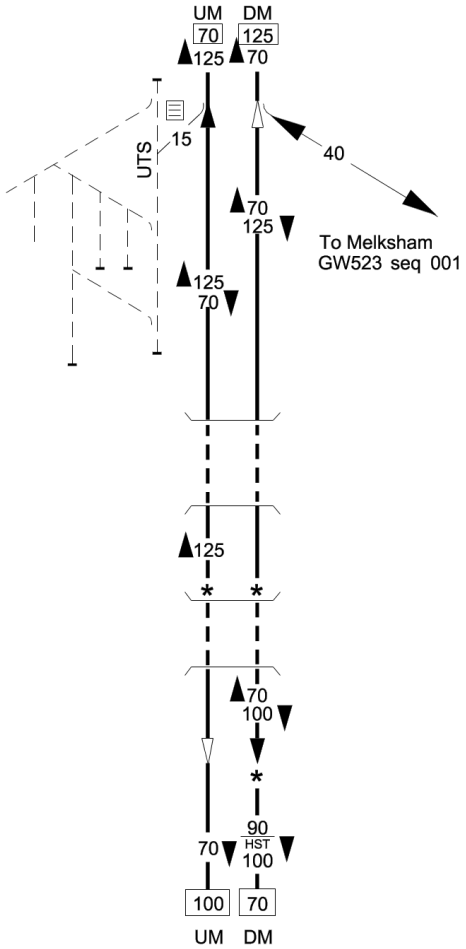


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	005	Uffington to Fordgate via Box	MLN1	Western	02/11/2024

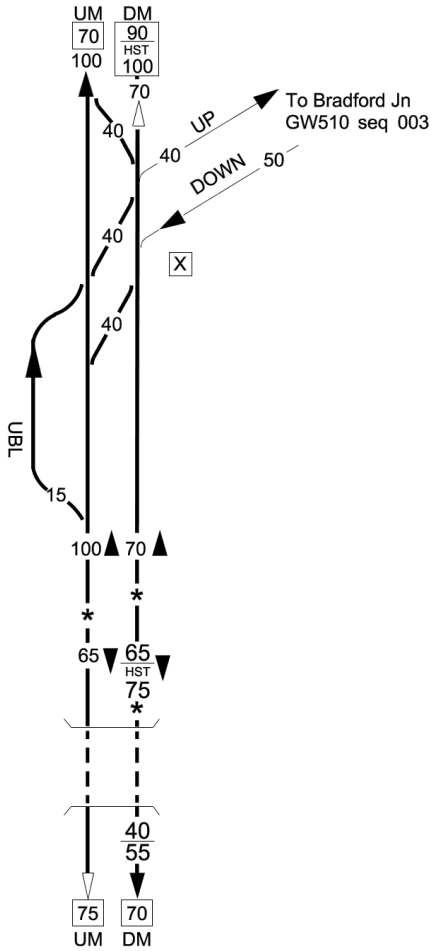
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	82	43		TCB RA8 Thames Valley Signalling Centre (Swindon) (SW) AC - Didcot GSM-R
Wootton Bassett Jn (GW105)	83	07		Axle counter area ATP - UM, DM, DB and UB FWS at 83m 12ch UM, DM, UWBGL, DB and UB electrified DWBS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



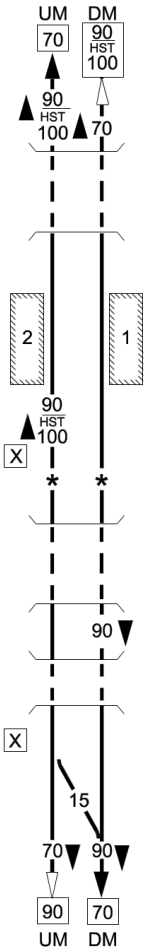
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	006	Uffington to Fordgate via Box	MLN1	Western	02/11/2024

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	007	Uffington to Fordgate via Box	MLN1	Western	25/05/2024

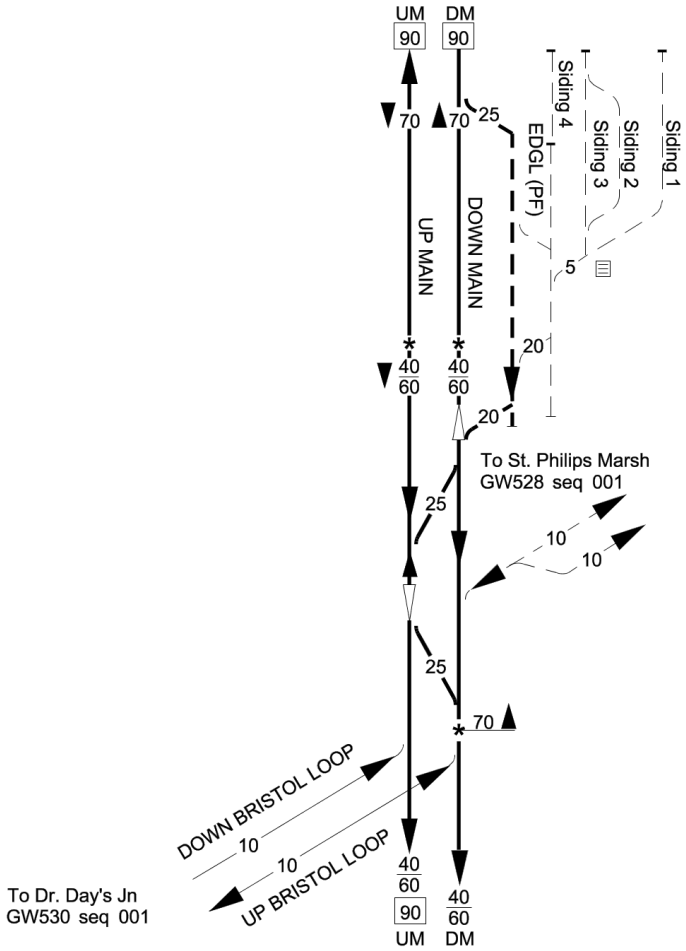
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	104 41		TCB Thames Valley Signalling Centre RA8 (Bath) (BL) GSM-R ATP - UM and DM Axle counter area Reverse direction signals between Thingley Jn and Bathampton Jn
Bathampton Jn (Up) (GW105)	104 45		
Bathampton Jn (Down) (GW105)	104 55		LOD(P) (Bathampton Jn/Thingley Jn and Bathampton Jn/Bath) at 104m 55ch
			UBL-Up Bathampton Loop - 525m, 1722 ft
	105 36 *		Location of known low rail adhesion Both lines 106m 20ch to 106m 71ch
	105 50 *		
	106 22 *		
Sydney Gardens East Tunnel 70m (77 yards)	106 24 to 106 28		
(start/end of diagram)	106 29		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	010	Uffington to Fordgate via Box	MLN1	Western	13/07/2024

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	011	Uffington To Fordgate via Box	MLN1	Western	02/11/2024

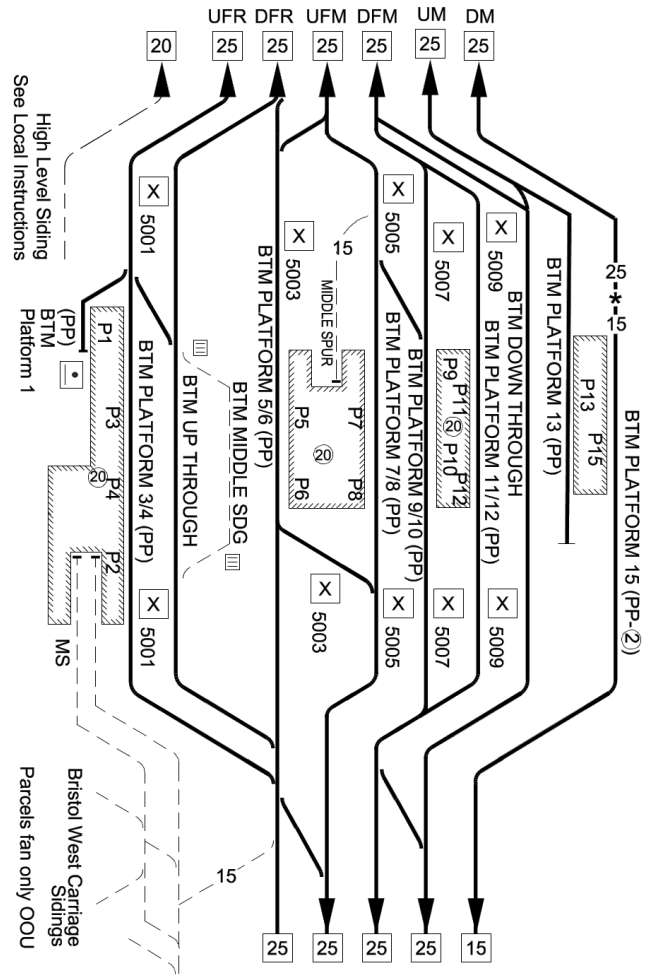
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	117 00	T	TCB Thames Valley Signalling Centre RA8 (Bath) (BL) GSM-R (Tel. Outside Cabin) Axle Counter area ATP - UM and DM
Bristol East Depot Down Sdg (1)			(1) See Local Instructions
Bristol East Depot Down Sdg GF	117 19		ATP - UM and DM EDGL - East Depot Goods Loop EDGL 672m, 2205ft East Depot Siding Lengths Siding 1- 338m, 1108ft Siding 2- 338m, 1108ft Siding 3- 237m, 777ft Siding 4- 310m, 1071ft
	117 21 *		
	117 43		
North Somerset Jn (GW105)	117 46 117 48		Thames Valley Signalling Centre (Temple Meads) (BL)
Feeder Bridge Jn (GW105)	117 50 *		
(start/end of diagram)	117 55		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	014	Uffington To Fordgate Via Box	MLN1	Western	11/02/2023

Location	Mileage M Ch
	118 15
	118 20 *
Bristol Middle Siding East GF	118 23
Bristol SB (B)	118 26
BRISTOL TEMPLE MEADS ③	118 31
Bristol Middle Siding West GF	118 35
	118 40

Running lines & speed restrictions



Signalling & Remarks

TCB	Thames Valley Signalling Centre
RA8	(Temple Meads) (BL)

GSM-R

Axle Counter area
AWS not provided between Bristol East Jn and Bristol West Jn

LOD (K) 5001 platforms lines 3/4
LOD (K) 5003 Platform lines 5/6
LOD (K)5005 Platform lines 7/8
LOD (K) 5007 Platform lines 9/10
LOD (K) 5009 Platform lines 11/12

Safe System of Work planning - assume permissible speed of 25mph applies to platform lines 3 to 12

All lines bi-directional in station area

NOTE: Platform 15 (PP-②) - For the purpose of detaching multiple unit trains only.

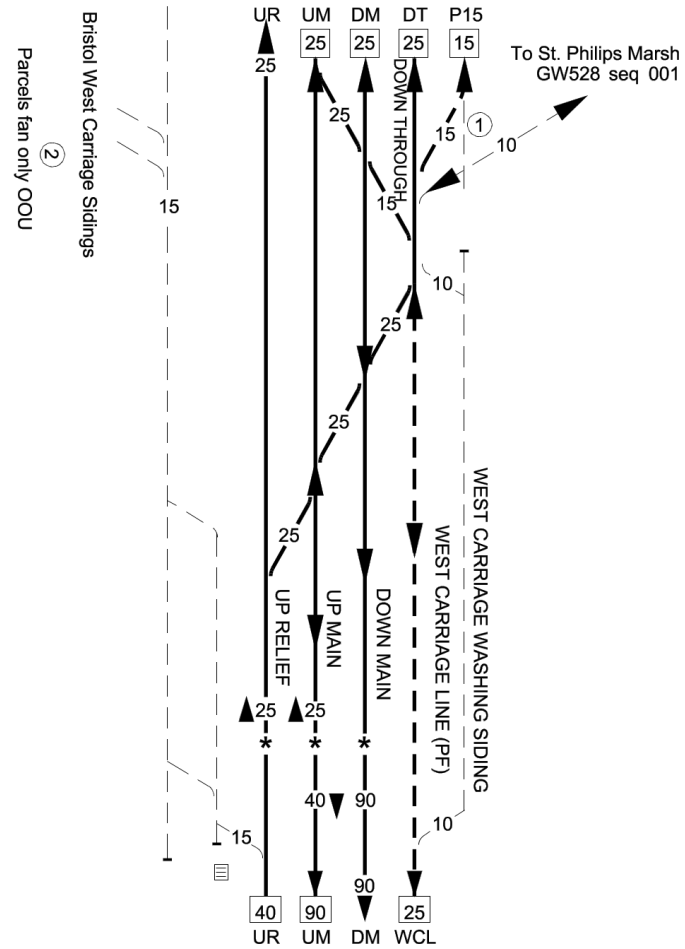
Platform lengths (metres & yards):
1 - 96m, 105yds
2 - 161m, 176yds
3 -297m 325yds
4 - 116m 127yds
5 - 152m, 166yds
6 - 168m, 184yds
7 - 154m 168yds
8 -147m 161yds
9 -232m 254yds
10 - 165m 180yds
11 -223m 244yds
12 - 162m, 177yds
13 - 281m, 307yds
15 - 276m 302yds

③- See Local Instructions
MS - Motorail Siding

Operating speed restriction 20mph applies between Bristol East Junction and Bristol West Junction to trains using platform lines 3 to 12 and Up Through and Down Through lines.

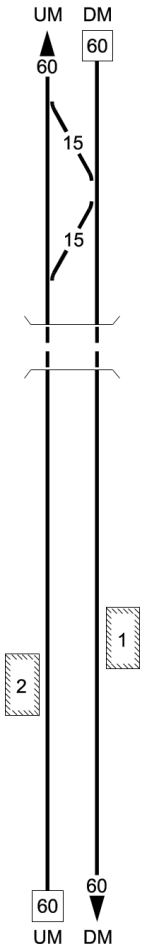
MS Shortened as per STNC / WEST / 669

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW105	015	Uffington to Fordgate Via Box	MLN1	Western	02/11/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	118	40		GSM-R TCB Thames Valley Signalling Centre RA8 (Temple Meads) (BL) ① Out of Use Axle counter area ② See Local Instructions Operating speed restriction 20mph applies between Bristol East Junction and Bristol West Junction to trains using platform lines 3 to 12 and Up Through and Down Through lines. WCL - West Carriage Line
Bristol West Jn (GW105)	118	58		
	118	74 *		
Pylle Hill GF	119	09		

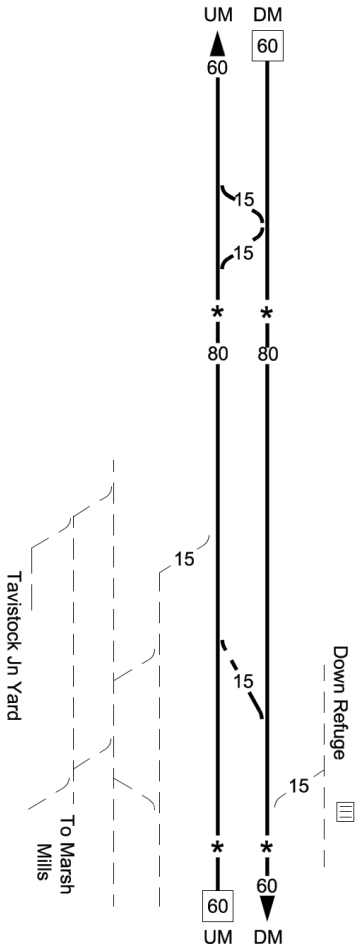
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	015	Fordgate to Penzance	MLN1	Western	18/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	229 00		TCB Plymouth SB (PH) RA8 (East) GSM-R Axle counter area
Aish Emergency Crossovers	230 37		
Wrangaton Tunnel 63m (69 yards)	231 58 to 231 61		
	232 76	T	
			Location of known low rail adhesion - Down 233m 67ch to 234m 27ch
IVYBRIDGE	234 27		Platform 1 - 104m (114 yards) Platform 2 - 104m (114 yards)
	234 78	T	
	237 00		



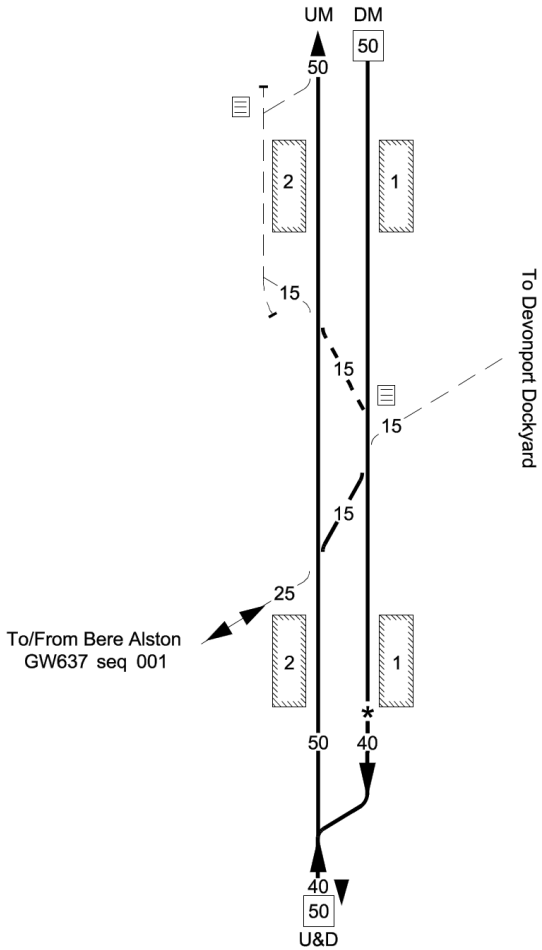
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	016	Fordgate to Penzance	MLN1	Western	17/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	237 00		TCB Plymouth SB (PH) RA8 (East) GSM-R
Hemerdon Emergency Crossovers	239 13		
	239 20 *		
Tavistock Jn Yard	242 55	T	Axle counter area Starts UM 242m 35 to east Ends DM 242m 57ch from east
	242 60		TCB Plymouth SB (P) RA8 (East)
Tavistock Jn GF	242 69		
	242 70 *		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	021	Fordgate to Penzance	MLN2	Western	02/11/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	248	77		TCB Plymouth SB (P) RA8 (West) GSM-R
Keyham East GF	249	17		
KEYHAM	249	25		Platform 1 - 129m, 141yds Platform 2 - 123m, 135yds
Keyham West GF	249	38		
Dockyard Jn	249 249	41 70		
St. Budeaux Jn (GW108)	250	00		
ST. BUDEAUX FERRY ROAD	250 250	15 20 *		Platform 1 - 124m, 136yds Platform 2 - 126m, 138yds
Single Line Jn	250	25	T	
(Start/end of diagram)	250	69		

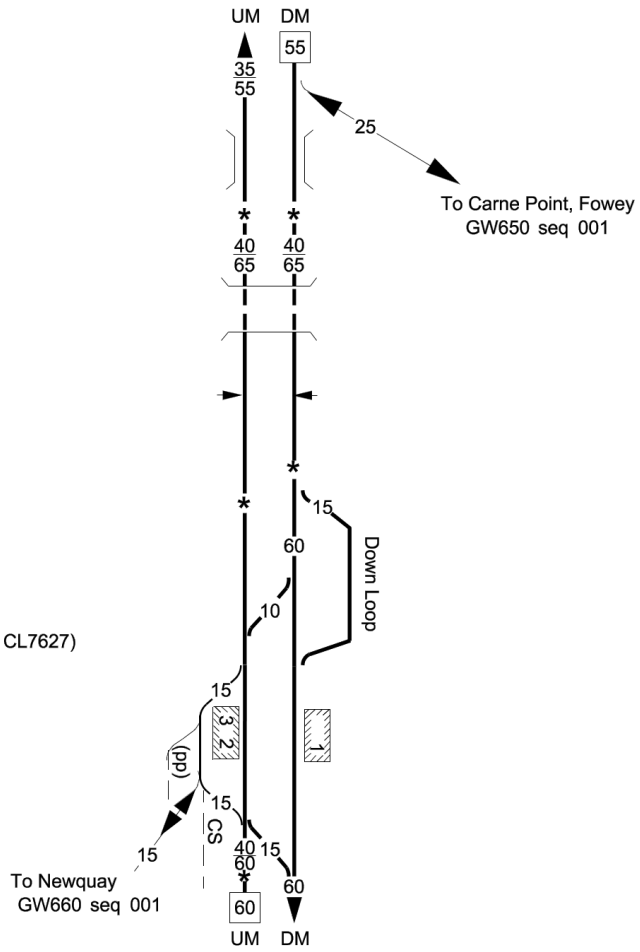


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	022	Fordgate to Penzance	MLN2	Western	13/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Plymouth SB (P) RA8 (West) GSM-R
	250 69 *	U&D 40 50 * 15	
Royal Albert Bridge (668m, 730yds)			
	251 23 *	* *	
SALTASH	251 26	2 45 55 1	Platform 1 - 124m, 136yds Platform 2 - 127m, 139yds
	252 00 *	* *	
	254 00	T 70 70	
Wivelscombe Tunnel (412m, 451yds)	254 07 to 254 27		
	255 69 *	*	
	256 20 *	* 50	Location of known low rail adhesion both lines 256m 00ch to 257m 00ch
		50	
ST. GERMANS	256 28	2 1	Platform 1 - 128m, 140yds Platform 2 - 133m, 145yds
	256 38	50 50 UM DM	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	027	Fordgate to Penzance	MLN3	Western	19/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Mid Cornwall (CL) RA8 (Exeter) GSM-R
Lostwithiel Jn	277 54		Axle counter area
Milltown Viaduct	278 48	T	
	278 64	T	
	278 70 *		
Treverrin Tunnel (516m, 564 yds)	279 19 to 279 44		Location of known low rail adhesion Up Main 277m 46ch to 278m 70ch
Treverrin HABD	279 59		
	281 32 *		
	281 35 *		Location of Known low rail adhesion Down Main 280mp to 282mp
Par Loop Jn	281 57	T (signal CL7627)	Down Loop 384m, 1260ft (PP) up direction only (platform 3) from Up Newquay - attach DMU/light locomotive Up Main - detach DMU
PAR	281 66		TCB Station barrow crossing (with telephones) Platforms 1 & 2 - 190m, 208yds Platform 3 - 164m, 179yds CS - Par Chapel Siding
	282 35 *		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	028	Fordgate to Penzance	MLN3	Western	13/07/2024

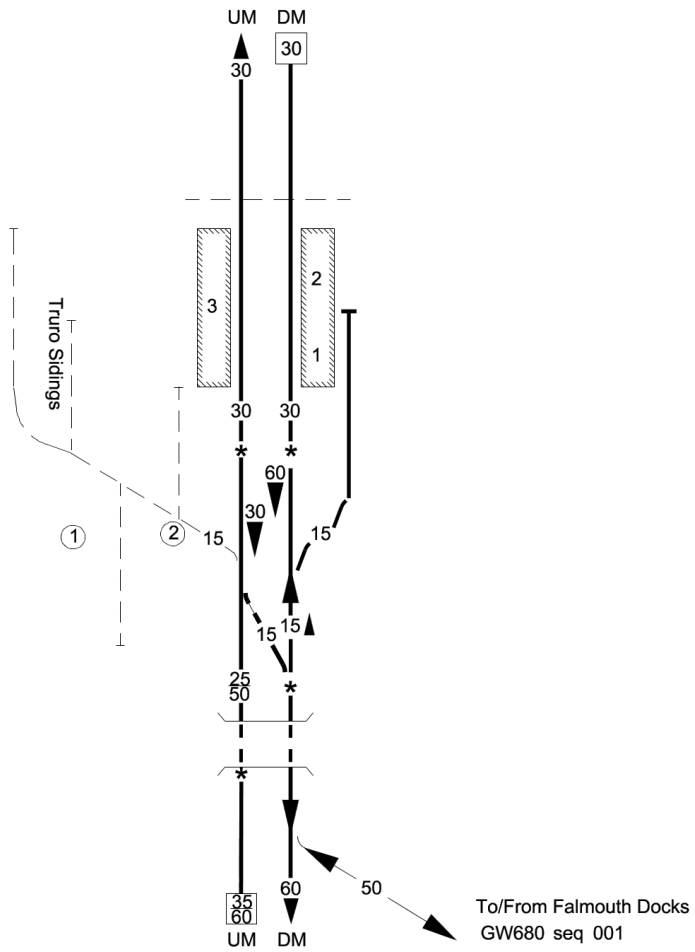
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		UM 60 / DM 60	TCB Mid Cornwall (CL) / RA8 (Exeter) — GSM-R
	282 53 *	*	Axle counter area
	284 30 *	*	
Holmbush FP (R/G-X)	285 10	X50 X50	
ST. AUSTELL	286 26	15; 2; 1; 65 65	Platform 1 - 178m, 195yds Platform 2 - 181m, 198yds
		15; US	US - Up Siding
Burngullow Jn (change of RA)	288 26	15; (1); Burngullow Yard	RA7 (1) Hand points 9544 electrically detected - see local instructions
(Reception Line)		10; RL; To/From Parkandillack GW672 seq 001	RL- Reception Line (axle counters as far as down stop board CL3823 Start of Staff section)
	288 50	T	
	291 21	T	
	291 63	T	
	293 17	T	
		65 65 / UM DM	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	029	Fordgate to Penzance	MLN3	Western	13/07/2024

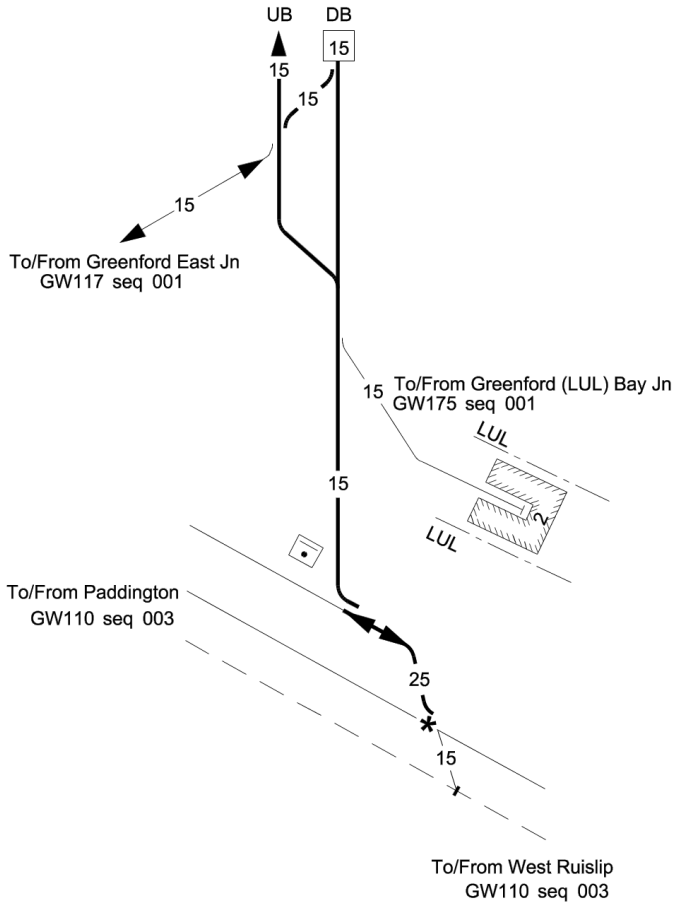
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	293 17	UM DM 65	TCB Mid Cornwall (CL) RA7 (Exeter) GSM-R
Probus Quarry	294 38	T 65	Axle counter area
Probus	295 29		
	296 25 *	65 * 70 65	
Polperro Tunnel East	296 44	T	
Polperro Tunnel 531m (581 yards)	297 50 to 297 76		
Buckshead Tunnel 293m (320 yards)	299 10 to 299 25		Location of known low rail adhesion both lines 298mp to 301mp
	299 40 *	* 40	
Truro East Crossover	300 32 *	65 *	
	300 50 *	30 40	Shunting - 485m standage between DM line signal CL5895 and LOS CL7632
	300 51 *	* * 30 30 UM DM	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	030	Fordgate to Penzance	MLN3	Western	17/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	300 51		TCB Mid Cornwall (CL) RA7 (Exeter) GSM-R Axle counter area Location of Known Low rail adhesion All lines 298mp to 301mp
Truro LC (MCB-OD)	300 57		
TRURO	300 63		Platform 1 - 80m (87 yards) Platform 2 - 199m (218 yards) Platform 3 - 219m (240 yards)
	300 70 *		(1) Cornwall Farmers sidings Out of Use (2) Hand points 9560 electrically detected - see local instructions
	301 02 *		
Highertown Tunnel 64m (70 yards)	301 05 to 301 09		
Penwithers Jn	301 25		

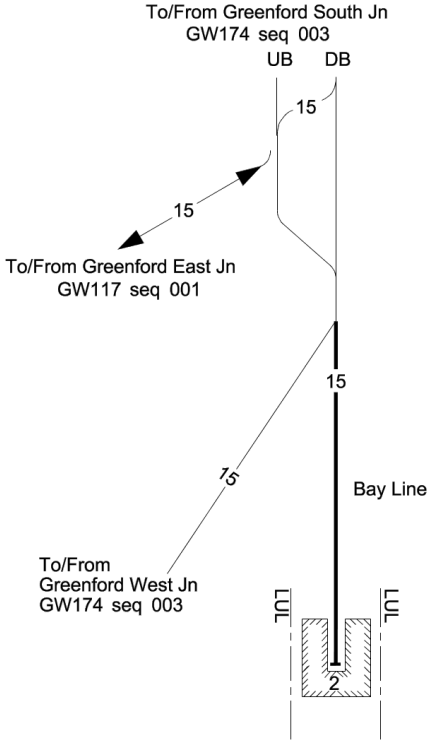


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW174	003	West Ealing to Greenford West Jn	WEL1	Western	02/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	8 40		TCB Greenford East SB (GE) RA8 GSM-R
Greenford South Jn (GW174)	8 45		UB - Up Branch DB - Down Branch
Greenford (LUL) Bay Jn (GW174)	8 65		Route GW175 Greenford (LUL) Bay Jn to Greenford Station RA5
Greenford East (GE) SB (GW174)	8 74		
Greenford West Jn (GW174)	8 76		
	7 48		

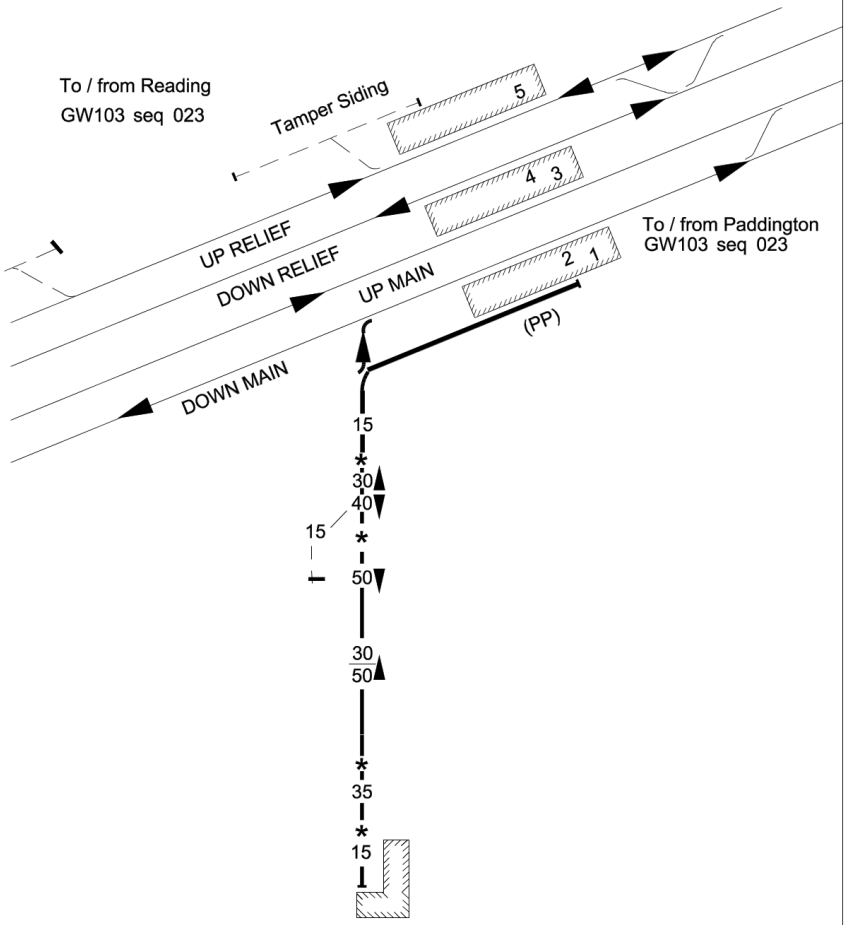
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW175	001	Greenford (LUL) Bay Jn to Greenford Station	WEL2	Western	25/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Greenford East SB (GE) RA5
Greenford South Jn (GW175)	8 45		UB - Up Branch DB - Down Branch
Greenford (LUL) Bay Jn (GW175)	8 65		
GREENFORD	9 06		Platform 2 - 83m, 91yds



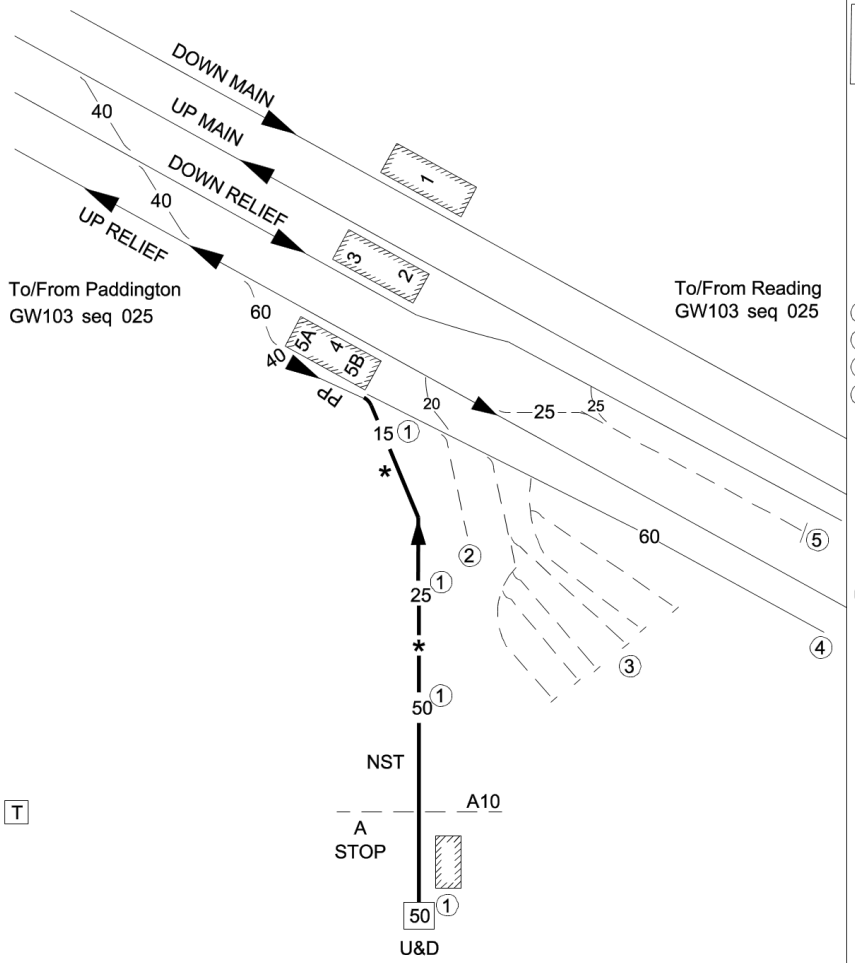
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW184	001	Slough to Windsor & Eton Central	WIN	Western	25/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			TCB RA3 Thames Valley Signalling Centre (Slough) (T) AC - Didcot
			Axle counter area
SLOUGH (GW184)	18 36		
			Platform 1 - 114m, 124yds
	18 54 *		
Limit of electrification on Windsor Branch	18 55 *		
Bath Road siding	18 62 *		Bath Road siding - 134m
			OT
	20 45 *		
	21 00 *		
WINDSOR & ETON CENTRAL	21 19		Platform - 113m, 123yds



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW185	001	Maidenhead to Marlow	WBB	Western	02/11/2024

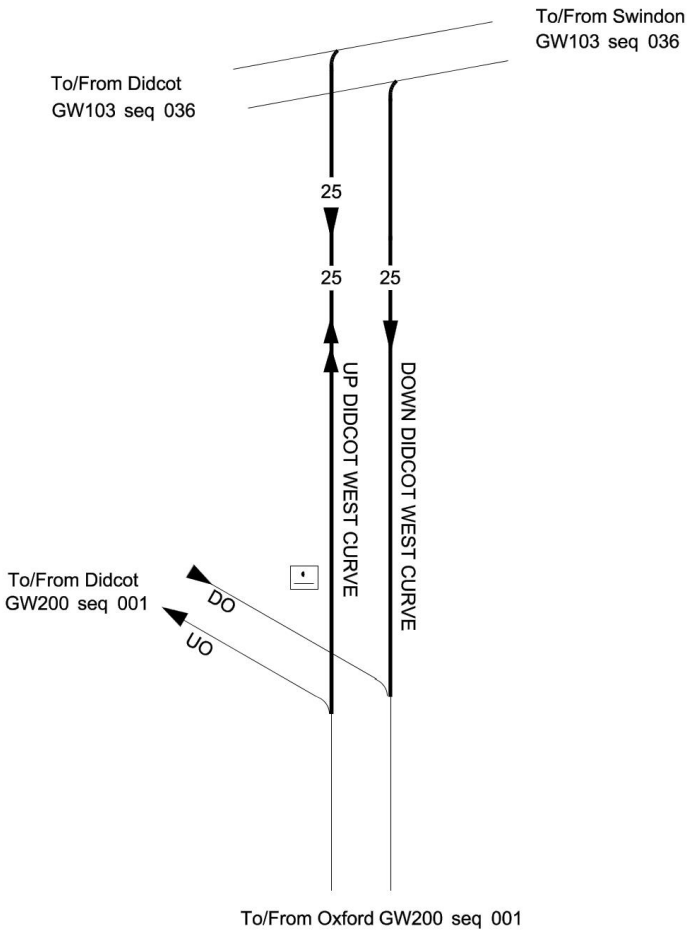
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R NST Thames Valley Signalling Centre RA6 (Slough) (T) AC - Didcot Axle counter area
MAIDENHEAD (GW185)	24 19	To/From Paddington GW103 seq 025 To/From Reading GW103 seq 025	② Engineers Siding - 85m, 96yds ③ Maidenhead Stabling Lines 1-6 - 227m, 248yds ④ Maidenhead Loop ⑤ Maidenhead Turnback Line - 236m, 258 yds
Limit of electrification on Marlow Branch	24 39 *		
	24 51 *		① DMU only, all other trains 10mph throughout
Limit of Axle counter area (GW185)	25 20	NST	
Furze Platt LC (ABCL)	25 36	T A10 A STOP	
FURZE PLATT	25 41	50 ① U&D	Platform - 138m, 151yds



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW240	001	Didcot East Jn to Didcot North Jn Via Avoiding Line	DEC	Western	02/11/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB RA8 Thames Valley Signalling Centre (Didcot) (SB) AC - Didcot GSM-R
			To/From Reading GW103 seq 035	Axle Counter area
Didcot East Jn (GW240)	52	66		
			To/From Didcot GW103 seq 035	
Foot crossing (WL) (GW240)	53	06		
Limit of Electrification (GW240) on Didcot Down Avoiding Line	53	07	*	
			UP DIDCOT AVOIDING DOWN DIDCOT AVOIDING 70 70	
Didcot North Jn (Up) (GW240)	53	71		
Didcot North Jn (Dn) (GW240)	54	00	To/From Oxford GW200 seq 001 To/From Didcot GW200 seq 001	

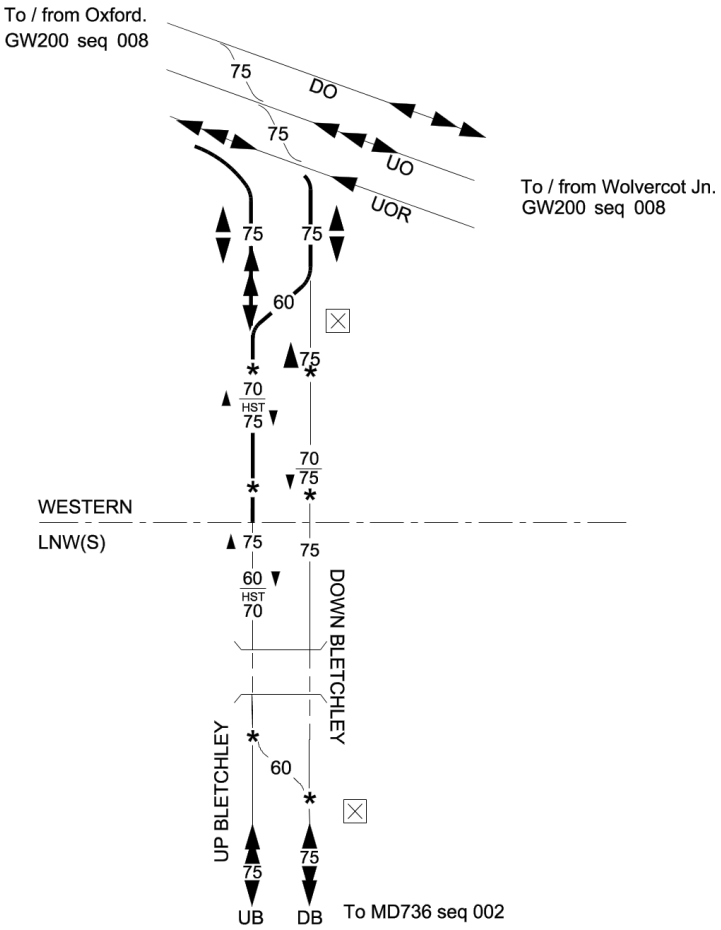
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW250	001	Foxhall Jn to Didcot West Curve Jn	DWC	Western	01/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Foxhall Jn (GW250)	53 55 -0 01		TCB RA8 Thames Valley Signalling Centre (Didcot) (SB) GSM-R Axle Counter area Up Didcot West Curve is bi-directional
Thames Valley Signalling Centre (TVSC)	0 19		DO Down Oxford UO Up Oxford
Didcot West Curve Jn (GW250)	0 32 53 51		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW276	002	Bicester Eastern Perimeter Road LC (Excl) To Oxford North Jn	OXD	Western	14/09/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE HAS BEEN WITHDRAWN	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW277	001	Oxford North Junction to Oxford Parkway (Excl.)	OXD	Western	24/08/2024

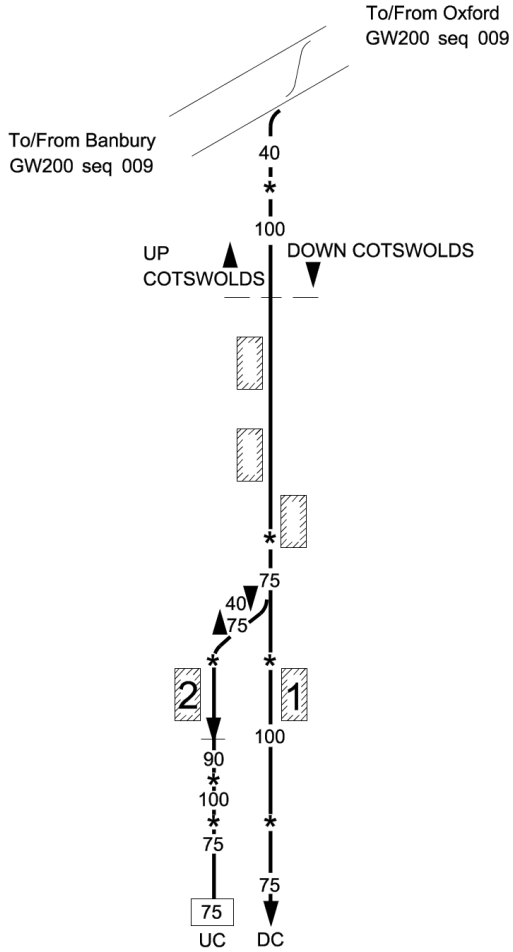
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Oxford North Jn (GW277) (Up Bletchley connection) (GW277)	30 20 (64 35)		GSM-R TCB RA8 Thames Valley Signalling Centre (Oxford) (OD) Axle Counter Area UOR: Up Oxford Relief. DO - Down Oxford UO - Up Oxford Mileage in brackets ( ) is main line (GW200) mileage (ELR: DCL).
Oxford Canal Jn (GW277)	29 57		
	29 43 *		☒ Patrolmans directional line lockout (applies to both lines) between Oxford Canal Junction and Woodstock Road Junction.
Network Rail Route Boundary & Sectional Appendix Boundary	29 36 * 29 15		UB: Up Bletchley DB: Down Bletchley
Wolvercot Tunnel (GW277) 133 metres (145 yards)	28 67 to 28 61		Marylebone IECC (OB) North Workstation
	28 51 *		
Woodstock Road Jn (GW277)	28 47		
	28 43 *		☒ Patrolmans directional line lockout (applies to both lines) between Woodstock Road Junction and Oxford Parkway.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW300	004	Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill		Western	13/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		THIS TABLE A DIAGRAM IS INTENTIONALLY BLANK.	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW310	001	Wolvercot Jn to Pershore (Excl.)	OWW	Western	02/11/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB RA8 Thames Valley Signalling Centre (Oxford) (OD) Axle Counter Area
Wolvercot North Jn	66	32		
	66	34 *		
	67	21	T	
Sandford Brake Farm LC (UWC)	68	14	T	
HANBOROUGH	70	39		Platform - 185m, 202yds
	70	40	T	
	71	40	T	Platform - 46m, 50yds
COMBE	71	44		
FINSTOCK	75	10	T	
Limit of axle counter area (GW310)		*		Platform - 40m, 44yds
	76	18 *		TCB Ascott-Under-Wychwood SB (AW)
Charlbury Junction	76	29	T	
	76	42 *		
	76	56	T	Down Platform - 180m, 203yds
CHARLBURY	76	60		Up Platform - 186m, 203yds
Signal AW2409	76	70		
	78	23 *		
	80	22 *		
(Start/end of diagram)	80	33		DC - Down Cotswolds UC - Up Cotswolds

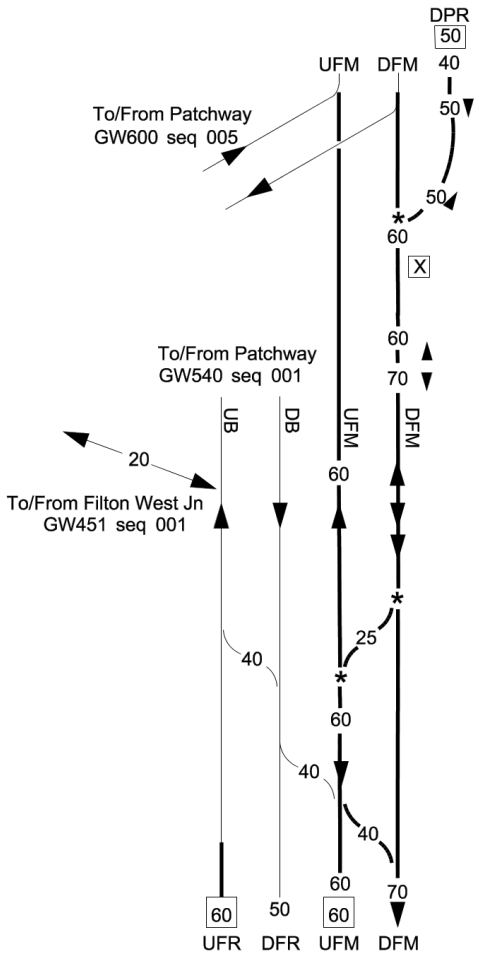


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW440	001	Yate South Jn to Westerleigh	BGL2	Western	04/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R C2 Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL)
Yate South Jn (GW440)	120 03	To/From Yate GW401 seq 009 C2 To/From Westerleigh Jn GW401 seq 009	TPWS and AWS not provided
Broad Lane LC (BW)	121 32	A10 A10	Sound horn approaching Broad Lane level crossing
Start/End of C2 Line	122 17	20 DOWN UP	
CE's Training School LC (UWC)	122 20 122 22		
Westerleigh Yard (End of Line)	122 65		See Local Instructions

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW450	001	Stoke Gifford Jn to Bristol East Jn	FEC BSW	Western	17/08/2024

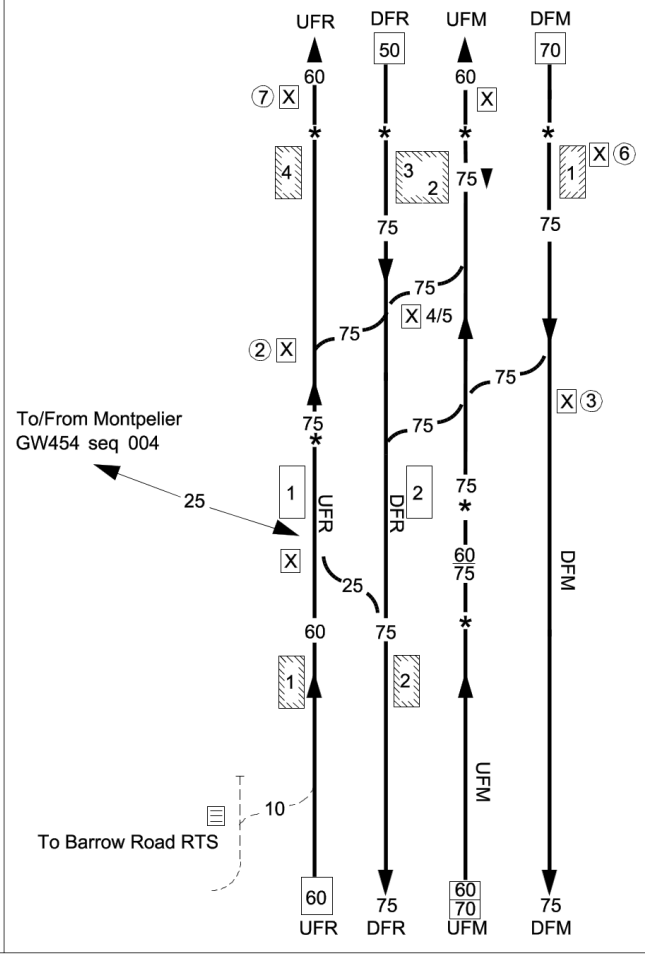
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Stoke Gifford Jn No.1 (GW450)	111 79		TCB RA8 Thames Valley Signalling Centre (Stoke Gifford) (BL) AC Didcot; GSM-R
			Axle counter area
Limit of electrification on UFM, DFM and DPR	112 33		UFM, DFM and DPR electrified
	112 18 *		LOD (T) 5016, UFM, DFM (112m 29ch)
			DPR Down Bristol Parkway Relief DFM Down Filton Main UFM Up Filton Main
Filton Jn No.2 (GW450)	(4 66)		DB Down Bristol UB Up Bristol
Change of Line name (GW540)			
			Location of Low Rail Adhesion All Lines- 0m 40ch to 4m 66ch
	112 64 *		
	112 68 *		
Filton Jn No.1 (Change of ELR)	113 01		ELR - FEC
	4 50		ELR - BSW
			DFR Down Filton Relief UFR Up Filton Relief



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW450	002	Stoke Gifford Jn to Bristol East Jn	BSW	Western	28/09/2024

Location	Mileage M Ch
(Start/end diagram)	4 50
	4 34 *
FILTON ABBEY WOOD	4 30
Horfield Jn	3 60
	2 70 *
ASHLEY DOWN	2 43
	2 21 *
Narroways Hill Jn (GW450)	2 03
	1 56 *
STAPLETON ROAD	1 50
Lawrence Hill GF (1)	1 19
To Barrow Road Sidings (1) (Start/end diagram)	1 10

Running lines & speed restrictions



Signalling & Remarks

TCB Thames Valley Signalling Centre
RA8 (Stoke Gifford) (BL)

GSM-R

(6) LOD (T) 5038, UFM, DFM (4m 44ch)
(7) LOD (T) 5037, UFR, DFR,U& D FC (4m 42ch)

Axle counter area
Platform 1 - 117m, 128yds
Platform 2 - 126m, 137yds
Platform 3 - 117m, 128yds
Platform 4 - 117m, 128yds

Location of Low Rail Adhesion
All lines - 0m 40ch to 4m 66ch

(2) LOD (K) 5033, UFR, DFR (3m 27ch)
(3) LOD (T) 5034, UFM, DFM (3m 37ch)
(4) LOD (K) 5035, UFR, DFR (3m 79ch)
(5) LOD (K) 5036, DFR, UFM (3m 79ch)

Both Platforms 126, 137yds

TCB Thames Valley Signalling Centre
RA8 (Bath) (BL)

Axle Counter area
LOD (K) 5032, UFR, DFR, U & D A, (1m 78ch)

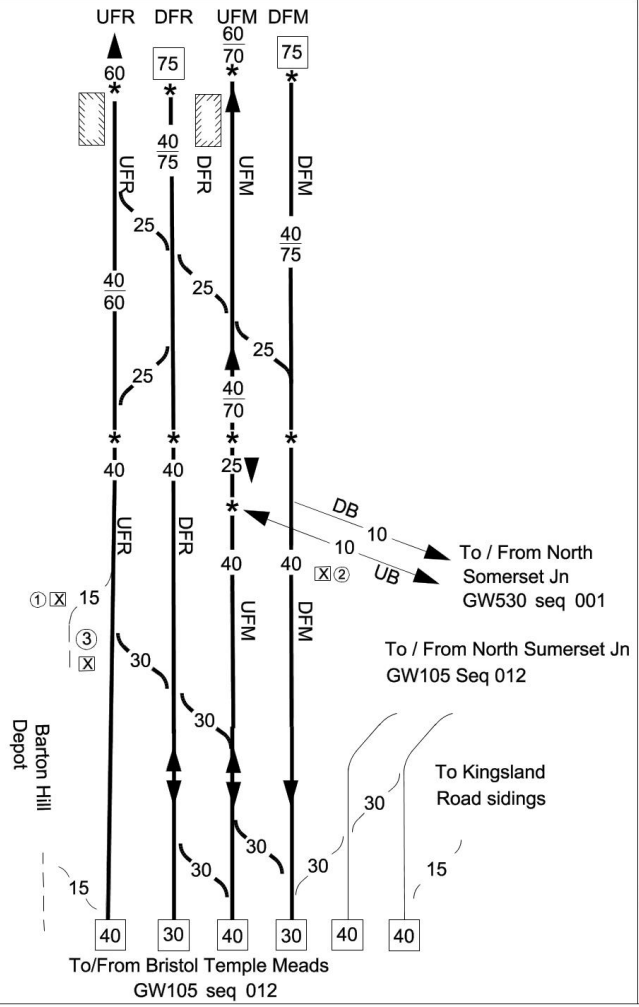
Down platform - 211m, 231yds
Up platform - 216m, 236yds

UFR - Up Filton Relief
DFR - Down Filton Relief
UFM - Up Filton Main
DFM - Down Filton Main

(1) Out of Use STNC/G1/2018/WEST/629

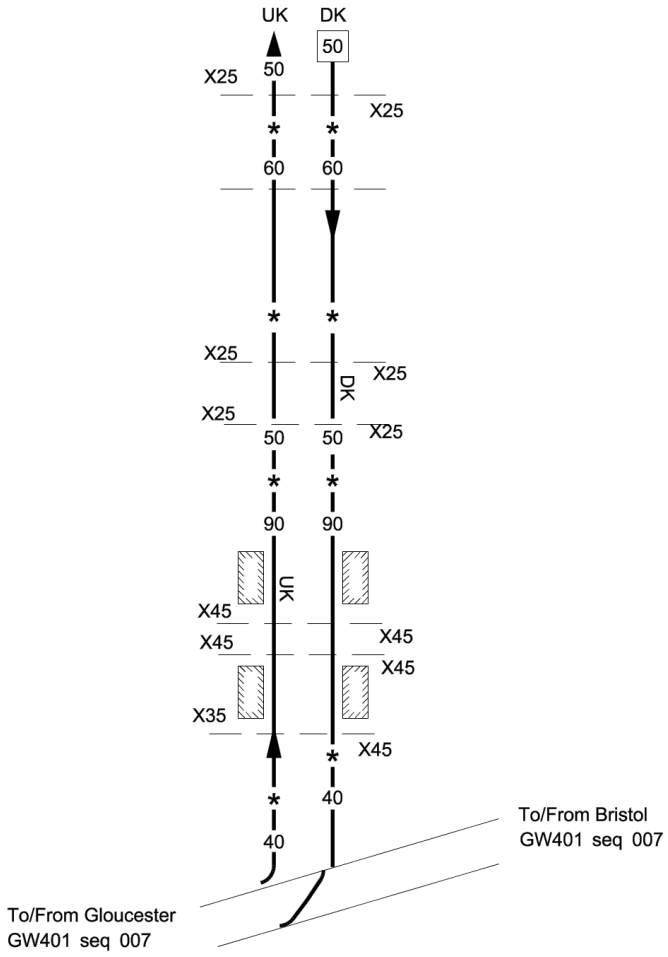
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW450	003	Stoke Gifford Jn to Bristol East Jn	BSW	Western	13/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end diagram)	1 10 *		TCB Thames Valley Signalling Centre RA8 (Bath) (BL)
	1 09 *		GSM-R
LAWRENCE HILL	1 04		Axle Counter area
	0 71		Down platform - 114m, 125yds Up platform - 116m, 127yds
			Location of Low Rail Adhesion All lines - 0m 40ch to 4m 66ch
	0 60 *		UFR Up Filton Relief DFR Down Filton Relief
Dr. Day's Jn (GW450)	0 55 *		UFM Up Filton Main DFM Down Filton Main
	0 46 *		UB Up Bristol Loop DB Down Bristol Loop
	0 33 *		Thames Valley Signalling Centre (Temple Meads) (BL)
			① LOD (T) 5030 UFR and DFR (0m 63ch) ② LOD (T) 5031 UFM and DFM (0m 63ch) ③ LOD (K) 5025 UFR and DFR ④ LOD (K) 5026 UFM and DFM ⑤ Trains and shunt movements may turn back via turn back via DFM line signal BL1820 (fixed red) and start from signal BL1823 (155m standage- see local instructions)
Bristol East Jn (GW450)	0 26 *		
	118 02		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW480	003	Swindon to Standish Jn	SWM1	Western	31/08/2024

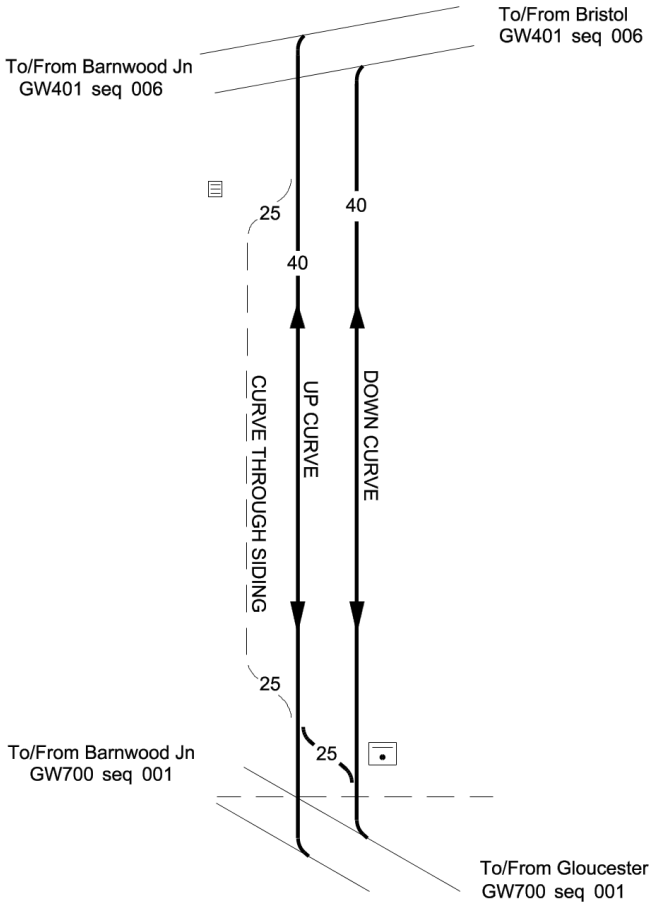
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Gloucester SB (G) RA8 Panel C GSM-R
(Start/end of diagram)	96 05		
Frampton LC (R/G-X)	96 32	T	
	98 60 *		DK Down Kemble UK Up Kemble
St. Mary's LC (MCG)	98 64	T	
	99 22	T	
	100 10 *		
	100 49		
Ham Mill FP Crossing (R/G-X)	100 63		
	100 75		
	101 24		
Bowbridge FP Crossing (R/G-X)	101 36		Location of Known low rail adhesion
	101 49		All lines 101mp to 103mp
	102 00 *		
STROUD	102 13	T	Down platform - 185m, 202yds (Tel.) Up platform - 185m 202yds
Gannicox FP (R/G-X)	102 48		
Ebley LC UWC (R/G-X)	103 49	T	
STONEHOUSE	104 74	T	Down platform - 156m, 171yds (Tel.) Up platform - 160m, 175yds
Globe Inn FP LC (R/G-X)	105 10		
	106 58 *		Location of known low rail adhesion
	106 70 *		All lines 104mp to 106mp
Standish Jn (GW480)	106 74		
	99 69		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW490	001	Gloucester Yard Jn to Horton Road Jn	SWM2	Western	13/07/2024

Location	Mileage M	Mileage Ch
Gloucester Yard Jn (GW490)	93	08
	113	03
Gloucester Yard No.2 GF (GW490)	113	14
Gloucester SB (G) (GW490)	113	55
Horton Rd LC (MCB) (GW490)	113	56
Horton Rd Jn (GW490)	113	61

Running lines & speed restrictions



Signalling & Remarks

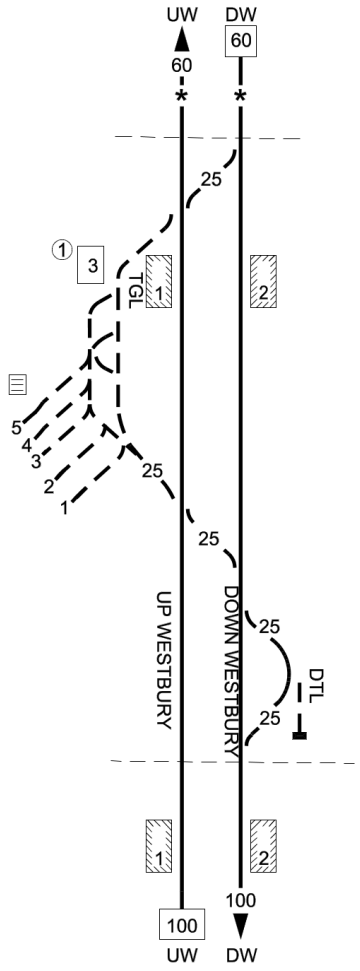
GSM-R

TCB	Gloucester SB (G)
RA8	Panel B

Location of known low rail adhesion
Down 113mp to 114m 20ch

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	003	Reading to Cogload Jn Via Westbury & Frome A/Ls	BHL	Western	15/11/2024

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Thames Valley Signalling Centre RA8 (Newbury) (T) AC Didcot
Start/end of diagram	38	20 *		Axle counter area
Calcot Mill FP (R/G)	40	11		ATP - UW from T2826 (40m 68ch) - DW from T2841 (43m 30ch) UW, DW, TGL and DTL electrified
THEALE	41	22		Platform 1 - 168m, 184 yds Platform 2 - 168m, 184 yds
Theale Reception Sidings GF	41	54		① Temporary platform - use must be specially authorised - 140m, 153 yds TGL - Theale Goods Loop
	42	08		1 - Puma 2 - Aggregate Industries 3 - Breedon 4 - Cripple Sidings 5 - Hansons
				DTL - Down Towney Loop 762m, 2499ft
Towney LC (UWC)	44	11	T	
ALDERMASTON	44	63		Platform 1 - 115m, 126 yds Platform 2 - 105m, 115 yds
Start/end of diagram	46	16		



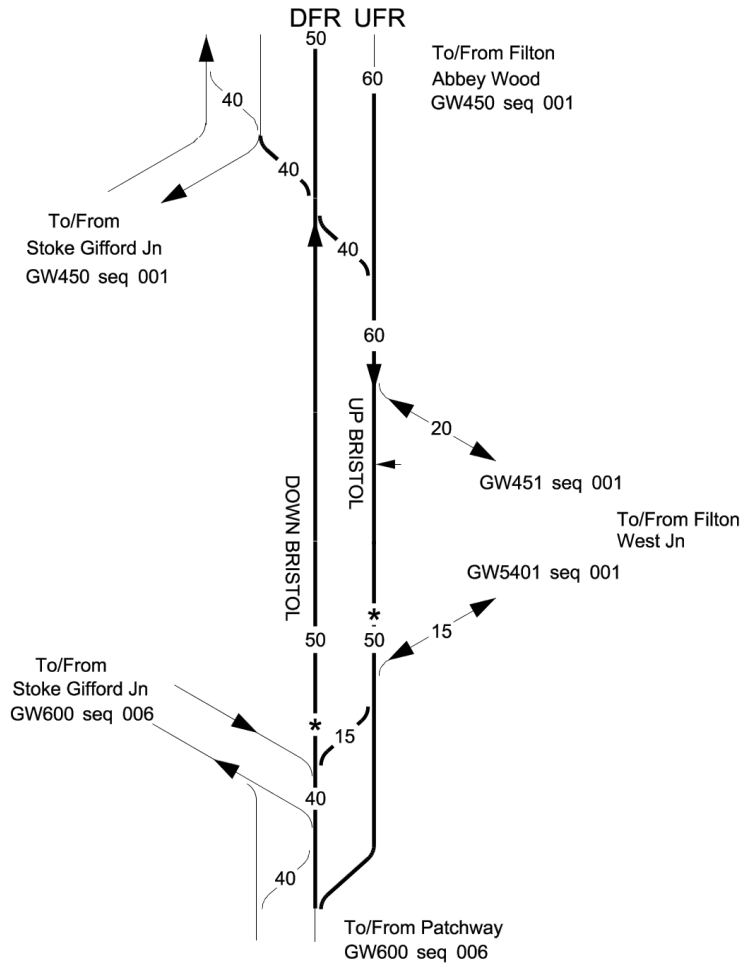
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	004	Reading to Cogload Jn Via Westbury & Frome A/Ls	BHL	Western	03/09/2022

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
			UW DW 100 100	GSM-R TCB Thames Valley Signalling Centre RA8 (Newbury) (T) AC - Didcot
Wickham Knights LC (UWC)	46	16	T	Axle counter area DW and UW electrified
	46	50 *	* *	ATP - UW to T2842 (46m 57ch) - DW to T2855 (49m 47ch)
			95 95	DW - Down Westbury UW - Up Westbury
Midgham LC (CCTV)	46	56		(Controlled by Colthrop LC)
MIDGHAM	46	59	2 1	Down platform - 97m, 106yds Up platform - 117m, 128yds
Compeday LC (UWC)	47	08	T	
	47	10 *	* *	
			100 100	
Crannel's LC (UWC)	47	47	T	
Colthrop HABD	48	66		
Colthrop LC (MCB)	48	75		
THATCHAM	49	45	2 1	Platform 1 - 168m, 184 yds Platform 2 - 168m, 184 yds
Thatcham LC (CCTV)	49	51		(Controlled by Colthrop LC)
	51	40 *	* *	
			110 110 UW DW	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW540	001	Filton Jn to Patchway Jn	BSW	Western	17/08/2024

Location	Mileage M Ch
Filton Jn No.1 (GW540)	4 40
Filton Jn No.2 (GW540)	4 66
Change of Line name	
Filton Jn HABD	4 75
Limit of electricfication Up and Down Bristol	5 40
	5 48 *
	5 53
Patchway Jn (GW540)	5 57 *
	5 61
	112 68

Running lines & speed restrictions



Signalling & Remarks

GSM-R

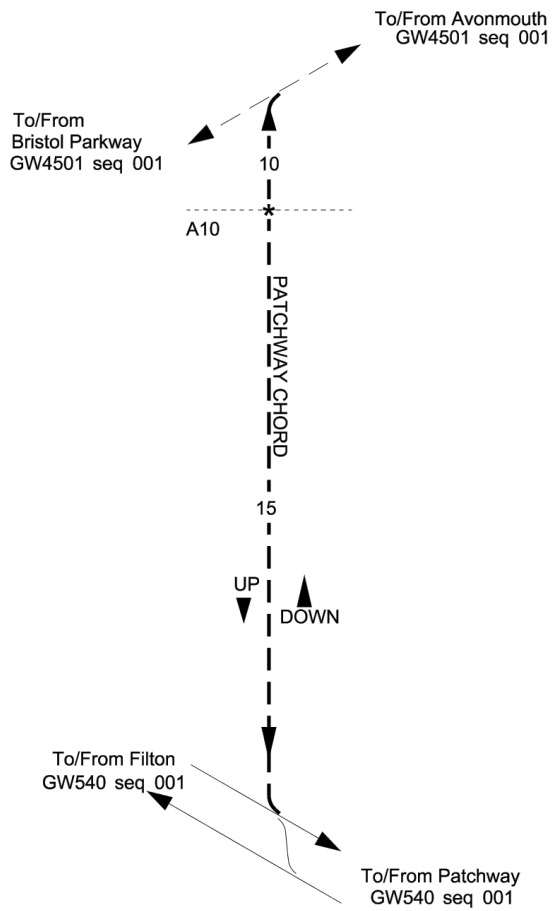
TCB RA8	Thames Valley Signalling Centre (Stoke Gifford) (BL) AC: Didcot

Direction of line is UP towards Patchway Jn

Axle Counter area

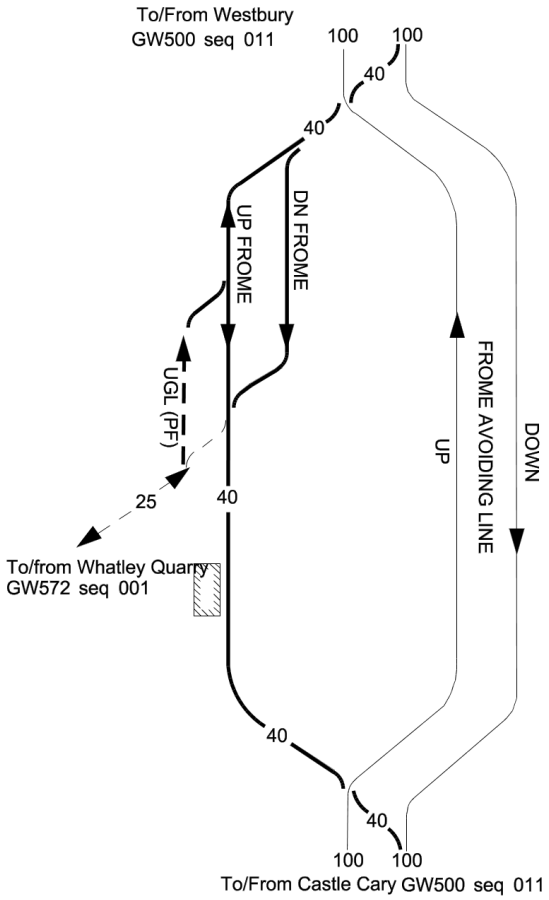
DFR - Down Filton Relief
UFR - Up Filton Relief

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW5401	001	Filton West Jn to Patchway Jn	PAC	Western	31/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Filton West Jn (GW5401)	112 72 0 40		GSM-R TCB Thames Valley Signalling Centre RA8 (Stoke Gifford) (BL) AC: Didcot Axle Counter area Direction of line is UP towards Patchway Jn
Filton Tip LC (AOCL)	0 34 *		
Limit of Electrification	0 09		
Patchway Jn (GW5401)	0 00 5 53		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW570	001	Clink Road Jn to Blatchbridge Jn via Frome	WEY FNS1	Western	31/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Westbury SB (W) RA8 Panel B GSM-R
Clink Road Jn (GW570)	114 44		
Single Line	114 52		Down Frome- (W312-W759 GPL)-637m/2090ft/99SLU Up Frome- (W212-W199) - 637M/2090ft/99SLU Up Frome- (W199-W212) - 637M/2090ft/99SLU UGL (W297 to W764 GPL) - 370m/1213ft/57SLU
(Change of ELR UGL only)	115 01		ELR - WEY ELR - FNS1
Frome North Jn (GW570)	115 19		
FROME	115 44		Platform - 109m, 119yds
Blatchbridge Jn (GW570)	116 52		

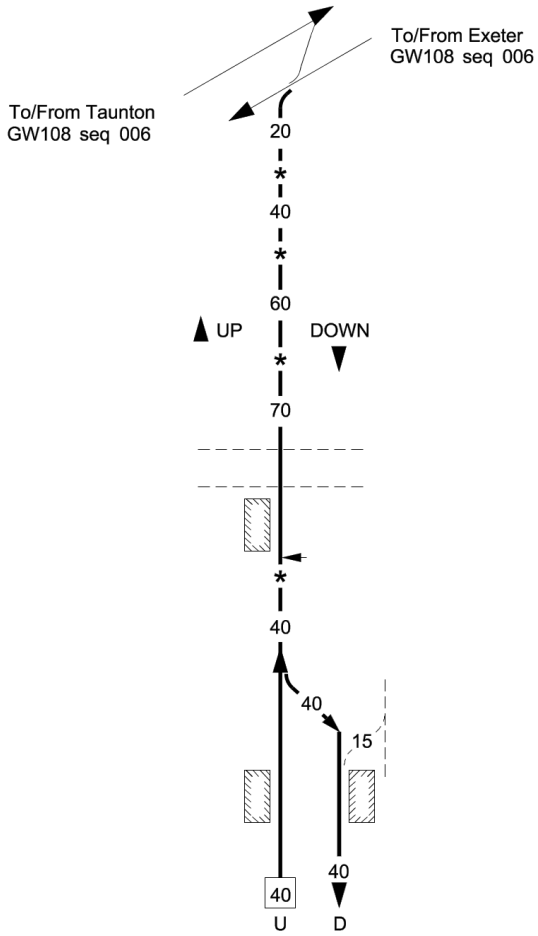


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW572	001	Frome North Jn to Whatley Quarry	FNS1 FNS2 WQL	Western	03/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Frome North Jn (GW572) (Change of ELR UGL only)	115 19 0 00	To/From Frome North Jn GW570 seq 001 UGL 25 25	TCB Westbury SB (W) RA6 Panel B GSM-R ELR : FNS1 ELR : FNS2
	0 03 *	*	
Hapsford LC (UWC)	2 30	T 35	UGL- (W297 - W764GPL) - 370m/1213ft/57SLU Down: End of GSM-R area at 2m 40ch Up: Start of GSM-R area at 2m 40ch GSM-R
	2 35 *	*	ELR : FNS2 ELR : WQL
(Change of ELR)	2 38		
Ownership boundary (GW572)	2 40		Network Rail / Mendip Rail boundary 2m 40ch
Bedlam Tunnel 251m (275 yards)	2 51 to 2 64	20	
Great Elm Tunnel 292m (319 yards)	2 76 to 3 11	UP DOWN	
Murdercombe Tunnel 50m (55 yards)	3 56 to 3 58 *	* 10 20	
To Whatley Quarry			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW606	001	Cowley Bridge Jn to Barnstaple	DAC	Western	19/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Crediton SB (CN) RA6 GSM-R
Cowley Bridge Jn (GW606)	173 50		Cowley Bridge Jn controlled by Exeter (E) signal box
	173 54 *		
	173 74 *		
	175 07 *		
Norton Farm 1 LC (UWC)	175 64	T	
Norton Farm 2 LC (UWC)	176 21	T	
NEWTON ST. CYRES	176 51		Platform - 120m, 131yds
Newton St. Cyres HABD	176 60		
	178 69 *		
Single Line Jn (GW606)	178 70		
CREDITON	179 20		Down platform - 135m, 148yds Up platform - 155m, 170yds
	179 26		



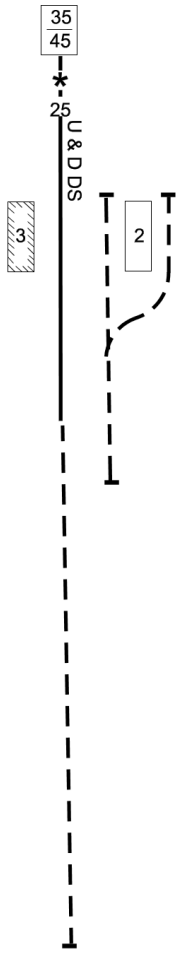
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW606	002	Cowley Bridge Jn to Barnstaple	DAC NDN	Western	11/03/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U D 40 40	GSM-R NSTR/OT(S) Crediton SB (CN) RA5
Crediton LC (MCB)	179 26		
Crediton (CN) SB (change of ELR)	179 26	- 15 15	ELR : DAC ELR : NDN
	179 32 *	* NSTR 40	
	179 36 *	* 30 mu 40 OT(S) To/From Meldon line GW608 seq 001	
	179 60 *	* 30 mu 70 A15 30	
Salmon Pool LC (ABCL)	180 09	A20 MU 40	See Local instructions
	180 12 *	* 30 MU 70	* Down Trains only
	182 70	T	
YEOFORD	182 72		Platform - 136m (149 yards)
	185 67	30 mu 70 U&D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW608	002	Crediton to Meldon (Okehampton Line)	DAC	Western	24/10/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			30/40	OT(S) Crediton SB RA6 (C) GSM-R
Former Coleford Jn	183	69		
Penstone FP (R/G)	184	00	T	
	184	02 *	* ▲30/40 30/75▼	Location of known low rail adhesion Single 183m 79ch to 197m 33ch
	184	10 *	* 75	
ColebrookTwo Moors Way (FP) (R/G)	185	41	T	
Landsend (UWC) (R/G)	186	15	T U & D DS	U & D DS- Up and Down Dartmoor Single
Common Moor 1 (UWC) (R/G)	187	04	T	
Buttistand (UWC) (R/G)	188	03	T	
Denbrook Emergency Crossing	189	29		
	191	52 *	* 30/55	
	192	76 *	* 30/65	
Corscombe (UWC) (R/G)	194	66	T	
	195	00 *	* 30/45	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW608	003	Crediton to Meldon (Okehampton Line)	DAC	Western	06/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	195 00		OT (S) Crediton SB RA6 (CN) GSM-R
	197 19 *		
			U & D D- Up and Down Dartmoor Single
OKEHAMPTON	197 25		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		

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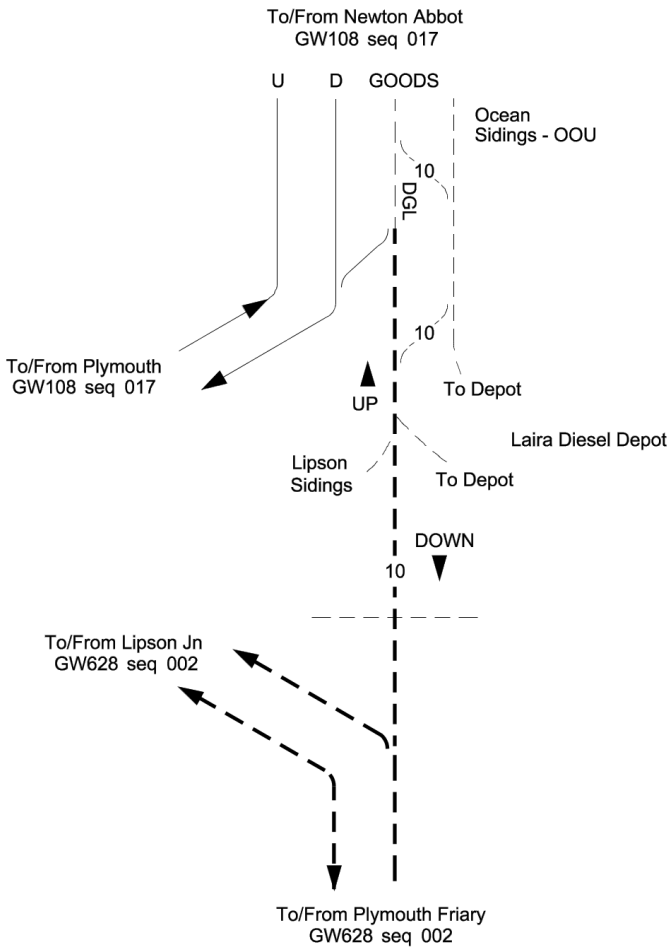
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW618	001	Newton Abbot East Jn to Heathfield	MOB	Western	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			OT(S) Exeter SB (E) RA6 PANEL A GSM-R
Newton Abbot East Jn	213 75 0 14	To/From Totnes GW108 seq 012 To/From Teignmouth GW108 seq 012	TPWS and AWS not provided
		15 DOWN	Train staff kept at Newton Abbot. See Local Instructions
Commencement/End of One Train Working board Temporary Stop block (1)	0 55		(1) Branch temporarily out of use between 0m 55ch and Heathfield at 4m 07ch STNC/G1/2023/WEST/760 Until April 2026
Teignbridge LC (TMO)	1 51		
		UP	
Teigngrace	2 28		
ECC Ballclays	3 54		
Heathfield	4 00		
End of line	4 07		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW628	001	Laira Jn / Lipson Jn to Cattewater	SUT	Western	27/07/2024

Location	Mileage M	Mileage Ch
Laira Jn (GW628)	244	02
Speedway (goods branch) LC (AOCL)	244	20
Speedway Jn	244	30
	0	18

Running lines & speed restrictions



Signalling & Remarks

TCB	Plymouth SB (P)
RA7	(East)

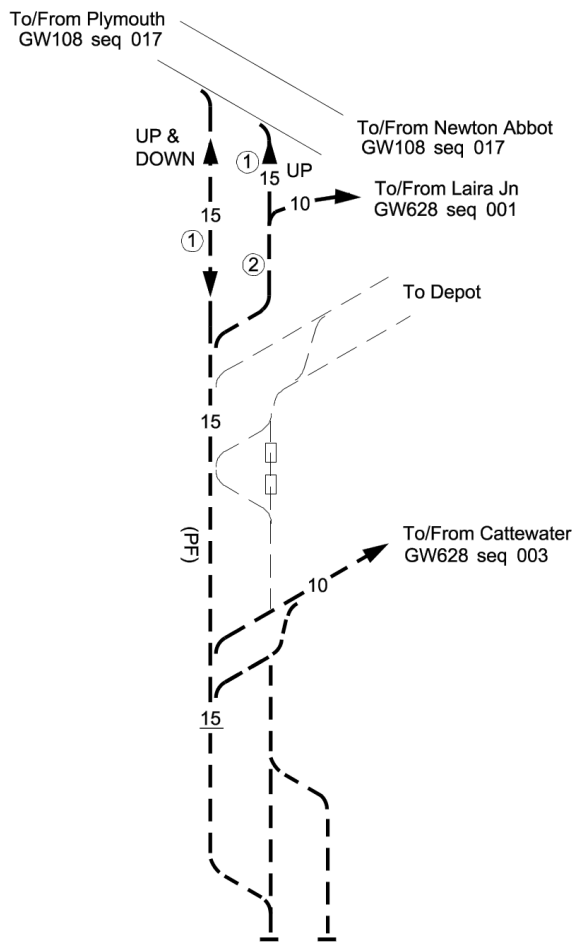
GSM-R

TPWS and AWS not provided

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW628	002	Laira Jn / Lipson Jn to Cattewater	PLO SUT FRY	Western	05/10/2024

Location	Mileage M	Mileage Ch
Lipson Jn (GW628)	244	35
	0	00
Speedway Jn (Change of ELR)	0	22
	244	30
Mount Gould Jn (Change of ELR)	0	30
	244	43
Carriage washer and servicing platform		
Change of mileage	244	45
	244	41
Former Friary Jn (Change of ELR)	244	60
STOP BOARDS (Down Direction)	245	13
Signal P.177 and STOP BOARD (Up direction)	245	14
Turnchapel Branch Jn	245	17
	245	20
	245	21
Plymouth Friary	245	40

Running lines & speed restrictions



Signalling & Remarks

GSM-R

TCB/Sidings	Plymouth SB (P)
RA7	(East)

1. ELR: PLO - Up line, Speedway Jn to Lipson Jn / Up and Down line, Lipson Jn to Mount Gould Jn
2. ELR: SUT - Up line, Mount Gould Jn to Speedway Jn and Mount Gould Jn 244m 60ch

ELR : SUT	TCB
ELR : FRY	Sidings

(245-13)

Temporary Buffer Stop 245m, 20ch
STNC / G1 / 2022 / WEST / 737
Plymouth Friary Yard OOU until 28th October 2024

GSM-R

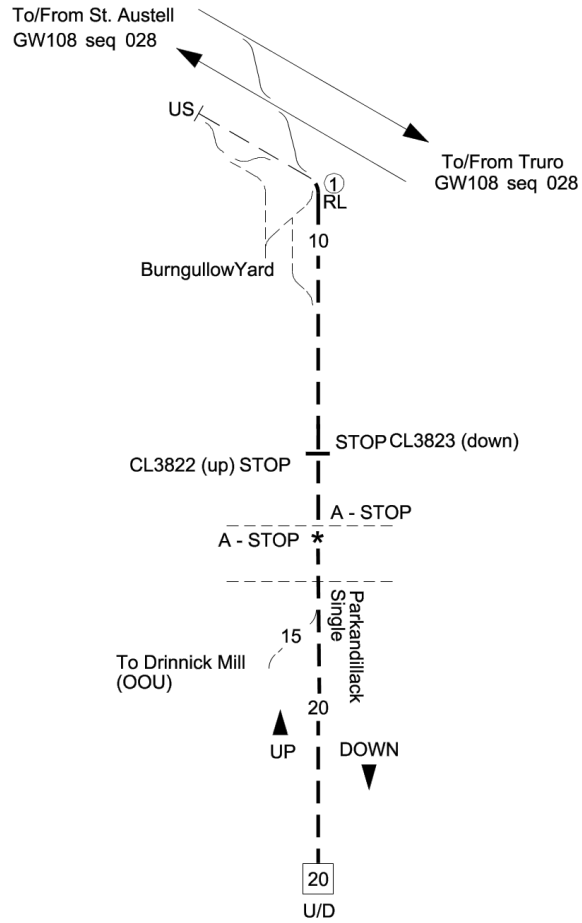
Down: End of GSM-R at 245m 40ch
Up: Start of GSM-R at 245m 40ch
See Local Instructions

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW660	005	Par to Newquay	NEW	Western	11/03/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	298	31	U&D 20 25 MU 35	OT(S) Goonbarrow Jn SB (GJ) RA6 GSM-R
Coswarth LC (AOCL+B) (1)	298	48	T; A5 10; A5 30	(1) AOCL Level Crossings with barriers
Coswarth Tunnel (40m, 44yds)	299 to 299	23 to 25		
Bejowan LC (UWC)	299	71	T	
Quintrel Downs LC (ABCL)	300	14	T; A10 25; A STOP	
QUINTREL DOWNS	300	16	20 25 MU 35	Platform - 74m, 81yds
Chapel Farm 3 LC (UWC)	300	50	T	
Chapel LC (AOCL)	300	56	T; A5 35; A5 25	
Manuells Farm 2 LC (UWC)	300	76	T	
Trencreek LC (AOCL+B) (1)	301	35	T; A5 10; A10 20	
Treloggan FP (R/G)	302	01		
	302	32 *	*	
NEWQUAY	302	49	T; 15	Platform - 242m, 265yds

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW672	001	Burngullow to Parkandillack	SDS	Western	17/08/2024

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



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW700	003	Gloucester Barnwood Jn to Severn Tunnel Jn	SWM2	Western	25/03/2023

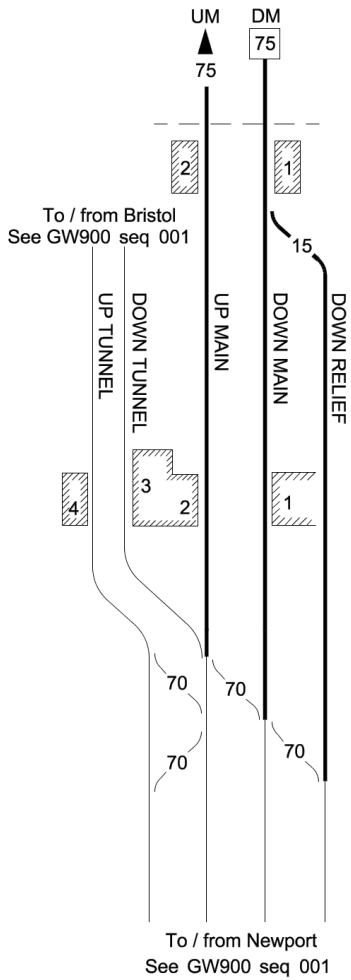
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	114	55	UM 40 ▼ / DM 60	GSM-R ◆
St Catherines Viaduct (80m, 84yrds)	115	00	60	TCB RA8 — Gloucester SB (G) Panel B
	115	04		
Ham Meadow Viaduct (157m 172yds)	115	16		Gloucester SB (G) Panel C
	115	24	40	
Over Junction and Over Viaduct (60m, 66yds)	115	43	60	
	115	70 *	* *	
Keenes LC (UWC)	116	03	T	
Pooles LC (UWC)	116	46	T	
Lower Barn Farm LC (UWC)	118	17	T	
Ley LC (CCTV)	120	20	T	
			90 90	
Broken Cross Farm No.1 LC (UWC)	120	49	T	
Broken Cross LC (R/G)	120	66	T	
	121	28	90 UM / 90 DM	

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
		UM 90 / DM 90	TCB Gloucester SB (G) RA8 Panel C; GSM-R
Grange Court	121 28		
	121 70 *	90 / * / 75	
	122 06 *	*	
Westbury LC (AHBC) (GW700)	122 11	T	
		75	
Broadoak LC (UWC) (R/G - X)	123 76	T; X50 / X50	
	124 65 *	* *	
Newnham Tunnel (215m, 235yds)	125 08 to 125 19		
		70 70	
Bullo Pill HABD	125 59		TCB Wales Rail Operating Centre (Severn Tunnel) (NT)
Route Boundary	126 10	WESTERN / WALES	
Bullo Dock Viaduct (137m, 150yds)	126 38 * 126 40		Axle counter area
	127 65 *	* *	
Awre LC (CCTV)	128 22	90 UM / 90 DM	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW700	007	Gloucester Barnwood Jn to Severn Tunnel Jn	SWM2	Wales	21/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	147 03		TCB Wales Rail Operating Centre RA8 (Severn Tunnel) (NT) AC - Didcot GSM-R
Caldicot Station LC(UWC)	148 00	T	Axle Counter Area
CALDICOT	148 02		Down platform - 84m (91 yards) Up platform - 106m (116 yards)
	148 17	T	
Limit of electrification on UM, DM and Down Relief	148 33		Up Main, Down Main and Down Relief electrified
SEVERN TUNNEL JUNCTION STATION / CYFFORDD TWNNEL HAFREN (GW700)	148 61		Platform 1 - 145m (159 yards) Platform 2, 3 & 4 - 171m (187 yards)
Severn Tunnel Jn (GW700) (change of ELR)	149 14 16 73		ELR - BSW ELR - SWM
	16 77		



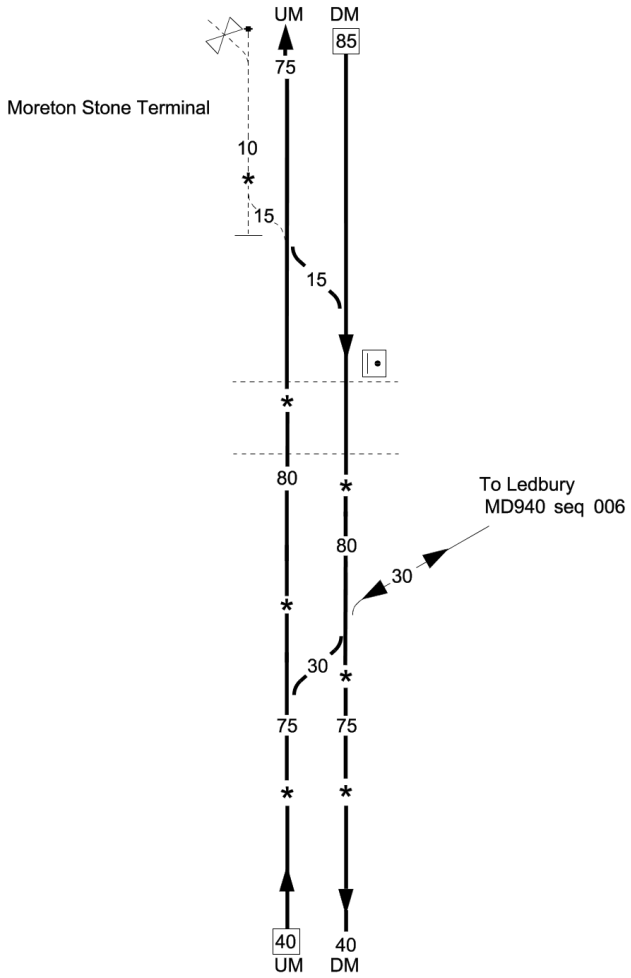
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW705	001	Caldicot Jn to Sudbrook	SBK	Western	29/10/2012

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		This diagram has been withdrawn	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	010	Severn Bridge Jn to Newport, Maindee West Jn	SHL	Western	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Leominster (LE) SB	38 60	UM 80; DM 90; 5; URS; 15; 15 ①	AB RA8 Leominster SB (LE); GSM-R; URS 333m, 1092ft; ① Temporarily secured out of use
	40 15 *	*	
Ford Bridge LC (FPGT)	40 69	T; 80; 80	AB RA8 Moreton-on-Lugg SB (ML)
	42 55 *	*	
	42 65 *	65; 65; *	
	42 67	T; 80; 80	
Dinmore Tunnels 965m (1056 yards)	42 68 to 43 36	T	
	43 60 *	*	
Ox Pasture Farm 1 LC (UWC)	44 38	T	
	44 39 *	*	
Dolmeadow LC (UWC)	44 76	T; 85	
Wellington HABD	45 32 *	90; *	
Wellington LC (AHBC)	45 33	75	
	45 68 *	*	
	46 15	75; 85; 75 UM; DM	

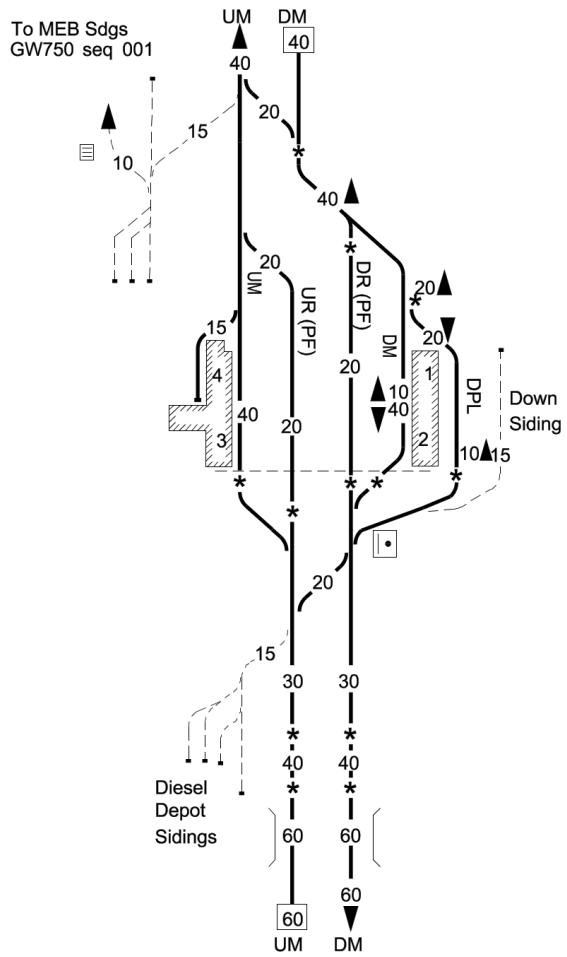
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	011	Severn Bridge Jn to Newport, Maindee West Jn	SHL	Wales	27/07/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	46 15		AB Moreton-on-Lugg SB (ML) RA8
Moreton-on-Lugg SB (ML)	46 65		
	47 00 *		
Lyde Court LC (UWC)	47 77	T	TCB Hereford SB (H)
	48 36 *		
Shelwick Jn (GW730)	49 26 *		
	49 27 *		
	50 15 *		
	50 25		

GSM-R

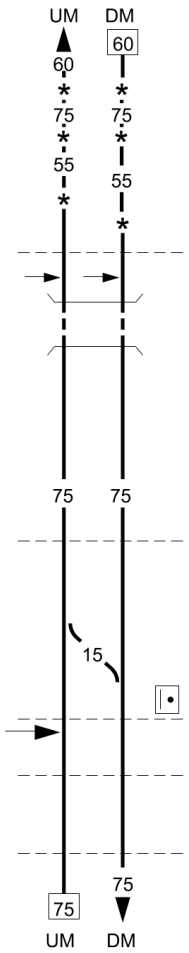
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	012	Severn Bridge Jn to Newport, Maindee West Jn	SHL HDC	Western	24/08/2024

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



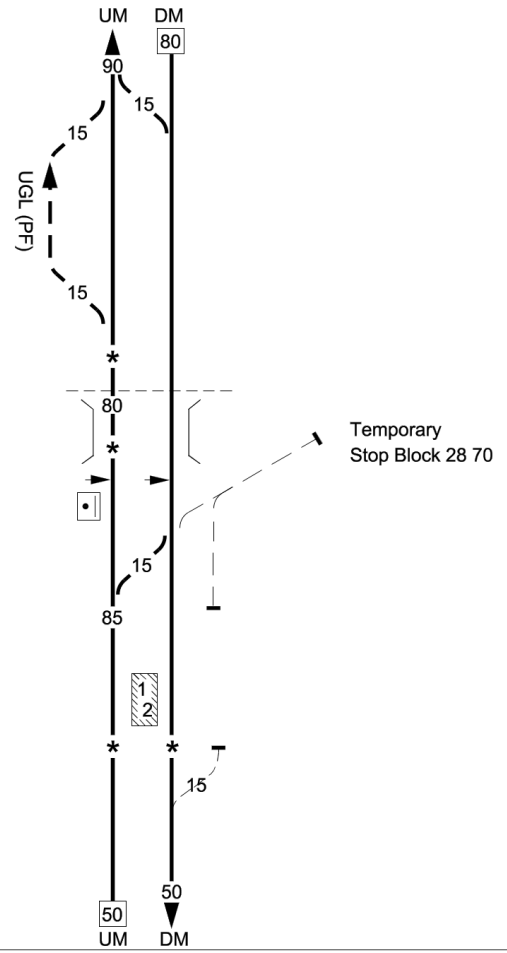
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	013	Severn Bridge Jn to Newport, Maindee West Jn	HDC HNL1	Wales	18/06/2022

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

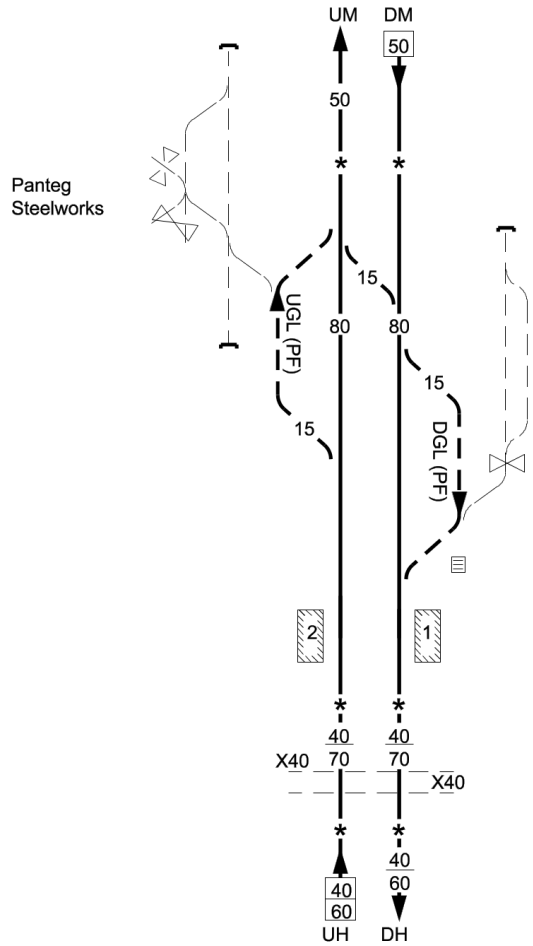


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	016	Severn Bridge Jn to Newport, Maindee West Jn	HNL1	Western	24/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R AB Abergavenny SB RA8 (AY)
	23 15		
Abergavenny UGL			UGL 340m, 1113ft
	23 32		
	24 14 *		
Penpergwm LC (UWC)	25 41	T	
River Usk Viaduct (GW730)	25 79		
(92yds)	26 04	T	
	28 20 *		Branch out of use beyond 29m 15ch
Nantyderry HABD's	28 75		
Little Mill Jn SB (LM)	30 52		TCB Little Mill SB (LM)
Little Mill Jn	30 55		
PONTYPOOL / PONT-Y-PWL AND NEW INN	32 19		Down and Up platforms - 163m (178 yards)
	32 20 *		
	32 32	T	
	32 35		



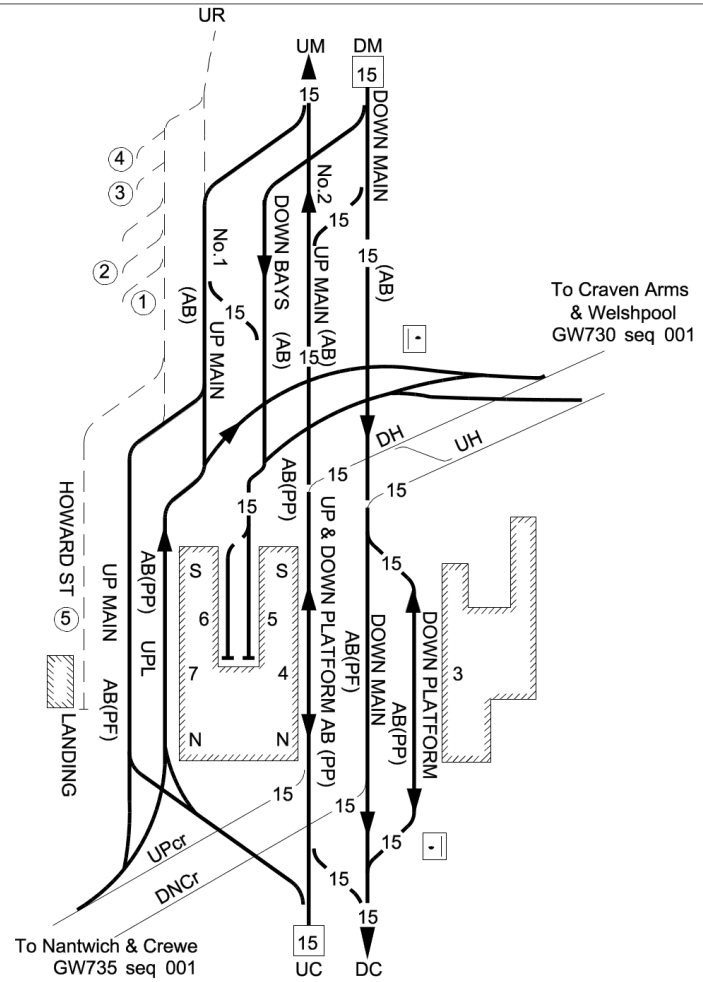
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW730	017	Severn Bridge Jn to Newport, Maindee West Jn	HNL1	Wales	20/02/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	32 35		TCB Little Mill SB (LM) RA8 GSM-R
	32 60 *		UM - Up Main DM - Down Main
Panteg UGL + DGL			UGL 427m, 1400ft DGL 429m, 1407ft
Chapel Lane GF	34 22		
CWMBRÂN (Change of line name)	35 13		Down and Up platforms - 129m (141 yards)
	37 00 *		Wales Rail Operating Centre (East Usk) (NT)
Ponthir LC (UWC) Ponthir LC FP (RG-X)	38 03 38 03		Axle counter area
	38 57 *		UH- Up Hereford DH - Down Hereford
	40 41		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW731	002	Abbey Foregate to Ruabon	WSJ2	Wales	27/07/2024

Location	Mileage M	Mileage Ch
(Start/end of diagram)	171	15
Abbey Foregate Maintenance Depot	171	17
Severn Bridge Jn SB (SB)	171	33
SHREWSBURY	171	46
Crewe Jn SB (CJ)	171	57
(Start/end of diagram)	171	57

Running lines & speed restrictions



Signalling & Remarks

GSM-R

AB Severn Bridge Jn/Crewe Jn SB
RA8 (SB) / (CJ)

UR - Up Relief

① Shropshire Main Siding
② Shropshire Sidings
③ Goods Sidings
④ Wash Road

DH - Down Hereford
UH - Up Hereford

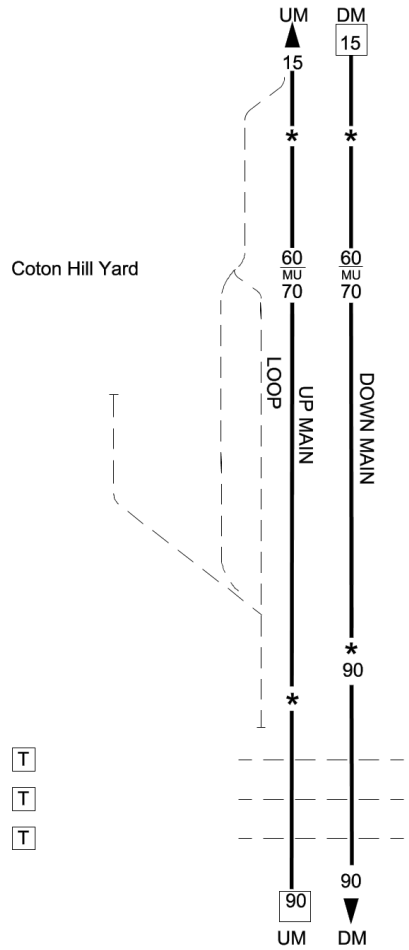
UPCr - Up Crewe
DNCr - Down Crewe

⑤ Temporarily out of use

Platform 3 - 165m, 180yds (PP)
Platform 4 - 308m, 336yds (PP)
Platforms 5 and 6 - 121m, 132yds (PP)
Platform 7 - 288m, 314yds (PP)

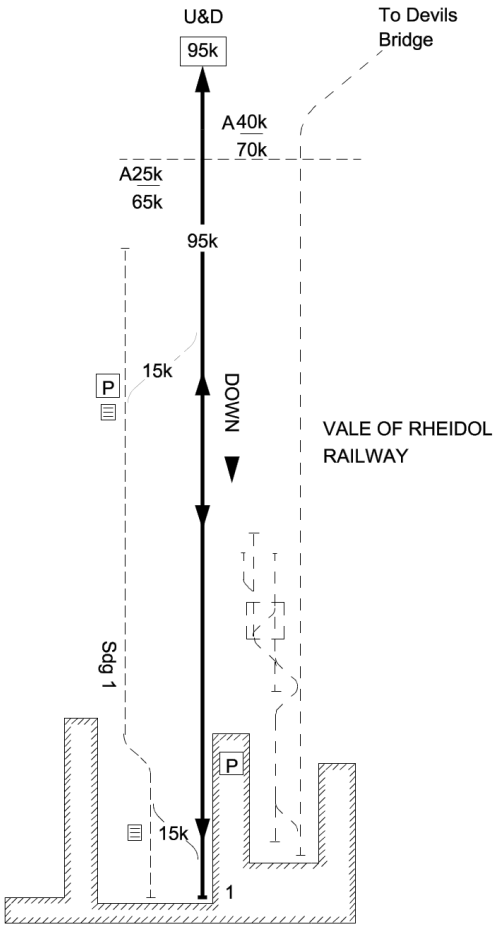
UC - Up Chester
DC - Down Chester

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW731	003	Abbey Foregate to Ruabon	WSJ2	Wales	12/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	171 57		TCB Crewe Jn. SB RA8 (CJ) GSM-R
	171 62 *		
		Coton Hill Yard	Location of known low rail adhesion Up Main 172m 46ch - 172m 06ch
	173 00		
	173 01		
Blackpool LC (UWC)	173 62	T	
Prince of Wales LC (UWC) (GW731)	174 42	T	
Woolascott LC (UWC)	174 66	T	
(Start/end of diagram)	174 55		

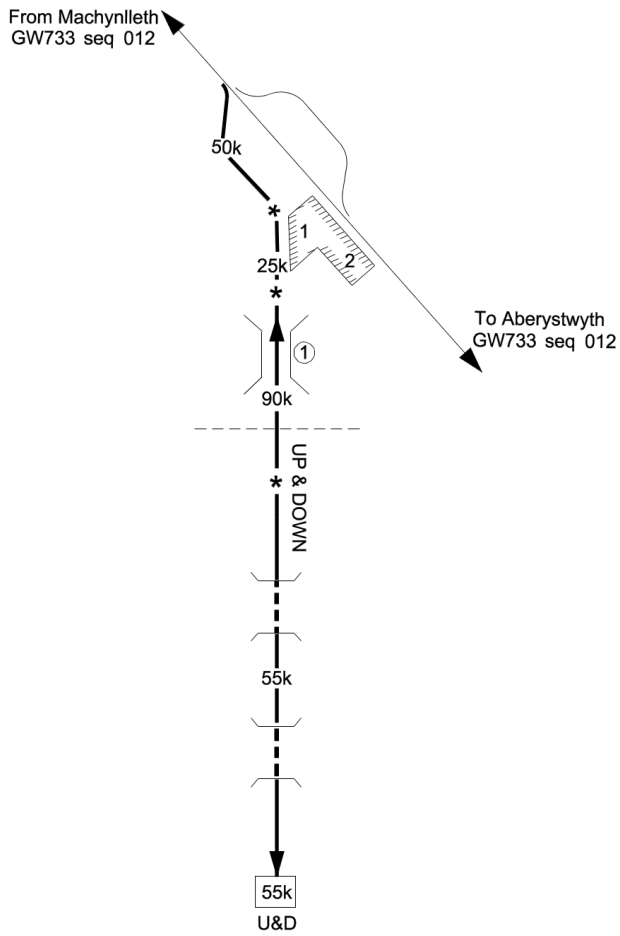
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW733	014	Sutton Bridge Junction to Aberystwyth	SBA2	Wales	25/03/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				ERTMS L2 Machynlleth SC (MH) RA5 West Work Station GSM-R
	91	70		
Llanbadarn LC (ABCL)	94	56	T	Llanbadarn LC (AOCL) (Vale of Rheidol Railway) See Local Instructions Headshunt (Plas Crug) - 212m (231 yards)
Aberystwyth No 1 GF	95	30	S	Plunger for Llanbadarn LC Lockout Main Line - 324m (354 yards) Run Round Loop (Sdg 1) - 423m (462 yards) PP authorised on platform line
Aberystwyth No 2 GF	95	56	T S	Plunger for Llanbadarn LC Lockout Headshunt (Sdg 1) - 39m (42 yards)
ABERYSTWYTH	95	60		Platform - 245m (267 yards)



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW734	001	Dovey Jn to Pwllheli	DJP	Western	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			ERTMS L2 RA5 — Machynlleth SC (MH) West Work Station — GSM-R
Dovey Junction (GW734)	78 60		
	78 78 *		
DOVEY JUNCTION (GW734)	79 03		Platform - 105m, 115yds
	79 12 *		
Bridge 1 River Dovey Glandovery Viaduct 135m, 147yds	79 12 to 79 20		① 15km/h over bridge for other than Class 15x and Class 197 trains
Ynys LC (UWC) (GW734)	79 53	T	
	80 73 *		
Aberdovey Tunnel No.1 181m (200 yards)	81 11 to 81 20		
Aberdovey Tunnel No.2 200m (219 yards)	82 07 to 82 17		

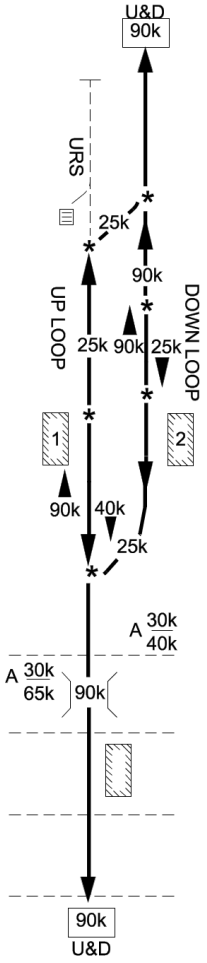


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW734	002	Dovey Jn to Pwllheli	DJP	Western	29/10/2012

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U&D 55k	ERTMS L2 Machynlleth SC (MH) RA5 West Work Station GSM-R
	83 67 *	*	
Aberdovey Tunnel No.3 175m (191 yards)	83 74 to 84 03		
PENHELIG	84 08	40k	Platform - 62m (68 yards)
Aberdovey Tunnel No.4 487m (533 yards)	84 14 to 84 38		
Penrhos LC (UWC)	84 75	T	
	84 77 *	* DOWN	
ABERDOVEY	85 02	90k	Platform - 123m (135 yards)
Treffeddian LC (UWC)	85 38	T UP	
Cemetry LC (UWC)	86 05	T	
Dyffryn LC (UWC)	86 38	T	
	86 42 *	*	
Dafydd LC (UWC)	86 47	T	
	86 60 *	75k *	
Rhowniar LC (UWC)	86 64	T	
Caethle Farm LC (UWC)	87 21	T	
		90k U&D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW734	003	Dovey Jn to Pwllheli	DJP	Western	10/08/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				ERTMS L2 Machynlleth SC RA5 West Work Station GSM-R
Start/End of Diagram	87	21		
	88	38 *		URS - 237m (259 yards)
Tywyn GF	88	39	Ⓢ	
	88	42 *		
	88	47 *		
	88	51 *		CL Down Loop 345m (377 yards)Down Direction CL Down Loop 345m (377 yards) Up Direction CL Up Loop 340m (371 yards) Up Direction CL Up Loop 342m (374 yards) Down Direction
Tywyn station footpath LC	88	53 *		
TYWYN	88	56		Down and Up platforms - 125m (137 yds)
	88	69 *		
Sandilands LC (ABCL)	89	09	T	
Dysynni Viaduct	90	36		
80m, 88yds	90	40		
Tonfanau LC (UWC)	91	06	T	
TONFANAU	91	09		Platform - 92m (101 yards)
Ty'n Llan 1 LC (UWC)	92	72	T	
Bronnant LC (UWC)	94	04	T	

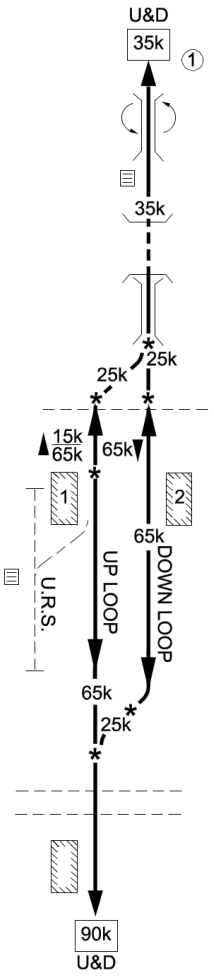


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW734	004	Dovey Jn to Pwllheli	DJP	Wales	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U&D 90k	ERTMS L2 Machynlleth SC (MH) RA5 West Work Station GSM-R
Gorshwen No.2 LC (UWC)	94 40	T	
Allens LC (UWC+T) (GW734)	94 42	T	
Henblas LC (UWC)	94 72 95 06 *	T	
LLWYNGWRIL	95 20	30k ③	Platform - 52m (56 yards) ③ -25km/h Up direction only
Borthwen Farm LC (UWC)	95 21 95 26 *	T	
Bont-Y-Clettwr LC (UWC)	96 19 96 26 *	T 90k	
	96 42 *	▲75k 70k▼ UP ▲ 25k ▼ DOWN	
Friog Cutting		T	
	97 20 *		
Fairbourne LC (AOCL +B) ①	97 70	90k A 15k/30k A STOP	① AOCL Level Crossing with barriers
FAIRBOURNE	97 72		Platform - 92m (101 yards)
Bwitch Gwyn 2 OA (R/G)	98 30 98 64 *	④	④ Crossing not commissioned
MORFA MAWDDACH	99 00	65k	Platform - 91m (100 yards)
Bridge 40 (99m 40ch to 100mp) (Barmouth Viaduct)	99 40 *	② 35k	② 15km/h over Barmouth Viaduct for other than Class 15x and Class 197 trains
South GF (GW734)	99 77	35k U&D	

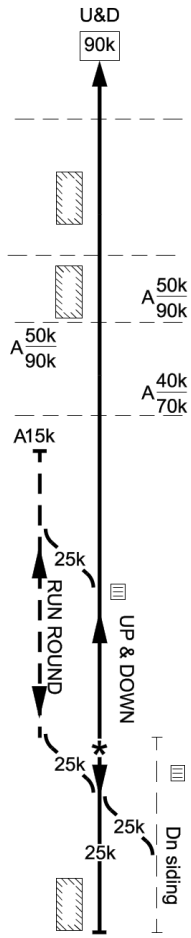
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW734	005	Dovey Jn to Pwllheli	DJP	Western	10/08/2024

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
Bridge 40 (99m 40ch to 100mp) (Barmouth Viaduct)					ERTMS L2 Machynlleth SC (MH) RA5 West Work Station GSM-R
					① 15km/h over Barmouth Viaduct for other than Class 15x trains
Barmouth Swing Bridge	99	78			
North GF (GW734)	100	00			
Barmouth Tunnel 64m (70 yards)	100 to 100	08 11			
Old Chapel Viaduct 80m, 88yds	100	18			
	100	22			
	100	40	*		
Barmouth South LC (TMO)	100	44	*		
	100	49	*		Down and Up platforms - 231m (233 yards)
BARMOUTH	100	50			
Barmouth North GF	100	56		Ⓢ	CL Down Loop 299m (326 yards)Down Direction CL Down Loop 381m (416 yards) Up Direction CL Up Loop 381m (416 yards) Up Direction CL Up Loop 215m (235 yards) Down Direction
	100	67	*		URS - 237m (259 yards) Headshunt - 32m (35 yards)
	100	71	*		
Felin Geilwart LC (UWC) (R/G)	101	41			
Parsel Lane LC (UWC) (R/G)	101	50		T	
LLANABER	102	13			Platform - 32m (35 yards)

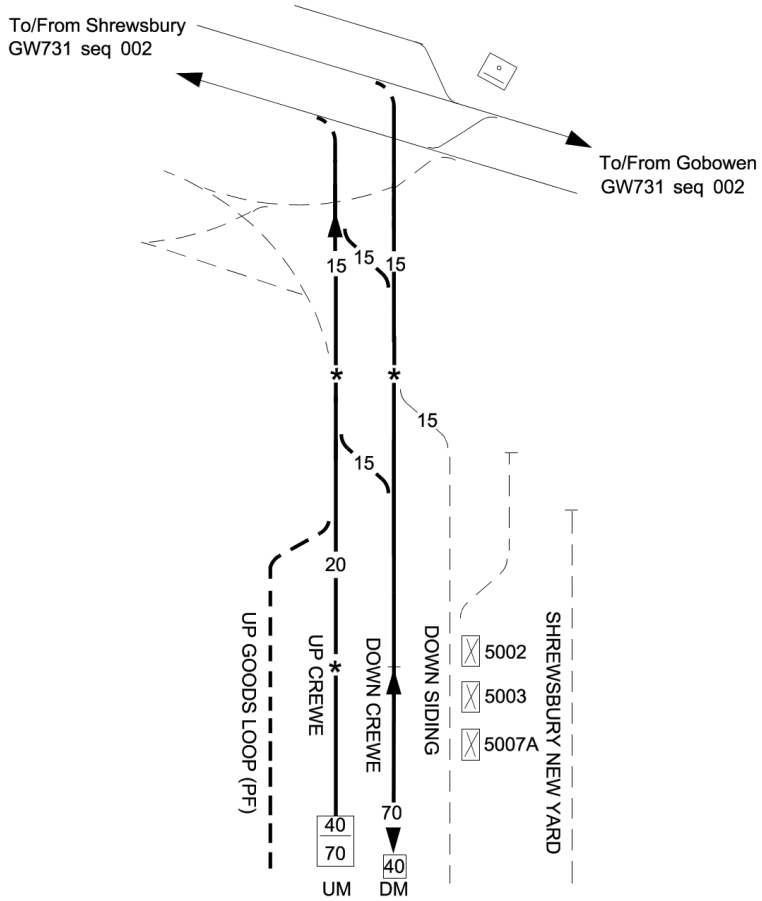


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW734	010	Dovey Jn to Pwllheli	DJP	Wales	15/10/2022

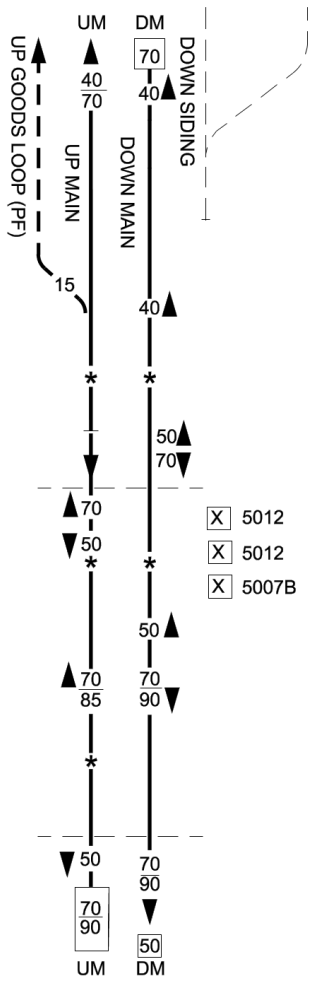
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				ERTMS L2 Machynlleth SC (MH) RA5 West Workstation GSM-R
Aberkin LC (UWC)	126	37	T	
PENYCHAIN	129	29		Platform - 108 m (118 yards)
Tan Rallt (UWC)	130	31	T	
ABERERCH	130	76		Platform - 31 m (34 yards)
Abererch LC (ABCL)	130	76	T	
Pwllheli Goods LC (ABCL)	132	31	T	
				Headshunt 39 m (42 yards)
Pwllheli Crossing GF	132	38	Ⓢ	
				Run Round line 333 m (364 yards)
	132	54 *		
Pwllheli West GF	132	57	Ⓢ	Headshunt 77 m (84 yards) Down Siding 148 m (161 yards)
PWLLHELI	132	70		Platform - 162 m (177 yards) - PP



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW735	001	Shrewsbury, Crewe Jn to Nantwich	SYC	Wales	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Crewe Jn (GW735)	171 57		AB Crewe Jn SB RA8 (CJ) GSM-R
	32 29		
	32 20 *		
Signal SC 8306	31 74 *		TCB Wales Rail Operating centre (Shrewsbury North) (SC) Axle Counter Area Down Main bi-directional to signal SC8306 LOD (K) 5002 - Down Main 32m 0ch LOD (K) 5003 - Up Main 32m 0ch LOD (P) 5007A - Reversible 32m 0ch UGL 611m, 2004ft
(Start/end of diagram)	31 60		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW735	002	Shrewsbury, Crewe Jn to Nantwich	SYC	Wales	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	31 60		TCB Wales Rail Operating Centre RA8 (Shrewsbury North) (SC) GSM-R Axle Counter area UGL 611m, 2004ft
	31 47		
	31 05 *		
Signal SC 8327	30 32		Up Main bi-directional from signal SC8327
Harlescott LC (MCB - OD)	30 29		
	30 25		LOD (K) 5012 - Down Main 30m 26ch LOD (K) 5013 - Up Main 30m 26ch LOD (P) 5007B - Reversible 30m 26ch
	30 21 *		
	28 74 *		
Bridgeway LC (UWC)	28 35	T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW735	003	Shrewsbury, Crewe Jn to Nantwich	SYC	Wales	28/05/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	28	35	UM 50 / DM 70 90 / 70 90 / 50	GSM-R TCB Wales Rail Operating Centre RA8 (Shewsbury North) (SC) Axle Counter area
YORTON	25	14	2 / 1	Down platform - 60m (65 yds) Up platform - 50m (54 yds)
Lyons Wood Farm LC (UWC)	23	54	T	
Wem Trailing Crossover	21	76	25	
Wem Facing Crossover	21	72	25	
WEM	21	57	2 / 1 / X 5022 / X 5023 / X 5007C / X 5026A	Down platform - 86m (94 yds) Up platform - 88m (96 yds)
Wem LC (MCB - OD)	21	55		LOD (K) 5022 - Down Main 21m 48ch LOD (K) 5023 - Up Main 21m 48ch LOD (P) 5007C - Reversible 21m 48ch LOD (P) 5026 - Reversible 21m 48ch
Creamore Farm LC (UWC)	20	50	T	
Gregorys Crossing	19	36	T 50 / 70 90 / 70 90 / 50 UM DM	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW735	004	Shrewsbury, Crewe Jn to Nantwich	SYC	Wales	10/08/2024

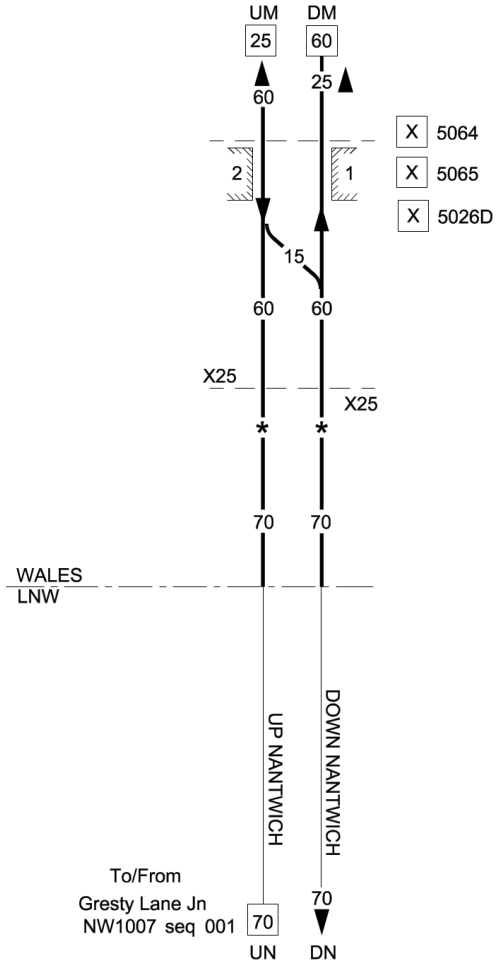
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	19 36	UM 50 / DM 70 90 70 90 / 50	TCB RA8 Wales Rail Operating Centre (Shrewsbury North) (SC) GSM-R Axle Counter area
Prees LC (MCB - OD)	18 39		Down platform - 83m (91 yards)
PREES	18 36	2 / 1 X 5032 X 5033 X 5026B	Up platform - 65m (71 yds) LOD (K) 5032 - Down Main 18m 36ch LOD (K) 5033 - Up Main 18m 36ch LOD (P) 5026B - Reversible 18m 36ch
Darlingtons LC (UWC)	14 32	T 70 90 / 70 90	
	13 53 *	* / *	Location of known low rail adhesion - Up Main 13m 24ch - 13m 54ch
(Start/end of diagram)	13 50	50 / 70 70 UM / 50 DM	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW735	005	Shrewsbury, Crewe Jn to Nantwich	SYC	Wales	10/08/2024

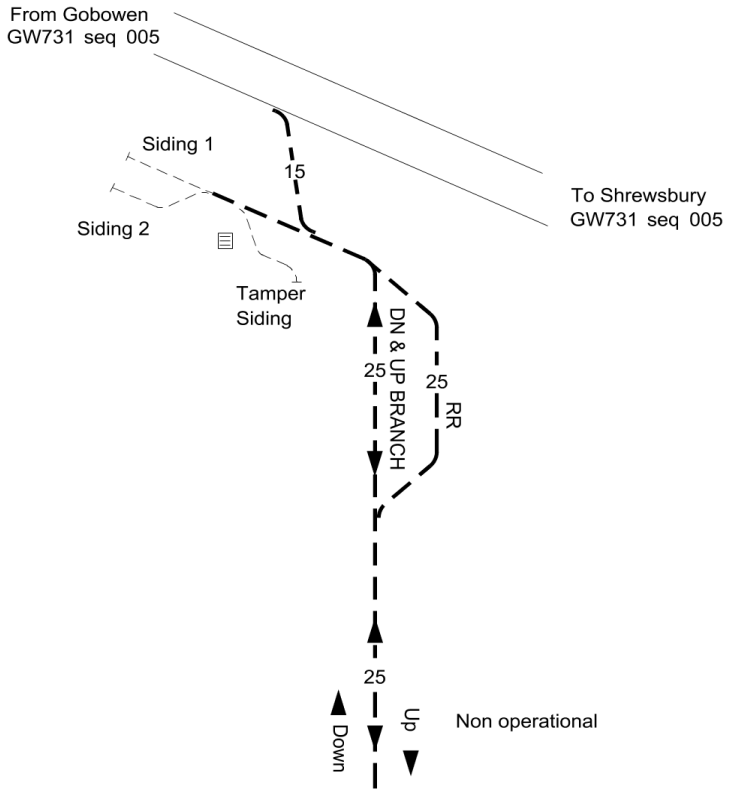
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	13 50	UM 50 / DM 70; 70 / 50	TCB RA8 Wales Rail Operating Centre (Shrewsbury North) (SC) — GSM-R
WHITCHURCH (GW735)	13 44		Axle Counter Area Down platform - 160m, (174yds) Up platform - 116m, (126yds)
	13 06 *		Location of known low rail adhesion - Up Main 13m 24ch - 13m 54ch
Brick Kiln Lane LC (UWC) (GW735)	12 50	T	
		70 / 90; 70 / 90	
Marley Green LC (UWC)	10 10	T	
Wrenbury LC (MCB - OD)	8 52		
WRENBURY	8 48	2; 1; X 5044	Down platform - 101m, 110yds Up platform - 101m, 110yds
Youngs Farm LC (UWC)	8 23	T; X 5045	LOD (K) 5044 - Down Main 8m 36ch LOD (K) 5045 - Up Main 8m 36ch
Reeds Farm LC (UWC)	6 51	T; X 5026C	LOD (P) 5026C - Reversible 8m 36ch
Green Lane LC (UWC) (GW735)	4 74	T	
Fields Farm LC (UWC)	4 57	T	
	4 53 *	60 / 50; 50 / 60	
	4 35 *	X25; X25	
Shrewbridge Rd LC (AHBC-X)	4 32		
(Start/end of diagram)	4 31 *	60 / 25; 25 / 60; 25; 60; 60 / 25; UM / DM	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW735	006	Shrewsbury, Crewe Jn to Nantwich	SYC	Wales	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	4 31		GSM-R TCB RA8 Wales Rail Operating Centre (Shrewsbury North) (SC)
Nantwich LC (MCB - OD) (GW735)	4 19		Axle Counter Area
NANTWICH (GW735)	4 14		Down platform - 117m, (127yds) Up platform - 106m, (115yds) Down Main and Up Main bidirectional to/from Nantwich Crossover
Nantwich Crossover (GW735)	4 07		LOD (K) 5064 - Down Main 4m 15ch LOD (K) 5065 - Up Main 4m 15ch LOD (P) 5026D - Reversible 4m 15ch
Newcastle Rd L.C. (AHBC-X) (GW735)	3 46		
	3 38 *		
Route Boundary LNW	2 60		TCB Gresty Lane SCC (GL)
See LNW(N) Route Sectional Appendix			

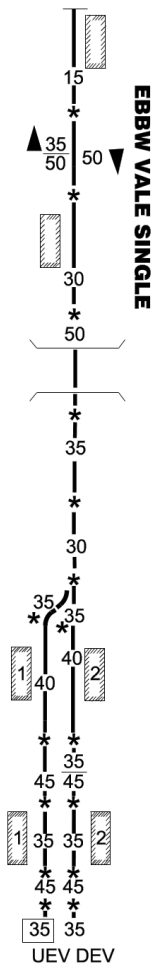


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW736	001	Gobowen South to LLanddu Jn	GNQ	Western	13/08/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Gobowen South GF	189 40		OT(S) Gobowen North SB (GN) GSM-R OT(S) throughout - Line non-operational beyond 0m 16ch TPWS and AWS not provided Note: Direction of line is "Up" Gobowen South to Oswestry Jn RR - Run Round
	0 00		
'Commencement of single line' board	0 16		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW770	001	Ebbw Vale Town to Gaer Junction (Western Valley Line)	EBW WVL	Western	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
EBBW VALE TOWN	19 67		OT Wales Rail Operating Centre RA5 (Ebbw) (PJ)
	19 63 *		Ebbw Vale Town - Platform 150m, 164yds Axle Counter area
	18 51 *		
EBBW VALE PARKWAY	18 35		Platform 100m, 109yds
	18 20 *		
Cwm Tunnel 121m, (132yds)	16 33 to 16 39		
	14 65 *		
	14 36 *		
Aberbeeg Jn (Change of ELR)	14 23 * 14 21		ELR - EBW ELR - WVL
	13 60 *		
LLANHILLETH	13 29		Down Platform - 150m, 164yds Up Platform - 150m, 164yds
	11 72 *		
	10 62 *		
NEWBRIDGE (GW770)	10 45		Down Platform - 171m, 187yds Up Platform - 150m, 164yds
	10 11 *		
	7 48 *		DEV - Down Ebbw Vale UEV - Up Ebbw Vale
(start/end of diagram)	7 32		

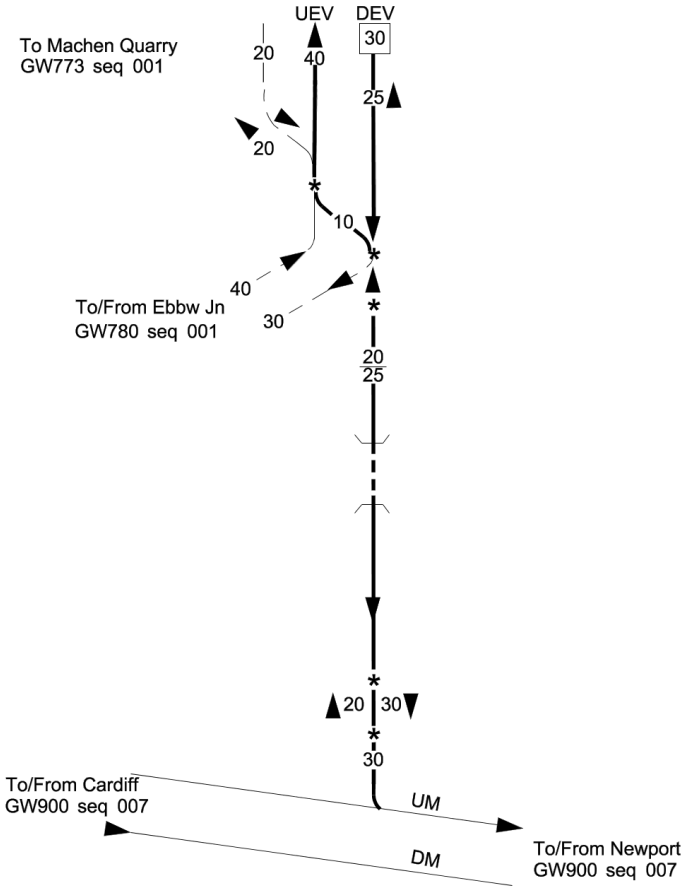


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW770	002	Ebbw Vale Town to Gaer Junction	WVL	Western	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	7 32 *	UEV DEV 35 35 * *	OT Wales Rail Operating Centre RA5 (Ebbw) (PJ) GSM-R
		25 25	Axle Counter area
			TCB
	7 18 *	*	DEV - Down Ebbw Vale UEV - Up Ebbw Vale
	7 15 *	* 20	Down platform 97m, 107yds
CROSSKEYS	7 06	1 2	Up platform 97m, 107yds
	7 02 *	20 *	
	6 75 *	* 25	
Kings Head Footpath (FP) (R/G)	6 45	X25 30 X25	
Lime Kiln LC (CCTV) (GW770)	6 15		
	6 13 *	30 *	
	5 59	T 30	
RISCA	5 12	1 2	Down platform 97m, 107yds Up platform 97m, 107yds
	4 24 *	* *	
Risca South Junction	4 11	T 30 40 40	
ROGERSTONE	3 61	1	Platform 97m, 107yds
	3 21 *	* 40	
	2 39 *	*	
PYE CORNER	2 21	50 30 50	Platform 145m, 158yds
	1 61 *	* 50 25	
	1 46 *	*	
Park North Junction	1 45	T 25	
(Start/end of diagram)	1 42 *	30 * * 40 30 UEV DEV	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW770	003	Ebbw Vale Town to Gaer Jn	WVL GAE	Wales	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	1 42		TCB Wales Rail Operating Centre RA5 (Ebbw) (PJ) GSM-R
Junction (GW770)	1 10		Axle counter area DEV - Down Ebbw Vale UEV - Up Ebbw Vale
Park Jn (GW770) (Change of mileage, ELR and RA)	1 02 * 160 24 160 22 *		ELR - WVL ELR - GAE RA8
Gaer Tunnel 369m (403 yards)	159 49 to 159 47		
Limit of electrication (GW770)	159 49		
	159 41 * 159 36 *		
Gaer Jn (GW770)	159 33		Gaer Jn controlled by Wales Rail Operating Centre (Ebbw)



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW773	001	Machen Quarry to Park Junction	BJR WVL	Wales	03/12/2023

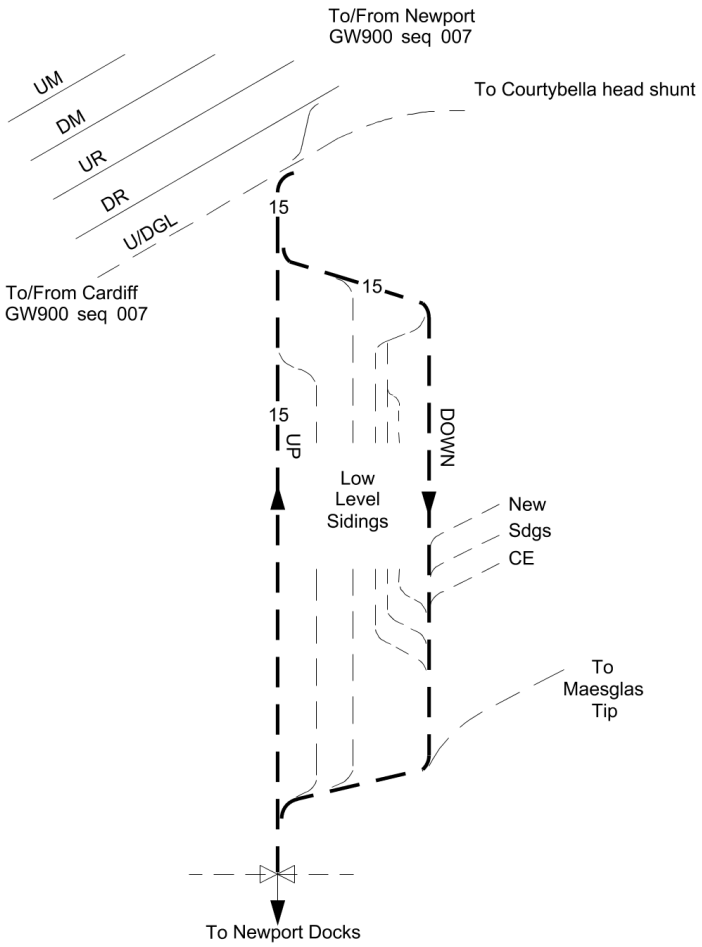
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
End of Line	4 69		OT(S) Wales Rail Operating Centre RA6 (Ebbw) (PJ) GSM-R
Machen Quarry Inlet GF	4 45		TPWS not provided Axle Counter area
Machen Quarry	4 19		
Machen Quarry Outlet GF	3 50		
Machen Fach Farm LC (UWC)	2 68	T	
Keepers LC (UWC)	2 49	T	
Rhiwderin LC (AOCL + B) (1)	1 35	A10 A10	(1) AOCL Level Crossing with barriers
	1 00 *	* 10 To/From Ebbw Parkway GW770 seq 003	
	0 60 *	*	
Former Bassaleg Jn (Change of ELR and mileage)	0 00		ELR : BJR
	2 05	20	ELR : WVL
Junction	1 10	20	
To Park Junction		To/From Newport GW770 seq 003	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW780	001	Park Junction to Ebbw Junction	WVL NWN	Wales	10/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Wales Rail Operating Centre (Ebbw) (PJ) RA8 — GSM-R
		To/From Ebbw Vale Parkway GW770 seq 003 — To/From Newport GW770 seq 003	Axle Counter area
Park Jn (GW780)	1 02		
		25	
	0 79 *	*	
			ELR - WVL ELR - NWN
(Change of mileage and ELR)	0 54		
		UP CARDIFF CURVE — 30 — DOWN CARDIFF CURVE	
		40	
Limit of electrication (GW780) Up and Down Cardiff Curve	0 11		
	0 09 *	*	
	0 06 *	*	
		15 15	
Ebbw Jn (GW780)	0 00	UM — To/From Newport GW900 seq 007	Ebbw Jn controlled by Wales Rail Operating Centre (Ebbw)
	160 07	To/From Cardiff GW900 seq 007 — DM	Axle counter area

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW784	001	Alexandra Dock Jcn to 160m 27ch (Boundary with Newport Docks)	NLL	Wales	13/08/2022

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Alexandra Dock Jn	159	60		C2 Wales Rail Operating Centre (NT) RA8 (Newport) GSM-R Axle counter area TPWS and AWS not provided
East Mendalgief	160	24		
Port Boundary	160	27		

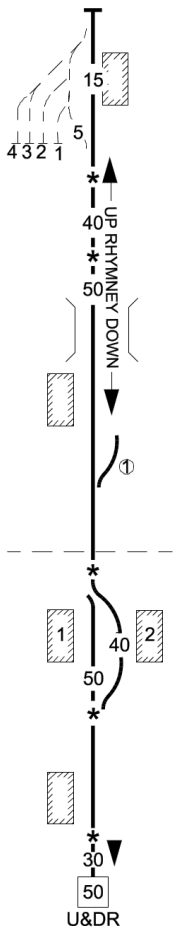


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW790	001	Pengam Jn to Tidal Sidings	ROC ROA	Wales	13/08/2022

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Pengam Sidings			To/From Rumney River Bridge GW900 seq 009 — No.1 [15], No.2 [15], No.3 [15]	TCB RA7 Wales Rail Operating Centre (Ebbw) (NT) AC - Didcot GSM-R Axle Counter Area AWS and TPWS not provided No. 1 - No 1 Up/Dn Reception No. 2 - No 2 Up/Dn Reception No. 3 - No 3 Up/Dn Reception All 3 lines: 406m (1335ft)
Pengam Jn	168	20	To/From Cardiff GW900 seq 009 — 15 — U/DT	Pengam Sidings electrified DTS = Down Tidal Sidings UTS = Up Tidal Sidings U/DT - Up/Down Tidal
Pengam LC (UWC)	168	25	15	For use by NR Staff only C2 working under control of Person in Charge at Tidal Sidings See Local Instructions
End of C2 Working (Up)	168	38	CF7026	TCB C2
Start of C2 Working (Down)	168	44	CF7027	
Change of mileage and ELR	168 3	61 41	UTS / DTS	ELR-ROC ELR-ROA
Start of C2 Working (Up)	3	58	CF7030	
End of C2 Working (Down)	3	65	CF7031 (Stop Board)	C2 Sidings
			15 — To Tidal Sidings	

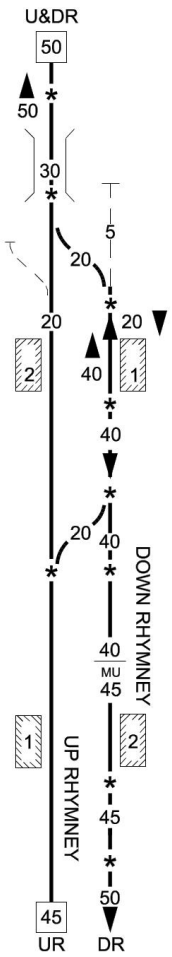
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	001	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	31/10/2024

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R
				TCB Wales Rail Operating Centre RA6 (Valleys) (CF)
End of Line	24	00		
	23	72	T	
RHYMNEY/RHYMNI	23	64		Non-SPA Area (Excluding CF7403 SPT Axle counter area
				Platform - 127m (138 yards)
	23	49 *		
				4-Rhymney TFW LMD U&DR - Up & Down Rhymney
	23	28 *		
Pontlottyn Viaduct 128m	23 22	00 75		
PONTLOTTYN	22	65		Platform - 127m (139 yards)
				① Points installed & out of use
	21	36		
Craig Rhymney LC (UWC)	20	72	T	
	20	59 *		
TIR-PHIL	20	40		Platforms - 124m (135 yards)
	20	16 *		
BRITHDIR	19	31		Platform - 124m (135 yards)
(Start/end of diagram)	19	04 *		



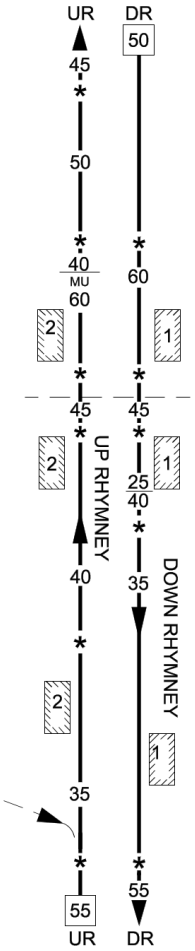
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	002	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	31/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			TCB Wales Rail Operating Centre RA6 (Valleys) (CF)
(Start/end of diagram)	19 04		
	18 77 *		Non-SPT Area Axle counter area U&DR - Up & Down Rhymney
Bargoed Viaduct 111m, 120yds	18 21 18 16		
	18 12 *		
Single Line Jn	18 09		
	18 06 *		
BARGOED	18 03		Platform 1 - 126m (137 yards) Platform 2 - 124m (135 yards)
	17 76 *		
	17 59 *		
Bargoed South	17 54 *		
GILFACH FARGOED	17 35		Platforms - 16m (17 yards)
	17 33 *		
(Start/end of diagram)	17 17 *		UR - Up Rhymney DR - Down Rhymney

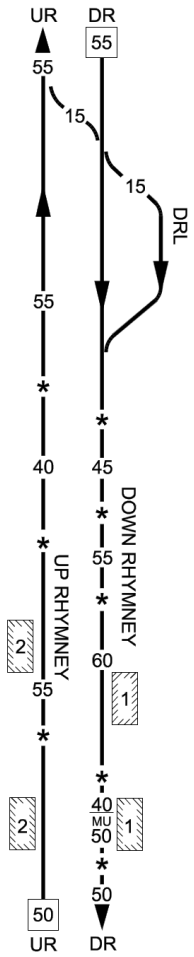


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	003	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	31/10/2024

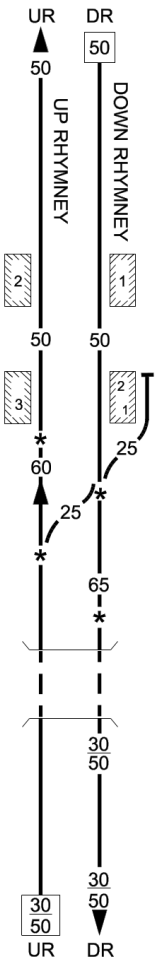
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			TCB RA6 Wales Rail Operating Centre (Valleys) (CF)
(Start/end of diagram)	17 17		Non-SPT Area
	17 10 *		Axle counter area
	16 55 *		UR - Up Rhymney DR - Down Rhymney
PENGAM	16 30		Platforms - 124m (135 yards)
	15 57 *		Location of Known Low rail adhesion
Gibbons LC (UWC)	15 40	T	Down 16m 50ch to 16m 20ch
	15 20 *		
HENGOED	14 55		Platforms - 124m (135 yards)
	14 10 *		
	13 70 *		
YSTRAD MYNACH	13 63(Up)		Platforms - 124m (135 yards)
	13 57(Dn)	To/From Cwmbargoed GW820 seq 001	
Ystrad Mynach South Jn	13 41		
(Start/end of diagram)	13 40 *		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	004	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	31/10/2024

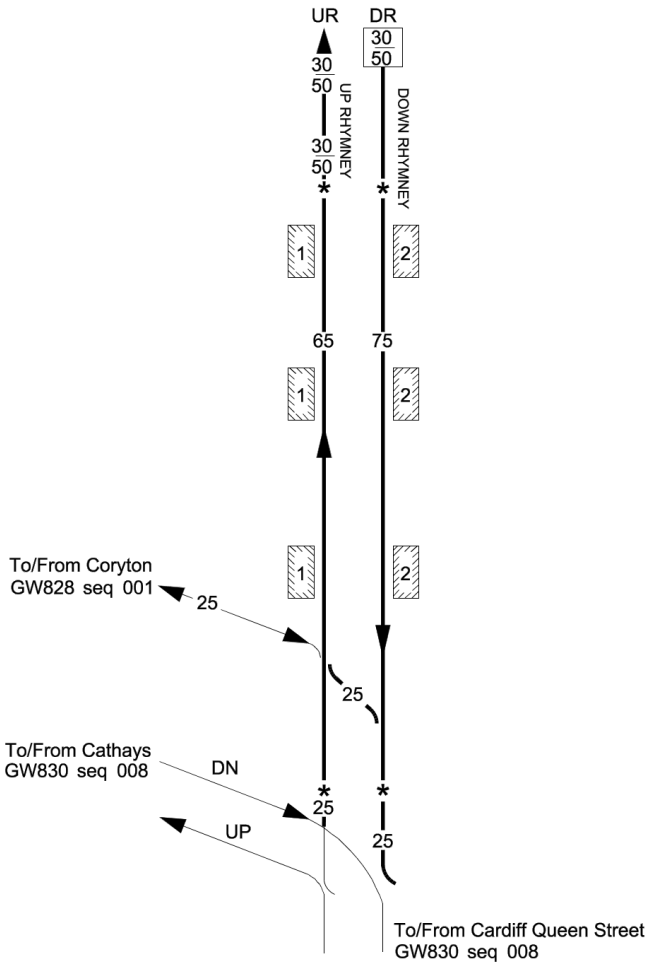
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	13 40		TCB Wales Rail Operating Centre RA6 (Valleys) (CF) GSM-R Non-SPT Area Axle counter area DRL - Down Rhymney Loop, 645m, 2116ft
	12 11 *		
	12 10 *		
	11 40 *		
	11 32 *		
	11 14 *		
LLANBRADACH	10 74(Up)		Platforms - 124m (135 yards) Location of Known low rail adhesion Both lines 11m 15ch to 10m 58ch
	10 68(Dn)		
	10 25 *		
	10 17 *		
ENERGLYN AND CHURCHILL PARK	09 45		Platforms - 126m (137 yards)
(Start/end of diagram)	9 35 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	005	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	31/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	9 35		TCB Wales Rail Operating Centre RA6 (Valleys) (CF) GSM-R Non-SPT Area Axle counter area UR - Up Rhymney DR - Down Rhymney
ABER	8 70		Platforms - 124m (135yds)
CAERPHILLY/ CAERFFILI	8 21		Platform 1 - 150m (164yds) - PP/C Platforms 2 and 3 - 238m (260yds)
	8 14 *		
	8 13 *		
	7 19 *		
	7 15 *		
Caerphilly Tunnel 1775m (1941 yards)	7 14 to 6 06	T T	
(Start/end of diagram)	6 00		

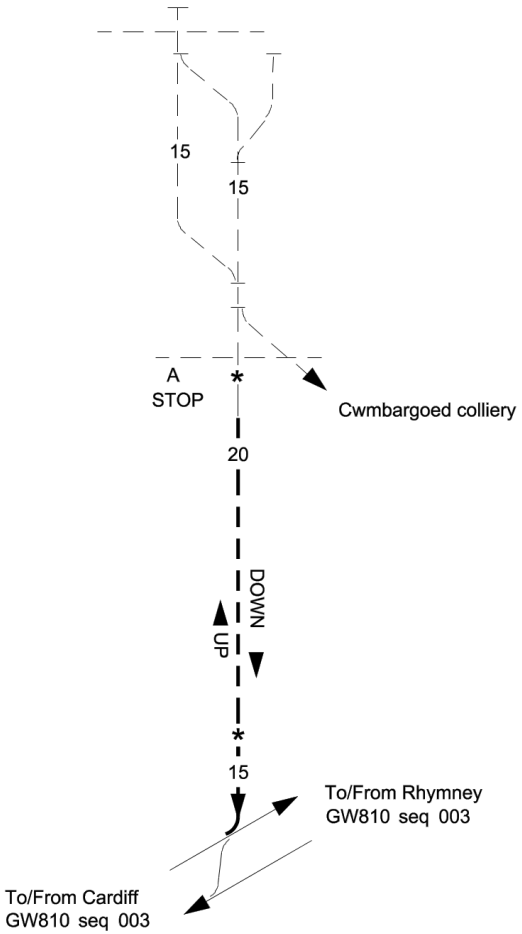
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	006	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	31/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	6 00		TCB Wales Rail Operating Centre RA6 (Valleys) (CF) GSM-R Non-SPT Area Axle counter area UR - Up Rhymney DR - Down Rhymney
	5 76 *		
LISVANE AND THORNHILL / LLYS-FAEN	5 45		Platforms - 124m (135yds) Location of Known Low Rail Adhesion Both lines 5m 15ch to 4m 31ch
LLANISHEN	4 61		Platforms - 124m (135 yards) (Tel - Up platform) Location of Known Low Rail Adhesion Both lines 3m 65ch to 3m 50ch
HEATH HIGH LEVEL/ LEFEL UCHEL HEATH	3 52		Platforms - 124m (135yds)
Heath Jn	3 32		
	1 27 *		
Queen Street North Jn	1 22		
	1 17		



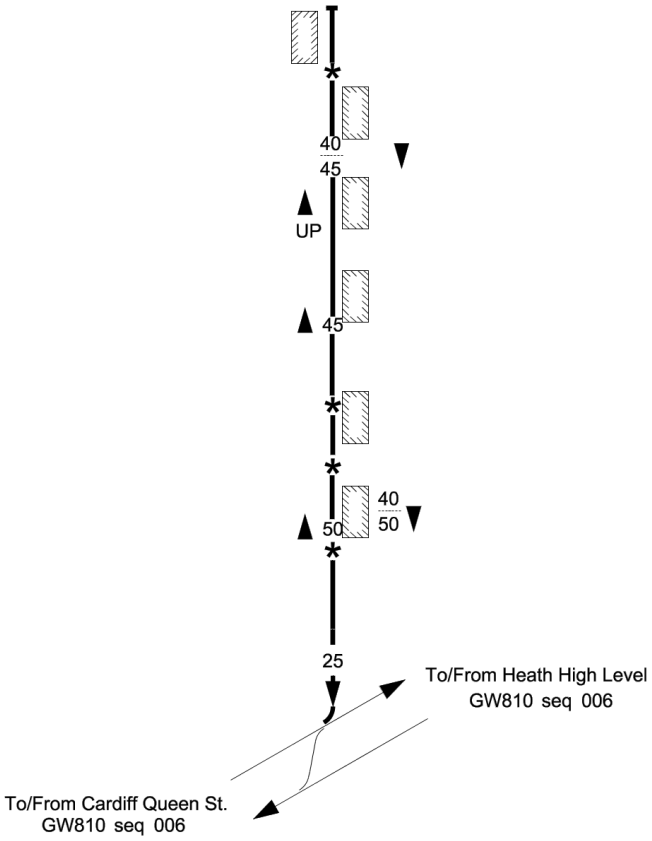
LOR	Seq.	Line of Route Description	ELR			Route	Last Updated
GW820	001	Cwmbargoed to Ystrad Mynach South	TBD	VON	PTA	Wales - TFW CVL	27/08/2022

Location	Mileage M	Mileage Ch	Signalling & Remarks
End of Line	20	75	TB Wales Rail Operating Centre RA8 (Valleys) (CF) — GSM-R
Colliery Crossing	20	70	
	20	66	Axle counter area
Cwymbargoed	20	50	
Cwmbargoed LC (TMO)	20	37 *	
Ownership Boundary	19	59	Network Rail/Private siding boundary
Site of former Taff Bargoed Branch Jn	13	68	
(Change of ELR)	13	72	ELR - TBD ELR - VON
Site of former Penallta Jn	12	41	ELR - VON
(Change of mileage and ELR)	15	01	ELR - PTA
	13	47 *	
Ystrad Mynach South Jn	13	41	



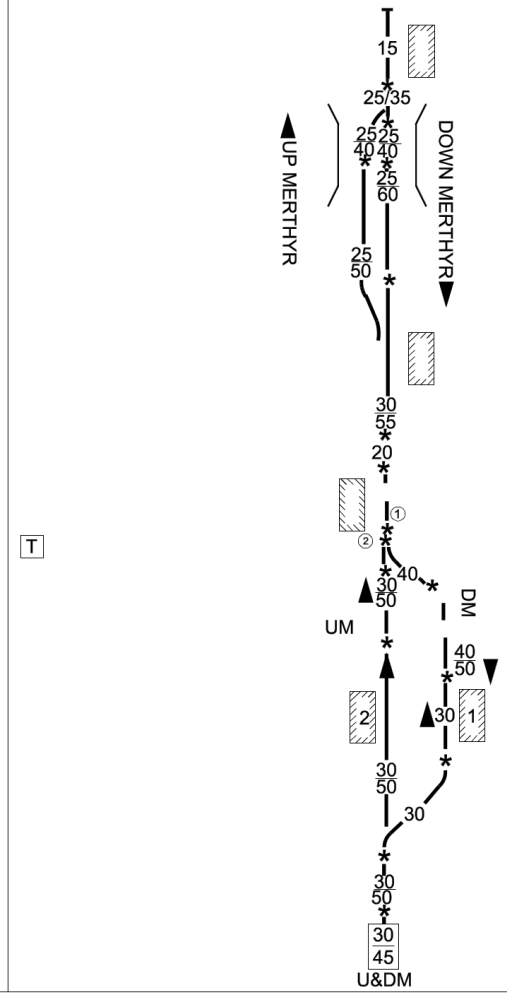
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW828	001	Coryton to Heath Jn	CRY	Wales - TFW CVL	31/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			OT Wales Rail Operating Centre RA6 (Valleys) (CF) GSM-R Non-SPT Area Axle counter area
CORYTON	2 57 2 51 (Dn)*		Platform - 64m, 71yds
WHITCHURCH/ EGLWYS NEWYDD	2 25		Platform - 99m, 107yds
RHIWBINA	1 78		Platform - 108m, 117yds
BIRCHGROVE	1 37		Platform - 64m, 71yds Loction of known low rail adhesion Down direction only 1m 40ch to 1m 10ch
TY GLAS	1 21 (Up) * 1 20 1 15 (Dn) *		Platform - 49m, 54yds
HEATH LOW LEVEL/ LEFEL ISEL HEATH	0 29 0 26 *		Platform - 107m, 116yds
Heath Jn	0 15 3 32		

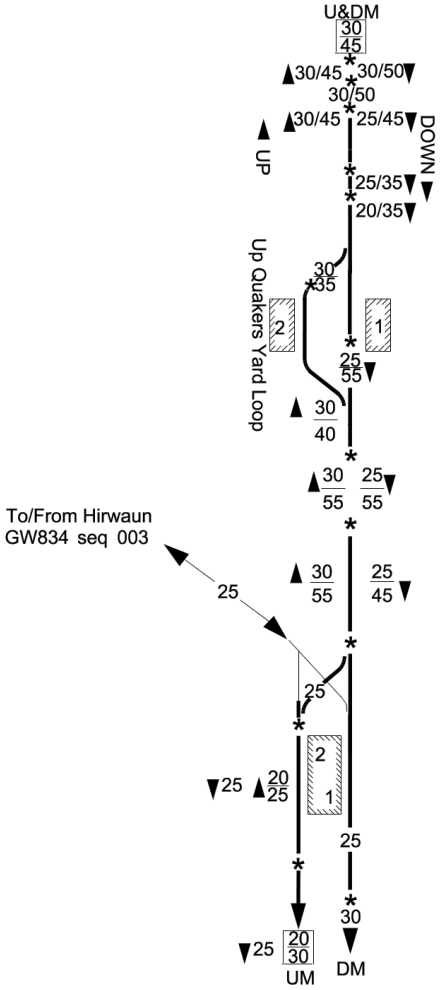


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	001	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM	Wales - TFW CVL	24/08/2024

Location	Mileage M	Mileage Ch		Signalling & Remarks
MERTHYR TYDFIL	24	44		TCB Core Valley LInes Integrated RA6 Control Centre-TAM Wrkstn(VA) AC - CVLICC GSM-R
	24	40	*	
Merthyr Junction	24	37		Platform - 105m, 114yds
Merthyr Viaduct	24	30	*	Axle Counter area
483m, 528yds	24	30	*	Non SPT area
	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
	21	63	*	① 20 Down / 30/50 Up
Troed-y-Rhiw South Junction	21	52	*	① 40/50 Down / 30/50 Up
	21	49	*	
	21	45	*	Permanently Eathed Section both lines 19m 71ch - 20m 07ch
	21	26	*	
	21	25	*	
	20	01	*	DM Reversible from Blacklion Junction to Platform 1 (VA212 signal)
MERTHYR VALE	19	77		Down Platform (1) - 100m, 109yds Up Platform (2) - 94m, 102yds
	19	68	*	DM - Down Merthyr UM - Up Merthyr
Blacklion Junction	19	62	*	U&DM - Up & Down Merthyr
	19	21	*	

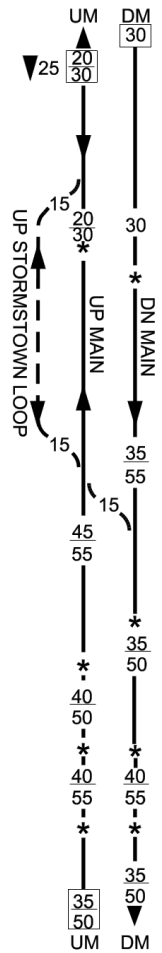


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	002	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM	Wales - TFW CVL	24/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Core Valley LInes Integrated RA6 Control Centre-TAM Wrkstn(VA) AC - CVLICC
	19 09 *		U&DM - Up & Down Merthyr Non SPT area Axle Counter area
	19 03 *		
	18 74 *		
	18 48 *		Permanently Earthed Section 18m 61ch - 18m 72ch
	18 15 *		
Limit of Electrification (GW830)	18 14		
	17 78 *		
QUAKERS YARD/ MYNWENT Y CRYNWR	17 75 *		Platform 1 - 94m 103yds Platform 2 - 98m 107yds
	17 74 *		Permanently Earthed Section 16m 55ch - 16m 69ch
	17 56 *		
Limit of Electrification (GW830)	17 55		
	16 61 *		
	16 42 *		
Abercynon Jn	16 35		
	16 29 *		
ABERCYNON	16 26		Platform - 84m, (91yds)
	16 16 *		Permanently Earthed Section 16m 08ch - 15m 73ch
	16 14 *		

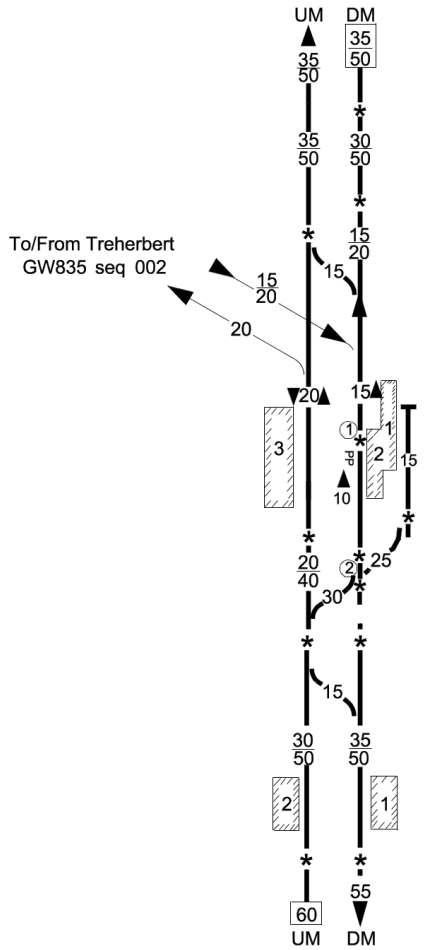
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	003	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM	Wales - TFW CVL	08/10/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Core Valley LInes Integrated RA6 Control Centre TAM Wrkstn(VA) AC - CVLICC
	16 14		Axle Counter area Non-SPT area UM - Up Main DM - Down Main UM bi-directional to Stormstown Loop UM & DM electified
	15 78 *		
Abercynon Stormstown	15 75 *		Permanently Earthed Section 16m 08ch - 15m 73ch
			Stormstown Loop not electrified
Site of Stormstown Jn	15 40		
	15 20 *		
	15 02 *		
	14 67 *		Permanently Earthed Section 14m 14ch - 14m 08ch
	14 10 *		



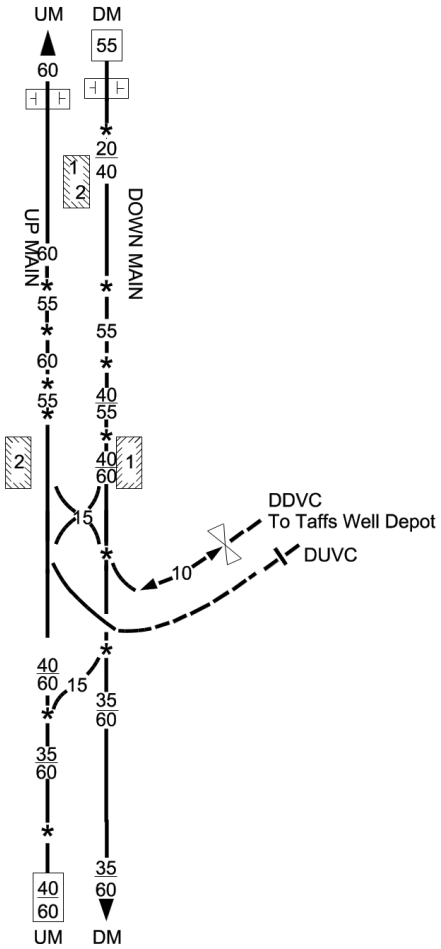
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	004	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM	Wales - TFW CVL	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Core Valley Lines Integrated RA6 Control Centre TAM Wrkstn(VR) AC: CVLICC
	14 10		
Limit of electrification	13 49		
	13 40 *		Axle Counter Area Non-SPT Area UM - Up Main DM - Down Main
	13 15 *		
	13 10 *		
Pontypridd Jn	13 04		① 15/20 down ② 30 up
	12 79 *		Platform 1 - 150m (164 yards)
PONTYPRIDD	12 72		Platforms 2 and 3 - 124m (135 yards)
	12 67 *		
	12 63 *		Platform 1- PP - A/S
	12 59 *		Platform 2- PP - A/S
	12 52 *		
Pontypridd South Jn	12 47		
TREFFOREST	12 00		Up Platforms - 84m (92 yards) Down Platform - 142m (156 yards)
Limit of electrification on both lines	11 73		
	11 50 *		



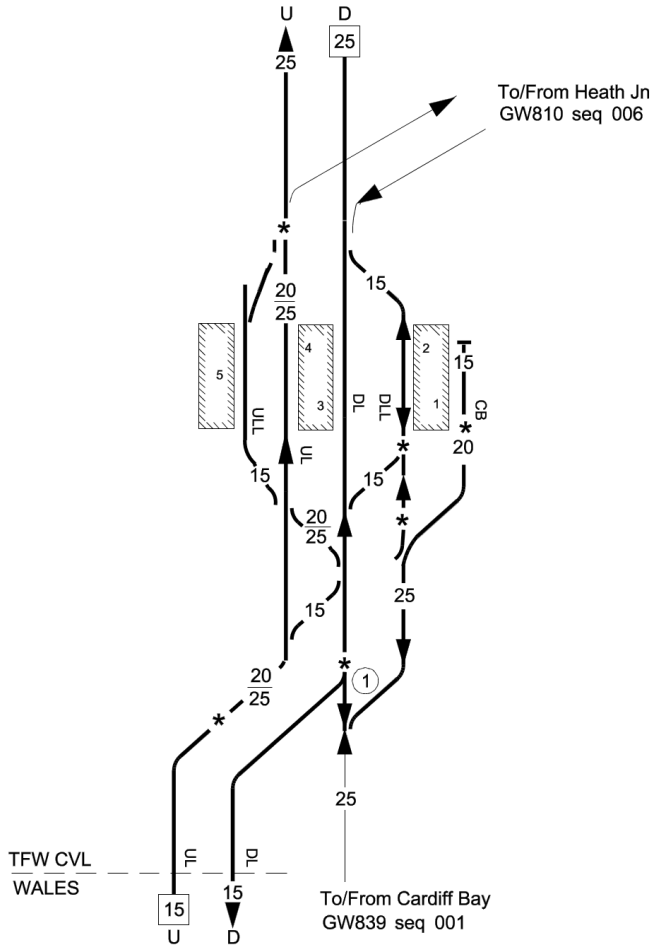
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	005	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM TWD	Wales - TFW CVL	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			TCB Core Valley Lines Integrated RA6 Control Centre-TAM Wrkstn(VR) AC: CVLICC
	11 50		
Overhead Neutral Section both lines	10 20		Axle Counter Area Non-SPT Area
	9 64 *		
TREFFOREST ESTATE	9 53		Tel. adjacent Up line Down and Up platforms - 124m,136yds
	9 42 *		
	9 09 *		
	8 20 *		
	8 19 *		
Limit of Electrification on both lines	7 79		
	7 70 *		
TAFFS WELL/ FFYNNON TAF	7 24		Down platform - 116m (127yds) Up platform - 90m (98yds)
Taffs Well Jn	7 20		
	7 15 *		Temporary gate installed on the DDVC at 0m 7ch Boundary installed on the DUVC at 0m 9ch DUVC currently Out of Use
Change of Mileage/ELR to Depot only	7 19		
	0 00		CAM TWD
	7 00 *		DDVC - Depot Down Valley Chord DUVC - Depot Up Valley Chord (not commissioned)
Limit of Electrification on both lines	6 15		
	6 11 *		

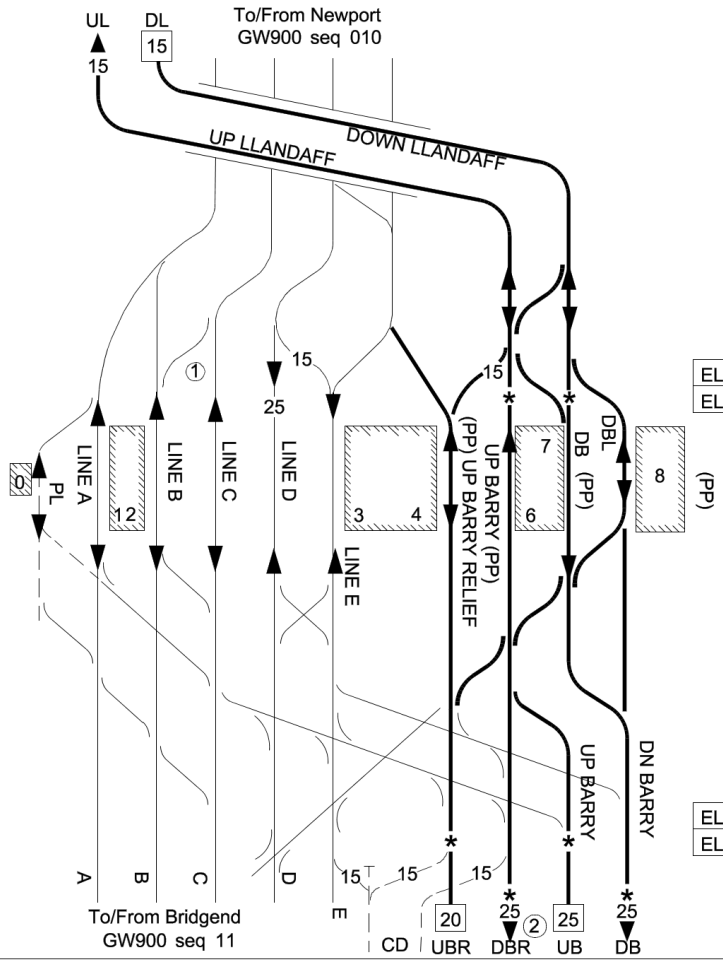


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	008	Merthyr Tydfil To Barry Island Via Cardiff Queen St	CAM CEJ	Wales - TFW CVL	24/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	1 29		TCB Wales Rail Operating Centre RA8 (Valleys) (CF) GSM-R Axle counter area
Queen Street North Jn (GW830)	1 17		
CARDIFF QUEEN STREET/ CAERDYDD HEOL Y FRENHINES	1 08 1 01 *		Platform 1 - 55m, (60yds) Platform 2 - 124m, (135yds) Platform 3 - 184m, (201yds) Platform 4 - 161m, (176yds) Platform 5 - 166m, (181yds)
	0 73 *		No.2 line bi-directional to CF2358 (1) - Up/Down Cardiff Bay Chord
Queen Street South Jn (GW830) (Change of Mileage and ELR)	0 66 * 0 22 0 21 *		ELR : CAM ELR : CEJ
Route Boundary Transport for Wales CVL - NR Wales	0 13		CB - Up/Down Cardiff Bay DLL - Down Llandaff Loop DL - Down Llandaff UL - Up Llandaff ULL - Up Llandaff Loop

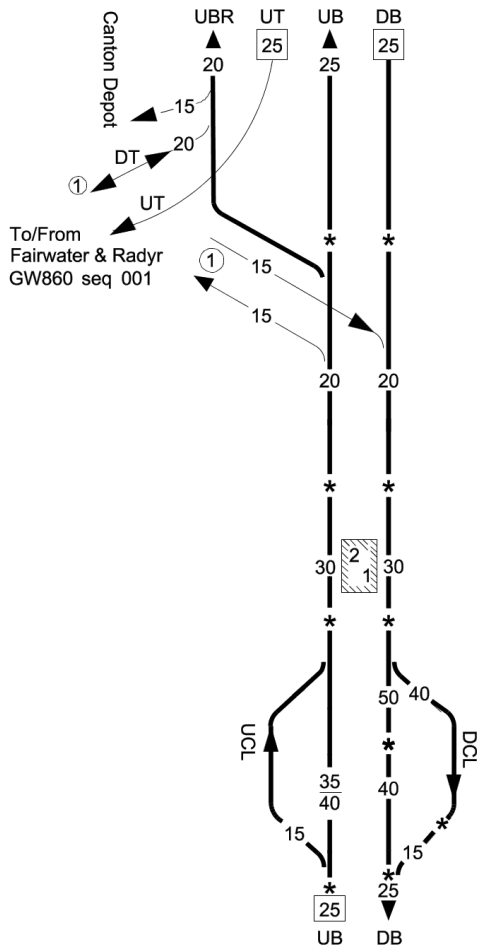


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	009	Methyr Tydfil to Barry Island Via Cardiff Queen Street	CEJ SWM	Wales	24/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
East Jn Viaduct (GW830) (162m, 177yds)	0 13		TCB Wales Rail Operating Centre RA8 (Valleys) (CF) GSM-R Axle counter area Down and Up Llandaff lines bi-directional between Cardiff Queen Street South Jn and Cardiff West Jn UBR electrified from Cardiff East Jn to 170m 58ch
Cardiff East Jn (GW830) (change of ELR)	0 00 170 18	ELR - CEJ ELR- SWM 2	Omp Up Llandaff - Up Barry Down Llandaff - Down Barry
CARDIFF CENTRAL/ CAERDYDD CANOLOG (GW830)	170 30		Platform 4 - 303m, 331yds Platform 6 - 237m, 259yds Platform 7 - 232m, 254yds Platform 8 - 154m, 168yds UL - Up Llandaff DL - Down Llandaff DB - Down Barry UB - Up Barry DBR - Down Barry Relief UBR - Up Barry Relief CD - To/from Canton Depot DBL - Down Barry Loop
Cardiff West Jn (GW830)	170 56 *	ELR - SWM2 ELR- BRY	
Limit of electrification on UBR(GW830)	0 10 170 58 * 170 60 * 0 14		(2) Up Treforest line at Cardiff West Jn/Radyr Branch Jn

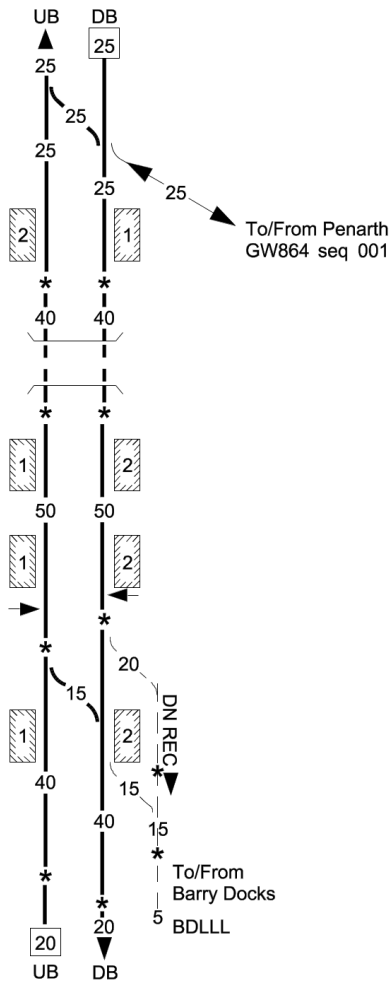
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	010	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	BRY	Wales	24/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			TCB Wales Rail Operating Centre RA8 (Valleys) (CF)
	0 14		Axle counter area
Radyr Branch Jn (GW830)	0 25		
			TCB Wales Rail Operating Centre RA8 (Vale of Glamorgan) (CF)
	0 40 *		DB - Down Barry UB - Up Barry UBR - Up Barry Relief DT – Down Treforest UT – Up Treforest
Penarth Curve South Jn (GW830)	0 47	T	(1) To/From Penarth Curve North Jn
	0 67 *		
GRANGETOWN	0 73		Platforms - 124m (135yds)
	1 00 *		
	1 60 *		DCL Down Cogan Loop 714m, 2345ft UCL Up Cogan Loop 794m, 2605ft
Cogan Loops	2 00		
	2 10 *		
	2 20 * 2 21 *		



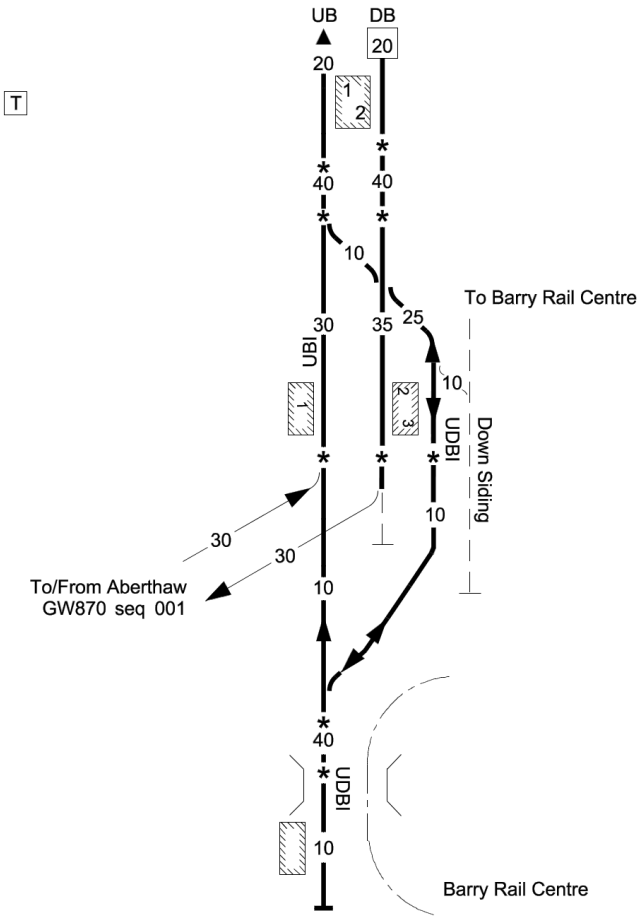
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	011	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	BRY	Wales	24/08/2024

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



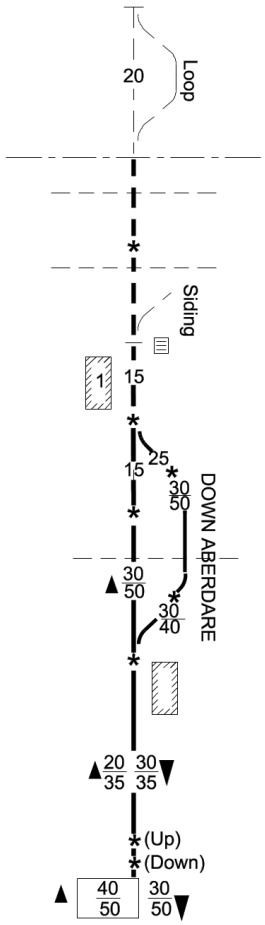
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	012	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	BRY	Wales	24/08/2024

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



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW834	001	Hirwaun to Abercynon	VON ALK ABD	Wales - TFW CVL	02/06/2024

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

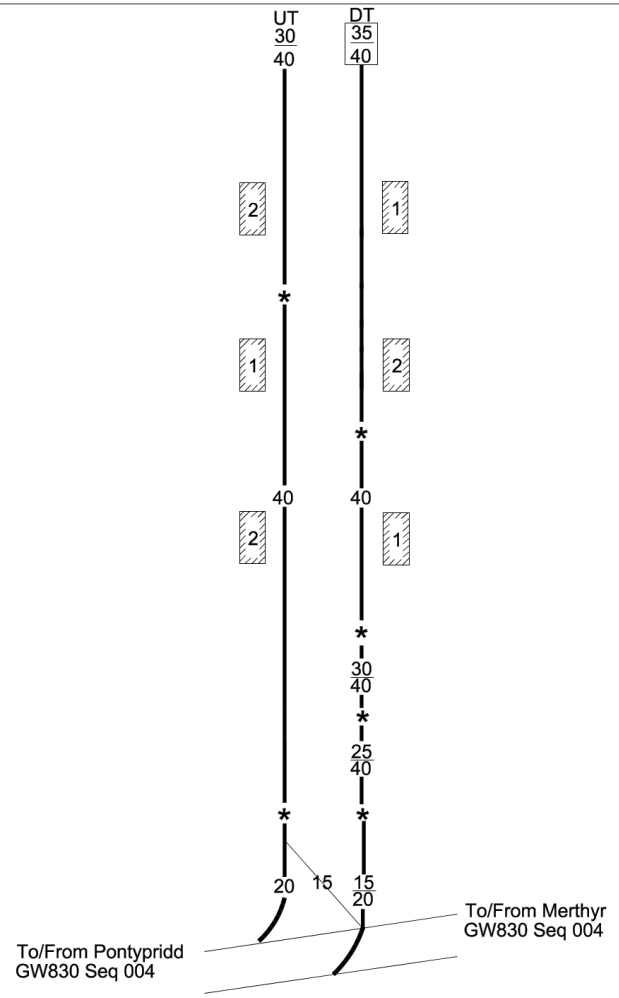


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW835	003	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	26/05/2024

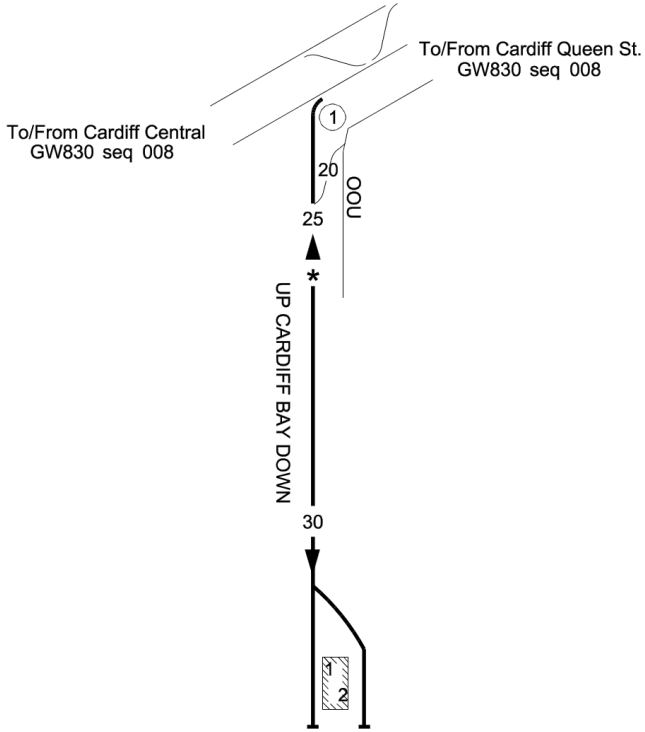
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	20 19	UT 30/50 DT 20/40	TCB Core Valley Lines Intergrated Control Centre TAM Workstation (VR) AC : CVLICC GSM-R UT and DT electrified Axle Counter Area Non - SPT Area UT - Up Treherbert DT - Down Treherbert
	20 10 *	*	
YSTRAD RHONDDA	20 04	2 1 30/40	Platforms - 124m , (135yds)
Single Line Junction	19 73 *	*	Permanently Earthed section 19m 44ch - 21m 06ch
Old Mill UWC	19 63	T 25/50	
LLWYNPIA	19 08		Platform - 124m , (135yds) Permanently Earthed section 18m 77ch - 19m 10ch
TONYPANDY	18 03	30/50	Platform - 124m , (135yds)
	17 60 *	*	Permanently Earthed section 17m 37ch - 17m 47ch
Single Line Junction	17 57	35/40 30/40 UT 35/40 DT	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW835	004	Treherbert to Pontypridd Jn	THT	Wales - TFW CVL	09/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	17 57		TCB Core Valley Lines Intergrated RA6 Control Centre TAM Workstation (VR) AC : CVLICC GSM-R
DINAS RHONDDA	17 41		Axle Counter Area Non - SPT area Platform 1 - 100m (109yds) Platform 2 - 86m , (94yds) UT and DT electrified UT - UP Treherbert DT- Down Treherbert
	17 11 *		
PORTH	16 09		Permanently Earthed section 15m 37ch - 16m 27ch Platform 1 - 87m (95yds) Platform 2 - 132m , (144yds)
	16 05 *		
TREHAFOD	14 72		Platforms - 137m , (149yds)
	14 60 *		Location of Known low rail adhesion Down Treherbert 14m 00ch to 13m 20ch
	13 50 *		
Limit of Electrification	13 21		
	13 13 *		

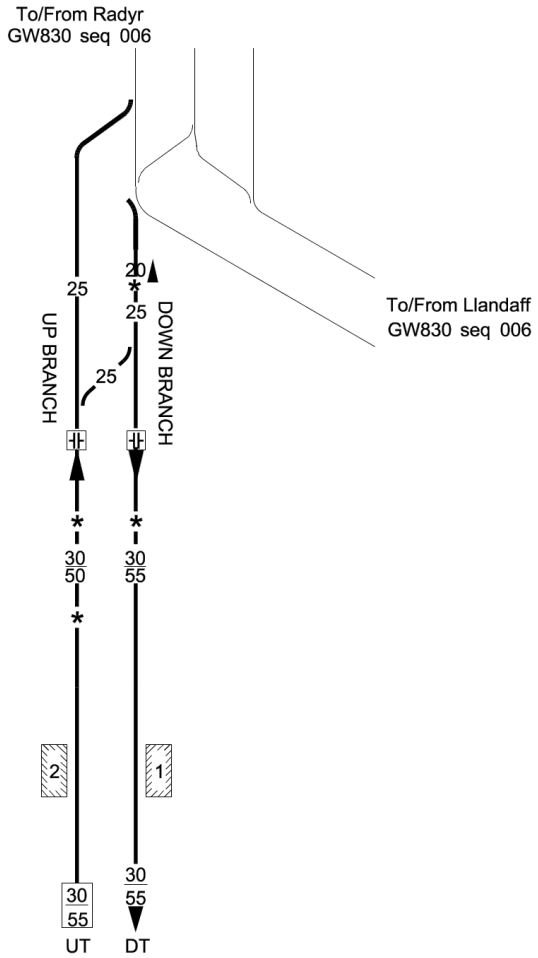


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW839	001	Queen St. South Jn to Cardiff Bay	CAM	Wales - TFW CVL	31/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R OT RA6 Wales Rail Operating Centre (Valleys) (CF)
Queen Street South Jn	0 66		Axle counter area Non SPT area (1) - Up/Down Cardiff Bay Chord
	0 48 *		
CARDIFF BAY/ BAE CAERDYDD	0 02		Platform 1- 50m, 55yds - OOU Platform 2- 87m, 95yds

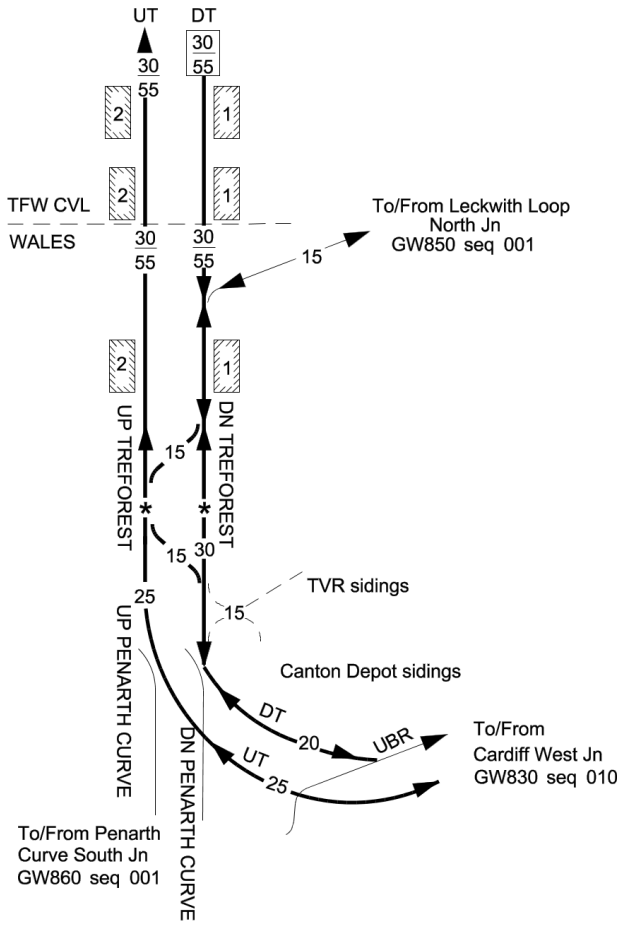
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW840	001	Radyr Jn to Cardiff, Radyr Branch Jn Via City Lines	RAD	Wales - TFW CVL	24/08/2024

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



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW840	002	Radyr Jn to Cardiff, Radyr Branch Jn via City Lines	RAD	Wales - TFW CVL	24/08/2024

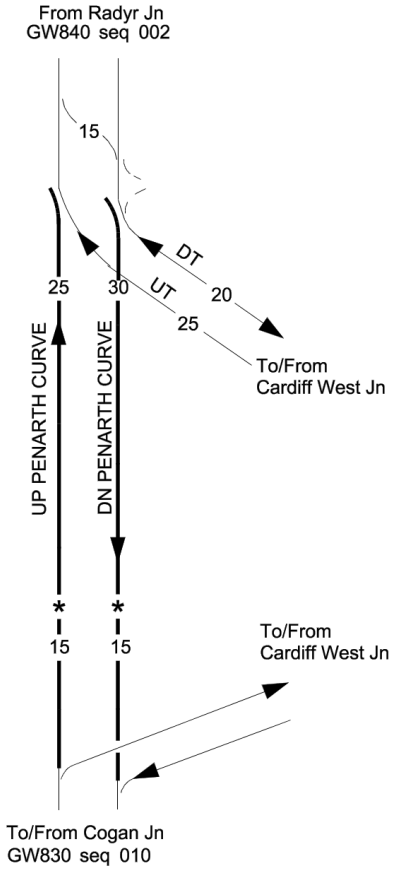
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB RA8 Wales Rail Operating Centre (Valleys) (CF) AC: CVLICC
FAIRWATER / TYLLGOED	2	60		Axle counter area SPT area Platforms - 84m, 92yds
WAUN-GRON PARK	2	25		Permanently Earthed Section both lines 2m 7ch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



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW850	001	Leckwith Loop South Jn To Leckwith Loop North Jn	CLL	Wales	24/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Leckwith Loop South Jn (GW850)	0 69	To/From Cardiff GW840 seq 002	TCB Wales Rail Operating Centre RA8 (Valleys) (CF) GSM-R
	0 26	To/From Radyr Jn GW840 seq 002	Axle counter area
		15	
		LECKWITH LOOP	
Leckwith Loop North Jn (GW850)	0 00	To/From Cardiff GW900 seq 012	
	171 55	To/From St. Fagans GW900 seq 012	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW860	001	Penarth Curve North Jn To Penarth Curve South Jn	CPL	Wales	24/08/2024

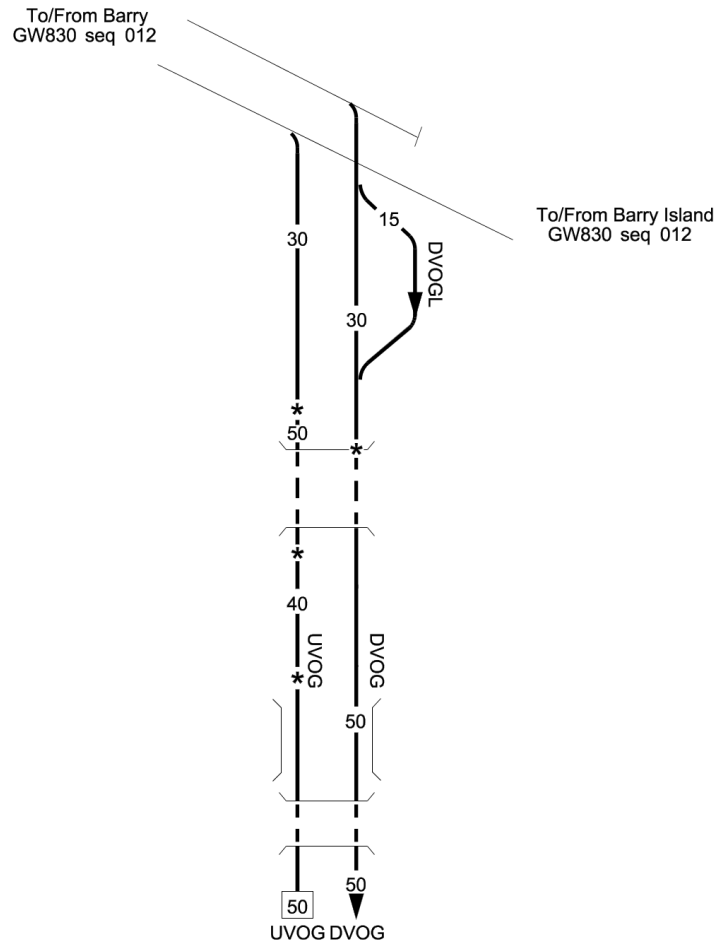
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Penarth Curve North Jn (GW860)	0 47		TCB Wales Rail Operating Centre RA8 (Valleys) (CF) GSM-R Axle counter area DT – Down Treforest UT – Up Treforest
	0 25		
	0 02 *		
Penarth Curve South Jn (GW860)	0 00		
	0 47		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW864	001	Cogan Jn To Penarth	PTH	Wales	24/08/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			OT (NS) Wales Rail Operating Centre RA6 (Vale of Glamorgan) (CF) GSM-R
		To/From Grangetown GW830 seq 011	Axle counter area
Cogan Jn (GW864)	2 29	To/From Cogan GW830 seq 011	
	0 01	25	
	0 03 *	*	
		UP DOWN	
		35	
DINGLE ROAD	0 60		Platform - 124m, (135yds)
PENARTH	1 12		Platform - 136m, (148yds)

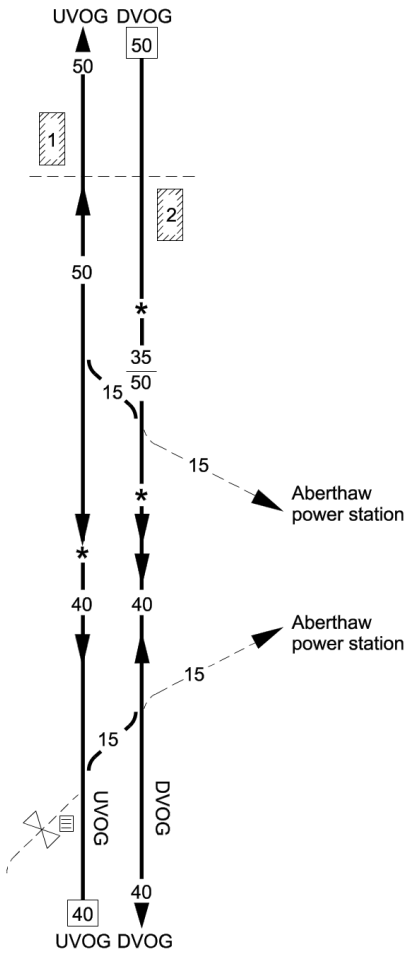
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW870	001	Barry To Bridgend, Barry Jn (Vale of Glamorgan line)	VOG	Wales	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			AB Wales Rail Operating Centre RA8 (Vale of Glamorgan) (CF) GSM-R
			Axle counter area
Barry Junction (GW870)	8 16		
	0 00	T	
Down Vale of Glamorgan Passenger Loop			DVOGL - Down Vale of Glamorgan Loop - 538m, 1764ft
	0 45	T	T At end of loop
	0 48 *		
Porthkerry No.1 Tunnel (497m, 543yds)	0 52 *		
	to		
	0 77		
	0 78 *		
	1 12 *		DVOG - Down Vale of Glamorgan UVOG - Up Vale of Glamorgan
Porthkerry Viaduct 344m, 376yds	1 50 to 1 68		
Porthkerry No.2 Tunnel (67m, 73yds)	1 73 to 1 76		

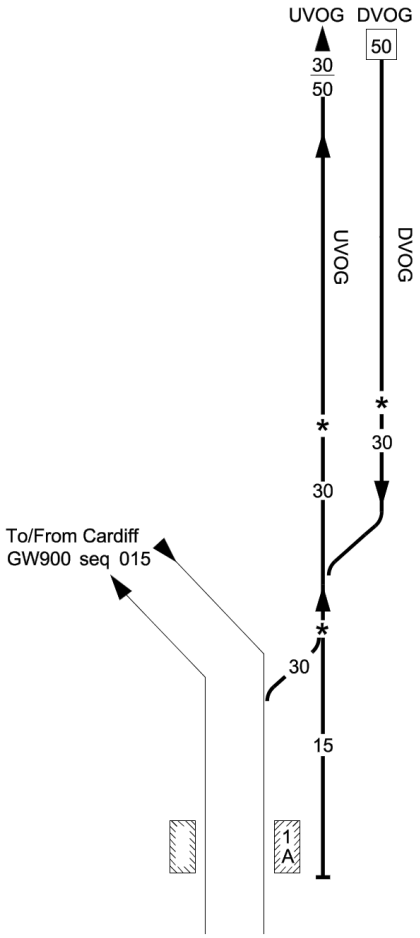


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW870	002	Barry To Bridgend, Barry Jn (Vale of Glamorgan line)	VOG	Wales	08/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Wales Rail Operating Centre RA8 (Vale of Glamorgan) (CF) GSM-R
	1 76		Axle counter area
RHOOSE	3 19 (Up)		Up Platform - 93m, 101yds
Rhoose LC (CCTV)	3 22		
	3 23 (Dn)		Down Platform - 94m, 102yds
	4 45 *		Up and Down lines bi-directional between 4m 45ch and 5m 45ch
Aberthaw Power Station Jn	4 64		
	4 73 *		
	5 00 *		
Aberthaw	5 03		Entry to and exit from GSM-R area at 5m 69ch on lines leading to Aberthaw power station
	5 27		
Aberthaw Cement GF	5 36		DVOG - Down Vale of Glamorgan UVOG - Up Vale of Glamorgan



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW870	005	Barry To Bridgend, Barry Jn (Vale of Glamorgan line)	VOG	Wales	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Wales Rail Operating Centre RA8 (Vale of Glamorgan (CF) GSM-R Axle counter area DVOG - Down Vale of Glamorgan UVOG - Up Vale of Glamorgan TCB Port Talbot SB (PT) Panel A
	18 34 * 18 36 *		
	18 68 *		
Bridgend Barry Jn	18 78 190 35		
BRIDGEND / PEN-Y BONT (GW870)			Down Bay / Platform 1A, 88m (97yards)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW871	001	Ford Siding GF To Ford Works, Waterton	FOR	Wales	04/05/2024

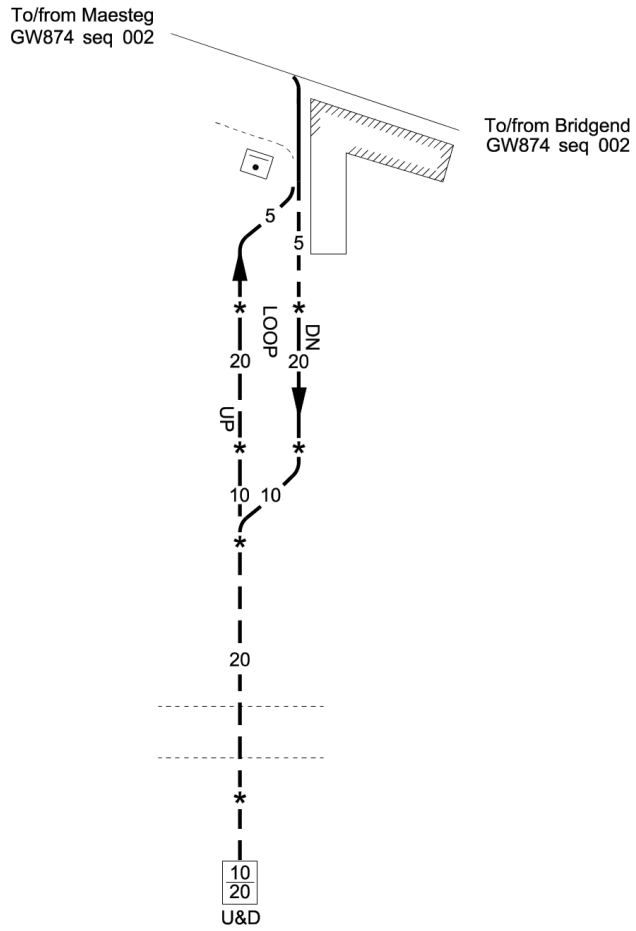
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R RA8 Wales Rail Operating Centre (Vale of Glamorgan) (CF)
	17 78	To/From Aberthaw GW870 seq 004	Axle counter area
Ford Siding GF	0 00		Line closed under Network Change NC/G1/2020/WALES/087
		To/From Bridgend GW870 seq 004 DOWN UP 15	Line worked as a siding under the control of the Wales Rail Operating Centre (Vale of Glamorgan)
Waterton LC (AOCL)	1 13	A STOP A STOP	See Local Instruction
Boundary (Network Rail/Ford)	1 18		GSM-R Down: End of GSM-R area at 1m 18ch Up: Start of GSM-R area at 1m 18ch

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW874	003	Bridgend, (Llynfi Jn) To Maesteg	BAL	Western	21/10/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U&D 25/40	NST Tondu SB; RA6 (TU); GSM-R
	7 02		Location of known low rail adhesion - 2m 67ch - 8m 06ch
	7 16 *	*	
		15	
	7 26 *	*	
		25/35	
MAESTEG (EWENNY ROAD)	7 54		Platform - 84m (91yds)
	7 75 *	*	
		25	
MAESTEG	8 06	T	Platform - 87m (95yds)
End of line	8 20		

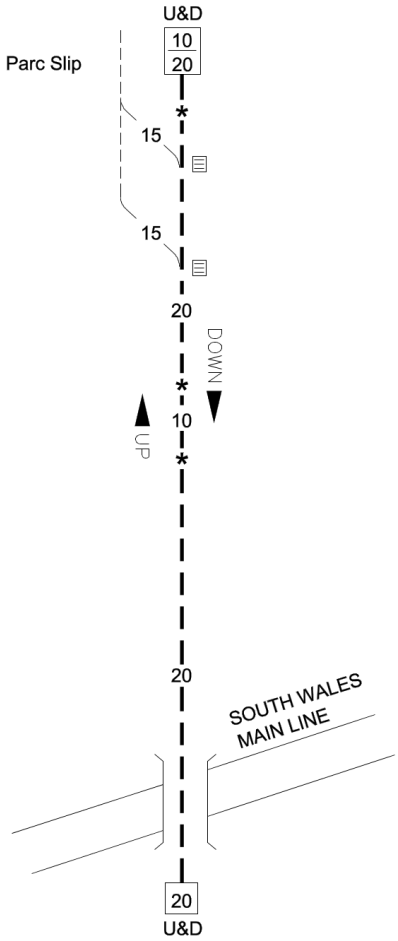
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW877	001	Tondu to Port Talbot Docks (Ogmore Vale Extension)	POR OVE	Western	21/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NST Tondu SB RA6 (TU) GSM-R
Tondu Jn (GW877)	2 70		
	0 00		
Tondu SB (TU) (GW877)	0 00		
	0 05 *		AWS not provided CL - 301m, 987ft
	0 17 *		
	0 25 *		
Fountain LC (AOCL)	1 05		Keys for crossing retained at Tondu signal box and Margam Abbey Works East token hut
Cwmffoes LC (TMO)	2 08		
	2 25 *		
Cefn Jn	2 43		ELR - POR
(Change of ELR and mileage)	7 41		ELR - OVE



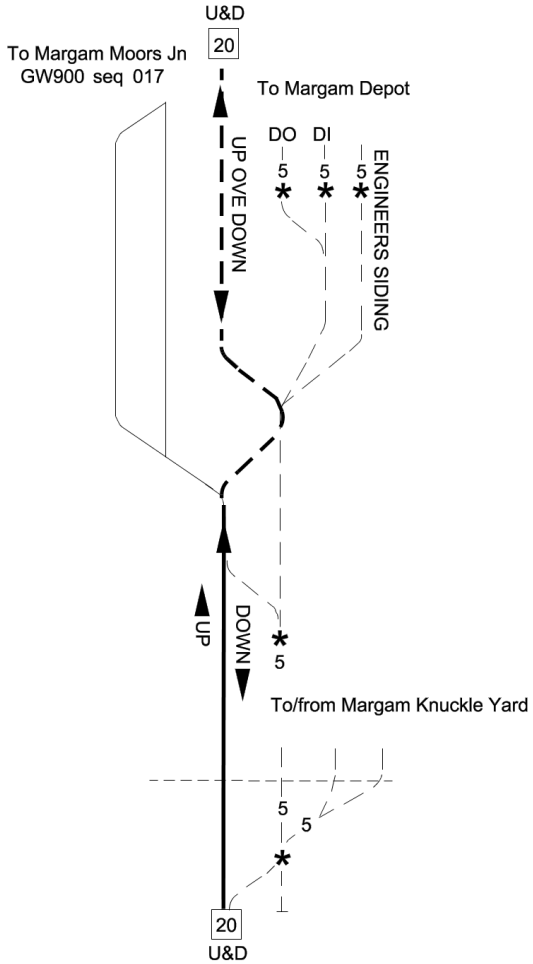
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW877	002	Tondu to Port Talbot Docks (Ogmore Vale Extension)	OVE	Western	13/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			NST Tondu SB RA6 (TU)
Aberbaiden Parc Slip	7 41		
	7 00 *		Line out of use 0m 0ch to 2m 65ch
Aberbaiden North GF	6 56		
Aberbaiden South GF	6 31		
	3 65 *		
Water Street bridge			
	3 63 *		TCB Port Talbot SB (PT) Panel A
	3 25		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW877	003	Tondu to Port Talbot Docks (Ogmore Vale Extension)	OVE	Western	21/09/2024

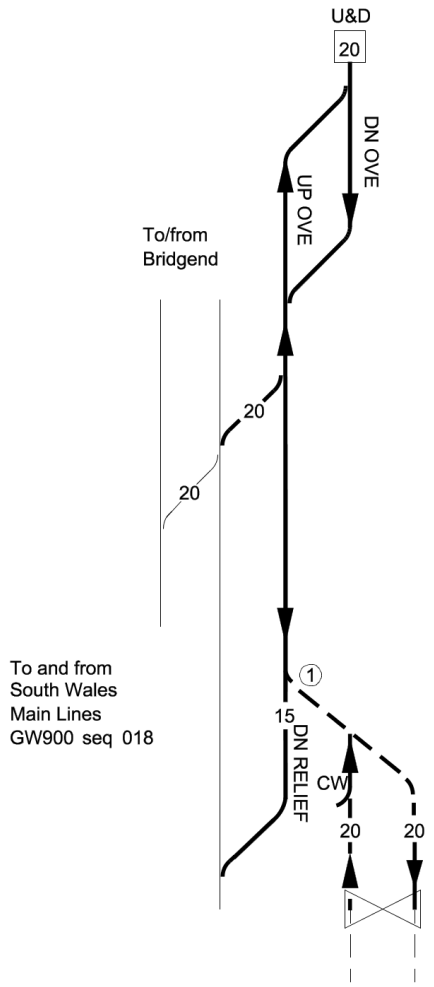
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Port Talbot SB (PT) RA6 Panel A GSM-R
	3 25		
Depot Inwards STOP boards	2 72		DO - Depot Outwards OOU DI - Depot Inwards OUU
	2 58 *		Temporary Stop block 2m 53ch
End of/Start of Token Section Boards	2 48		
			Up: Start of GSM-R area: 2m 45ch Down: End of GSM-R area: 2m 45ch GSM-R
Margam Abbey Works East Junction (GW877)	2 41		
	2 36 *		
Heol-Y-Deliaid LC (UWC) (GW877)	2 02	T	
	1 75 *		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW877	004	Tondu to Port Talbot Docks (Ogmore Vale Extension)	OVE	Western	10/08/2024

Location	Mileage M Ch
(Start/end of diagram)	1 75
Margam OVE Loop	1 60
Margam East Jn	1 40
Margam Yard Jn (GW877)	0 79
CW up	0 65
(Change of mileage)	0 00
	0 70
Port Talbot Docks (Network Rail Boundary)	0 56

Running lines & speed restrictions



Signalling & Remarks

TCB Port Talbot SB (PT)
RA6 Panel A

C2 Margam Yard Jn to Port Talbot Docks

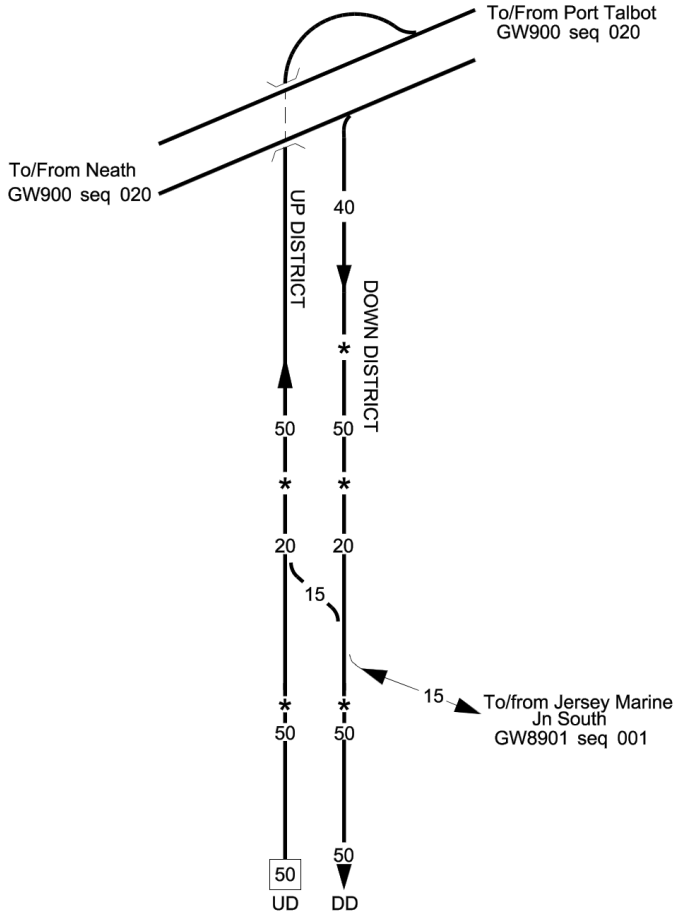
1 Line out of use to and from Port Talbot Docks

Down: End of GSM-R area: 0m 54ch
Up: Start of GSM-R area: 0m 54ch

GSM-R

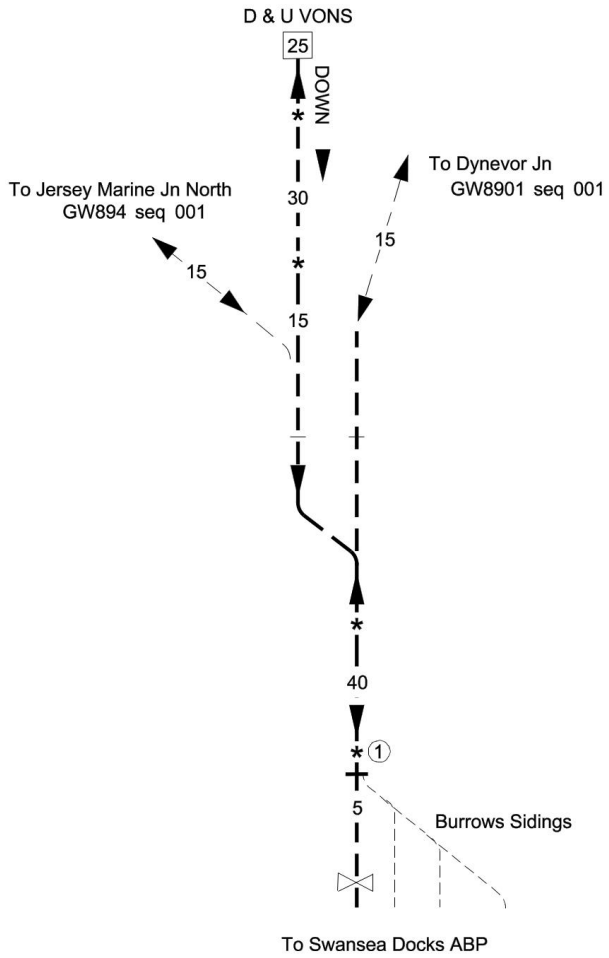
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW890	001	Court Sart Jn/Up Flying Loop Jn to Morlais Jn	SDI1	Wales	22/05/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Wales Rail Operating Centre RA8 (Swansea) (PT)
Briton Ferry West Jn	206 14		Axle Counter Area
Court Sart Jn (Down line)	206 58		UD - Up District DD - Down District
	207 12 *		
	207 53 *		TCB Port Talbot Control Centre RA8 Llanelli Workstation (PT)
			Axle counter area
Dynevor Jn	207 67		
	207 69 *		
	208 02		



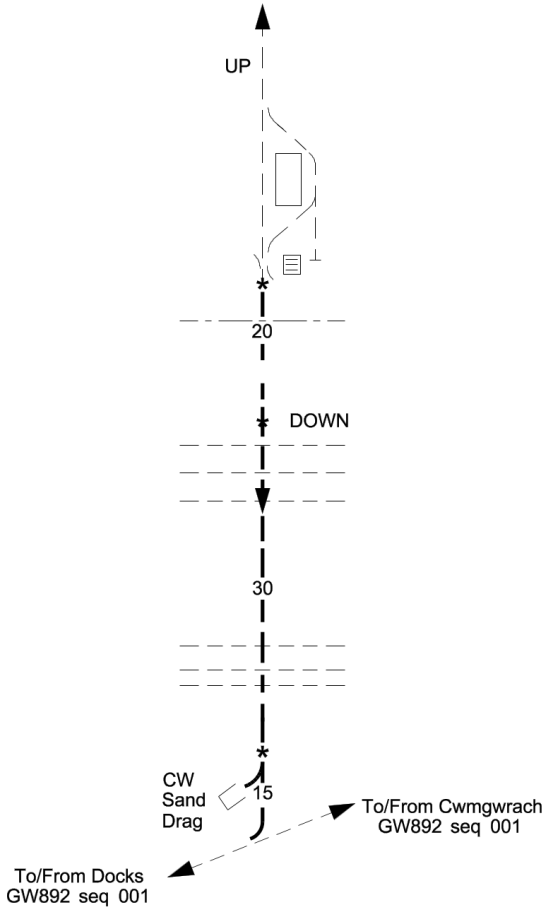
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW892	002	Cwmgwrach to Burrows Sidings	VON	Western	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Port Talbot Control Centre RA6 Llanelli Workstation (PT) GSM-R
	41 67		
	41 68 *		D & U VONS - Down & Up Vale of Neath Single
			Axle Counter area to/from 42m 20ch
	44 12 *		
Jersey Marine Jn South (GW892)	44 17		
	44 27 *		
	46 30 *		① Temporary Stop Block provided as per Control wire Wire WON40 050124 issued by Cardiff Control
	46 32		
Burrows Sidings	46 65		
Network Rail / ABP boundary (GW892)	47 00		

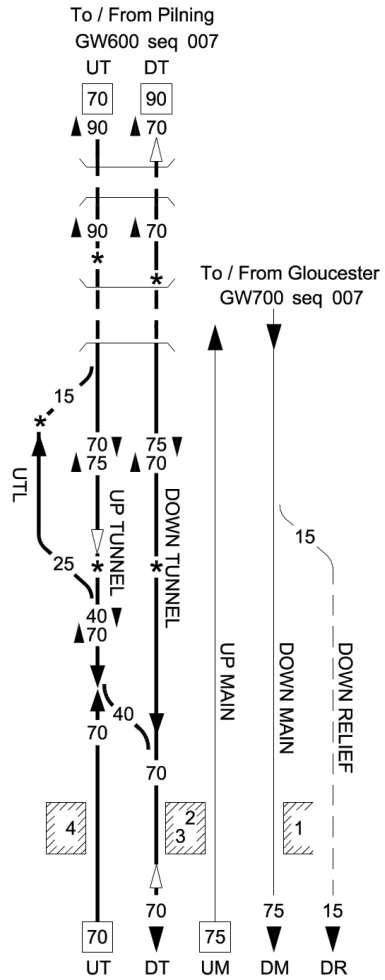


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW893	001	Onllwyn to Neath and Brecon Jn	NAB	Wales	31/08/2024

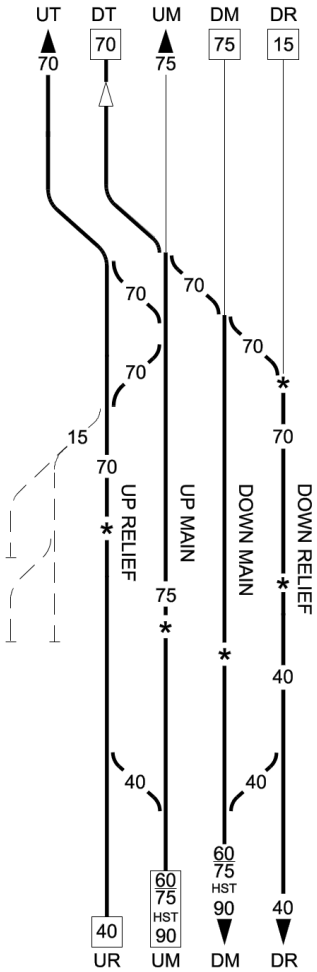
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Onllwyn				OT(S) Neath & Brecon SB RA6
Old Station	10	26		
Onllwyn GF	10	11		
	10	10 *		① Start / End of Section TPWS and AWS not provided Down: Start of GSM-R area: 10m 10ch Up: End of GSM-R area: 10m 10ch Start of train staff section
Network Rail Boundary	9	59		
	9	50		
	8	25 *		
Ynysdawley Viaduct (47m, 51 yds)	8	23		
	8	20 *		Boundary change - NC/G1/2022/WALES/126
Brynteg LC (UWC)	7	55	T	
Nant-y-Cefn LC (UWC)	7	46	T	Line Out of use under Section C notice (12th August - 22nd November 24
Llwynllanc Farm 1 LC(UWC)	5	03	T	Please Contact Simon.ford@amcogiffen.co.uk For access
Tir Isaf 1 LC (UWC)	2	74	T	
Glyn-y-Mul LC (UWC)	2	52	T	
Cilfrew 1 LC (UWC)	2	03	T	
	0	06 *		
CW	0	05		
Neath and Brecon Jn	0	01		Up: Start of GSM-R area: 0m 01ch Down: End of GSM-R area: 0m 01ch
	41	17		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	001	Pilning to Fishguard Harbour	BSW SWM2	Wales	05/10/2024

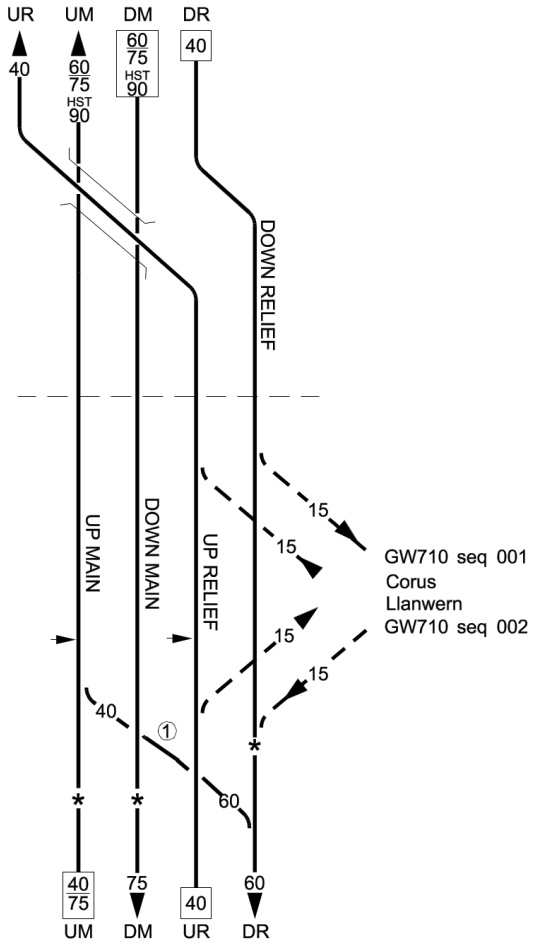
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Wales Rail Operating Centre RA8 (Severn Tunnel) (NT) AC - Didcot UT, DT and UTL electrified
Ableton Lane Tunnel 89m (97 yards)	10 51 to 10 55		Axle Counter Area UT - Up Tunnel DT - Down Tunnel
	10 59 *		
Severn Tunnel 7012m (4m 628 yards)	11 01 * to 15 29		See local instructions for emergency telephones in Severn Tunnel
Signal NT1326	15 62 *		UTL - Up Tunnel Loop 641m 2103ft
	16 12 *		
SEVERN TUNNEL JUNCTION STATION / CYFFORDD TWNNEL HAFREN (GW900)	16 39		Platform 1 - 145m (159 yards) Platforms 2, 3 & 4 - 171m (187 yards)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	002	Pilning to Fishguard Harbour	BSW SWM2	Wales	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	16 39		GSM-R TCB Wales Rail Operating Centre RA8 (Severn Tunnel) (NT) UT, DT Up Relief, Up Main, Down Main and Down Relief electrified Axle Counter Area DT - Down Tunnel UT - Up Tunnel
Severn Tunnel Jn (GW900)	16 73		
(change of ELR)	149 14		ELR - BSW ELR - SWM2
	149 24 *		Down Relief bi-directional between 149m 24ch and 149m 49ch.
	149 48 *		
	149 74 *		
	150 37 *		
	150 40 *		
Magor	151 10	T	
(Up)	151 37		

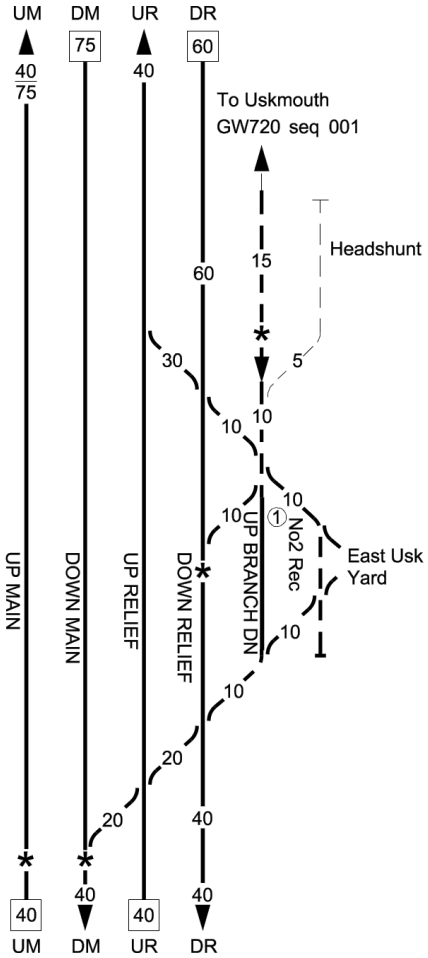
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	003	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	151 37		TCB RA8 Wales Rail Operating Centre (Severn Tunnel) (NT) AC - Didcot GSM-R UR, UM, DM and DR electrified
Bishton Flyover	152 30 to 152 40		
Bishton LC (MCG)	153 01		
Llanwern Works East Connection(GW900)	153 05		Wales Rail Operating Centre (East Usk) (NT) AC - Didcot
Bishton HABD	155 07		
Llanwern Works West Connection(GW900)	156 03		
	156 05 *		
Llanwern West Junction	156 11	T	① – 60 Down Direction – 40 Up Direction
	156 20 *		
	156 35		



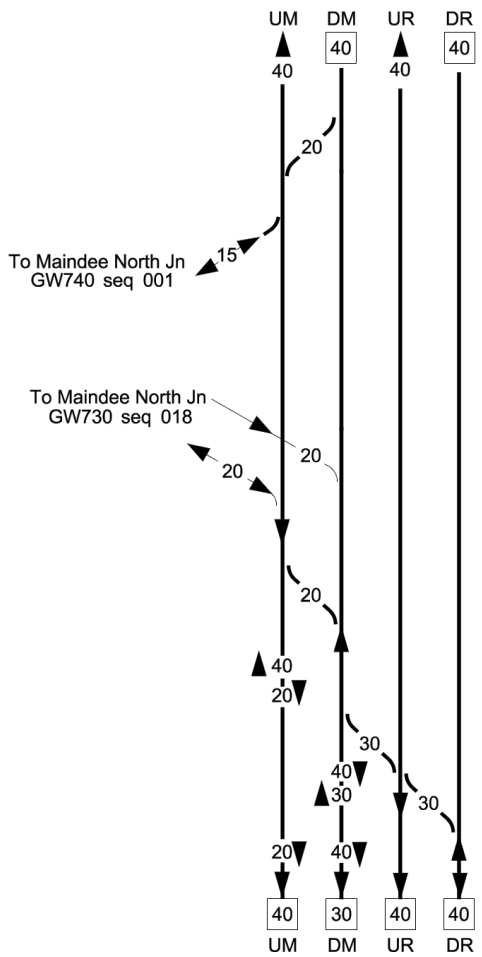
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	004	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB RA8 Wales Rail Operating Centre (East Usk) (NT) AC - Didcot UM, DM, UR, DR and Up and Down Branch electrified
	156 35		
	156 78 * (0 06 *)		
East Usk Jn (GW900)	157 02		
Signal NT1360	157 12		
	157 46 *		① Up/Down Uskmouth branch is a passenger line between Signals NT1056, NT1258 and NT1360
	157 57	T	
	157 59		
	157 69 *		

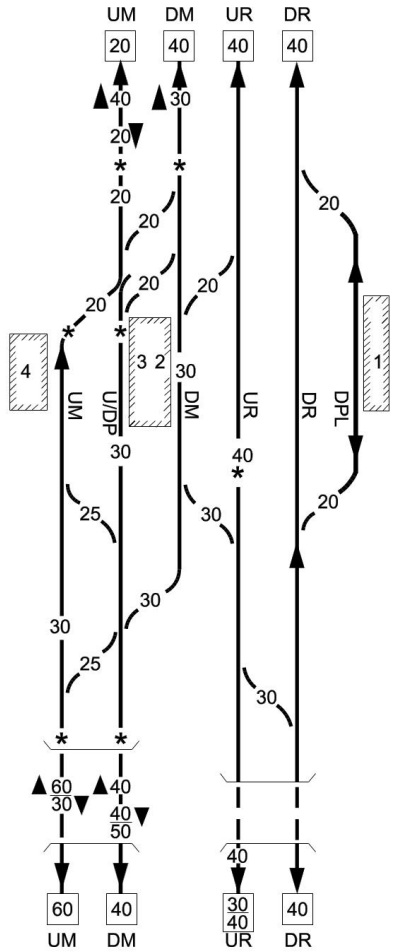


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	005	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

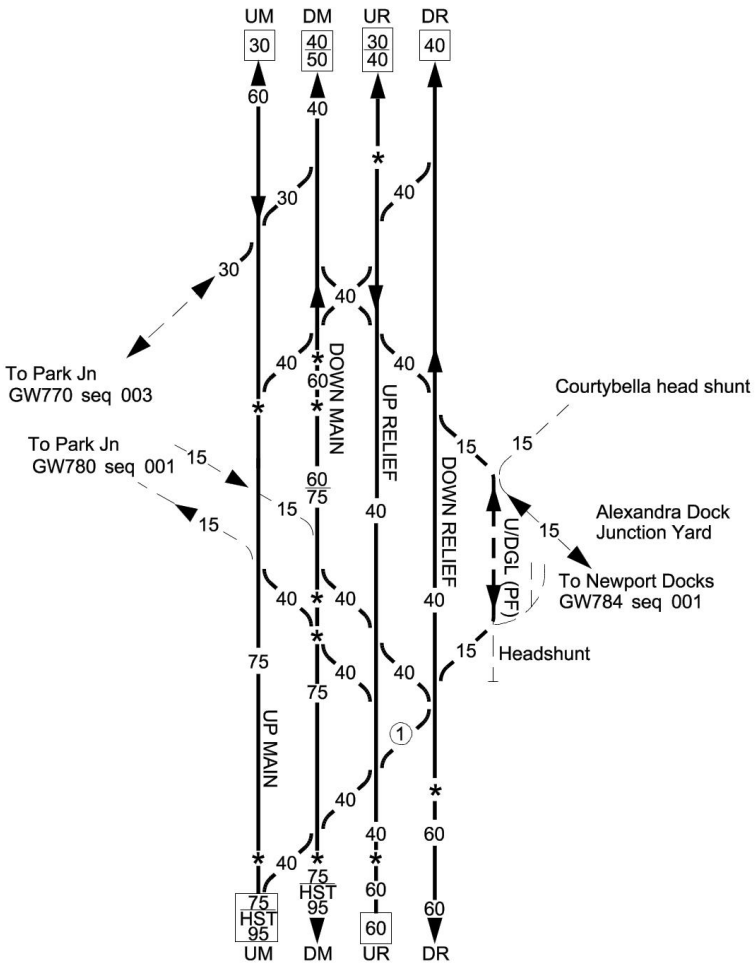
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
	157 69		TCB RA8 Wales Rail Operating Centre (East Usk) (NT) AC - Didcot
	157 73		UM, DM, UR and DR electrified
Maindee East Jn (GW900)	157 74		
		To Maindee North Jn GW740 seq 001	
			TCB RA8 Wales Rail Operating Centre (Newport) (NT) AC - Didcot
	158 12	To Maindee North Jn GW730 seq 018	
Maindee West Jn (GW900)	158 16		
River Usk Viaduct (GW900) (161m, 176yds)	158 21 to 158 29		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	006	Pilning to Fishguard Harbour	SWM2	Wales	08/04/2023

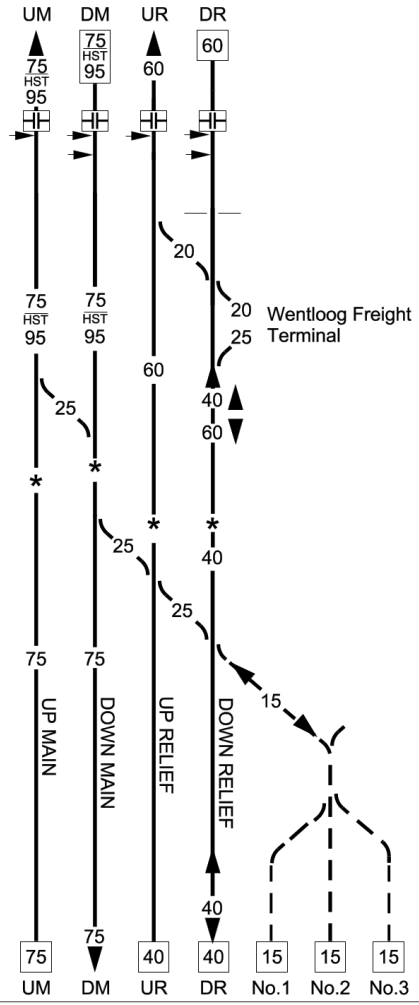
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
NEWPORT / CASNEWYDD Hillfields (Newport) Tunnels (704m, 770yds new) (684m, 748yds old)	158 29 158 33 * 158 45 * 158 50 158 62 * 158 65 158 66 158 70 * 158 71 to 159 25		GSM-R TCB Wales Rail Operating Centre RA8 (Newport) (NT) AC - Didcot UM, DM, UR, DR . U/DP and DPL electrified Platform 1 - 360m, 394yds (PP-A, PP-C, PF) Platform 2 - 287m, 314yds (PP-A, PP-C, PF) Platform 3 - 311m, 340yds (PP-A, PP-C, PF) Platform 4 - 250m, 273yds (PP-A, PP-C, PF) DR - (PF) UR - (PF) DPL - Down Platform Loop DR - Down Relief UR - Up Relief DM - Down Main U/DP - Up/Down Platform UM - Up Main

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	007	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

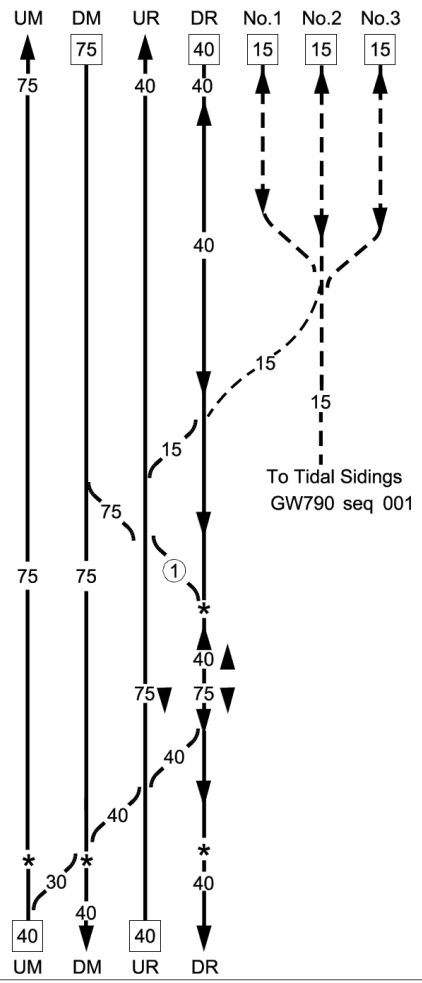
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB RA8 Wales Rail Operating Centre (Newport) (NT) AC - Didcot GSM-R Axle counter area UM, DM, UR, DR and U/DGL electrified
Gaer Jn (GW900)	159 25 159 32		
	159 47 * 159 60 *		Wales Rail Operating Centre (Ebbw) (NT) AC - Didcot
Alexandra Dock Jn (GW900)	159 64		
Ebbw Jn (GW900)	160 07 160 11 * 160 10 *		U/DGL Up/Down Goods Loop - 365m, 1197ft
	160 30 *		① - 40 Down direction - 15 Up direction
	160 40 * 161 44		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	008	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Wales Rail Operating Centre RA8 (Ebbw) (NT) AC - Didcot
St Brides Carrier, Wire Neutral Section	161	44		Axle Counter Area UM, DM, UR and DR electrified
Marshfield WILD	163	63		
Marshfield WILD	163	73		
Foot Crossing (WL) (GW900)	165	19		
Wentloog Freight Terminal East Jn	165	22		Wentloog Freight Terminal electrified to 165m 30ch (East), 165m 78ch (West)
Wentloog Freight Terminal West Jn	166	01		
	167	40 *		Down Relief line bi-directional between Pengam Jn and Wentloog Freight Terminal West Jn
	167	43 *		
	167	49 *		
Rumney River Bridge Jn	167	61		
	168	00		No.1 - No.1 Up/Dn Reception No.2 - No.2 Up/Dn Reception No.3 - No.3 Up/Dn Reception All 3 lines: 406m (1335 ft) All reception lines electrified

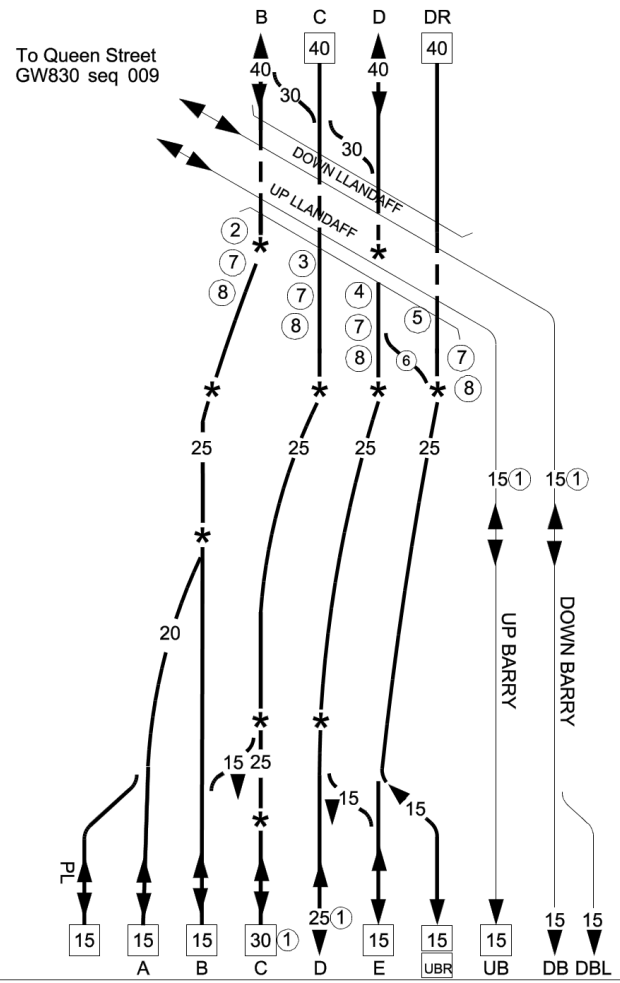


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	009	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

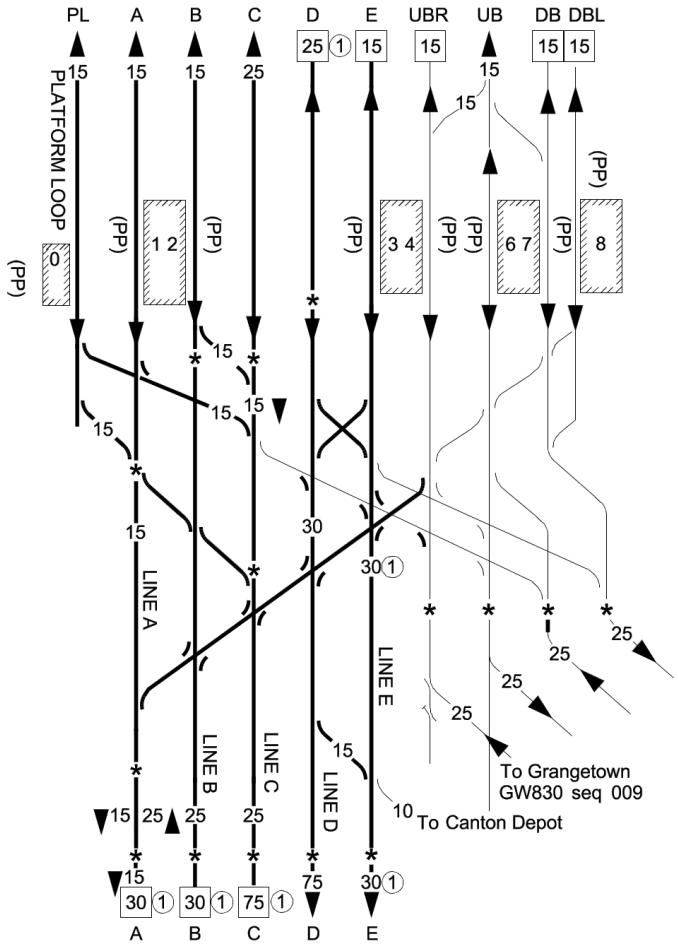
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	168 00		GSM-R TCB Wales Rail Operating Centre RA8 (Ebbw) (NT) AC - Didcot Axle Counter Area UM, DM, UR and DR electrified No.1 - No.1 Up/Dn Reception No.2 - No.2 Up/Dn Reception No.3 - No.3 Up/Dn Reception All 3 lines: 406m (1335ft) All reception lines electrified Down Relief line bi-directional between Pengam Jn and Wentloog Freight Terminal West Jn Down Relief/Line E bi-directional between Moorland Road Jn and Cardiff West Jn
Pengam Jn (GW900)	168 40		TCB Wales Rail Operating Centre RA8 (Cardiff Mainline) (CF) AC - Didcot
Moorland Road Jn	168 65		(1) 75mph Down/40mph Up
	168 69 *		Up Relief/Line D bi-directional between Pengam Jn and Cardiff West Jn Down Main/Line C bi-directional between Newtown West Jn and Cardiff West Jn
Long Dyke Jn	169 35		Up Main/Line B bi-directional between Newtown West Jn and Cardiff West Jn
	169 50		Line name changes / mileages Up Main - Line B - 169m 63ch Down Main - Line C - 169m 66ch Up Relief - Line D - 169m 67ch
	169 59 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	010	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
Newtown Jn	169	59		TCB RA8 Wales Rail Operating Centre (Cardiff Mainline) (CF) AC - Didcot; GSM-R
	169	65		Axle Counter area
				UM, DM, UR, DR and Lines B - E electrified
				(7) Exceptionally low wire height through Cardiff Intersection Bridges on ALL lines - see local Instruction.
	170	00		
	170	03 *		(1) 15mph through all platforms lines and all connections between 170m 08ch and 170m 60ch unless otherwise shown
				Line name change / mileage Down Relief - Line E 170m 08ch
	170	08 *		(2) Line B; (3) Line C; (4) Line D; (5) Line E
				(6) 30 Down/25 Up
	170	15 *		OMP Down Llandaff - Down Barry; Up Llandaff - Up Barry
				DBL - Down Barry Loop; UBR - Up Barry Relief; PL - Platform Loop
	170	17 *		UBR, UB, DB, DBL Controlled by Wales Rail Operating Centre (Valleys)
Cardiff East Jn (GW900)	170	18		
	170	22 *		PL, Lines A-E and UBR electrified
				(8) See local instruction regarding Steam Locomotive operation

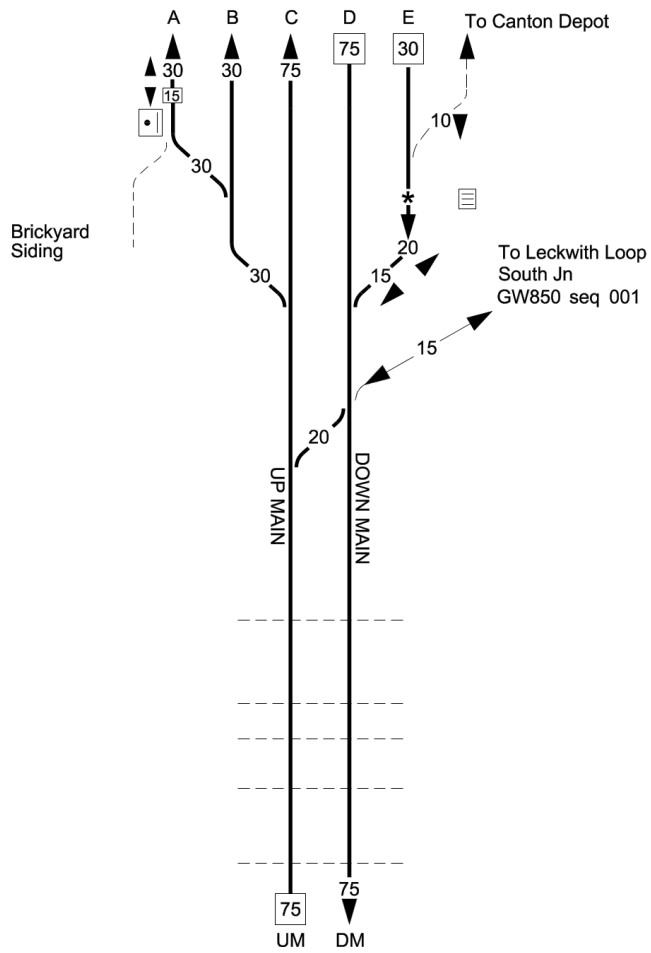


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	011	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
CARDIFF CENTRAL/ CAERDYDD CANOLOG (GW900)	170 22 170 30 170 40 * 170 43 * 170 45 *		GSM-R TCB Platforms 0-3 Lines C&D RA8 Wales Rail Operating Centre (Cardiff Mainline) (CF) AC - Didcot Axle counter area PL, Lines A - E and UBR electrified Platforms 0 - 4 electrified Platform 0 - 99m, 103yds Platform 1 - 299m,326yds Platform 2 - 298m, 325yds Platform 3 - 303m, 331yds Platform 4 - 303m, 331yds Platform 6 - 225m, 246yds Platform 7 - 226m, 247yds Platform 8 - 156m, 170yds (1) 15mph through all platform lines and all connections between 170m 10ch and 170m 60ch unless otherwise stated All lines bi-directional to 170m 42ch DBL - Down Barry Loop UBR - Up Barry Relief
Cardiff West Jn (GW900)	170 56 *		
Limit of electrification lines D, E and UBR	170 58		TCB Platforms 4 - 8 RA8 Wales Rail Operating Centre (Valleys) (CF)
	170 60 *		
Limit of electrification on Lines B and C	170 61 *		

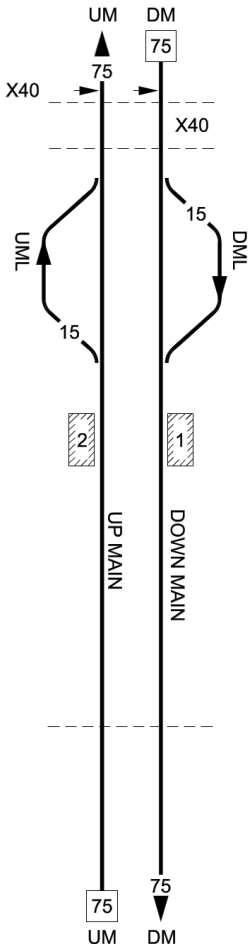
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	012	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	170	61		GSM-R TCB RA8 Wales Rail Operating Centre (Cardiff Mainline) (CF) AC - Didcot
Wales Rail Operating Centre (WROC)	170	67		Axle counter area
Limit of electrification Brickyard Sidings	171	18		Brickyard Sidings and Line A electrified
Limit of electrification Line A	171	23		
Leckwith Road Bridge GF	171	26		
	171	40 *		
Change of line name	171	49		
Leckwith Loop North Jn (GW900)	171	55		TCB RA8 Wales Railway Operating Centre (Vale of Glamorgan) (CF)
St Fagans LC (CCTV)	174	33		
St George's Church LC (UWC)	175	40	T	
St George's LC (CCTV)	175	61		
Morlanga LC (UWC)	176	07	T	
	177	18	T	
Gywn-y-Gaer LC (UWC)	177	75	T	



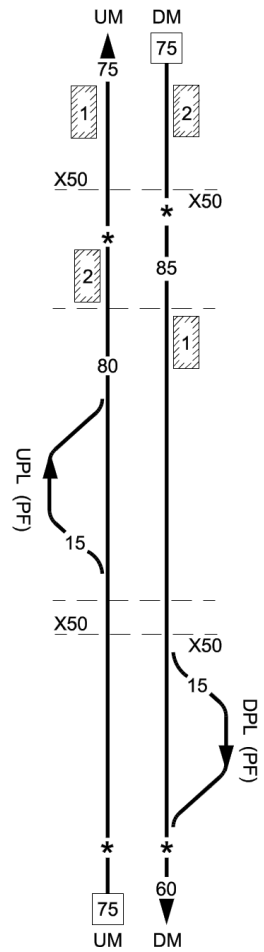
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	013	Pilning to Fishguard Harbour	SWM2	Wales	08/04/2023

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Wales Rail Operating Centre RA8 (Vale of Glamorgan) (CF) GSM-R
	177	75		
Pontsarn HABD	178	39		Axle counter area
Pontsarn LC (AHBC - X)	178	39		
Maindy Bach LC (UWC)	178	65	T	
Up/Dn Miskin loop	179	02		DML - Down Miskin Loop UML - Up Miskin Loop
Miskin				DML - 774m UML - 774m
Up/Dn Miskin loop	179	52		
PONTYCLUN	181	40		Down and Up platforms - 102m, 112yds
Llantrisant West LC (CCTV)	181	76		
				TCB Port Talbot SB (PT) RA8 Panel A
	183	72		



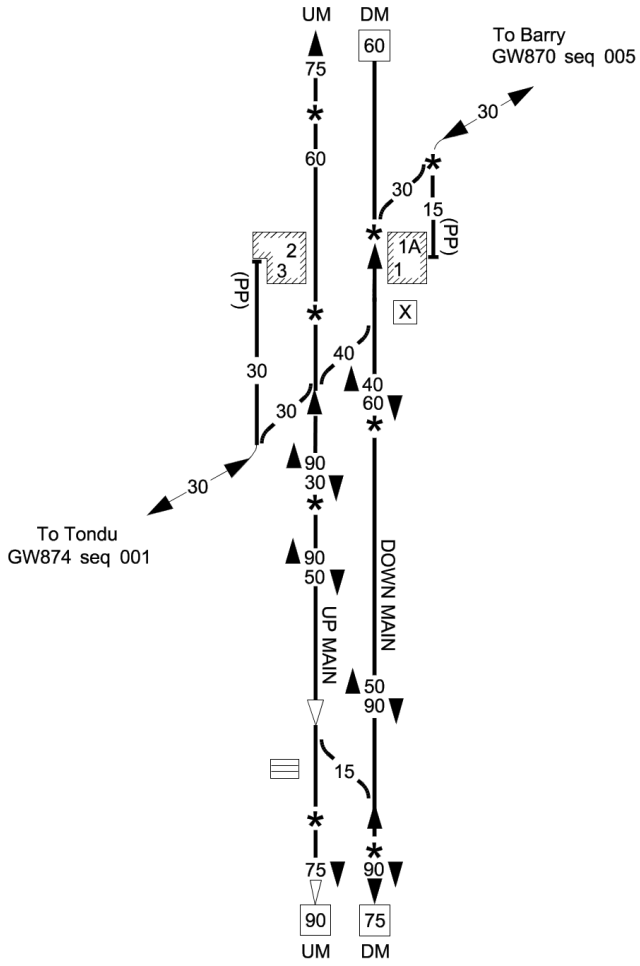
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	014	Pilning to Fishguard Harbour	SWM2	Wales	23/10/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Port Talbot SB (PT) RA8 Panel A
LLANHARAN	183	72		Down and Up platforms - 98m, 107yds
Bryn-y-Gwynon FP (R/G-X)	185	09	T	
	185	10 *		
	185	13 *		
PENCOED Up platform	186	49		Up platform - 112m, 122yds
Pencoed LC (CCTV)	186	55		
PENCOED Down platform	186	60		Down platform - 102m, 112yds
Pencoed UPL				UPL - 704m, 2310ft
Torcoed 2 LC (UWC)	187	63	T	
Coychurch Footpath LC (R/G-X)	188	37	T	
Tremains DPL				DPL - 1236m, 4053ft
	189	75 *		



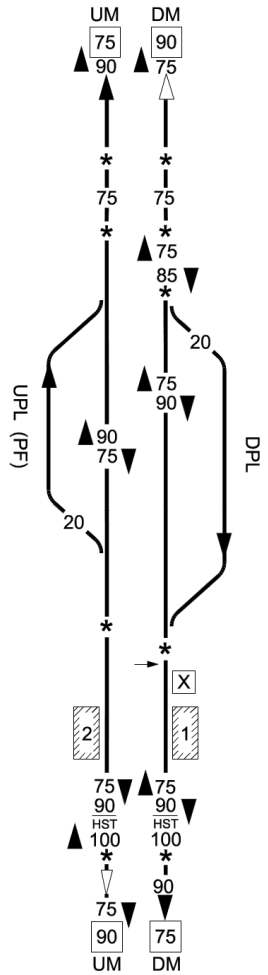
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	015	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	189 75		TCB Port Talbot SB (PT) GSM-R RA8 Panel A
	190 21 *		
	(18 68) *		
Barry Jn (GW900)	190 35 *		Platform 1 - 255m (279 yards) Platform 1A - 88m (97 yards) Platform 2 - 255m (279 yards) Platform 3 - 60m (66 yards)
BRIDGEND/PEN-Y-BONT (GW900)	190 45		
	190 54 *		LOD(P) 3801A Bridgend to Margam 190m 62ch
	190 59 *		Indicators not extinguished by movements which reverse behind signals PT.3025 or PT.3603
Llynfi Jn (GW900)	190 62		
	190 65 *		
Bridgend River Bridge GF	191 21		
	191 24 *		
	191 70 *		

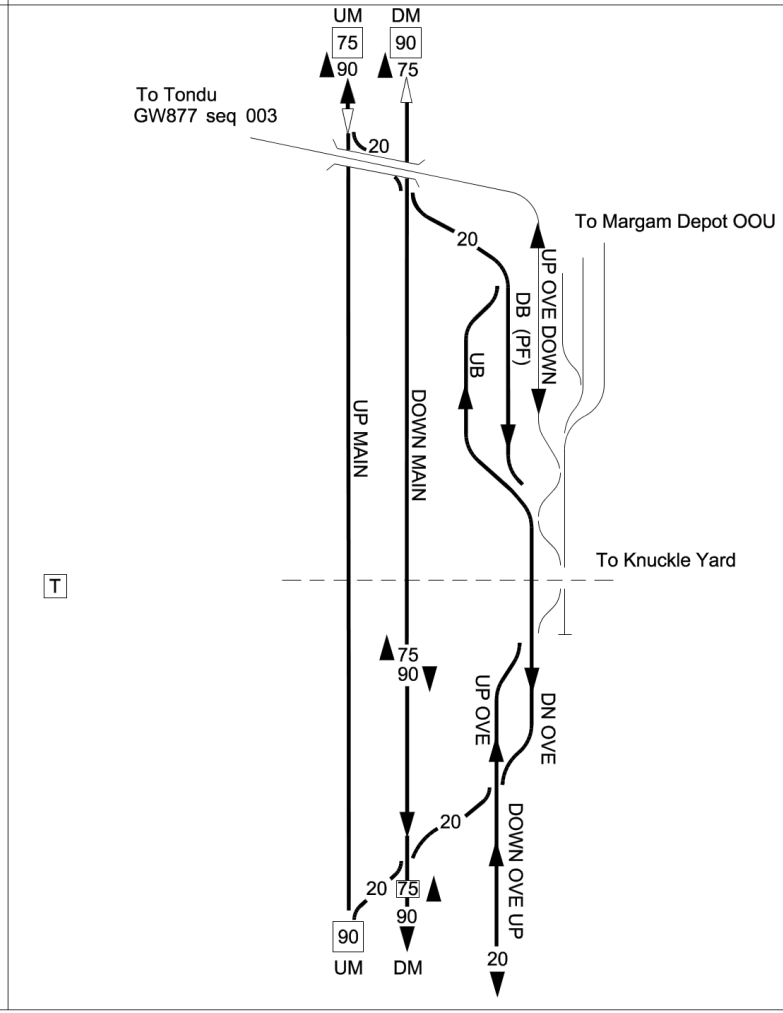


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	016	Pilning to Fishguard Harbour	SWM2	Wales	08/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	191 70		TCB Port Talbot SB (PT) RA8 Panel A GSM-R
	192 12 *		
	193 31 *		
	194 07 *		
Loop points	194 39		
Stormy Down and Up Passenger Loops	194 51		DPL - 468m, 1533ft UPL - 429m, 1407ft
Loop points	194 65		
	194 68 *		
	194 70 *		
Stormy HABD	194 72		LOD(P) 3801B (Bridgend and Margam) at 196m 43ch
PYLE/PIL	196 40		Down and Up platforms - 108m, 118yds
	198 40 *		

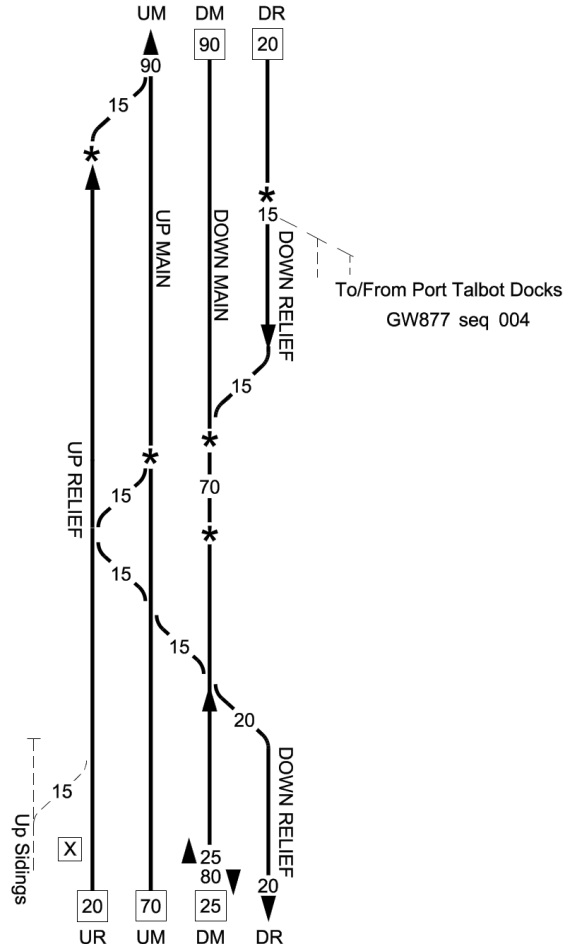


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	017	Pilning to Fishguard Harbour	SWM2	Western	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	198 40		GSM-R TCB Port Talbot SB (PT) RA8 Panel A
Margam Moors Jn (GW900)	198 64		Entry to and exit from GSM-R area at 198m 64ch on lines leading toMargam Moors Jn ELR: MRJ Temporary Stop block to Margam Depot 199m 5ch DB - Down Branch UB - Up Branch OVE - Ogmore Vale Extension
Margam Abbey Works (GW900)	199 20		Entry to and exit from GSM-R area at 199m 20ch on lines leading to Margam Abbey Works East Junction ELR: MRJ
Heol-Y-Deliaid LC (UWC) (GW900)	199 60		
Margam East Jn (GW900)	200 31		

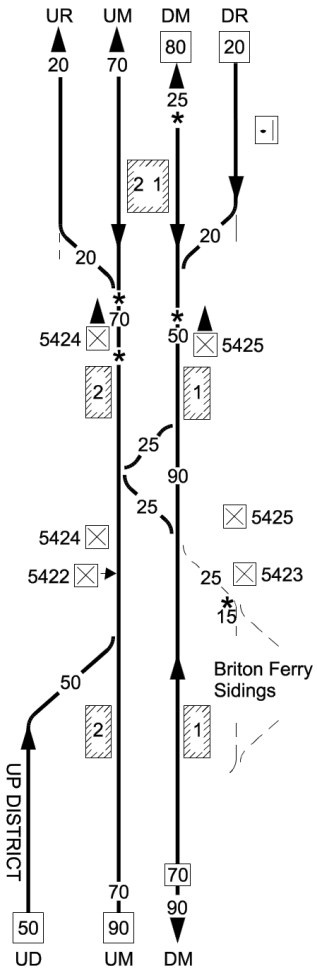
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	018	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	200 31		TCB Port Talbot SB (PT) RA8 Panel A; GSM-R
	200 38 *		
	200 65		
Margam Yard Jn (GW900)	(1) (0 79)		(1) OVE branch mileage
Margam Middle Jn	201 20		
	201 49 *		
	201 52 *		
Port Talbot East (Taibach)	202 10 *		
	202 42		LOD(P) 3801C (Bridgend and Margam) at 202m 42ch

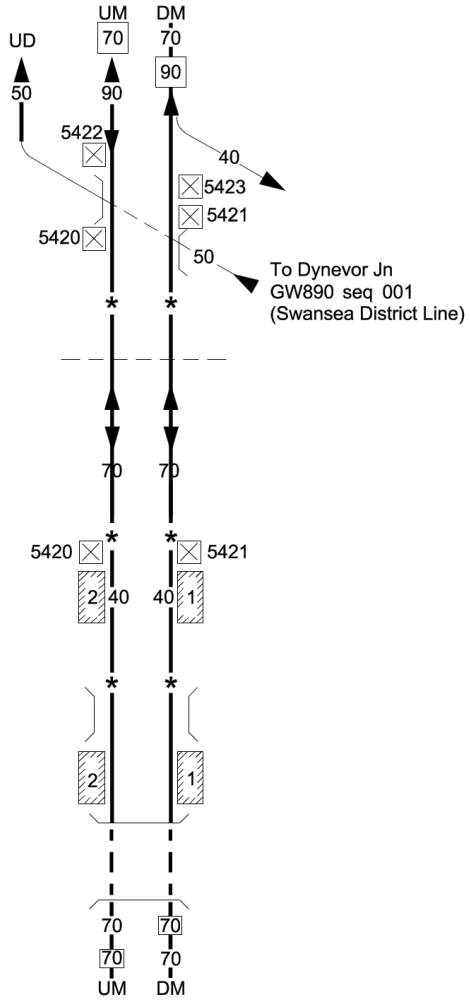


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	019	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R
					TCB Port Talbot SB (PT) RA8 Panel A
	202	42			
	202	48	*		
Port Talbot SB (PT)	202	49			
PORT TALBOT PARKWAY	202	59			Platform 1 - 277m, 303yds Platform 2 - 280m, 306yds
					DR PT.3371 to clear of Level Crossing 288m, 945 ft
	202	75	*		DM- LOD (T) 5425 - Down Main UM- LOD (T) 5424 - Up Main
	203	60	*		
	203	71	*		Wales Rail Operating Centre (Swansea) (PT)
BAGLAN	204	53			Axle Counter Area Down and Up platforms - 97m, 106yds
Briton Ferry East Jn	205	29			DM - LOD (T) 5425 - Down Main UM - LOD (T) 5424 - Up Main UM - LOD (T) 5422 - Up Main DM - LOD (T) 5423 - Down Main
Briton Ferry HABD	205	36			
	205	53	*		
Briton Ferry West Jn (GW900)	206	14			
BRITON FERRY	206	40			Down and Up platforms - 109m, 119yds
	206	58			

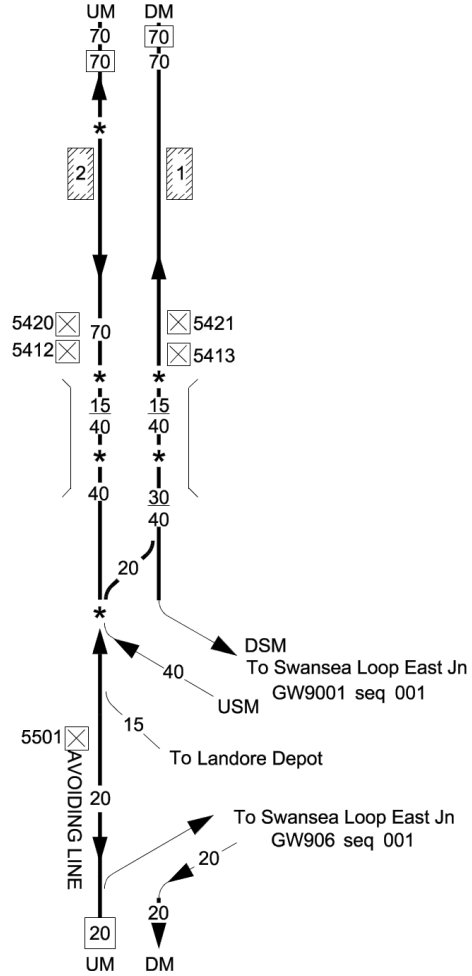


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	020	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Court Sart Jn (GW900)	206	58		TCB Wales Rail Operating Centre RA8 (Swansea) (PT) GSM-R Axle Counter area UD - Up District UM - LOD (T) 5422 - Up Main DM - LOD (T) 5423 - Down Main
	206	75 *		DM - LOD (T) 5421 - Down Main UM - LOD (T) 5420 - Up Main
Penrhiwtyn LC (UWC)	207	20	T	
	208	05 *		
NEATH/CASTELL-NEDD	208	20		Down platform - 232m (254 yards) Up platform - 182m (199 yards)
	208	75 *		LOD (T) 5421 - Down Main LOD (T) 5420 - Up Main
Near Abbey Viaduct (78m, 85yd)	209 209	29 33		
SKEWEN	210	26		Down and Up platforms - 107m (117 yards)
Skewen Tunnel (161m, 176 yards)	211 211	10 18		

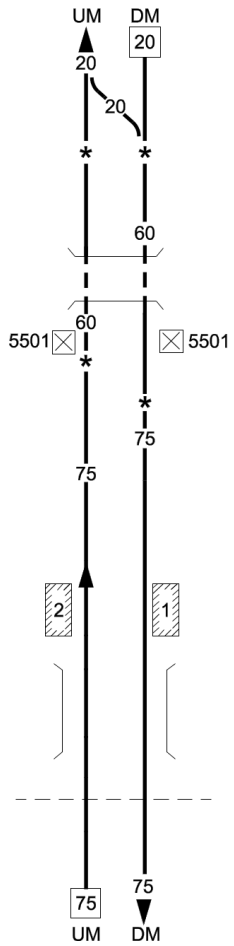
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	021	Pilning to Fishguard Harbour	SWM2	Wales	08/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	211 18		TCB Wales Rail Operating Centre RA8 (Swansea) (PT) — GSM-R
	212 03 *		Axle Counter area
LLANSAMLET	212 08		Down and Up platforms - 108m, 118yds
			LOD (T) 5421 - Down Main LOD (T) 5420 - Up Main LOD (T) 5413 - Down Main / Down Swansea Main LOD (T) 5412 - Up Main / Up Swansea Main
Landore Viaduct (356m, 389yds)	214 39 *		
	214 57 *		
Landore East Jn (GW900) (Change of RA)	214 62 *		RA7
	214 68 *		DSM - Down Swansea Main USM - Up Swansea Main LOD (T) 5501 - Avoiding Line
Swansea Loop West Jn (GW900)	215 14		

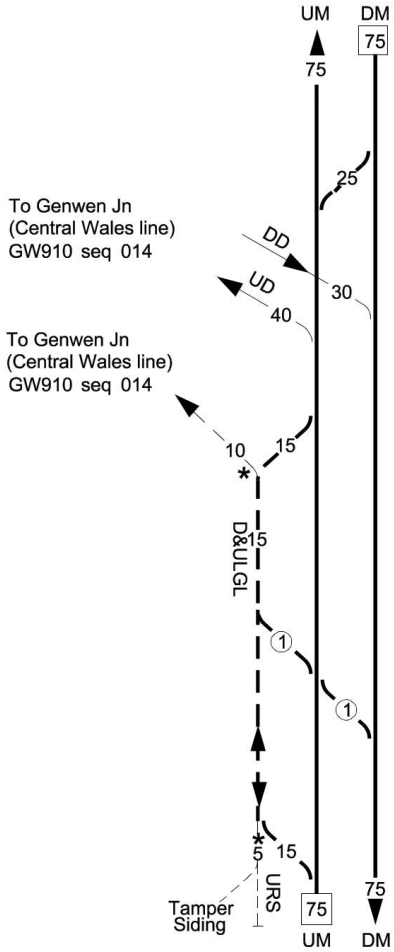


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	022	Pilning to Fishguard Harbour	SWM2	Wales	22/05/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Wales Rail Operating Centre RA7 (Swansea) (PT) — GSM-R
	215 14		Axle Counter Area
	215 18 *		
Cockett Tunnel (721m, 788yds)	216 28 to 216 64	T T	LOD (T) 5501 - Down Main Swansea Loop East to Cockett Tunnel West portal
	216 66 *		LOD (T) 5501 - UP Main PT3182 Cockett Tunnel Swansea Loop East to 9652 points
	217 12 *		Port Talbot Control Centre Llanelli Workstation (PT)
			Axle counter area
			Location of known low rail adhesion - 219mp. and 220mp.
GOWERTON / TRE-GWYR	219 45	T	Down Platform - 175m, 191yds Up Platform - 145m, 158yds
Loughor Viaduct	221 69		
Duffryn LC (MCB-OD)	222 58		
	222 78		

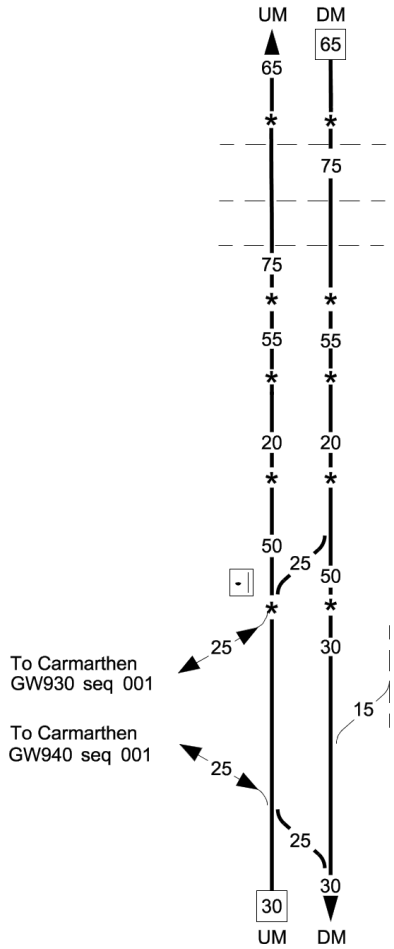


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	023	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Port Talbot Control Centre RA7 Llanelli Workstation (PT) GSM-R Axle Counter area UD - Up District DD - Down District
Llandeilo Jn (GW900) (Change of RA)	223 49		RA8
	223 54 *		D&ULGL - Down & Up Llandeillo Goods Loop 1 Clipped & padlocked out of use
Llanelli Dock Jn East	224 56 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	026	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			AB Carmarthen Jn SB (CJ) RA8
	238 57 *		
Cwmbwry No.1 LC (UWC)	240 02	T	
Cwmbwry No.2 LC (UWC)	240 22	T	
Coed Farm No.1 LC (UWC)	240 74	T	
	241 12	T	
	243 30 *		
	244 00 *		
	244 12 *		
Carmarthen Jn (CJ) SB (GW900)	245 10		
Carmarthen Jn (GW900)	245 10 *		TCB
Carmarthen Bridge Jn (GW900)	245 32		

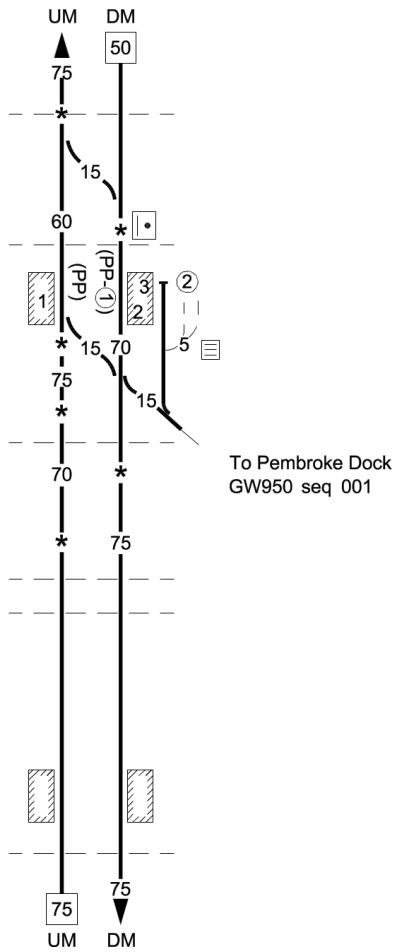


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	027	Pilning to Fishguard Harbour	SWM2	Wales	08/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		UM DM	TCB Carmarthen Jn SB (CJ) RA8 — GSM-R
	245 32	30 30	
	245 34 *	* *	
		75 75	
Llanstephan Footpath LC (R/G)	245 58		
Nantyci No.2 LC (UWC)	247 37	T	
Gorsecoch LC (UWC)	248 35	T	
Bragty LC (UWC)	249 11	T	
Sarnau LC (CCTV)	249 57		
Deri LC (UWC)	252 45	T	
St Clears LC (CCTV)	253 18		AB Whitland SB (W) RA8
Ffynnongain LC (R/G)	254 29	T	
	255 60	T	
Whitland Tunnel (171m, 187yds)	257 01 to 257 10		
	257 12	T	
Iscoed LC (UWC)	258 02	T	
	258 26 *	*	
		50	
		75	
		UM DM	

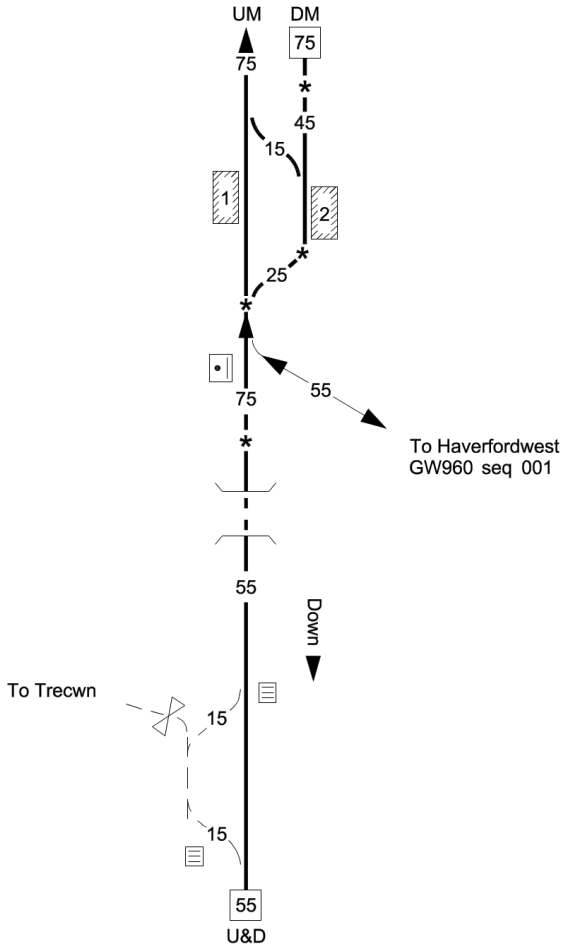
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	028	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	258 26		AB Whitland SB (W) RA8 GSM-R
Ty-Newydd 2 LC (UWC)	258 49 *	T	
Whitland (W) SB (GW900) Whitland LC (MCB)	258 68 * 258 68		Down platform -177m, 194yds Up platform - 178m, 195yds Bay platform - 134m, 146yds
WHITLAND / HENDY-GWYN(GW900)	258 74		
Down Siding GF Whitland Jn (GW900)	258 77 * 258 79 259 01		NOTE: Down platform (PP- ①) - For the purpose of detaching multiple unit trains only. ② Bay platform not PP
	259 53 *		
Llanboidy LC (AHBC)	259 54 259 55 *		
	260 42 *		
Trewern Mill LC (UWC)	260 51	T	
Trewern Farm LC (UWC)	260 64	T	
CLUNDERWEN	264 22	T	Down platform-134m, 147yds (Tel.) Up platform - 95m, 104yds
Llwyndyrys LC (UWC)	265 43	T	
	270 36		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	029	Pilning To Fishguard Harbour	SWM2 CRL NPF	Wales	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			AB Clarbeston Road SB (CR) RA8 — GSM-R
	270 36 *		
	270 62		
CLARBESTON ROAD	270 71		Down platform - 80m, 87yds (Tel.)
	270 74(Dn)	T	Up platform - 122m, 133yds (Tel.)
	270 76(Up)	T	
	271 03 *		
	271 07 *		NST RA7 — ELR - SWM2 / ELR - CRL
Clarbeston Road Jn (GW900)	271 08		
Clarbeston Road Jn SB (CR) (Change of RA and ELR)	271 09		
	274 00 *	T	
Spittal Tunnel (222m, 243yds)	274 40 to 274 51		
Letterston East GF	281 47	T	Loop - 615m, 2016ft
(Change of Mileage and ELR)	281 58 / 283 30		ELR - CRL / ELR - NPF
Letterston West GF	283 70	T	

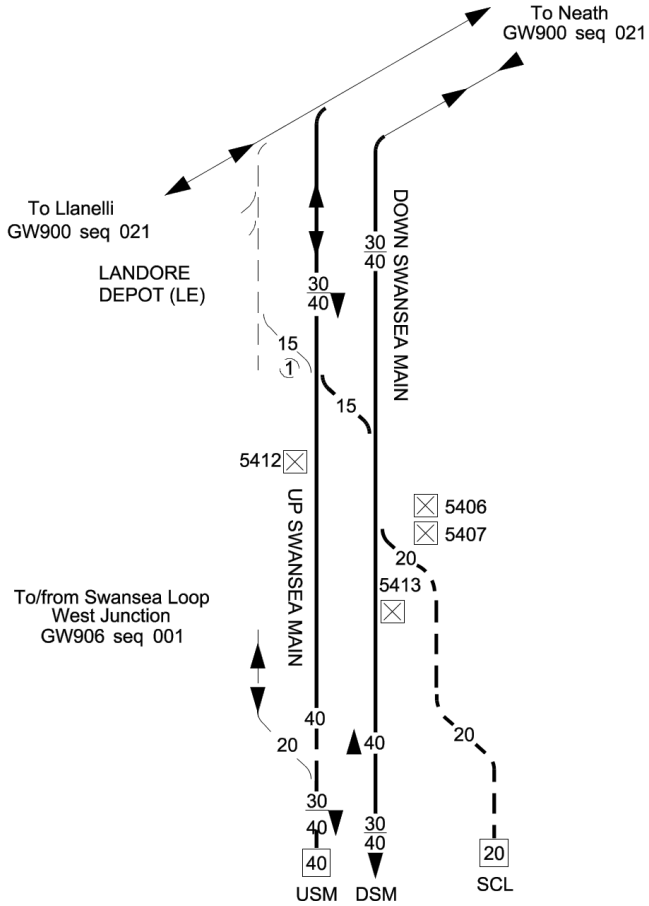


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	030	Pilning to Fishguard Harbour	NPF FSH	Wales	21/10/2023

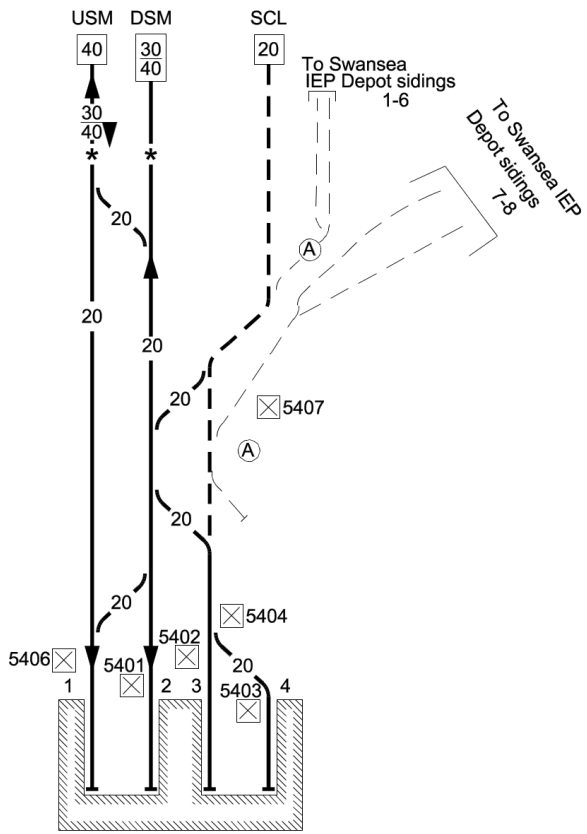
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NST Clarbeston Road SB (CR) RA7 GSM-R
	283 70	U&D 55	
	284 10	T Down	
Hendrewen LC (UWC)	285 10	T	
	285 20 *	T * 40	
	287 51 *	*	
FISHGUARD AND GOODWICK Network Rail Boundary (Change of ELR)	287 52	35▼ 40 ▲40	ELR - NPF ELR - FSH Platform - 92m (100 yards)
	288 08 *	*	
Fishguard Harbour Station LC (AOCL+B)	288 11	A 10/15 A15 15	See Local Instruction
	288 13	T	
FISHGUARD HARBOUR / PORTHLADD ABERGWAUN	288 18		Platform - 299m (327 yards)
	288 25		
	288 36		
End of Line			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW9001	001	Landore Jn to Swansea	SWA	Wales	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB RA7 Wales Rail Operating Centre (Swansea) (PT) GSM-R
			Axle Counter area
Landore East Jn (GW9001)	214 62		USM - Up Swansea Main DSM - Down Swansea Main
Landore Depot (GW9001)			
Landore West Jn	215 07		
			LOD (T) 5412 Up Swansea Main
			LOD (K) 5407 - Swansea Carriage Line
			LOD (T) 5413 - Down Swansea Main
	215 38		LOD (T) 5406 - Up Swansea Main / Down Swansea Main
Swansea Loop East Jn (GW9001)	215 43		SCL - Swansea Carriage Line



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW9001	002	Landore Jn to Swansea	SWA	Wales	08/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	215 43		TCB Wales Rail Operating Centre RA7 (Swansea) (PT) GSM-R SCL - Swansea Carriage Line DSM - Down Swansea Main USM - Up Swansea Main LOD (K) 5407 - Swansea Carriage Line Ⓐ Depot operating instructions apply from this point LOD (T) 5406 - Up Swansea Main / Down Swansea Main Platform 1 - 268m, 293yds (PP) Platform 2 - 272m, 297yds (PP) Platform 3 - 273m, 298yds (PP) Platform 4 - 263m, 287yds (PP) LOD (K) 5401 Buffer stop to PT3168 LOD (K) 5402 Buffer stop to PT3170 LOD (K) 5403 Buffer stop to PT3172 LOD (K) 5404 Buffer stop to PT3174
	215 60 *		
SWANSEA / ABERTAWE	216 07		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW906	001	Swansea Loop East Jn to Swansea Loop West Jn	SWL	Wales	10/09/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	215 43	To/From Landore Jn GW9001 seq 001 To/From Swansea GW9001 seq 001	TCB RA7 Wales Rail Operating Centre (Swansea) (PT) GSM-R Axle Counter Area
Swansea Loop East Jn	0 53		LOD (T) 5501 - Down and Up Swansea Loop East to Cockett Tunnel
Single Line Jn	0 48	20 5501 20 20 UP SWANSEA LOOP DOWN SWANSEA LOOP	
Swansea Loop West Jn	0 0	To/From Landore Jn GW900 seq 021 To/From Llanelli GW900 seq 021	
	215 14		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	001	Craven Arms Jn to Llandeilo Jn (Central Wales line)	CWL1 CWL2	Wales	07/09/2024

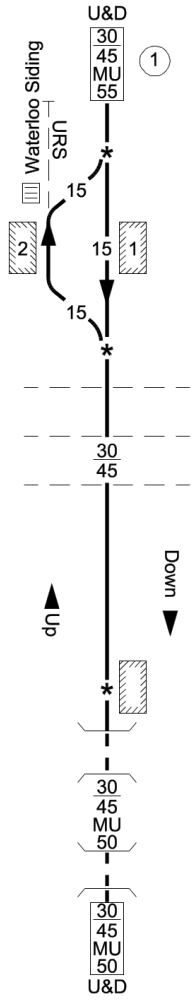
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To Craven Arms GW730 seq 007 / To Hereford GW730 seq 007	NSTR Pantyffynnon SB (PF) RA5 — GSM-R
Craven Arms South Jn (GW910) (Change of mileage & ELR)	20 01		
	20 12		
	0 00	20	
	0 17 *	▲20 30 45▼	ELR - CWL1
			ELR - CWL2
	0 26 *	▲30 45 MU 55 30 45▼	
Lyon Crossing	0 39		
	0 40 *	▲30 45 MU 55 30 45 MU 60▼	
	0 48 *		
Broome Farm 2 LC(UWC)	1 56	T	
BROOME	2 46	Down ▼	Platform - 73m, 80yds
Brisbane No.1 LC (UWC)	2 69	T	
HOPTON HEATH	5 09	▲ Up 30 45 MU 60	Platform - 42m, 46yds
Heath Farm LC (UWC) (GW910)	5 50	T	
Manor Farm 2 LC (UWC)	6 46	T	
Manor Farm 3 LC (UWC)	6 61	T	
Coxall Farm 1 LC (UWC)	6 79	T	
		30 45 MU 60 U&D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	004	Craven Arms Jn to Llandeilo Jn (Central Wales lines)	CWL2	Western	07/09/2024

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	005	Craven Arms Jn to Llandeilo Jn (Central Wales lines)	CWL2	Wales	08/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NSTR Pantyffynnon SB RA5 (PF) — GSM-R
	31 36		(1) 30/45 MU55 Down, 15 Up
	31 58 *		
Llandrindod GF	31 60		
LLANDRINDOD WELLS (TEP)	31 73		CL - 199m, 651ft Down platform - 98m, 107yds Up platform - 95m, 104yds
	31 78 *		Llandrindod loop points are motor operated
Greenfields LC (UWC)	33 32	T	
Howey LC (UWC)	33 33	T	
Neuadd Farm 2 LC(UWC)	35 49	T	
	37 38	T	
BUILTH ROAD	37 40 *		Platform - 103m, 113yds
Rhosferig Tunnel (59m, 64yds)	38 15 to 38 18		
Cilmeri Tunnel (105m, 115yds)	39 15 to 39 20		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	006	Craven Arms Jn to Llandeilo Jn (Central Wales Line)	CWL2	Wales	07/09/2024

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			U&D 30 45 MU 50	NSTR Pantyffynnon SB (PF) RA5 — GSM-R
	39	20		
Cilmeri LC (UWC)	39	36	T	
CILMERI	39	39		Platform - 79m, 86yds
Raikes LC (UWC)	41	18	T	
Llwynpiod No.1 LC (UWC)	42	20	T	
Llwynpiod No.2 LC (UWC)	42	31	T	
	42	67	T	
GARTH (GW910)	42	69		Platform - 80m, 87yds
Lewis LC (UWC)	42	74	T	
Aberdulais Farm LC (UWC)	43	30	T	
Llangammarch Tunnel (51m, 56yds)	43 to 44	79 01		
LLANGAMMARCH	44	47		Platform - 108m, 118yds
Penfedw Farm No.2 LC (UWC)	46	15	T	
			30 45 MU 50 U&D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	007	Craven Arms Jn to Llandeilo Jn (Central Wales lines)	CWL2	Western	08/04/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	46 15	U&D 30 45 MU 50	NSTR Pantyffynnon SB (PF) RA5 — GSM-R
Cefn Gast Farm No.2 LC (UWC)	46 59	T	
Glan Irfan LC (UWC)	47 09	T	
	47 40 *	* 30 45	
	47 70 *	* 15	
LLANWRTYD (TEP)	48 03	T 2 15 1	CL - 256m, 840ft Up platform - 166m, 182yds Down platform - 98m, 107yds
	48 10 *	15 *	
Cwm Henog Farm 2 LC (UWC)	48 62	T 30 45	Llanwrtyd loop points are motor operated
Tyn-y-Maes LC (UWC)	49 15	T	
Berthddu LC (OPEN)	49 47	A10	
Erwbeili Farm LC (UWC)	50 01	T A10	
	50 60 *	*	
SUGAR LOAF	50 65	30	Platform - 21m, 23yds
Sugar Loaf Tunnel (915m, 1001yds)	50 79 to 51 45	T Up Down	
	52 00	30 U&D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	012	Craven Arms Jn to Llandeilo Jn (Central Wales line)	LLA	Western	07/09/2024

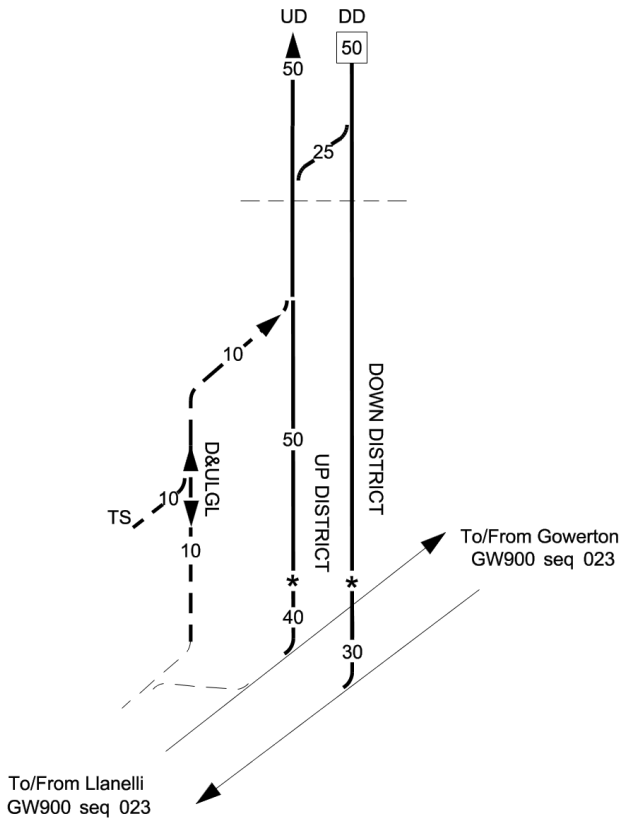
Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
				U&D 30 45 MU 60	GSM-R
	10	13	*		NSTR Pantffynnon SB (PF) RA5
Pantyffynnon LC (MCG)	10	11		To Gwaun-cae-Gurwen 915 seq 002	
PANTYFFYNNON	10	08		T 10	Platform - 76m (83 yards)
Pantyffynnon SB (TEP) (PF)	10	01		15 Sdg 50	
Cathan Farm LC (UWC)	9	60		T	
Sewerage Works LC (UWC)	9	44		T	
	9	40	*		
Ynystawleg Farm No.4 LC (UWC)	9	38		T	
Ynystawleg Farm No. 1 LC (UWC)	9	07		T	
Ynys LC (UWC) (GW910)	8	66		T	
Penbontnewydd 2 LC (UWC)	8	43		T	
Hendrewen Farm 5 LC (UWC)	8	19		T	
Hendrewen Farm3 LC(UWC)	8	02		T 20 50	
Hendrewen Farm1 LC(UWC)	7	66		T	
Tynycerig 3 LC (UWC)	7	62		T	
	7	60	*		
Tynycerig 2 LC (UWC)	7	56		T	
Tynycerig 1 LC (UWC)	7	46		T	TCB Port Talbot Control Centre Llanelli Workstation (PT)
Ynys Uchaf LC (UWC)	7	12		T	
Tal-y-Cynllwyn LC (UWC)	6	28		T 50	
PONTARDDULAIS	5	26		T	Platform - 138m (151 yards)
	5	18	*	Up Down	Axle counter area
Pontarddulais Tunnel 80m (88 yards)	5 to 5	17 13		T 20	
	5	09	*		
Hendy Sewage Works LC (UWC)	4	70		T 50 U&D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	013	Craven Arms Jn to Llandeilo Jn (Central Wales line)	LLA	Wales	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U & D 50	TCB Port Talbot Control Centre RA5 Llanelli Workstation (PT) GSM-R
Hendy Jn (GW910)	4 54	20 To Grovesend Colliery Loop Jn GW897 seq 001	Axle counter area UD - Up District DD - Down District
Bryn-y-Mawr Farm LC (UWC)	4 20	T	
	3 55 *	50 50 To Grovesend Colliery Loop Jn GW890 seq 005 * ① 50	① = 40mph To / From Hendy Jn
Morlais Jn (GW910) (Change of RA)	3 50	40	RA8
	3 38 *	*	
LLANGENNECH	3 01	2 1	Down platform - 53m (58 yards) Up platform - 53m (58 yards)
Llangennech LC (UWC)	2 77	T	
Pencoed Uchaf 1 LC (UWC)	1 77	T	
Ffos Fach Isaf LC (UWC)	1 31	T	
BYNEA / BYNIE	1 07	T 2 1 50 50 UD DD	Down platform - 91m (100 yard) Up platform - 106m (116 yards)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW910	014	Craven Arms Jn to Llandeilo Jn (Central Wales line)	LLA	Wales	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Techan Fach LC (UWC)	0 51	T	TCB Port Talbot Control Centre RA8 LLanelli Workstation (PT) GSM-R Axle Counter area UD - Up District DD - Down District
Genwen Jn	0 41		D&ULGL - Down & Up Llandeillo Goods Loop TS -Trostre Siding
	0 02 *		
Llandeilo Jn (GW910)	0 00		
	223 49		

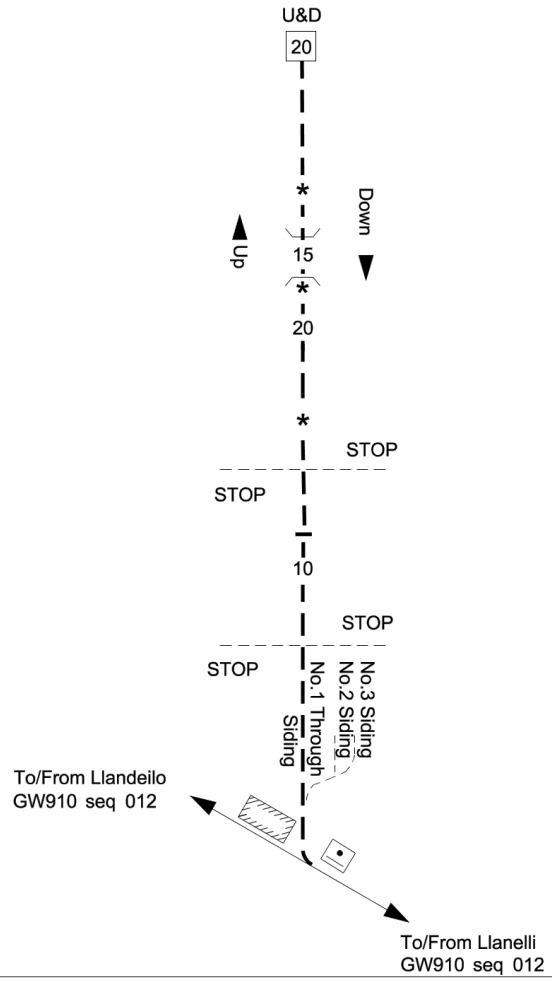


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW915	001	Gwaun-Cae-Gurwen to Pantyffynnon	GWA GNT	Wales	10/09/2022

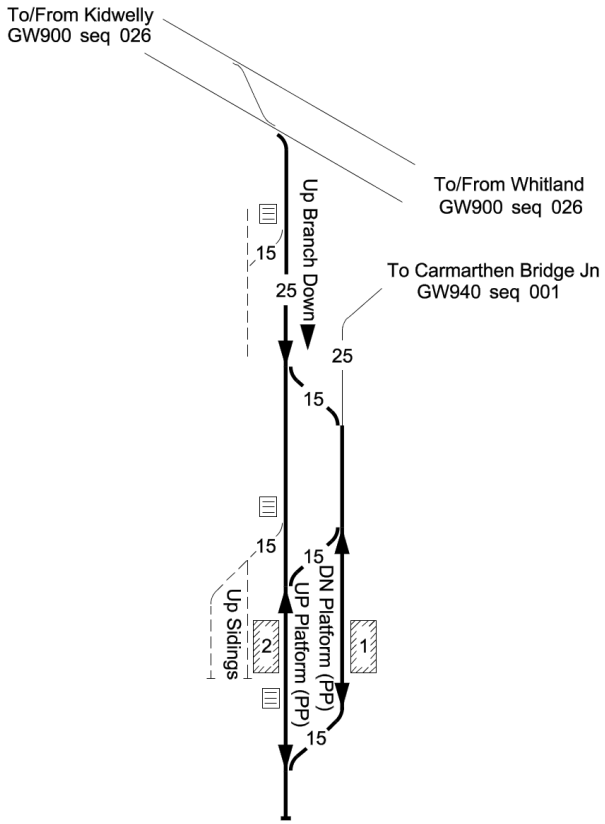
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Gwaun-cae-Gurwen				OT(S) Pantyffynnon SB (PF) RA5 GSM-R
Gwaun-cae-Gurwen Colliery GF	16	41		TPWS and AWS not provided
			5	
Gwaun-cae-Gurwen Colliery LC (OPEN)	16	39	STOP	
End of token section	16	38 *	A5 *	
			10	
Commencment of token section	16	14		
Gwaun-cae-Gurwen A-474 LC (OCL) (1)	16	15	STOP STOP	(1) OCL - Open Crossing locally monitored normally operated by Gwaun-cae-Gurwen Terminal staff - See Local Instructions
Raven LC (AOCL)	14	71	A10 A10	
Former Jn (Change of ELR)	14	60		ELR - GWA ELR - GNT
Ty-Uchaf LC (AOCL)	14	10	A10 A10	
Cawdor LC (OPEN)	13	53	STOP STOP	
	13	50 *	*	
			20 U&D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW915	002	Gwaun-Cae-Gurwen to Pantyffynnon	GNT	Western	05/10/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			OT(S) Pantyffynnon SB (PF) RA5 GSM-R
	13 50		
	11 70 *		
Pontamman Tunnel (27m, 30yds)	11 57 to 11 55 *		
	11 08 *		
Ammanford Relief Road LC (TMO)	11 00		See Local Instruction
	10 30		Temporary buffer stop STNC127 Garnant Branch closure Until January 2025
Commencement/End of token section Garnant Branch LC (OPEN)	10 18 10 17		
Pantyffynnon Jn	10 04		

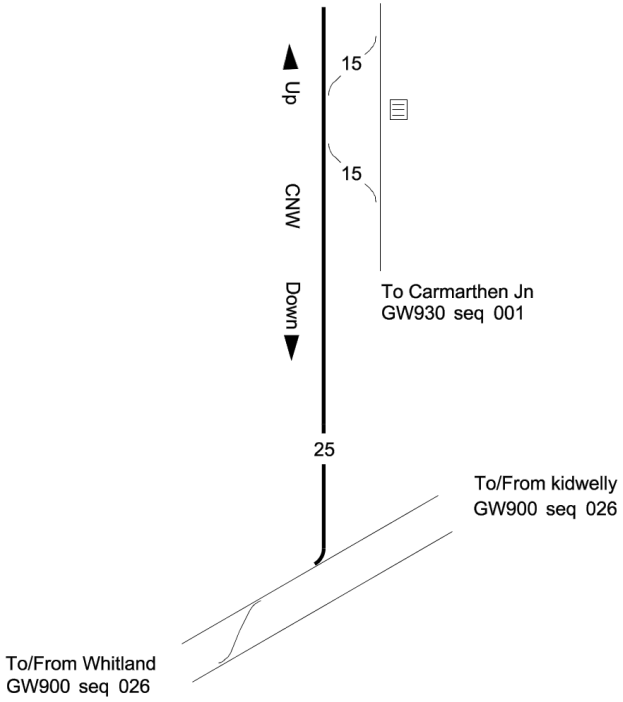


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW930	001	Carmarthen Jn to Carmarthen Station GF	CAN	Western	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Carmarthen Jn (GW930)	245 10		TCB Carmarthen Jn SB (CJ) RA8 GSM-R
Up Sidings No.1 GF	245 32		
Up Sidings No.2 GF	245 43		
CARMARTHEN (CAERFYRDDIN)	245 55		Down platform - 210m, 230yds Up platform - 213m, 233yds
Carmarthen Station GF	245 61		
End of line	245 65		

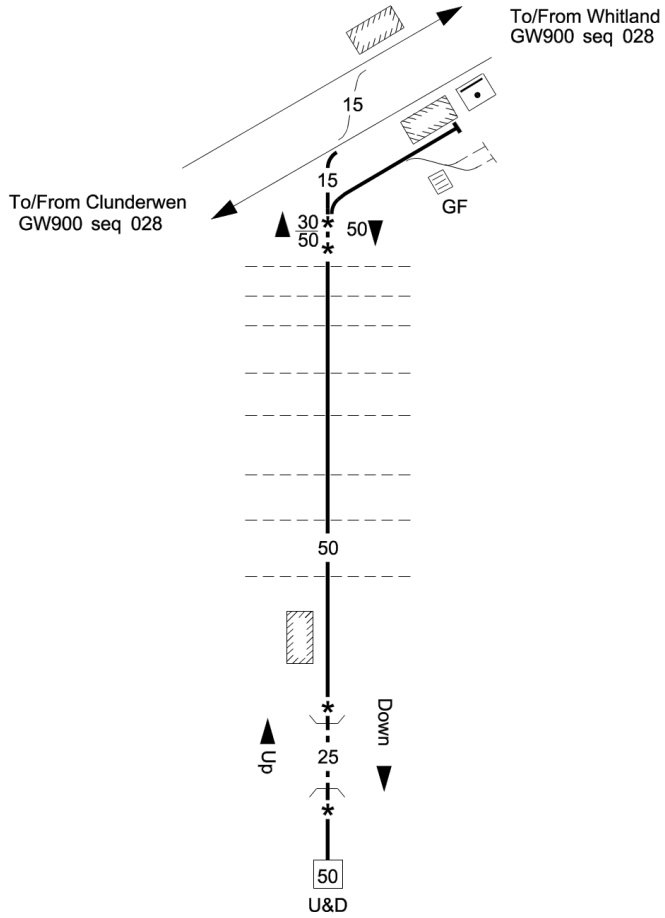
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW940	001	Up Sidings No.2 GF to Carmarthen Bridge Jn	CNW	Wales	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Carmarthen Jn SB (CJ) RA8 GSM-R
Up Sidings No. 2 GF	245 43		
	245 30		
	0 19		
Carmarthen Bridge Jn (GW940)	0 00		
	245 32		



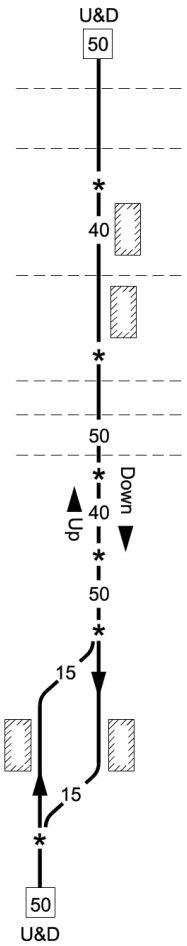
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW950	001	Whitland to Pembroke Dock	PEM	Wales	07/09/2024

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



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW950	002	Whitland to Pembroke Dock	PEM	Wales	07/09/2024

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					NSTR Whitland SB (W) RA7 GSM-R
Upper Chapel Hill Farm LC (UWC)	265	37		T	
Ogmore House Farm LC (UWC)	266	65		T	
	269	55	*		
KILGETTY / CILGETI	269	62			Platform - 128m, 140yds
Kilawen Farm LC (UWC)	270	27		T	
SAUNDERSFOOT	270	41			Platform - 105m, 115yds
	270	50	*		
Moreton LC (UWC) (GW950)	271	24		T	
Hilling LC (UWC)	271	52		T	
Knightson Farm 1 LC (UWC)	272	22		T	
	272	60	*		
	273	14	*		
	273	34	*		
TENBY / DINBYCH-Y-PYSGOD (TEP)	274	53			CL - 205m, 672ft Down platform - 150m, 164yds(Tel.) Up platform - 150m, 164yds
	274	58		T	Tenby loop points are motor - operated, see Local Instructions



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW950	003	Whitland to Pembroke Dock	PEM	Western	28/03/2024

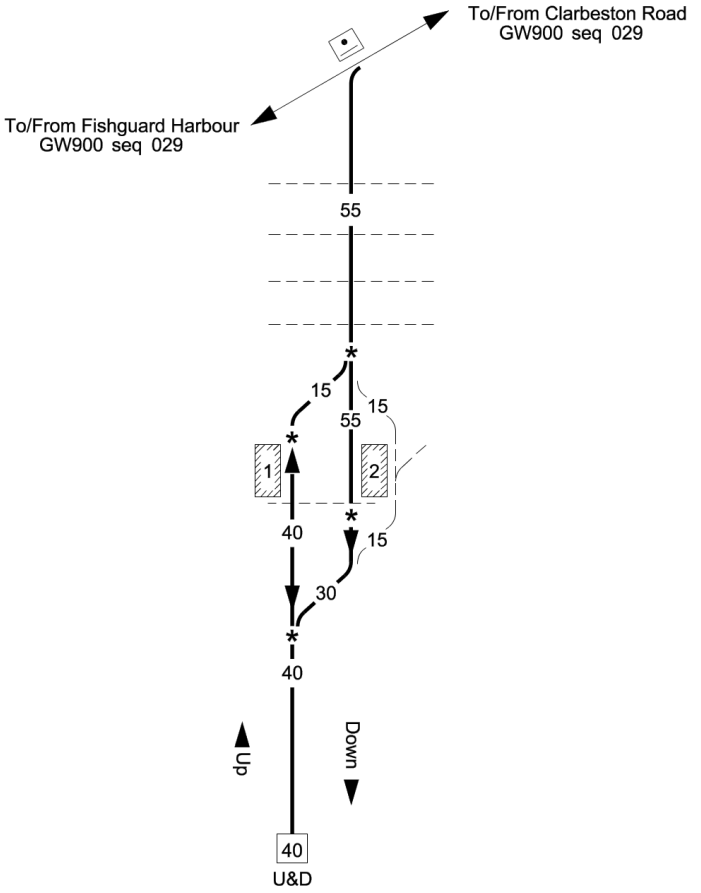
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				NSTR Whitland SB (W) RA7 GSM-R
	274	58	U&D 50	
Penally, MOD LC (UWC)	275	65	T	
PENALLY / PENALUH	275	71		Platform - 151m, 165yds
Norchard Farm LC (UWC)	278	10	T	
Manorbier Station LC (AOCL+B) ①	279	06	A10 A STOP	① AOCL Level Crossing with barriers
MANORBIER / MAENORBYR	279	09		Platform - 107m, 117yds
Bier Hill LC (UWC)	279	18	T UP DOWN	
Sunny Hill Farm 2 LC (UWC)	279	34	T	
Sunny Hill Farm 5 LC (UWC)	279	48	T	
Beavers Hill LC (OPEN)	279	72	A5 A5 50	
Manorbier Newton LC (OPEN)	280	52	A5 A5	
Newton Lodge LC (UWC)	280	63	T 50 U&D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW950	004	Whitland to Pembroke Dock	PEM	Wales	28/03/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U&D 50	NSTR Whitland SB (W) RA7 — GSM-R
	280 63		
LAMPHEY / LLANDYFAI	282 50		Platform - 106m, 116yds
	284 10 *	*	
PEMBROKE / PENFRO	284 11	20	Platform - 128m, 140yds
(Change of RA)	284 22 *	* UP 50 DOWN	RA6
	285 04 *	*	
Pembroke Tunnel (421m, 480 yds)	285 06 to 285 26	20	
	285 28 *	*	
		50 A5	
Llanion LC (OPEN)	285 75	A5	
	285 77 *	*	
		20	
PEMBROKE DOCK / DOC PENFRO	286 26	T	Platform - 131m, 143yds

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW960	001	Clarbeston Road to Milford Haven	SWM2	Western	07/09/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Clarbeston Road SB (CR) RA8 GSM-R
Clarbeston Road Jn (GW960)	271 08		
Tanyard LC (UWC)	273 72	T	
Crundale Mill LC (UWC)	274 07	T	
Crundale LC (AHBC)	274 34	T	
Shoals Hook LC (UWC)	275 13	T	
Single Line Jn	275 65 *		
	275 68 *		
HAVERFORDWEST/ HWLFFORDD	276 08		Down and Up platforms - 183m (200 yards)
Barrow crossing (WL) (GW960)	276 13 *		
	276 18		
Single Line Jn	276 43 *		
	276 78		



GW103 - PADDINGTON TO UFFINGTON

Between Paddington and Reading

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

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

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

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

Dated: 26/11/2023

GW103 - PADDINGTON TO UFFINGTON

BETWEEN CAUSEWAY LC AND WANTAGE ROAD

Signage for Class 80x

Signage is provided and is applicable to Class 80x IET's only. The signage is for Class 80X trains to PAN DOWN or PAN UP at line speed. This signage is provided between Causeway Level Crossing and Wantage Road on the Up Main and Down Main for trains that going to or from Oxford.

The signs have the legend "OXF" for Oxford services only.

Dated: 14/09/2024

GW103 - PADDINGTON TO UFFINGTON

ALSTOM OLD OAK COMMON DEPOT (VIA BACK LINE)

Arrivals

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

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

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

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

Departures

All departures will require the DOC to obtain the slot on SN6096 from the NR signaller. To obtain the slot, the DOC will call the NR signaller before the planned time of departure to request the release.
Once the slot is obtained, the DOC will only set the route provided this does not result in any timetable clashes at the depot.

If the departure is timetabled, ARS has the ability to set the route from SN6080.
A 9 car Class 345 stood at SN6080 signal is foul of 7000 and 7001 points on the Washer Bypass Line and 7004 points on Depot Line 1.

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

Dated: 03/02/2024

GW108 - FORDGATE TO PENZANCE

PAR

Note – references to the signaller in this section mean the Mid Cornwall signaller (Exeter).

Station Barrow Crossing – the person in charge of the platform must get permission from the signaller before use. Telephones are provided on both sides of the line.

Traction unit left unattended – the driver must tell the signaller when leaving a train unattended on any platform line.

Shunter's personal safety - when coupling or uncoupling adjacent to another running line, the shunter must arrange for the adjacent line to be blocked by the signaller before walking alongside the train and starting the activity.

See also GW660 local instructions (Par) concerning working of a freight train from St Blazey when there is a locomotive assisting in the rear and the train is to be run to Burngullow Sidings (or west Cornwall).

Locomotive running round its train – arrivals from Burngullow Sidings (or west Cornwall) - a train not exceeding 141 metres (including the locomotive(s)) may be run to Par Platform 3 (branch) and dealt with there. The locomotive must be run round via the Par Up Goods Loop line.

Shunting movements (station area) – the following is a list of preferred shunting routes that will be used where more than one route is available. Where only one shunt route is available, or where due to the nature of the location, liaison between the signaller and the driver always precedes any movement, no preferred shunting route is listed.

Where a shunt is not listed, the Driver and Signaller must reach a clear understanding about the limits of the movement required and the signal(s) which the train will reverse behind

Location	Shunt details
Par	Platform 2 to platform 3 (or vice versa), via the east end of the station on the Up Main line. Platform 1 to platform 2 or platform 3 – via the west end of the station on the Down Main line. Shunt movements to platform 1 from either end are prohibited (no signalled route). In exceptional circumstances, run via Up Lostwithiel Goods loop and return on the Down Main line.

Dated: 11/03/2024

GW108 - FORDGATE TO PENZANCE

Bodmin Parkway

Note – references to the signaller in this section mean the Mid Cornwall signaller (Exeter).

Station Barrow Crossing – the person in charge of the platform must get permission from the signaller before use. Telephones are provided on both sides of the line.

Ground frame and exchange siding – stop boards (back-to-back) are situated at the boundary on the connection between the Bodmin & Wenford Railway (B&WR) and the hand points leading to the exchange siding.

Movements from the exchange siding to the B&WR are the responsibility of the B&WR person in charge.

Authority for all other movements to (or from) the exchange siding (including the running line) must be obtained from the signaller.

The running through of hand points leading to/from the exchange siding in the trailing position is prohibited.

The driver must tell the signaller when leaving a train stabled (or unattended) in the exchange siding and place scotch blocks at the Liskeard end to prevent unauthorised movement.

Dated:21/09/2024

GW108 - FORDGATE TO PENZANCE

TRURO

Shunting movements (station area) – when the train has drawn forward and stopped on the approach side of the signal from which it is to return, the driver must send the standing at signal message (SG) using the train radio (or tell the signaller the train is ready to start back).

Dated: 11/03/2024

GW108 - FORDGATE TO PENZANCE

TRURO SIDINGS
Hand points 9559 (immediately the sidings side of position-light signal CL7635) are detected by the signalling.

Before authorising a movement from a running line to the sidings the shunter must (if instructed by the signaller) place hand points 9559 in the position required (so the route may be set).

Dated: 11/03/2024

GW110 - OLD OAK COMMON WEST TO SOUTH RUISLIP (EXCL)

Park Royal Jn

Trains will normally enter the sidings from the Up Wycombe line. Exceptionally, trains may be propelled at extreme caution into the sidings from the Down Wycombe line. Except in emergency, only one movement may be permitted to be in the sidings at one time.

Park Royal Sidings: The signaller will be advised when the train is ready to depart the sidings.

Dated: 03/09/23

GW174 - WEST EALING TO GREENFORD WEST JN

West Ealing Jn To DRAYTON GREEN

Plassers LC (AOCL+B). When a wrong direction movement is authorised over this crossing, the Driver must (whether or not the white light is flashing) bring their train to a stand at the crossing and not proceed over it until they are satisfied it is safe to do so.

Dated: 09/12/2023

GW175 - GREENFORD SOUTH JN TO GREENFORD STATION

GREENFORD

Bay Platform - Working Arrangement for Power Operated Sliding Doors. Greenford bay platform has a platform face at each side of the train.

Except in the case of failure or other exceptional circumstance, on arrival the doors giving access to the bay platform Right Hand Side Only (facing the buffer stops) must be released to allow passengers to leave or enter the train.

Dated: 05/08/06

GW317 - HONEYBOURNE TO LONG MARSTON

HONEYBOURNE AND Long Marston GF

Principles of Operation – General

The line from Honeybourne to Long Marston is signalled under 'One Train Working' regulations.

The train staff is located at Honeybourne and issued under the authority of the Signaller at Evesham. The normal direction of traffic is for trains to travel from Honeybourne to Long Marston and return.

Once the train staff has been issued, the train must proceed towards the opposite end of the single line. Trains may only return to the place where they entered the single line with the authority of the Evesham Signaller.

The train staff may be used for protection purposes under line blockage and T3 regulations.

Honeybourne. Trains to or from Honeybourne Up Yard or the Long Marston branch that are required to reverse on the main lines must be capable of being driven from both ends. If this is not possible, a locomotive must be provided at either end and propelling is not permitted.

Long Marston branch. A 'Start of staff section' board, applicable to trains for the Long Marston direction and an 'End of staff section' board, applicable to trains from the Long Marston direction are provided at Honeybourne at 101m 43ch.

The train staff must be obtained for any movement beyond the 'Start of staff section' board.

Trains from the Long Marston direction must be stopped at the 'End of staff section' board, and the train staff returned to the hut which must then be locked. The PiC must obtain permission from the signaller at Evesham to pass this board and proceed towards position light signal E2443.

Long Marston. The PiC must advise the signaller at Evesham when a train has arrived clear of the single line complete with tail lamp at Long Marston. The PiC must also obtain permission from the signaller to enter the single line section and return towards Honeybourne.

Trains may enter the single line at Long Marston without having travelled from Honeybourne provided the train Staff has either travelled by a train from Honeybourne and is present or has been transported by road with the permission of the Evesham Signaller.

Ground frame. The normal position of the ground frame points is for movements along the sidings. The key to the ground frame is the Annett's key fixed at one end of the train staff.

The PiC must ensure that the points are secured in the normal position after use. No movement must pass the 'STOP' board at the ground frame applicable to trains from the Honeybourne direction, neither must the ground frame points be released until the PiC has :-

- Opened the terminal gate
- Checked that no other conflicting movements are taking place

Movements within the depot will be made under the supervision of the depot staff

Transfer of train staff by road if required

If a train is required to enter the single line at Long Marston the train Staff may be issued by the Evesham signaller for transfer by road. The Signaller will require details of:

- Person who will be responsible for the train staff
- Employer
- Mobile telephone number
- Estimated length of time train staff will be in transit

Upon arrival at Long Marston contact must be made immediately with the Evesham Signaller confirming the location of the train staff.

Consecutive trains in the same direction

If consecutive trains are required to enter the single line at either Honeybourne or Long Marston, the Evesham Signaller will arrange for the release of the staff for the first train to traverse the line. If that train is from Long Marston, then the arrangements shown above are to be followed. Arrangements are then to be in place for the train staff to be returned to the entry point of the second train prior to its departure from Honeybourne or Long Marston.

When the staff is at either Honeybourne or Long Marston, contact must be made with the Evesham signaller confirming its location so that following train can commence it's journey.

Dated: 17/08/24

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GW660 - PAR TO NEWQUAY

PAR To St. Blazey Yard

Footpath crossing adjoining the iron girder bridge over the canal. Traincrews and Shunters must ensure that obstruction of this footpath by stationary trains is kept to the minimum.

Dated: 05/08/06

GW660 - PAR TO NEWQUAY

Goonbarrow Jn (G) SB

Class 80x operation
Due to restricted passing loop length at Goonbarrow, only 5 and 9 car IET's are allowed to operate on the branch.

Dated:04/11/23

GW660 - PAR TO NEWQUAY

PAR

Note – references to the signaller in this section mean the Mid Cornwall signaller (Exeter).

Working of freight trains from St Blazey with a locomotive assisting in the rear. Freight trains from St Blazey for destinations West of Par and with a locomotive assisting in the rear will be run to the Up Main line at the east end of the station to reverse. The driver of the assisting locomotive must not apply power (if necessary) until the train has passed well clear of Par Loop Junction.

See also GW108 local instructions (Par).

Dated: 11/03/2024

GW660 - PAR TO NEWQUAY

St. Blazey Jn

Passing of trains between St. Blazey Jn and Par (STNC755).

The passing of trains between St Blazey Jn and the branch crossover approaching Par is prohibited. When it is necessary for trains to/from the Newquay branch to be passed, this must be done at Par Loop Junction. Trains formed 2 car DMU or a light locomotive may be stopped at signal SB3 for a down train to pass.

Movement from Down Newquay line to Up Newquay line (line occupied)

When the shunting signal next to Down Newquay line signal SB4 (up direction) clears and the associated miniature route indicator displays UN, this means the Up Newquay line between St Blazey and Par is occupied by a train or vehicles. The driver must proceed at caution as far as the line is clear.

Dated: 11/03/24

GW660 - PAR TO NEWQUAY

St. Blazey Yard

ST. BLAZEY YARD

Depot protection arrangements.

WEIGHBRIDGE ROAD.

All movements over the Weighbridge MUST NOT exceed 3 m.p.h.
The Weighbridge bypass track must be used for all movements except when actually carrying out the weighing of vehicles.
All movements must be made only under the authority of the Rail Operator in charge of the yard. Drivers and engineering staff authorised to drive must contact this person and reach a clear understanding before any movement commences.
ENGINEERING STAFF AUTHORISED TO DRIVE
Within the Depot:-
Engineering staff authorised to drive must only make a movement under the control of the designated person 'D.P.' and must not pass the stop boards situated at the St. Blazey and Par Harbour ends of the maintenance depot.
Fuel Road and Ash Road:-
All movements over the Fuel Road and Ashe Road MUST NOT be made without the authority of the Rail operator in charge of the yard.
Engineering staff must not drive past the "Depot Limits" boards situated each end of the Fuel Road and Ash Road.
Staff working on traction must, within Depot Limits, at all times set up protection as laid down in the Depot Protection Procedure.

ST. BLAZEY MAINTENANCE DEPOT

Depot protection arrangements.
All movements over the Turntable and through the Wagon Shop, MUST NOT exceed 2 m.p.h.
The turntable at St Blazey is under the control of DB Cargo in line with current rules and regulations.
The hand points controlling entry to the Maintenance Depot, at the St Blazey and Pa Harbour ends of No.2 Road, must be clipped and padlocked and the keys held by the Designated Person (who is identified by wearing an armband with the initials 'DP' on it). The Stop boards placed at each end of the Depot are in the raised position.
Prior to any movement towards the Maintenance Depot, the Designated Person must unlock the appropriate points for the movement and ensure that the Stop boards are lowered.
The "Stop and Await Instructions" board, situated at either end of the Maintenance Depot, must not be passed without the suthority of the Designated Person 'D.P' and no movements into or out of the Depot must take place until the Designated Person 'D.P' has activated the warning signs and lights.
No3. Road. With the exception of Class 08/09 locomotives, no Traction Units may be driven into the building on this road. The Class 08/09 locomotives can only be used on this road for movements from the St Blazey end of the depot and must not pass the "Locomotives may not be driven past this point" Board situated at the entrance to the Wagon Inspection Gantry. Should any traction unit be required to be placed within the Wagon Inspection Gantry this may only be done from the st Blazey end of the depot by a propelling movement with the Class 08/09 locomotive, ensuring that no shunting staff are on board during the movement.

BETWEEN ST BLAZEY AND PAR BRIDGE

Working of Through Siding. The Through Siding between St Blazey and Par Bridge is under the control of the Person in Charge at St Blazey Yard when on duty. At other time (which are indicated locally), the line is under the control of the St Blazey Signaller.
When, however, the Person In charge accompanies a movement to Par Dock, they may on arrival there authorise the St Blazey Signaller to permit a movement onto the Through Siding.
No movement must pass the "Stop" lamp on the Par Dock side of Par Bridge level crossing applicable to movements from Par Dock without the permission of the St Blazey Signaller.
No movement must pass the "Stop" lamp on the Par Bridge end of the locomotive sidings applicable to movements from those sidings without the permission of the Person in Charge of the Through Siding.
The St Blazey Signaller must be advised when movements from the through Siding have arrived in clear on the locomotive or weighbridge sidings, unless the movement is under the control of the Person in Charge of St Blazey Yard.
A propelled movement towards the Main line must not be made past the handpoints at the St Blazey end of the Through Siding until the exit signal is cleared.

BETWEEN ST BLAZEY AND PAR DOCK

Movements must be accompanied by two Shunters, one of whom must precede the train on foot during the propelling movement to ensure that the line is clear of any obstruction and to warn any pedestrians, and the other must walk beside the train in such a position that they can repeat any handsignal to the Driver exhibited by the Shunter preceding the train.
Before any movement is made over the level crossing adjacent to Wagon Repairs siding, the Person in Charge at Par Dock must position themselves at the crossing and exhibit a hand danger signal to road users in both directions.
The St Blazey Signaller must be advised when the movement has arrived in clear on Par Dock.