NETWORK RAIL
Western Route

WR

Week No.
11

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. 71 TO THE WESTERN ROUTE
SECTIONAL APPENDIX

SATURDAY 07 JUNE 2025
to
FRIDAY 05 SEPTEMBER 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. 71 to the Western Route Sectional Appendix effective from Saturday 07 June 2025 to Friday 05 September 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. 71 and is dated 07 June 2025. In line with current industry standards items published in the Supplement will not appear in future PONs.

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

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

Email: enquirydesk@rssb.co.uk

RECORDING OF CONVERSATIONS

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

This publication is printed and distributed by APS Group

Telephone:

0161 495 4515

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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 June 2025**.

A4 Technical content

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

A5 Definitions

Material change

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

Minor change

A minor change comprises of one of the following:

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

National Operations Publications

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

Periodical Operating Notice

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

Part B - Changes since previous issue

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

Part C - New amendments to National Operations Publications

No new amendments

Part D - Previous amendments to National Operations Publications

GERT8000 Rule Book

Handbook RS523 GSM-R Handbook

8 Broadcast calls

Explanation of change

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

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

8.4 Acknowledged (safety) broadcast calls

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

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

Uses for safety broadcasts

Safety broadcast calls can be used for the following scenarios.

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

Scripts for safety broadcasts

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

Poor rail conditions

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

*Delete as appropriate.

Animals on or near the line

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

*Delete as appropriate.

Defective Emergency Indicators

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

Missing or obscured TSR board

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

*Delete as appropriate

** Insert name or location.

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

Unusual events

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

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

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

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

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

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

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

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

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

Explanation of change

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

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

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

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

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

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

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

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

Amend: the following as shown:

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

Add: the following new entry:

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

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

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

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

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

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

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

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

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

You must also:

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

3.5 Safe system of work (separated)

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

You must also:

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

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

Module TS1 General signalling regulations

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

12.1 When this general signalling regulation must be used

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

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

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

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

Amend: the following as shown:

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

Add: the following new entries:

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

Part E - Amendments summary

GERT8000 Rule Book

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

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

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

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

Pages 58 to 61 inclusive
Delete Instruction 44 – Temporary isolations and replace with the following:

44 Temporary isolations

44.1 General

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

44.2 Persons competent to take temporary isolations

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

44.3 Authorising a temporary isolation

44.3.1 Temporary Isolations shall only take place

(a) with the agreement of the Operations Control for the lines concerned

(b) at those locations where a traction return rail is adjacent to the conductor rail

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

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

44.3.3 The Person In Charge of the Temporary Isolation (PICTI) shall contact the Operations Control concerned,

(a) stating their name,
(b) job title,
(c) employer,
(d) the reason for requesting a TI
(e) the activity to be undertaken,
(f) the exact location,
(g) the lines concerned
(h) the anticipated duration of the Temporary Isolation required.

44.3.4 The Operations Control shall consult with interested parties and determine whether a Temporary Isolation shall be authorised.

44.3.5 If the Operations Control do not authorise the proposed TI, alternative arrangements shall be made to undertake the activity.

44.3.6 The Operations Control shall advise the PICTI, ECO and Signal Centre(s) of the authorised arrangements as soon as practicable.

44.3.7 The Signaller and ECO shall then agree the appropriate protection limits for the proposed electrical isolation.

44.3.8 The ECO shall then confirm to the PICTI the isolation arrangements to be applied.

44.4 Taking a Temporary Isolation

44.4.1 On request from the PICTI, the ECO shall contact the signaller(s) and request the affected line(s) to be blocked to all trains to protect the isolation. The signaller shall apply any reminder appliances as necessary and record the details in the train register. The signaller shall confirm to the ECO when the line(s) have been blocked to all trains and the ECO shall make an appropriate entry in the ECR log.

44.4.2 The ECO shall open the relevant circuit breakers and/or other controlled devices and instruct as necessary the PICTI to operate any relevant switches to the required position.

44.4.3 The PICTI shall confirm details of the switches operated to the required position to the ECO, once this has been done.

44.4.4 The ECO shall take appropriate action to prevent reclosure of those circuit breakers and/or other controlled devices in accordance with the ECR instructions. The ECO shall record the details in the ECR log.

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

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

44.5 Testing the conductor rail

44.5.1 The PICTI shall make sure that the section or sub-section is switched off by testing between the conductor rail and the traction return rail adjacent to the conductor rail, using an approved testing device. The use of train line live indicator lamps is not permitted.

44.5.2 If the test proves the conductor rail is live then the ECO shall be informed immediately. The PICTI shall not attempt further switching without the authority of the ECO.

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

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

44.6 Preventing re-energisation of the isolated section

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

44.7 Briefing staff before commencing work

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

44.8 Cancelling the temporary isolation

44.8.1 When work has ceased the PICTI shall confirm that all persons, tools or equipment are clear of the CRE.

44.8.2 Where an electric train is involved the PICTI shall additionally confirm that all persons, tools or equipment are clear of collector shoes, and other exposed parts of electrical equipment on trains

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

44.8.3 The PICTI shall arrange for all members of any work group to be advised that the CRE is to be recharged.

44.8.4 The short circuiting bar(s) shall then be removed.

44.8.5 The PICTI shall then contact the ECO, confirming that they wish to give up the Temporary Isolation,

(a) stating their name,
(b) job title,
(c) employer,
(d) the activity undertaken,
(e) the exact location,
(f) the lines concerned
(g) confirming that short circuiting bar(s) have been removed
(h) and all personnel are clear of the CRE

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

44.9 Making the conductor rail live

44.9.1 The ECO shall upon receiving this request shall take the required actions to recharge the Temporary Isolation, ensuring any switches are operated with the current switched off and the section blocked to traffic (see instruction 15 of this WI). The PICTI shall confirm to the ECO when any relevant switches have been operated. The recharging of the Temporary Isolation shall be recorded in the ECR Log Book.

44.9.2 The ECO shall contact the signaller, advising that the CRE has been switched on and request for the block to all trains for the TI (and any additional blocks taken to allow safe closure of switches) be withdrawn.

44.9.3 The signaller shall withdraw the block to all trains for the TI (and any additional blocks taken to allow safe closure of switches) and advise the ECO when this has been done and record the details in the train register.

44.9.4 The ECO shall advise the PICTI that the isolation has now been restored and that the block to all trains for the TI has been withdrawn.

Explanation of change:

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

Reference Appendix B, pages 69 to 80

Delete the following forms:

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

Form B2

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

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

NR/L3/OCS/3091-CRP
NR/L3/OCS/3091-DA
NR/L3/OCS/3091-DS
NR/L3/OCS/3091-DP
NR/L3/OCS/3091-DE
NR/L3/OCS/3091-B1
NR/L3/OCS/3091-B2

MISCELLANEOUS

CONTACTING THE INTEGRATED CONTROL CENTRES – WESTERN ROUTE

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

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

NETWORK RAIL

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

FIRST GREAT WESTERN LOCATED IN SWINDON ICC

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

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

MISCELLANEOUS – CONTINUED

CONTACTING NETWORK RAIL INTEGRATED CONTROL CENTRE WESTERN REGARDING AN INFRASTRUCTURE FAULT

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

Thames Valley 1377 West Country 1378 Wales and Marches 379

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

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

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

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

NETWORK RAIL WESTERN ROUTE TRUST DELAY ATTRIBUTION TEAM

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

Train Delay Attributor	**Internal Telephone Numbers**	**Area of Responsibility**
Paddington Area	085 82213	Paddington to Maidenhead.
Reading Area	085 82214	Maidenhead to Bramley/Uffington/Heyford/Lavington.
Bristol Area	085 82234	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
Electrical Control Room Operator	02922 807323 02922 807312	
Duty Control Manager – Infrastructure management (AIW) Responsible for the strategic management of the Core Valleys route and on shift management of all CVLICC staff	02922 807315	CVL.Control-manager@tfwrail.wales
Flight Engineer – Infrastructure fault and maintenance management (AIW) Responsible for management of intelligent infrastructure and maintenance, arranging response teams attendance to infrastructure incidents.	02922 807333	CVL.Infrastructure@tfwrail.wales
Duty Route Delivery Manager – Train service management (TfW RL) Responsible for all train running enquiries for CVL routes. Responsible for management of all operators train services and invoking contingency and service recovery plans. Works with Network Rail Train Running controllers Wales & Borders for cross boundary services. Point of contact for all other train / freight operators operating over CVL routes. Also provides VSTP support for the CVL Route	02922 807335	CVL.RouteManagers@tfwrail.wales
Customer Support Controller – Customer management (TfW RL) Responsible for disseminating information into the public domain. Responsible for recording and reporting of train service delays, communication of all CVL infrastructure issues and ensuring customers reach their destination by arranging road transport where required.	02922 807338	CVL.Customersupport@tfwrail.wales
Information Systems & Station Facilities controller – Station systems and security (TfW RL) Responsible for all train service information on station and on-train digital information systems. Responsible for communicating changes to availability of station facilities such as lifts & toilets and responsible for answering all CVL public help point, lift assistance and toilet access calls. Responsible for monitoring CCTV for live service management purposes at CVL Stations and On-train CCTV Systems. Responsible for deployment of dual language PA notices using Recorded, Long-Line PA and Text to speech systems.	02922 807313	CVL.Station&Info-systems@tfwrail.wales
CVLICC Emergency number	02922 807311	

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List of Module Pages and Dates

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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 March 2025
16	01 March 2025
17	01 June 2024
18	01 June 2024
19	01 June 2024
20	01 June 2024
21	02 March 2024
22	02 March 2024
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24A	01 June 2024
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27	06 June 2015
28	06 June 2015
29	05 June 2021
30	05 June 2021
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33	03 June 2023
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When a COSS/PC wishes to take a line blockage of the lines described below. They will call the signaller in the normal manner. The signaller will then give the COSS/PC permission to activate the RTCOD and then observe that the appropriate track circuit(s) have activated, prior to issuing the associated authority number. Once the work has been completed, the signaller must observe that the track circuit shows clear and normal indications are obtained before returning to normal working.

If there is a track circuit failure when the RTCOD has not been intentionally activate, the following procedure must be applied.

- The Signaller will report the track circuit failure in the normal manner
- The Signaller will then carry out the applicable rules and regulations for the movement of subsequent trains until such a time that normal running can resume

Remote Track Circuit Operating Devices (RTCODs) have been installed at the following locations

Line of Route	Controlling Signal Box / Workstation	Line	Mileage of RTCOD	Protecting Signal	Track Circuit affected
GW730 Shrewsbury Sutton Bridge Jn to Newport Maindee West Jn	Marshbrook	Down Main	19m 12ch	MB17	CC
	Craven Arms	Up Main	163m 77ch	CR4	JL
		Down Main	19m 14.5ch	CA25/CA27	CD
		Up Main	20m 19ch	CA1	BB
		Up Main	15m 31ch	CA4	AD
	Hereford	Down Main	48m 64ch	H101	DA
		Up Main	4m 65ch	H50	BD
		Up Main	50m 40ch	N8/H9	BH
		Down Main	49m 65ch	H102	AB
	Abergavenny	Down Main	30m 49ch	AY42	CA
		Up Main	11m 48ch	AY38	CC
	Tram Inn	Down Main	11m 11.5ch	TI17	GB
	Pontrilas	Up Main	5m 49ch	PS35/PS39	AB
		Up Main	11m 35ch	PS41	CD
	Severn Bridge Jn	Down Main	0m 40ch	SBJ24	24(N)L
		Up Main	0m 28ch	SBJ72	NP
GW731 Abbey Foregate to Ruabon	Abbey Foregate	Up Main	170m 65ch	AF9	T13
		Down Main	170m 70ch	AF91	T1
	Crewe Junction	Up Main	180m 40ch	CJ200	200D7PR
GW900 Pilning to Fishguard Harbour	Pembrey	Down Main	228m 54ch	PY4 (placed ay PY7)	AF
	Carmarthen	Down Main	244m 69ch	CJ2	BC
		Up Main	245m 49ch	CJ3	AC
		Down Main	245m 26.4ch	CJ4	BH
		Up Main	245m 16.5ch	CJ7	AH
	Clarbeston Road	Down Main	270m	CR3	HR
		Up Main	270m 29ch	CR4	DR
		Down Main	270m 75ch	CR5	UGR
		Up & Down Main	271m 22ch	CR10	10HR
GW910 Craven Arms Jnc to Llandeilo Jn	Port Talbot Control Centre Llanelli Workstation	Down Goods /LLA	0m 18ch	PT378	LJ
		Down Jersey	1m 40ch	PT397	FA
GW930 Carmarthen Jn to Carmarthen Station GF	Carmarthen	Carmarthen Triangle Platform 1	245m 49ch	CJ12	EF
		Carmarthen Triangle Platform 2	245m 46.4ch	CJ15	CD
		Single CAN	245m 32ch	CJ10	CH
GW940 Up sidings No 2 to Carmarthen Bridge Jn	Carmarthen	Single CNW	245m 31.7ch	CJ13	EC
NW3001 Crewe North Jn to Holyhead	Bangor	Down Main	238m 63ch	BR3/6	T10
		Up Main	239m 40ch	BR57	T15

Regulation 13.2.4 Additional protection
When told by a driver that it is necessary to allow trains to travel in the opposite direction, the user must go to the LOD (P) concerned, contact the signaller and restore the equipment to normal / traffic operation as soon as possible.

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

Getting the token
Provided the work has been pre-planned, and also for T3 possessions, the token or train staff and a copy of the “Record of Arrangements” form may be left in a lockable cabinet outside the signal box at the following locations
St Blazey (Newquay branch)
Goonbarrow Junction (Newquay branch)
St Erth (St Ives branch)

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

Duties of the COSS and person in charge when using a hand trolley – Rule Book Handbook 10
In addition to the restrictions specified in the Rule, restrictions exist where there are axle counters. For locations concerned, see separate entry about axle counters within this module.

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

Dated: 15/03/2025

WESTERN AND WALES

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525A	30 November 2019
525B	02 March 2024
525C	02 March 2024
525D	30 November 2019
526	30 November 2019
526A	01 June 2024
526B	01 June 2024

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526C	01 June 2024
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526E	04 June 2022
526F	04 June 2022
526G	30 November 2019
526H	30 November 2019
526I	30 November 2019
526J	30 November 2019
526K	30 November 2019
526L	30 November 2019
526M	30 November 2019
526N	30 November 2019
527	03 December 2022
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533	28 November 2020
534	28 November 2020
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536	03 June 2017
537	02 March 2024
537A	02 March 2024
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540	**07 June 2025**
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541A	01 June 2024
541B	01 June 2024
541C	01 June 2024
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543	01 June 2024
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543B	05 June 2021
544	27 February 2021
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544B	28 November 2020
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551B	02 March 2024
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552A	01 June 2024
552B	01 June 2024
552C	01 June 2024
552D	01 June 2024
553	01 June 2024
554	04 December 2021
555	04 December 2021

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555A	04 December 2021
555B	04 March 2023
556	04 March 2023
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557A	01 June 2024
557B	01 June 2024
558	01 June 2024
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560	27 February 2021
561	27 February 2021
562	**07 June 2025**
563	**07 June 2025**
563A	27 February 2021
563B	27 February 2021
564	01 June 2024
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573B	02 March 2024
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573D	27 February 2021
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575	01 June 2024
575A	27 February 2021
575B	27 February 2021
576	01 June 2024
577	01 June 2024
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579	27 February 2021
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583	02 December 2017
584	02 December 2017
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586	05 June 2021
587	05 June 2021
587A	01 June 2024
587B	01 June 2024
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593	30 November 2019

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594	30 November 2019
595	02 March 2024
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623	07 September 2024
624	02 March 2024
625	02 March 2024
626	01 June 2024
627	01 June 2024
628	01 June 2024
629	01 June 2024
629A	02 September 2023
629B	02 September 2023
630	01 June 2024
631	01 June 2024
632	02 March 2024
633	02 March 2024
634	01 June 2024
635	01 June 2024
636	01 June 2024
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637B	01 June 2024
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646	30 May 2020
646A	28 November 2020
646B	28 November 2020
647	02 March 2024
648	02 March 2024
648A	05 June 2021
648B	**07 June 2025**
649	**07 June 2025**
650	**07 June 2025**
650A	**07 June 2025**
650B	**07 June 2025**
651	**07 June 2025**
652	**07 June 2025**
653	**07 June 2025**
654	**07 June 2025**
655	**07 June 2025**
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662B	02 March 2024
663	02 March 2024
664	07 September 2024
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667	07 September 2024
668	31 August 2019
669	31 August 2019
670	01 June 2024
671	01 June 2024
672	07 September 2024
673	07 September 2024
674	**07 June 2025**
675	**07 June 2025**
676	01 June 2024
677	01 June 2024
678	28 November 2020
679	30 May 2020
680	30 May 2020
681	28 November 2020
681A	28 November 2020
681B	28 November 2020
682	07 September 2024
683	07 September 2024
684	02 September 2023
685	04 December 2021
686	04 December 2021

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687	04 December 2021
688	04 December 2021
688A	04 December 2021
688B	04 December 2021
689	27 February 2021
690	27 February 2021
691	27 February 2021

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692	**07 June 2025**
692A	**07 June 2025**
692B	28 November 2020
693	28 November 2020
694	02 March 2024
695	02 March 2024

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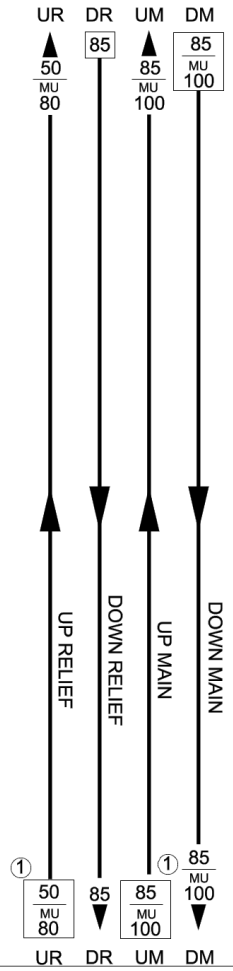
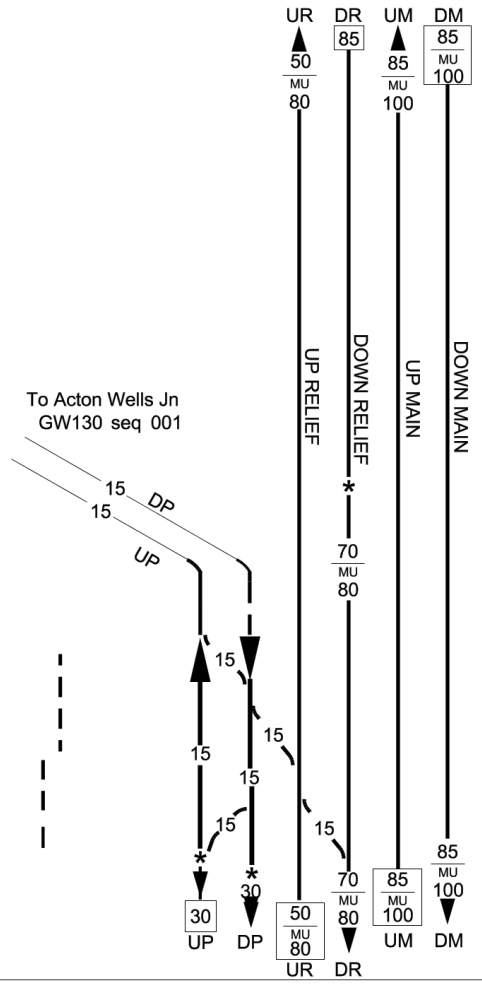
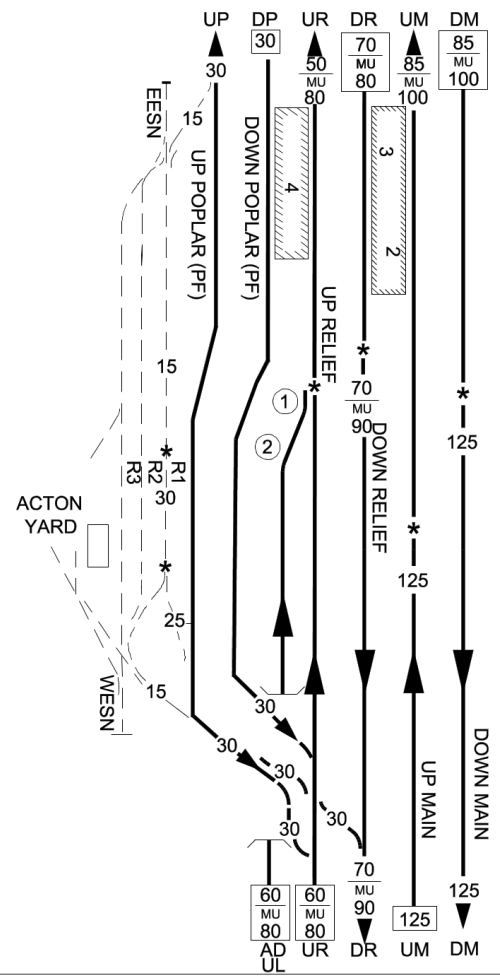
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	007	Paddington to Uffington	MLN1	Western	11/08/2024

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

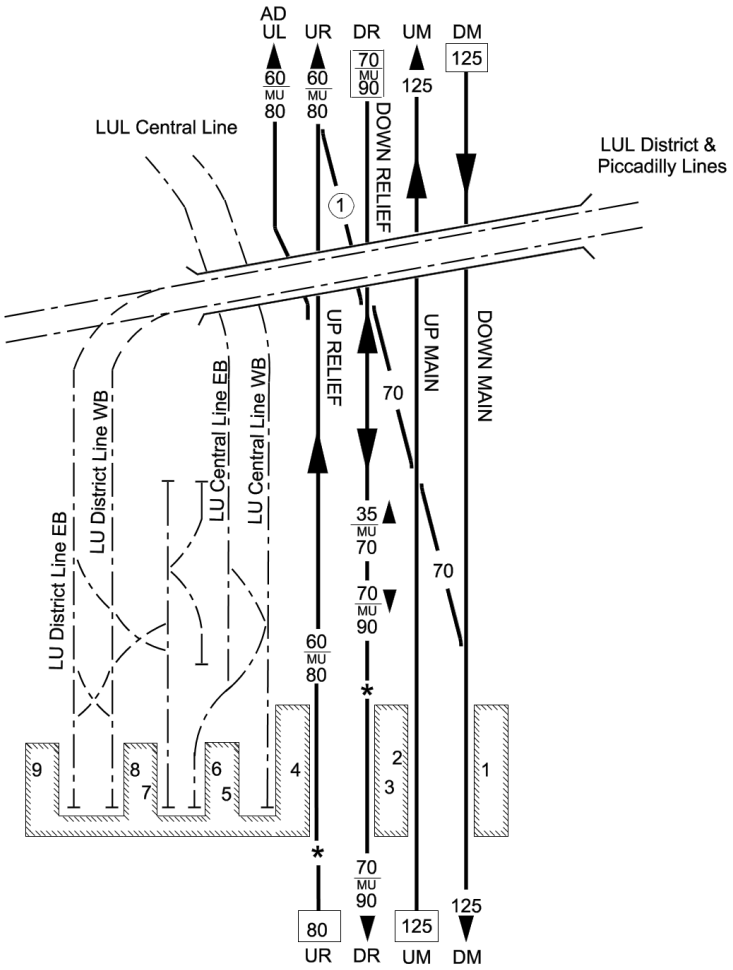
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	008	Paddington to Uffington	MLN1	Western	03/05/2025

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

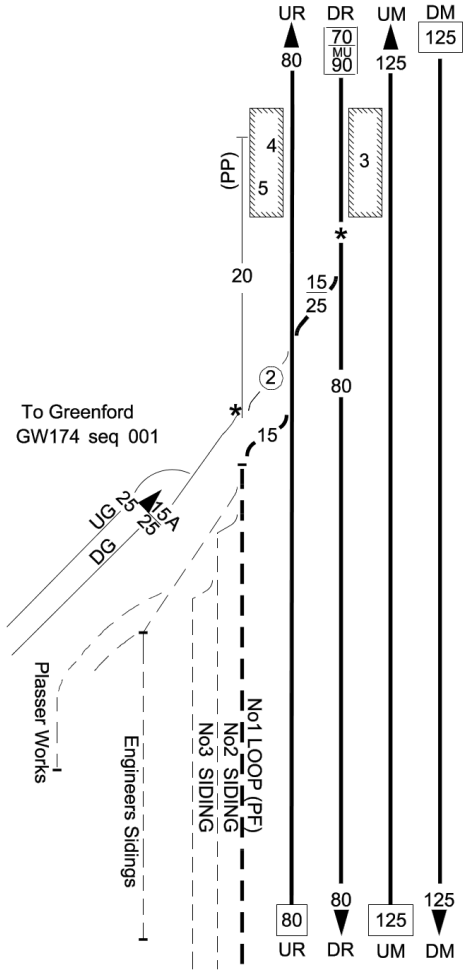
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	009	Paddington to Uffington	MLN1	Western	03/05/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	4 19		GSM-R TCB Thames Valley Signalling Centre RA8 (Acton) (SN) AC: Didcot Axle Counter area ATP - UM, DM, UR and DR Up Main Platform - 153m 167yds - OOU Down Relief Platform - 219m 239yds Up Relief Platform - 250m 273yds DP - Down Poplar UP - Up Poplar DM, UM, DR, UR and ADUL electrified. Overrun from Acton West towards Acton Yard also electrified ADUL - Acton Dive-Under Line See Local Instructions Acton Yard R1 Reception 1 R2 Reception 2 R3 Reception 3 EESN - East End Shunt Neck WESN - West End Shunt Neck (1) 50/MU80 - applicable to Up Relief and Acton Dive-under (2) 50/MU75
ACTON MAIN LINE	4 21		
	4 29 *		
	4 40 *		
Acton Yard	4 41 4 46		
	4 53 *		
	4 60 *		
Acton West Ground Switch Panel	4 62 *		
Acton West	5 00		
	5 07		

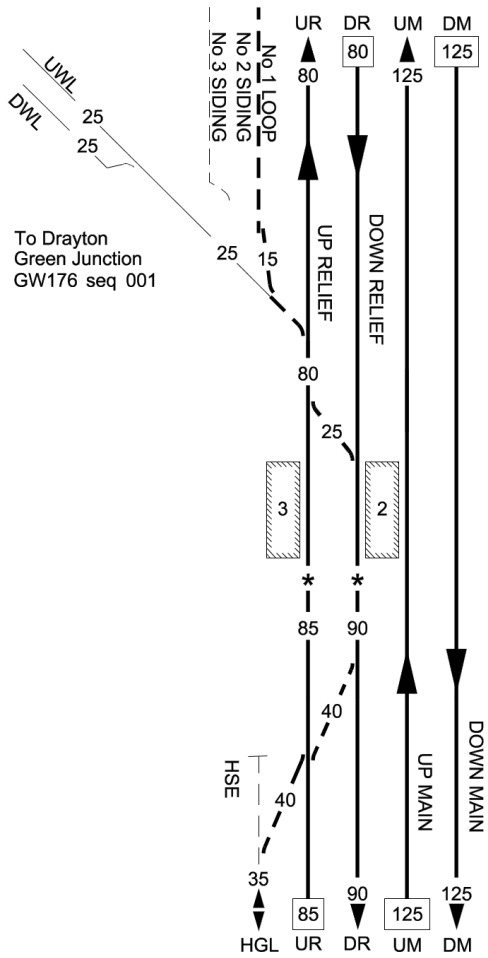
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	010	Paddington to Uffington	MLN1	Western	26/11/2023

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

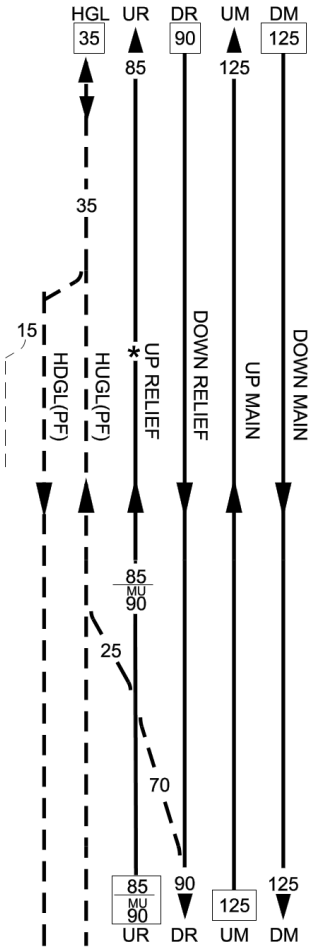
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	011	Paddington to Uffington	MLN1	Western	22/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	6 40		GSM-R TCB Thames Valley Signalling Centre RA8 (Acton) (SN) ERTMS Level 2 Overlay AC: Didcot
			ATP - UM, DM, UR and DR UM, DM, UR and DR electrified
WEST EALING (GW103)	6 46		Platform 3 - 205m (224 yards) Platform 4 - 216m (236 yards)
	6 52 *		Bay Platform 5 - 114m (124 yards)
			Axle Counter area Bay Platform electrified with fast charging rail (locally isolated)
West Ealing Jn (GW103)	6 54		② 15mph / 25 Down, 25mph Up
	6 64		
			DG - Down Greenford UG - Up Greenford
			No1 Loop - 426m (1397 ft) (bi-directional) No2 Siding - 371m (1217 ft) - Private Sidings* No3 Siding- 374m (1227 ft) - Private Sidings* No 1 Loop, No2 and No3 Loop electrified * No 2 and No 3 Sidings are West Ealing LMD
(Start/end of diagram)	7 00		

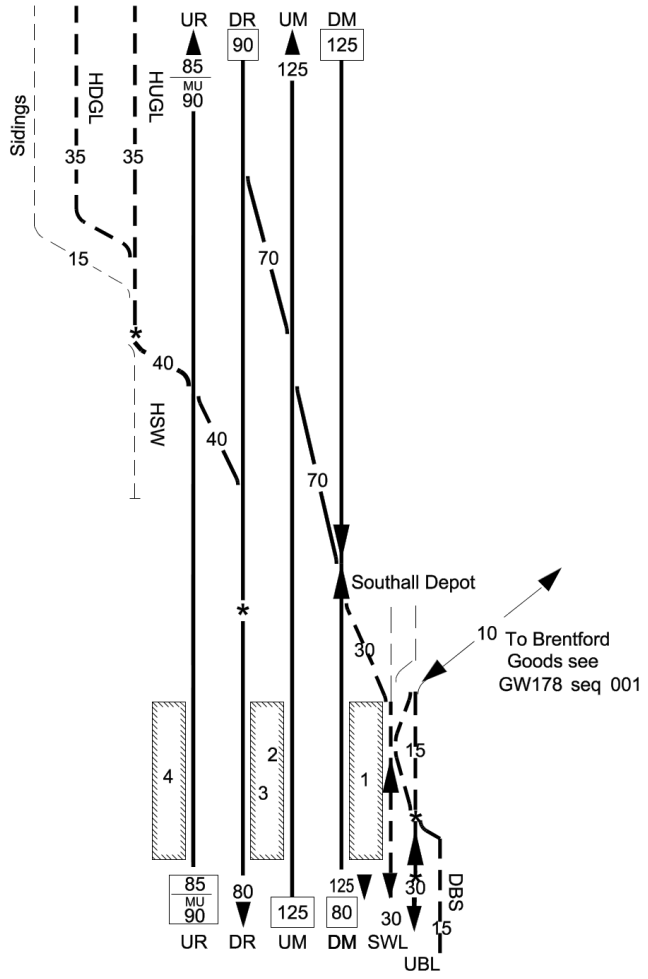
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	012	Paddington to Uffington	MLN1	Western	05/04/2025

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

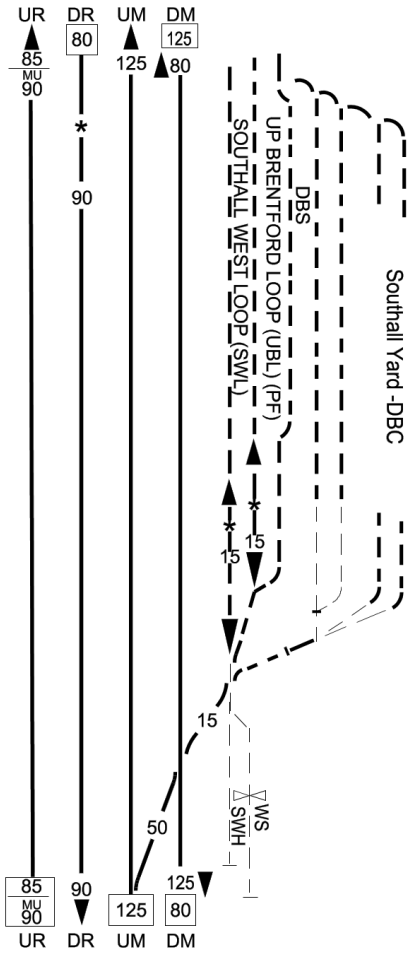
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	013	Paddington to Uffington	MLN1	Western	03/03/2025

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

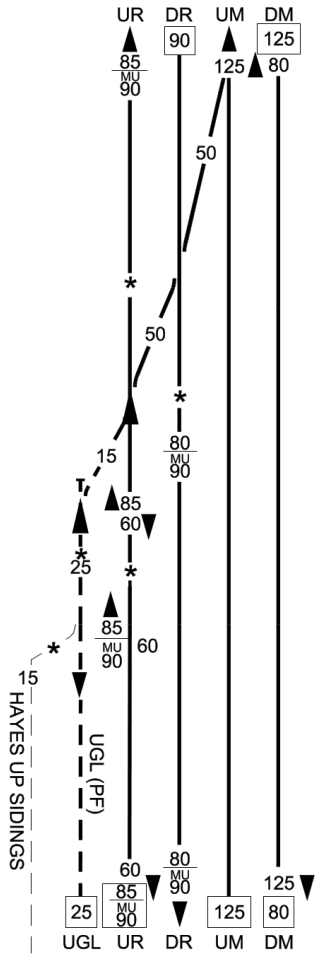
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	014	Paddington to Uffington	MLN1	Western	03/03/2025

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

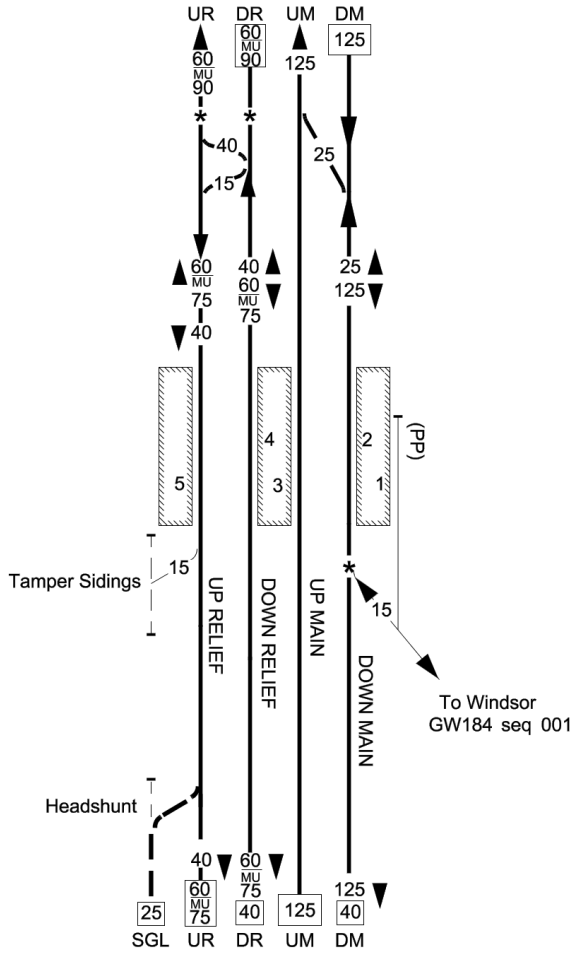
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	015	Paddington to Uffington	MLN1	Western	03/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	9 06		GSM-R TCB Thames Valley Signalling Centre RA8 (Hayes) (SN) ERTMS Level 2 Overlay AC: Didcot ATP - UM, DM, UR and DR UM, DM, UR and DR electrified Axle Counter area SWL 788m, 2583ft UBL 730m, 2394ft DBS - Down Brentford Siding Intermediate ERTMS Transition UR L NTC / Level 2 - 09m 59ch
	9 20 *		
	9 48 *		
Southall West Jn	9 70		DM - Bi-directional between Southall East Jn and Heathrow Airport Jn WS - Westinghouse Siding - 211m, 230yds SWH - Southall West Headshunt

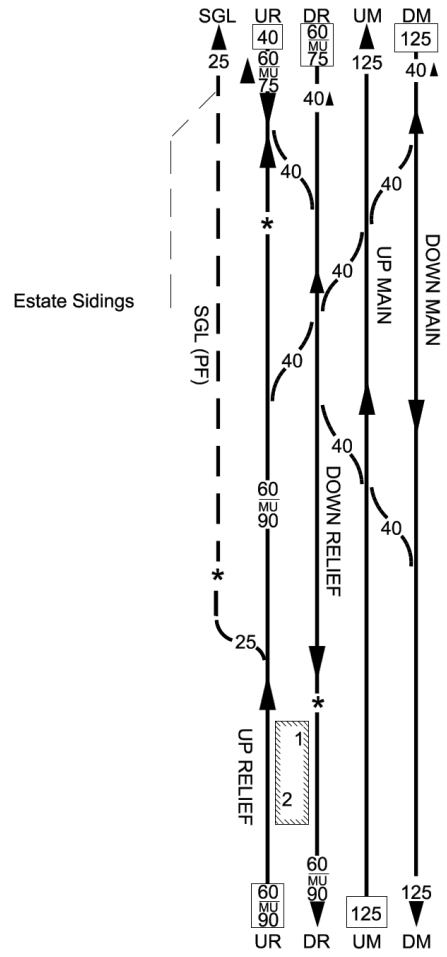
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	016	Paddington to Uffington	MLN1	Western	26/11/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	9 70		GSM-R TCB Thames Valley Signalling Centre RA8 (Hayes) (SN) ERTMS Level 2 Overlay AC: Didcot ATP - UM, DM, UR, DR and UR (rev) from SN275 signal UM, DM, UR, DR and UGL electrified Axle Counter area
	9 79 *		
	10 06 *		UR - Bi-directional between Southall West Jn and Heathrow Airport Jn
	10 11 *		DM - Bi-directional between Southall East Jn and Heathrow Airport Jn
Hayes Up Goods Loop	10 30		UGL 832m, 2730ft and bi-directional

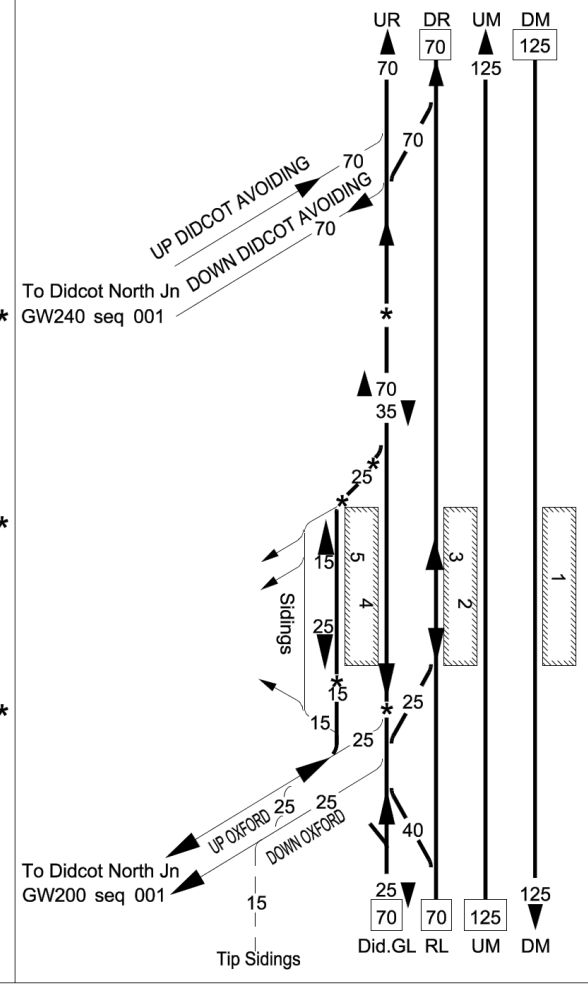
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	023	Paddington to Uffington	MLN1	Western	27/04/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end diagram)	17 40		TCB Thames Valley Signalling Centre RA8 (Slough) (T) AC - Didcot GSM-R Axle Counter area ATP - UM and DM DM, UM, DR and UR electrified
	18 12 *		
			DM bi-directional between T510 and Slough West DR bi-directional between T514 and Slough West UR bi-directional between T511 and T531
SLOUGH (GW103)	18 36		Platform 1 - 114m, 124yds Platform 2 - 254m, 278yds Platform 3 - 253m, 277yds Platform 4 - 253m, 277yds Platform 5 - 253m, 277yds
	18 46 *		
(Start/end diagram)	18 60		SGL - Slough Goods Loop SGL not electrified

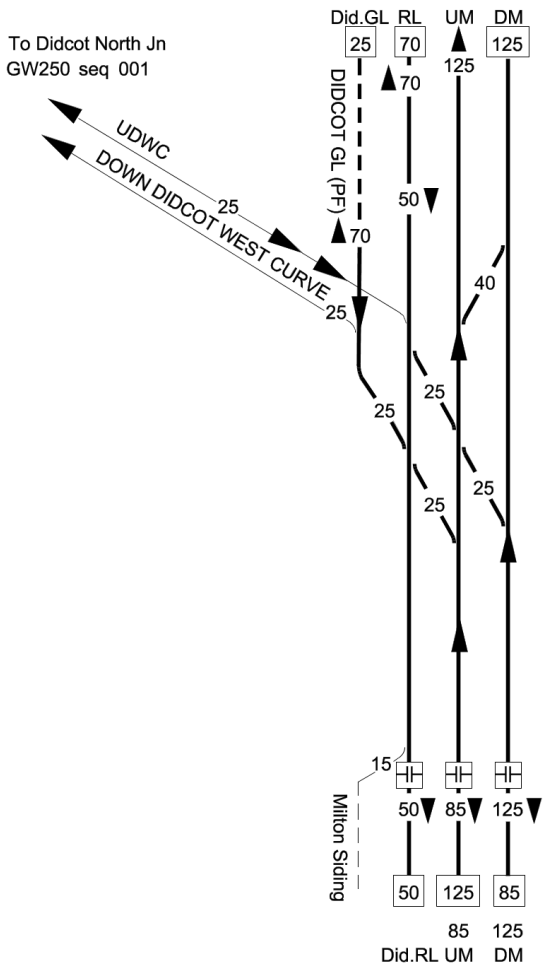
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	024	Paddington to Uffington	MLN1	Western	08/03/2025

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
	18	60			GSM-R TCB Thames Valley Signalling Centre RA8 (Slough) (T) AC - Didcot Axle counter area ATP - UM and DM DM, UM, DR and UR electrified
	19	00	*		
Slough West	19	10			SGL - Slough Goods Loop T532 Signal - T6287 GPL - 776m 2545ft
Limit of electrification on Slough Goods Loop in Up Direction	19	25	*		
Farnham Road	19	36			
	19	40	*		
BURNHAM	20	77			Down platform - 187m, 204yds Up platform - 185m, 202yds
	21	00			

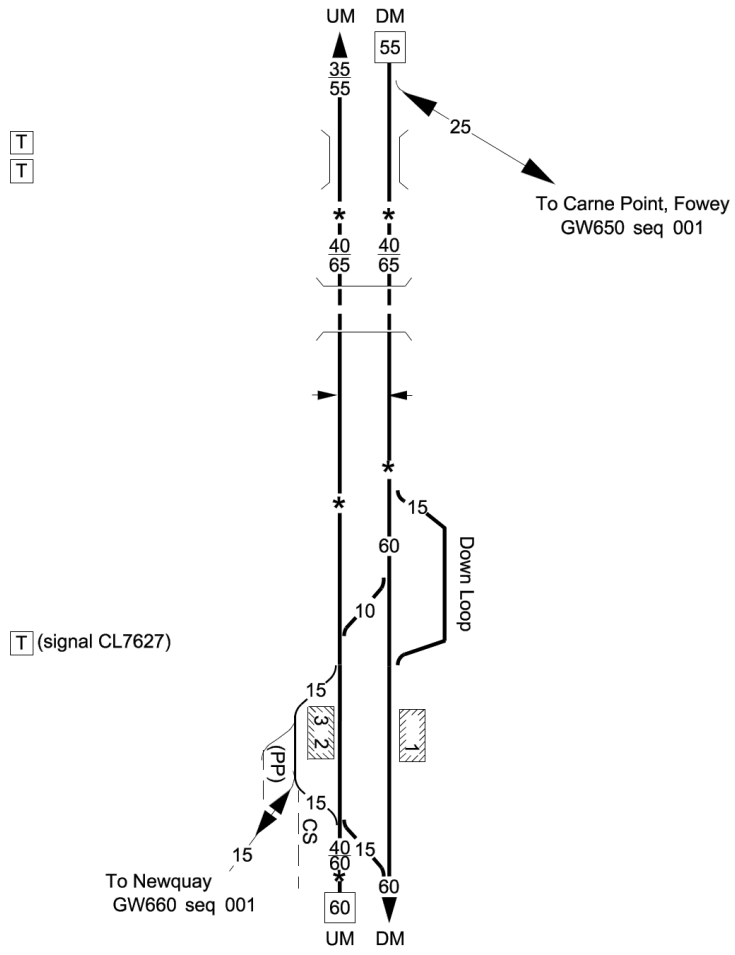
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	035	Paddington to Uffington	MLN1	Western	19/04/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Didcot East Jn (GW103)	52 66		GSM-R TCB Thames Valley Signalling Centre (Didcot) (SB) RA8 AC - Didcot UR, DR, UM and DM electrified Axle Counter area ATP - UM and DM DR bi-directional between Didcot East and Didcot Station UR bi-directional between Didcot East Junction and Didcot Station
	52 72 *	To Didcot North Jn GW240 seq 001	
Network Rail / Didcot Railway Centre Boundary	53 00 *		Platform 1 - 319m, 349yds Platform 2 - 326m, 357yds Platform 3 - 284m,310yds (PP-A) Platform 4 - 220m, 241yds (PP-A) Platform 5 - 240m, 262yds (PP-C) All platforms electrified
DIDCOT PARKWAY	53 10		
Chester Line Jn (GW103)	53 12 *		Did.GL - Didcot Goods Loop and RL bi-directional between Didcot and Foxhall Jn. Did.GL and RL electrified Up Oxford bi-directional
		To Didcot North Jn GW200 seq 001	

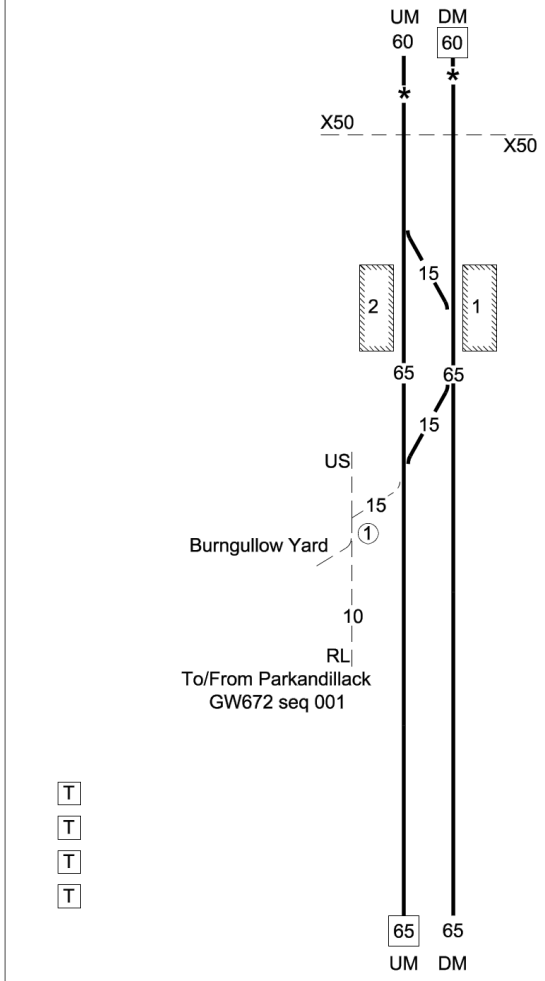
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW103	036	Paddington to Uffington	MLN1	Western	27/04/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end diagram)	53 21		TCB Thames Valley Signalling Centre (Didcot) (SB) AC - Didcot RA8 GSM-R
	53 47 *		Did. GL, RL, UM, DM and Did. RL electrified
			Axle Counter area
			Did.GL - Didcot Goods Loop 410m, 1344ft
			ATP - UM and DM
			UDWC - Up Didcot West Curve
Foxhall Jn (GW103)	53 55		UM and DM electrified
			DM, UM & Didcot RL bi-directional between Foxhall Jn and Milton
	53 66		
Foxhall Jn Carrier Wire Neutral Section DM, UM,and Did RL	54 19		Network Change reference NC/61/2019/WEST/663
	54 35		
			Did.RL - Didcot Up/Down Relief line
(start/end diagram)	54 75		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	027	Fordgate to Penzance	MLN3	Western	01/03/2025

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

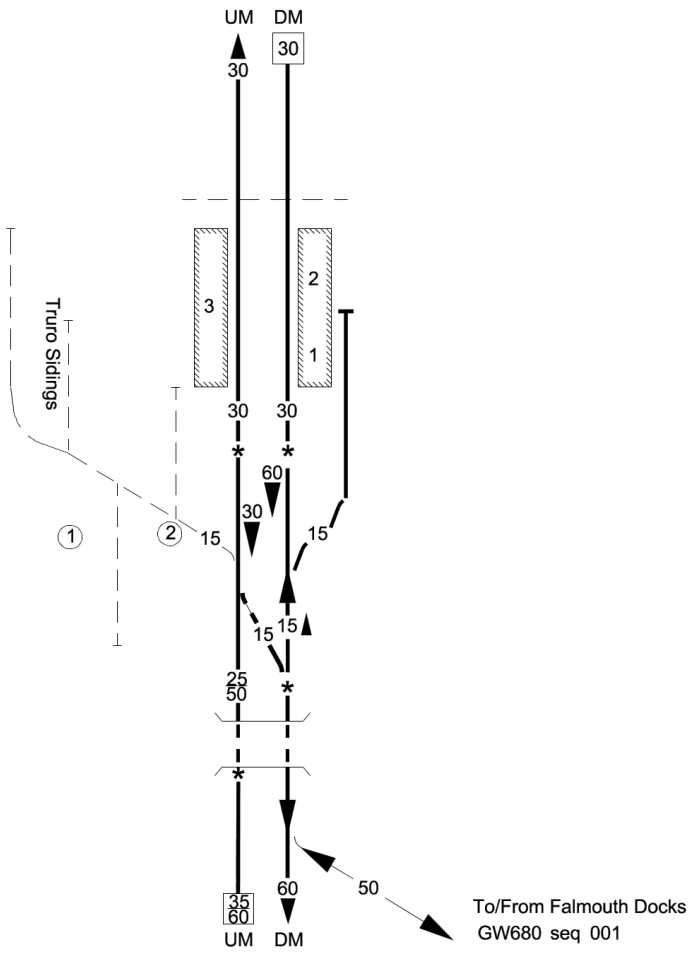
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	028	Fordgate to Penzance	MLN3	Western	13/07/2024

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

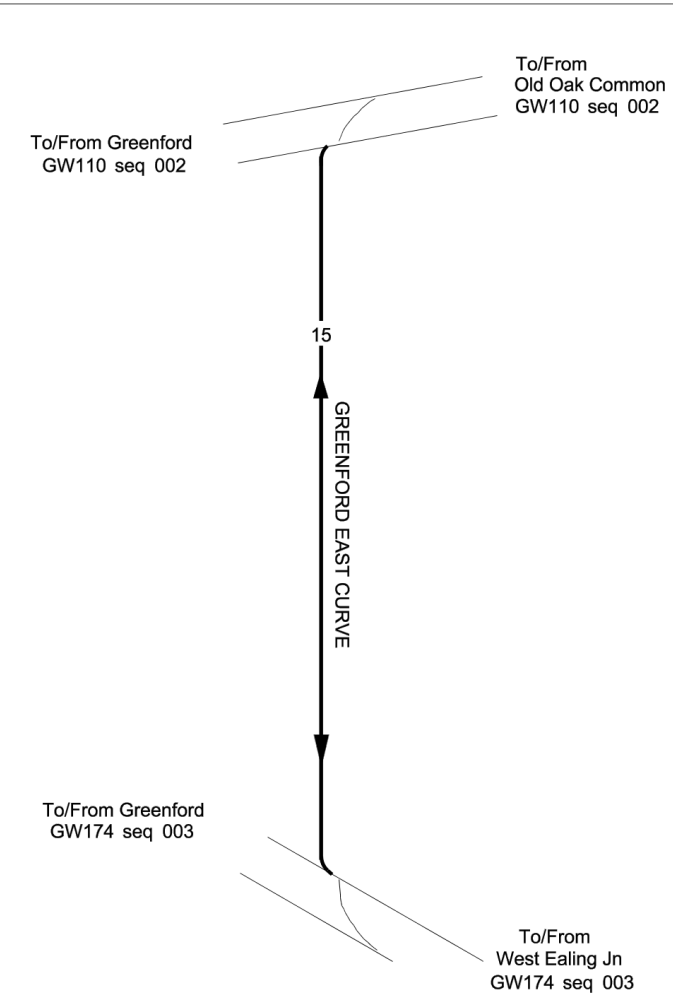
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	029	Fordgate to Penzance	MLN3	Western	13/07/2024

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

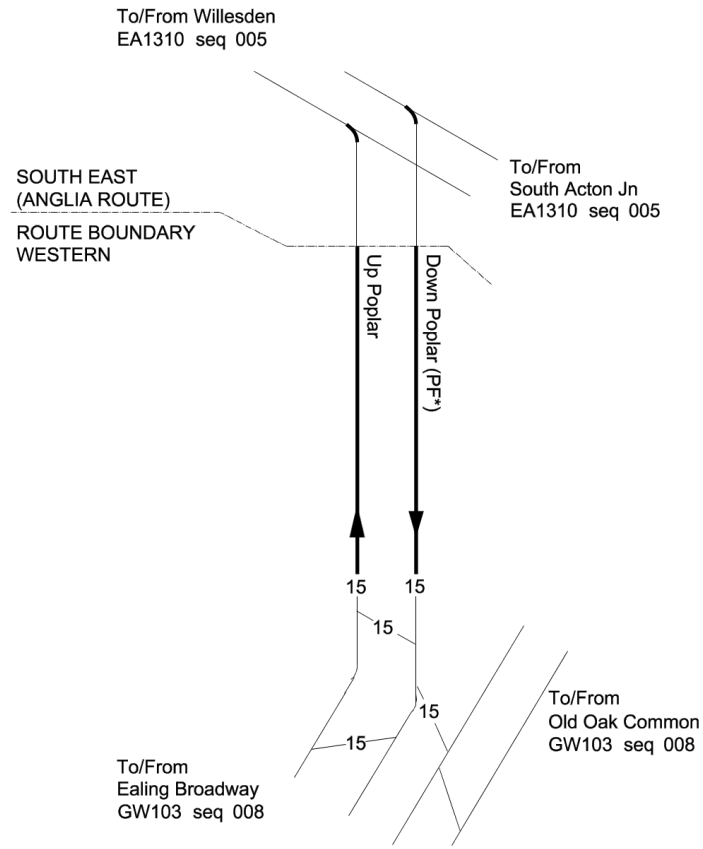
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW108	030	Fordgate to Penzance	MLN3	Western	01/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	300 51		GSM-R TCB Mid Cornwall (CL) RA7 (Exeter) Axle counter area Location of Known Low rail adhesion All lines 298mp to 301mp
Truro LC (MCB-OD)	300 57		
TRURO	300 63		Platform 1 - 80m (87 yards) Platform 2 - 199m (218 yards) Platform 3 - 219m (240 yards) Platform 2 & 3 - PP-A - Detaching ONLY
	300 70 *		
			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
GW117	001	Greenford East Jn To Greenford South Jn	GEC	Western	25/05/2024

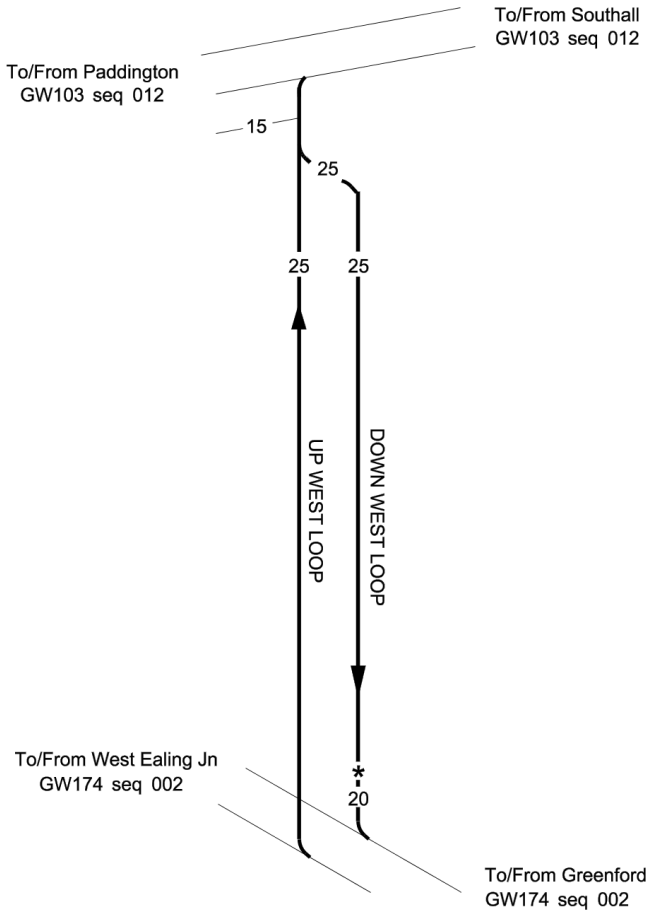
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Greenford East Jn (GW117)	7 15		TCB Greenford East SB (GE) RA8 GSM-R
	8 70		
Greenford South Jn (GW117)	8 45		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW130	001	Acton Wells Jn To Acton East Jn	AWL	Western	22/04/2025

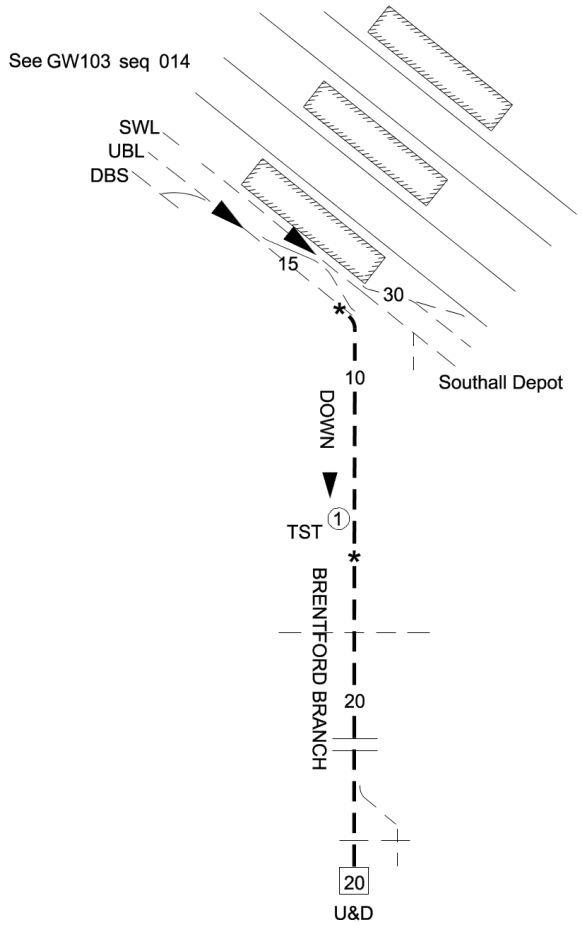
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
See Anglia Route Sectional Appendix			GSM-R TCB Thames Valley Signalling Centre (Acton) (SN) RA8 AC - Didcot
Acton Wells Jn (GW130)	0 72		
	0 49		
Route boundary South East (Anglia Route)	0 39		
Acton East Jn (GW130)	0 08		
	4 07		

PF* - Applies to one light locomotive movement (including locos coupled together described as a light engine) or one DMU movement not conveying passengers (including DMUs coupled together) to FOLLOW a train of class 3-8 or 0.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW176	001	Hanwell To Drayton Green Jn	HAN	Western	25/05/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hanwell Jn (GW176)	7 19		TCB Thames Valley Signalling Centre RA8 (Acton) (SN) GSM-R Axle Counter Area
	0 00		
Drayton Green Jn (GW176)	0 36		
	7 03		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW178	001	Southall To Brentford Goods	BRB	Western	03/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TST Thames Valley Signalling Centre (Hayes) (SN) RA8 AC - Didcot
SOUTHALL (GW178)	9 06		① See Local Instructions
	0 00		SWL - Southall West Loop UBL - Up Brentford Loop DBS - Down Brentford Siding
	0 08 *		TPWS and AWS not provided
	1 00 *		
Warren Farm LC (UWC)	1 37	T	
M4 Motorway overbridge	2 07		
Brentford handpoints	2 11		
Start/End of TST Section	2 12		Line worked as a siding beyond Start/End of Section Board at 2m 12ch

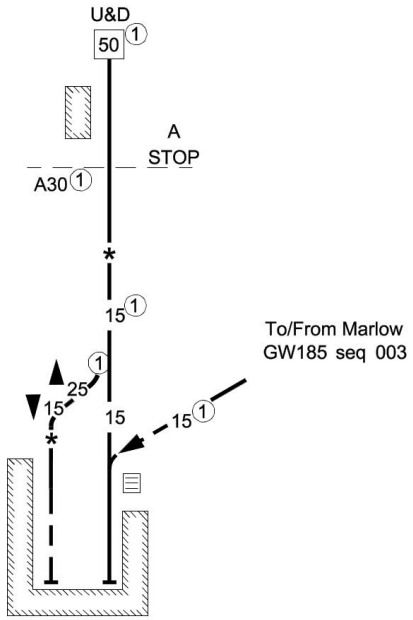
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW180	004	Heathrow Airport Jn To Heathrow Terminals 4 and 5	HLL	Western	18/11/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	23965m	To/From Heathrow Central (Terminals 2 and 3) GW180 seq 003	TCB Thames Valley Signalling Centre RA8 (Heathrow) (SN) ERTMS AC: Didcot Level 2 Overlay GSM-R
		30	ATP - provided
	24124m *	*	
Pier 7 Escape Shaft	24301m	T X	LOD(T) UT4/DT408 (UA/DA13) T4/T2,3 at 24301m
Sealand Road Escape Shaft	25389m	T X	UA4/DT409 T4/T2,3 at 25389m
		60	
	25848m *	*	
		30 U&DT4	U&DT4 - Up and Down Terminal 4
	26220m *	* 20	U&DT4 - Bi-directional
		30 30	
	26401m *	* 2	Platforms - 195m (213 yards)
		X PP ①	LOD(T) UT4/DT410 T4/T2,3 at 26520m
HEATHROW TERMINAL 4	26520m	T ① PP 1	① PP-C Contingency use only for Class 1, 2, 3 ECS or 5 trains from SN345

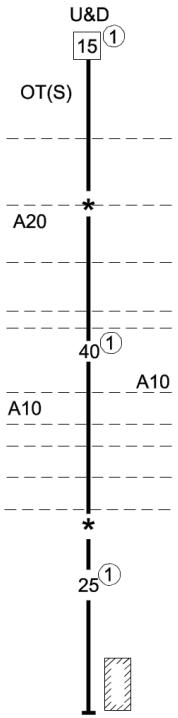
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW182	001	West Drayton to Colnbrook	STA	Western	12/04/2025

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
				To/From West Drayton GW103 seq 020	TCB RA8 Thames Valley Signalling Centre (Hayes) (T) AC - Didcot Axle counter area GSM-R
West Drayton Jn (GW182)	13	31		WEST DRAYTON LOOP	
Limit of electrification on Colnbrook Branch	13	33		20 * 15	
West Drayton LC (MG)	13	35		To/From Iver GW103 seq 020 10	
				MAIN LINES	
	13	79	*	*	
				20	
North Points	14	10		OOU	
Thorney Mill Stone Terminal					
Engine Release Points	14	46		DOWN	
Stop Board (GW182)	15	17	*	*	
	15	25		5	
Colnbrook CLC Loop (Central Logistics Centre)	15	56		LOCO REL'SE DISCHARGE	
Colnbrook Oil Terminal	16	20			
End of Branch	16	25			

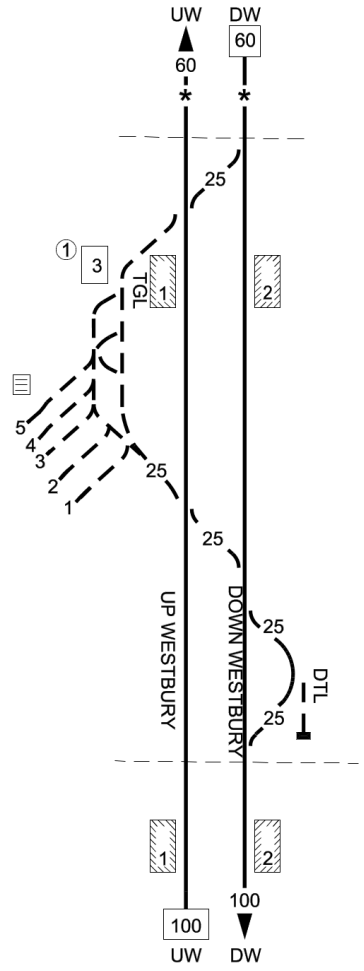
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW185	002	Maidenhead to Marlow	WBB	Western	01/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NST Thames Valley Signalling Centre (Slough) (T) RA6 GSM-R
	25 41		
COOKHAM	27 12		Platform - 108m, 118yds
Cookham LC (ABCL)	27 16	T	
	28 40 *		① DMU only, all other trains 10mph throughout
	28 47 *		
Bourne End GF	28 50		Down platform - 47m, 51yds Up platform - 125m, 137yds
BOURNE END	28 55		

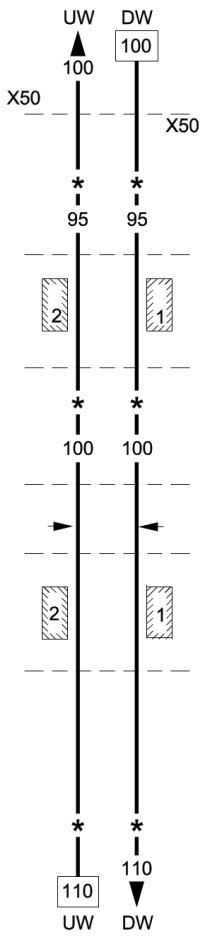
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW185	003	Maidenhead to Marlow	MWB	Western	18/11/2023

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R  OT (S) Thames Valley Signalling Centre RA6 (Slough) (T)
Bourne End GF	28	50			
	0	06			
Brooksby LC (ABCL)	0	18	T		One set of warning boards, speed restriction boards and drivers indicator lights covers both crossings
Marina LC (ABCL)	0	21	* T		
Shaws Pvt FP (R/G)	0	31			
Upper Thames Sailing Club UWC (R/G)	0	37			
Starbridge FP (R/G)	0	48			① DMU only, all other trains 10mph throughout
Spade Oak LC (UWC) (R/G)	0	58			
Vineyard 2 FP (R/G)	1	08			
Calcott Lane UWC + T (R/G)	1	44	T		
Ivory Fields FP (R/G)	1	76			
Mill Lane FP (R/G)	2	29			
	2	35	*		
MARLOW	2	54	T		Platform - 54m, 59yds

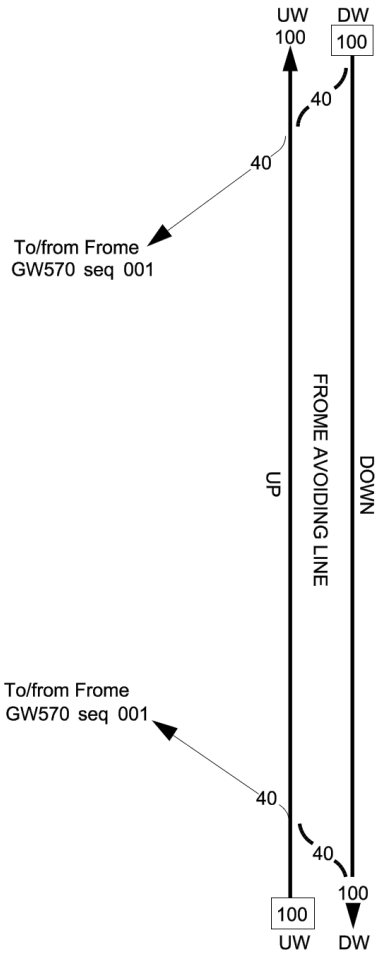
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	003	Reading to Cogload Jn Via Westbury & Frome A/Ls	BHL	Western	15/11/2024

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

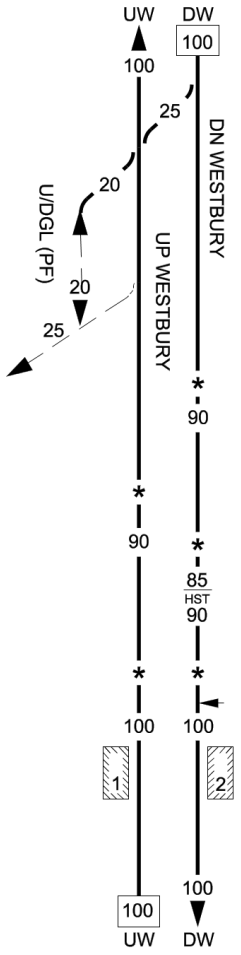
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	004	Reading to Cogload Jn Via Westbury & Frome A/Ls	BHL	Western	27/03/2025

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

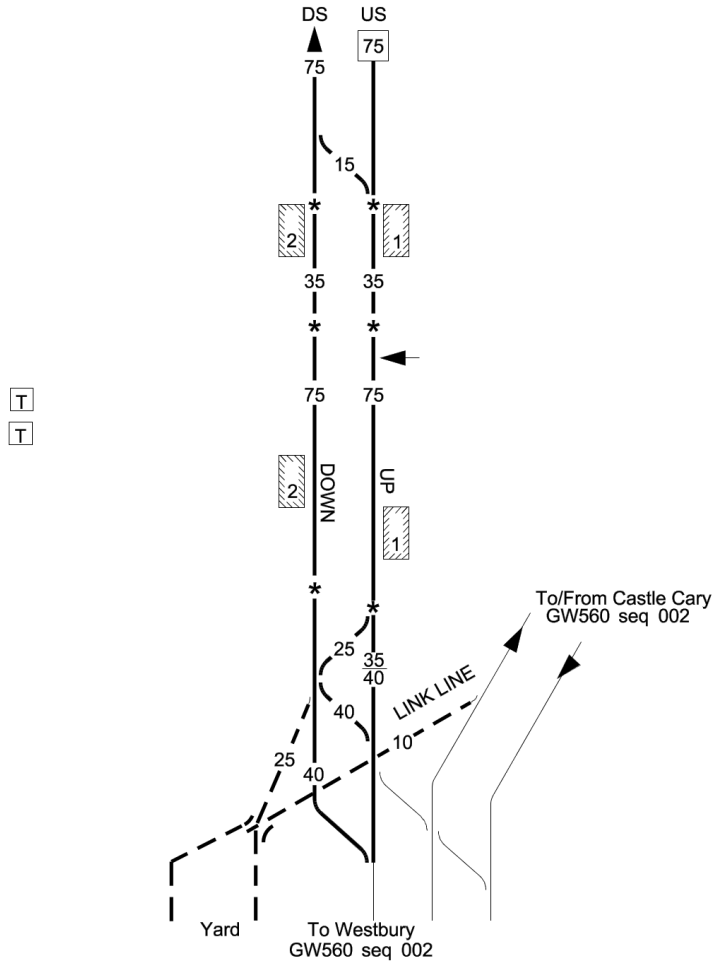
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	011	Reading to Cogload Jn Via Westbury & Frome A/LS	WEY FRA	Western	22/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	113 00		TCB Westbury SB (W) RA8 Panel B GSM-R
Clink Road Jn (GW500) (Change of ELR)	114 44		ELR : WEY ELR :FRA
			DW - Down Westbury UW - Up Westbury
Blatchbridge Jn (GW500) (Change of ELR)	116 37 116 52		ELR : FRA ELR : WEY

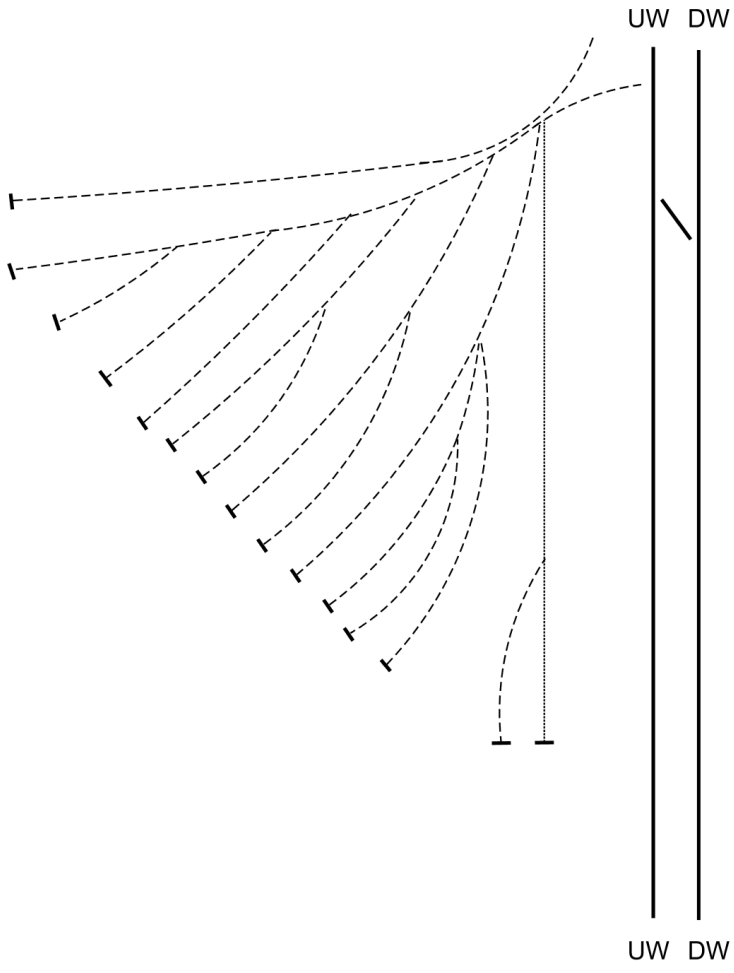
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW500	012	Reading to Cogload Jn Via Westbury & Frome A/LS	WEY	Western	22/03/2025

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	116	52			TCB Westbury SB (W) RA8 Panel B GSM-R
	120	50			
East Somerset Jn (Witham)	120	73			U/DGL 575m, 1886ft
	121	00	*	To/from Merehead Quarry GW580 seq 001	URS 564m, 1848ft
	123	40	*		FWS between 124m 50ch and 125m 54ch
	125	10	*		
	125	42	*		
Bruton HABD (Upton Noble)	125	69			
BRUTON	126	09			Down platform - 144m, 157yds Up platform - 130m, 142yds
(Start/end of diagram)	127	35			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW5001	002	Beechgrove GF (incl) to Westbury South Jn	WEY SAL	Western	22/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(start/end of diagram)	115 00		TCB Westbury SB (W) RA8 Panel A GSM-R DS - Down Salisbury US - Up Salisbury
WARMINSTER (GW5001)	114 40 * 114 37		Down platform - 121m, 132yds Up platform - 128m, 140yds
	114 33 *		
Warminster HABD	113 73		
	113 00	T	
	112 00	T	
DILTON MARSH (GW5001)	111 11		Down platform - 27m, 29 yds Up platform - 27m, 29yds
	110 28 *		
	110 40 *		
Westbury South Jn (GW5001) (start/end of diagram) Change of ELR	110 07 (1)		Direction of line is UP towards Westbury South Jn SAL WEY (1) WEY line mileage

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW505	001	Reading Triangle DMU Sidings	RTR1	Western	06//06/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	36 36		Thames Valley Signalling Centre (Reading) (TR) GSM-R

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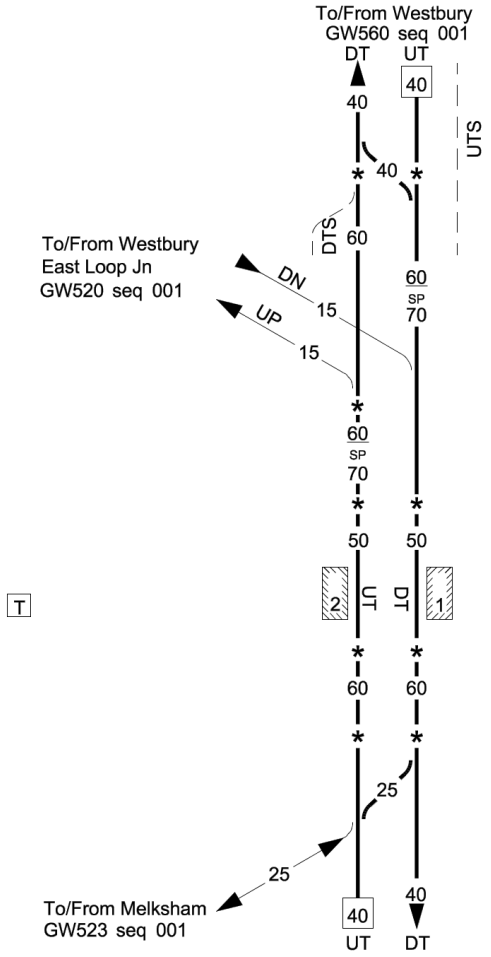
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW510	001	Westbury North Jn to Bathampton Jn	WEY BFB	Western	22/03/2025

Location	Mileage M	Mileage Ch	
(Start/end of diagram)	109	49	
Westbury North Jn (GW510)	109	54	
	109	42	*
Hawkeridge Jn (GW510)	109	14	
	108	60	*
	105	70	*
TROWBRIDGE (Both platforms)	105	61	
	105	56	
	105	54	*
	104	45	*
Bradford Jn (GW510) (Change of ELR)	104	40	
	9	12	
(Start/end of diagram)	9	00	



GSM-R

TCB	Westbury SB (W)
RA8	Panel A

DTS - Down Trowbridge Siding

UTS - Up Trowbridge Siding

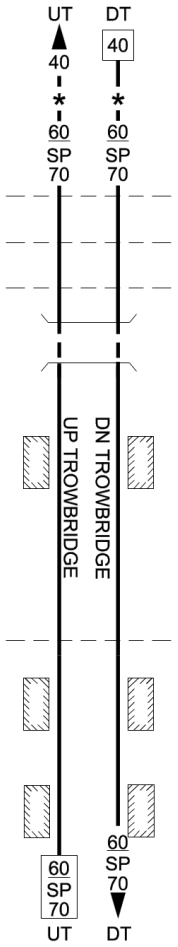
Note: Direction of line is "Up"
Westbury North Jn to Hawkeridge Jn

UT - Up Trowbridge
DT - Down Trowbridge

Down platform - 121m, 132 yds
Up platform - 154m, 168yds

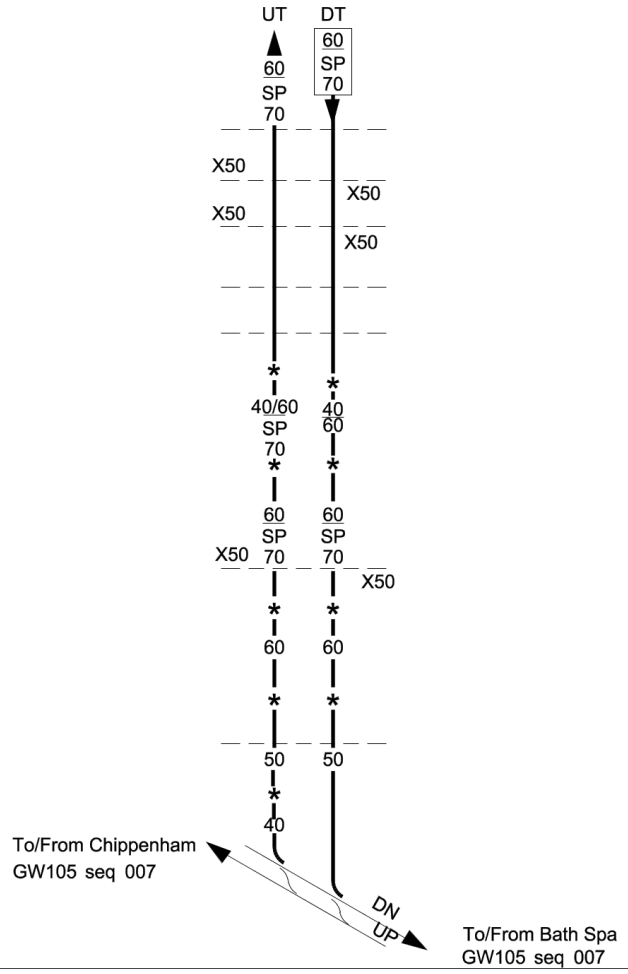
ELR : WEY
ELR : BFB

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW510	002	Westbury North Jn to Bathampton Jn	BFB	Western	01/06/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	9 00		GSM-R TCB Westbury SB (W) RA8 Panel A
	8 70 *		
Tucker's LC (UWC)	8 18	T	
Cemetery Lane LC (UWC)	8 01	T	
Greenland Mill LC (AHBC)	7 27		
Bradford Tunnel (145m 159 yds)	7 25 to 7 18		Location of known low rail adhesion - both lines 7m 40ch and 6m 60ch
BRADFORD-ON-AVON	7 09		Down platform - 120m, 131yds Up platform - 133m, 145yds Thames Valley Signalling Centre (Bath) (BL)
Avoncliff Mill LC (UWC)	5 71	T	Location of known low rail adhesion - both lines 6m 03ch and 5m 50ch
AVONCLIFF	5 63		Down platform - 30m, 33yds Up platform - 30m, 33yds
FRESHFORD (Down platform)	4 70	T	Down platform - 121m, 132yds Up platform - 121m, 132yds
(Start/end of diagram)	4 70		Location of known low rail adhesion Up Trowbridge 3m 25ch to 4m 70ch

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW510	003	Westbury North Jn to Bathampton Jn	BFB	Western	22/03/2025

Location	Mileage M	Mileage Ch	
(Start/end of diagram)	4	70	
Freshford LC (UWC)	4	68	T
Limpley Stoke 2 LC FP (R/G-X)	4	14	
Limpley Stoke 1 LC FP (R/G-X)	4	10	
Fisher's LC (UWC)	3	50	T
Young's LC (UWC)	3	25	T
	3	19	*
	3	16	*
Dundas Aqueduct	3	12	
	3	10	*
Claverton (UWC) LC (R/G-X)	1	73	T
	1	00	*
	0	50	*
Glass's FP (R/G)	0	20	
	0	13	*
	0	00	
Bathampton Jn (UP) (GW510)	104	45	
Bathampton Jn (DOWN) (GW510)	104	55	



GSM-R

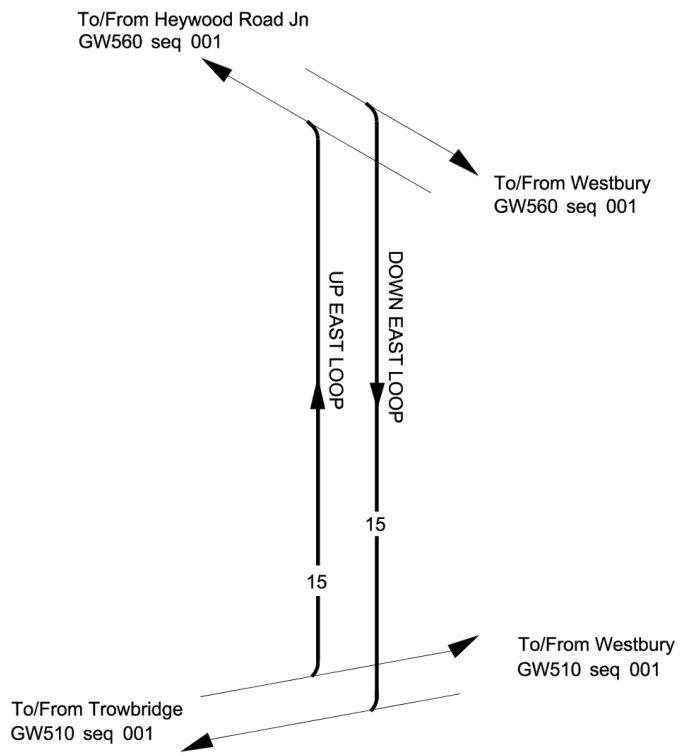
TCB Thames Valley Signalling Centre
RA8 (Bath) (BL)

UT - Up Trowbridge
DT - Down Trowbridge
Axle counter area between
Fishers UWC and Bathampton Jn

Location of known low rail adhesion
- UT 3m 25ch to 4m 70ch

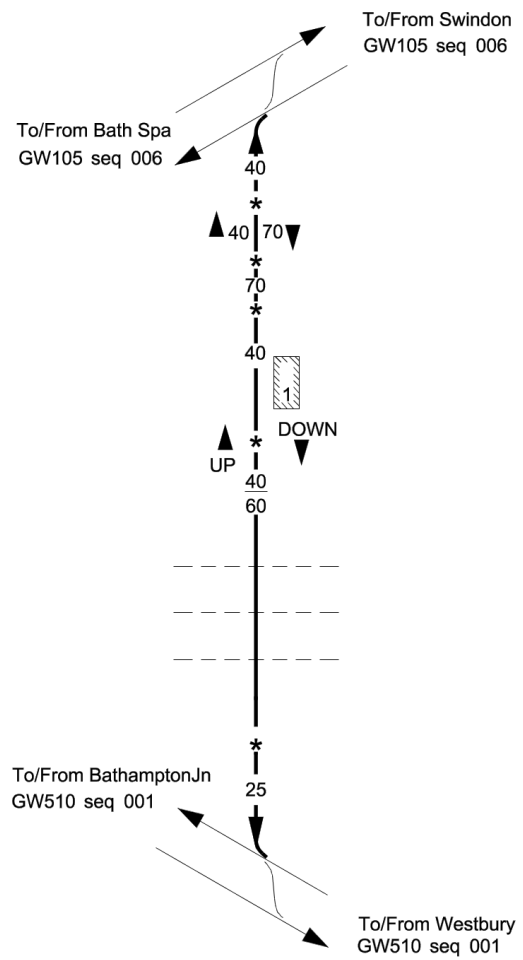
Location of known low rail adhesion
- both lines 1m 69ch and 1m 60ch

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW520	001	Westbury East Loop Jn to Hawkeridge Jn	WYL	Western	22/03/2025

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Westbury East Loop Jn (GW520)	94	77		TCB Westbury SB (W) RA8 Panel A GSM-R
Hawkeridge Jn (GW520)	95	32		
	109	14		

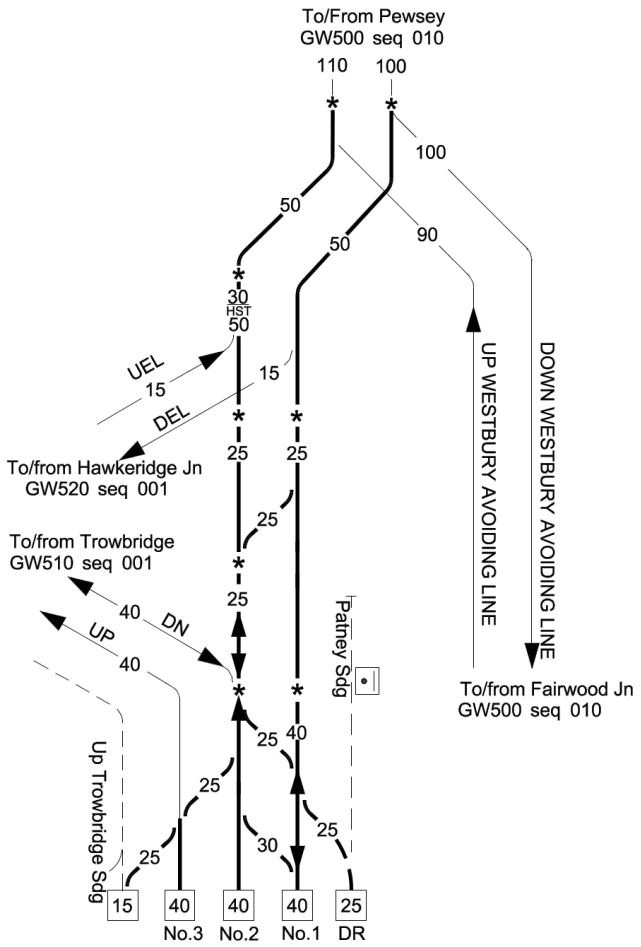
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW523	001	Thingley Jn to Bradford Jn	WEY	Western	01/06/2024

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



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW560	001	Heywood Road Jn to Fairwood Jn via Westbury	SWY WEY	Western	22/03/2025

Location	Mileage M	Mileage Ch	
Heywood Road Jn (GW560)	94	45	*
	94	58	*
Westbury East Loop Jn (GW560)	94	77	
	95	10	*
Westbury North Jn (GW560)	95	33	
(Change of ELR)	109	49	
Westbury SB (W)	109	50	*
(Strat/end diagram)	109	64	



GSM-R

TCB	Westbury SB (W)
RA8	Panel A

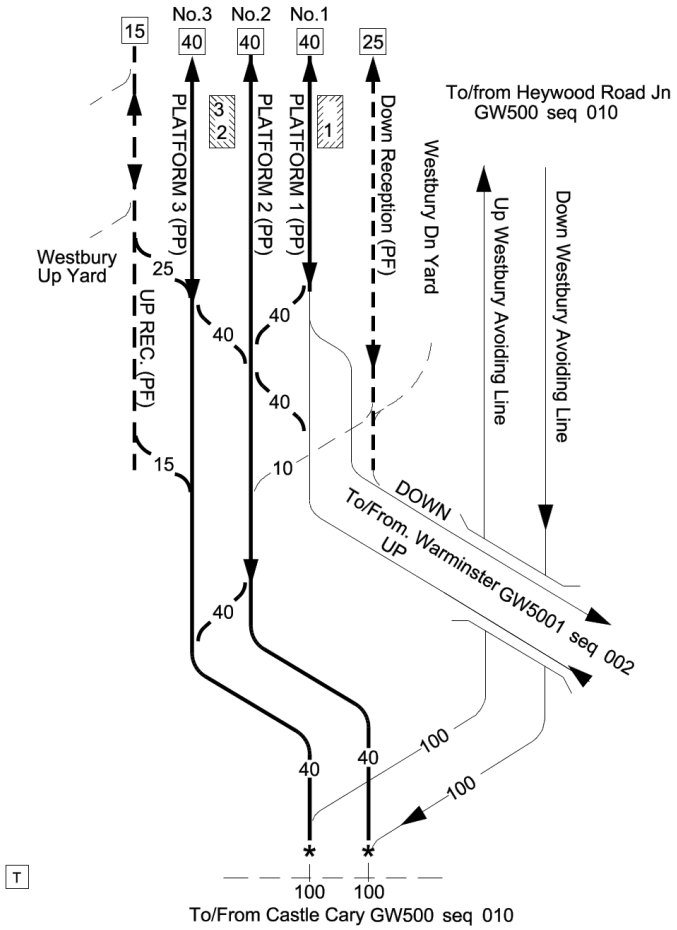
DEL - Down East Loop

UEL - Up East Loop

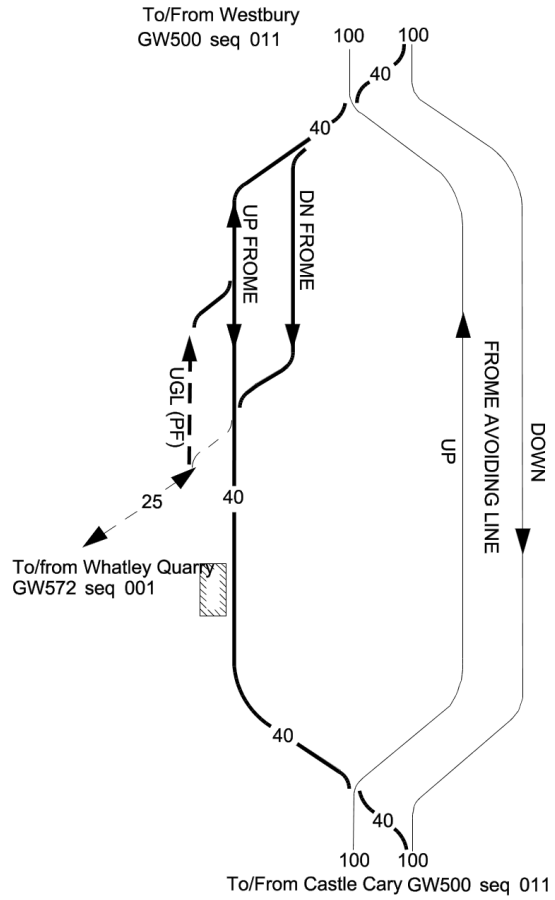
ELR : SWY
ELR : WEY

DR = Down Reception

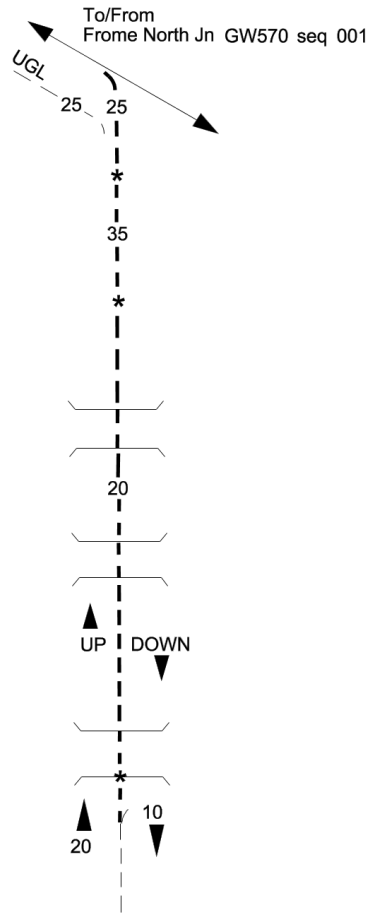
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW560	002	Heywood Road Jn to Fairwood Jn via Westbury	WEY	Western	22/03/2025

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

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

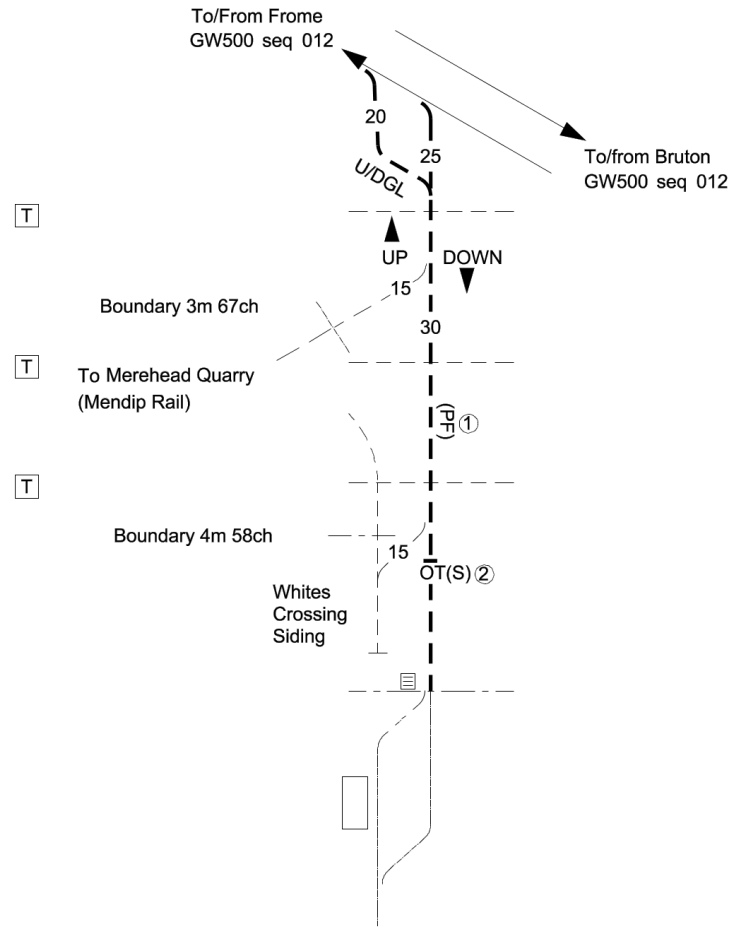
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Westbury SB (W) RA8 Panel B
Clink Road Jn (GW570)	114 44		
Single Line	114 52		Down Frome- (W312-W759 GPL)-637m/2090ft/99SLU Up Frome- (W212-W199) - 637M/2090ft/99SLU Up Frome- (W199-W212) - 637M/2090ft/99SLU UGL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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW572	001	Frome North Jn to Whatley Quarry	FNS1 FNS2 WQL	Western	22/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Frome North Jn (GW572)	115 19		GSM-R
(Change of ELR UGL only)	0 00		TCB Westbury SB (W) RA6 Panel B
			ELR : FNS1 ELR : FNS2
	0 03 *		
			UGL- (W297 - W764GPL) - 370m/1213ft/57SLU
			Down: End of GSM-R area at 2m 40ch Up: Start of GSM-R area at 2m 40ch 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		
Great Elm Tunnel 292m (319 yards)	2 76 to 3 11		
Murdercombe Tunnel 50m (55 yards)	3 56 to 3 58 *		
To Whatley Quarry			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW580	001	East Somerset Jn to Cranmore	ESB	Western	22/03/2025

Location	Mileage M	Mileage Ch
East Somerset Jn (Witham)	120	73
	0	11
Cross Cottage LC (UWC)	2	57
Merehead Quarry Jn	3	50
Network Rail / Mendip Rail Boundary	3	67
Forestry LC (UWC) (GW580)	4	15
Whites LC (UWC) (GW580)	4	52
Merehead West	4	57
Network Rail / Mendip Rail Boundary (siding only)	4	58
Cranmore East GF	5	48
Network Rail / East Somerset Boundary		
CRANMORE (ESR)	5	57



GSM-R

TCB — Westbury SB (W)
RA8 — Panel B

U/DGL (Down) - (W324-W277) - 570m/1870ft/89SLU
U/DGL (Up) - (W277 - W324) - 570m/1870ft/89SLU

GSM-R

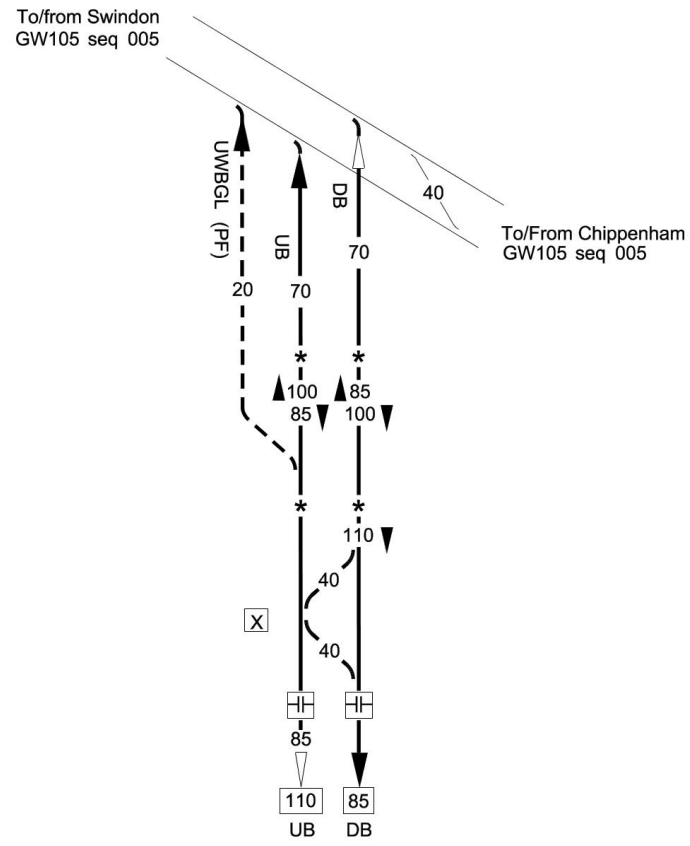
Down: End of GSM-R area at 3m 67ch
Up: Start of GSM-R area at 3m 67ch

① Permissive working in Down direction only between signals W.228 and W.230

TCB
OT(S)

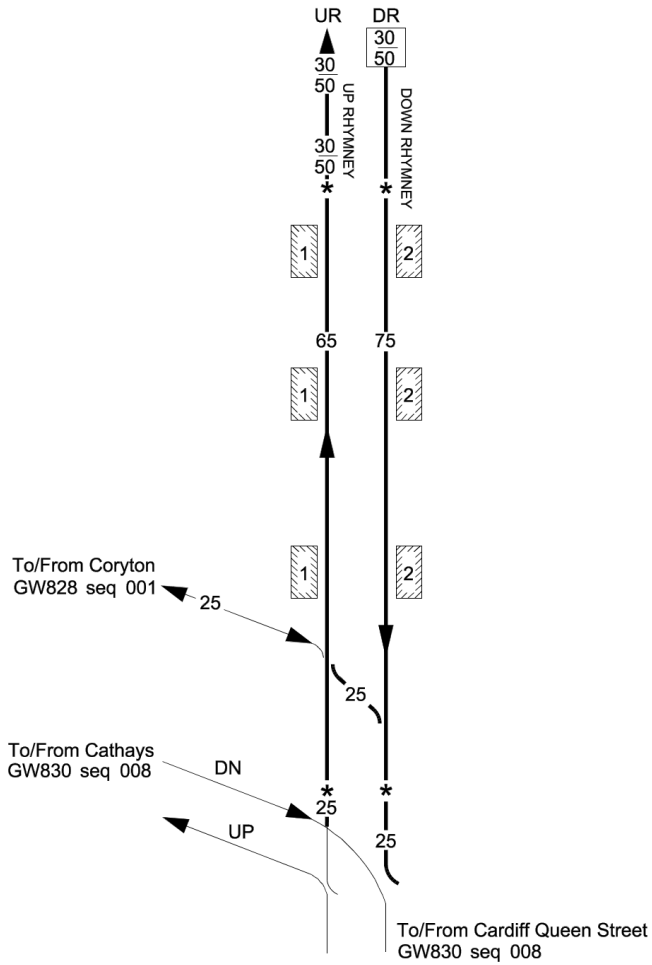
② Staff kept in Westbury Signal Box

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW600	001	Wootton Bassett Jn To Pilning	SWB	Western	01/06/2024

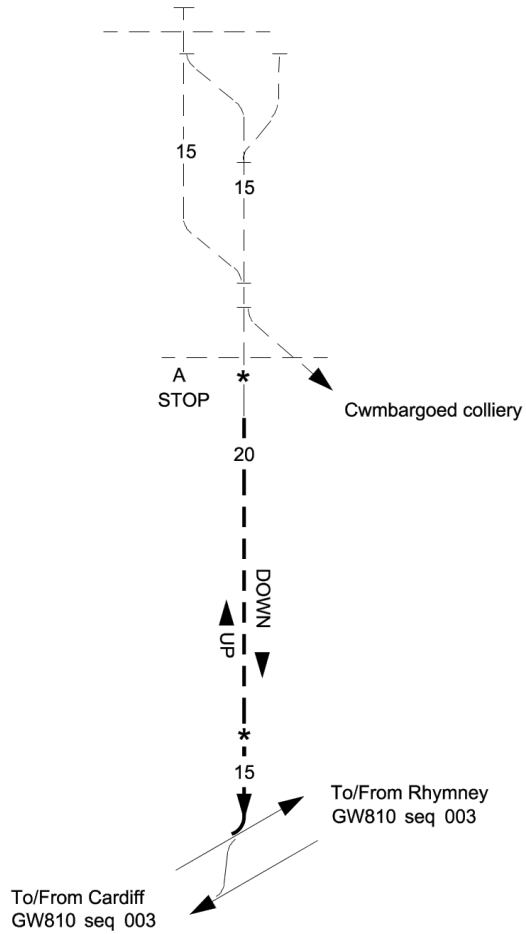
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Thames Valley Signalling Centre (Swindon) (SW) RA8 AC - Didcot Axle counter area UWBGL, UB and DB electrified
UWBGL Jn	82 72		ATP - UB and DB
Wootton Bassett Jn (GW600)	83 07		
	83 20 *		UB - Up Badminton DB - Down Badminton UWBGL - Up Wootton Bassett Goods Line FWS 83m 12ch UGL 570m, 1869ft
	83 37		
	83 65 *		
Wootton Bassett West	84 07		LOD(P) (Wootton Bassett West/ Swindon and Wootton Bassett West/ Hullavington) at 84m 07ch FWS between 84m 07ch and 85m 10ch
Wootton Bassett West Carrier Wire Neutral Section (GW600-1)	84 50		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	006	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	06/04/2025

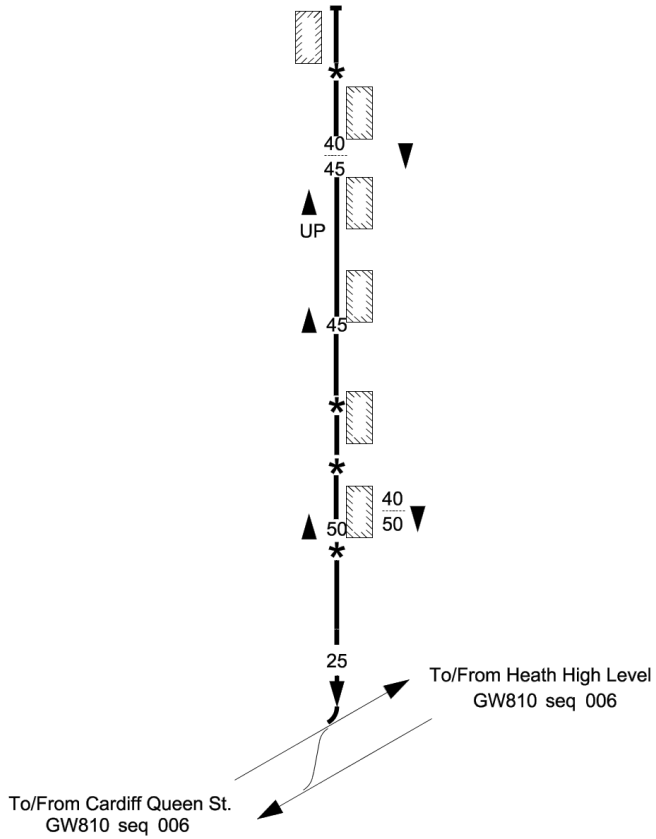
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Start/end of diagram)	6 00		GSM-R TCB Wales Rail Operating Centre RA6 (Valleys) (CF) Non-SPT Area Axle counter area UR - Up Rhymney DR - Down Rhymney
	5 76 *		
LISVANE AND THORNHILL / LLYS-FAEN	5 45		Platforms - 124m (135yds) 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		



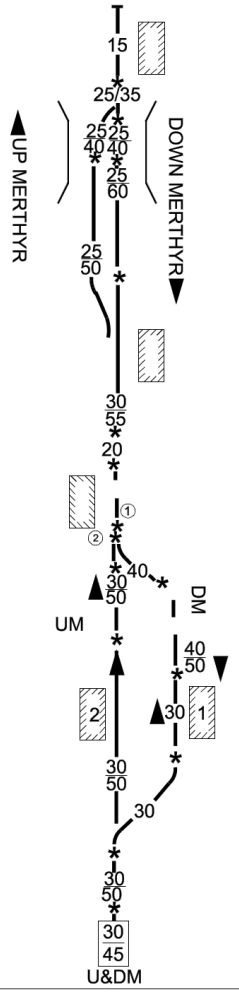
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW820	001	Cwmbargoed to Ystrad Mynach South	TBD VON PTA	Wales - TFW CVL	27/08/2022

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

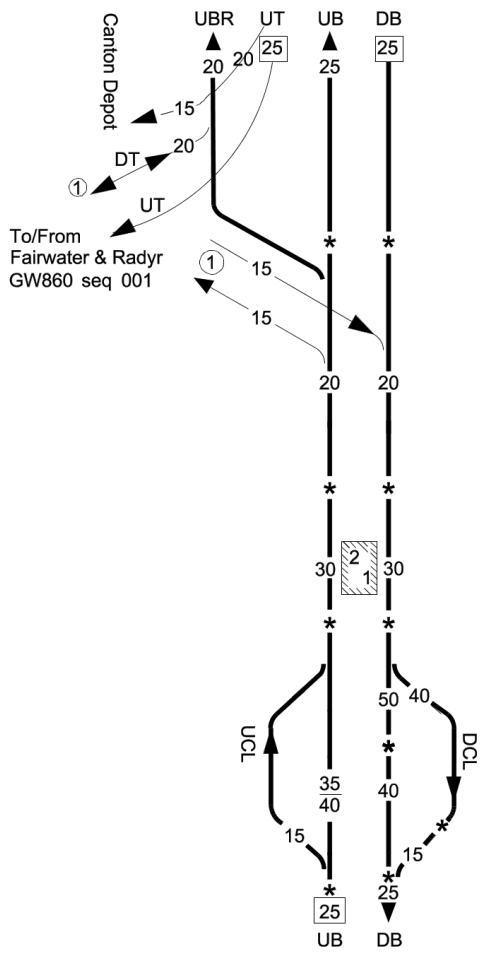
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW828	001	Coryton to Heath Jn	CRY	Wales - TFW CVL	06/04/2025

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

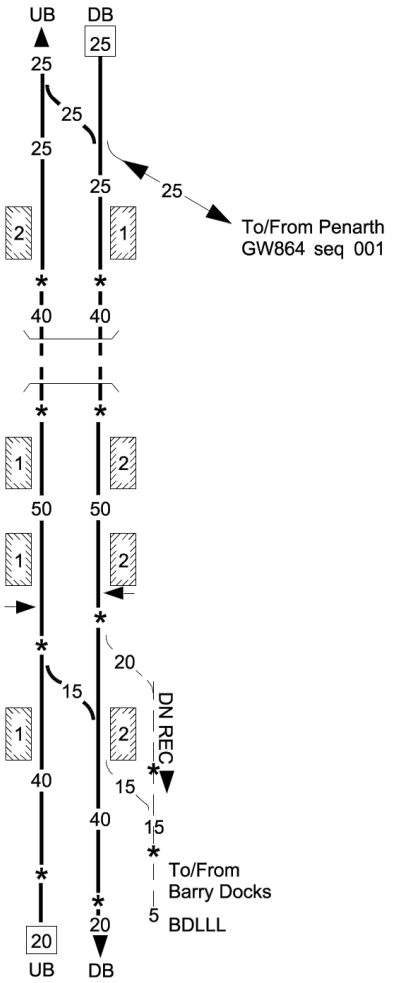
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	001	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	CAM	Wales - TFW CVL	24/08/2024

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
MERTHYR TYDFIL	24	44			GSM-R TCB Core Valley LInes Integrated RA6 Control Centre-TAM Wrkstn(VA) AC - CVLICC
	24	40	*		Platform - 105m, 114yds Axle Counter area
Merthyr Junction	24	37			
Merthyr Viaduct	24	30	*		Non SPT area
483m, 528yds	24	30	*		
	24	11	*		
	24	09	*		
Limit of Electrification (GW830)	24	00			
	23	18	*		
Pentre-Bach Junction	23	11	*		
PENTRE-BACH	23	03			Platform - 142m, 155yds
	21	73	*		
	21	72	*		20mph over bridge
TROED-Y-RHIW	21	69			Platform - 139m, 152yds
	21	63	*		① 20 Down / 30/50 Up
Troed-y-Rhiw South Junction	21	52	*	T	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) Down Platform (1) - 100m, 109yds Up Platform (2) - 94m, 102yds
MERTHYR VALE	19	77			
	19	68	*		DM - Down Merthyr UM - Up Merthyr
Blacklion Junction	19	62	*		U&DM - Up & Down Merthyr
	19	21	*		

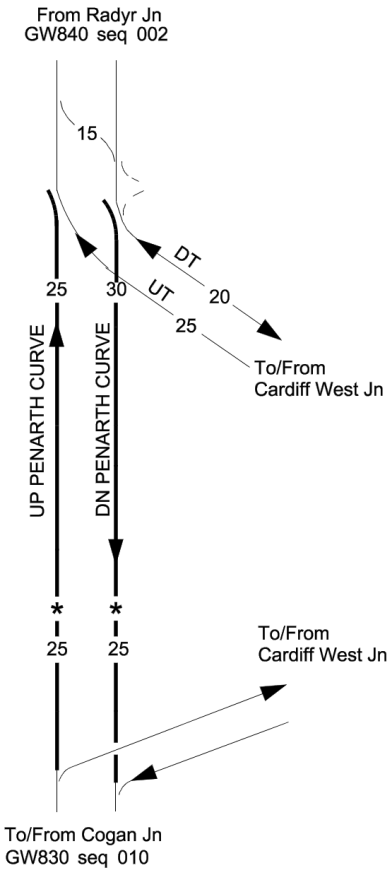
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	010	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	BRY	Wales	22/02/2025

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

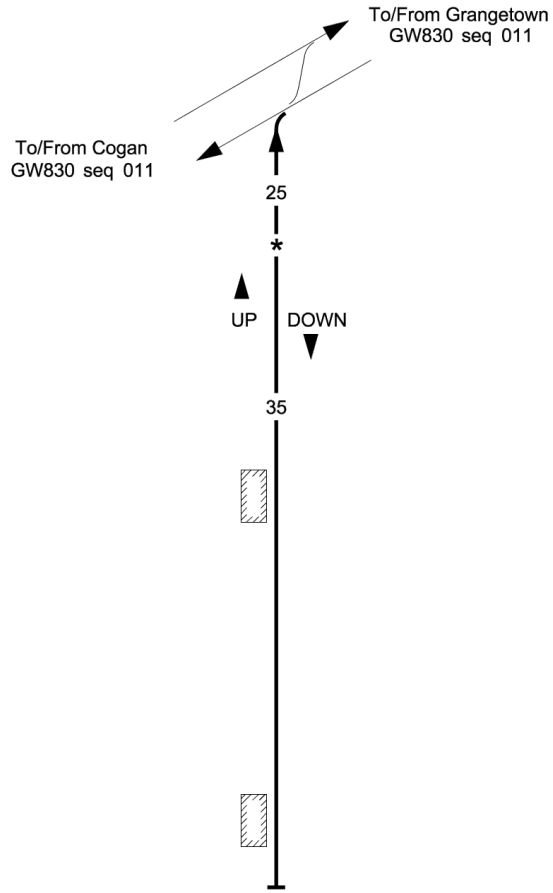
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW830	011	Merthyr Tydfil to Barry Island Via Cardiff Queen Street	BRY	Wales	24/08/2024

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 *		

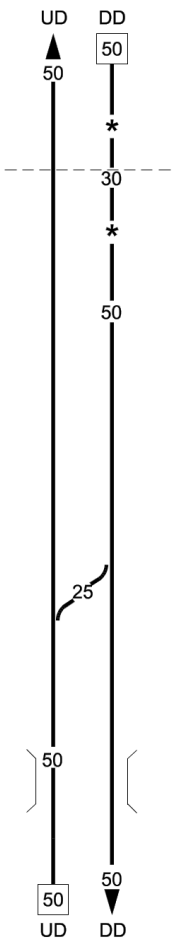
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW860	001	Penarth Curve North Jn To Penarth Curve South Jn	CPL	Wales	05/04/2025

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

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

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

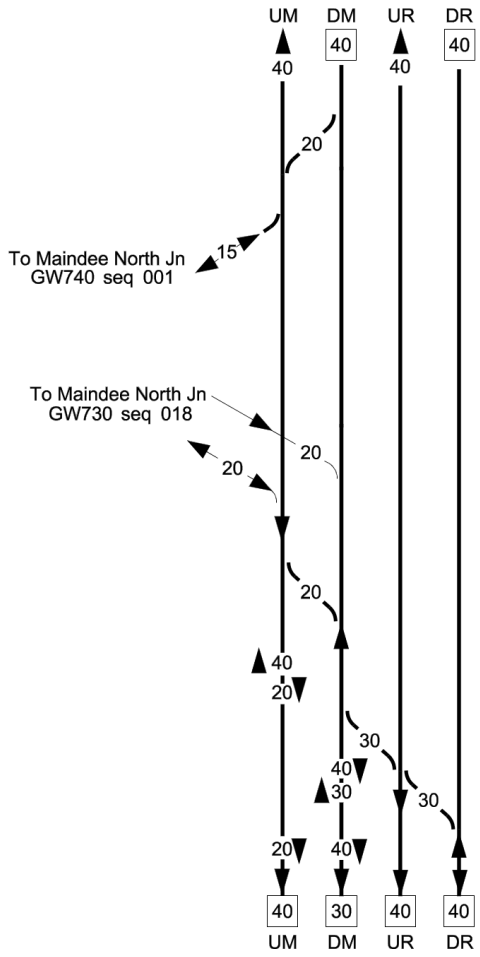
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW890	004	Court Sart Jn/Up Flying Loop Jn to Morlais Jn	SDI2	Western	25/11/2024

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Port Talbot Control Centre RA8 Llanelli Workstaton (PT) Axle Counter Area UD - Up District DD - Down District
	7 25 *		
Glanlliw (UWC+T)	7 39	T	
	7 40 *		
Pont Lliw	8 06		
	8 68	T	(Tel. outside relay room)
Grovesend/Loughor Viaduct (219m, 240yds)	9 73 to 10 04		

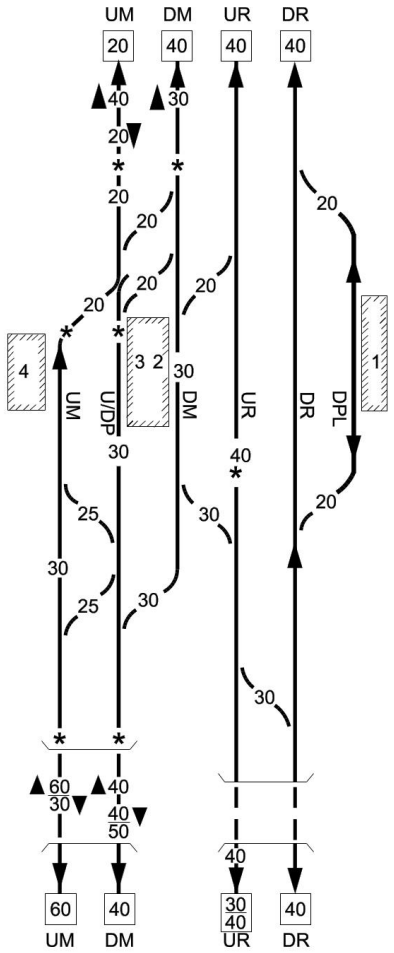
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW890	005	Court Sart Jn/Up Flying Loop Jn to Morlais Jn	SDI2	Wales	29/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	10 04	UD DD 50 50	GSM-R TCB Port Talbot Control Centre RA8 Llanelli Workstation (PT) Axle Counter area UD - Up District DD - Down District
Grovesend Colliery Loop Jn	10 05	20 To/From Hendy Jn GW897 seq 001	
		To/From Hendy Jn GW910 seq 013 50 50	
Morlais Jn (Change of ELR)	10 64 3 50	To/From Llangennech GW910 seq 013	SDI 2 LLA

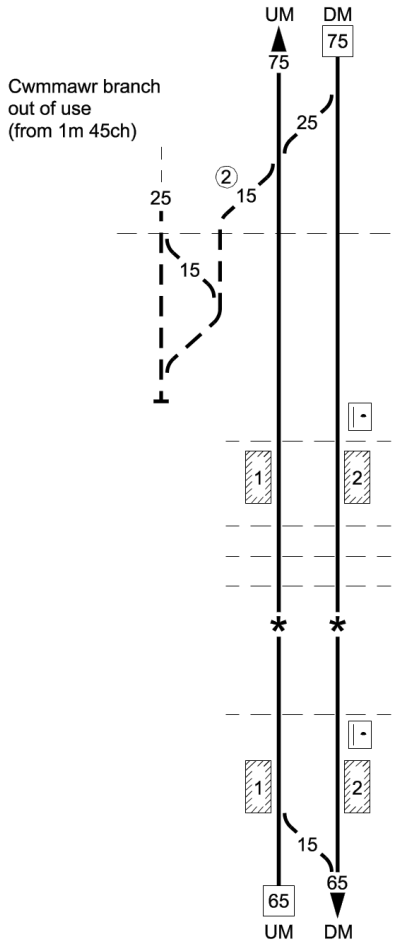
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	005	Pilning to Fishguard Harbour	SWM2	Wales	05/10/2024

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

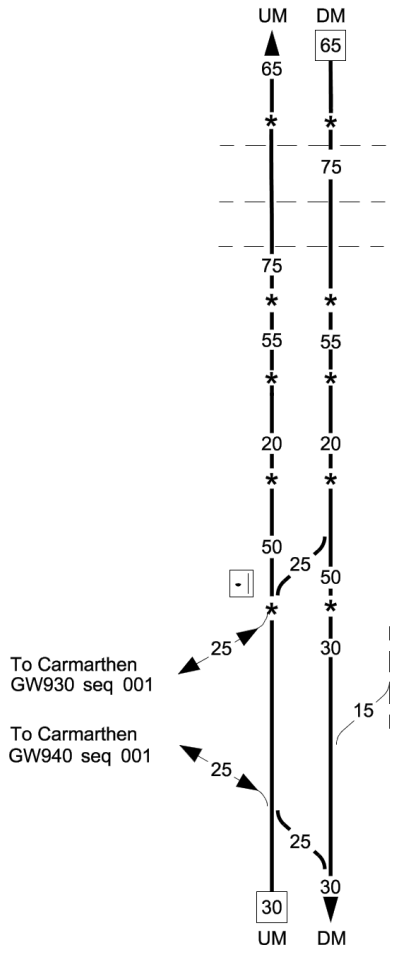
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	006	Pilning to Fishguard Harbour	SWM2	Wales	10/05/2025

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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW900	025	Pilning to Fishguard Harbour	SWM2	Wales	15/03/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R
			AB Kidwelly SB (K) RA8
	231 67		
Kidwelly Jn	233 74		② Cwmmawr branch and Sidings out of use
	① (1 49)		
Morfa Main LC (UWC)	233 78	T	① Cwmmawr branch mileage
	① (1 52)		
	234 04		
	① (1 79)		
Kidwelly (K) SB	234 23		
Kidwelly LC (MCB)	234 23		
KIDWELLY / CYDWELI	234 32		Down platform - 125m, 137yds Up platform - 122m, 133yds
Penallt LC (UWC)	235 13	T	
Bertwyn LC (AHBC)	235 60		
Lookout LC (UWC)	236 70	T	Ferryside SB (F)
	237 46 *		
Ferryside LC (MCB)	238 47		
Ferryside SB (F)	238 47		
FERRYSIDE / GLANYFFERI	238 51		Down platform - 134m, 147yds Up platform - 93m, 102yds
	238 57		

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		

GW103 - PADDINGTON TO UFFINGTON

ACTON YARD

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

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

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

Operational lengths.

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

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

Trains on the Down Poplar line: Once you have undertaken driver relief at Acton Mainline, you must contact the signaller via GSM-R to confirm you are ready to depart before proceeding forward to SN197 signal.

Dated: 01/03/2025

GW103 - PADDINGTON TO UFFINGTON

NORTH POLE DEPOT

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

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

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

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

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

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

Dated: 27/12/14

GW103 - PADDINGTON TO UFFINGTON

West Ealing Station

West Ealing Bay Platform
Two fast charging units have been installed in the bay platform at West Ealing to enable battery powered trains to be recharged whilst conducting their station duties. These units are powered from a track side DNO and resemble three pieces of rail positioned inside the normal 4 foot rails, the first of which is positioned approximately 12 metres from the buffers.
The fast charging units will only become live when an appropriate train is located in the correct position above them. Stop car markers will be provided to ensure the trains stop in the correct position.
An emergency stop button is provided, located on the station infrastructure adjacent to the first fast charging unit. This will cut the power immediately and the system cannot be reset until the train has been moved clear of the charging units.

Dated: 05/09/22

GW103 - PADDINGTON TO UFFINGTON

West Ealing Loops/Light Maintenance Depot (LMD)

West Ealing Light Maintenance Depot (LMD)

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

Arrivals

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

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

Departures

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

Protection

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

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

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

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

Dated: 30/11/2020

GW103 - PADDINGTON TO UFFINGTON

HANWELL

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

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

Dated: 07/12/13

GW103 - PADDINGTON TO UFFINGTON

These sidings are currently out of use.

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

Dated 24/02/24

GW108 - FORDGATE TO PENZANCE

DAWLISH WARREN

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

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

Between Dawlish Warren and Teignmouth (or vice versa): Working During Adverse Weather Conditions
When a forecast of adverse weather conditions has been received, you will be required to carry out special instructions as directed by Operations Control, in one of two categories (either Level One or Level Two conditions).

Level One conditions.
The Track Patroller will join a published stopping train (formed diesel multiple unit other than Class 220/221 and nominated by Operations Control so far as practicable each hour) at Dawlish Warren down loop line signal E170. You must maintain the signal at Danger until the driver tells you the Track Patroller is on board.

The train will proceed at permissible speed between Dawlish Warren and Teignmouth. The Track Patroller will advise the Driver of a lower speed if conditions require. The train will stop at Teignmouth to allow the Track Patroller to detrain.

Subsequent trains (other than trains formed as shown below) will be run normally.

Trains formed Classes 220/221 and 800/802 must be given a **clear run** as shown below, to avoid braking or stopping out of course on the sea wall).

Line – between <> and	Clear run to be given	
	Between (signal)	And (signal)
Down – Dawlish Warren and Teignmouth west	E70	DM210
Up – Teignmouth west and Dawlish Warren	E15	E23

A berth-triggered broadcast call "*InterCity Express train drivers to operate Special Mode between Dawlish Warren and Teignmouth*" must be pre-recorded and set up to be sent when the train passes:

- ***down line signal E62 (Exeter St. Thomas) or,***
- ***up line signal E13 (Newton Abbot East)***

(this will be received by all drivers, regardless of traction type).

Note: Special Mode applies to Class 800/802 InterCity Express trains. This mode is authorised between Exeter St. Davids and Newton Abbot (and vice versa) only and allows the driver to make multiple (up to 10) attempts to restart the engines when affected by seawater overtopping the sea wall.

Level Two conditions
The Down Line will be closed between Dawlish Warren and Teignmouth. All trains must be signalled over the Up Reversible line in accordance with the arrangements shown elsewhere in these instructions headed 'reversibly signalled line between Dawlish Warren and Teignmouth'.

Ending of Level One or Level Two conditions
Operations Control will advise you when the special conditions related to a forecast of adverse weather will no longer apply, in order that you may withdraw the special working arrangements. In the case of Level Two conditions being ended, Operations Control will specify whether you should 'step down' from Level Two to Level One conditions or whether you should completely withdraw the special working arrangements.

Dated: 22/02/2025

GW108 - FORDGATE TO PENZANCE

DAWLISH To TEIGNMOUTH

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

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

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

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

ARCHIVED Dated: 01/05/10

GW108 - FORDGATE TO PENZANCE

NEWTON ABBOTT

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

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

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

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

Dated: 16/01/2021

GW108 - FORDGATE TO PENZANCE

TOTNES To Marley Tunnels

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

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

Dated: 18/03/2024

GW430 - YATE MIDDLE JN TO TYTHERINGTON

Commencement of Token Section Board at Yate West to Tytherington Quarry

IRON ACTON STATION AOCL

In the event that the Drivers Crossing Indicator (DCI) fails to illuminate for an Up train, with the rear of the train straddling Iron Acton By-pass Crossing, the ground staff should drive to Iron Acton Station AOCL and place a red light on one side of the crossing and themselves on the other displaying a red light, to enable the train to proceed over the crossing.

IRON ACTON BY-PASS AND LATTERIDGE LEVEL CROSSINGS

The level crossings are train crew operated (TMO) type with barriers. Stop boards (with instructions, “Press plunger” and “Obtain white Light and whistle before proceeding”) are provided on both sides of the crossing.
Level crossing controls (comprising raise, lower and stop buttons) are provided in a cupboard (locked by a BR.1 type key) situated beneath the stop board on both sides of the crossing. The cupboard must always be locked when it is unattended.

Prohibitions of use

Movements over both crossings are prohibited in darkness or poor visibility if there is a failure of the barriers to lower and/or a failure of the road-traffic lights to operate. At other times a train may pass over the crossing in such circumstances provided the ground staff can give the driver an assurance that it is safe to do so.

Normal operation

When the train arrives at a Stop board, the ground staff/traincrew must lower the barriers by pressing (and holding) the “lower” button, watching the whole lowering sequence to make sure that nothing becomes trapped under or between the barriers. The “lower” button must be released if it is necessary to stop the lowering sequence for any reason.
A red-light indication (sequence commenced) will be displayed during the lowering sequence, replaced by a white light indication (barriers down) when the barriers are fully lowered – the “lower” button may then be released.
Pressing the ‘raise’ button will raise the barriers from their current position and the road-traffic signals will go out.
When the drivers’ white light beneath the stop board is flashing, the ground staff/traincrew must return to the train before it proceeds.
The driver must ensure that the “barriers up” (BU) indicator is displayed (to indicate that the barriers are fully raised) after the train has passed clear of the crossing.

Failure of crossing equipment

The Stoke Gifford workstation signaller (TVSC Didcot) must be told about any failure of the crossing equipment.
Failure of a white light – if the white light next to the crossing is not flashing when it should be, the train may proceed after the ground staff/traincrew has checked to make sure that the barriers are lowered (and told the driver)
Barriers fail to lower – if the lowering sequence does not start when the “lower” button is pressed, the ground staff/traincrew must attempt to lower the barriers using the other control unit. If the lowering sequence does not start the ground staff/traincrew must tell the signaller who will send for an attendant.

A two position “Fail Lower” switch is provided (Normal/Start Lights sequence) in the control unit on the Yate side of each crossing, for use by an attendant. On arrival and when the train is ready to proceed, the attendant must switch the “Fail lower” control from “Normal” to “Start Sequence” which will start the road-traffic signals (the barriers will remain raised).

The ground staff/traincrew must make sure that the road-traffic signals are working and then return to the train before telling the driver to proceed. The driver may pass over the crossing after making sure that it is safe to do so and sound the horn continuously until the front of the train is on the crossing.
When the train has cleared the crossing, the attendant must switch the “Fail Lower” control to “Normal” and make sure that the road-traffic signals go out.

Failure of barriers up (BU) indicator – if “BU” is not displayed to the driver when it should be, the driver must stop the train. If the indicator is still blank after one minute, the ground staff/traincrew must tell the signaller before the train continues the journey.

When sent for by the signaller, the attendant must go to the crossing and check the position of the barriers. If the barriers are not raised, the attendant must attempt to raise the barriers by pressing the “raise” button in one of the control units. If the barriers do not raise the attendant must attempt to raise the barriers using the other control unit.
If one or more barriers remain not fully raised, the attendant must raise the barrier(s) concerned by hand. At Iron Acton by-pass LC, the road exit barriers must be raised before the road entrance barriers are raised.

Barriers Up (BU) Indicators

For trains over 361m / 1184ft / 56 SLU, the driver will not be able to see the BU indicator illuminate.
On arrival at the Stop boards, the driver should ensure that the ground staff/traincrew are in attendance before proceeding.
The ground staff/traincrew are competent person must observe that the train has passed clear of the crossing, the barriers are in the raised position and the crossing is open to road traffic.
In these circumstances the driver can then disregard the BU indicator.

Dated: 22/02/2025

GW440 - YATE SOUTH JN TO WESTERLEIGH

Yate South Jn

Trains to or from the Westerleigh branch from or to the Bristol direction must proceed to the “Stop” board at Yate Middle Jn where the Traincrew/shunter must ensure that the points are set correctly and that no conflicting movements are taking place, the train may then proceed onto the Tytherington branch where the locomotive must run-round.

The locomotive must not pass the “Stop” board on the Outgoing line until an assurance has been received from the Signaller that no conflicting movement has been signaller from BL6566. The train may depart via the Incoming line on clearance of signal BL6565.

Dated: 23/09/2023

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GW730 - SEVERN BRIDGE JN TO MAINDEE WEST JN

HEREFORD

Traincrew relief arrangements. Trains requiring relief must stop at the undermentioned signals:-

Down Main line - H57

Down Relief line - H51

Up Main line - H8

Up Relief line - H9

Trains arriving from the Ledbury direction. When a train other than a passenger or ECS train from the Ledbury direction comes to a stand in the Down Main Platform or Down Passenger Loop Platform or Down Relief line and is likely to be delayed for any reason, the Guard must satisfy himself that the train is complete with tail lamp and then operate the most convenient "Train arrived complete" plunger for approximately one second.

White shunting lights. A white shunting light is provided at Brecon Curve Ground Frame for movements into the up sidings.

Diesel sidings. No. 1 siding is used to 'turn back' trains and should be kept clear unless a train is booked to stable on it.

The normal position of the hand point in no. 1 siding leading to the stabling siding is along no. 1 siding. Traincrews of movements to and from the stabling siding should return the hand point to the normal position after passing through it.

No movement of stabled trains is to be made towards the exit of the sidings until the signaller's permission has been obtained. Unless the movement is to depart from the sidings, the signaller must be advised when the movement is complete.

Dated: 22/11/14

GW730 - SEVERN BRIDGE JN TO NEWPORT, MAINDEE WEST JN

ABERGAVENNY / Y FENNI

Newport end Barrow crossing. The gates to this crossing must normally be kept closed and padlocked. Keys are held in the station office. Station staff must obtain the Signaller's permission by use of the telephones provided before unlocking the crossing and accompanying passengers over the lines. The crossing must be padlocked immediately after use on each occasion.

Up Goods loop. It will not normally be necessary for traincrew to advise Signallers that trains have arrived complete with tail lamp in this goods loop. If the CCTV tail lamp camera has failed, Drivers will be advised to carry out the provisions of Rule Book, Module TW1, Section 37.1.

Dated: 13/01/2023

GW730 - SEVERN BRIDGE JN TO NEWPORT, MAINDEE WEST JN

PONTYPOOL / PONT-Y-PWL AND NEW INN

Carriage and Wagon Siding (Panteg). Before commencing work in the siding, the Person in Charge must ensure that the wheel stop is placed across the rail. On completion of work, the wheel stop must be removed.

ARCHIVED Dated: 05/08/06

GW731 – ABBEY FOREGATE TO RUABON

Abbey Foregate Maintenance Depot

Abbey Foregate Light Maintenance Depot (L.M.D.).

This facility consists of five stabling roads, named 1, 2, 3, 4 & 5 Shropshire sidings. There is also a wash road leading to a stop block provided with 2, 4 and 6 car stop boards and a main siding used for shunting purposes only. Multiple Unit Trains are stabled and cleaned on the five Shropshire sidings. A WMT Designated Person (DP) is planned to be on duty 24/7 to carry out shunting duties. If for any reason there is no DP coverage, the WMT DP must inform the Signaller at Abbey Foregate box. If there is no DP coverage, then trains will not be allowed entry or exit from Abbey Foregate LMD.

Movements onto the Depot

The Driver must contact the Signaller at Abbey Foregate of a train that needs to be stabled in the carriage siding.

The Signaller must inform the DP/Shunter, in advance, of a train approaching the 'Stop and Await Instructions' board at Abbey Foregate LMD.

The DP/Shunter must then:

a) Pre-set the road that the train is to be stabled on in the correct position before the movement takes place.

b) Meet the driver at the 'Stop and Await Instructions' board or give a handsignal as per Rule Book instructions.

c) Reach a clear understanding with the driver about the movement to be made.

d) If a handsignal is given, then the driver may pass the stop board but must be prepared to come to a stand when they arrive at the DP/Shunter for further information.

The driver must not proceed past the 'Stop and Await Instructions' board until authorised to do so by the DP/Shunter. If there is no DP/Shunter present, then no train movements can take place on or off the carriage sidings.

Movements off the Depot

The Driver must report to the DP/Shunter with the head code of the train to be prepared/moved.

The DP/Shunter must provide the Driver with the location of the train/unit.

Once preparation has been completed, the Driver must report to the DP/Shunter On-Duty, advising them that their preparation is complete and that the train is ready to depart the sidings.

Prior to the movement, the DP/Shunter must confirm with the Driver that all work activities are complete and that all NTBMBs have been removed in accordance with the depot protection arrangements and Rule Book, Module T10.

The DP/Shunter must contact the Signaller to advise that a movement is ready to take place, provide details of the movement to be made, the train head code and obtain authority from the Signaller to depart the carriage sidings.

The DP/Shunter must check that all points are set correctly for the movement and that the route is clear for the train to depart the carriage sidings up to the first Ground Signal. The DP/Shunter must confirm this to the Driver.

Movements within the Depot

The DP/Shunter must contact Abbey Foregate Signal box to request permission to shunt a train within the sidings. The DP/Shunter must inform the Driver of the move required. The points must be set by the DP/Shunter and permission given to the Driver for the move to take place.

Before entering the train from the first available cab, to minimise the amount of off-train walking, the Driver must reach a clear understanding of the movement about to take place with the DP/Shunter.

Prior to the movement, the DP/Shunter must liaise with the Driver to confirm that all work activities are complete and that all 'Not to be Moved' boards (NTBMB), that have been placed on the train, have been removed in accordance with FP-SHR-DP Shrewsbury Carriage Sidings Depot Protection Procedure and Rule Book, Module T10.

NOTE: The DP/Shunter may precede the train as far as up until the first ground signal to ensure the points are set in the correct position for the movement and that the line is clear and safe for movement.

Dated: 12/04/2025

GW731 - ABBEY FOREGATE TO RUABON

SHREWSBURY

Locomotive trains with a higher route availability than RA5 are prohibited from entering the Down Main Platform line (Platform 3) via SBJ103 points until further notice due to condition of an under bridge.

The Up Siding (back line) adjacent to Howard Street landing is temporarily out of use from 171m 39ch to the stop blocks at Howard Street Landing. Temporary sleeper stop blocks and a possession limit board are provided at 171m 39ch. This arrangement permits the stabling of one tamping machine between the temporary stop block and shunting signal SBJ41.

Dated: 20/02/2021

GW733 – SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

Talerddig

If a traction unit not fitted with ERTMS is stabled in the Up Siding unattached to an ERTMS-fitted train, a NOT TO BE MOVED board or red flag must be attached to it. This must be done by the person in charge of the traction unit before the fitted train is detached. The NOT TO BE MOVED board or red flag must not be removed until an ERTMS-fitted train is again ready to attach.

Dated: 19/03/11

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GW733 - SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

MACHYNLLETH DEPOT

Movements to and from Machynlleth depot

Movements from platform 2 to the Aberystwyth siding must stop at the stop board MH2023 where the driver must select SH mode and obtain the signaller's permission to proceed.

Movements entering the Aberystwyth siding from the single line will be provided with SH mode by the system.

Movements to and from the Tank siding are controlled by position-light signals. The driver must select SH mode.

Movements exiting the Aberystwyth siding in either direction must stop at the controlling position-light signal where the driver must exit SH and carry out the start of mission procedure. To enable the movement to proceed as far as the next block marker on the running line the train should be in SR mode and the position light signal cleared.

Trains entering the Aberystwyth siding from MH1090 (or MH1092) will be advised by the signallers where the movement will proceed to..

Movements within the depot

All movements within the depot must normally be carried out in Level 2 SH mode under the instructions of the shunter. If SH mode cannot be obtained because of a system maintenance, failure or defect, essential movements may be made in Level 0 SH or IS mode.

All movements from the Aberystwyth siding to the depot will be advised by the Machynlleth SC signaller to the Designated Person (DP). Facing handpoints must be set in reverse to enter the Shed Road back of the depot, and facing handpoints set in reverse to enter the Rock siding main depot.

All movements to, within and from the depot as far as stop board MH2021 are controlled by the depot shunter. However, movements from either the Fuel or Pens roads to the maintenance shed must not pass the Stop boards protecting the Maintenance shed without authorisation from the Designated Person (DP).

All units entering the depot must first be routed to the Fuel or Pens roads.

When work is being carried out on units stabled in the Fuel or Pens roads, a "Not to be Moved" board must be fitted on the end of the unit formation facing the station building and on the driver's side of the unit(s).

Movements from the Rock siding (main depot) to the Aberystwyth siding are controlled from stop board MH2021. There must be no conflicting movement authorised from the stop board at the back of the shed towards the Aberystwyth siding.

Before any movement is made from the Coal Siding (stop board MH2020) towards the Aberystwyth siding, the person in charge of the movement must obtain the signaller's permission to proceed.

Safety of Employees working on Rail vehicles – Rule Book Modules T10 and TW1

At the following locations, sidings are used for maintenance and repairs or form part of the depot. When sidings are used by Maintenance personnel the movements of rail vehicles will be under the control of the DP. At other times movements will be under the control of operating staff. Movements must not exceed 10km/h.

When maintenance personnel are in the sidings, visitors and staff of other departments/companies must report to the DP and must not start work until their presence in the depot or sidings has been recorded and the relevant protection has been provided.

Dated: 19/03/11

GW733 - SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

Borth Capel Soar LC (AOCL) and Llandre (ABCL)

The instructions for ABCL/AOCL level crossings in Rule Book, Module TW8, Section 4 apply at these crossings with the following modificatons:

The crossing is operated by approaching trains or the operation of the Driver's plunger.

If the crossing sequence is not initiated by the approach of the train or if the white light stops flashing before the train reaches the crossing, the Driver must operate the plunger provided in a locked cabinet (Driver's No 1 key) just in rear of the white light post to activate the crossing. When the white light is flashing the Driver may proceed as normal.

If after operation of the plunger the white light still does not flash the Driver must treat the crossing as failed.

Dated: 12/04/2025

GW733 – SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

ABERYSTWYTH

Provided normal working applies, trains that awaken without a valid position may start in SR mode with a written order issued from block marker MH1151 as far as MH1153, or from block marker MH1153 as far as MH1151.

The driver must reach a clear understanding with the signaller when getting permission for the train to start in SR after awakening.

Movements to the Up sidings. The conductor of the train concerned is responsible for the operation of Aberystwyth No.1 Ground Frame. In the case of a light locomotive(s), the traincrew are responsible for the operation of Aberystwyth No. 2 Ground Frame.

Llanbadarn Level Crossing (ABCL). A plunger working in conjunction with this crossing is provided at Aberystwyth station, Aberystwyth No.1 Ground Frame and block marker MH1151. Drivers of trains leaving Aberystwyth station should set up the leading cab and obtain the required Movement Authority (MA) before pressing the crossing plunger.

Drivers of trains leaving the Up Sidings via Aberystwyth no. 1 ground frame should set up the leading cab and contact the signaller before operating the plunger at the ground frame.

Provided the signaller confirms that the train will not be detained at block marker MH1151, and the train will not be delayed for operational reasons between the ground frame and block marker MH1151, the driver must press the crossing plunger at the ground frame before proceeding.

If the train is likely to be detained at MH1151, or delayed for operational reasons between the ground frame and block marker MH1151, the driver must not press the crossing plunger. The driver must instead stop the train at block marker MH1151, contact the signaller and request a MA. When a MA is received the driver must press the crossing plunger before proceeding.

Pressing any of the crossing plungers will prevent a train passing over the Vale of Rheidol Level Crossing (AOCL) while a train is approaching the Network Rail Level Crossing (ABCL). These controls are provided to prevent traffic building up and obstructing the level crossing.

The Network Rail level crossing is provided with controls that automatically reduce the speed of an approaching train to 10km/h when the crossing is not working correctly. The controls are effective for trains operating in Staff Responsible, On Sight or Full Supervision modes. The operation of the crossing is unchanged by these controls and the rules contained in Module TW8 continue to apply.

When a train approaches the crossing and the usual equipment is not working correctly, a 10km/h Temporary Speed Restriction (TSR) demand will automatically be received and a text message reading ‘crossing failed’ will be displayed as the train passes the level crossing speed restriction board.

The ‘TSR’ message will be displayed on the DMI and if it is not acknowledged within 5 seconds the train will be stopped. The on board equipment takes into account the speed and braking capability of the train. At higher speeds the system will intervene and automatically cause a brake application whereas at lower speeds the control of the train will remain with the driver.

When the speed of the train has been reduced to 10km/h or less, the on board equipment will release control to the driver. The driver is then responsible for any forward movement and for ensuring that the crossing is clear before passing over it in accordance with Rule Book, Module TW8.

If the signaller knows in advance that the crossing equipment is not working correctly, a 10 km/h TSR will be imposed and this information will be sent as part of the MA. The driver will be issued with a written order to proceed. In these circumstances, the TSR will extend over the crossing, cover both approaches and apply until the whole train has passed clear of the crossing. The message ‘crossing failed’ will be sent to the train at the level crossing speed restriction board and if this is not acknowledged within 5 seconds the train will be stopped.

Under certain conditions a train may approach the crossing with the drivers crossing indicator flashing white but the TSR will still be imposed and the message ‘crossing failed’ will be displayed on the DMI. If this happens, the driver must treat the crossing as not working correctly and inform the signaller.

Dated: 12/04/2025

GW733 – SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

Entire Line Of Route

GSM-R voice and data radio failure affecting ERTMS operator.

.If a driver becomes aware that the on-board GSM-R voice and data radio has failed, the train must, if possible, continue using the MA which has already been issued as far as the next convenient location where the signaller can be contacted or the EOA is reached.

The driver must approach any AHBC level crossing in the section at caution and not pass over it until it is safe to do so.

Bridge Speed Restrictions. Certain bridges and viaducts on this section of line have speed restrictions which are applicable to other than class 15x and 197 trains. Reference to these restrictions is made in the table ‘A’ pages of this Appendix although line side speed restriction signs are not provided. A RT3973 form will be issued for each affected train movement. Line side identification plates are provided which indicate the bridge number concerned.

Note: speed signs for degraded working conditions are provided at the bridges concerned.

Speed and distance measurements. Train speeds are measured in kilometres per hour (km/h). Distance measurements are in miles and chains.

Where the Rule Book requires a location to be identified in kilometres and metres, this must be identified in miles and chains.

Where the Rule Book describes a distance between two locations in metres, this distance must be taken to mean the same in yards, for example 200 metres (approximately 200 yards).

Dated: 12/04/2025

GW733 – SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

Entire Line Of Route

GSM-R voice and data radio failure affecting ERTMS operation

If a driver becomes aware that the on-board GSM-R voice and data radio has failed, the train must if possible continue using the MA which has already been issued as far as the next convenient location where the signaller can be contacted or the EOA is reached.

The driver must approach any AHBC level crossing in the section at caution and not pass over it until sure it is safe to do so.

ARCHIVED Dated: 19/03/11

GW734 - DOVEY JN TO PWLLHELI

Entire line of route

GSM-R VOICE AND DATA RADIO FAILURE AFFECTING ERTMS OPERATOR

If a driver becomes aware that the on-board GSM-R voice and data radio has failed, the train must if possible continue using the MA which has already been issued as far as the next convenient location where the signaller can be contacted or the EOA is reached.

The driver must approach any AHBC level crossing in the section at caution and not pass over it until sure it is safe to do so.

Bridge Speed Restrictions. Certain bridges and viaducts on this section of line have speed restrictions which are applicable to other than class 15x and 197 trains. Reference to these restrictions is made in the table 'A' pages of this Appendix although line side speed restriction signs are not provided. A RT3973 form will be issued for each affected train movement. Line side identification plates are provided which indicate the bridge number concerned.

Note: speed signs for degraded working conditions are provided at the bridges concerned.

Speed and distance measurements. Train speeds are measured in kilometres per hour (km/h). Distance measurements are in miles and chains.

Where the Rule Book requires a location to be identified in kilometres and metres, this must instead be identified in miles and chains.

Where the Rule Book describes a distance between two locations in metres, this distance must be taken to mean the same in yards, for example 200 metres (approximately 200 yards).

Dated: 12/04/2025

GW734 - DOVEY JN TO PWLLHELI

Sandilands LC (ABCL)

Due to the position of strike-in treadles for this crossing, shunting movements from one line to the other at the Barmouth end of Tywyn loop must proceed over Sandilands LC and reverse behind block marker MH1169. Movements must not reverse behind shunt marker MH1167.

Dated: 09/07/11

GW734 – DOVEY JN TO PWLLHELI

BARMOUTH

Provided normal working applies, trains that awaken without a valid position may start in SR mode with a written order issued from block marker MH1193 as far as MH1191 for up direction movements from the down platform.

Traincrew operated barriers. The signaller at Machynlleth SC must be advised of the failure of any equipment at the level crossing and the following procedure must be adopted until the failure is rectified.

Failure of white light. If the white light on the stop board fails to flash, the train may proceed over the crossing provided the driver is in possession of the necessary movement authority and is satisfied that the barriers are fully lowered.

Failure of barriers/red road traffic signals. If the barriers fail to lower or a failure of the barriers and red road traffic signals occurs, a second attempt must be made to lower the barriers from the control unit on the other side of the crossing. The train may proceed over the crossing provided the driver is in possession of the necessary movement authority and is satisfied it is safe to do so.

Failure of 'BU' indication. If the 'BU' indication has not illuminated by the time the train is about to pass it, the train must stop and the Driver or a member of the station staff must return to the crossing and raise the barriers by means of the 'Raise' button provided.

If this also fails to raise the barriers, the switch in the Upside pedestal must be turned to 'Hand operation' and the barriers raised by means of the pump handle provided. The barriers must be secured in the raised position.

Dated: 12/04/2025

GW734 - DOVEY JN TO PWLLHELI

LLANABER and TALYBONT – 102m 22ch to 102m 58ch

Between Llanaber and Talybont . During high tides and / or strong winds a speed restriction of 50km/h may be imposed between these mileages. Special yellow warning signs have been provided to indicate the start and end of this section. The Signaller at Machynlleth SC will advise Drivers at block markers MH1202 (down) and MH1213 (up) when weather conditions require this restriction to be applied. This arrangement will continue until either the restriction is withdrawn or it is programmed into the system.

Dated: 19/03/11

GW734 - DOVEY JN TO PWLLHELI

Bennar Fawr LC (AOCL)

The instructions for ABCL/AOCL level crossings in Rule Book, Module TS9, regulation 4 apply at this crossing with the following modifications:

The crossing is operated by approaching trains or the operation of the Driver's plunger.

In the event of the crossing sequence not being initiated by the approach of the train or should the white light stop flashing before the train reaches the crossing, the Driver must operate the plunger provided in a locked cabinet (Driver's No. 1 key) just in rear of the white light post to activate the crossing. When the white light is flashing the Driver may proceed as normal.

If after operation of the plunger the white light still does not flash the Driver must treat the crossing as failed.

Dated: 03/12/11

GW734 - DOVEY JN TO PWLLHELI

Traeth Mawr LC (ABCL)

Should it be necessary for the Train Crew of an Up train composed of more than two vehicles to return to Porthmadog Level Crossing because the 'BU' indication has not illuminated, the Driver must, on returning to their train, press the plunger in the lineside cupboard to activate the road traffic signals and barriers at Traeth Mawr Level Crossing.

Dated: 05/08/06

GW734 - DOVEY JN TO PWLLHELI

Welsh Highland Railway (WHR) Flat crossing

The WHR narrow gauge railway crosses the Cambrian Line on a flat crossing between Minffordd and Porthmadog at 119m 50ch. It is worked as a ground frame released by Machynlleth SC.
When the crossing is manned the fence line gates will be left open.

Welsh Highland Railway (WHR) crossing within a T3 ERTMS possession

If the WHR crossing requires to be used while the portion of line is within a T3 ERTMS possession, till dawn lamps must be placed either side of the crossing and the PICOP must be requested to ensure this is done before the T3 is granted. This must also be done even if the WHR crossing will be within a work site.
The Signaller will make a TRB entry when these are in position.
PICOP's will need to be made aware that the WHR could be used during the possession.
If the PICOP or ES requires to run a train across the WHR, they must request permission from the controlling signaller.
If the WHR remains closed through the duration of the T3, this will not apply.

Welsh Highland Railway (WHR) Flat crossing within a line blockage. If a line blockage is required to be taken between MH1230 and MH1231, the COSS must establish if the work will affect the operation of the WHR crossing. If the COSS can confirm the work will not affect the crossing, the signaller may begiven permission to operate the WHR crossing normally. If work is required in the immediate vicinity of the WHR crossing, the COSS must tell the signaller to place a reminder appliance on the crossing release button.

Dated: 30/04/2022

GW734 - DOVEY JN TO PWLLHELI

PORTHMADOG

Shunting movement. Shunting movements between the Down and Up Loop lines at the Harlech end of the station are prohibited where these movements will interfere with the working of Traeth Mawr Level Crossing.

Trainman operated barriers The signaller at Machynlleth SC must be advised of the failure of any equipment at the level crossing and the following procedure must be adopted until the failure is rectified.

Failure of white light. If the white light on the stop board fails to flash, the train may proceed over the crossing provided the driver is in possession of the necessary movement authority and is satisfied that the barriers are fully lowered.

Failure of barriers/red road traffic signals. If the barriers fail to lower or a failure of the barriers and red road traffic signals occurs, a second attempt must be made to lower the barriers from the control unit on the other side of the crossing. The train may proceed over the crossing provided the driver is in possession of the necessary movement authority and is satisfied it is safe to do so.

Dated: 12/04/2025

GW734 - DOVEY JN TO PWLLHELI

Abererch LC (ABCL)

Should a down train remain at the station for more than 3 minutes, the drivers' white light will be extinguished, the road traffic signals will go out, and the half barriers will rise. It will be necessary for the train to proceed in accordance with Rule Book, Module TW8, Section 4.3 of the instructions applicable to ABCL Level Crossings.

Dated: 03/12/11

GW734 - DOVEY JN TO PWLLHELI

PWLLHELI

The Person in Charge at Pwllheli, or the Conductor of the train concerned, is responsible for the operation of Pwllheli West Ground Frame. The traincrew in the case of a light locomotive(s) is responsible for the operation of Pwllheli Crossing Ground Frame.

Dated: 21/09/2019

GW735 - SHREWSBURY, CREWE JN TO NANTWICH

Entire Line Of Route

Lockout Devices (LOD)

Two types of lockout devices are provided on this route as shown below. They are kept in locked cabinets opened by a BR 222 key. The location of the devices is published on Table A pages in this appendix.

LOD(P) – a Patrolman's Lockout Device that inhibits movements other than those in the normal direction on bi-directionally signalled line(s)

LOD(K) – a lockout device that inhibits movements into a designated section of line in both directions.

A diagram showing the limits and scope of the protection system and a telephone is provided at each device. Staff concerned must be specially trained in their use and the controlling signallers cooperation is required to implement and withdraw the protection system.

The LOD(K) system allows a COSS / IWA / PC to set up a safe system of work and to take a line blockage with additional protection.

Dated: 24/03/14

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

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

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

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

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

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

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

Dividing trains in emergency (other than accidental division)
Before a train is divided within the tunnel, for any purpose, the Signaller's permission must be obtained first and a clear understanding must be reached as to what is to take place.

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

Passenger trains must not be divided in the tunnel except:

a) When necessary to uncouple and recouple trains consisting of Class 14x and/or15x units as part of the fault finding procedure, or
b) When it is found that a failed train consisting of Class14x and/or 15x units can only proceed forward with the rear unit(s) detached. In such circumstances the following conditions must apply:

- both portions must be appropriately manned before uncoupling takes place
- no unmanned portion may be left in the tunnel
- passengers must not be transferred between units other than via the gangway connection

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

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

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

Dated: 20/07/24

GW900 – PILNING TO FISHGUARD HARBOUR

Severn Tunnel Junction Cripple Siding

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

Dated: 26/12/15

GW900 - PILNING TO FISHGUARD HARBOUR

East Usk Jn

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

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

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

Dated: 01/06/19

GW900 - PILNING TO FISHGUARD HARBOUR

NEWPORT / CASNEWYDD

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

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

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

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

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

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

Dated: 16/05/11

GW900 PILNING TO FISHGUARD HARBOUR

NEWPORT / CASNEWYDD

Platform 4 dispatch – All trains through platform 4 between the 06:00hrs and 22:00hrs will be dispatched by a member of platform staff.
If a train is timetabled between the hours of dispatch but the service arrives late (e.g 22:01) the Train Manager will self-dispatch. If you require clarity, please contact CSC South on 029 2092 0678.
Please be aware that Mk4 traction will continue to be dispatched during all times.

Dated: 15/03/2025

GW900 - PILNING TO FISHGUARD HARBOUR

Cardiff Intersection Bridges (East Jn Viaduct)

Due to exceptionally low wire height on **ALL** lines between OLE structures **SWM/232/965 and SWM/233/084**, no work shall be undertaken on any line when the overhead line equipment is live unless:
1) it is not reasonably practicable when the overhead line equipment is live AND
2) the specific task is judged as “low risk” by a competent person.

Dated: 28/12/2019

GW900 PILNING TO FISHGUARD HARBOUR

NEWPORT

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

Dated: 01/08/2020

GW930 - CARMARTHEN JN TO CARMARTHEN STATION GF

CARMARTHEN (CAERFYRDDIN)

Trains not exceeding 20 SLUs may be propelled between Llanstephan Road signal CJ41 and Carmarthen Station (via Down Main line and Carmarthen Bridge Junction) and between Llanstephan Road signal CJ41 and Carmarthen Junction (via Down Main line only).

A maximum of 35 SLUs may be propelled between Carmarthen Junction and Carmarthen Station (via Down/Up Branch).

Propelling may be carried out in both directions between these locations. The Driver must, wherever possible, travel in the leading cab of the locomotive.

When a propelling movement is being made from Llanstephan Road signal CJ41 to Carmarthen Station via Carmarthen Bridge Junction, the Guard or Shunter must travel on the locomotive to signal CJ13 where the movement must be brought to a stand.

Stop boards on platform lines. Drivers must understand that clearance of the main aspect at signals CJ10 or CJ13 indicates that the line is clear to the “Stop” board only.

Drivers may only pass the “Stop” board concerned when authorised to do so by the Carmarthen Station Ground Frame Operator. Locomotives or vehicles must not be berthed on the headshunt at the North end of the station. The ground frame must not be restored to normal whilst locomotives or vehicles are occupying the headshunt.

Station Carriage Sidings - Carriage Cleaning. Rule Book, Module T10 and TW1 as applicable, apply. At this location carriage cleaners work in teams and each team will have a leader who will be the “Designated Person” referred to in the Rule Book. Before work commences the Designated Person must comply with the requirements of the Rule Book on each occasion that carriage cleaning or servicing takes place. When work has ceased, the Designated Person must ensure that all staff are clear of the vehicles and in a position of safety before the protection arrangements are withdrawn.

Dated: 01/08/10

GW930 - CARMARTHEN JN TO CARMARTHEN STATION GF

CARMARTHEN (CAERFYRDDIN)

Class 80x operation

Due to restricted platform lengths, only 5 car IET’s are permitted in passenger operations at Carmarthen.

Dated: 30/09/2023

GW930 - CARMARTHEN JN TO CARMARTHEN STATION GF

CARMARTHEN (CAERFYRDDIN)

Permissive Working Arrangements

When a designated competent person is on the platform

The signaller must not signal a second train into an occupied platform until they have received confirmation that the first train is at a stand, complete with tail lamp and there is enough room for the whole of the second train to be within the platform and within the control of CJ12 or CJ15 as appropriate to the movement.

Should you become aware that there is not a competent person on duty you must inform the Train Running Controller.

When no designated competent person is on the platform

Booked permissive movements should be suspended when an alternative platform is available, and trains may then be signalled normally into the unoccupied platform.

When both platforms are already occupied and it becomes necessary to permissively signal another train into an occupied platform you must have first received confirmation from a driver of a train already occupying a platform that they are at stand, complete with tail lamp and there is sufficient room for the second train to fit in the platform within the control of CJ12 or CJ15 as appropriate to the movement.

When you have received confirmation that there is sufficient room for the movement you may signal the train normally into the platform.

This arrangement will apply for one permissive movement only. When this has occurred, you must advise the Train Running Controller of the circumstances and that subsequent movements will only be made into an unoccupied platform and permissive working has been suspended.

ARCHIVED Dated: 15/03/2025

GW930 - CARMARTHEN JN TO CARMARTHEN STATION GF

CAERFYRDDIN

Permissive Working Arrangements

Working with IET's

A 5 car IET is permitted to share a platform with another train.

When a designated competent person is on the platform

The signaller must not signal a second train into an occupied platform until they have received confirmation the first train is at a stand, complete with tail lamp and there is enough room for the whole of the second train to be within the platform and within the control of CJ12 or CJ15 as appropriate to the movement.

Should you become aware there is not a competent person on duty you must inform the Train Running Controller.

When no designated competent person is on the platform

Booked Permissive movements should be suspended when an alternative platform is available, and trains may then be signalled normally into the unoccupied platform.

When both platforms are already occupied and it becomes necessary to permissively signal another train into an occupied platform you must have first received confirmation from a driver of a train already occupying a platform that he is at a stand, complete with tail lamp and there is sufficient room for the second train to fit in the platform within the control of CJ12 or CJ15 as appropriate to the movement.

When you have received confirmation there is sufficient room for the movement you may signal the train normally into the platform.

This arrangement will apply for one permissive movement only. When this has occurred, you must advise the Train Running Controller of the circumstances and that subsequent movements will only be made into an unoccupied platform and permissive working has been suspended.

ARCHIVED Dated: 30/09/2023