

### List of Module Pages and Dates

Page	Date Last Changed
1	<b>04 March 2017</b>
2	<b>04 March 2017</b>
3	05 December 2015
4	05 December 2015
5	<b>04 March 2017</b>
6	<b>04 March 2017</b>
7	05 December 2015
8	05 December 2015
9	04 June 2016
10	04 June 2016
11	05 December 2015
12	05 December 2015
13	05 December 2015
14	05 December 2015
15	<b>04 March 2017</b>
16	<b>04 March 2017</b>
17	05 December 2015
18	05 December 2015
19	<b>04 March 2017</b>
20	<b>04 March 2017</b>
21	05 December 2015
22	05 December 2015
23	04 June 2016
24	04 June 2016
24A	05 March 2016
24B	05 March 2016
24C	05 December 2015
24D	05 December 2015
25	05 December 2015
26	05 December 2015
27	06 June 2015
28	06 June 2015
29	<b>04 March 2017</b>
30	<b>04 March 2017</b>
30A	<b>04 March 2017</b>
30B	<b>04 March 2017</b>
31	04 June 2016
32	04 June 2016
33	05 March 2016
34	05 March 2016
35	03 December 2016
36	03 December 2016
37	03 December 2016
38	03 December 2016
39	03 December 2016
40	03 December 2016
40A	07 June 2014
40B	07 June 2014
41	05 March 2016
42	05 March 2016
43	05 December 2015
44	05 December 2015
45	05 March 2016

Page	Date Last Changed
46	05 March 2016
47	05 March 2016
48	05 March 2016
49	05 December 2015
49A	05 December 2015
49B	05 March 2016
50	05 March 2016
50A	04 June 2016
50B	04 June 2016
51	03 December 2016
52	03 December 2016
53	04 April 2009
54	04 April 2009
55	03 December 2016
56	03 December 2016
57	03 December 2016
58	03 December 2016
58A	05 December 2015
58B	05 December 2015
58C	05 December 2015
58D	05 December 2015
58E	05 December 2015
58F	05 December 2015
58G	05 December 2015
58H	05 December 2015
58I	05 December 2015
58J	05 December 2015
59	05 March 2016
59A	05 March 2016
59B	07 March 2015
59C	07 March 2015
59D	03 December 2016
59E	03 December 2016
59F	06 June 2015
59G	06 June 2015
59H	07 March 2015
59I	07 March 2015
59J	07 March 2015
59K	07 March 2015
59L	07 March 2015
59M	07 March 2015
59N	03 December 2016
59O	03 December 2016
59OA	05 September 2015
59OB	05 September 2015
59P	<b>04 March 2017</b>
60	<b>04 March 2017</b>
61	03 December 2016
62	03 December 2016
63	05 March 2016
64	05 March 2016
65	04 June 2016
66	04 June 2016

<b>Page</b>	<b>Date Last Changed</b>
67	<b>04 March 2017</b>
68	<b>04 March 2017</b>
69	<b>04 March 2017</b>
70	<b>04 March 2017</b>
71	<b>04 March 2017</b>
72	<b>04 March 2017</b>
73	<b>04 March 2017</b>
74	<b>04 March 2017</b>
75	06 September 2014
76	06 September 2014
76A	06 September 2014
76B	06 September 2014
77	<b>04 March 2017</b>
78	<b>04 March 2017</b>
79	05 March 2016
80	05 March 2016
81	04 June 2016
82	04 June 2016
83	04 April 2009
84	04 April 2009
85	06 September 2014
86	06 September 2014
87	01 March 2014
88	01 March 2014
89	01 March 2014
90	01 March 2014
91	06 September 2014
92	06 September 2014
93	05 December 2015
94	05 December 2015
95	05 December 2015
96	05 December 2015
97	05 December 2015
98	05 December 2015

<b>Page</b>	<b>Date Last Changed</b>
99	05 March 2016
100	05 March 2016
101	07 September 2013
102	07 September 2013
103	07 September 2013
104	07 September 2013
105	07 June 2014
106	07 June 2014
107	05 December 2015
108	05 December 2015
109	07 September 2013
110	07 September 2013
111	07 September 2013
112	07 September 2013
113	05 December 2015
114	05 December 2015
115	07 September 2013
116	07 September 2013
117	07 June 2014
118	07 June 2014
119	07 September 2013
120	07 September 2013
121	07 September 2013
122	07 September 2013
123	07 September 2013
124	07 September 2013
125	05 December 2015
126	05 December 2015
127	07 September 2013
128	07 September 2013

## Table of Contents

	<u>Page</u>
Map	4
General Instructions	5
Explanation of Table A terms and symbols	85
Index of Locations	93



## General Instructions Table of Contents

	<u>Page</u>
<b>Rule Book Module AC</b>	10
Section 4.2 – When working on traction units or other vehicles	
<b>Rule Book Module G1 - General safety responsibilities</b>	10
Section 5 - Communications procedure	
<b>Rule Book Module G1 - General safety responsibilities and personal track safety for non-track workers</b>	11
Section 7 – Going on the operational railway	
<b>Rule Book Module M1 – Dealing with a train accident or train evacuation.</b>	11
Section5 – Accidental train division	
<b>Rule Book Module M3 - Managing incidents, floods and snow</b>	12
Section 5 - Snow	
<b>Rule Book Module M3 – Managing incidents, floods and snow</b>	13
Section 6 - Independent snow ploughs	
<b>Rule Book Module P1 - Single line working</b>	14
CCTV crossings with no Attendant	
<b>Rule Book Module P2 - Working single and bi-directional lines by pilotman</b>	15
<b>Rule Book Module P2 - Working single and bi-directional lines by pilotman</b>	18
Section 7 – Modified working arrangements – Tokenless block lines	
<b>Rule Book Module S7 - Observing and obeying fixed signals, Train warning systems, Reporting signalling failures and irregularities</b>	23
Section 1.2 Signal cleared for wrong route	
<b>Rule Book Module S7 - Observing and obeying fixed signals, Train warning systems, Reporting signalling failures and irregularities</b>	24
Section 2.1 – Train stopped or nearly stopped at a signal at danger	
<b>Rule Book Module S7 - Observing and obeying fixed signals, Train warning systems, Reporting signalling failures and irregularities</b>	24A
<b>Rule Book Module SP - Speeds :</b>	24A
Section 2.1, Permissible speeds and enhanced permissible speeds	
<b>Rule Book Module SP - Speeds</b>	24B

	<u>Page</u>
<b>Rule Book Module AC</b>	10
Section 4.2 – When working on traction units or other vehicles	
<b>Rule Book Module G1 - General safety responsibilities</b>	10
Section 5 - Communications procedure	
Section 4 – Emergency speed restriction (ESR) – How emergency speed restrictions are set up	
<b>Rule Book Module SS1 - Station duties and train dispatch</b>	24C
Starting of Driver Only (D.O.) trains	
<b>Rule Book Module SS1 - Station duties and train dispatch</b>	24D
<b>Rule Book Module SS2 – Shunting</b>	26
Section 5.1 - General	
<b>Rule Book Module T3 - Possession of the line for engineering work</b>	30
Section 2.7 - Using the token as protection	
<b>Rule Book Module T3 – Possession of a running line for engineering work</b>	30
Section 5 – Movements over level crossings	
Automatic half barrier crossing (AHBC) level crossing	
<b>Rule Book Module T3 – Possession of a running line for engineering work</b>	30
Section 5 – Movements over level crossings	
Manually Controlled Barriers – Obstacle Detector (MCB-OD) Level Crossings	
<b>Rule Book Module T3 - Possession of the line for engineering work</b>	30A
Section 7.2 - Removing the protection When the possession is no longer needed T3 7.2	
<b>Rule Book Module T3 - Possession of a running line for engineering work</b>	30B
<b>Rule Book Module TS1 - General signalling regulations</b>	32
Regulation 13 - Safety of personnel	
<b>Rule Book Module TS11 – Failure of, or work on, signalling equipment – signallers regulations</b>	40
Regulation 5.1 – Failure of signalling equipment – Immediate actions	
<b>Rule Book Module TS11 – Failure of, or work on, signalling equipment – signaller regulations</b>	40
Regulation 14 – When a train or vehicle fails to operate track circuits – track circuit ‘high risk’ sites during leaf fall season	

<b>Rule Book Module TW1 - Preparation and movement of trains : General</b>	40A
Section 5, Clause 5.1 - Broken, distorted or damaged rails and broken fishplates	
<b>Rule Book Module TW1 - Preparation and movement of trains : General</b>	40B
Section 7, Clause 7.2 – Dead locomotives – As a formation of light locomotives	
<b>Rule Book Module TW1 - Preparation and movement of trains</b>	42
Section 8 – Doors on passenger, postal and parcel trains	
<b>Rule Book Module TW1 - Preparation and movement of trains : General</b>	42
Section 12 - Examining the line, using steam-hauled trains	
<b>Rule Book Module TW1 - Preparation and movement of trains : General</b>	42
Section 14 - Lights on trains - Class 14x and 15x trains	
<b>Rule Book Module TW1 - Preparation and movement of trains : General</b>	42
Section 20 - Permissive working	
<b>Rule Book Module TW1 – Preparation and movement of trains</b>	43
Section 32, Single lines worked with a token or with or without a train staff	
<b>Rule Book Module TW1 - Preparation and movement of trains : General</b>	44
Section 36.1 – Train shunted clear of the line or entering loop lines on other than track circuit block (TCB) lines	
<b>Rule Book Module TW5 – Preparation and movement of trains : Defective or isolated vehicles and on-train equipment</b>	46
Section 4 - Automatic warning system (AWS)	
<b>Rule Book Module TW5 - Preparation and movement of trains - Defective or isolated vehicles and on-train equipment</b>	46
Section 6 - Door defects on passenger vehicles	
<b>Rule Book Module TW5 - Preparation and movement of trains : Defective or isolated vehicles and on-train equipment</b>	46
Section 11 - Emergency bypass switch (EBS)	
<b>Rule Book Module TW5 - Preparation and movement of trains : Defective or isolated vehicles and on-train equipment</b>	46
Section 14, Clause 14.3 - Vehicle activating a lineside hot axle box detector or receiving a report of a hot axle box from another source	
<b>Rule Book Module TW5 - Preparation and movement of trains : Defective or isolated vehicles and on-train equipment</b>	47
Section 25, Clause 25.4 - Moving vehicles with wheelskates	
<b>Rule Book Module TW8 - Level crossings - drivers' instructions</b>	47
<b>Rule Book Handbook 8 – IWA, COSS or PC blocking a line.</b>	48
Clause 2, - Blocking the line	
<b>Rule Book Handbook 8 - IWA, COSS or PC blocking a line</b>	48
Clause 4.2 – Handing over to another COSS	

<b>Rule Book Handbook RS/521 – Signals, hand signals, indicators and signs.</b>	49A
<b>'One Shot' (Emergency) Sanding Equipment</b>	50A
<b>Animals on the Line</b>	50B
<b>Assisting Trains on Steep Gradients – Low Rail Adhesion</b>	51
<b>Brimont Road / Rail Tug Unit and Tunnel Maintenance Unit</b>	51
<b>Class 15X/170 Units Working on Reduced Traction Power</b>	52
<b>Class 220/221 Trains Working on Reduced Traction Power</b>	52
<b>Class 253/254 (HST) - Issue of Reduced Speed Certificates</b>	53
<b>Class 253/254 (HST) - Working on One Engine Only</b>	54
<b>Direct-Line Telephones</b>	58
<b>Driver Only Operation</b>	58
<b>Dynamic Risk Assessment</b>	58A
<b>Electric Point Heaters</b>	58A
<b>Energy Conservation - Coasting Boards for High Speed Trains</b>	58A
<b>European Rail Traffic Management System (ERTMS) Wales Route – Cambrian Lines</b>	58B
<b>ERTMS Rule Book Instructions</b>	58B
<b>ERTMS General Instructions</b>	58H
<b>Foot or Barrow Crossings Between Platforms</b>	59
<b>Ground Frames Equipped with Key Instrument Released from a Signalbox</b>	59
<b>GSM-R - Cab Radio Registration At Main Signals/Block Markers &amp; Position Light Signals- Location Codes</b>	59A
<b>GSM-R – General Instruction – TW5 Section 24</b>	59OA
<b>High Output Ballast Cleaner (HOBC) and Track Relaying System (TRS) Trains</b>	59P
<b>Idling of Diesel Engines and Control of Noise</b>	60
<b>Infrastructure of Monitoring Trains</b>	61
<b>Instructions Relating to Freight Train Operations</b>	62
<b>Intermediate and Auxiliary Token Instruments</b>	64
<b>Intermediate Sidings at which Trains may be Shunted for Other Trains to Pass</b>	65
<b>Lighting and Extinguishing of Semaphore Signal Oil Lamps</b>	65
<b>Lines Equipped with Automatic Train Protection</b>	66
<b>Lines Equipped with Axle Counters</b>	69



<b>Lines Worked Under the Control of a Person in Charge (The C2 System)</b>	72
<b>London Area - Terminal and Bay Platform Advance Stop Markers</b>	74
<b>London Underground Ltd Electrified Lines</b>	74
<b>LORAM C21 Rail Grinder</b>	75
<b>Officers' Specials</b>	75
<b>Passage of Locomotives over Weighbridges</b>	76
<b>Platforming of Passenger Trains in Cornwall</b>	76
<b>Railway Crime</b>	76
<b>Recording of Conversations</b>	76
<b>Reports of Stonethrowing, etc</b>	76
<b>Reversibly Signalled Lines (as defined in Table 'A')</b>	77
<b>Route Learning Cars</b>	77
<b>Sandite Application and Rail Conditioning Trains</b>	78
<b>Security of Trains</b>	78
<b>Standard Speed Restrictions</b>	79
<b>Stations with Short Platforms</b>	80
<b>Stopping Position at Passenger Platforms</b>	80
<b>Telephone Calls Requesting the Civil Emergency Services</b>	81
<b>Vandal Resistant Telephones</b>	81
<b>Wheel Impact Load Detectors ('Wheelchex' Equipment)</b>	82
<b>White Shunting Lights</b>	82

## General Instructions

### Rule Book Module AC

#### Section 4.2 – When working on traction units or other vehicles

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

Western Territory GI - Dated: 19/03/16

### Rule Book Module G1 - General safety responsibilities

#### Section 5 - Communications procedure

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

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

Poor railhead conditions.

Animals on the line.

Defective Emergency Indicators.

Wheel Impact Load Detector Activations.

Unusual events (Not Track or Signalling).

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

##### Methodology

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

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

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

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

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

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

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

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

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

##### Broadcast Message Content

In all cases the message will begin : 'This is a safety broadcast from the signaller at \_\_\_\_\_.

Poor Railhead - 'There are low/exceptionally poor\* railhead conditions at/on\* the approach to \_\_\_\_\_'.

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

Defective Emergency Indicators – 'There is a defective emergency indicator for a \_\_\_mph emergency speed restriction at \_\_\_\_\_'.

Wheel Impact Load Detection - 'There has been a wheel impact load detection alert for your train, continue at \_\_\_mph and obey all signals'.

Unusual events - '+ \_\_\_\_\_'.

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

In all cases the message will end 'Only acknowledge if you have fully understood this message. To acknowledge, press the ST Button. End of safety broadcast'.

*\*Delete as appropriate*

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

Western Territory GI - Dated: 24/10/15

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

### **Section 7 – Going on the operational railway**

#### **Hard Hat Areas**

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

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

Acton – Engineer's Yard	Didcot Power Station
Didcot Tip	Bath Avon Waste
Swindon Mileage Yard	Bridgwater Nuclear Electric
Bristol - East Depot	Barrow Road
Exeter - Marsh Barton (Alphington to site)	Bristol Bulk Handling Terminal
Worcester - London Yard	Westerleigh Murco
BP Avonmouth	Berkeley Road Rail Terminal
Westerleigh Waste Terminal	Cwmbargoed
Tytherington Quarry	Wentloog Freightliner Terminal
Margam Grange	Robeston area Refinery
Llanwern Mills	Barry Docks
Newport Docks	Port Talbot, Iron Ore Terminal
Cardiff Tidal - AS&W Rod Mills	Aberthaw Power Station
Machen Quarry	Onllwyn
Cwmgwrach	Jersey Marine - Steel Supply
Onllwyn Branch - Seven Sisters coal loading pad	Didcot Power Station
Swansea Docks	

**Western Route GI - Dated: 29/03/13**

## **Rule Book Module M1 – Dealing with a train accident or train evacuation.**

### **Section 5 - Accidental train division**

Before attempting to recouple any Class 165/ 166 units that have divided accidentally, the Driver must obtain the authority of the depot supervisor at Reading Train Care Depot.

If it is not found possible to speak direct to the depot supervisor at the Train Care Depot, the Driver must obtain authority from Operations Control. This authority can be passed via the controlling signal box if necessary.

**Western Route GI - Dated: 07/06/14**

# Rule Book Module M3 - Managing incidents, floods and snow

## Section 5 - Snow

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

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

\* - 2 sets for fitting to diesel shunting locomotives

**Western Route GI - Dated: 09/06/2012**

## **Rule Book Module M3 – Managing incidents, floods and snow**

### **Section 6 - Independent snow ploughs**

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

- (a) PROHIBITED from using any crossover between Platforms.
- (b) PROHIBITED between Heathrow Airport Junction and Heathrow Terminals 4 and 5.
- (c) PROHIBITED from passing over the bridge at 210m 29ch between Chapelton and Barnstaple.
- (d) PROHIBITED between Bere Alston and Gunnislake.
- (e) PROHIBITED between Onllwyn and Neath and Brecon Junction.
- (f) Proceed with extreme caution through either platform at Llandoverly station.

**Western Route GI - Dated: 05/12/15**

# Rule Book Module P1 - Single line working

## CCTV crossings with no Attendant

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

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

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

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

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

The above instruction supplements Section 3.7 of the Module.

**Western Route GI - Dated: 26/04/14**

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

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

### Track Circuit Block lines - failure of points

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

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

### Track Circuit Block Lines – failure of track circuits

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

# - bi-directional line.

At or between	Line	Direction	Remarks
<b>GW103. Paddington to Uffington</b>			
Portobello Jn and Ladbroke Grove	Carriage Reception	Down	-
Ladbroke Grove and Old Oak Common	Engine & Carriage	Down	-
Hanwell Bridge Sidings	Hanwell Goods Loop	Up (Between Signals SN.236 and SN.241)	#
Southall East Jn and Heathrow Airport Jn	Down Main	Down	#
<b>GW108. Fordgate to Penzance</b>			
Saltash and St Budeaux Ferry Road	Single	Up	-
St. Pinnock and Largin	Single	Down	-
Truro and Penwithers Junction	Down	Down	#
Long Rock and Penzance	Single	See remarks	Provided that signal PZ.2 (protecting Long Rock level crossing) can be cleared, signal PZ.1 can be passed at Danger without a Pilotman. Provided that signal PZ.66 (Ponsandane) can be cleared, signals PZ.67,68,69,70 or 71 can be passed at Danger without a Pilotman.
<b>GW175. Greenford South Jn to Greenford Station</b>			
At or between GE22 and Greenford Bay Platform	Bay Line	Down	

At or between	Line	Direction	Remarks
<b>GW180. Heathrow Airport Junction to Heathrow Terminals 4 and 5</b>			
Heathrow Airport Jn and Heathrow Central (Terminals 1,2,3)	Down Airport	Down	#
Heathrow Central (Terminals 1,2,3) and Heathrow Airport Jn	Up Airport	Up	#
<b>GW184. Slough to Windsor</b>			
Slough	Bay line	Down	-
Slough (Bath Road Jn) and Windsor	Single	Up	-
<b>GW187. Twyford to Henley-on-Thames</b>			
Twyford and Henley-on-Thames	Single	Up	-
<b>GW310. Wolvercot Junction to Norton Junction</b>			
Wolvercot Junction and Charlbury Junction	Single	Up	One train only. Driver must obtain a special modified working ticket as directed by the Signaller. Tickets kept in a locked cabinet at Charlbury signal AW.2406
Evesham West Junction and Norton Junction	Single	Either	Drivers must obtain modified working ticket RT3177 at signals E2457 or E2453 at Evesham or from signal NJ9 at Norton Junction. Tickets kept in signal post telephone cabinets on the platforms at Evesham and in a cabinet near signal NJ9 at Norton Junction. Permitted for a maximum of three hours.



At or between	Line	Direction	Remarks
<b>GW454. Severn Beach to Narroways Hill Jn</b>			
Holesmouth Junction and Severn Beach	Holesmouth Junction and Severn Beach	Holesmouth Junction and Severn Beach	Holesmouth Junction and Severn Beach
<b>GW548. Parson Street Jn to Portbury</b>			
Ashton Junction and Portbury	Single	Either	Drivers must obtain modified working ticket RT3177 at signal B336 at Ashton Junction or from the shunter's cabin at Portbury. Tickets kept near the token machines in a blue folder. Permitted for a maximum of three hours.
<b>GW580. East Somerset Junction to Merehead/Cranmore</b>			
Merehead West and Merehead Quarry Jn	Single	Up	-
White's Crossing Siding	Siding line	From Merehead Quarry	-
<b>GW610. Crannaford LC (incl) to Exeter St David's</b>			
Pinhoe and Honiton	Single	Up	Driver must obtain modified working ticket RT3177 at Pinhoe as directed by the Signaller. Tickets kept in lockable box adjacent to signal EJ2.
<b>GW611. Exmouth Jn to Exmouth</b>			
Topsham and Exmouth	Single	Down	Driver must obtain modified working ticket RT3177 at Topsham as directed by the Signaller. Tickets kept in lockable box adjacent to signal EJ27.
<b>GW680. Penwithers Jn to Falmouth</b>			
Penryn and Falmouth Docks	Single	Both	Driver must obtain modified working ticket RT3177 at Penryn as directed by the signaller. Tickets kept in lockable boxes adjacent to signals T30 and T42. Must not involve use of ground frames at Falmouth. Permitted for up to two hours only.

At or between	Line	Direction	Remarks
<b>GW733. Sutton Bridge Jn to Aberystwyth</b>			
All single line sections - Welshpool and Machynlleth	Single	Either	-
Machynlleth and Dovey Junction	Single	Either	One train only.
Dovey Junction and Aberystwyth	Single	Either	One train only.
<b>GW734. Dovey Jn to Pwllheli</b>			
All single line sections - Dovey Junction and Pwllheli	Single	Either	-
<b>GW740. Maindee North Jn to Maindee East Jn</b>			
Maindee East Jn and Maindee North Jn	Hereford Loop	Up	Up line is for trains towards Little Mill Junction.
<b>GW770. Ebbw Vale Town to Gaer Junction</b>			
Ebbw Vale Town and Crosskeys	Single	Both	Drivers must obtain a modified working ticket as directed by the signaller at Signals PJ.1934 or PJ.1932.
Risca South Junction and Park North Junction	Single	Down	Drivers must obtain a modified working ticket as directed by the signaller at Signal PJ.1941.
Park North Junction and Risca South Junction	Single	Up	Drivers will be handed a modified working ticket by the Signaller at Park Jn signal box.
<b>GW810. Rhymney to Queen Street North Jn</b>			
Rhymney and Tir-Phil	Single	Either	
Tir-Phil and Bargoed	Single	Either	
<b>GW820. Cwmbargoed to Ystrad Mynach South</b>			
Cwmbargoed and Ystrad Mynach South	Single	Either	
<b>GW830. Merthyr Tydfil to Barry Island via Cardiff Queen Street</b>			
Pontypridd Junction and Pontypridd Station	Down/ Up Platform	Down	-
Barry Town to Barry Island	Single	Either	-
<b>GW834. Hirwaun to Abercynon</b>			
Abercwmboui Loop	Single	Up	-
Mountain Ash	Up Loop	Up	

At or between	Line	Direction	Remarks
<b>GW839. Queen Street South Jn to Cardiff Bay</b>			
Queen Street South Jn and Cardiff Bay	Single	Either	
<b>GW840. Radyr Junction to Cardiff, Radyr Branch Junction</b>			
Penarth Curve North Junction and Radyr Branch Junction	Single	Up	-
<b>GW850. Leckwith Loop North Junction to Leckwith Loop South Jn</b>			
Leckwith Loop South Junction and Leckwith Loop North Junction	Leckwith Loop (single)	Down	-
<b>GW864. Cogan Jn to Penarth</b>			
Cogan Junction to Penarth	Single	Either	-
<b>GW874. Bridgend (Llynfi Jn) to Maesteg</b>			
Tondu and Maesteg	Single	Both	Drivers will be handed a modified working ticket by the Signaller at Tondu signal box
<b>GW877. Tondu to Port Talbot Docks</b>			
Margam Abbey Works East Jn and signals PT.3483/ 3484	Down/ Up O.V.E	Up	-
Signals PT.3485/3484 and Margam Yard Junction	Down/ Up O.V.E	Down	-
<b>GW890. Court Sart Junction/Up Flying Loop Jn to Morlais Junction</b>			
Court Sart Junction and Signal PT.150	Down/Up R&SB	Down	-
<b>GW900. Pilning to Fishguard Harbour</b>			
Landore Junction and Swansea Loop West Junction	Single	Down	-
<b>GW9001. Landore Junction to Swansea</b>			
Swansea Loop East Junction and Swansea station	Up Main	Up	-
<b>GW910. Crarven Arms Junction to Llandeilo Junction</b>			
Hendy Junction and Morlais Junction	Llandeilo Branch (single)	Up	-
Pantyffynnon and Hendy Junction	Single	Either	Special authority cards must be completed
<b>GW930. Carmarthen Junction to Carmarthen Station</b>			
Carmarthen Junction and Carmarthen Station	Single	Down	-
<b>GW940. Carmarthen Station to Carmarthen Bridge Junction</b>			
Carmarthen Station and Carmarthen Bridge Junction	Single	Up	-
<b>GW960. Clarbeston Road to Milford Haven</b>			
Haverfordwest and Milford Haven	Single	Up	Provided that all other intermediate signals in the route concerned can be cleared, signals CR.24 or CR.28 or CR.32 (as appropriate) may be passed at Danger without a Pilotman.

Western Route GI - Dated: 21/01/17

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

### Section 7 - Modified working arrangements - Tokenless block lines

At or between	Remarks
<b>GW340 Worcester Shrub Hill and Shelwick Jn</b>	
Malvern Wells and Ledbury	Trains may be authorised to proceed by means of a written order before working by Pilotman is introduced.
Ledbury and Shelwick Junction	Trains may be authorised to proceed by means of a written order before working by Pilotman is introduced. For up direction trains, drivers must obtain modified working tickets as directed by the signaller from a lockable box at signal H102 at Shelwick Jn.

**Western Route GI - Dated: 17/02/14**

This page is intentionally blank

This page is intentionally blank

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

## Section 1.2 – Train signalled towards a wrong route

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

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

**Western Route GI - Dated: 05/03/16**

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

### Section 1.6 – Train stopped or nearly stopped at a signal at danger

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

Signalbox	Signal(s) concerned	Remarks
Worcester Shrub Hill	Up Main Home – SH2 Up Branch Home to Up Main – SH5 Up Branch Home to Down Main – SH8 Down Main Home - SH83	Stopping trains only
Par	Up Branch Home PR53	Applies only to trains booked to terminate at Par (see Local Instructions)
St. Blazey	Up Home (3 aspect colour light)	--
Severn Bridge Jn	Up platform	--
Gobowen	Down Home	Applies only to passenger trains booked to call at Gobowen station

**Western Route GI - Dated:11/04/16**



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

## Section 5 – Automatic warning system (AWS)

### AWS track equipment located ahead of a signal

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

### AWS track equipment on single and bi-directional lines

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

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

**Western Route GI - Dated: 05/03/16**

# Rule Book Module SP - Speeds

## Section 2.1 Permissible speeds and enhanced permissible speeds

### Permissible speed indicators with letters

This is what the letters mean:

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

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

### National exceptions to MU trains

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

**National GI - Dated: 07/12/13**

## Rule Book Module SP – Speeds

### Section 4 – Emergency speed restriction (ESR) - How emergency speed restrictions are set up

If an emergency speed restriction (ESR) is imposed and before the speed restriction equipment has been set up, the signaller will tell the driver of a train to pass over the ESR the actual speed limit that has been imposed by the engineer.

It will no longer be necessary for the drivers of all trains to proceed at no more than 20 mph prior to the erection of the speed restriction equipment but drivers must travel over the restriction at no more than the speed given by the signaller.

This also means that only trains which would normally be running at a speed higher than the ESR to be imposed will need to be cautioned by the signaller. For example, if an ESR of 60 mph is imposed, it will not be necessary to stop and advise the drivers of trains classes 6, 7 or 8.

**National GI - Dated: 06/09/14**

## Rule Book Module SS1 - Station duties and train dispatch

### Starting of Driver Only (D.O.) trains

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

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

**Western Route GI - Dated: 29/03/13**

# Rule Book Module SS1 - Station duties and train dispatch

## Starting of trains with a Guard from staffed platforms

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

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

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

Where station staff are not in attendance at a station listed in these instructions as being staffed, the instructions contained in Rule Book, Module SS1, Section3 regarding unstaffed platforms apply.

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

### Notes:

1. See separate instructions regarding Driver Only (D.O.) trains.
2. At Reading, all trains from platforms 1, 2 and 3 must be dispatched using RA (and CD indicator for trains with doors controlled by the Driver).
3. Westbury platform 1 is regarded as an UNSTAFFED platform for the dispatch of First Great Western services formed of class 14x and 15x trains.
4. Newport platform 1 and 4 are regarded as UNSTAFFED platforms, for the dispatch of Arriva Trains Wales, FGW and London Midland services formed of class 14x, 15x or 17x trains.
5. Port Talbot Parkway and Neath are regarded as UNSTAFFED stations between the hours of 22.00 and 06.00.

**Western Route GI - Dated: 07/06/14**

This page is intentionally blank

## Rule Book Module SS2 - Shunting

### Propelling on a running line

#### Propelling of Engineers' Trains

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

NOTE: \*Wrong direction only.

From	To
<b><u>GW105. UFFINGTON TO FORDGATE VIA BOX</u></b>	
Wootton Bassett Junction	88 mp
98m 60ch	Bathampton Junction
100m 78ch (Bathampton Junction end of Box Tunnel)	98m 60ch
*116 mp	North Somerset Junction
*North Somerset Junction	Dr Day's Junction
*Bedminster	116 mp
<b><u>GW200. DIDCOT TO HEYFORD</u></b>	
*Wolvercot Junction	69m 6ch (Kidlington)
69m 6ch (Kidlington)	Wolvercot Junction
<b><u>GW260. KENNINGTON JUNCTION TO MORRIS COWLEY</u></b>	
Morris Cowley	Kennington Junction
<b><u>GW310. WOLVERCOT JUNCTION TO NORTON JUNCTION</u></b>	
97¼ mp (between Campden crossing and Campden Tunnel)	101¼ mp (Honeybourne)
<b><u>GW340. WORCESTER SHRUB HILL TO SHELWICK JUNCTION</u></b>	
Malvern Wells	142 mp (Stoke Edith)
Ledbury	Henwick
<b><u>GW400. BARNT GREEN TO WESTERLEIGH JUNCTION</u></b>	
Blackwell	Stoke Works Junction
<b><u>GW450. STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION</u></b>	
Filton Junction	Stapleton Road
*Dr Day's Junction	Bristol East Junction
*North Somerset Junction	Dr Day's Junction
<b><u>GW454. NARROWWAYS HILL JUNCTION TO SEVERN BEACH</u></b>	
Bristol, Narrowways Hill Junction	St Andrew's Junction
St Andrew's Junction	Bristol, Narrowways Hill Junction

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

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



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

Western Route GI - Dated: 09/05/15

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

### Section 2.7 - Using the token as protection

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

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

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

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

The PICOP will then agree the T3 with the Signaller.

Western Territory GI - Dated: 07/01/16

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

### Section 5 - Movements over level crossings

#### Automatic half barrier crossing (AHBC) level crossing

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

#### GW108 Fordgate to Penzance

Victory

Bradford-on-Tone

Hele & Bradninch

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

Athelney

#### GW510 Westbury North Junction to Bathampton Junction

Greenland Mill

#### GW700 Gloucester Barnwood Junction to Severn Tunnel Junction

Naas

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

Leominster

Wellington (Herefordshire)

#### GW735 Shrewsbury, Crewe Jn to Nantwich

Shrewbridge Road

Newcastle Road

#### GW900 Pilning to Fishguard Harbour

Pontsarn

Llanboidy

Western Route GI - Dated: 05/03/16

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

### Section 5 - Movements over level crossings

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

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

#### GW735 Shrewsbury, Crewe Jn to Nantwich

Harlescott

Wem

Prees

Wrenbury

Nantwich

Western Route GI - Dated: 05/03/16

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

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

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

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

**Western Territory GI - Dated: 07/01/17**

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

### HB8 -Stabling and out-berthing of trains formed of empty coaching stock (ECS) on a bay or dead-end platform line

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

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

1. London Paddington, platforms 1-14
2. Hayes, platform 5
3. Twyford, platform 5
4. Reading station, platforms 1-3 and 4-6 (note the exception below)
5. Swindon, platform 2
6. Greenford, platform 2
7. Oxford, platform 2
8. Newbury, platform 3
9. Gloucester, platform 3
10. Heathrow Airport Terminal 4, platforms 1, 2 (note the exception below)
11. Heathrow Airport Terminal 5, platforms 3, 4 (note the exception below)

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

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

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

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

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

**Western Route GI - Dated: 14/01/17**

This page is intentionally blank

# Rule Book Module TS1 - General signalling regulations

## Regulation 13 - Safety of personnel

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

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

Routes and Locations on which T-COD may be used	Remarks  <i>(to include any Locations/Sections where T-COD cannot be used in addition to those in Rule Book)</i>
<b>GW105 - UFFINGTON TO FORDGATE VIA BOX</b>	
<b><u>Thingley Jn - North Somerset Jn</u></b> Down Main 97m 47ch - 104m 36ch Down Main 104m 63ch - 107m 15ch Down Main 107m 70ch - 116m 74ch Down Main 117m 01ch - 117m 34ch	
North Somerset Jn - Thingley Jn Up Main 117m 32ch - 117m 05ch Up Main 116m 73ch - 107m 37ch Up Main 107m 17ch - 105m 28ch Up Main 105m 01ch - 104m 63ch Up Main 104m 38ch - 98m 41ch	
<b><u>Bristol Loop</u></b> Down Bristol Loop Up Bristol Loop	

Routes and Locations on which T-COD may be used	Remarks  <i>(to include any Locations/Sections where T-COD cannot be used in addition to those in Rule Book)</i>
<p><b><u>Bristol TM station **</u></b>                      Platform 1                      Platforms 3/4                      Up Through and Middle Siding                      Platforms 5/6                      Platforms 7/8                      Platforms 9/10                      Platforms 11/12                      Down Through                      Platform 13</p>	<p>** - Additional Protection using T-CODs in this area is permitted <u>only</u> for track patrolling between the starting signals at each end of the station.</p>
<p><b><u>Bristol TM - Fordgate via Weston-S-Mare avoiding line</u></b>                      Down Main 118m 71ch - 119m 42ch                      Down Main 119m 50ch - 120m 20ch                      Down Main 121m 15ch - 124m 15ch                      Down Main 125m 40ch - 130m 36ch</p>	
<p>Down Weston-S-Mare Avoiding line 135m 11ch - 139m 59ch</p>	
<p>Down Main 138m 10ch - 145m 12ch                      Down Main 145m 67ch - 150m 78ch</p>	
<p><b><u>Fordgate - Bristol TM via Weston-S-Mare avoiding line</u></b>                      Up Main 151m 30ch - 145m 67ch                      Up Main 145m 12ch - 138m 10ch</p>	
<p>Up Weston-S-Mare Avoiding line 138m 00ch - 135m 19ch</p>	
<p>Up Main 129m 37ch - 124m 44ch                      Up Main 124m 33ch - 120m 28ch                      Up Main 120m 04ch - 119m 48ch                      Up Main 119m 38ch - 118m 74ch</p>	

Routes and Locations on which T-COD may be used	Remarks  <i>(to include any Locations/Sections where T-COD cannot be used in addition to those in Rule Book)</i>
<b>GW107 - WORLE JN TO UPHILL JN VIA WESTON-SUPER-MARE</b> Single Line 135m 16ch - 137m 02ch	
<b>GW108 - FORDGATE TO PENZANCE</b> <u><b>Fordgate - Taunton</b></u> Down Main 154m 63ch - 158m 42ch Down Main 158m 52ch - 161m 58ch Up Main 161m 47ch - 158m 37ch Up Main 158m 14ch - 154mp	St. Germans to Penzance
<u><b>Taunton - Exeter</b></u> Down Main 167m 54ch - 170m 10ch Down Main 171m 29ch - 178m 40ch Down Main 179m 32ch - 184m 12ch Down Main 185m 43ch - 189m 70ch Down Main 190m 18ch - 192m 42ch Up Main 192m 50ch - 190m 29ch Up Main 190m 15ch - 187m 15ch Up Main 185m 40ch - 179m 31ch Up Main 178m 48ch - 171m 65ch <u><b>Exeter - Newton Abbot</b></u> Down Main 195m 36ch - 200m 25ch Down Main 209m 14ch - 213m 39ch Up Main 213m 16ch - 209m 14ch Up Main 200m 46ch - 195m 16ch <u><b>Newton Abbot - Totnes</b></u> Down Main 214m 54ch - 220m 77ch Up Main 222m 32ch - 214m 57ch <u><b>Totnes - Plymouth</b></u> Down Main 223m 6ch - 230m 30ch	



Routes and Locations on which T-COD may be used	Remarks  <i>(to include any Locations/Sections where T-COD cannot be used in addition to those in Rule Book)</i>
Down Main 230m 43ch - 235m 18ch Down Main 235m 24ch - 239m 8ch Down Main 239m 13ch - 242m 58ch Down Main 244m 40ch - 245m 30ch Up Main 245m 41ch - 244m 40ch Up Main 243m 63ch - 242m 70ch Up Main 242m 44ch - 239m 34ch Up Main 239m 6ch - 235m 23ch Up Main 235m 18ch - 230m 43ch Up Main 230m 30ch - 223m 16ch <u><b>Plymouth - St. Germans</b></u> Down Main 247m 45ch - 249m 29ch Up Main 248m 62ch - 247m 45ch Single 250m 27ch - 251m 20ch Down Main 251m 57ch - 256m 30ch Up Main 256m 47ch - 251m 57ch	
<b>GW400 BARNT GREEN (EXCL.) TO WESTERLEIGH JN VIA DUNHAMPSTEAD</b> <u><b>Charfield - Westerleigh Jn</b></u> Down Charfield 109m 10ch - 112m 45ch Down Charfield 113m 09ch - 119m 66ch Down Charfield 120m 02ch - 121m 06ch	Barnt Green to Charfield
<u><b>Westerleigh Jn - Charfield</b></u> Up Charfield 121m 06ch - 120m 16ch Up Charfield 118m 49ch - 113m 18ch Up Charfield 112m 55ch - 111m 67ch	
<b>GW450 STOKE GIFFORD JN TO BRISTOL EAST JN</b> <u><b>Stoke Gifford Jn - Dr Days Jn</b></u> Down Filton 2m 76ch – 2m 8ch Down Filton 1m 79ch - 1m 36ch <u><b>Dr Days Jn - Stoke Gifford Jn</b></u> Up Filton 1m 25ch - 1m 69ch Up Filton 2m 11ch – 3m 48ch	Dr Days Jn to Bristol East Jn
<b>GW4501 STOKE GIFFORD JN TO BRISTOL BULK HANDLING TERMINAL</b> <u><b>Stoke Gifford Jn - St Andrews Jn</b></u> Up / Down Stoke Gifford 112m 08ch - 112m 35ch	St Andrews Jn to Bristol Bulk Handling Terminal

Routes and Locations on which T-COD may be used	Remarks  <i>(to include any Locations/Sections where T-COD cannot be used in addition to those in Rule Book)</i>
<p><b><u>Stoke Gifford Jn - St Andrews Jn</u></b>  Down Branch 117m 25ch - 117m 70ch  Down Branch 117m 76ch - 118m 25ch  Up / Down Arrival 14m 30ch - 14m 71ch  Up / Down Departure 14m 75ch - 14m 58ch  Up Branch 118m 40ch - 117m 76ch  Up Branch 117m 70ch - 117m 25ch  Up Branch 117m 16ch - 116mp</p>	
<p><b>GW480 SWINDON TO STANDISH JN</b>  <b><u>Sapperton Short Tunnel - Kemble</u></b>  Up Kemble 93mp – 91m 57ch</p>	Standish Jn to Sapperton Short Tunnel and Kemble to Swindon
<p><b>GW500 READING TO COGLOAD JN VIA WESTBURY AND FROME A/LS (BERKS &amp; HANTS LINE)</b>  <b><u>Lavington - Somerton via Westbury and Frome avoiding lines</u></b>  Down Westbury 89m 60ch - 94m 29ch  Down Westbury Avoiding 94m 48.5ch - 96m 62ch  Down Westbury 111m 19ch - 114m 32ch  Down Frome Avoiding 114m 43ch - 116m 28ch  Down Westbury 116m 51ch - 119m 32ch  Down Westbury 120m 50ch - 129m 02ch  Down Westbury ** 129m 26ch - 129m 50ch  Down Athelney 115m 42ch - 126m 04ch</p>	Reading to Lavington  ** - Additional Protection using T-CODs in this area is permitted <u>only</u> for track patrolling between the starting signals at each end of the station.
<p><b><u>Athelney - Heywood Road Jn via Frome and Westbury avoiding lines</u></b>  Up Athelney 127m 43ch - 126m 17ch  Up Westbury ** 129m 49ch - 129m 26ch  Up Westbury 129m 10ch - 122m 06ch  Up Westbury 120m 41ch - 116m 74ch  Up Frome Avoiding 116m 31ch - 114m 50ch  Up Westbury 114m 38ch - 111m 32ch  Up Westbury Avoiding 96m 76.5ch - 94m 59ch  <b><u>Westbury Station Area **</u></b>  Platform 1 109m 59ch to 109m 72ch  Platform 2 109m 60½ch to 109m 72ch  Platform 3 109m 61ch to 109m 71ch  <b><u>Frome Station - Blatchbridge Jn</u></b>  Single Line 115m 57.5ch - 116m 37ch  <b><u>Athelney - Cogload Jn</u></b>  Down Athelney 135mp - 158m 32ch  Up Athelney 158m 14ch - 136m 49ch</p>	** - Additional Protection using T-CODs in this area is permitted <u>only</u> for track patrolling between the starting signals at each end of the station.

Routes and Locations on which T-COD may be used	Remarks  <i>(to include any Locations/Sections where T-COD cannot be used in addition to those in Rule Book)</i>
<b>GW5001 BEECHGROVE GF (INCL.) TO WESTBURY SOUTH JN</b> <u>Salisbury - Westbury</u> Up Salisbury 119m 25ch - 115m 43ch Up Salisbury 114m 40ch - 114m 30ch Down Salisbury 110m 57ch - 114m 40ch Down Salisbury 115m 60ch - 117m 40ch	
<b>GW510 WESTBURY NORTH JN TO BATHAMPTON JN</b> <u>Bradford Jn - Westbury</u> Down Trowbridge 109m 10ch - 105m 54ch Down Trowbridge 104m 42ch - 8m 17ch (change of mileage) Up Trowbridge 104m 43ch - 109m 09ch <u>Freshford - Bathampton Junction</u> Down Trowbridge 5m 40ch - 2m 66ch	Bradford Jn to Freshford
<b>GW523 THINGLEY JN TO BRADFORD JN</b> Single 103m 62ch - 104m 28ch	
<b>GW572 FROME NORTH JN TO WHATLEY QUARRY</b> Single Line 0m 20ch - 3m 58ch	
<b>GW580 EAST SOMERSET JN TO CRANMORE</b> <u>East Somerset Jn - Merehead</u> Single Line 0m 28.5ch - 3m 23ch	Merehead to Cranmore
<b>GW600 - WOOTTON BASSETT JN TO PILNING</b> <u>Hullavington - Pilning</u> Down Badminton 96m 47ch - 99m 62ch Down Badminton 104m 22ch - 104m 52ch Down Badminton 104m 63ch - 107m 06ch Down Badminton 107m 21ch - 110m 52ch <u>Pilning - Hullavington</u> Up Badminton 110m 49ch - 107m 20ch Up Badminton 107m 07ch - 104m 63ch Up Badminton 99m 62ch - 96m 47ch	
<b>GW606 - COWLEY BRIDGE JN TO BARNSTAPLE</b> Single 173m 63ch - 178m 55ch	Crediton to Barnstaple

Routes and Locations on which T-COD may be used	Remarks  <i>(to include any Locations/Sections where T-COD cannot be used in addition to those in Rule Book)</i>
<b>GW610 - CRANNAFORD TO EXETER ST. DAVIDS</b> Down Waterloo 168m 40ch - 170m 9ch Up Waterloo 170m 17ch - 168m 40ch	Exmouth Jn to Exeter St. Davids
<b>GW611 - EXMOUTH JN TO EXMOUTH</b> Up/Down Exmouth 0m 5ch - 4m 11ch	Topsham to Exmouth
<b>GW620 - NEWTON ABBOT WEST JN TO PAIGNTON</b> Down Torbay 214m 57ch - 221m 75ch Up Torbay 221m 77ch - 214m 57ch	
<b>GW730 SHREWSBURY, SEVERN BRIDGE JN (EXCL.) TO NEWPORT, MAINDEE WEST JN (NORTH AND WEST LINE)</b> <u>Little Mill Jn - Panteg</u> Down Main 31m 78ch - 32m 28ch Up Main 31m 72ch - 30m 60ch	Shrewsbury, Severn Bridge Jn (excl.) to Little Mill Jn
<b>GW900 PILNING TO FISHGUARD HARBOUR</b>  <u>Leckwith Loop to Margam East Junction</u> Down Main 173m 42ch - 174m 20ch Down Main 176m 40ch - 177m 40ch Down Main 182m 04ch - 186m 38ch Down Main 186m 56ch - 187m 56ch Down Main 191m 24ch - 194m 08ch Down Main 194m 76ch - 198m 58ch Down Main 198m 68ch - 200m 23ch  <u>Port Talbot East (Taibach) to Leckwith</u> Up Main 202m 03ch - 200m 39ch Up Main 200m 23ch - 198m 69ch Up Main 198m 57ch - 194m 77ch Up Main 194m 29ch - 191m 25ch Up Main 190m 38ch - 189m 11ch Up Main 186m 55ch - 183m 35ch	Pilning to Leckwith Loop and 200m 23ch to Fishguard Harbour

### **Regulation 13.2.4 Additional protection**

#### **Disconnecting signalling equipment - Use of lineside lockout device**

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)

### **Detonator protection**

#### **Single lines with acceptance levers**

When additional protection is to be provided by detonator protection on the following single lines, it is only necessary to provide detonator protection at one end of the section.

- Worcester Shrub Hill - Henwick
- Worcester Tunnel Junction – Henwick

The COSS must get an assurance from the Signaller that reminder appliances have been placed on the appropriate acceptance lever and stop signal lever.

#### **Reversibly signalled lines - Patrolman's Protection Devices**

Where Patrolman's Protection Devices are provided in sections of 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 or SWL 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/SWL/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 EPR will be applied as additional protection to protect the work.

**Western Route GI - Dated: 30/08/16**

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

### Regulation 5.1 – Failure of signalling equipment – Immediate actions

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

Western Route GI - Dated: 06/09/14

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

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

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

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

Western Route GI - Dated: 05/03/16

# Rule Book Module TW1 - Preparation and movement of trains

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

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

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

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

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

Mileage	At or between	Tunnel name
<b>GW105. Uffington to Fordgate via Box</b>		
101m 39ch to 101m 48ch	Box Tunnel and Bathampton Jn	Middle Hill
111m 57ch to 111m 65ch	Twerton Long Tunnel and Keynsham	Saltford
116m 41ch to 116m 48ch	St. Annes Park Tunnel No. 3 and Bristol East Depot	St. Annes Park No. 2
123m 61ch to 123m 66ch	Parson Street Jn and Nailsea & Backwell	Flax Bourton
<b>GW300. Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill</b>		
120m 79ch to 121m 09ch	Worcester Tunnel Jn to Droitwich Spa	Rainbow Hill
<b>GW310. Wolvercot Jn to Norton Jn</b>		
97m 47ch to 98m 07ch	Campden LC and Honeybourne GF	Campden
<b>GW430. Yate Middle Jn to Tytherington</b>		
5m 46ch to 5m 56ch	Latteridge LC and Tytherington	Tytherington
<b>GW4501. Stoke Gifford Jn to Bristol Bulk Handling Terminal</b>		
113m 79ch to 114m 12ch	B.A.C. LC and Hallen Moor East	Charlton
<b>GW454. Severn Beach to Narrowways Hill Jn</b>		
5m 06ch to 4m 07ch	Sea Mills and Clifton Down	Clifton Down
2m 61ch to 2m 47ch	Montpelier and Narrowways Hill Jn	Montpelier
<b>GW480. Swindon to Standish Jn</b>		
90m 41ch to 90m 60ch	Minety LC and Kemble	Kemble
94m 50ch to 94m 66ch	Kemble and St. Mary's LC	Sapperton Short
<b>GW510. Westbury North Jn to Bathampton Jn</b>		
7m 25ch to 7m 18ch	Bradford Jn and Bradford-on-Avon	Bradford
<b>GW700. Gloucester Barnwood Jn to Severn Tunnel Jn</b>		
125m 08ch to 125m 19ch	Westbury LC and Awre LC	Newnham

**Western Route GI - Dated: 07/12/13**

# Rule Book Module TW1 - Preparation and movement of trains

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

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

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

GW103	Paddington to Uffington
GW105	Uffington to Fordgate via Box
GW107	Worle Junction to Uphill Junction via Weston-super-Mare
GW108	Fordgate to St. Budeaux (Ferry Road)
GW108	Saltash to Penzance
GW110	Old Oak Common West to South Ruislip
GW117	Greenford East Junction to Greenford South Junction
GW130	Acton Wells Junction (route Boundary) to Acton Main Line
GW174	West Ealing to Greenford West Junction
GW175	Hanwell to Drayton Green Junction
GW200	Didcot Parkway Station to Heyford
GW220	Reading, Oxford Road Junction to Reading West Junction
GW240	Didcot East Jn to Didcot North Jn via Avoiding Line
GW250	Foxhall Jn to Didcot West Curve Jn
GW300	Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill Station
GW310	Wolvercot Junction to Norton Junction
GW370	Droitwich Spa to Cutnall Green
GW400	Barnt Green (exclusive) to Westerleigh Junction
GW450	Stoke Gifford Junction to Bristol East Junction
GW4501	Stoke Gifford Junction to Bristol Bulk Handling Terminal
GW480	Swindon to Standish Junction
GW490	Gloucester Yard Junction to Horton Road Junction
GW500	Reading to Cogload Junction via Westbury and Frome avoiding lines
GW510	Westbury North Junction to Bathampton Junction
GW523	Thingley Junction to Bradford Junction
GW530	Bristol, North Somerset Junction to Dr Day's Junction
GW540	Filton Junction to Patchway Junction
GW560	Heywood Road Junction to Fairwood Junction via Westbury
GW580	East Somerset Junction to Merehead Quarry Junction Merehead Quarry Junction to Merehead Quarry
GW600	Wootton Bassett Junction to Pilning
GW610	Exmouth Junction to Exeter St David's
GW611	Exmouth Junction to Exmouth
GW620	Newton Abbot West Junction to Paignton
GW660	Par to St. Blazey Depot
GW700	Gloucester, Barnwood Junction to Severn Tunnel Junction
GW730	Severn Bridge Jn to Newport, Maindee West Jn
GW731	Severn Bridge Jn to Crewe Jn
GW735	Shrewsbury, Crewe Jn to Nantwich



GW740	Maindee North Junction to Maindee East Junction
GW830	Cardiff Central to Barry
GW870	Barry to Bridgend, Barry Junction
GW877	Margam to Port Talbot Docks
GW890	Swansea District Line
GW897	Grovesend Colliery Loop Junction to Hendy Junction
GW900	Pilning to Carmarthen Junction
GW9001	Landore Junction to Swansea
GW906	Swansea Loop East Junction to Swansea Loop West Junction
GW910	Pantyyffynnon to Llandeilo Junction
GW930	Carmarthen Junction to Carmarthen Station

**NOTE :**

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

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

1. When running light or being hauled 'dead', not more than **five** locomotives coupled together are permitted.

When hauling a train, not more than **two** locomotives (or **three** Class 253/4 power cars) coupled together are permitted, except when the formation can consist of:

- a. **Three** locomotives of RA5 or less.
- b. **Two** locomotives of RA5 or less, plus **one** locomotive of RA6.

A formation consisting of locomotives as 2. above but with locomotives at both ends of a train is permitted, provided the train between them consists of:

- c. A minimum of 6 bogie vehicles or
- d. A minimum of 12 non-bogie vehicles.

Extra locomotives to the numbers above **must not** be used to clear a failed train.

**Western Route GI - Dated: 07/06/14**

## Rule Book Module TW1 - Preparation and movement of trains

### Section 8 – Doors on passenger, postal and parcel trains

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

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

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

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

Western Route GI - Dated: 07/12/13

## Rule Book Module TW1 - Preparation and movement of trains

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

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

Western Route GI - Dated: 05/03/16

## Rule Book Module TW1 - Preparation and movement of trains

### Section 14 - Lights on trains - Class 14x and 15x trains

Due to very limited battery capacity (up to 30 minutes depending on battery condition) the headlight, marker lights and tail lamps cannot be relied upon to continue functioning after failure or shut down of the engine on that vehicle. Battery charge cannot be supplied from other vehicles in the formation.

If the Driver becomes aware of an engine failure, he must stop the train at the next signal and identify the vehicle on which the engine has failed. If the engine concerned is on the leading or trailing vehicle and cannot be restarted, the Driver must report the incident to the Signaller. The light(s) must be treated as having failed and the trains must be dealt with in accordance with Module TW5.

Western Route GI - Dated: 05/03/16

## Rule Book Module TW1 - Preparation and movement of trains

### Section 20 - Permissive working

At Western and Wales Routes through platform lines shown as permissive in Table A of this Appendix, the Signaller is not permitted to clear the signal for a movement to enter an occupied platform line unless the platform starting signal is at danger. Similarly, the Signaller is not allowed to clear the platform starting signal until any movement signalled in on a permissive aspect has been completed.

Western Route GI - Dated: 05/03/16

## Rule Book Module TW1 – Preparation and movement of trains

### Section 32, Single lines worked with a token or with or without a train staff

#### Persons other than Signaller authorised to give/take Train Staff or Token to/from the Driver

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

**Western Route GI - Dated: 07/12/13**

## **Rule Book Module TW1 - Preparation and movement of trains**

### **Section 36.1 – Train shunted clear of the line or entering loop lines on other than track circuit block (TCB) lines**

If the Signaller cannot be told by telephone that the train is complete, the Driver must give a handsignal as follows:

- By day - one arm raised above the head.
- At night or during fog or falling snow - a white light held steady.

The Driver must show the handsignal until the Signaller acknowledges it by repetition.

**Western Route GI - Dated: 07/12/13**

This page is intentionally blank

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

### Section 4 - Automatic warning system (AWS)

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

Western Route GI - Dated: 07/12/13

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

### Section 6 - Door defects on passenger vehicles

For the purposes of applying the rule, Swansea Landore, Cardiff Canton, Penzance and Old Oak Common must be regarded as “somewhere other than a maintenance depot” as far as *exterior doors on HST trailer vehicles* are concerned.

Western Route GI - Dated: 07/12/13

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

### Section 11 - Emergency bypass switch (EBS)

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

- Shelwick Jn (from Ledbury)
- Topsham (from Exmouth)

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

Western Route GI - Dated: 05/03/16

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

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

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

Western Route GI - Dated: 05/03/15

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

### **Section 26, Clause 26.4 - Moving vehicles with wheelskates**

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

For locations concerned, see separate entry about axle counters.

**Western Route GI - Dated: 05/03/16**

## **Rule Book Module TW8 - Level crossings - drivers' instructions**

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

**Western Route GI - Dated: 12/07/14**

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

## Clause 2 - Blocking the line

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

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

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

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

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

- at the end from which the train is to be driven, or
- at both ends of the train if it can be driven from either end.

Signallers must record the details on their line blockage form.

**Western Route GI - Dated: 05/07/14**

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

## Section 4, Clause 4.2 - Handing over to another COSS or a SWL

If you are a new COSS taking duty you must tell the Signaller

If you are the new COSS when a signal box that has been closed is reopened, you must tell the signaller that the COSS has changed.

Where a PC is appointed, the PC must carryout the role of the COSS as described above when applicable.

**Western Route GI - Dated: 07/06/14**

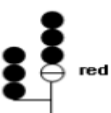
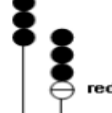
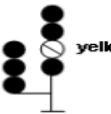
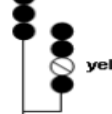
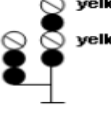
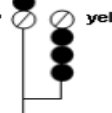
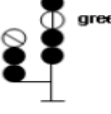
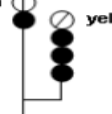
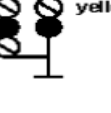

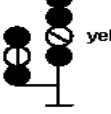



This page is intentionally blank

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

## Splitting distant signal

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

Aspect displayed – left-hand diverging junction	Description of aspect and meaning	Aspect displayed – right-hand diverging junction
a)  red	<b>DANGER - STOP</b>	 red
b)  yellow	<b>CAUTION – PROCEED:</b> Be prepared to stop at the next signal.	 yellow
c)  yellow	<b>PRELIMINARY CAUTION – PROCEED:</b> Be prepared to find the next signal displaying one yellow light for the straight ahead route.	 yellow
d)  yellow	<b>CLEAR – PROCEED:</b> Next signal displaying a proceed aspect for the straight ahead route.	 green
e)  yellow	<b>PRELIMINARY CAUTION - PROCEED:</b> Next signal displaying one yellow light with junction indicator lit for the diverging route. Be prepared to stop at first signal beyond the junction on diverging route.	 yellow
f)  green	<b>CLEAR – PROCEED:</b> Next signal displaying a proceed aspect with junction indicator lit for the diverging route. The first signal beyond the junction on diverging route will also be displaying a proceed aspect.	 green

**NOTES:**

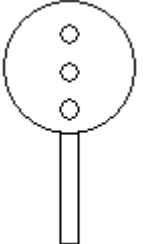
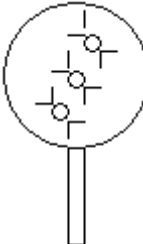
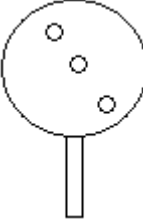

1. AWS clear (bell) indications will be given when either signal head shows a green, i.e. as shown in examples d) and f). The AWS and example b) may be different from the arrangements on other Routes.

2.

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

**Loading/ unloading indicators**

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

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

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

### **Worcester Shrub Hill - semaphore signals**

Two disc shaped signals, one above the other, are provided under the station canopy approximately midway along the Down Platform line. ***The larger (upper) signal is the Down Main starting signal*** and must be treated as a semaphore main stop arm as described in section 3.2 of Handbook RS/521.

The smaller (lower) signal is the ***Down Main calling-on signal*** and must be regarded as a semaphore subsidiary calling-on arm as described in section 3.4 of Handbook RS/521.

### **Semaphore shunting signals that display a white light**

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

### **Points Indicators**

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

**Western Route GI - Dated: 05/03/16**

## **‘ONE SHOT’ (EMERGENCY) SANDING EQUIPMENT**

Where this equipment is fitted, each driving cab carries one application of sand. Once the equipment has been operated from that cab, the sand containers need to be replaced before the equipment can be used again.

The conditions under which trains may enter and continue in service should be contained in each TOCs contingency plan.

### **Driver’s actions**

You must not use the emergency sanding equipment when you think railhead conditions are so poor that any of the following will happen unless sand is applied:

- Signal passed at Danger
- Collision with buffer stop
- Collision at level crossing
- Any other collision or derailment.

You must not use the equipment to contain or prevent a station platform overrun, unless you also need to avoid one of the above. Do not use the equipment as a means of reducing wheelslip when under power.

If the equipment deploys sand for whatever reason you must stop immediately, contact the Signaller by cab radio (or, by signal post telephone or other available means if this would be quicker,) and report the following:-

- that the ‘one-shot’ sanding equipment has operated
- why it operated, i.e. for a genuine emergency or due to system fault or operated in error
- between which locations the equipment operated, and over what distance
- Unit and vehicle number on which the equipment operated.

### **Signaller’s actions**

If a Driver tells you that the automatic sanding equipment has been operated, you must treat all cases as “low” or “exceptionally poor” railhead adhesion (as appropriate) and carry out Rule Book Module TW1 section 28.1.

### **Operations Control actions**

If a Signaller tells you that the automatic sanding equipment has been operated, you must treat all cases as “low” or “exceptionally poor” railhead adhesion (as appropriate) and carry out Rule Book Module TW1 section 28.1.

### **Operations Control actions**

When told of a one-shot (emergency) sander operation, the Duty Manager must:

- check with the relevant TOC Control Manager that he is aware of the incident, so that arrangements can be made to have the sand cylinders replaced
- arrange OTMR (data recorder) download where provided
- report details to the National Control Centre.

**Western Route GI - Dated: 07/12/13**

# **ANIMALS ON THE LINE**

## **NOTICE TO TRAINCREW, SIGNALLERS AND CONTROLLERS**

Where the rules and regulations (General Signalling Regulation 18.2 and Rule Book Module TW1 section 43) require that trains be cautioned because of animals on the line, this procedure need not be applied providing that the animals are:

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

However, drivers are still required to make an initial report of the animals being 'on the line' and maintenance response teams are mobilised to establish where the animals gained access to the line and where necessary effect repairs.

Once a report is received from a driver, then a general call will be put out via GSM-R / CSR to all trains in the area, advising them of the approximate vicinity of the incursion and that they are not required to stop to report the incident.

Drivers are advised that if they believe the safety of trains is at risk then they are instructed to carry out the relevant provisions of the Rule Book.

## **SWANS ON THE LINE**

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

**Western Territory GI - Dated: 07/05/16**

## ASSISTING TRAINS ON STEEP GRADIENTS - LOW RAIL ADHESION

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

Newton Abbot to Laira Junction

Laira Junction to Newton Abbot

Bodmin Parkway to Liskeard

Bromsgrove to Blackwell

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

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

**Western Route GI - Dated: 05/08/06**

## BRIMONT ROAD/RAIL TUG UNIT AND TUNNEL MAINTENANCE UNIT

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

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

**Western Route GI - Dated: 07/06/14**

## CLASS 15X/17X UNITS WORKING ON REDUCED TRACTION POWER

Special arrangements must be made for Class 15X/17X units when proceeding between Bromsgrove and Blackwell with one or more engines not available for traction. Operations Control must be told of any such technical problems, whether by the Driver via the Signaller or by the TOC Control.

Operations Control must ascertain that local weather conditions are suitable and that there are no emergency or temporary speed restrictions which would prevent an unimpeded run over the section concerned. Arrangements must be made with the Signaller for a 'clear run' to be provided between signals BA3630/WB5899 at Stoke Works Junction and signal BA3598 at Blackwell, with the train routed via the Up Gloucester line (Platform 2) at Bromsgrove station. If the train is timetabled to call at Bromsgrove, a 'not to call' order must also be issued for that station at Worcester Shrub Hill or Cheltenham Spa as convenient.

Western Route GI - Dated: 07/11/16

## CLASS 220/221 TRAINS WORKING ON REDUCED TRACTION POWER

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

Western Route GI - Dated: 07/11/16



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

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

1. Fleet Maintenance personnel (or anyone else) becoming aware of any defect requiring an HST train to run at reduced speed must immediately report the details to TOC Control. ***If the train has to be stopped out of course in order to do this, the Driver must tell the Signaller immediately as for any other incident.***
2. TOC Control must tell Operations Control and must arrange entry of the necessary details into the POIS defect system.
3. Having reached a clear understanding on the details and the restriction that must apply, TOC Control must instruct the Person in Charge at the starting point of the train's next journey to fill in a Reduced Speed Certificate (*see example on next page*) and hand it to the Driver. The certificate must indicate which vehicle(s) are defective, the relevant code letter and the nature of the restriction.
4. If the starting point of the next journey is unstaffed or it has not been possible to contact any staff on duty there, TOC Control must arrange to tell the Driver about the restriction by the quickest possible means (including cab fixed radio if necessary). This need NOT apply when TOC Control is sure that the next journey is to be worked by the same Driver and he is already aware. Whichever is the case, TOC Control must arrange for the certificate to be issued at the next suitable stopping point of that train.

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

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

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

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

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

[for details of defect codes, see overleaf]

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

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

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

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

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

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

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

**Western Route GI - Dated: 04/04/09**

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

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

**1. Lines over which assistance must always be provided**

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

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

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

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

- a) the train comprises more than 8 trailer vehicles.
- b) rail head conditions in the area concerned are reported as poor, for example during falling snow, severe frost, drizzle or period of leaf fall.
- c) other technical problems exist with the train, to which the driver or the train operator's fleet controller will draw attention.
- d) signalling equipment failures or temporary / emergency speed restrictions exist in the section preventing an unchecked run being made.

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

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

- a) the appropriate train operator's fleet controller must obtain the permission of Network Rail operations control,
- b) Network Rail operations control must ascertain that local weather conditions are suitable, and arrange (as far as is practicable) with the controlling signaller for a "clear run" to be provided as indicated below:

From	To	Remarks
Signal E90 (West of Newton Abbot)	Signal E94 (West of Dainton)	--
Signal E94 (West of Dainton)	Signal DM227 (Marley Tunnel)	Applicable only to trains formed with 8 trailer vehicles. Train must <u>not</u> stop at Totnes or be routed via the Down Platform Line thereat.
Signal E98/E198 (Totnes)	Signal DM227 (Marley Tunnel)	Applies to trains formed with 7 trailer vehicles or less.
Signal E3/E203 (Totnes)	Signal E7 (East of Dainton)	--
Plymouth Station	Signal UM235 (Ivybridge)	--
Par	St Austell	--
Signal E190 (West of Newton Abbot)	Paignton	Applies only to trains formed with 8 trailer vehicles. Train must <u>not</u> stop at Torquay.
Paignton	Signal E109 (West of Newton Abbot)	Applies only to trains formed with 8 trailer vehicles. Train must <u>not</u> stop at Torquay.
Torquay	Signal E109 (West of Newton Abbot)	Applies only to trains formed of 7 trailer vehicles or less.
Signal BA3640 (Oddingley)	Signal BA3598 (Blackwell)	Applies only to trains formed with 6 trailer vehicles or more. Trains must be routed through the Up Gloucester line (Platform 2) at Bromsgrove station.
Signal BA3630 (near Stoke Works Junction)	Signal BA3598 (Blackwell)	Applies only to trains formed with 5 trailer vehicles or less. Trains must be routed through the Up Gloucester line (Platform 2) at Bromsgrove station.
Signal PT255 (Llandeilo Jn)	Signal PT.261 (Swansea Loop West Jn)	--

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

#### **4. If the unassisted HST stops in section**

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

- The driver must not attempt to re-start the train against the gradient until assistance is provided \*.

or

- If the train which is low-powered is capable of being driven from the cab which will become leading, arrangements may be made to return the train to a location in rear as instructed by the signaller. The line must be considered blocked and the wrong direction movement must be authorised and conducted in accordance with Rule Book Module TW7. #

NOTES:

*\* Exceptionally, the train may continue from Plymouth station to Tavistock Junction, or from Oddingley to Bromsgrove (as appropriate) if this would facilitate assistance.*

*# catch points are provided on the up line between Bromsgrove and Blackwell at 55m 8ch and 53m 71ch which are secured out of use. Before authorising this arrangement between these locations the signaller must remind the driver of the location of the catch points. The driver must stop short of these catch points and ensure they are secured in the correct position before passing over them.*

Drivers are reminded that authority to proceed unassisted over gradients steeper than 1 in 80 will be given subject to a clear run being achieved on the approach to and over such gradients. Any attempt to restart the train on, or on the approach to, such gradients will potentially cause considerable damage to the power car.

**Western Route GI - Dated: 07/11/16**

## DIRECT-LINE TELEPHONES

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

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

Reminder stickers are provided at the telephones concerned.

**Western Route GI - Dated: 05/08/06**

## DRIVER ONLY OPERATION

### Passenger (DOO – P)

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

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

### Non-Passenger (DOO - NP)

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

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

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

**Western Route GI - Dated: 17/02/14**

## Dynamic Risk Assessment

This notice is to advise that Dynamic Risk Assessment process is authorised for use under trial conditions.

The purpose of DRA is to provide a continuous assessment of risk in the rapidly changing circumstances of an operational incident, in order to implement control measures necessary to make certain of an acceptable level of safety

Its application should be applied by operational management staff seeking to assess operational system risk, and identify control measures that deliver a safety benefit in rapidly changing operational incidents affecting the normal operation of the railway.

The Scope of DRA is currently restricted for trial purposes to London South Eastern route (Anglia, Kent Sussex), LNW route, Scotland route and Western Route.

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

**Western Route GI - Dated: 01/02/14**

## ELECTRIC POINT HEATERS

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

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

**Western Route GI - Dated: 05/08/06**

## ENERGY CONSERVATION - COASTING BOARDS FOR HIGH SPEED TRAINS

Reflective white diamond boards are provided at certain locations. These apply to Class 180/253/254 trains only and are positioned to allow a train to coast to approximately 100 mph prior to braking for a booked station stop or permanent speed restriction, as appropriate.

**Western Route GI - Dated: 05/08/06**

# **EUROPEAN RAIL TRAFFIC MANAGEMENT SYSTEM (ERTMS)**

## **WALES ROUTE - CAMBRIAN LINES**

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

GW733 Sutton Bridge Junction to Aberystwyth

GW734 Dovey Junction to Pwllheli

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

### **ERTMS RULE BOOK ITEMS:**

## **Rule Book Module M3 – Managing incidents, floods and snow**

### **Section 6 - Independent snow ploughs**

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

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

**Wales Route GI - Dated: 05/12/15**

## **Rule Book Module P2 - Working single and bi-directional lines by pilotman**

### **Section 1, Clause 1.1 - Circumstances**

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

### **Section 1, Clause 1.2 - Exceptions**

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

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

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

**Wales Route GI - Dated: 05/12/15**

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

### **Section 1, Clause 1.1 – When to contact the signaller**

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

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

**Wales Route GI - Dated: 07/06/15**



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

## Section 3, Clause 4 – During the movement

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

Wales Route GI - Dated: 07/06/14

# Rule Book Module SP - Speeds

## Section 2 - Permissible speeds

### Speed signs

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

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

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

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

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

## Section 4 - Emergency speed restriction (ESR)

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

#### Down direction

The signaller will advise drivers of down trains if an ESR

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

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

#### Up direction

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

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

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

Wales Route GI - Dated: 05/12/15

# Rule Book Module SS1 - Station duties and train dispatch

## Section 3 - Train dispatch

### Starting of ERTMS passenger trains

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

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

Wales Route GI - Dated: 07/06/14

# Rule Book Module SS2 – Shunting

## Section 5.1 – General

### ERTMS Movements in SH mode passing block markers

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

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

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

### Passing block markers in SH mode when propelling

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

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

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

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

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

- MH1256,
- MH1257

Wales Route GI - Dated: 09/05/15

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

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

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

## Section 2, Clause 2.3 - Arranging to block the line

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

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

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

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

(\*) shows SvL for extended overlap only

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

## Section 4 – Train movements

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

Wales Route GI - Dated: 05/12/15

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

### **Section 7 - Train approaching a defective main aspect on TCB or ERTMS lines or approaching an EOA without an MA**

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

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

**Wales Route GI - Dated: 05/12/15**

## **Rule Book Module TW1 - Preparation and movement of trains**

### **Section 26, Clause 26.1 - Authority for propelling**

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

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

**Wales Route GI - Dated: 07/06/14**

## **Rule Book Module TW7 – Wrong-direction movements**

### **Section 1, Clause 1.2 - Driver getting authority**

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

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

**Wales Route GI - Dated: 07/06/14**

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

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

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

(\*) shows SvL for extended overlap only

Wales Route GI - Dated: 07/06/14

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

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

a.) When this procedure can be used

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

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

This excludes any blockage of the Aberystwyth siding.

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

Wales Route GI - Dated: 05/12/15

# ERTMS GENERAL ITEMS

## ERTMS Level 2 Lineside signs

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

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

See handbook RS/521 Section 4

## ERTMS geographical position function

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

## Position-light signals

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

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

## DMI display – operating modes

### Non-leading (NL) mode

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

## ERTMS train awakening areas

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

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

## SH selected by driver

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

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

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

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

See separate instructions for movements to and from sidings.

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

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

### **Defective on-train equipment**

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

### **Stopping at end of authority**

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

### **If the train fails to transition when entering an ERTMS area (Rule Book, Module S7, Section 8.1)**

#### **Unexpected failure to transition to ERTMS Level 2**

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

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

#### **Known system failure preventing transition to ERTMS Level 2**

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

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

If it is not possible to clear Sutton Bridge Junction signals SUB 54 and 53 but a route can be set from the Start of Cab Signalling board in the normal way, the Sutton Bridge Junction signaller will authorise the driver to pass signals SUB54 and 53 at danger and proceed at caution as far as the Start of Cab Signalling board where normal working will apply.

Working by pilotman must be introduced if required by Rule Book module P2.

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

#### **Unexpected failure to transition to ERTMS Level 0**

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

#### **Known system failure preventing transition to ERTMS Level 0**

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

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

**Wales Route GI - Dated: 05/12/15**

This page is intentionally blank



## FOOT OR BARROW CROSSINGS BETWEEN PLATFORMS

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

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

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

**Western Route GI - Dated: 05/08/06**

## GROUND FRAMES EQUIPPED WITH KEY INSTRUMENT RELEASED FROM A SIGNALBOX

1. The Ground Frame Operator must telephone the Signaller for permission to use the ground frame. When told that the release can be granted, the Operator must -
  - turn the key in the release instrument anti-clockwise from No.1 to No.2 position
  - wait for the indicator to show "Free"
  - turn the key to the No.3 position and withdraw it.

*NOTE: At ground frames where a short length track circuit is provided just in advance of the trailing end of the points, the track circuit must be occupied for one minute before the key in the release instrument can be turned to the No.2 position.*
2. When the key is released, the Operator may put it into the ground frame Annett's lock in order to work the levers.
3. If the train is not to shut in, the Operator must keep the key out of the release instrument until the train is ready to depart.
4. If the train is to shut in, the Operator must assure the Signaller on completion of shunting that vehicles are clear of the running line and the ground frame has been restored to normal. The Signaller may give instructions as to the time that the train is required to leave.
5. When shunting has been completed and the train is either (a) clear of the points ready to depart, or (b) has been shunted into the siding clear of all running lines and the points have been restored to normal, the Operator must -
  - take the key out of the ground frame Annett's lock
  - replace the Annett's key in the release instrument
  - turn the key clockwise to the No.1 position
  - tell the Signaller (and press the plunger where one is provided)
  - remain at the ground frame until the Signaller confirms that all is in order.
6. If a ground frame is being released to work a crossover during Single Line Working, the Operator must keep the Annett's key out of the release instrument until normal working is about to be resumed. For other shunting movements over crossovers, the Operator must comply with 5. above as soon as the movement has passed clear of the crossover points concerned.
7. The Operator must not use excessive force when manipulating release instrument keys.

**Western Route GI - Dated: 04/04/09**

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

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

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
<b>GW103 PADDINGTON TO UFFINGTON</b>					
Acton Yard	West Exit	SN205	195	TVSC Acton	74 6105 01
<b>GW105 UFFINGTON TO FORDGATE VIA BOX</b>					
Wootton Bassett	Down Wootton Bassett Siding	SW6535	995	TVSC Swindon	74 5109 01
Bristol East Jn	Up Filton	B569	995	Bristol Panel B	74 5222 01
Bristol East Jn	Down Main	B571	995	Bristol Panel B	74 5222 01
Bristol West Jn	Carriage Wash Line	B531	995	Bristol Panel B	74 5222 01
Bristol West Jn	Carriage Line	B529	995	Bristol Panel B	74 5222 01
Bristol West Jn	Down Main	B527	995	Bristol Panel B	74 5222 01
Bristol Temple Meads	Spur 1	B555	995	Bristol Panel B	74 5222 01
Bristol Temple Meads	Spur 2	B557	995	Bristol Panel B	74 5222 01
Bristol Temple Meads	Down Through	B576	995	Bristol Panel B	74 5222 01
<b>GW108 FORDGATE TO PENZANCE</b>					
Norton Fitzwarren Jn	Boundary with West Somerset Railway	-	995	Exeter Panel C	74 5233 01
Penzance	Platform 2	PZ68	067	Penzance	74 5279 01
Penzance	Platform 3	PZ69	067	Penzance	74 5279 01
Penzance	Platform 4	PZ70	067	Penzance	74 5279 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
<b>GW174 WEST EALING TO GREENFORD WEST JN</b>					
Greenford	Bay Platform	GE29	996	Greenford East	74 6104 01
<b>GW200 DIDCOT TO HEYFORD</b>					
Oxford	Up Carriage Sidings	OX137	995	Oxford	74 6103 01
Oxford	Down Carriage Sidings	OX127	995	Oxford	74 6103 01
Oxford	Down Carriage Sidings	OX129	995	Oxford	74 6103 01
Oxford	Down Carriage Sidings	OX125	995	Oxford	74 6103 01
Oxford	Down Passenger Loop - Up	OX123	995	Oxford	74 6103 01
<b>GW300 ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER SHRUB HILL</b>					
Worcester Shrub Hill	Up Through Siding	SH59	995	Worcester Shrub Hill	74 5274 01
Worcester Shrub Hill	Platform 1 - Up	SH10	995	Worcester Shrub Hill	74 5274 01
Worcester Shrub Hill	Platform 1 – Down	SH75	995	Worcester Shrub Hill	74 5274 01
Worcester Shrub Hill	Platform 2 - Up	SH7	995	Worcester Shrub Hill	74 5274 01
Worcester Shrub Hill	Platform 2 - Down	SH77	995	Worcester Shrub Hill	74 5274 01
Worcester Shrub Hill	Platform 3	SH11	995	Worcester Shrub Hill	74 5274 01
Worcester Shrub Hill	Worcester LMD/Carriage Sidings	SH24	995	Worcester Shrub Hill	74 5274 01
Worcester Shrub Hill	Sidings Exit	SH61B	995	Worcester Shrub Hill	74 5274 01
Worcester Shrub Hill	Down Through Siding - Up	SH56	995	Worcester Shrub Hill	74 5274 01
Worcester Tunnel Jn	Down Through Siding	TJ58	995	Worcester Tunnel Jn	74 5285 01
Worcester Tunnel Jn	Worcester LMD/Carriage Sidings exit	TJ39	995	Worcester Tunnel Jn	74 5285 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Rainbow Hill Tunnel	Up Main	TJ5	995	Worcester Tunnel Jn	74 5285 01
<b>GW310 WOLVERCOT JN TO NORTON JN</b>					
Charlbury	Up Cotswolds	AW2406	995	Ascott-under-Wychwood	74 5229 01
Moreton-in-Marsh	Down Refuge Siding exit	MM10	995	Moreton-in-Marsh	74 5266 01
Moreton-in-Marsh	Up Cotswolds	MM37	995	Moreton-in-Marsh	74 5266 01
Moreton-in-Marsh	Down Cotswolds -Up	MM27	995	Moreton-in-Marsh	74 5266 01
Moreton-in-Marsh	Down Cotswolds	MM5	995	Moreton-in-Marsh	74 5266 01
Evesham	Down Cotswolds	E2457	995	Evesham	74 5230 01
Evesham	Up Cotswolds -Down	E2453	995	Evesham	74 5230 01
<b>GW340 WORCESTER SHRUB HILL TO SHELWICK JN</b>					
Worcester Foregate Street	Platform 1 - Up	HK5	995	Henwick	74 5245 01
Worcester Foregate Street	Platform 1 - Down	HK23	995	Henwick	74 5245 01
Worcester Foregate Street	Platform 2 - Down	HK22	995	Henwick	74 5245 01
Worcester Foregate Street	Down Main (Up direction)	HK11	995	Henwick	74 5245 01
Worcester Foregate Street	Up Siding	HK9	995	Henwick	74 5245 01
Malvern Wells	Down Main (Up direction)	MW25	995	Malvern Wells	74 5269 01
<b>GW350 WORCESTER TUNNEL JN TO HENWICK</b>					
Worcester Foregate Street	Platform 2	TJ20	995	Worcester Tunnel Jn	74 5285 01

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

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

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

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
<b>GW735 SHREWSBURY, CREWE JN TO NANTWICH</b>					
Crewe Jn	Crewe Bank Down Sidings Up Direction	CJ62	995	Crewe Jn	74 6415 01
Nantwich Crossover	Down Main (Up direction)	SC8478	995	SWCC Shrewsbury North Workstation	74 5366 01
<b>GW770 EBBW VALE TOWN TO GAER JN</b>					
Cross Keys Jn	Western Valley Single Line (Down Direction)	PJ6921	995	Park Jn	74 5314 01
Park Junction	Up & Down Machen (Down Direction)	PJ21	995	Park Jn	74 5314 01
Park Junction	Up Cardiff Curve	PJ43	995	Park Jn	74 5314 01
Park Junction	Up Cardiff Curve (Down Direction)	PJ26	995	Park Jn	74 5314 01
<b>GW773 MACHEN QUARRY TO PARK JUNCTION</b>					
Park Junction	Up & Down Machen (Down Direction)	PJ21	995	Park Jn	74 5314 01
<b>GW780 PARK JUNCTION TO EBBW JUNCTION</b>					
Park Jn	Down Refuge Siding	PJ56	995	Park Jn	74 5314 01
Park Jn	Up Cardiff Curve (Down Direction)	PJ66	995	Park Jn	74 5314 01
Park Jn	Down Cardiff Curve (Up Direction)	PJ68	995	Park Jn	74 5314 01
<b>GW784 ALEXANDRA DOCK JN TO 160M 27CH (BOUNDARY WITH NEWPORTS DOCKS)</b>					
Alexandra Dock Jn	Courtybella Head Shunt Exit	NT6063	995	South Wales Control Centre	74 5357 01
<b>GW790 PENGAM JN TO 4M 54CH (ABP) CARDIFF DOCKS</b>					
Pengam LC	No 2 Reception Line (Down Direction)	C618	995	Cardiff ASC East Panel	74 5302 01
<b>GW810 RHYMNEY TO QUEEN STREET NORTH JN</b>					
Ystrad Mynach	Down Rhymney (Up Direction)	CF7422	995	SWCC – Rhymney Valley workstation	74 5365 01
Ystrad Mynach	Down Rhymney Loop (Up Direction)	CF7420	995	SWCC – Rhymney Valley workstation	74 5365 01
Heath Jn	Up Rhymney – (Down Direction)	CF7433	995	SWCC – Rhymney Valley workstation	74 5365 01
Heath Jn	Down Rhymney (Up Direction)	CF7436	995	SWCC – Rhymney Valley workstation	74 5365 01



LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
<b>GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET</b>					
Abercynon	Up Main (Down Direction)	A205	995	Abercynon	74 5321 01
Abercynon Stormstown	Down Main (Up Direction)	A292	995	Abercynon	74 5321 01
Site of Stormstown Jn	Down Main (Up Direction)	A104/ 105	995	Abercynon	74 5321 01
Pontypridd Jn	Up Main (Down Direction)	VR753	995	Radyr Junction – Pontypridd Panel	74 5319 01
Pontypridd	Engineers Siding	VR752	995	Radyr Junction – Pontypridd Panel	74 5319 01
Radyr	Up Main (Down Direction)	VR717	995	Radyr Junction – Radyr Panel	74 5318 01
Radyr Jn	Down Main (Up Direction)	VR720	995	Radyr Junction – Radyr Panel	74 5318 01
Queen Street South Jn	Up & Down Barry Relief (Down Direction)	C638	995	Cardiff ASC Taff Panel	74 5300 01
Cardiff	Parcels Depot (Down Direction)	C658	995	Cardiff ASC Taff Panel	74 5300 01
Cardiff	Parcels Depot (Down Direction)	C660	995	Cardiff ASC Taff Panel	74 5300 01
Cardiff	Up Barry (Down Direction) Cardiff Central Station Platform 6	C662	995	Cardiff ASC Taff Panel	74 5300 01
Cardiff West Jn	Up E&C	C639	995	Cardiff ASC Taff Panel	74 5300 01
Cardiff West Jn	Down Barry (Up Direction)	C645	995	Cardiff ASC Taff Panel	74 5300 01
Cardiff West Jn	Up Sidings by E&C	C641	995	Cardiff ASC Taff Panel	74 5300 01
Cardiff West Jn	Up E&C	C637	995	Cardiff ASC Taff Panel	74 5300 01
Cadoxton / Tregatwg	Up Barry (Down Direction)	B6	995	Barry	74 5311 01
Barry Docks / Dociaur Barri	Up Barry (Down Direction)	B12	995	Barry	74 5311 01
Barry	Down Vale of Glamorgan (Up Direction)	B19	995	Barry	74 5311 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Single Line Jn	Van Sidings Barry Station	B25	995	Barry	74 5311 01
Single Line Jn	Switch Road (Up Direction) Barry Station	B26	995	Barry	74 5311 01
<b>GW834 HIRWAUN TO ABERCYNON</b>					
Abercynon Jn	Up & Down Aberdare (Down Direction)	A201	995	Abercynon	74 5321 01
<b>GW835 TREHERBERT TO PONTYPRIDD JN</b>					
Pontypridd Jn	Up Branch (Down Direction)	VR751	995	Radyr Junction – Pontypridd Panel	74 5319 01
<b>GW840 RADYR JN TO CARDIFF, RADYR BRANCH JN VIA CITY LINES</b>					
Radyr Jn	Down Branch (Up Direction)	VR726	995	Radyr Junction – Radyr Panel	74 5318 01
Ninian Park	Up Treforest (Down Direction) Ninian Park Station	C607	995	Cardiff ASC Taff Panel	74 5300 01
Ninian Park	Down Treforest Ninian Park Station	C609	995	Cardiff ASC Taff Panel	74 5300 01
Penarth Curve North Jn	Sidings (see LOR)	C696	995	Cardiff ASC Taff Panel	74 5300 01
Penarth Curve North Jn	Sidings (see LOR)	C603	995	Cardiff ASC Taff Panel	74 5300 01
Penarth Curve North Jn	Down Treforest Sidings	C611	995	Cardiff ASC Taff Panel	74 5300 01
<b>GW870 BARRY TO BRIDGEND, BARRY JN (VALE OF GLAMORGAN LINE)</b>					
Aberthaw	Down Vale of Glamorgan	CF3415	995	SWCC – Vale of Glamorgan workstation	74 5360 01
Aberthaw	No.1 Reception Aberthaw (Up direction)	CF3380	995	SWCC – Vale of Glamorgan workstation	74 5360 01
Aberthaw	Down Vale of Glamorgan (Up direction)	CF3682	995	SWCC – Vale of Glamorgan workstation	74 5360 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Aberthaw	Down Vale of Glamorgan	CF3419	995	SWCC – Vale of Glamorgan workstation	74 5360 01
Aberthaw	No.2 Reception Aberthaw (Down direction)	CF3385	995	SWCC – Vale of Glamorgan workstation	74 5360 01
Aberthaw	Up Vale of Glamorgan	CF3420	995	SWCC – Vale of Glamorgan workstation	74 5360 01
Fords Junction	Up Vale of Glamorgan	CF3448	995	SWCC – Vale of Glamorgan workstation	74 5360 01
Fords Junction	Down Vale of Glamorgan	CF3449	995	SWCC – Vale of Glamorgan workstation	74 5360 01
Bridgend Barry Jn	Up Vale of Glamorgan (Down Direction)	PT7501	995	Port Talbot ASC Panel A	74 5303 01
<b>GW877 TONDU TO PORT TALBOT DOCKS (OGMOOR VALE EXTENSION)</b>					
Tondu	Down Branch (Up Direction)	TU47	995	Tondu	74 5320 01
Depot inwards STOP Boards	Depot Sidings (Inward)	PT7515	995	Port Talbot ASC Panel A	74 5303 01
End of / Start of Token Section Boards	Engineers Sidings	PT7517	995	Port Talbot ASC Panel A	74 5303 01
Heol-Y-Deliaid LC (UWC)	Down OVE (Up Direction)	PT7522	995	Port Talbot ASC Panel A	74 5303 01
Heol-Y-Deliaid LC (UWC)	NSP (Up Direction)	PT7526	995	Port Talbot ASC Panel A	74 5303 01
Margan East Jn	Up OVE (Down Direction)	PT7527	995	Port Talbot ASC Panel A	74 5303 01
<b>GW890 COURT SART JN / UP FLYING LOOP JN TO MORLAIS JN</b>					
Jersey Marine Jn North	Down District Loop (Down Direction)	PT577	995	Port Talbot ASC Panel B	74 5304 01
Jersey Marine Jn North	Down District (Up Direction)	PT573	995	Port Talbot ASC Panel B	74 5304 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Grovesend Crossover	Up District (Down Direction)	PT590	995	Port Talbot ASC Panel B	74 5304 01
Grovesend Crossover	Down District Sidings (Up Direction)	PT563	995	Port Talbot ASC Panel B	74 5304 01
Grovesend Crossover	Down District (Up Direction)	PT565	995	Port Talbot ASC Panel B	74 5304 01
<b>GW892 CWMGWRACH TO BURROWS SIDINGS</b>					
Neath and Brecon Junction	Down Goods Loop (Up Direction)	NB9/10	995	Neath and Brecon Junction	74 5306 01
Neath and Brecon Junction	Down Goods Loop	NB4	995	Neath and Brecon Junction	74 5306 01
Neath and Brecon Junction	Up & Down Vale of Neath (Up Direction)	NB13	995	Neath and Brecon Junction	74 5306 01
Neath and Brecon Junction	Up & Down Vale of Neath (Down Direction)	NB3	995	Neath and Brecon Junction	74 5306 01
Jersey Marine Jn South	Up & Down Neath & Brecon (Down Direction)	PT568	995	Port Talbot ASC Panel B	74 5304 01
<b>GW900 PILNING TO FISHGUARD HARBOUR</b>					
East Usk Jn	In Road (Up Service) Steelworks West	NT6023	995	SWCC East Usk	74 5359 01
East Usk Jn	Up Relief (Down Direction)	NT6025	995	SWCC East Usk	74 5359 01
East Usk Jn	Down Relief (Up Direction)	NT6042	995	SWCC East Usk	74 5359 01
Maindee West Jn	Up Main (Down Direction)	NT6041	995	SWCC East Usk	74 5359 01
Ebbw Jn	Head Shunt (Up Direction)	NT6068	995	SWCC Ebbw Workstation	74 5357 01
Ebbw Jn	Down Relief (Up Direction)	NT6072	995	SWCC Ebbw Workstation	74 5357 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Foot Crossing	Up Relief (Down Direction)	C602	995	Cardiff ASC East Panel	74 5302 01
Wentloog Freight Terminal West Jn	Up Relief (Down Direction)	C608	995	Cardiff ASC East Panel	74 5302 01
Rumney River Bridge Jn	Down Relief	C610	995	Cardiff ASC East Panel	74 5302 01
Rumney River Bridge Jn	No 3 Reception Line (Up Direction)	C689	995	Cardiff ASC East Panel	74 5302 01
Rumney River Bridge Jn	No 1 Reception Line (Up Direction)	C683	995	Cardiff ASC East Panel	74 5302 01
Rumney River Bridge Jn	No 2 Reception Line (Up Direction)	C685	995	Cardiff ASC East Panel	74 5302 01
Pengam Jn	No 3 Reception Line (Down Direction)	C616	995	Cardiff ASC East Panel	74 5302 01
Pengam Jn	No 1 Reception Line (Down Direction)	C612	995	Cardiff ASC East Panel	74 5302 01
Pengam Jn	No 2 Reception Line (Down Direction)	C614	995	Cardiff ASC East Panel	74 5302 01
Bute Docks Branch	Bute Docks Branch Sidings	C671	995	Cardiff ASC East Panel	74 5302 01
East Jn Viaduct	Up Main (Down Direction)	C644	995	Cardiff ASC Station Panel	74 5301 01
Cardiff East Jn	Down Main	C650	995	Cardiff ASC Station Panel	74 5301 01
Cardiff East Jn	Up Sidings East	C651	995	Cardiff ASC Station Panel	74 5301 01
Cardiff East Jn	Down Main (Up Direction)	C653	995	Cardiff ASC Station Panel	74 5301 01
Cardiff Central	Up Siding West (Down Direction)	C676	995	Cardiff ASC Station Panel	74 5301 01
Cardiff	Up Main (Down Direction)	C666	995	Cardiff ASC Station Panel	74 5301 01
Cardiff	No 1 Up Relief (Down Direction) Cardiff Central Platform 2	C668	995	Cardiff ASC Station Panel	74 5301 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Cardiff	No 2 Up Relief (Down Direction) Cardiff Central Platform 1	C670	995	Cardiff ASC Station Panel	74 5301 01
Cardiff	Up Relief (Down Direction) Cardiff Central Platform 0	C672	995	Cardiff ASC Station Panel	74 5301 01
Cardiff	Down Relief (Up Direction)	C633	995	Cardiff ASC Station Panel	74 5301 01
Cardiff	No 4 Platform Line (Down Direction)	C680	995	Cardiff ASC Station Panel	74 5301 01
Cardiff	Down Main (Up Direction)	C631	995	Cardiff ASC Station Panel	74 5301 01
Cardiff West Jn	Down Relief (Up Direction)	C629	995	Cardiff ASC Station Panel	74 5301 01
Cardiff West Jn	No 1 Up Relief	C682	995	Cardiff ASC Station Panel	74 5301 01
Cardiff West Jn	Down Main (Up Direction)	C627	995	Cardiff ASC Station Panel	74 5301 01
Cardiff West Jn	Down Main	C664	995	Cardiff ASC Station Panel	74 5301 01
South Wales Control Centre	Outlet (Up Direction)	C665	995	Cardiff ASC Station Panel	74 5301 01
South Wales Control Centre	Down Relief	C694	995	Cardiff ASC Station Panel	74 5301 01
South Wales Control Centre	Up Sidings	C619	995	Cardiff ASC Station Panel	74 5301 01
Port Talbot East (Taibach)	Up Relief (Down Direction)	PT7533	995	Port Talbot ASC Panel A	74 5303 01
Port Talbot East (Taibach)	Up Main (Down Direction)	PT7535	995	Port Talbot ASC Panel A	74 5303 01
Port Talbot East (Taibach)	Down Relief (Up Direction)	PT7536	995	Port Talbot ASC Panel A	74 5303 01
Port Talbot East (Taibach)	Up Sidings	PT7540	995	Port Talbot ASC Panel A	74 5303 01
Port Talbot West HABD	Down Main (Up Direction)	PT7548	995	Port Talbot ASC Panel A	74 5303 01
Briton Ferry	Up Through Siding	PT696	995	Port Talbot ASC Panel B	74 5304 01
Landore Viaduct	Down District	PT504	995	Port Talbot ASC Panel C	74 5305 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
Landore Jn	Up District (Down Direction)	PT502	995	Port Talbot ASC Panel C	74 5305 01
Swansea Loop West Jn	Down Main (Up Direction)	PT537	995	Port Talbot ASC Panel C	74 5305 01
Llandeilo Jn East Down Siding GF	Down Loop	PT532	995	Port Talbot ASC Panel C	74 5305 01
Llandeilo Jn East Down Siding GF	Down Sidings	PT523	995	Port Talbot ASC Panel C	74 5305 01
Llandeilo Jn East Down Siding GF	Sidings off the Down Loop	PT525	995	Port Talbot ASC Panel C	74 5305 01
Llandeilo Jn East Down Siding GF	Down Loop (Up Direction)	PT527	995	Port Talbot ASC Panel C	74 5305 01
Llandeilo Jn East Down Siding GF	Up Main (Down Direction)	PT542	995	Port Talbot ASC Panel C	74 5305 01
Llandeilo Jn East Down Siding GF	Up Loop (Down Direction)	PT544	995	Port Talbot ASC Panel C	74 5305 01
Llandeilo Jn West Sidings GF	Reception & Down Sidings	PT540	995	Port Talbot ASC Panel C	74 5305 01
Llandeilo Jn West Sidings GF	Up Loop	PT519	995	Port Talbot ASC Panel C	74 5305 01
Llandeilo Jn West Sidings GF	Down Main (Up Direction)	PT517	995	Port Talbot ASC Panel C	74 5305 01
Llanelli Dock Jn East GF	Up Reception (Down Direction)	PT546	995	Port Talbot ASC Panel C	74 5305 01
Llanelli Dock Jn East GF	Through Sidings	PT511	995	Port Talbot ASC Panel C	74 5305 01
Llanelli Dock Jn East GF	Off the Through Sidings	PT513	995	Port Talbot ASC Panel C	74 5305 01
Llanelli East LC	Up Main (Down Direction)	PT554	995	Port Talbot ASC Panel C	74 5305 01
Pembrey	Up Main (Down Direction)	PY7	995	Pembrey SB	74 5307 01
Pembrey & Burry Port / Pem-bre & Porth Tywyn	Down Main (Up Direction)	PY9	995	Pembrey SB	74 5307 01

LOCATION	LINE/PLATFORM (DIRECTION)	SIGNAL/BLOCK MARKER	LOCATION CODE	CONTROLLING SIGNAL BOX/PANEL	GSM-R CONTACT NUMBER
<b>GW9001 LANDORE JN TO SWANSEA</b>					
Landore Jn	Maintenance Shed (Up Direction)	PT551	995	Port Talbot ASC Panel C	74 5305 01
Landore Jn	Emergency Road	PT553	995	Port Talbot ASC Panel C	74 5305 01
Landore Depot	Maintenance Shed (Down Direction)	PT508	995	Port Talbot ASC Panel C	74 5305 01
Landore Depot	Down Main (Up Direction)	PT547	995	Port Talbot ASC Panel C	74 5305 01
Swansea Loop East Jn	Down Goods (Up Direction)	PT545	995	Port Talbot ASC Panel C	74 5305 01
Swansea Loop East Jn	Carriage Washer	PT541	995	Port Talbot ASC Panel C	74 5305 01
Down Sidings GF	Station Sidings	PT543	995	Port Talbot ASC Panel C	74 5305 01
<b>GW910 CRAVEN ARMS JN TO LLANDEILO JN (CENTRAL WALES LINE)</b>					
Pantyffynnon	Up Siding	PF16	995	Pantyffynnon	74 5324 01
Sewerage Works LC	Up & Down Main (Up Direction)	PF6/8	995	Pantyffynnon	74 5324 01
Morlais Jn	Down District (Up Direction)	PT561	995	Port Talbot ASC Panel B	74 5304 01
Llandeilo Jn	Up District (Down Direction)	PT534	995	Port Talbot ASC Panel C	74 5305 01
Llandeilo Jn	Works Siding	PT531	995	Port Talbot ASC Panel C	74 5305 01
Llandeilo Jn	Up Loop (Down Direction)	PT528	995	Port Talbot ASC Panel C	74 5305 01
Llandeilo Jn	Down Loop	PT530	995	Port Talbot ASC Panel C	74 5305 01
<b>GW915 GWAUN-CAE-GURWEN TO PANTYFFYNNON</b>					
Pantyffynnon Jn	No.1 Through Siding	PF40	995	Pantyffynnon	74 5324 01
Pantyffynnon Jn	No.2 Siding	PF39	995	Pantyffynnon	74 5324 01
Pantyffynnon Jn	No.3 Siding	PF38	995	Pantyffynnon	74 5324 01

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

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

995 Western Route.

**Western Route GI - Dated: 07/11/16**



# GSM-R GENERAL INSTRUCTION

## TW5 SECTION 24 – KNOWN SEARCHING NETWORK LOCATIONS

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

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

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

## LIMITED COVERAGE ON FREIGHT ONLY BRANCH LINES

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

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

## GSM-R FAULTS AND FAILURES RESPONSE

### VERSION 1.1

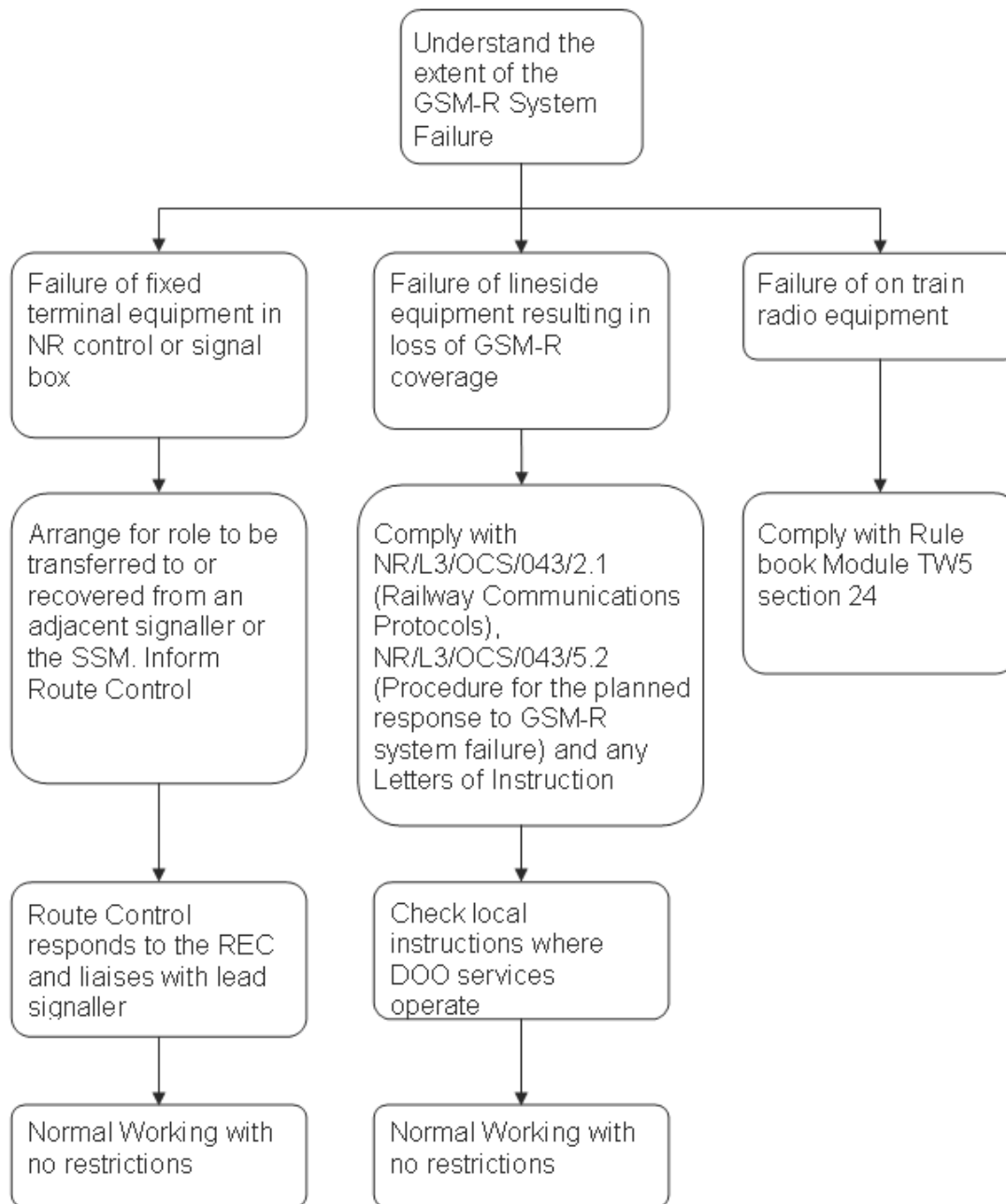
### PURPOSE

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

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

**APPENDIX**

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



**Western Route GI - Dated: 05/09/15**

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

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

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

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

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

Rule Book, Module TW1, Section 16.1 is modified accordingly.

Between	Line	Mileage
<b>GW105 Uffington to Fordgate via Box</b>		
Chippenham and Wootton Bassett Jn	Up Main	87m 40ch to 86 mp
Middle Hill Tunnel and Thingley Jn	Up Main	101m 50ch to 98m 70ch
<b>GW108 Fordgate to Penzance</b>		
Wellington and Whiteball Tunnel	Down Main	170m 40ch to 174 mp
Hele & Bradninch and Whiteball Tunnel	Up Main	181m 40ch to 174mp
<b>GW400 Barnt Green (excl) to Westerleigh Jn (via Dunhampstead)</b>		
Stoke Works Jn and Blackwell	Up Gloucester	55m 60ch to 53m 20ch
<b>GW450 Stoke Gifford to Bristol East Jn</b>		
Stapleton Road and Filton South Jn	Up Filton	2m 20ch to 4 mp
<b>GW480 Swindon to Standish Jn</b>		
Kemble and Sapperton Long Tunnel	Down Kemble	92m 10ch to 95mp
Stroud and Sapperton Short Tunnel	Up Kemble	100 mp to 94m 60ch
<b>GW500 Reading to Cogload Jn via Westbury &amp; Frome A/Ls</b>		
Castle Cary and East Somerset Jn	Up Main	128 mp to 122m 40ch
<b>GW5001 Beechgrove GF (incl) to Westbury South Jn</b>		
Westbury South Jn and Warminster	Down	110m 7ch to 113mp
<b>GW510 Westbury North Jn to Bathampton Jn</b>		
Bradford Jn and Hawkeridge Jn	Up Trowbridge	104m 40ch to 109m 60ch
<b>GW600 Wootton Bassett Jn to Pilning</b>		
Severn Tunnel and Patchway	Up Tunnel	13mp to 6mp
<b>GW900 Pilning to Fishguard Harbour</b>		
Severn Tunnel and Severn Tunnel Jn	Down Tunnel	13mp to 16m 40ch
Severn Tunnel and Patchway	Up Tunnel	13mp to 6mp

Western Route GI - Dated: 07/11/16

## IDLING OF DIESEL ENGINES AND CONTROL OF NOISE

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

- a) When standing time is likely to exceed FIVE minutes for a locomotive or multiple unit, or FIFTEEN minutes for an HST, ALL engines must be shut down on arrival (or completion of shunting or other work) at stations, depots, sidings or loops where the train is to be detained.
- b) Exceptions to this instruction are:-
  1. During extremely cold weather, when the minimum necessary number of engines may be kept running to maintain acceptable interior heat levels.
  2. During extremely hot weather, when the minimum necessary number of engines may be kept running to maintain sufficient air conditioning.
  3. When specified in Driver's diagrams.
  4. Certain classes of locomotive as specified in driving instructions e.g. Class 59.
- c) Drivers must not restart engines earlier than is necessary to ensure a punctual departure.
- d) At the locations listed in the following table, Drivers must take special care to comply with the above instructions and to avoid sounding the horn other than when it is strictly necessary:-

At or between	Location
<b>GW103. Paddington to Uffington</b>	
Royal Oak and Subway Jn	Royal Oak sidings
Acton Terminal Complex (between Acton East and Acton West)	All sidings and loops
Wantage Road	Signal SB 988 (Didcot end of the Up Relief line)
<b>GW105. Uffington to Fordgate via Box</b>	
Swindon	Signal SW1179 (Down Swindon Goods)
Bath Spa and Oldfield Park	Signal B406 (Down Goods Loop)
<b>GW107. Worle Junction to Uphill Junction via W-S-M</b>	
Weston-super-Mare	Station (See also Local Instructions)
<b>GW108. Fordgate to Penzance</b>	
Penzance	Station (See also Local Instructions)
<b>GW200. Didcot to Heyford</b>	
Kennington Jn	Signal OX79 (Up Goods Loop)
<b>GW220. Reading, Oxford Road Junction to Reading West Junction</b>	
Reading West Curve	Signal T2807
<b>GW340. Worcester Shrub Hill to Shelwick Jn</b>	
Great Malvern	Station (Up Platform)
Malvern Wells	Down Goods Loop (See also Local Instructions)
<b>GW400. Barnt Green to Westerleigh Junction</b>	
Blackwell	Signal BA7065 (Blackwell Down Goods Loop)

Eckington	Signal BA7666 (Up Eckington Goods Loop)
Cheltenham, Lansdown	Signal G146 (Down Goods Loop)
Gloucester Yard Jn	Signal G237 (Up Charfield)
Gloucester Yard Jn and Tuffley	Signal UC112 (Up Charfield) Signal GU1 (Down Charfield - Up direction)
<b>GW600. Wootton Bassett Jn to Pilning</b>	
Wootton Bassett Jn	Signal SW1350 (Up Wootton Bassett Goods Line)
<b>GW620. Newton Abbot West Junction to Paignton</b>	
Goodrington (Paignton)	Carriage Sidings (See also Local Instructions)
<b>GW628. Laira Jn/Lipson Jn to Cattewater</b>	
Plymouth	Mount Gould Junction - Laira flushing apron (See also Local Instructions)
Plymouth	Friary Yard - Down line "Stop" board
<b>GW700. Gloucester, Barnwood Jn to Severn Tunnel Jn</b>	
Gloucester, Barnwood Jn	Signal G137 (Up Goods Loop)
<b>GW830. Merthr Tydfil to Barry Island via Cardiff Queen Street</b>	
Cadoxton	All sidings
<b>GW870. Barry to Bridgend, Barry Jn</b>	
Barry	Down Vale of Glamorgan Loop
Aberthaw	West end of Reception sidings
<b>GW900. Pilning to Fishguard Harbour</b>	
East Usk Yard	All sidings

Western Route GI - Dated: 07/11/16

## INFRASTRUCTURE MONITORING TRAINS

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

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

Western Route GI - Dated: 18/04/15

# INSTRUCTIONS RELATING TO FREIGHT TRAIN OPERATIONS

## 1. WORKING OF MGR TRAINS TO ABERTHAW POWER STATION

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

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

## 2. WORKING OF MGR TRAINS FROM PARC SLIP

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

## 3. STABLING OF FREIGHTLINER VEHICLES

Except for instances where Freightliner vehicles or sets may be stabled in emergency, in which case clause E1/6 of the Working Manual for Rail Staff (White Pages) is to be applied, when stabling a Freightliner train at Swindon or Cardiff, the maximum number of hand brakes which must be secured is as follows:-

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

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

This traffic passes between Lynemouth /Tees Yard and Wentloog FLT loaded on Freightliner type wagons forwarded on Freightliner services. The containers have a width of 8ft 2½in. When the train passes as a train load, no RT3973 is required. If the containers are conveyed on any other trains form RT3973 must be issued.

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

1. CDA wagons fully loaded, (to give RA9 with hoods and RA8 without) and any other wagons normally used for china-clay traffic loaded to give 20 tonnes axle weight, may travel over the following lines without special restriction and an RT3973 is not required:

Rocks to Goonbarrow Jn  
Goonbarrow Jn to St. Blazey  
St. Blazey to Par Docks  
St. Blazey to Par Station  
Parkandillack to Burngullow  
Lostwithiel to Carne Point

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

15 mph over the bridge at 286m. 38ch between Bugle and Luxulyan.  
20 mph over the bridge at 285m. 10½ch between St Blazey Brudge LC and Luxulyan.

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

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

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

## 6. CATTEWATER BRANCH RA5

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

## 7. MELDON QUARRY BRANCH - LOCOMOTIVE ROUTE AVAILABILITY

Network Rail and Dartmoor Railway Company authorise the movement of Class 37/7 and Class 66 locomotives over the Meldon Quarry branch line. Certain speed restrictions apply. For a list of restrictions please see form RT3973 HAW-GW087.

**8. WORKING OF 102t BBA WAGONS (RA10) BETWEEN SWANSEA DOCKS "D" SHED AND SWANSEA BURROWS YARD (RA6)**

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

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

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

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

If during the course of the journey to/from a Power Station, it is necessary to label a wagon for "repairs", or detach a "crippled vehicle", from an MGR train, the drivers slip MUST be endorsed with the relevant information. Section F of the Working Manual for Rail Staff (White Pages) is modified accordingly.

**10. CONVEYANCE OF COACHING STOCK BY FREIGHT TRAIN**

The instructions set out below apply to the conveyance of coaching stock by freight train PROVIDED THE MOVEMENT IS ENTIRELY WITHIN THE NETWORK RAIL WESTERN OR WALES BOUNDARIES and amends the instructions set out in D9 of the Working Manual for Rail Staff (White Pages). Any movement which originates within Network Rail Western Route is subject to the provisions of D9.

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

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

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

Keyham to HM Dock Yard.

Swansea Prince of Wales and King's Dock area.

Machen Quarry inlet / outlet roads.

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

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

## 12. HEAVY AXLE WEIGHT TRAINS FROM CARDIFF TIDAL (RA7)

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

## 13. USKMOUTH POWER STATION / USKMOUTH BRANCH (RA8)

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

These instructions apply in both directions.

**Western Route GI - Dated: 05/03/16**

# INTERMEDIATE AND AUXILIARY TOKEN INSTRUMENTS

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

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

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

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

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

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

**Western Route GI - Dated: 05/08/06**



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

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

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

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

Western Route GI - Dated: 09/04/16

## LIGHTING AND EXTINGUISHING OF SEMAPHORE SIGNAL OIL LAMPS

Running Signals. Lamps must be alight during darkness and during fog or falling snow while the line is open to traffic.

Where it is necessary for a signal forming one of a group to be alight, all signals in that group must be lit.

Shunting Signals. Lamps need not be lit where shunting is seldom carried out in darkness.

If, however, a shunting movement has to be made during darkness at a place where shunting signals are lit by oil, the Guard or Shunter (or Driver of a light locomotive or DO train) must especially ensure that the relevant signal(s) is cleared.

Signals controlling main line crossovers must be lit at all times.

Western Route GI - Dated: 05/08/06

# LINES EQUIPPED WITH AUTOMATIC TRAIN PROTECTION

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

## 1. Scope

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

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

ATP trainborne equipment is fitted to:

- All Class 332/360 EMU trains
- All Class 180 DMU trains
- Most Class 253/ 254 (HST) trains that operate on the routes concerned

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

## 3. General

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

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

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

*NOTE \$* - By prior arrangement with Network Rail, empty Heathrow Express trains may operate occasional empty journeys outside of normal traffic hours with ATP isolated for Driver training purposes.

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

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

## 4. Description of the system

ATP consists of two elements :-

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

and

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

## 5. Principles of operation

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

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

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

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

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

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

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

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

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

## 6. Operating modes

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

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

**7. Faults and failures – categories**

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

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

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

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

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

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

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

**9. Faults and failures - subsequent actions**

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

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

## 10. Speed Restrictions

### (a) Temporary Speed Restrictions

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

### (b) Emergency Speed Restrictions

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

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

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

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

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

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

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

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

#### **Work affecting track equipment**

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

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

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

**Western Route GI - Dated: 29/12/15**

## **LINES EQUIPPED WITH AXLE COUNTERS**

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

### **GW103. Paddington to Uffington**

Stockley Bridge Junction and Moreton Cutting (excl.)

### **GW105 Uffington to Fordgate**

Uffington and Rushey Platt Jn

Uffington and Thingley Junction

### **GW108. Fordgate to Penzance**

Powderham and Dawlish Warren

Dawlish Warren and Teignmouth

St. Germans and Liskeard

Liskeard and Lostwithiel

Par and Truro

Long Rock and Penzance (Single)

### **GW110. Old Oak Common West to South Ruislip (excl)**

Greenford West Jn and South Ruislip (Single)

### **GW182. West Drayton to Colnbrook**

Throughout

**GW184. Slough to Windsor & Eton Central**

Throughout

**GW185. Maidenhead to Marlow**

Maidenhead and Bourne End

**GW187. Twyford to Henley-on-Thames**

Throughout

**GW190. Reading Spur Jn to Reading New Jn**

Throughout

**GW195 Reading, Southern Jn to Reading, East Jn (Reading Low Level line)**

Throughout

**GW200 Didcot to Heyford**

Chester Line Junction to 55m 60ch

**GW220. Reading, Oxford Road Jn to Reading West Jn**

Throughout

**GW225 Reading, Caversham Road Jn to Oxford Road Jn (Reading Feeder Lines)**

Throughout

**GW240 Didcot East Junction to Didcot North Junction via Avoiding Line**

Throughout

**GW250 Foxhall Junction to Didcot West Curve Junction**

Throughout

**GW300 Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill**

Abbotswood Junction.

Stoke Works Junction.

**GW310. Wolvercot Jn to Norton Jn**

Wolvercot Jn and Charlbury Jn also Evesham West Jn and Norton Jn (Single line sections)

**GW400 Barnt Green (Excl) to Westerleigh Jn Via Dunhampstead**

Barnt Green station (exclusive) to Northway AHBC Level Crossing (exclusive).

**GW451 Filton Jn to Filton West Jn (Filton Chord)**

Throughout

**GW4501 Stoke Gifford Jn to Bristol Bulk Handling Terminal**

Up Avonmouth Dock line – signal BL1842 to Filton West Jn

Filton West Jn to Down Avonmouth Dock line signal SA24

Filton West Jn to Stoke Gifford Jn (single line)

**GW450 Stoke Gifford Jn to Bristol East Jn**

Up Filton line – signal BL1586 to Stoke Gifford Jn

Down Filton line – Stoke Gifford Jn to signal BL1587

**GW454. Severn Beach to Narrowways Hill Jn**

Shirehampton and Clifton Down (Single)

**GW480. Swindon to Standish Jn**

Swindon and Sappeton Short Tunnel

**GW500. Reading to Cogload Jn via Westbury & Frome A/Ls**

Reading and Hamstead Level Crossing (CCTV) (excl.)

**GW523. Thingley Jn to Bradford Jn**

Thingley Jn and Bradford Jn (Single)

**GW540 Filton Jn to Patchway Jn**

Throughout

**GW5401 Filton West Jn to Patchway Jn**

Throughout

**GW600. Wootton Bassett Jn to Pilning**

Wootton Bassett Junction to Hullavington

Chipping Sodbury Tunnel

Stoke Gifford East and Pilning

**GW610. Crannaford LC (incl) to Exeter St David's**

Crannaford LC (incl) and Pinhoe

**GW680. Penwithers Junction to Falmouth**

Penwithers Junction and Penryn

**GW700. Gloucester Barnwood Jn to Severn Tunnel Jn**

Newnham Tunnel and Severn Tunnel Junction

**GW720. Uskmouth to East Usk Junction**

East Usk Junction

**GW730. Severn Bridge Jn to Newport, Maindee West Jn**

Cwmbran and Maindee West Jn

**GW731. Abbey Foregate to Ruabon**

Abbey Foregate (section to/ from Madeley)  
Crewe Junction and Gobowen

**GW733. Sutton Bridge Junction to Aberystwyth**

Start of Cab Signalling board (near Sutton Bridge Junction) and Aberystwyth

**GW734. Dovey Junction to Pwllheli**

Throughout

**GW735. Shrewsbury, Crewe Jn to Nantwich**

Throughout

**GW740. Maindee North Jn to Maindee East Jn**

Throughout

**GW770. Ebbw Vale Town to Gaer Junction**

Newbridge and Park North Junction

**GW790 Pengam Jn to Tidal Sidings**

Throughout

**GW810. Rhymney to Cardiff Queen St North Jn**

Throughout

**GW820, Cwmbargoed to Ystrad Mynach South**

Ystrad Mynach

**GW828, Coryton to Heath Junction**

Heath Junction

**GW830. Merthyr Tydfil to Barry Island via Cardiff Queen Street**

Merthyr to Abercynon

Llandaff to Barry Island

**GW834. Hirwaun to Abercynon**

Penrhiwceiber and Abercynon (Single)

**GW839, Queen Street South Junction to Cardiff Bay**

Throughout

**GW840. Radyr Jn to Cardiff, Radyr Branch Jn via City Lines**

Throughout

**GW850. Leckwith Loop South Jn to Leckwith Loop North Jn**

Throughout

**GW860. Penarth Curve North Jn to Penarth Curve South Jn**

Throughout

**GW864. Cogan Jn to Penarth**

Throughout

**GW870. Barry To Bridgend, Barry Jn**

Throughout

**GW900. Pilning to Fishguard Harbour**

Pilning to Llanharran

Llanelli West and Pembrey

**GW960. Clarbeston Road to Milford Haven**

Clarbeston Road and Haverfordwest excl (Single)

Haverfordwest excl and Johnston (Single)

1. Before engineering work takes place on a section of line equipped with axle counters, a check must be made whether or not the work will affect any axle counter heads.
2. Engineering work, especially activities such as rail grinding, tamping, ballast cleaning, stoneblowing etc., can damage track-mounted equipment. Technical specifications/instructions must be adhered to. When necessary, a Signalling Technician must be provided to disconnect/remove/reset the axle counter equipment.
3. Hand and motorised trolleys, also any vehicle being moved on wheelskates, must not be allowed to enter a section of line controlled by axle counters until a Signalling Technician is in attendance to reset the equipment.
4. As a general rule, RRVs must not be on- or off-tracked within 5 metres of an axle counter head. Technical instructions for certain RRVs or RMMMs may contain other restrictions or prohibitions.

**Line Clear Verification (LCV).**

In accordance with Network Rail Standard "NRL3/OCS/084 - Line Clear Arrangements Following Engineering Works in Axle Counter areas - Line Clear Verification Process", the following must be observed. The LCV process applies to the following line of routes.

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

<b>Route</b>	<b>Sections of line Equipped</b>
GW300 Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill	Abbotswood Junction Stoke Works Junction
GW400 Barnt Green (excl) to Westerleigh Jn via Dunhampstead	Barnt Green station (exclusive) to Northway AHBC Level Crossing (exclusive).
GW451 Filton Jn to Filton West Jn (Filton Chord)	Throughout
GW4501 Stoke Gifford Jn to Bristol Bulk Handling Terminal	Up Avonmouth Dock line – signal BL1842 to Filton West Jn Filton West Jn to Down Avonmouth Dock line signal SA24 Filton West Jn to Stoke Gifford Jn (single line)
GW450 Stoke Gifford Jn to Bristol East Jn	Up Filton line – signal BL1586 to Stoke Gifford Jn Down Filton line – Stoke Gifford Jn to signal BL1587
GW540 Filton Jn to Patchway Jn	Throughout
GW5401 Filton West Jn to Patchway Jn	Throughout
GW600. Wootton Bassett Jn to Pilning	Stoke Gifford East and Pilning
GW600. Wootton Bassett Jn to Pilning	Patchway Tunnel to Pilning
GW700. Gloucester Barnwood Jn to Severn Tunnel Jn	Newnham Tunnel to Severn Tunnel Junction
GW720. Uskmouth to East Usk Junction	East Usk Junction
GW730. Severn Bridge Jn Newport, Maindee West Junction	Cwmbran to Maindee West Junction
GW735 Shrewsbury, Crewe Jn to Nantwich	Throughout
GW740. Maindee North Junction to Maindee East Junction	Throughout
GW810 Rhymney to Cardiff Queen Street North Jn	Throughout
GW830. Merthyr Tydfil to Barry Island via Cardiff Queen St	Merthyr Tydfil to Abercynon and Cardiff West Junction to Barry Island
GW834 Hirwaun to Abercynon	Penrhiwceiber and Abercynon (single)
GW840 Radyr Jn to Cardiff, Radyr Branch Jn via City Lines	Throughout
GW850 Leckwith Loop South Jn to Leckwith Loop North Jn	Throughout
GW860 Penarth Curve North Jn to Penarth Curve South Jn	Throughout
GW864 Cogan Jn to Penarth	Throughout
GW870 Barry to Bridgend, Barry Jn	Throughout
GW900 Pilning to Fishguard Harbour	Pilning to Cardiff East Junction

Western Route GI - Dated: 29/12/16

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

### Normal method of working

The lines concerned and the post nominated to carry out the duties of Person in Charge are listed in the following table. No train must enter or foul the C2 section concerned without the Person in Charge's authority. On single lines, only one movement at a time may be authorised by the Person in Charge. On double lines, only one movement in the right direction over each line at a time may be authorised by the Person in Charge.

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

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

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

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

### Failure of telephone at 'B'

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

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



**Train failure, accident, fire or accidental diversion**

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

**When one line of a C2 double line is not available**

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

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

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

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

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

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

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

- j) The Person in charge of the line, when leaving duty, to leave written authority in the book provided for the line to be blocked, and/ or (as appropriate)
- k) The PICOP/ COSS/ PC, when giving up the possession/ protection, to leave a certificate indicating that the line is clear and safe for traffic.

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

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

**Recording of all movements**

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

**Table C2 – list of lines**

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

**Western Route GI - Dated: 27/12/13**

## LONDON AREA - TERMINAL AND BAY PLATFORM ADVANCE STOP MARKERS

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

Hayes & Harlington - Platform 5

Slough - Platforms 1

Twyford - Platform 5

Reading - Platforms 1, 2, & 3

Bourne End - both platforms

Marlow

Henley-on-Thames

Western Route GI - Dated: 22/02/15

## LONDON UNDERGROUND LTD ELECTRIFIED LINES

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

Paddington (Platform 14) and Westbourne Park

Acton West and Ealing Broadway

North Acton and South Ruislip

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

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

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

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

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

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

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

Western Route GI - Dated: 05/08/06

# LORAM C21 RAIL GRINDER

## General

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

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

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

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

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

## Transit moves

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

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

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

## Grinding Operations

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

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

The speed when grinding is approximately 5 mph.

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

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

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

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

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

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

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

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

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

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

**Western Route GI - Dated: 04/09/10**

# OFFICERS' SPECIALS

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

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

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

**Western Route GI - Dated: 10/12/11**

## PASSAGE OF LOCOMOTIVES OVER WEIGHBRIDGES

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

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

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

Western Route GI - Dated: 05/08/06

## PLATFORMING OF PASSENGER TRAINS IN CORNWALL

**Down trains.** HSTs must normally be stopped with the TGS vehicle platformed. The Driver of an HST formed with eight trailer vehicles and TGS at the rear must stop the train with the leading driving cab opposite the 10 coach marker board.

At Camborne, however, HSTs formed with eight trailer vehicles must always be platformed so that the rear power car is clear of the level crossing.

Locomotive-hauled trains must normally be stopped with the brake van at the platform. Where, however, the only brake van is at the rear of the train, the train must normally stop with the locomotive cab opposite the appropriate marker board; at several stations this will result in the front portion of the train being off the platform.

**Up trains.** Trains must normally be brought to a stand with the brake van at the platform.

HSTs, and locomotive-hauled trains with the only brake van at the rear of the train, must normally be stopped with the leading driving cab opposite the appropriate marker board; at several stations this will result in the front portion of the train being off the platform.

At Camborne, however, all trains booked to call must stop at signal RJ 4.

**Down and Up trains.** Before departure from Plymouth or Penzance (as appropriate), the Guard must tell the Driver which arrangement is to apply, taking into account any special circumstances on the day. When it will be necessary for passengers to walk back (or forward) to alight, the Guard must make suitable announcements in plenty of time.

Station staff and others concerned must note that the rear portion of most Down trains and the front portion of most Up trains will not be platformed at several Cornish stations. Passengers must be suitably warned, and parcels and luggage loading should be arranged accordingly.

Western Route GI - Dated: 05/08/06

## RAILWAY CRIME

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

Some examples of suspicious activity could be:

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

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

National GI - Dated: 30/08/14

## RECORDING OF CONVERSATIONS

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

**Western Route GI - Dated: 05/08/06**

## REPORTS OF STONETHROWING, etc

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

**Western Route GI - Dated: 05/08/06**

This page is intentionally blank

## REVERSIBLY SIGNALLED LINES (as defined in Table 'A')

Personnel working/walking on or near a reversibly signalled line must be prepared for reverse direction movements to be made at any time.

### Notice of reversible working

If reversible working is likely to be in operation for some time and it has not been published in the weekly operating notice, operations control must issue a suitable notice to TOC controls and others concerned. TOC controls must make arrangements for notices to be posted at driver depots.

### Signalling equipment failure

The standard arrangements for track circuit block bi-directional lines will apply. In the case of track circuit failure, the affected line(s) must be worked in one direction only until the failure is rectified. If any movement is to be made in the other direction, working by pilotman as shown in rule book module P2 must be introduced.

### Patrolman's protection device

Lineside devices are provided as shown in table 'A' and must only be used by competent persons. When operated, the device inhibits reverse direction signalling (but not the normal direction) between the crossovers concerned. The operator must always get the signaller's permission before turning the switch to either position.

Provided that the appropriate device has been operated, it is only necessary for detonators to be provided to protect the normal direction when blocking the line as shown in Rule Book, Module TS1, Regulation 13.2.4.

### REVERSIBLY SIGNALLED LINES BETWEEN FOXHALL JUNCTION AND THINGLEY JUNCTION AND BETWEEN WOOTTON BASSETT JUNCTION AND CHIPPING SODBURY.

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

Drivers and others concerned must be prepared for reversible working to be introduced at any time without advance warning being provided.

When used for traffic purposes, trains concerned will normally be worked in the same direction. For example, during periods of service disruption, a slower train could be signalled reversibly to allow a faster train to overtake in the normal direction on the usual line.

If it is necessary for both lines to be worked in the wrong direction simultaneously, i.e. down trains signalled on the up line and up trains signalled on the down line, all drivers affected will be advised of the circumstances prior to entering the section concerned.

### REVERSIBLY SIGNALLED ROUTES BETWEEN THINGLEY JUNCTION AND NORTH SOMERSET JUNCTION

Conditions of use. Reversible working of trains can only be introduced on sections of this route when one line is not available because of :

- engineering work
- train failure
- infrastructure failure or damage
- obstruction of the line.

AWS arrangements. In the reverse direction, AWS is provided only for temporary and emergency speed restrictions. AWS inductors for normal direction signals are not suppressed when reverse direction movements are signalled and drivers must cancel all such warnings. Reminder signs as shown in rule book handbook RS/521, section 5.16 are provided at the start and finish of each reversible section.

Signal post telephones. Many reverse direction signals in these sections do not have separate signal post telephones. Where this is so, traincrew must use the telephone at the parallel signal on the other line and must specially ensure that the signaller understands which signal their train is detained at.

**Western Route GI - Dated: 05/03/16**

## ROUTE LEARNING CARS

A Guard or other suitably competent must be provided. If a competent person is provided, he must carry out the Guard's duties.

**Western Route GI - Dated: 05/08/06**

# SANDITE APPLICATION AND RAIL CONDITIONING TRAINS

1. Types of rail conditioning trains
  - 1.1 The Railhead Treatment Train (RHTT) consists of converted and specially-adapted wagons hauled by a locomotive at each end
  - 1.2 The Multi-Purpose Vehicle (MPV) consists of a specially-built unit with driving cabs at each end.
  - 1.3 Where a DMU is used this consists of a specially modified class 117 or 121.
  - 1.4 All types of train carry out conditioning of the railhead during autumn by a combination of water jetting and the application of sandite traction gel.
2. Speed
  - 2.1 The maximum speed of trains when water jetting and applying sandite is 60mph
3. Notices
  - 3.1 Notices will be produced detailing the locations where sanditing and water jetting will take place.
  - 3.2 Operations Control must advise signallers of any deviation from the railhead treatment plan which may be agreed to cater for exceptional circumstances or to treat a problem location not normally treated.
  - 3.3 Signallers must pass details of changes to the booked plan to the train if instructed to do so by Operations Control.
4. Signalling arrangements
  - 4.1 Rail conditioning trains will be described, where possible, by train description code 3Jxx when operating water jetting-only diagrams.
  - 4.2 Rail conditioning trains will be described, where possible, by train description code 3Sxx when operating diagrams that apply sandite.
  - 4.3 Where train describers are not in use the rail conditioning train will be described by special bell signal or special Is Line Clear signal 3-4-2.
  - 4.4 All types of rail conditioning trains may be relied upon to operate track circuits whether applying sandite or not. When applying sandite, signallers must specially observe the passage of the train and the next train to follow over track circuits, where provided.
  - 4.5 Signallers must deal with any failure by the train to operate a track circuit correctly by immediately applying Rule Book Module TS11, regulation 15 and advising Operations Control of the failure. Rule Book Module TS1, Regulation 12 must be applied to all subsequent trains over the affected portion of line until at least 2 trains have operated the track circuit normally.

**National GI - Dated: 10/12/16**

## SECURITY OF TRAINS

Trains left unattended at unstaffed locations may be subject to vandalism. Trains should only be stabled at unstaffed locations where this is published in the Working Timetable.

If in emergency it is necessary to take a train out of service at a place other than that listed in the relevant train company's Contingency Plan, Operations Control must ensure arrangements are made to carry out periodic inspections of the location to deter vandals. The assistance of BT Police should be sought where necessary.

Any known or perceived high-risk locations should be avoided.

Where passenger stock is involved, all windows must be closed and exterior doors must be locked.

Where a freight train conveying dangerous goods is involved, Working Manual For Rail Staff (Pink Pages) must apply.

**Western Route GI - Dated: 05/08/06**



## Standard Speed Restrictions

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

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

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

### LOCOMOTIVE HAULED TRAINS – MAXIMUM PERMITTED SPEED

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

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

These restrictions are due to signal spacing

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

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

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

**Western Route GI - Dated: 16/11/13**

## STATIONS WITH SHORT PLATFORMS

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

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

**Western Route GI - Dated: 18/01/16**

## STOPPING POSITION AT PASSENGER PLATFORMS

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

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

See “Platforming of HSTs in Cornwall” in this section for the special arrangements that must apply there.

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

**Western Route GI - Dated: 05/08/06**

# TELEPHONE CALLS REQUESTING THE CIVIL EMERGENCY SERVICES

## DIAL 111 or 999 IN EMERGENCY

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

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

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

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

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

### If you are using a mobile telephone or BT fixed telephone

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

### If you are using fixed cab radio equipment

#### USE THE EMERGENCY BUTTON

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

### If using a Signal Post Telephone

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

### General

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

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

**Western Route GI - Dated: 07/05/16**

# VANDAL RESISTANT TELEPHONES

At certain locations subject to high rates of vandalism, signal post and other lineside telephones are located in cupboards, the doors of which are fitted with BR No.1 locks.

**Western Route GI - Dated: 05/08/06**

## WHEEL IMPACT LOAD DETECTORS ('WheelChex' equipment)

The equipment, installed in the track, is designed to minimise track and vehicle damage by detecting out-of-round wheels or overloaded vehicles. In Western Route, equipment is located as follows:

Route	Location	Mileage	Lines fitted
GW103	Waltham (Maidenhead)	26m. 21ch	Down and Up Main and Relief
GW103	Cholsey	49m. 05ch	Down and Up Main and Relief
GW108	Exminster	198m. 68ch	Down and Up
GW400	Eckington	75m. 46ch	Down and Up
GW600	Alderton	98m. 30ch	Down and Up
GW730	Tram Inn	2m. 75ch	Down and Up
GW900	Marshfield	163m. 63ch	Down and Up Main and Relief

If a train exerts an impact force on the track of 350 kilonewtons or more when passing a site, an alarm is sent to Operations Control in Swindon, from where arrangements will be made with the appropriate Signaller and the TOC Control to deal with the train.

The train concerned will normally be stopped specially. Depending on the severity of the impact, the Signaller will instruct the Driver not to exceed a specified maximum speed until the train/ vehicle can be taken out of service. The 'alarm levels' used are as follows:

Level 2 Alarm - freight Trains max. speed 30 mph, other than freight trains 50 mph.

Level 3 Alarm – all trains max. speed 20 mph.

Level 4 Alarm – all trains max speed 10 mph.

*Level 1 alarms are warnings only and do not require trains to be stopped.*

Operations Control and the appropriate TOC Control will confer as necessary on the arrangements to apply in each case; generally this will follow the Contingency Plan for the operator concerned.

**Western Route GI - Dated: 30/04/16**

## WHITE SHUNTING LIGHTS

White shunting lights, operated by plungers, are provided at number of locations as an aid to staff during shunting operations.

Unless otherwise stated, instructions are conveyed by means of flashes. The following code must be used and Drivers must understand their meaning as under:

ONE - Stop

THREE - Set back

TWO - Go ahead

FOUR - Ease couplings

**Western Route GI - Dated: 05/08/06**

This page is intentionally blank

This page is intentionally blank

## Explanation of Table A terms and symbols

### Index & Key To Symbols

Unless indicated otherwise all information is shown with the Down direction being down the page and the Up direction being up the page.

### Location Column

Station names are shown in CAPITALS.

Ground Frames are indicated by the letters GF, Emergency Ground Frames by the letters EGF, Ground Switch Panels by the letters GSP, and Shunt Frames by the letters SF. Where trains may be shut in, a letter "S" in a circle is shown.

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

- Crossings operated by a Signaller or Crossing Keeper
  - MCG Manned Level Crossing (gates) operated locally by a signaller or crossing keeper
  - MCB Manned Level Crossing (full barriers) operated locally by a signaller or crossing keeper
  - CCTV Manual Level Crossing (full barriers) remotely supervised via closed circuit television
  - RC Manual Level Crossing (full barriers) remotely controlled
  - OD Manual Level Crossing (full barriers) normally automatically operated with obstacle detection
  
- Automatic Crossings
  - AHBC Automatic Half-Barrier crossing – monitored by signaller
  - ABCL Automatic Barrier Crossing - road warning lights and barriers monitored by train crew
  - R/G Miniature Red/Green Warning Lights (including Miniature Stop Lights)
  - AOCL Automatic Open Crossing - road warning lights monitored by train crew
  - AOCL+B Automatic Open Crossing (half barriers) monitored by train crew. The rules applicable to ABCL level crossings apply to this type of crossing.

X shown after the above abbreviations for level crossing type (e.g. AHBC-X, AOCL-X) indicates that the crossing concerned works automatically for movements in the wrong direction.

- Other crossings
  - TMO Train Crew Operated
  - OPEN Open crossing without road warning lights
  - UWC User Worked Crossing
  - UWB Crossing with User Worked Barriers
  - [T] Accommodation / occupation crossing equipped with telephone.
  - UI Accommodation/occupation or footpath level crossing equipped with User Information equipment
  - BW Bridleway Crossing

Token Exchange Points on "Radio Electronic Token Block" lines and "No Signaller Token with Remote Crossing Loops" lines are identified by the letters - TEP.

Overhead Line Neutral Sections are indicated by the letters OHNS.

### Mileage Column

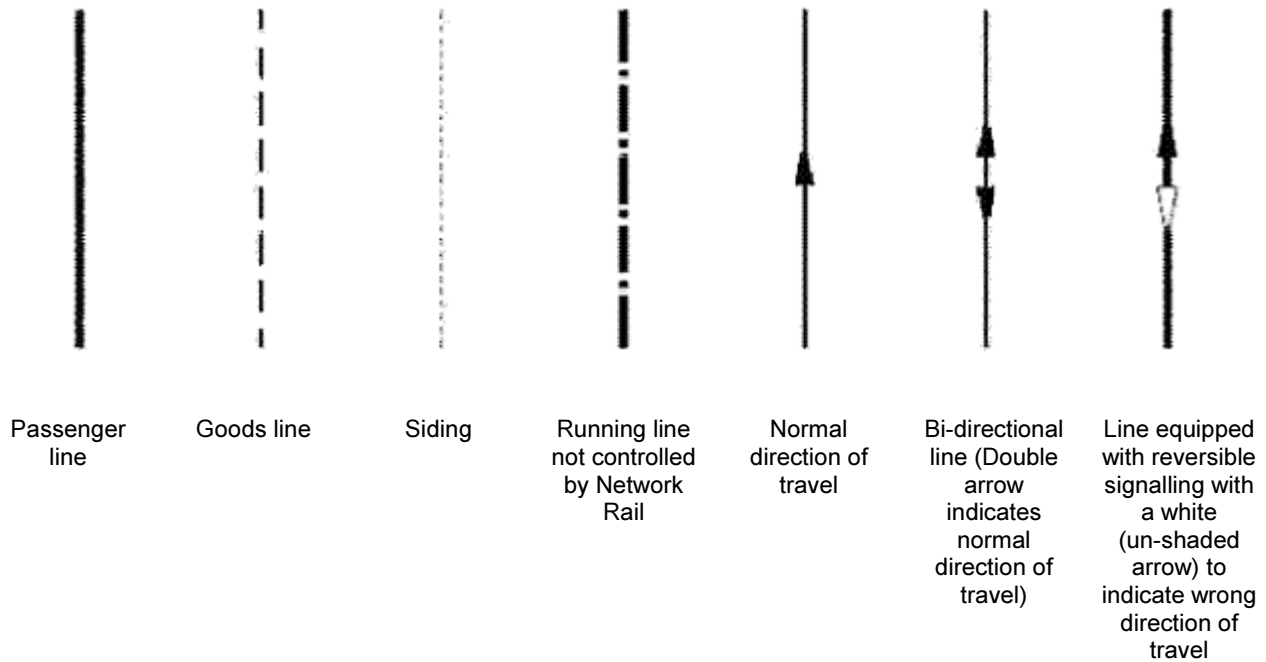
Mileage is shown in miles and chains. (1 mile = 1760 yards / 1.6 km, 1 chain = 22 yards / 20.11 metres)

Where the lineside mileage changes, the entry is shown:

$$\begin{array}{r} 47 \ 02 \\ \hline 0 \ 00 \end{array}$$

Running lines & speed restrictions column

This contains a diagrammatic representation of all running lines and associated connection, but is not to scale. Lines are displayed as follows:



The following abbreviations are used:-

U	Up
UM	Up Main
UF	Up Fast
US	Up Slow
UE	Up Electric
UR	Up Relief
UA	Up Avoiding
UG	Up Goods
USB	Up Suburban
UPL	Up Passenger Loop
UGL	Up Goods Loop
URS	Up Refuge Siding
CL	Crossing Loop in Single Line

D	Down
DM	Down Main
DF	Down Fast
DS	Down Slow
DE	Down Electric
DR	Down Relief
DA	Down Avoiding
DG	Down Goods
DSB	Down Suburban
DPL	Down Passenger Loop
DGL	Down Goods Loop
DRS	Down Refuge Siding
U&D	Up & Down

Where other abbreviations are in use, details are given in the "Signalling & Remarks" column.

Speed Restrictions

- The maximum permissible speed is shown in miles per hour on each running line.
- The location of a change in maximum permissible speed is indicated by a star.
- The mileage at which the speed change occurs is shown in the mileage column, along with a further star.

On bi-directional lines a star may indicate a change in speed in one direction only. This will be indicated by an arrow next to the star and the speed to which it applies (see diagrammatic explanation of symbols table).

Where a differential speed restriction applies, it is indicated as in the following example:



Standard differential speed restriction	Non-Standard differential speed restriction
<u>20</u>	<u>20</u>
40	SP
	40

The abbreviation used in the Non-Standard differential speed restrictions is as defined in *Rule Book Module SP, Section 2.5 - Permissible speed indicators with letters*.

The above example of a non-standard differential speed restriction indicates that Sprinter trains are permitted to travel at 40mph and all other trains at 20mph.

On single and bi-directional lines where different speeds apply in each direction the speeds are shown together with an arrow head indicating the direction in which they apply. The arrow head for the Up direction is to the left of the running line, and that for the Down direction to the right.

On single and bi-directional lines where the same speed applies to movements in either direction, no arrows are shown

Unless indicated otherwise by speed signs, the maximum speed over connections to sidings and yards is 15 mph and the maximum speed in Depots and Carriage Sidings is 5 mph.

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

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

Signalling & Remarks column

The “Signalling & Remarks” column contains the following details at the top of each page, and again whenever any of the details therein change:

Mode of signalling	Controlling Signal Box, type and signal prefix (where relevant, the controlling panel or workstation name).	NRN radio channel number where appropriate	CSR number where appropriate
--------------------	---	--	------------------------------

TCB RA8	Liverpool St IECC (L) AC: Romford	NRN 	CSR 
------------	--------------------------------------	--	--

Where shown, route availability number for the line(s) concerned.      Type of electrification where appropriate and electrical control room responsible for the area.

GSM-R

There are two types of GSM-R radio system in use:

- GSM-R train radio which provides drivers, guards and other on-train staff with a secure means of communication with the signaller, operations controller and ECO for use as the normal method of communication. Areas equipped with GSM-R train radio fixed infrastructure are indicated with the symbol shown below (specific details are shown at the top of each page adjacent to or immediately below the controlling signal box information).



- GSM-R (IVRS) radio which provides users with a direct means of communication with the signaller for emergency use only. The areas covered by GSM-R (IVRS), together with the symbol below, are shown in the Signalling & Remarks column.



Mode of signalling

TCB	Track Circuit Block
AB	Absolute Block
AB (PF)	Permissive Block
RETB	Radio Electronic Token Block (including the channel number)
ET	Electric Token Block
TB	Tokenless Block
TB(SC)	Scottish Region Tokenless Block
NST	No Signaller Token
NSTR	No Signaller Token with Remote Crossing Loops
NB	No Block
OTS	One Train Working where a staff is provided
OTNS	One Train Working where a staff is not provided
TST	Train Staff and Ticket (detail in Local instructions where applicable)
C2	Western only (see Western General Instructions for details)
ERTMS L2	European Rail Traffic Management System (Level 2)

Electrification

AC	Electrified with Overhead Line Equipment at 25kV Alternating Current.
DC(3)	Electrified with Third Rail at 750 volts Direct Current.
DC(4)	Electrified with Fourth Rail at 750 volts Direct Current.

Note: When Cab Secure / NRN radio channel numbers change, an additional symbol with the new channel number will appear adjacent to the point where the channel changes. The information is read DOWN the page, therefore when a change occurs the new channel number will apply to the area below the additional symbol.

The “Signalling & Remarks” column contains additional information as follows:-

- Special Speed restrictions where denoted by Ⓢ (or other number in a circle) in the “Running lines & speed restrictions” column.
- Automatic Staff Warning Systems using the abbreviation FWS - Fixed Warning System (applies to lines as indicated in the “Signalling & Remarks” column).
- AWS - Automatic Warning System. Detail is given for those lines or locations where the system is not fitted.
- TPWS – Train Protection Warning System. Detail is given for those lines of route where the system is not fitted.
- TASS – Tilt Authorisation and Speed Supervision system.
- Loop and Refuge Siding Standage, given in metres / feet or yards / SLU’s (1 SLU = 21 feet) (these lengths do NOT take into account defensive driving policy / stand-back from signals).
- Locations of catch points.
- Other additional remarks e.g. telephones where provided for traffic purposes.
- Length of station platforms in metres and yards (these lengths do NOT take into account defensive driving policy / stand-back from signals). Where platform lengths are not given, please refer to the relevant table in the ‘General Instructions’ section of the Sectional Appendix.
- Local Instructions are referred to where appropriate.
- Locations of Lockout Devices (LOD):

- LOD (P) - Patrolman's Lockout Device - inhibits movements in one direction only on designated bi-directional line(s)
- LOD (T) - Traffic Lockout Device - inhibits all movements on designated line(s)
- NB: Full details of the protection afforded is as defined in the lineside case.
- Locations where Permissive Working is authorised :-
  - PP - Permissive Working - full use for class 1, 2, 3 ECS, 5, 9 and 0 trains.
  - PP-A - Permissive Working - Attaching and Detaching use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.
  - PP-S - Permissive Working - Platform Sharing use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.
  - PP-C - Permissive Working - Contingency use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.
  - PF - Permissive Working for class 3 to 8 and 0 trains.

Additional Layer (s) Table 'A' Symbols



Exceptionally Poor Rail Adhesion Area



Multi SPAD Signals

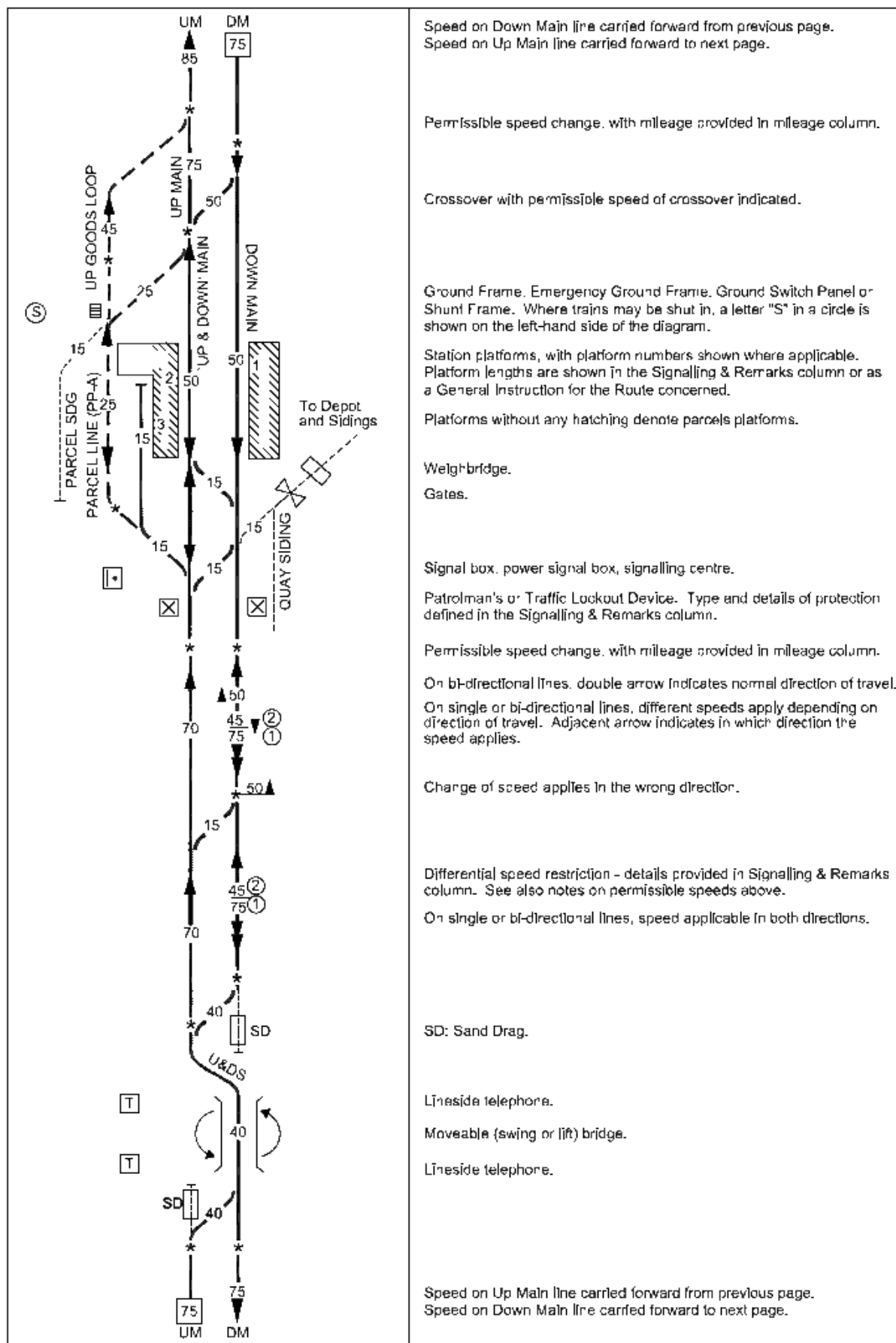


Signal Box Instructions

**NOTE:**

- These symbols are for electronic links to data held in <http://OPSweb.co.uk> only.
- The additional information obtained via these links is to be used at the users own risk.
- Any further symbols on Table 'A's which are not listed here are in conjunction with further trials as part of the Sectional Appendix + project.

Diagrammatic explanation of symbols



Speed on Down Main line carried forward from previous page.  
Speed on Up Main line carried forward to next page.

Permissible speed change, with mileage provided in mileage column.

Crossover with permissible speed of crossover indicated.

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

Station platforms, with platform numbers shown where applicable. Platform lengths are shown in the Signalling & Remarks column or as a General Instruction for the Route concerned.

Platforms without any hatching denote parcels platforms.

Weightbridge.

Gates.

Signal box, power signal box, signalling centre.

Patrolman's or Traffic Lockout Device. Type and details of protection defined in the Signalling & Remarks column.

Permissible speed change, with mileage provided in mileage column.

On bi-directional lines, double arrow indicates normal direction of travel.

On single or bi-directional lines, different speeds apply depending on direction of travel. Adjacent arrow indicates in which direction the speed applies.

Change of speed applies in the wrong direction.

Differential speed restriction - details provided in Signalling & Remarks column. See also notes on permissible speeds above.

On single or bi-directional lines, speed applicable in both directions.

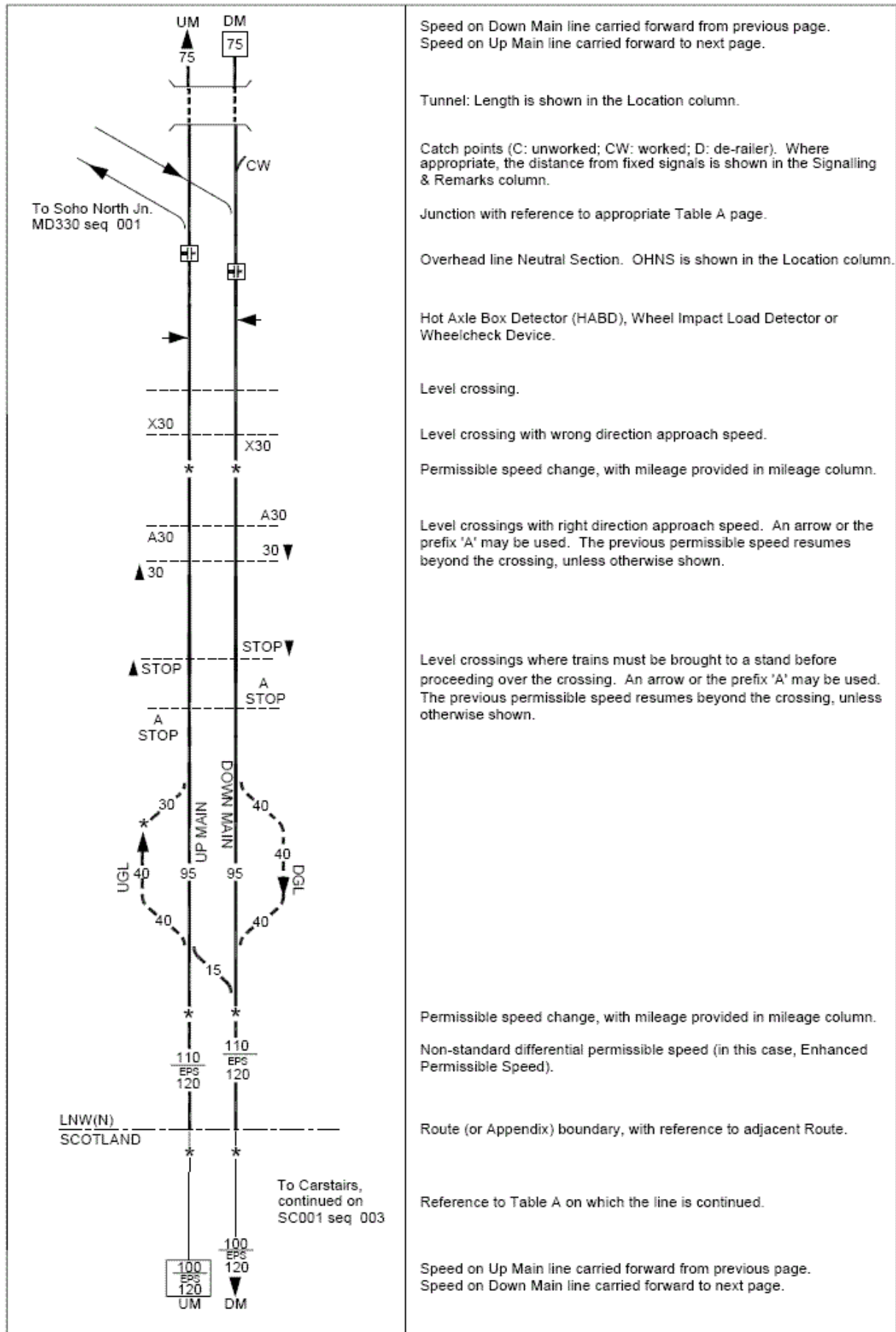
SD: Sand Drag.

Lineside telephone.

Moveable (swing or lift) bridge.

Lineside telephone.

Speed on Up Main line carried forward from previous page.  
Speed on Down Main line carried forward to next page.



Speed on Down Main line carried forward from previous page.  
 Speed on Up Main line carried forward to next page.

Tunnel: Length is shown in the Location column.

Catch points (C: unworked; CW: worked; D: de-railer). Where appropriate, the distance from fixed signals is shown in the Signalling & Remarks column.

Junction with reference to appropriate Table A page.

Overhead line Neutral Section. OHNS is shown in the Location column.

Hot Axle Box Detector (HABD), Wheel Impact Load Detector or Wheelcheck Device.

Level crossing.

Level crossing with wrong direction approach speed.

Permissible speed change, with mileage provided in mileage column.

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

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

Permissible speed change, with mileage provided in mileage column.

Non-standard differential permissible speed (in this case, Enhanced Permissible Speed).

Route (or Appendix) boundary, with reference to adjacent Route.

Reference to Table A on which the line is continued.

Speed on Up Main line carried forward from previous page.  
 Speed on Down Main line carried forward to next page.

Dated: 05/07/14

This page is intentionally blank

## Index of Locations

<u>Location</u>	<u>Table A - Module</u>
(Change of ELR)	GW560-001-WR2, GW572-001-WR2
Abbey Foregate (AF) SB	GW731-001-WR2
Abbey Foregate Jn	GW731-001-WR2, GW732-001-WR2
Abbey Foregate Maintenance Depot	GW731-002-WR2
Abbotswood Junction	GW300-001-WR2, GW400-004-WR2
ABER	GW810-005-WR2
Aberbaiden North GF	GW877-002-WR2
Aberbaiden Parc Slip	GW877-002-WR2
Aberbaiden South GF	GW877-002-WR2
Abercwmboi Loop	GW834-002-WR2
ABERCYNON	GW830-002-WR2
Abercynon Jn	GW830-002-WR2, GW834-003-WR2
Abercynon SB (A)	GW830-002-WR2
Abercynon Stormstown	GW830-003-WR2
ABERDARE / ABERDAR	GW834-001-WR2
Aberdare GF	GW834-001-WR2
ABERDOVEY	GW734-002-WR2
Aberdovey Tunnel No.1	GW734-001-WR2
Aberdovey Tunnel No.2	GW734-001-WR2
Aberdovey Tunnel No.3	GW734-002-WR2
Aberdovey Tunnel No.4	GW734-002-WR2
Aberdulais Farm LC (UWC)	GW910-006-WR2
ABERERCH	GW734-010-WR2
Abererch LC (ABCL)	GW734-010-WR2
ABERGAVENNY / Y FENNI	GW730-015-WR2
Abergavenny SB	GW730-015-WR2
Abergavenny UGL	GW730-016-WR2
Aberleri LC (AHBC)	GW733-013-WR2
Abermule LC (AHBC)	GW733-005-WR2
Aberthaw	GW870-002-WR2
Aberthaw Cement GF	GW870-002-WR2
Aberthaw SB/Aberddawan	GW870-002-WR2
ABERYSTWYTH (TEP)	GW733-014-WR2
Aberystwyth No.1 GF	GW733-014-WR2
Aberystwyth No.2 GF	GW733-014-WR2
Ableton Lane	GW600-007-WR2
Ableton Lane Tunnel	GW900-001-WR2
Accommodation LC	GW317-001-WR2
Acton East	GW103-007-WR2, GW130-001-WR2
ACTON MAIN LINE	GW103-008-WR2
Acton Wells Jn	GW130-001-WR2
Acton West	GW103-008-WR2
Acton Yard	GW103-008-WR2
Aish Emergency Xover	GW108-015-WR2
ALDERMASTON	GW500-002-WR2
Alderton Tunnel	GW600-003-WR2
Alderton WILD	GW600-003-WR2
Aldridge LC (UWC)	GW700-005-WR2
Alexandra Dock Jn	GW784-001-WR2, GW900-007-WR2
All Stretton No.1 LC (UWC)	GW730-005-WR2
Allens LC (AOCL)	GW734-004-WR2
Allt-y-Bailly LC (UWC)	GW950-001-WR2
Alpha Steel GF 1	GW720-001-WR2
Alstone	GW400-006-WR2
Alstone Carriage Sidings	GW400-007-WR2

<b>Location</b>	<b>Table A - Module</b>
AMMANFORD / TIRYDAIL AND RHYDAMAN	GW910-011-WR2
Ammanford Relief Road LC (TMO)	GW915-002-WR2
Andrews LC (UWC)	GW400-004-WR2
APPLEFORD	GW200-002-WR2
Appleford LC (CCTV)	GW200-002-WR2
ASCOTT-UNDER- WYCHWOOD	GW310-002-WR2
Ascott-under-Wychwood (AW) SB & LC (MCB)	GW310-002-WR2
ASHCHURCH FOR TEWKESBURY	GW400-005-WR2
Ashchurch GF	GW400-005-WR2
Ashchurch WD GF	GW400-005-WR2
Ashford Bowdler LC (AHBC-X)	GW730-008-WR2
Ashley LC (UWC)	GW730-013-WR2
Ashton Jn	GW548-001-WR2
Ashton Jn LC (CCTV)	GW548-001-WR2
Athelney LC (AHBC)	GW500-013-WR2
Avon View Farm LC (UWC)	GW523-001-WR2
AVONCLIFF	GW510-002-WR2
AVONMOUTH	GW454-002-WR2
Avonmouth BP Sidings	GW4501-002-WR2
Avonmouth Dock LC (CCTV)	GW454-002-WR2
Avonmouth Station LC (CCTV)	GW454-002-WR2
Awre LC (CCTV)	GW700-004-WR2
B.A.C. LC (UWC)	GW4501-001-WR2
Badcock s Middle LC (UWC)	GW108-004-WR2
Badminton	GW600-003-WR2
BAGLAN	GW900-019-WR2
Banbury Road Sidings	GW277-002-WR2
Banc-y-Berllan LC (UWC)	GW910-010-WR2
BARGOED	GW810-002-WR2
Bargoed SB	GW810-002-WR2
Bargoed South	GW810-002-WR2
BARMOUTH (TEP)	GW734-005-WR2
Barmouth North GF	GW734-005-WR2
Barmouth South LC (TMO)	GW734-005-WR2
Barmouth Swing Bridge	GW734-005-WR2
Barmouth Tunnel	GW734-005-WR2
BARNSTAPLE	GW606-006-WR2
Barnstaple GF	GW606-006-WR2
Barnwood No.3 GF	GW400-008-WR2
Barnwood No1 GF	GW700-001-WR2
Barrow Road Sidings	GW450-002-WR2
Barry Docks Line Jn	GW830-011-WR2
BARRY DOCKS/ DOCIAUR BARRI	GW830-012-WR2
Barry Down Passenger Loop	GW870-001-WR2
Barry Island Viaduct	GW830-012-WR2
BARRY ISLAND/ YNYS-Y-BARRI	GW830-012-WR2
Barry Jn	GW830-012-WR2, GW900-015-WR2
Barry Junction	GW870-001-WR2
Barry SB (B)	GW830-012-WR2
BARRY/BARRI	GW830-012-WR2
Barton Hill Depot	GW450-003-WR2
Baschurch LC (AHBC-X)	GW731-004-WR2
Basildon HABD	GW103-032-WR2
Bath Goods	GW105-009-WR2
Bath Road Jn	GW184-001-WR2
BATH SPA	GW105-008-WR2
Bath West GF	GW105-009-WR2



<b>Location</b>	<b>Table A - Module</b>
Bathampton Jn (DN)	GW510-003-WR2
Bathampton Jn (Down)	GW105-007-WR2
Bathampton Jn (Up)	GW105-007-WR2
Bathampton Jn (UP)	GW510-003-WR2
Beavers Hill Farm LC (UWC)	GW950-003-WR2
Beavers Hill LC (OPEN)	GW950-003-WR2
Bedlam Tunnel	GW572-001-WR2
BEDMINSTER	GW105-016-WR2
BEDWYN	GW500-005-WR2
Beech Drive LC (UWC)	GW500-006-WR2
Beechgrove GF	GW5001-001-WR2
Bejowan LC (UWC)	GW660-005-WR2
Benarth Farm LC (UWC)	GW730-014-WR2
Bennar Fawr LC (AOCL)	GW734-006-WR2
BERE ALSTON	GW637-002-WR2
Bere Alston GF	GW637-003-WR2
Bere Alston Jn	GW637-002-WR2, GW637-003-WR2
BERE FERRERS	GW637-002-WR2
Berkeley GF	GW425-001-WR2
Berkeley Road Jn	GW400-011-WR2, GW425-001-WR2
Berthddu LC (OPEN)	GW910-007-WR2
Bertwyn LC (AHBC)	GW900-025-WR2
Bier Hill LC (UWC)	GW950-003-WR2
BIRCHGROVE	GW828-001-WR2
Bishton Flyover	GW900-003-WR2
Bishton HABD	GW900-003-WR2
Bishton LC (MCG)	GW900-003-WR2
Blackboy Tunnel	GW610-002-WR2
Blacklion Junction	GW830-001-WR2
Blackpole Farm LC (UWC)	GW730-009-WR2
Blackpool LC (UWC)	GW731-003-WR2
Blackwell	GW400-001-WR2
Blaengavenny Farm LC (UWC)	GW730-015-WR2
Blatchbridge Jn	GW500-010-WR2, GW570-001-WR2
Bledington (UWC)	GW310-003-WR2
Bletchington LC (UWC)	GW200-007-WR2
Blockley LC (CCTV)	GW310-004-WR2
Boat LC (UWC)	GW400-003-WR2
BODMIN PARKWAY	GW108-025-WR2
Bodmin Parkway GF	GW108-025-WR2
Bolitho 1 LC (UWC)	GW640-001-WR2
Bolney Farm LC (UWC)	GW187-002-WR2
Bont-y-Clettwr LC (UWC)	GW734-004-WR2
BORTH (TEP)	GW733-013-WR2
Borth Capel Seion LC (UWC)	GW733-013-WR2
Borth Capel Soar LC (AOCL)	GW733-013-WR2
Borthwen Farm LC (UWC)	GW734-004-WR2
Bosleys LC (UWC)	GW310-002-WR2
Boundary (Network Rail/Ford)	GW871-001-WR2
BOURNE END	GW185-002-WR2
Bourne End GF	GW185-002-WR2, GW185-003-WR2
Bourton	GW105-002-WR2
Bourton HABD	GW105-002-WR2
Box Tunnel	GW105-006-WR2
Bradford Jn	GW510-001-WR2, GW523-001-WR2

<b>Location</b>	<b>Table A - Module</b>
Bradford Tunnel	GW510-002-WR2
BRADFORD-ON-AVON	GW510-002-WR2
Bradford-on-Tone LC (AHBC)	GW108-003-WR2
Braggamarsh 1 LC (UWC)	GW606-004-WR2
Braggamarsh 2 LC (UWC)	GW606-004-WR2
Bragty LC (UWC)	GW900-027-WR2
Brecon Curve GF	GW730-012-WR2
Brecon Curve Jn	GW730-012-WR2
Brecon Cve Jn	GW750-001-WR2
Brentford GF	GW178-001-WR2
Brentford Goods	GW178-002-WR2
Brewers 1 LC (UWC)	GW730-014-WR2
Briar Hill LC (UWC)	GW310-004-WR2
Brick Kiln Lane LC (UWC)	GW735-005-WR2
Brickyard No.3 LC (UWC)	GW733-012-WR2
BRIDGEND	GW870-005-WR2, GW874-001-WR2
Bridgend Barry Jn	GW870-005-WR2
BRIDGEND/PEN-Y-BONT	GW900-015-WR2
Bridgeway LC (UWC)	GW735-002-WR2
BRIDGWATER	GW105-022-WR2
Bridgwater Station GF	GW105-022-WR2
Brightly Barton 1 LC (UWC)	GW606-005-WR2
Brightly Mill LC (UWC)	GW606-005-WR2
Brightly Weir Farm 1 LC (UWC)	GW606-005-WR2
Brightly Weir Farm 2 LC (UWC)	GW606-005-WR2
Brightly Weir Farm 3 LC (UWC)	GW606-005-WR2
Brimcombe Footpath LC (UWC)	GW480-003-WR2
Brisbane No.1 LC (UWC)	GW910-001-WR2
Bristol Bulk handling Terminal	GW4501-003-WR2
Bristol East Depot Down Sdg	GW105-011-WR2
Bristol East Depot Down Sdg GF	GW105-011-WR2
Bristol East Jn	GW105-012-WR2, GW450-003-WR2
Bristol Middle Siding East GF	GW105-014-WR2
Bristol Middle Siding West GF	GW105-014-WR2
BRISTOL PARKWAY	GW600-005-WR2
Bristol Parkway Royal Mail Terminal	GW600-005-WR2
Bristol SB (B)	GW105-014-WR2
BRISTOL TEMPLE MEADS	GW105-014-WR2
Bristol West Jn	GW105-015-WR2, GW528-001-WR2
BRITHDIR	GW810-001-WR2
British Tissues LC (UWC)	GW874-002-WR2
BRITON FERRY	GW900-019-WR2
Briton Ferry East	GW900-019-WR2
Briton Ferry HABD	GW900-019-WR2
Briton Ferry Up Flying Loop Jn	GW890-001-WR2, GW900-019-WR2
Broad Farm No.1 LC (UWC)	GW730-009-WR2
Broad Lane LC (UWC)	GW440-001-WR2
Broadoak LC (UWC)	GW700-004-WR2
Broken Cross Farm No.1 LC (UWC)	GW700-003-WR2
Broken Cross Farm No.2 LC (UWC)	GW700-003-WR2
Broken Cross LC (R/G)	GW700-003-WR2
Bromfield LC (MCB)	GW730-007-WR2
Bromfield SB	GW730-007-WR2
Bromfield WILD	GW730-007-WR2
BROMSGROVE	GW400-002-WR2
Bromsgrove No.1 GF	GW400-002-WR2
Bromsgrove No.3 & No.2 GF	GW400-002-WR2

<b>Location</b>	<b>Table A - Module</b>
Bronnant LC (UWC)	GW734-003-WR2
Brooksby LC (ABCL)	GW185-003-WR2
Brookthorpe HABD	GW400-009-WR2
BROOME	GW910-001-WR2
Broome Farm 2 LC(UWC)	GW910-001-WR2
Broomhay LC (UWC)	GW108-001-WR2
Brown Queen Tunnel	GW108-025-WR2
Brown Barn LC (UWC)	GW310-005-WR2
Bruern LC (CCTV)	GW310-002-WR2
BRUTON	GW500-011-WR2
Brynmarlais LC (AOCL)	GW910-011-WR2
Brynteg LC (UWC)	GW893-001-WR2
Bryn-y-Mawr Farm LC (UWC)	GW910-013-WR2
BUCKNELL	GW910-002-WR2
Bucknell LC (AOCL)	GW910-002-WR2
Buckshead Tunnel	GW108-029-WR2
Buffer stops	GW770-001-WR2
BUGLE	GW660-003-WR2
BUILTH ROAD	GW910-005-WR2
Bullo Pill HABD	GW700-004-WR2
Burcott Road LC (TMO)	GW750-001-WR2
Burdetts Farm LC (UWC)	GW400-006-WR2
Burngullow Jn	GW108-028-WR2
Burngullow Jn	GW672-001-WR2
BURNHAM	GW103-023-WR2
Burrows Sidings	GW892-002-WR2
Butterfly Lane LC (UWC)	GW103-036-WR2
Buttington Hall LC (UWC)	GW733-002-WR2
Buttington LC (AHBC)	GW733-002-WR2
BYNEA / BYNIE	GW910-013-WR2
CADOXTON / TREGATWG	GW830-011-WR2
Caemawr Farm LC (UWC)	GW910-010-WR2
Caerphilly Tunnel	GW810-005-WR2
CAERPHILLY/ CAERFFILI	GW810-005-WR2
CAERSWS	GW733-007-WR2
Caersws LC (MCG)	GW733-007-WR2
Caerwent Branch Jn	GW700-006-WR2
Caethle Farm LC (UWC)	GW734-002-WR2
Caetwpa LC (UWC)	GW733-010-WR2
Calcott Lane LC (UWC)	GW185-003-WR2
CALDICOT	GW700-007-WR2
Caldicot HABD	GW700-006-WR2
Caldicot Jn	GW705-001-WR2
Caldicot LC (MCB)	GW700-006-WR2
Caldicot Station LC(UWC)	GW700-007-WR2
CALSTOCK	GW637-003-WR2
CAM & DURSLEY	GW400-010-WR2
CAMBORNE	GW108-033-WR2
Camborne LC (CCTV)	GW108-033-WR2
Campden LC (CCTV)	GW310-004-WR2
Campden Tunnel	GW310-004-WR2
Canton Depot	GW900-011-WR2
CARBIS BAY	GW690-001-WR2
Carbis Branch Jn	GW660-003-WR2
CARDIFF BAY/ BAE CAERDYDD	GW839-001-WR2
CARDIFF CENTRAL/ CAERDYDD CANOLOG	GW830-009-WR2, GW900-011-WR2
Cardiff East Jn	GW830-009-WR2, GW900-010-WR2

<b>Location</b>	<b>Table A - Module</b>
CARDIFF QUEEN STREET/ CAERDYDD HEOL Y FRENHINES	GW830-008-WR2
Cardiff SB (C)	GW830-009-WR2, GW900-011-WR2
Cardiff West Jn	GW830-009-WR2, GW900-011-WR2
CARMARTHEN (CAERFYRDDIN)	GW930-001-WR2
Carmarthen Bridge Jn	GW900-026-WR2, GW940-001-WR2
Carmarthen Jn	GW900-026-WR2, GW930-001-WR2
Carmarthen Jn (CJ) SB	GW900-026-WR2
Carmarthen Station GF	GW930-001-WR2
Carne Point	GW650-001-WR2
Carno LC (AHBC)	GW733-009-WR2
CASTLE BAR PARK	GW174-002-WR2
CASTLE CARY	GW500-012-WR2
Castle Cary Jn	GW500-012-WR2
Castle Gardens LC (UWC)	GW910-003-WR2
Cathan Farm LC (UWC)	GW910-012-WR2
CATHAYS	GW830-007-WR2
Cattedown Tunnel	GW628-003-WR2
Cattewater Harbour	GW628-003-WR2
Cattewater Jn	GW628-003-WR2
Cattewater LC (OPEN)	GW628-003-WR2
CAUSELAND	GW640-002-WR2
Causeway LC (MCB)	GW103-036-WR2
Cawdor LC (OPEN)	GW915-001-WR2
CE s Training School LC (UWC)	GW440-001-WR2
Cefn Coed LC (UWC)	GW893-001-WR2
Cefn Gast Farm No.2 LC (UWC)	GW910-007-WR2
Cefn Jn	GW877-001-WR2
Cefn Suran LC (UWC)	GW910-003-WR2
Cemetery Lane LC (UWC)	GW510-002-WR2
Cemetery LC (UWC)	GW734-002-WR2
Cemmes Road LC (R/G)	GW733-011-WR2
Central Treviscoe GF	GW672-002-WR2
Challow	GW103-037-WR2
Chapel Farm 1 LC (UWC)	GW660-005-WR2
Chapel Farm 3 LC (UWC)	GW660-005-WR2
Chapel Lane GF	GW730-017-WR2
Chapel LC (AOCL)	GW660-005-WR2
CHAPELTON	GW606-006-WR2
Chapelton Station LC (UWC)	GW606-006-WR2
Charfield	GW400-011-WR2
Charfield Hall Farm LC (UWC)	GW400-012-WR2
CHARLBURY	GW310-001-WR2
Charlton LC (UWC)	GW310-006-WR2
Charlton Tunnel	GW4501-001-WR2
Chawson Footpath Crossing	GW300-003-WR2
Cheltenham Alstone LC (MCB)	GW400-007-WR2
CHELTENHAM SPA	GW400-007-WR2
Chenson No 1 (UWC)	GW606-003-WR2
Chenson No 2 (UWC)	GW606-003-WR2
Chenson No 3 (UWC)	GW606-003-WR2
Chepstow Tunnel	GW700-005-WR2
CHEPSTOW/CAS-GWENT	GW700-006-WR2
Cherry Orchard LC (UWC)	GW733-005-WR2
Chester Line Jn	GW103-034-WR2, GW200-001-WR2
China Clay Sidings	GW108-026-WR2

<b>Location</b>	<b>Table A - Module</b>
CHIPPENHAM	GW105-005-WR2
Chipping Sodbury East GF	GW600-003-WR2
Chipping Sodbury Tunnel	GW600-003-WR2
CHIRK	GW731-006-WR2
Chirk Tunnel	GW731-006-WR2
Chittening Estate	GW4501-002-WR2
CHOLSEY	GW103-032-WR2
Cholsey WILD	GW103-032-WR2
Church Farm LC (UWC)	GW870-003-WR2
Church Farm No.1 LC (UWC)	GW523-001-WR2
Church Farm No.2 LC (UWC)	GW523-001-WR2
Church House Farm LC (UWC)	GW730-008-WR2
CHURCH STRETTON	GW730-005-WR2
Church Stretton SB	GW730-005-WR2
Churchdown HABD	GW400-007-WR2
CILMERI	GW910-006-WR2
Cilmeri LC (UWC)	GW910-006-WR2
Cilmeri Tunnel	GW910-005-WR2
Cilyrychen LC (ABCL)	GW910-011-WR2
City Basin Jn	GW108-008-WR2
Clarboston Rd Jn	GW960-001-WR2
CLARBESTON ROAD	GW900-029-WR2
Clarboston Road Jn	GW900-029-WR2
Clarboston Road Jn SB (CR)	GW900-029-WR2
Claverton LC (UWC)	GW510-003-WR2
Clayfield LC (AHBC)	GW310-005-WR2
Clerks Tunnel	GW108-011-WR2
Clifton Bridge No.1 Tunnel	GW548-001-WR2
Clifton Bridge No.2 Tunnel	GW548-002-WR2
CLIFTON DOWN	GW454-004-WR2
Clifton Down Tunnel	GW454-004-WR2
Clink Road Jn	GW500-010-WR2, GW570-001-WR2
Closglas Farm 1 LC (UWC)	GW910-010-WR2
Closglas Farm 3 LC (UWC)	GW910-010-WR2
CLUNDERWEN	GW900-028-WR2
Clyne LC (TMO)	GW892-001-WR2
Coaley GF	GW400-011-WR2
Coalpit Heath HABD	GW600-004-WR2
Cockett Tunnel	GW900-022-WR2
Cockett West Jn	GW900-022-WR2
Coed Cae No.1 LC (UWC)	GW733-010-WR2
Coed Farm No.1 LC (UWC)	GW900-026-WR2
Coed Ifan LC (UWC)	GW910-008-WR2
Coed Moor LC (UWC)	GW730-013-WR2
Coed Y Dinas LC (UWC)	GW733-003-WR2
Coed-y-Llyn No.1 LC (UWC)	GW734-009-WR2
COGAN	GW830-011-WR2
Cogan Jn	GW830-011-WR2, GW864-001-WR2
Cogan Loops	GW830-010-WR2
Cogan Tunnel	GW830-011-WR2
Cogload HABD	GW108-001-WR2
Cogload Jn (Down)	GW108-001-WR2, GW500-013-WR2
Cogload Jn (Up)	GW108-001-WR2, GW500-013-WR2
Coles LC (UWC)	GW310-007-WR2
Collaton Barton Farm 1 LC (UWC)	GW606-004-WR2
Colliery Crossing	GW820-001-WR2
Collins Farm LC (UWC)	GW637-002-WR2

<b>Location</b>	<b>Table A - Module</b>
Colnbrook CLC Loop (Central Logistics Centre)	GW182-001-WR2
Colnbrook Oil Terminal	GW182-001-WR2
Colthrop HABD	GW500-003-WR2
Colthrop LC (MCB)	GW500-003-WR2
COLWALL	GW340-004-WR2
Colwall Tunnel	GW340-003-WR2
COMBE	GW310-001-WR2
Commencement/End of token section	GW915-002-WR2
Commencement of token section	GW915-001-WR2
Compeday LC (UWC)	GW500-003-WR2
Conoco East LC (TMO)	GW628-003-WR2
Conoco West LC (TMO)	GW628-003-WR2
COOKHAM	GW185-002-WR2
Cookham LC (ABCL)	GW185-002-WR2
Cooks 1 LC (UWC)	GW400-004-WR2
Cooks 2 LC (UWC)	GW400-005-WR2
Cooksholme LC (UWC)	GW300-001-WR2
COOMBE	GW640-001-WR2
Coombe Jn	GW640-001-WR2
Coombe LC (UWC)	GW640-001-WR2
Coombe No. 1 GF	GW640-001-WR2
Coombe No. 2 GF	GW640-001-WR2
Coombe No.2 GF	GW642-001-WR2
Coombe No1 G.F.	GW640-002-WR2
COPPLESTONE	GW606-003-WR2
CORYTON	GW828-001-WR2
Coryton Tunnel	GW108-010-WR2
Coswarth 3 & 4 LC(UWC)	GW660-004-WR2
Coswarth LC (AOCL)	GW660-005-WR2
Coswarth Tunnel	GW660-005-WR2
Cosworth 1 & 2 LC(UWC)	GW660-004-WR2
Court Farm LC (UWC)	GW733-005-WR2
Court Sart Jn	GW890-001-WR2, GW900-020-WR2
Cowbridge Road SB	GW870-005-WR2
Cowley Bridge Jn	GW108-006-WR2, GW606-001-WR2
Coxall Farm 1 LC (UWC)	GW910-001-WR2
Coxall Farm 2 LC (UWC)	GW910-002-WR2
Coychurch Footpath LC (R/G-X)	GW900-014-WR2
Craig Rhymney LC (UWC)	GW810-001-WR2
Craigfryn LC (UWC)	GW733-008-WR2
CRANBROOK	GW610-001-WR2
CRANMORE (ESR)	GW580-001-WR2
Cranmore East GF	GW580-001-WR2
Crannaford LC (AHBC)	GW610-001-WR2
Crannel s LC (UWC)	GW500-003-WR2
CRAVEN ARMS	GW730-006-WR2
Craven Arms Jn	GW730-007-WR2, GW910-001-WR2
Craven Arms LC (MCB)	GW730-006-WR2
Craven Arms SB	GW730-006-WR2
Creamore Farm LC (UWC)	GW735-003-WR2
CREDITON	GW606-001-WR2
Crediton (CN) SB	GW606-002-WR2
Crediton LC (MCB)	GW606-002-WR2
Crewe Jn	GW735-001-WR2
Crewe Jn SB (CJ)	GW731-002-WR2
CRICCIETH	GW734-009-WR2
Crinow Farm 2 LC(UWC)	GW950-001-WR2
Crofton LC (R/G)	GW500-006-WR2

<b>Location</b>	<b>Table A - Module</b>
Cross Brook Farm LC (UWC)	GW730-009-WR2
Cross Cottage LC (UWC)	GW580-001-WR2
Crosskeys	GW770-002-WR2
Crosskeys Junction	GW770-002-WR2
Crugwallins Siding	GW672-001-WR2
Crundale LC (AHBC)	GW960-001-WR2
Crundale Mill LC (UWC)	GW960-001-WR2
CULHAM	GW200-002-WR2
Curb Hut LC (UWC)	GW700-006-WR2
Custom House Escape Shaft	GW180-002-WR2
Cutnall Green Route Boundary	GW370-001-WR2
Cutts Drove LC (UWC)	GW500-013-WR2
Cwm Henog Farm 2 LC (UWC)	GW910-007-WR2
CWMBACH	GW834-001-WR2
Cwmbach LC (UWC)	GW834-001-WR2
Cwmbach Sidings LC (UWC)	GW834-001-WR2
Cwmbargoed	GW820-001-WR2
Cwmbargoed LC (TMO)	GW820-001-WR2
CWMBRAN	GW730-017-WR2
Cwmbwry No.1 LC (UWC)	GW900-026-WR2
Cwmbwry No.2 LC (UWC)	GW900-026-WR2
Cwmffoes LC (TMO)	GW877-001-WR2
Cwmgwrach	GW892-001-WR2
Cwm-y-Geist Farm LC (UWC)	GW910-003-WR2
CYNGHORDY	GW910-008-WR2
Dafydd LC (UWC)	GW734-002-WR2
Dainton Tunnel	GW108-013-WR2
DANESCOURT	GW840-001-WR2
Danylan LC (UWC)	GW950-001-WR2
Darlingtons LC (UWC)	GW735-004-WR2
DAWLISH	GW108-010-WR2
DAWLISH WARREN	GW108-009-WR2
Daws LC (UWC)	GW611-002-WR2
Day & Son GF	GW178-002-WR2
Deakins LC (UWC)	GW910-003-WR2
Decoy LC (UWC)	GW731-005-WR2
Denning s LC (UWC)	GW500-011-WR2
Depot Connection C	GW103-028-WR2
Depot Connection E	GW103-029-WR2
Deri LC (UWC)	GW900-027-WR2
DEVONPORT	GW108-020-WR2
Devonport Tunnel	GW108-020-WR2
Didcot East	GW103-033-WR2
Didcot East Jn	GW103-034-WR2, GW240-001-WR2
Didcot North Jn (Dn)	GW200-001-WR2, GW240-001-WR2
Didcot North Jn (Up)	GW200-001-WR2, GW240-001-WR2
DIDCOT PARKWAY	GW103-034-WR2
Didcot West Curve Jn	GW200-001-WR2, GW250-001-WR2
DIGBY & SOWTON	GW611-001-WR2
Dildre Crossing	GW910-008-WR2
DILTON MARSH	GW5001-002-WR2
DINAS POWYS	GW830-011-WR2
DINAS RHONDDA	GW835-002-WR2
DINGLE ROAD	GW864-001-WR2
Dinmore Tunnels	GW730-010-WR2
DOCKYARD	GW108-020-WR2

<b>Location</b>	<b>Table A - Module</b>
Dockyard Jn	GW108-021-WR2
DOLAU	GW910-004-WR2
Dolau House Farm No.1 LC (UWC)	GW910-004-WR2
Dolau House Farm No.2 LC (UWC)	GW910-004-WR2
Dolau House Farm No.3 LC (UWC)	GW910-004-WR2
Dolau LC (AOCL)	GW910-004-WR2
Dolcoath LC (AHBC)	GW108-032-WR2
Doldyfi LC (UWC)	GW733-012-WR2
Dolmeadow LC (UWC)	GW730-010-WR2
Dolphin Jn	GW103-021-WR2
Dorrington SB	GW730-004-WR2
Dovey Junction	GW733-012-WR2, GW734-001-WR2
DOVEY JUNCTION (TEP)	GW733-012-WR2, GW734-001-WR2
Down Farm 1 LC (UWC)	GW910-010-WR2
Down Farm 2 LC (UWC)	GW910-010-WR2
Dr. Day s Jn	GW450-003-WR2, GW530-001-WR2
Drakes No.2 LC (UWC)	GW500-002-WR2
DRAYTON GREEN	GW174-002-WR2
Drayton Green Jn	GW174-002-WR2, GW176-001-WR2
Drayton Green Tunnel	GW174-002-WR2
Drinkwater LC (UWC)	GW200-007-WR2
Drinnick Mill	GW672-001-WR2
DROITWICH SPA	GW300-003-WR2
Droitwich Spa (DS) SB	GW300-004-WR2, GW370-001-WR2
Droitwich Spa Jn	GW300-004-WR2, GW370-001-WR2
Droitwich Spa Up Goods Loop	GW370-001-WR2
Duffryn LC (AHBC)	GW900-022-WR2
Duffryn West Jn	GW900-023-WR2
Dundas Aqueduct	GW510-003-WR2
Dunhampstead LC (AHBC)	GW400-003-WR2
Durn LC (UWC)	GW733-011-WR2
DYFFRYN ARDUDWY	GW734-006-WR2
Dyffryn LC (UWC)	GW734-002-WR2
Dynevor GF	GW8901-001-WR2
Dynevor Jn	GW890-001-WR2, GW8901-001-WR2
EALING BROADWAY	GW103-009-WR2
East Jn Viaduct	GW830-009-WR2, GW900-010-WR2
East Largin Viaduct	GW108-024-WR2
East Mendalgief	GW784-001-WR2
East Somerset Jn (Witham)	GW500-011-WR2, GW580-001-WR2
East Usk Jn & SB	GW720-001-WR2, GW900-004-WR2
EASTBROOK	GW830-011-WR2
Ebbw Jn	GW780-001-WR2, GW900-007-WR2
Ebbw Vale Parkway	GW770-001-WR2
Ebley LC (UWC)	GW480-003-WR2
ECC Ballclays	GW618-001-WR2
Eckington	GW400-004-WR2
Eckington HABD	GW400-004-WR2
Eckington WILD	GW400-005-WR2
EGGESFORD (TEP)	GW606-003-WR2
Eggesford LC (TMO)	GW606-003-WR2
End of token section	GW915-001-WR2
English Bridge Jn	GW730-001-WR2, GW732-001-WR2
Ernesettle North GF	GW637-001-WR2
Ernesettle South GF	GW637-001-WR2
Erwbeili Farm LC (UWC)	GW910-007-WR2



<b>Location</b>	<b>Table A - Module</b>
Evelench LC (UWC)	GW400-003-WR2
EVESHAM	GW310-005-WR2
Evesham SB	GW310-005-WR2
Exeter (E) SB	GW108-007-WR2
EXETER ST THOMAS	GW108-008-WR2
Exeter St. Davids Jn	GW108-007-WR2
EXETER CENTRAL	GW610-002-WR2
Exeter Central Goods Jn	GW610-002-WR2
Exeter Riverside Yard	GW108-006-WR2
EXETER ST. DAVIDS	GW108-007-WR2
Exeter St. Davids Jn	GW610-002-WR2
Exminster HABD	GW108-008-WR2
Exminster WILD	GW108-008-WR2
EXMOUTH	GW611-002-WR2
Exmouth Jn	GW610-001-WR2, GW611-001-WR2
Exmouth Jn (EJ) SB	GW610-001-WR2
EXTON	GW611-002-WR2
Eye Court Farm LC(UWC)	GW730-009-WR2
Eyton LC (AHBC-X)	GW731-004-WR2
FAIRBOURNE	GW734-004-WR2
Fairbourne LC (AOCL)	GW734-004-WR2
Fairfield LC (UWC)	GW500-005-WR2
Fairwood Jn	GW500-009-WR2, GW560-002-WR2
FALMOUTH DOCKS	GW680-002-WR2
Falmouth No.1 GF	GW680-002-WR2
Falmouth No.2 GF	GW680-002-WR2
FALMOUTH TOWN	GW680-002-WR2
Fancy (UWC)	GW660-003-WR2
Farmers LC (UWC)	GW870-004-WR2
Farnham Road	GW103-023-WR2
Feeder Bridge Jn	GW105-011-WR2, GW530-001-WR2
Feltons LC (UWC)	GW730-007-WR2
FERNHILL	GW834-002-WR2
FERRYSIDE / GLANYFFERI	GW900-025-WR2
Ferryside LC (MCB)	GW900-025-WR2
Ferryside SB	GW900-025-WR2
FFAIRFACH	GW910-011-WR2
Ffairfach LC (AOCL)	GW910-011-WR2
Ffos Fach Isaf LC (UWC)	GW910-013-WR2
Ffynngain LC (R/G)	GW900-027-WR2
Field LC (UWC)	GW108-005-WR2
Fields Farm LC (UWC)	GW735-005-WR2
FILTON ABBEY WOOD	GW450-002-WR2
Filton Jn HABD	GW540-001-WR2
Filton Jn No.1	GW450-001-WR2, GW540-001-WR2
Filton Jn No.2	GW450-001-WR2, GW451-001-WR2, GW540-001-WR2
Filton South Jn	GW450-002-WR2
Filton Tip LC (AOCL)	GW5401-001-WR2
Filton West Jn No.1	GW4501-001-WR2, GW5401-001-WR2
Filton West Jn No.2	GW4501-001-WR2, GW451-001-WR2
FINSTOCK	GW310-001-WR2
Fisher s LC (UWC)	GW510-003-WR2
Fishguard Harbour Station LC (AOCL)	GW900-030-WR2
Fishley LC (UWC)	GW606-005-WR2

<b>Location</b>	<b>Table A - Module</b>
Flax Bourton Tunnel	GW105-018-WR2
Football Field LC (UWC)	GW733-007-WR2
Ford Bridge LC (UWC)	GW730-010-WR2
Ford Siding GF	GW871-001-WR2
Forde LC (AOCL)	GW733-004-WR2
Fordgate	GW105-022-WR2, GW108-001-WR2
Fords Junction	GW870-004-WR2
Fords Siding GF	GW870-004-WR2
Forestry LC (UWC)	GW580-001-WR2
Former Aberbeeg Jn	GW770-001-WR2
Former Aller Jn	GW620-001-WR2
Former Bassaleg Jn	GW773-001-WR2
Former Coleford Jn	GW608-001-WR2
Former Devonport Jn/Cornwall Loop	GW108-020-WR2
Former Friary Jn	GW628-002-WR2
Former Rainbow Hill Jn	GW350-001-WR2
Former Red Hill Jn	GW730-013-WR2
Former Rotherwas Jn	GW730-012-WR2
Former site of Felin Fran Jn	GW890-003-WR2
Former site of Llandovery Jn	GW910-008-WR2
Fountain LC (AOCL)	GW877-001-WR2
Foxhall Jn	GW103-035-WR2, GW200-001-WR2, GW250-001-WR2
Frampton LC (UWC)	GW480-003-WR2
FRESHFORD	GW510-002-WR2
Freshford LC (UWC)	GW510-003-WR2
Friars Jn	GW103-007-WR2
Frogmore 2 LC (UWC)	GW310-003-WR2
Frome North Jn	GW570-001-WR2, GW572-001-WR2
Fron LC (UWC)	GW733-003-WR2
Frying Pan Farm LC (UWC)	GW523-001-WR2
FURZE PLATT	GW185-001-WR2
Furze Platt LC (ABCL)	GW185-001-WR2
Gaer Jn	GW770-003-WR2, GW900-007-WR2
Gaer Tunnel	GW770-003-WR2
Gambols LC (UWC)	GW480-001-WR2
Garlands No1 LC (UWC)	GW700-005-WR2
Garnant Branch LC (OPEN)	GW915-002-WR2
GARTH	GW910-006-WR2
GARTH (MID-GLAMORGAN)	GW874-002-WR2
Garw GF	GW874-002-WR2
Gelynis LC (R/G-X)	GW830-005-WR2
Genwen Jn	GW910-014-WR2
Gibbons LC (UWC)	GW810-003-WR2
GILFACH FARGOED	GW810-002-WR2
Gilfach Farm 3 LC (UWC)	GW910-008-WR2
Gishbourne LC (UWC)	GW310-006-WR2
Glanhafren LC (UWC)	GW733-003-WR2
Glanirfon LC (UWC)	GW910-007-WR2
Glanrhyd Bridge	GW910-010-WR2
Glanrhyd LC (OPEN)	GW910-010-WR2
Glanrhyd Saeson Farm 1 LC (UWC)	GW910-010-WR2
Glantowy LC (UWC)	GW910-009-WR2
Glanryrnys Farm Crossing	GW910-009-WR2
Glass LC	GW510-003-WR2
GLOUCESTER	GW700-002-WR2
Gloucester Barnwood Jn	GW400-008-WR2, GW700-001-WR2

<b>Location</b>	<b>Table A - Module</b>
Gloucester SB (G)	GW490-001-WR2, GW700-001-WR2
Gloucester West	GW700-002-WR2
Gloucester Yard Jn	GW400-009-WR2, GW490-001-WR2
Gloucester Yard No.2 GF	GW400-008-WR2, GW490-001-WR2
Glynisw LC (UWC)	GW900-027-WR2
Glyn-y-Mul LC (UWC)	GW893-001-WR2
GOBOWEN	GW731-005-WR2
Gobowen North LC (MCB)	GW731-006-WR2
Gobowen North SB (GN)	GW731-006-WR2
Gobowen South GF	GW731-005-WR2, GW736-001-WR2
Godregarreg Farm 1	GW910-009-WR2
Golant LC (OPEN)	GW650-001-WR2
Goonbarrow Jn (G) SB	GW660-003-WR2
GORING & STREATLEY	GW103-032-WR2
Gorsecoch LC (UWC)	GW900-027-WR2
Gorshwen No.2 LC (UWC)	GW734-004-WR2
GOWERTON / TRE-GWYR	GW900-022-WR2
Grange Court GF	GW700-004-WR2
GRANGETOWN	GW830-010-WR2
Great Elm Tunnel	GW572-001-WR2
Great Fisherton Farm 1 LC (UWC)	GW606-006-WR2
Great Fisherton Farm 2 LC (UWC)	GW606-006-WR2
Great House Farm LC (UWC)	GW730-015-WR2
GREAT MALVERN	GW340-002-WR2
Green Lane LC (UWC)	GW735-005-WR2
Greenfields LC (UWC)	GW910-005-WR2
GREENFORD	GW175-001-WR2
Greenford (LUL) Bay Jn	GW174-003-WR2, GW175-001-WR2
Greenford East (GE) SB	GW110-003-WR2, GW174-003-WR2
Greenford East Jn	GW110-002-WR2, GW117-001-WR2
Greenford South Jn	GW117-001-WR2, GW174-003-WR2, GW175-001-WR2
Greenford West Jn	GW110-003-WR2, GW174-003-WR2
Greenland Mill LC (AHBC)	GW510-002-WR2
Griggs LC (UWC)	GW660-004-WR2
Grove LC (UWC)	GW103-037-WR2
Grovesend Colliery Loop GF	GW890-004-WR2
Grovesend Colliery Loop Jn	GW890-005-WR2, GW897-001-WR2
Gryphon Lodge LC (UWC)	GW480-001-WR2
Gulf Oil Branch Jn	GW960-002-WR2, GW970-001-WR2
Gulf Oil Refinery (Waterston)	GW970-001-WR2
GUNNISLAKE	GW637-003-WR2
Gwaun-cae-Gurwen A-474 LC (OCL)	GW915-001-WR2
Gwaun-cae-Gurwen Colliery LC (OPEN)	GW915-001-WR2
Gwinear Road LC (AHBC)	GW108-033-WR2
Gwyn-y-Gaer LC (UWC)	GW900-012-WR2
Hafod-y-Wern LC (UWC)	GW734-008-WR2
Hallen Marsh Jn	GW4501-002-WR2
Hallen Moor East	GW4501-002-WR2
Hallen Moor West	GW4501-002-WR2
Halloon LC (AOCL)	GW660-004-WR2
Hamstead LC (CCTV)	GW500-004-WR2
HANBOROUGH	GW310-001-WR2
Hanselmans 1 LC (UWC)	GW733-001-WR2
HANWELL	GW103-011-WR2
Hanwell Bridge	GW103-011-WR2
Hanwell Bridge Sidings	GW103-012-WR2

<b>Location</b>	<b>Table A - Module</b>
Hanwell Jn	GW103-011-WR2, GW176-001-WR2
Hanwood LC (UWC)	GW733-001-WR2
Hanwood Yard LC (UWC)	GW733-001-WR2
Hapsford LC (UWC)	GW572-001-WR2
Harbour Station GF	GW900-030-WR2
Hardacre No2 LC (UWC)	GW700-005-WR2
Haresfield Footpath LC (R/G)	GW400-010-WR2
HARLECH (TEP)	GW734-007-WR2
Harlech Cliff	GW734-007-WR2
Harlech Morfa LC (ABCL)	GW734-007-WR2
Harlescott LC (MCB)	GW735-002-WR2
Harris LC (UWC)	GW606-004-WR2
HAVERFORDWEST/ HWLFFORDD	GW960-001-WR2
Hawkeridge Jn	GW510-001-WR2, GW520-001-WR2
Hawkes Point Foot Crossing	GW690-001-WR2
HAYES AND HARLINGTON	GW103-016-WR2
Hayes Up Goods Loop	GW103-015-WR2
Hayes Up Sidings	GW103-016-WR2
HAYLE	GW108-034-WR2
Hayle Footpath LC (R/G)	GW108-034-WR2
Heath Farm LC (UWC)	GW910-001-WR2
HEATH HIGH LEVEL/ LEFEL UCHEL HEATH	GW810-006-WR2
Heath Jn	GW810-006-WR2, GW828-001-WR2
Heath Jn SB (HJ)	GW810-006-WR2
HEATH LOW LEVEL/ LEFEL ISEL HEATH	GW828-001-WR2
Heathfield	GW618-001-WR2
Heathrow Airport Jn (Down Main)	GW103-017-WR2
Heathrow Airport Jn (Up Main)	GW103-017-WR2
Heathrow Airport Jn OHNS	GW103-018-WR2
HEATHROW CENTRAL (TERMINALS 1, 2, 3)	GW180-003-WR2
HEATHROW TERMINAL 4	GW180-004-WR2
HEATHROW TERMINAL 5	GW180-003-WR2
Heathrow Tunnel Jn	GW180-001-WR2
Hele & Bradninch LC (AHBC)	GW108-005-WR2
Helston Farm No.1 LC (UWC)	GW637-003-WR2
Hemerdon GF	GW108-016-WR2
Henblas LC (UWC)	GW734-004-WR2
Hendrewen Farm1 LC(UWC)	GW910-012-WR2
Hendrewen Farm3 LC(UWC)	GW910-012-WR2
Hendrewen LC (UWC)	GW900-030-WR2
Hendy Jn	GW897-001-WR2, GW910-013-WR2
Hendy Sewage Works LC (UWC)	GW910-012-WR2
HENGOED	GW810-003-WR2
Henley Branch Jn	GW103-026-WR2
HENLEY-ON-THAMES	GW187-002-WR2
Henwick LC (MCB)	GW340-001-WR2, GW350-001-WR2
Henwick SB (HK)	GW340-001-WR2, GW350-001-WR2
Heol-Y-Deliaid LC (UWC)	GW877-003-WR2, GW900-017-WR2
Herbrandston Jn	GW960-002-WR2, GW980-001-WR2
HEREFORD	GW730-012-WR2
Hereford SB (H)	GW730-012-WR2
Hereford Yard Jn	GW750-001-WR2
HEYFORD	GW200-008-WR2
Heyope 1 LC (UWC)	GW910-003-WR2
Heyope 2 LC (UWC)	GW910-003-WR2
Heywood Road Jn	GW500-009-WR2, GW560-001-WR2
High Hall LC (UWC)	GW700-005-WR2

<b>Location</b>	<b>Table A - Module</b>
HIGHBRIDGE & BURNHAM	GW105-021-WR2
Highbridge West	GW105-021-WR2
Higher Town Tunnel	GW108-030-WR2
Higher Doomsford LC (UWC)	GW606-004-WR2
Highworth GF	GW105-002-WR2
Highworth Jn	GW105-002-WR2
Hilling LC (UWC)	GW950-002-WR2
Hinksey North	GW200-004-WR2
Hinksey Reception Line GF	GW200-004-WR2
Hinksey South	GW200-004-WR2
Hinksey Yard	GW200-004-WR2
Hirwaun LC (TMO)	GW834-001-WR2
Hirwaun pond	GW834-001-WR2
Holesmouth Jn	GW4501-002-WR2, GW454-001-WR2
Holly Moor LC (UWC)	GW500-013-WR2
Holywell LC (UWC)	GW660-003-WR2
Homedown LC (UWC)	GW400-006-WR2
HONEYBOURNE	GW310-004-WR2, GW317-001-WR2
Honeybourne GF	GW310-004-WR2, GW317-001-WR2
Honeybourne Tip Siding GF	GW317-001-WR2
HOPTON HEATH	GW910-001-WR2
Horton Rd Jn	GW490-001-WR2, GW700-001-WR2
Horton Rd LC (MCB)	GW490-001-WR2, GW700-001-WR2
Hosegood s LC (UWC)	GW108-005-WR2
Howey LC (UWC)	GW910-005-WR2
Howton Court Farm LC (UWC)	GW730-014-WR2
Huish LC (CCTV)	GW105-019-WR2
Hullavington	GW600-002-WR2
HUNGERFORD	GW500-005-WR2
Hungerford GF	GW500-005-WR2
Hungerford LC (CCTV)	GW500-005-WR2
Huntspill LC (UWC)	GW105-021-WR2
Hyatts LC (UWC)	GW310-002-WR2
Hyde Farm LC (UWC)	GW108-001-WR2
Ifton Hill Farm LC (UWC)	GW700-006-WR2
Inchmore LC (UWC)	GW730-008-WR2
Inkpens No.1 LC (UWC)	GW200-008-WR2
Iron Acton By-pass LC (TMO)	GW430-001-WR2
Iron Acton Station LC (AOCL)	GW430-001-WR2
Iscoed LC (UWC)	GW900-027-WR2
IVER	GW103-020-WR2
Ivy Lane LC (UWC)	GW310-005-WR2
IVYBRIDGE	GW108-015-WR2
Jersey Marine Jn North	GW890-002-WR2, GW894-001-WR2
Jersey Marine Jn South	GW8901-001-WR2, GW892-002-WR2, GW894-001-WR2
JOHNSTON	GW960-002-WR2
Junction	GW773-001-WR2
Keens LC (UWC)	GW700-003-WR2
Keepers LC (UWC)	GW773-001-WR2
Keinton Mandeville HABD	GW500-013-WR2
KEMBLE	GW480-002-WR2

<b>Location</b>	<b>Table A - Module</b>
Kemble GF	GW480-002-WR2
Kemble Tunnel	GW480-001-WR2
Kennaway Tunnel	GW108-010-WR2
Kennet Bridge Loop	GW103-027-WR2
Kennington Jn	GW200-003-WR2, GW260-001-WR2
Kennington Junction LC (UWC)	GW200-003-WR2
Kensal Green	GW103-004-WR2
Kernick North GF	GW672-002-WR2
Kernick South GF	GW672-002-WR2
KEYHAM	GW108-021-WR2
Keyham East GF	GW108-021-WR2
Keyham HABD	GW108-020-WR2
Keyham West GF	GW108-021-WR2
KEYNSHAM	GW105-010-WR2
Kidwelly (K) SB	GW900-025-WR2
KIDWELLY / CYDWELI	GW900-025-WR2
Kidwelly Jn	GW900-025-WR2
Kidwelly LC (MCB)	GW900-025-WR2
Kilawen Farm LC (UWC)	GW950-002-WR2
KILGETTY / CILGETI	GW950-002-WR2
KINGHAM	GW310-002-WR2
KINGS NYMPTON	GW606-004-WR2
Kingsland Rd Sidings GF	GW105-012-WR2
KINTBURY	GW500-004-WR2
Kintbury HABD	GW500-004-WR2
Kintbury LC (MCB)	GW500-004-WR2
KNIGHTON / TREFYCLAWDD (TEP)	GW910-002-WR2
Knightson Farm LC(UWC)	GW950-002-WR2
KNUCKLAS / CNUCLAS	GW910-002-WR2
Kronospan GF	GW731-006-WR2
Kynaston LC (UWC)	GW735-005-WR2
Ladbroke Grove	GW103-004-WR2
Laira Diesel Depot	GW108-017-WR2, GW628-001-WR2
Laira Jn	GW108-017-WR2, GW628-001-WR2
LAMPHEY / LLANDYFAI	GW950-004-WR2
Landore Depot	GW900-021-WR2, GW9001-001-WR2
Landore Jn	GW900-021-WR2, GW9001-001-WR2
LANGLEY	GW103-021-WR2
Langley Up Sidings	GW103-020-WR2
Lanjeth LC (OPEN)	GW672-001-WR2
Lansdown Jn (former)	GW400-007-WR2
LAPFORD	GW606-003-WR2
Lapford North GF	GW606-003-WR2
Lapford South GF	GW606-003-WR2
Largin	GW108-024-WR2
Latteridge LC (TMO)	GW430-001-WR2
Lavington	GW500-008-WR2
LAWRENCE HILL	GW450-003-WR2
Lawrence Hill GF	GW450-002-WR2
Leaton LC (AHBC)	GW731-004-WR2
Leckwith Loop North Jn	GW850-001-WR2, GW900-012-WR2
Leckwith Loop South Jn	GW840-002-WR2, GW850-001-WR2
Leckwith Road Bridge GF	GW900-012-WR2
LEDBURY	GW340-005-WR2

<b>Location</b>	<b>Table A - Module</b>
Ledbury SB	GW340-005-WR2
Ledbury Tunnel	GW340-005-WR2
LELANT	GW690-001-WR2
LELANT SALTINGS	GW690-001-WR2
LEOMINSTER	GW730-009-WR2
Leominster (LE) SB	GW730-010-WR2
Leominster LC (AHBC)	GW730-009-WR2
Leri Bridge LC (UWC)	GW733-013-WR2
Letterston East GF	GW900-029-WR2
Letterston West GF	GW900-029-WR2
Lewis LC (UWC)	GW910-006-WR2
Lewis No 1 (UWC)	GW310-007-WR2
Lewis No 2 (UWC)	GW310-007-WR2
Ley LC (MCG)	GW700-003-WR2
Lickey Incline	GW400-001-WR2
Lime Kiln LC (CCTV)	GW770-002-WR2
Lipson Jn	GW108-017-WR2, GW628-002-WR2
LISKEARD	GW108-023-WR2, GW640-001-WR2
Liskeard (LD) SB	GW108-023-WR2
Liskeard GF	GW640-001-WR2
Liskeard Jn	GW640-001-WR2
Little Harmiston Crossing	GW970-001-WR2
Little Harmiston LC (UWC)	GW960-002-WR2
Little Mill Jn	GW730-016-WR2
Little Mill Jn SB (LM)	GW730-016-WR2
Little Treviscoe LC (OPEN)	GW672-002-WR2
Little Weir Farm 2 LC (UWC)	GW606-005-WR2
Littleton & Badsey LC (CCTV)	GW310-005-WR2
LLANABER (TEP)	GW734-005-WR2
Llanbadarn LC (ABCL)	GW733-014-WR2
LLANBEDR	GW734-006-WR2
LLANBISTER ROAD	GW910-003-WR2
Llanboidy LC (AHBC)	GW900-028-WR2
LLANBRADACH	GW810-004-WR2
Llancaiach Isaf LC (UWC)	GW820-001-WR2
Llancillo Hall LC (UWC)	GW730-015-WR2
LLANDAF	GW830-006-WR2
LLANDANWG	GW734-007-WR2
Llandanwg LC (UWC)	GW734-007-WR2
Llandarcy GF	GW890-002-WR2
LLANDECWYN	GW734-008-WR2
LLANDEILO (TEP)	GW910-010-WR2
Llandeilo GF	GW910-010-WR2
Llandeilo Jn	GW900-023-WR2, GW910-014-WR2
Llandeilo Jn East Down	GW900-023-WR2
Llandeilo Jn West Sidings GF	GW900-023-WR2
LLANDOVERY / LLANYMYDDYFRI (TEP)	GW910-008-WR2
Llandovery GF	GW910-008-WR2
Llandovery LC (TMO)	GW910-008-WR2
Llandow LC (UWC)	GW870-003-WR2
Llandre LC (ABCL)	GW733-013-WR2
Llandre Vicarage LC (R/G)	GW733-013-WR2
LLANDRINDOD (TEP)	GW910-005-WR2
Llandrindod GF	GW910-005-WR2
Llandrindod LC (TMO)	GW910-004-WR2
LLANDYBIE	GW910-011-WR2
Llandybie LC (AOCL)	GW910-011-WR2

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



<b>Location</b>	<b>Table A - Module</b>
Lostwithiel Jn	GW108-027-WR2, GW650-001-WR2
Loughor Viaduct	GW900-022-WR2
Lower Bailey 2 LC (UWC)	GW910-003-WR2
Lower Barn Farm LC (UWC)	GW700-003-WR2
Lower Burton Farm LC (UWC)	GW730-009-WR2
Lower Hall LC (UWC)	GW910-003-WR2
Lower House Farm LC (UWC)	GW910-002-WR2
Lower Stannage Farm LC (UWC)	GW910-002-WR2
Lower Trenowin LC (UWC)	GW108-033-WR2
LUDLOW	GW730-007-WR2
Ludlow HABD	GW730-007-WR2
Ludlow Tunnel	GW730-007-WR2
LUXULYAN	GW660-002-WR2
Luxulyan Tunnel	GW660-002-WR2
Lyde Court LC (UWC)	GW730-011-WR2
LYDNEY	GW700-005-WR2
Lydney GF	GW700-005-WR2
Lydney LC (MCB)	GW700-005-WR2
LYMPSTONE COMMANDO	GW611-002-WR2
LYMPSTONE VILLAGE	GW611-002-WR2
Lyneham LC (UWC)	GW310-002-WR2
Lyon Crossing	GW910-001-WR2
Lyons Wood Farm LC (UWC)	GW735-003-WR2
Machen Fach Farm LC (UWC)	GW773-001-WR2
Machen Quarry	GW773-001-WR2
Machen Quarry Inlet GF	GW773-001-WR2
Machen Quarry Outlet GF	GW773-001-WR2
MACHYNLLETH (TEP)	GW733-011-WR2
Machynlleth SB (MH)	GW733-011-WR2
Maes LC (ABCL)	GW734-009-WR2
MAESTEG	GW874-003-WR2
MAESTEG (EWENNY ROAD)	GW874-003-WR2
Maes-y-Coed Farm LC (UWC)	GW910-009-WR2
Magor	GW900-002-WR2
MAIDENHEAD	GW103-024-WR2, GW185-001-WR2
Maidenhead East	GW103-024-WR2
Maindee East Jn	GW740-001-WR2, GW900-005-WR2
Maindee Engineer Sdg GF	GW740-001-WR2
Maindee North GF	GW730-018-WR2
Maindee North Jn	GW730-018-WR2, GW740-001-WR2
Maindee West Jn	GW730-018-WR2, GW900-005-WR2
Maindy Bach LC (UWC)	GW900-013-WR2
Malt House LC (UWC)	GW733-002-WR2
MALVERN LINK	GW340-002-WR2
Malvern Wells Down Goods Loop	GW340-003-WR2
Malvern Wells SB	GW340-003-WR2
Manning Upper House LC (UWC)	GW730-013-WR2
Manor Farm 2 LC (UWC)	GW910-001-WR2
Manor Farm 3 LC (UWC)	GW910-001-WR2
Manor Farm LC (UWC)	GW200-003-WR2, GW523-001-WR2
MANORBIER / MAENORBYR	GW950-003-WR2
Manorbier Newton LC (OPEN)	GW950-003-WR2
Manorbier Station LC (AOCL)	GW950-003-WR2
Manuells Farm 2 LC (UWC)	GW660-005-WR2
Mare Brook LC (UWC)	GW310-004-WR2
Mares LC (UWC)	GW310-007-WR2
Margam Abbey Works	GW900-017-WR2

<b>Location</b>	<b>Table A - Module</b>
Margam Abbey Works East Junction	GW877-003-WR2
Margam East Jn	GW900-017-WR2
Margam Moors Jn	GW900-017-WR2
Margam Yard Jn	GW877-004-WR2
Marina LC (ABCL)	GW185-003-WR2
Marley Tunnels	GW108-014-WR2
Marley Green Emergency Facing Crossover GF	GW735-005-WR2
Marley Green Emergency Trailing Crossover GF	GW735-005-WR2
Marley Green LC (UWC)	GW735-005-WR2
MARLOW	GW185-003-WR2
Marsh Brook LC (MCB)	GW730-005-WR2
Marsh Brook SB	GW730-005-WR2
Marsh Farm HABD	GW730-005-WR2
Marshfield	GW900-008-WR2
Marshfield HABD	GW900-008-WR2
Marshfield WILD	GW900-008-WR2
Masons 1 LC (UWC)	GW950-001-WR2
Masters LC (UWC)	GW500-009-WR2, GW560-002-WR2
Maylord LC (UWC)	GW910-003-WR2
Meads LC (R/G-X)	GW105-022-WR2
MELKSHAM	GW523-001-WR2
Menadue LC (UWC)	GW660-002-WR2
MENHENIOT	GW108-023-WR2
Merehead Quarry	GW580-001-WR2
Merehead Quarry Jn	GW580-001-WR2
Merehead West	GW580-001-WR2
Merlyn LC (MCG)	GW734-009-WR2
MERTHYR TYDFIL	GW830-001-WR2
MERTHYR VALE	GW830-001-WR2
Meusydd Mill LC (UWC)	GW910-011-WR2
Micklewood No.2 LC (UWC)	GW730-004-WR2
Middle Hill Tunnel	GW105-006-WR2
Middleway LC (CCTV)	GW660-001-WR2
MIDGHAM	GW500-003-WR2
Midgham LC (CCTV)	GW500-003-WR2
MILFORD HAVEN	GW960-003-WR2
Milltown Viaduct	GW108-027-WR2
Milton	GW103-036-WR2
Minety LC (MCG)	GW480-001-WR2
MINFFORDD	GW734-008-WR2
Minffordd Quarry LC (UWC) (Manned)	GW734-008-WR2
Miskin	GW900-013-WR2
Molinnis LC (AOCL)	GW660-003-WR2
Monsanto GF 1	GW720-001-WR2
MONTPELIER	GW454-004-WR2
Montpelier Tunnel	GW454-004-WR2
Moorswater	GW642-001-WR2
Moorswater LC (OPEN)	GW642-001-WR2
MORCHARD ROAD	GW606-003-WR2
Moreton Cutting	GW103-033-WR2
Moreton LC (UWC)	GW950-002-WR2
Moreton Stone Terminal	GW730-011-WR2
MORETON-IN-MARSH	GW310-003-WR2
Moreton-in-Marsh SB	GW310-003-WR2
Moreton-on-Lugg SB and LC (MCB)	GW730-011-WR2
Morfa Main LC (UWC)	GW900-025-WR2
MORFA MAWDDACH	GW734-004-WR2

<b>Location</b>	<b>Table A - Module</b>
Morfa No.1 LC (UWC)	GW734-007-WR2
Morlais Jn	GW890-005-WR2, GW910-013-WR2
Morlanga LC (UWC)	GW900-012-WR2
Morris Cowley	GW260-001-WR2
Morris Hill LC (CCTV)	GW400-006-WR2
Mount Gould Jn	GW628-002-WR2
MOUNTAIN ASH/ ABERPENNAR	GW834-002-WR2
Mud Lane LC (UWC)	GW105-018-WR2
Munllyn LC (UWC)	GW733-003-WR2
Murdercombe Tunnel	GW572-001-WR2
Mutley Tunnel	GW108-018-WR2
Mywars No.2 LC (UWC)	GW733-011-WR2
Naas LC (AHBC)	GW700-005-WR2
NAILSEA & BACKWELL	GW105-018-WR2
Nailsea HABD	GW105-018-WR2
NANTWICH	GW735-006-WR2
Nantwich Emergency GF	GW735-006-WR2
Nantwich LC (MCB)	GW735-006-WR2
Nant-y-Cefn LC (UWC)	GW893-001-WR2
Nantyci No.2 LC (UWC)	GW900-027-WR2
Nantyderry HABD s	GW730-016-WR2
NARBERTH / ARBERTH	GW950-001-WR2
Narberth Tunnel	GW950-001-WR2
Narrowways Hill Jn	GW450-002-WR2, GW454-004-WR2
Nawlyns LC (UWC)	GW733-012-WR2
Neath and Brecon Jn	GW892-001-WR2, GW893-001-WR2
Neath and Brecon Jn SB	GW892-001-WR2
NEATH/CASTELL-NEDD	GW900-020-WR2
Network Rail/Dartmoor Railway Co. boundary	GW608-001-WR2
Neuadd Farm 2 LC(UWC)	GW910-005-WR2
Neuadd LC (UWC)	GW733-008-WR2
New House Farm LC (UWC)	GW730-004-WR2
Newbridge	GW770-001-WR2
NEWBURY	GW500-004-WR2
NEWBURY RACECOURSE	GW500-004-WR2
Newcastle Rd L.C. (AHBC-X)	GW735-006-WR2
Newland East LC (MCB)	GW340-002-WR2
Newland East SB	GW340-002-WR2
Newnham Barton Farm LC (UWC)	GW606-004-WR2
Newnham Tunnel	GW700-004-WR2
NEWPORT / CASNEWYDD	GW900-006-WR2
Newport Docks	GW784-001-WR2
Newport SB (N)	GW900-006-WR2
Newport Tunnel	GW900-006-WR2
NEWQUAY	GW660-005-WR2
NEWTON ABBOT	GW108-012-WR2
Newton Abbot East Jn	GW108-012-WR2, GW618-001-WR2
Newton Abbot West Jn	GW108-013-WR2, GW620-001-WR2
Newton Lodge LC (UWC)	GW950-003-WR2
NEWTON ST. CYRES	GW606-001-WR2
Newton St. Cyres HABD	GW606-001-WR2
NEWTOWN (TEP)	GW733-006-WR2
Newtown GF	GW733-006-WR2
Newtown West	GW900-009-WR2
NINIAN PARK	GW840-002-WR2
Norchard Farm 1 LC (UWC)	GW950-003-WR2
Nordans Farm LC (UWC)	GW730-009-WR2

<b>Location</b>	<b>Table A - Module</b>
North Somerset Jn	GW105-011-WR2, GW528-001-WR2, GW530-001-WR2
Northway LC (AHBC)	GW400-005-WR2
Norton Farm 1 LC (UWC)	GW606-001-WR2
Norton Farm 2 LC (UWC)	GW606-001-WR2
Norton Fitzwarren Jn	GW108-003-WR2
Norton Jn and SB	GW310-007-WR2
Norton Junction SB (NJ)	GW300-001-WR2
Nynehead HABD	GW108-003-WR2
Oddingley LC (MCG)	GW400-003-WR2
Oerffrwyd LC (UWC)	GW733-009-WR2
Ogmore House Farm LC (UWC)	GW950-002-WR2
Okeltor LC (OPEN)	GW637-003-WR2
Old Ends LC (CCTV)	GW400-010-WR2
Old Mill LC (UWC)	GW730-005-WR2, GW835-001-WR2
Old Oak Common Depot	GW103-005-WR2
Old Oak Common East	GW103-005-WR2
Old Oak Common West	GW103-006-WR2, GW110-001-WR2
OLDFIELD PARK	GW105-009-WR2
Onibury LC (MCB)	GW730-007-WR2
Onibury SB	GW730-007-WR2
Onllwyn	GW893-001-WR2
Onllwyn GF	GW893-001-WR2
Orb Works GF	GW720-001-WR2
Ordnance Depot LC (UWC)	GW500-003-WR2
Oswestry Branch Jn	GW731-005-WR2
Over Junction	GW700-003-WR2
Ownership boundary	GW572-001-WR2
Ownership Boundary	GW820-001-WR2
Ox Pasture Farm 1 LC (UWC)	GW730-010-WR2
OXFORD	GW200-005-WR2
OXFORD PARKWAY	GW277-002-WR2
Oxford (OX) SB	GW200-005-WR2
Oxford North Jn	GW200-006-WR2, GW277-001-WR2
Oxford Road Jn	GW220-001-WR2, GW500-001-WR2
PADDINGTON	GW103-001-WR2
PAIGNTON	GW620-002-WR2
Paignton Crossover GF	GW620-002-WR2
Paignton North LC (CCTV)	GW620-002-WR2
Paignton SB (PN)	GW620-002-WR2
Paignton South LC (TMO)	GW620-002-WR2
PANGBOURNE	GW103-031-WR2
Panpunton Farm 1 LC (UWC)	GW910-002-WR2
Pant Y Peron LC (UWC)	GW733-013-WR2
Panteg UGL + DGL	GW730-017-WR2
PANTYFFYNNON	GW910-012-WR2
Pantyffynnon Jn	GW915-002-WR2
Pantyffynnon LC (MCG)	GW910-012-WR2
Pantyffynnon SB (TEP)	GW910-012-WR2
Pant-y-Rhedyn Farm LC (UWC)	GW910-008-WR2
PAR	GW108-027-WR2, GW660-001-WR2
Par (PR) SB	GW108-027-WR2, GW660-001-WR2
Par Loop Jn	GW660-001-WR2
Paradise LC (UWC)	GW108-031-WR2
Park Jn	GW770-003-WR2, GW780-001-WR2
Park Jn (PJ) SB	GW780-001-WR2

<b>Location</b>	<b>Table A - Module</b>
Park Lodge LC (UWC)	GW730-008-WR2
Park North Junction	GW770-002-WR2
Park Royal Jn	GW110-002-WR2
Parkandillack	GW672-002-WR2
Parry Green LC (UWC)	GW733-002-WR2
PARSON STREET	GW105-017-WR2
Parson Street Jn	GW105-017-WR2, GW548-001-WR2
Parsonage Farm LC (UWC)	GW500-012-WR2
Parsons Tunnel	GW108-011-WR2
Pasminco Sidings	GW4501-002-WR2
PATCHWAY	GW600-006-WR2
Patchway Jn No.1	GW540-001-WR2, GW5401-001-WR2
Patchway Jn No.2	GW540-001-WR2, GW600-006-WR2
Patchway Tunnels	GW600-006-WR2
Pawlett Meads LC (UWC)	GW105-021-WR2
PEMBREY & BURRY PORT / PEN-BRE & PORTH TYWYN	GW900-024-WR2
Pembrey (PY) SB	GW900-024-WR2
Pembrey HABD	GW900-024-WR2
Pembrey LC (MCB)	GW900-024-WR2
PEMBROKE / PENFRO	GW950-004-WR2
PEMBROKE DOCK / DOC PENFRO	GW950-004-WR2
Pembroke Dock East GF	GW950-004-WR2
Pembroke Dock Station GF	GW950-004-WR2
Pembroke Tunnel	GW950-004-WR2
PENALLY / PENALUH	GW950-003-WR2
Penally Court Farm LC (UWC)	GW950-003-WR2
Penally, MOD LC (UWC)	GW950-003-WR2
Penalt LC (UWC)	GW900-025-WR2
PENARTH	GW864-001-WR2
Penarth Curve East No.1 GF	GW830-010-WR2
Penarth Curve East No.2 GF	GW830-010-WR2
Penarth Curve North Jn	GW860-001-WR2
Penarth Curve South Jn	GW830-010-WR2, GW860-001-WR2
Penclacwydd LC (UWC)	GW900-023-WR2
PENCOED	GW900-014-WR2, GW900-014-WR2
Pencoed LC (CCTV)	GW900-014-WR2
Pencoed Uchaf 1 LC (UWC)	GW910-013-WR2
Pencoed UPL	GW900-014-WR2
Penfedw Farm No.2 LC (UWC)	GW910-006-WR2
PENGAM	GW810-003-WR2
Pengam Jn	GW790-001-WR2, GW900-009-WR2
Pengam LC (UWC)	GW790-001-WR2
PENHELIG	GW734-002-WR2
Penllergaer Tunnel	GW890-003-WR2
PENMERE	GW680-002-WR2
Penpergwm LC (UWC)	GW730-016-WR2
PENRHIWCEIBER	GW834-003-WR2
Penrhiwtyn LC (UWC)	GW900-020-WR2
Penrhos LC (UWC)	GW734-002-WR2
PENRHYNDEUDRAETH	GW734-008-WR2
Penrhyndeudraeth LC (UWC)	GW734-008-WR2
PENRYN	GW680-001-WR2
PENSARN	GW734-006-WR2
Pensarn LC (UWC)	GW734-006-WR2
Pensarn North LC (UWC)	GW734-006-WR2

<b>Location</b>	<b>Table A - Module</b>
Penstrowed LC (UWC)	GW733-007-WR2
Pentre Mawr LC (UWC)	GW733-010-WR2
PENTRE-BACH	GW830-001-WR2
Pentremeurig Farm 2 LC(UWC)	GW910-009-WR2
Pentremeurig Farm 3 LC (UWC)	GW910-009-WR2
Pentremeurig Farm 4 LC (UWC)	GW910-009-WR2
Penwithers Jn	GW108-030-WR2, GW680-001-WR2
Penybedd LC (AHBC)	GW900-024-WR2
PEN-Y-BONT	GW910-004-WR2
Pen-y-bont Tunnel	GW910-004-WR2
PENYCHAIN (TEP)	GW734-010-WR2
Pen-y-gelli No.1 LC (UWC)	GW733-006-WR2
Pen-y-gelli No.2 LC (UWC)	GW733-006-WR2
Pen-y-Llan Farm LC (UWC)	GW730-014-WR2
PENZANCE	GW108-035-WR2
Penzance SB (PZ)	GW108-035-WR2
Perran Tunnel	GW680-001-WR2
PERRANWELL	GW680-001-WR2
PERSHORE	GW310-007-WR2
PEWSEY	GW500-006-WR2
Phillot Tunnel	GW108-011-WR2
Pibwrlwyd LC (UWC)	GW900-026-WR2
Pier 7 Escape Shaft	GW180-004-WR2
Pikins LC (UWC)	GW733-009-WR2
Pill Farm LC (UWC)	GW650-001-WR2
PILNING	GW600-007-WR2
Pilning HABD	GW600-006-WR2
PINHOE	GW610-001-WR2
Pinhoe LC (CCTV)	GW610-001-WR2
Pirton LC (AHBC)	GW400-004-WR2
Pitts LC (UWC)	GW731-006-WR2
Plas Newydd LC (UWC)	GW733-009-WR2
Plasau Clatter No.1 LC (UWC)	GW733-008-WR2
Plassers LC (AOCL)	GW174-001-WR2
Plas-y-Court LC (AHBC)	GW733-002-WR2
PLYMOUTH	GW108-019-WR2
Plymouth East GF	GW108-019-WR2
Plymouth SB (P)	GW108-019-WR2
Plymouth Friary	GW628-002-WR2
Poden Farm LC (UWC)	GW310-004-WR2
Polperro Tunnel	GW108-029-WR2
POLSLOE BRIDGE	GW611-001-WR2
Ponsandane LC (UWC)	GW108-035-WR2
Pont Lliw	GW890-004-WR2
Pontamman Tunnel	GW915-002-WR2
PONTARDDULAIS	GW910-012-WR2
Pontarddulais Tunnel	GW910-012-WR2
Ponthir LC (UWC)	GW730-017-WR2
PONTLOTTYN	GW810-001-WR2
Pontrilas SB	GW730-014-WR2
Pontrilas Tunnel	GW730-014-WR2
Pontsarn HABD	GW900-013-WR2
Pontsarn LC (AHBC)	GW900-013-WR2
Pontsmill Siding (OOU)	GW660-002-WR2
PONTYCLUN	GW900-013-WR2
PONTYPOOL / PONT-Y-PWL AND NEW INN	GW730-016-WR2
PONTYPRIDD	GW830-004-WR2

<b>Location</b>	<b>Table A - Module</b>
Pontypridd Jn	GW830-004-WR2, GW835-002-WR2
Pontypridd South Jn	GW830-004-WR2
Pooles LC (UWC)	GW700-003-WR2
Pools LC (UWC)	GW310-006-WR2
Port Talbot Docks	GW877-004-WR2
Port Talbot LC (MCB)	GW900-019-WR2
PORT TALBOT PARKWAY	GW900-019-WR2
Port Talbot SB (PT)	GW900-019-WR2
Port Talbot West HABD	GW900-019-WR2
Portbury Dock	GW548-002-WR2
Portbury Terminal Jn	GW4501-003-WR2
PORTH (TEP)	GW835-002-WR2
Porth Hir LC (UWC)	GW734-009-WR2
Porthkerry No.1 Tunnel	GW870-001-WR2
Porthkerry No.2 Tunnel	GW870-001-WR2
PORTHMADOG (TEP)	GW734-009-WR2
Porthmadog GF	GW734-009-WR2
Porthmadog LC (TMO)	GW734-009-WR2
Portobello Jn	GW103-003-WR2
PORTSMOUTH ARMS	GW606-004-WR2
Portsmouth Arms 1 LC (UWC)	GW606-004-WR2
Portsmouth Arms 2 LC (UWC)	GW606-004-WR2
Post Office No.1 LC (UWC)	GW733-009-WR2
Post Office No.2 LC (UWC)	GW733-009-WR2
Post Office No1 LC(TMO)	GW705-001-WR2
Post Office No2 LC(TMO)	GW705-001-WR2
Powderham LC (UWC)	GW108-008-WR2
Powell LC (UWC)	GW730-015-WR2
PREES	GW735-004-WR2
Prees LC (MCB)	GW735-004-WR2
Price Church Farm LC (UWC)	GW730-015-WR2
Prince of Wales LC (UWC)	GW731-003-WR2
Probus	GW108-029-WR2
Pulp Mills LC (TMO)	GW705-001-WR2
Purton Collins Lane LC (AHBC)	GW480-001-WR2
Purton Common LC (UWC)	GW480-001-WR2
Puxton & Worle LC (MCB)	GW105-019-WR2
PWLLHELI (TEP)	GW734-010-WR2
Pwllheli Crossing GF	GW734-010-WR2
Pwllheli Goods LC (ABCL)	GW734-010-WR2
Pwllheli West GF	GW734-010-WR2
PYLE/PIL	GW900-016-WR2
Pylle Hill GF	GW105-015-WR2
QUAKERS YARD/ MYNWENT Y CRYNWR	GW830-002-WR2
Quay Ward No.1 LC (UWC)	GW733-012-WR2
Quay Ward No.2 LC (UWC)	GW733-012-WR2
Quay Ward No.3 LC (UWC)	GW733-012-WR2
Quay Ward No.4 LC (UWC)	GW733-012-WR2
Queen Street North Jn	GW810-006-WR2, GW830-008-WR2
Queen Street South Jn	GW830-008-WR2, GW839-001-WR2
QUINTREL DOWNS	GW660-005-WR2
Quintrel Downs LC (ABCL)	GW660-005-WR2
Rabber Farm LC (UWC)	GW910-004-WR2
Racecourse Sidings GF	GW500-004-WR2
RADLEY	GW200-003-WR2
Radley HABD	GW200-003-WR2
RADYR	GW830-006-WR2

<b>Location</b>	<b>Table A - Module</b>
Radyr Branch Jn	GW830-010-WR2, GW840-002-WR2
Radyr Jn	GW840-001-WR2
Radyr Jn (Change of RA)	GW830-006-WR2
Radyr Jn SB (VR)	GW830-006-WR2, GW840-001-WR2
Raikes LC (UWC)	GW910-006-WR2
Rainbow Hill Tunnel	GW300-003-WR2
Rallt LC (UWC)	GW733-010-WR2
Raven LC (AOCL)	GW915-001-WR2
READING	GW103-028-WR2
Reading Maintenance Depot and Lower Triangle Stabling Point	GW103-029-WR2
Reading New Jn	GW103-027-WR2, GW190-001-WR2
Reading SB (R)	GW103-028-WR2
Reading Spur Jn	GW190-001-WR2
Reading Train Care Depot	GW103-029-WR2
Reading Upper Triangle Depot	GW500-001-WR2
READING WEST	GW500-001-WR2
Reading West Jn	GW103-029-WR2, GW220-001-WR2
Reads GF	GW810-001-WR2
Red Cow LC (CCTV)	GW108-007-WR2
Red Hill Tunnel	GW730-013-WR2
Red House Farm No1 LC (UWC)	GW733-007-WR2
Red House LC (UWC)	GW733-006-WR2
REDLAND	GW454-004-WR2
Rednal Farm LC (UWC)	GW731-005-WR2
REDRUTH	GW108-032-WR2
Redruth Tunnel	GW108-032-WR2
Reeds Farm LC (UWC)	GW735-005-WR2
RHIWBINA	GW828-001-WR2
Rhiwderin LC (AOCL)	GW773-001-WR2
Rhiwlas Hall No.2 LC (UWC)	GW733-012-WR2
Rhiwlas Hall No.4 LC (UWC)	GW733-012-WR2
RHOOSE	GW870-002-WR2
Rhose LC (CCTV)	GW870-002-WR2
Rhosfach LC (UWC)	GW733-011-WR2
Rhosferig Tunnel	GW910-005-WR2
Rhowniar LC (UWC)	GW734-002-WR2
Rhydilyn 2 LC (UWC)	GW910-004-WR2
Rhydwhimen LC (R/G)	GW733-004-WR2
Rhyd-y-Fynnon Farm LC (UWC)	GW910-011-WR2
Rhymney North GF	GW810-001-WR2
Rhymney South GF	GW810-001-WR2
RHYMNEY/RHYMNI	GW810-001-WR2
Richard s LC (UWC)	GW108-005-WR2
Rimmell s LC (UWC)	GW340-005-WR2
Risca	GW770-002-WR2
Risca South Junction	GW770-002-WR2
Robertson LC (TMO)	GW834-001-WR2
Robeston Elf Sidings	GW980-001-WR2
ROCHE	GW660-003-WR2
Rogerstone	GW770-002-WR2
Roskear Jn LC (MCB)	GW108-032-WR2
Roskear Jn SB (R)	GW108-032-WR2
Roundham LC (R/G-X)	GW200-007-WR2
Royal Albert Bridge	GW108-022-WR2
Royal Oak	GW103-001-WR2



<b>Location</b>	<b>Table A - Module</b>
RUABON	GW731-007-WR2
Ruddle Bridge LC (UWC)	GW700-004-WR2
Rumney River Bridge Jn	GW900-008-WR2
Ruscombe	GW103-025-WR2
Rushey Platt	GW105-004-WR2
Sadler s LC (UWC)	GW310-007-WR2
Salmon Pool LC (AOCL)	GW606-002-WR2, GW608-001-WR2
SALTASH	GW108-022-WR2
Saltford Tunnel	GW105-010-WR2
Saltmoor LC (UWC)	GW730-007-WR2
Sandford Brake Farm LC (UWC)	GW310-001-WR2
Sandilands LC (ABCL)	GW734-003-WR2
SANDPLACE	GW640-002-WR2
Sandstone Tunnel	GW548-002-WR2
Sandways LC (OPEN)	GW637-003-WR2
Sandy Lane LC (UWC)	GW108-005-WR2
Sandy Lane LC (AHBC-X)	GW200-007-WR2
Sapperton Long Tunnel	GW480-002-WR2
Sapperton Short Tunnel	GW480-002-WR2
SARN	GW874-001-WR2
Sarn LC (UWC)	GW733-009-WR2
Sarnau LC (CCTV)	GW900-027-WR2
Sarnau Lower LC (UWC)	GW900-027-WR2
Sarnlas LC (UWC)	GW900-028-WR2
SAUNDERSFOOT	GW950-002-WR2
Savernake GF	GW500-006-WR2
Scoop 1 LC (UWC)	GW606-004-WR2
Scours Lane	GW103-030-WR2
SEA MILLS	GW454-003-WR2
Sea Mills LC (UWC)	GW454-003-WR2
Sealand Road Escape Shaft	GW180-004-WR2
SEVERN BEACH	GW454-001-WR2
Severn Bridge Jn	GW730-001-WR2
Severn Bridge Jn SB	GW731-002-WR2
Severn Tunnel 7012m	GW900-001-WR2
Severn Tunnel East	GW600-007-WR2
Severn Tunnel Jn	GW700-007-WR2, GW900-001-WR2
SEVERN TUNNEL Jn / CYFFORDD TWNNEL HAFREN	GW900-001-WR2
Severn Tunnel Jn East GF	GW700-007-WR2
Severn Tunnel Junction East GF	GW900-001-WR2
Sewerage Works LC (UWC)	GW910-012-WR2
Shapters Way LC (TMO)	GW628-003-WR2
Sharpes LC (UWC)	GW700-006-WR2
Sharpness	GW425-001-WR2
Sheen Hill No.1 LC (UWC)	GW310-005-WR2
Sheen Hill No.2 LC (UWC)	GW310-005-WR2
Shell Mex & BP GF 1	GW500-004-WR2
Shell-Mex & BP GF	GW731-005-WR2
Shelwick Green LC (UWC)	GW340-006-WR2
Shelwick Jn	GW340-006-WR2, GW730-011-WR2
Shepiston Lane Escape Shaft	GW180-002-WR2
SHIPLAKE	GW187-002-WR2
Shiplake LC (AOCL)	GW187-002-WR2
Shiplake Viaduct	GW187-002-WR2
Ships LC (UWC)	GW310-006-WR2
SHIPTON	GW310-002-WR2

<b>Location</b>	<b>Table A - Module</b>
SHIREHAMPTON	GW454-002-WR2
Shoals Hook LC (UWC)	GW960-001-WR2
Shortridge Farm 2 LC (UWC)	GW606-005-WR2
Shortridge Farm 3 LC (UWC)	GW606-005-WR2
Shrewbridge Rd LC (AHBC-X)	GW735-005-WR2
SHREWSBURY	GW731-002-WR2
Shrub Hill Jn	GW300-002-WR2, GW340-001-WR2
Single Line Jn	GW4501-001-WR2
Sipson Farm Escape Shaft	GW180-002-WR2
Site of former Penallta Jn	GW820-001-WR2
Site of former Taff Bargoed Branch Jn	GW820-001-WR2
Site of Llanwern	GW900-003-WR2
Site of Stormstown Jn	GW830-003-WR2
SKEWEN	GW900-020-WR2
SLOUGH	GW103-022-WR2, GW184-001-WR2
Slough (S) SB	GW103-022-WR2, GW184-001-WR2
Slough New (SN) SB	GW103-022-WR2, GW184-001-WR2
Slough West	GW103-023-WR2
Smiths Lower Cefn LC (UWC)	GW733-002-WR2
Solomans No 1 (UWC)	GW660-003-WR2
Solomans No 2 (UWC)	GW660-003-WR2
Solomans No 3 (UWC)	GW660-003-WR2
Somerton GF	GW500-013-WR2
Somerton Tunnel	GW500-013-WR2
SOUTH GREENFORD	GW174-002-WR2
South Marston	GW105-002-WR2
SOUTHALL	GW103-013-WR2, GW178-001-WR2
Southall East Jn	GW103-013-WR2
Southall West Jn	GW103-014-WR2
Southcote Jn	GW500-001-WR2
Spade Oak LC (UWC)	GW185-003-WR2
Sparnick Tunnel	GW680-001-WR2
Speedway (goods branch) LC (AOCL)	GW628-001-WR2
Speedway Jn	GW628-001-WR2, GW628-002-WR2
Spetchley	GW400-003-WR2
Spetchley HABD	GW400-003-WR2
Spittal Tunnel	GW900-029-WR2
Splott Jn	GW790-001-WR2
Spring Point	GW910-014-WR2
St Clears GF	GW900-027-WR2
St Clears LC (CCTV)	GW900-027-WR2
ST COLUMB ROAD	GW660-004-WR2
St David s Golf Club LC (UWC)	GW734-007-WR2
St Fagans LC (MCB)	GW900-012-WR2
St George s Church LC (UWC)	GW900-012-WR2
St George s HABD	GW900-012-WR2
St George s LC (CCTV)	GW900-012-WR2
ST IVES	GW690-001-WR2
ST KEYNE	GW640-002-WR2
ST. AUSTELL	GW108-028-WR2
St. Austell GF	GW108-028-WR2
St. Budeaux Jn	GW108-021-WR2
ST. BUDEAUX FERRY ROAD	GW108-021-WR2
ST. EARTH	GW108-034-WR2
St. Erth SB (SE)	GW108-034-WR2
ST. GERMANS	GW108-022-WR2
St. Pinnock Viaduct East	GW108-024-WR2

<b>Location</b>	<b>Table A - Module</b>
St. Pinnock Viaduct	GW108-024-WR2
St. Andrews Jn SB (SA) & LC (MCB)	GW454-001-WR2
ST. ANDREWS ROAD	GW454-001-WR2
St. Annes Park No.2 Tunnel	GW105-010-WR2
St. Annes Park No.3 (or Foxes Wood) Tunnel	GW105-010-WR2
St. Blazey Bridge LC (CCTV)	GW660-002-WR2
St. Blazey Jn	GW660-001-WR2
St. Blazey SB (SB)	GW660-001-WR2
St. Blazey Yard	GW660-001-WR2
St. Budeaux Jn	GW637-001-WR2
ST. BUDEAUX VICTORIA ROAD	GW637-001-WR2
St. David s Tunnel	GW610-002-WR2
St. Dennis GF (Out of use)	GW660-004-WR2
ST. EARTH	GW690-001-WR2
St. Erth Jn	GW690-001-WR2
ST. JAMES PARK	GW610-002-WR2
St. Mary s LC (MCG)	GW480-003-WR2
St. Philips Marsh	GW528-001-WR2
St. Philips Marsh GF	GW528-001-WR2
Stafford s Bridge LC (UWC)	GW108-005-WR2
Standish Jn	GW400-010-WR2, GW480-003-WR2
STAPLETON ROAD	GW450-002-WR2
STARCROSS	GW108-009-WR2
Station LC	GW200-005-WR2
Staverton Farm LC (UWC)	GW523-001-WR2
Steventon	GW103-036-WR2
Steynton LC (UWC)	GW960-003-WR2
Stockeydown Farm LC (UWC)	GW606-002-WR2, GW608-001-WR2
Stockley Bridge Jn	GW103-018-WR2
Stockley Flyover	GW180-001-WR2
Stocks Lane LC (CCTV)	GW103-036-WR2
Stoke Canon LC (CCTV)	GW108-005-WR2
Stoke Canon HABD	GW108-005-WR2
Stoke Edith LC (AHBC)	GW340-005-WR2
Stoke Gifford East	GW600-004-WR2
Stoke Gifford Jn No.1	GW450-001-WR2, GW4501-001-WR2, GW600-005-WR2
Stoke Gifford Jn No.2	GW4501-001-WR2, GW600-005-WR2
Stoke Gifford Recycling Depot	GW4501-001-WR2
Stoke Gifford West Jn	GW600-005-WR2
Stoke Works Jn	GW300-004-WR2, GW400-003-WR2
Stokesay Farm LC (UWC)	GW730-007-WR2
Stokeswood LC (UWC)	GW730-007-WR2
STONEHOUSE	GW480-003-WR2
Stonehouse Farm LC (UWC)	GW200-007-WR2
Stratton Green	GW105-002-WR2
Stretton Heath LC (AHBC)	GW733-001-WR2
STROUD	GW480-003-WR2
Stud Farm 2 LC (UWC)	GW910-002-WR2
Studley HABD	GW105-004-WR2
Subway Junction	GW103-002-WR2
Sudbrook Pumping Stn	GW705-001-WR2
SUGAR LOAF	GW910-007-WR2
Sugar Loaf Tunnel	GW910-007-WR2
Sun Valley LC	GW750-001-WR2
Sunny Hill Farm 2 LC (UWC)	GW950-003-WR2

<b>Location</b>	<b>Table A - Module</b>
Sunny Hill Farm 5 LC (UWC)	GW950-003-WR2
Sutton Bridge Jn	GW730-002-WR2, GW733-001-WR2
Sutton Bridge Jn SB (SB)	GW730-002-WR2
Sutton Bridge Jn SB (TEP)	GW733-001-WR2
SWANSEA / ABERTAWE	GW9001-002-WR2
Swansea Docks	GW892-002-WR2
Swansea Loop East Jn	GW9001-001-WR2, GW906-001-WR2
Swansea Loop West Jn	GW900-021-WR2, GW906-001-WR2
SWINDON	GW105-003-WR2
Swindon B SB (SB)	GW105-004-WR2
Swindon Jn	GW105-004-WR2, GW480-001-WR2
Swindon Road LC (CCTV)	GW400-006-WR2
Swindon SB (SN)	GW105-003-WR2
Sydney Gardens East	GW105-007-WR2
Sydney Gardens West	GW105-008-WR2
T.A.V.R. LC (UWC)	GW835-001-WR2
T3 Escape Shaft	GW180-003-WR2
T5C Escape Shaft	GW180-003-WR2
TACKLEY	GW200-008-WR2
Tackley GF	GW200-008-WR2
Tackley LC (UWC)	GW200-008-WR2
TAFFS WELL/ FFYNNON TAF	GW830-005-WR2
Talerddig (TEP)	GW733-010-WR2
Talerddig GF	GW733-010-WR2
Talley Road LC (UWC)	GW910-010-WR2
Tallicks LC (UWC)	GW108-031-WR2
TALSARNAU	GW734-008-WR2
Talsarnau Station LC (UWC)	GW734-008-WR2
Talwrn Bach LC (AOCL)	GW734-006-WR2
TALYBONT	GW734-006-WR2
Tanyard LC (UWC)	GW960-001-WR2
TAPLOW	GW103-024-WR2
Tarmac Ltd GF	GW730-003-WR2
TAUNTON	GW108-002-WR2
Taunton East Jn	GW108-001-WR2
Taunton West Jn	GW108-002-WR2
Tavistock Jn GF	GW108-016-WR2
Tavistock Jn Yard	GW108-016-WR2
Techan Fach Crossing	GW910-014-WR2
Teignbridge LC (TMO)	GW618-001-WR2
Teigngrace	GW618-001-WR2
TEIGNMOUTH	GW108-011-WR2
TENBY / DINBYCH-Y-PYSGOD (TEP)	GW950-002-WR2
Tenby GF	GW950-002-WR2
Terras LC (OPEN)	GW640-002-WR2
THATCHAM	GW500-003-WR2
Thatcham LC (CCTV)	GW500-003-WR2
The Bryn LC(UWC)	GW733-005-WR2
The Grove LC (UWC)	GW730-008-WR2
The Hall Farm 3 LC (UWC)	GW910-002-WR2
THEALE	GW500-002-WR2
Theale Reception Sidings GF	GW500-002-WR2
Thingley Jn	GW105-006-WR2, GW523-001-WR2
Thomas LC (UWC)	GW730-014-WR2
Thomas No.1 LC (UWC)	GW910-004-WR2
Thomas No.2 LC (UWC)	GW910-004-WR2

<b>Location</b>	<b>Table A - Module</b>
Thorney Mill Stone Terminal	GW182-001-WR2
Three Gates LC (UWC)	GW700-006-WR2
Tidal Sidings GF	GW790-001-WR2
TILEHURST	GW103-031-WR2
Tilehurst East	GW103-031-WR2
Tir Isaf 1 LC (UWC)	GW893-001-WR2
Tir-Allen Farm 1 LC(UWC)	GW910-009-WR2
Tir-Allen Farm 2 LC(UWC)	GW910-009-WR2
Tir-Allen Farm 3 LC(UWC)	GW910-009-WR2
TIR-PHIL	GW810-001-WR2
Tirydail LC (ABCL)	GW910-011-WR2
Tiverton Loops	GW108-004-WR2
TIVERTON PARKWAY	GW108-004-WR2
To Park Junction	GW773-001-WR2
TON PENTRE	GW835-001-WR2
TONDU	GW874-002-WR2
Tondu Jn	GW874-002-WR2, GW877-001-WR2
Tondu SB	GW874-002-WR2, GW877-001-WR2
TONFANAU	GW734-003-WR2
Tonfanau LC (UWC)	GW734-003-WR2
TONYPANDY	GW835-002-WR2
TOPSHAM	GW611-001-WR2
Topsham LC (CCTV)	GW611-001-WR2
Torcoed 2 LC (UWC)	GW900-014-WR2
TORQUAY	GW620-001-WR2
TORRE	GW620-001-WR2
Total Sidings GF	GW103-020-WR2
TOTNES	GW108-014-WR2
Totnes East	GW108-014-WR2
Towan LC (UWC)	GW690-001-WR2
Towney LC (UWC)	GW500-002-WR2
Traeth Mawr LC (ABCL)	GW734-008-WR2
Tram Inn LC (MCB)	GW730-013-WR2
Tram Inn SB	GW730-013-WR2
Tredington LC (AHBC)	GW400-006-WR2
Treffeddian LC (UWC)	GW734-002-WR2
Treffoliad Farm 1 LC (UWC)	GW910-008-WR2
TREFFOREST	GW830-004-WR2
TREFFOREST ESTATE	GW830-005-WR2
Tregoss Moor LC (AOCL)	GW660-003-WR2
TREHAFOD	GW835-002-WR2
TREHERBERT / DREHERBER	GW835-001-WR2
Treherbert Station GF	GW835-001-WR2
Tremains DPL	GW900-014-WR2
Tremorfa Works GF	GW790-001-WR2
Trencreek LC (AOCL)	GW660-005-WR2
TREORCHY / TREORCI	GW835-001-WR2
Tresithney 2 LC (UWC)	GW660-004-WR2
Treverrin Tunnel	GW108-027-WR2
Trewern Farm LC (UWC)	GW900-028-WR2
Trewern Mill LC (UWC)	GW900-028-WR2
TROED-Y-RHIW	GW830-001-WR2
Troed-y-Rhiw Fedwen LC (UWC)	GW910-003-WR2
Troed-Y-Rhiw South Jn	GW830-001-WR2
TROWBRIDGE	GW510-001-WR2
TRURO	GW108-030-WR2
Truro LC (MCB)	GW108-030-WR2

<b>Location</b>	<b>Table A - Module</b>
Truro SB (T)	GW108-030-WR2
Tucker s LC (UWC)	GW510-002-WR2
Tuckwells LC (UWC)	GW200-005-WR2
Tuffley	GW400-009-WR2
Tumpy Green	GW400-011-WR2
Turf Lock LC (UWC)	GW108-008-WR2
Turnchapel Branch Jn	GW628-002-WR2, GW628-003-WR2
Twerton HABD	GW105-009-WR2
Twerton Long Tunnel	GW105-009-WR2
Twerton Short Tunnel	GW105-009-WR2
TWYFORD	GW103-026-WR2, GW187-001-WR2
Twyford East	GW103-026-WR2
Twyford HABD	GW103-027-WR2
Twyford West	GW103-026-WR2
TY GLAS	GW828-001-WR2
Ty Mawr Farm LC (UWC)	GW733-007-WR2
Ty n Llan 1 LC (UWC)	GW734-003-WR2
Ty n Llan 3 LC (UWC)	GW734-003-WR2
Ty n-yr-Wtre No.2 LC (UWC)	GW733-010-WR2
Ty Pella LC (UWC)	GW733-011-WR2
Ty-Ddu LC (UWC)	GW910-004-WR2
Tyddyn-y-pwll LC (UWC)	GW733-010-WR2
TYGWYN	GW734-007-WR2
Tygwyn LC (ABCL)	GW734-007-WR2
Tynewydd 2 crossing	GW900-028-WR2
Tynycerig 1 LC (UWC)	GW910-012-WR2
Tynycerig 2 LC (UWC)	GW910-012-WR2
Tynycerig 3 LC (UWC)	GW910-012-WR2
Tynycynllwyn LC (UWC)	GW910-012-WR2
Tyn-y-Maes LC (UWC)	GW910-007-WR2
Tytherington	GW430-001-WR2
Tytherington Tunnel	GW430-001-WR2
Ty-Uchaf LC (AOCL)	GW915-001-WR2
TYWYN (TEP)	GW734-003-WR2
Tywyn GF	GW734-003-WR2
Uffington	GW105-001-WR2
Ufton LC (AHBC)	GW500-002-WR2
UMBERLEIGH	GW606-005-WR2
Umberleigh Barton 3 LC (UWC)	GW606-005-WR2
Umberleigh LC (AOCL)	GW606-005-WR2
Uphill Jn	GW105-020-WR2, GW107-001-WR2
Upper Trenowin LC (UWC)	GW108-033-WR2
Upper Cellws LC (UWC)	GW910-004-WR2
Upper Chapel Hill Farm LC (UWC)	GW950-002-WR2
Upper Llegodig LC (UWC)	GW733-005-WR2
Urchfont HABD	GW500-007-WR2
Victory LC (AHBC)	GW108-003-WR2
Vineyard Farm No1 LC (UWC)	GW730-015-WR2
Vineyard Farm No2 LC (UWC)	GW730-015-WR2
Wadborough LC (AHBC)	GW400-004-WR2
Waltham (Maidenhead) WILD	GW103-025-WR2
Wansdyke LC (UWC)	GW500-005-WR2
Wantage Road	GW103-037-WR2
Wantage Road HABD	GW103-036-WR2
WARGRAVE	GW187-001-WR2
WARMINSTER	GW5001-002-WR2
Warminster HABD	GW5001-002-WR2

<b>Location</b>	<b>Table A - Module</b>
Water Eaton Junction	GW277-002-WR2
Water Lane LC (UWC)	GW611-002-WR2
Water Street bridge	GW877-002-WR2
Waterton LC (AOCL)	GW871-001-WR2
Watson LC (UWC)	GW310-005-WR2
Watts Blake Bearne Ball Clay Siding	GW618-001-WR2
Weig Lane LC (AOCL)	GW733-008-WR2
Wellington	GW108-003-WR2
Wellington HABD	GW730-010-WR2
Wellington LC (AHBC)	GW730-010-WR2
Welsh Highland Railway (Flat crossing)	GW734-008-WR2
WELSHPOOL (TEP)	GW733-002-WR2
Welshpool GF	GW733-002-WR2
WEM	GW735-003-WR2
Wem Emergency	GW735-003-WR2, GW735-003-WR2
Wem LC (MCB)	GW735-003-WR2
Wentloog Freight	GW900-008-WR2
Wentloog Freight Terminal East Jn	GW900-008-WR2
WEST DRAYTON	GW103-019-WR2
West Drayton East	GW103-019-WR2
West Drayton Jn	GW103-019-WR2, GW182-001-WR2
West Drayton LC (TMO)	GW182-001-WR2
West Drayton No. 1 GF	GW103-019-WR2
West Drayton No. 2 GF	GW103-019-WR2
West Drayton No.2 GF	GW182-001-WR2
WEST EALING	GW103-010-WR2
West Ealing Jn	GW103-010-WR2, GW174-001-WR2
WESTBURY	GW560-002-WR2
Westbury East Loop Jn	GW520-001-WR2, GW560-001-WR2
Westbury LC (AHBC)	GW700-004-WR2, GW733-001-WR2
Westbury Line Jn	GW103-029-WR2, GW500-001-WR2
Westbury North Jn	GW510-001-WR2, GW560-001-WR2
Westbury SB (W)	GW560-001-WR2
Westbury South Jn	GW5001-002-WR2, GW560-002-WR2
Westerleigh Jn	GW400-013-WR2, GW600-004-WR2
Westerleigh Yard (End of Line)	GW440-001-WR2
Western Growers Crossing	GW690-001-WR2
Westford (Cutlers) Footpath LC (R/G)	GW108-003-WR2
WESTON MILTON	GW107-001-WR2
Weston Rhyn LC (AHBC)	GW731-006-WR2
Weston-S-M Up GF	GW107-001-WR2
WESTON-SUPER-MARE	GW107-001-WR2
West's Bridge Farm LC (UWC)	GW730-014-WR2
WHITCHURCH	GW735-005-WR2
WHITCHURCH/ EGLWYS NEWYDD	GW828-001-WR2
White House Mill LC(UWC)	GW950-001-WR2
White s Farm LC (UWC)	GW400-005-WR2
Whiteball Tunnel	GW108-004-WR2
Whitehurst LC (UWC)	GW731-007-WR2
Whitehurst Tunnel	GW731-007-WR2
Whites LC (UWC)	GW580-001-WR2
WHITLAND	GW950-001-WR2
Whitland (W) SB	GW900-028-WR2, GW950-001-WR2
WHITLAND / HENDY-GWYN	GW900-028-WR2
Whitland Jn	GW900-028-WR2, GW950-001-WR2
Whitland LC (MCB)	GW900-028-WR2
Whitland Tunnel	GW900-027-WR2

<b>Location</b>	<b>Table A - Module</b>
Whitterleys Farm LC (UWC)	GW910-002-WR2
Whittington LC (AHBC)	GW731-005-WR2
Wickham Knights LC (UWC)	GW500-003-WR2
Wickwar Tunnel	GW400-012-WR2
WILDMILL	GW874-001-WR2
Willox Bridge 1 LC (UWC)	GW730-013-WR2
WINDSOR & ETON CENTRAL	GW184-001-WR2
Winsel LC (UWC)	GW960-002-WR2
Wivelscombe Tunnel	GW108-022-WR2
Wolvercot Jn	GW200-007-WR2, GW310-001-WR2
Wolvercot Tunnel	GW277-001-WR2
Woodborough Sidings GF	GW500-007-WR2
Woodlands LC (UWC)	GW730-005-WR2
Woofferton SB	GW730-008-WR2
Woofferton UGL	GW730-008-WR2
Woolascott LC (UWC)	GW731-003-WR2
Woolaston LC (R/G)	GW700-005-WR2
Wooliams 2 LC (UWC)	GW310-003-WR2
Wooliams 3 LC (UWC)	GW310-003-WR2
Wooton Bassett GF	GW105-005-WR2
Wooton Bassett Jn	GW105-005-WR2, GW600-001-WR2
Wooton Bassett West	GW600-001-WR2
Wooton Farm LC (UWC)	GW730-007-WR2
WORCESTER FOREGATE STREET	GW340-001-WR2
WORCESTER FOREGATE STREET	GW350-001-WR2
Worcester Light Maintenance Depot	GW300-002-WR2
WORCESTER SHRUB HILL	GW300-002-WR2
Worcester Shrub Hill SB	GW300-002-WR2
Worcester Shrub Hill Through Sidings	GW300-002-WR2
Worcester Tunnel Jn	GW300-003-WR2, GW350-001-WR2
Worcester Tunnel Jn SB	GW300-003-WR2
WORLE	GW105-019-WR2
Worle Jn	GW105-020-WR2, GW107-001-WR2
Wrangaton Tunnel	GW108-015-WR2
WRENBURY	GW735-005-WR2
Wrenbury LC (MCB)	GW735-005-WR2
Wykey LC (UWC)	GW731-004-WR2
Wylds Lane Jn	GW300-001-WR2
Yarnton Lane LC (AHBC-X)	GW200-007-WR2
YATE	GW400-012-WR2
Yate Middle Jn	GW400-012-WR2, GW430-001-WR2
Yate South Jn	GW400-012-WR2, GW440-001-WR2
Yate West (Start of OT section)	GW430-001-WR2
YATTON	GW105-018-WR2
Yatton East Gas House Lane LC (UWC)	GW105-019-WR2
Yatton GF	GW105-018-WR2
Yatton HABD	GW105-019-WR2
Yatton West	GW105-019-WR2
YEOFORD	GW606-002-WR2
Yeoford Platform (Out of use)	GW608-001-WR2
Ymlwch LC (UWC)	GW734-006-WR2
Ynys LC (UWC)	GW734-001-WR2, GW910-012-WR2
Ynys Uchaf LC (UWC)	GW910-012-WR2



<b>Location</b>	<b>Table A - Module</b>
Ynysdwfnant LC (UWC)	GW892-001-WR2
Ynyslas LC (AHBC)	GW733-012-WR2
Ynystawleg Farm No. 1 LC (UWC)	GW910-012-WR2
Ynystawleg Farm No.4 LC (UWC)	GW910-012-WR2
YNYSWEN	GW835-001-WR2
YORTON	GW735-003-WR2
Young s LC (UWC)	GW510-003-WR2
Yrallt Gynig 2 LC (UWC)	GW910-008-WR2
Ystrad Farm LC (UWC)	GW910-009-WR2
Ystrad Fawr LC (UWC)	GW733-010-WR2
YSTRAD MYNACH	GW810-003-WR2
Ystrad Mynach SB (YM)	GW810-004-WR2
Ystrad Mynach South Jn	GW810-003-WR2, GW820-001-WR2
YSTRAD RHONDDA (TEP)	GW835-001-WR2

This page is intentionally blank