

Module KSW1

Kent/Sussex/Wessex Routes

Sectional Appendix General Instructions and miscellaneous items

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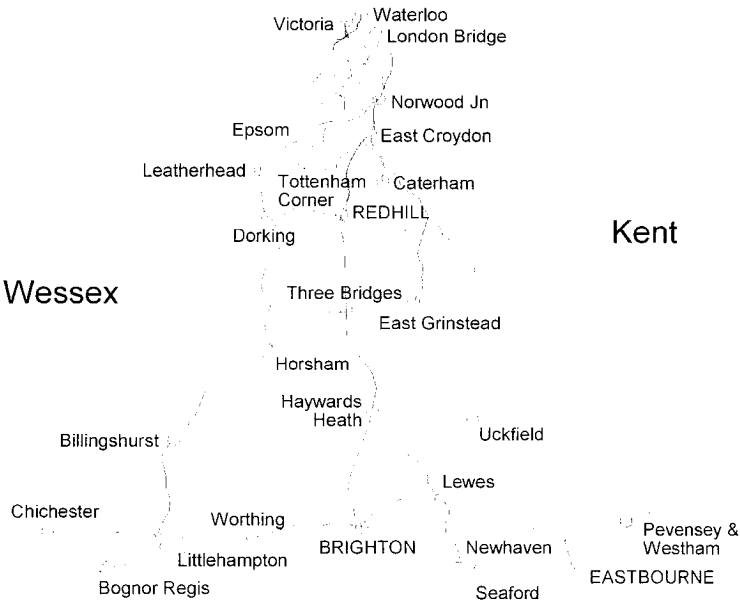
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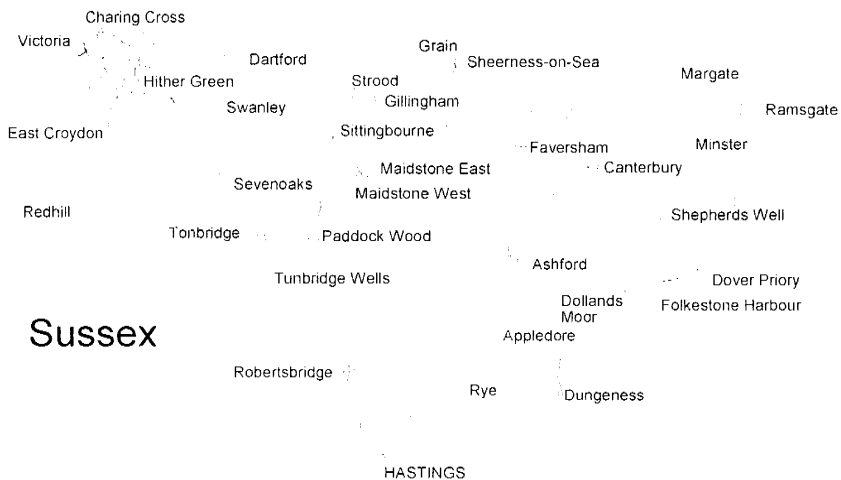
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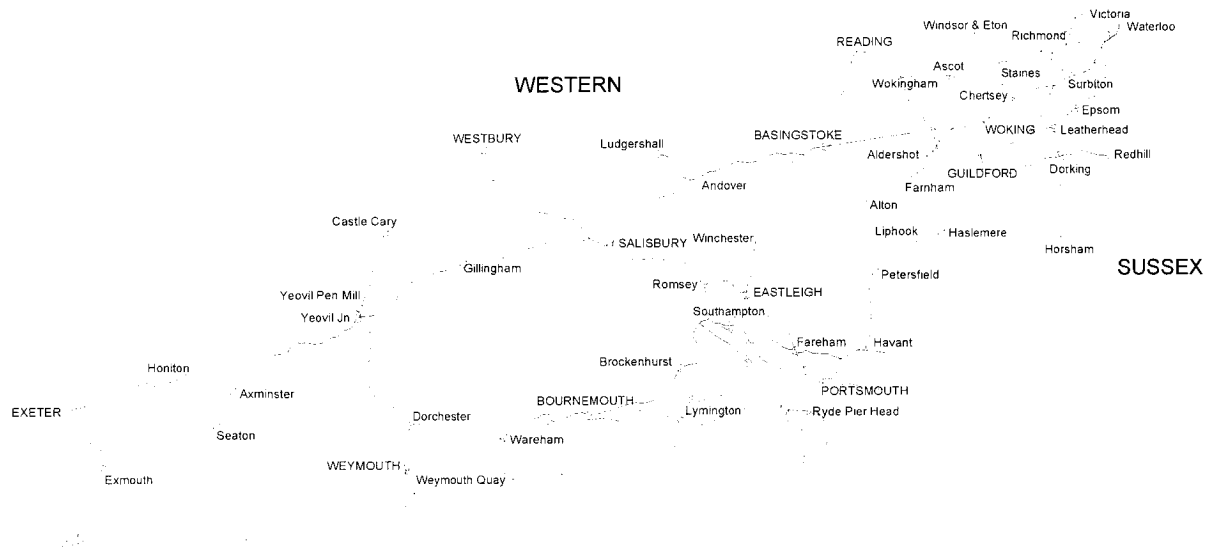
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General Instructions

Rule Book Module G1 - General safety responsibilities

Section 3, Clause 3.3 - Signal post replacement switches

b) Using a signal post replacement switch

Signal post replacement switches may be used to place or maintain an automatic or semi-automatic signal at danger in the following circumstances:-

1. In order to afford protection to a line which has become unsafe, in accordance with the Rule Book, Module G1.
2. As specified in the Rule Book, Modules T2 and T3.
3. To protect a crossover being used in connection with single line working.
4. In connection with the use of a clipped and padlocked emergency crossover.
5. In connection with a signal/track circuit failure.

Except in the case of item 1, the Signaller's permission must be obtained before the switch is turned to 'Red'.

In all cases the Signaller must be advised immediately the switch has been turned to 'Red' and an assurance given that the signal is at danger.

The Signaller's permission must be obtained before a switch is restored to 'Auto'.

The Signaller must make an entry in the train register on each occasion that a switch is operated.

Persons authorised to use the keys for signal post replacement switches must be trained and certified competent in their use.

In circumstances where a track circuit is continually alternating between occupied and clear and it is not possible to establish that a signal is displaying a proceed aspect before the signal is keyed to danger, provided that the signal is not being utilised for protection purposes, i.e. staff are not working under T2 protection arrangements, there is not requirement to establish that the signal is displaying a proceed aspect before operating the Signal Post Replacement Switch.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Rule Book Module M4 - Floods and snow

Section 4.2

All drift ploughs have triangular configuration of lamp brackets in accordance with the UIC standard. Two white lights must be displayed at the front of the leading plough (but during ploughing these may be removed if they are likely to become damaged or displaced).

Section 4.4

The lowering of the main blade from the 'travelling' to the 'operating' positions and vice-versa and other adjustments is the duty of the appropriate competent person.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Rule Book Module M4 - Floods and snow

Locomotives fitted with Miniature Snow Ploughs

3rd Rail Lines

Class 33 locomotives are unrestricted.

Class 60 locomotives must have the plough set and locked in the raised position.

All other locomotives must have the outer blades of the plough set in the highest position and clearance between the blades and the running rails must not be less than 6" (152mm).

4th Rail Lines

Class 60 locomotives must have the plough set and locked in the raised position.

All other locomotives are prohibited unless the centre blade has been removed.

Attention is also drawn to Rule Book Section M4, Section 3.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Rule Book Module M4 - Floods and snow

Section 3 - Miniature snow ploughs

Snow clearance duties may be undertaken by diesel locomotives (normally classes 33, 37 and class 60) fitted with miniature snow ploughs subject to the restrictions shown in the route availability tables.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Rule Book Module M4 - Floods and snow

Section 4, Clause 4.4 - Side flaps, spade plates and skids

The lowering of the main blade from the 'travelling' to the 'operating' positions and vice-versa and other adjustments is the duty of the appropriate competent person.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Rule Book Module M4 - Floods and snow

Section 4, Clause 4.8 - Additional instructions for Beilhack PB 600 ploughs

Referring to the Rule Book, Module M4, Section 4.8 instruction the snow blower is permitted to run over all running lines on the Network Rail Kent, Sussex and Wessex Routes EXCEPT the following:-

Bickley Jn and St Mary Cray Jn (slow lines)

Canterbury Road Jn and Shortlands Jn via Catford

Clapham Jn Station (up loop line)

Clapham Jn Station (exclusive) and Point Pleasant Jn

Farringdon Jn and Blackfriars

Folkestone East and Folkestone Harbour

Waterloo and West London Jn (all lines)

Wimbledon and Byfleet Jn (up slow line)

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Rule Book Module OTM - Working of on-track machines (OTM) outside a possession

Section 4, Clause 4.3 - OTM which cannot be relied upon to operate track circuits

b) Passing over an automatic half-barrier (AHBC) not fitted with treadles

All Automatic Half Barrier Level Crossings (AHBC) located within the Kent, Sussex and Wessex Routes are equipped with treadles.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Rule Book Module OTP - On-track plant

Permaquip personnel carrier and Permaquip high capacity trolley

The instructions in Rule Book, Module OTP apply, as amplified below.

If the line on which the vehicle is standing or an adjoining line has a conductor rail, the traction current must be switched off while the turntable is used.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

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

Section 1 - Circumstances

Should there be a failure of a track circuit or signal on the lines indicated between the undermentioned locations and the Signaller is able to obtain a 'direction of traffic flow' indication for the direction concerned, Working by Pilotman need not be introduced but the Signaller must advise the Driver of the circumstances and instruct him to pass the signal at danger and, if necessary, to proceed cautiously over the affected portion of the line.

However if Working by Pilotman has been introduced, it must not be withdrawn until after the failure has been rectified, or the service withdrawn. If it is necessary to run trains after the withdrawal of Pilotworking, and the original fault still exists, then Working by Pilotman must be re-introduced for every train.

The Rule Book, Module P2, Section1 'Working of single lines by Pilotman is modified accordingly.

Kent Route

Battersea Pier Jn and Voltaire Road Jn (Reversible)

Down Cannon Street Reversible

Up Cannon Street Reversible

Metropolitan Jn and Cannon Street

London Bridge and Spa Road Jn (No. 2 Reversible)

Spa Road Jn and North Kent East Jn (No. 2 Reversible)

North Kent East Jn and New Cross (No. 2 Reversible)

Lewisham and Tanners Hill Jn (Lewisham Flyover)

Sevenoaks and Tonbridge (Up and Down)

Tonbridge and Paddock Wood (Up and Down)

Paddock Wood and Headcorn (Up and Down)

Headcorn and Ashford (Up and Down)

Swale and Queenborough

Queenborough and Sheerness-on-sea

Tonbridge and High Brooms (Single, through Somerhill Tunnel)

Wells Tunnel Junction and country end of Grove Hill Tunnel (Down and Up Hastings)

Country end of Grove Hill Tunnel and country end of Strawberry Hill Tunnel (Single)

Wadhurst and Stonegate (Single, through Wadhurst Tunnel)

New Beckenham and Beckenham Jn (Single)

Chislehurst Jn and St. Mary Cray Jn (Reversible)

Sussex Route

East Croydon and South Croydon (Slow Reversible)

East Croydon and Windmill Bridge Jn (Fast Reversible)

Hever Jn and Blackham Jn

Ashurst Jn and Crowborough Jn

Battersea Pier Jn and Longhedge Jn (Reversible)

Three Bridges and Haywards Heath (Up and Down)

Haywards Heath and Keymer Jn (Up and Down)

Keymer Jn and Preston Park (Up and Down)

Latchmere No.2 and Kensington Olympia (Up and Down)

Kensington and North Pole (Up and Down)
 Birkbeck and Beckenham Jn (Single)
 Streatham North Jn and Streatham South Jn (Reversible)
 Sutton and Epsom Downs (Single)
 Spa Road and Bricklayers Arms Jn (Reversible)

Wessex Route

Windsor Reversible
 Up Windsor Reversible
 Micheldever and Allbrook (Up and Down)
 Allbrook and Eastleigh (Down Fast and Down Slow)
 Northam Jn and Southampton (Reversible)
 Southampton and Millbrook (Down Fast, Down Loop and Up Fast)
 Redbridge and Totton (Down Main)
 Moreton and Dorchester South (Single)
 Farnham and Bentley (Single)
 Bentley and Alton (Single)
 Eastleigh and Romsey (Single)
 Eastleigh and Eastleigh South (Single)
 Botley and Fareham (Single)
 Northam Jn. and Canute Road (Single)
 Totton and Marchwood (Single)
 Point Pleasant Junction and East Putney
 Battersea Pier Jn and Longhedge Jn (Reversible)
 Clapham Jn and Latchmere Jn (Reversible)
 Ash Vale Jn and Frimley (Single)
 Victoria and Battersea Park (Brighton Reversible)

These instructions do not apply at Mountfield Tunnel. Special instructions for this portion of line only are published in the local instructions relating to this line of route.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Rule Book Module S2 - Observing and obeying fixed signals

Section 2, Clause 2.1 - Train stopped or nearly stopped at a signal at danger

Clearing of stop signals

The Signallers at the under mentioned signal boxes have special authority to clear the stop signals shown before an approaching train is close to such signal - see the Rule Book, Module S2, Section 2.1.

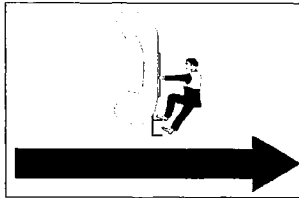
Signal box	Signal(s)
Deal	Down home (applicable only to trains booked to stop)
Hastings	Down Ore Home number 77 (applicable only to trains booked to stop).

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

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

Detention of trains on running lines - use of Signal Post Telephones

Certain signals are provided with a reflective sign which indicates to Drivers that they should alight from the right hand side of the driving cab to use the signal post telephone. The sign illustrates a Driver climbing down the back of a telephone handset, with a blue arrow below pointing to the right. The signs will normally be positioned adjacent to the signal prefix number plate, at signals where the telephone is located to the right of the line, to which the signal refers.



The following modifications to the Rule Book, Module S4, apply:-

Section 1.1

For International Passenger and ECS trains, the normal method of reminder is the International Train Radio (ITR). When the train has been brought to a stand, the Driver will remind the Signaller immediately. If the ITR is inoperative, the Driver will use one of the following:-

- a) Fixed NRN radio (Class 373/2 trains only)
- b) Train Manager's portable telephone,
- c) the signal post telephone,
- d) on-train payphone.

Section 2.1

When detained by a signal at danger, Module S4 of the Rule Book need not be carried out for 5 minutes (except in an emergency) between the following locations:-

- Blackfriars/Cannon Street/Charing Cross/Victoria
- Streatham Jn./New Cross Gate/Herne Hill/Peckham Rye/St. Johns/Deptford
- Waterloo and Clapham Jn., except when detained at a station platform.

Sections 2, 3 and 6

Where Cab Secure Radio is in operation this should be used in preference to the signal post telephone.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

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

Section 5 - Limited clearance at signal post telephones

Detention of trains on running lines – use of signal post telephones

Signals equipped with a white diamond sign with the letter 'T' have had the associated white flashing light disconnected. These signals have been provided with a sign (black cross on a white background)

Drivers must comply with the provisions of Section 5 when detained at these signals.

In connection with this Section, signals that have telephones restricted for use are shown below.

KENT ROUTE

Between/Location	Line	Signal	Note
SO110 Victoria to Ramsgate (via Herne Hill and Chatham)			
Victoria	B Section	VS25	Down direction
	C Section	VS27	Down direction
Battersea Pier Jn and Victoria	Up Chatham Fast	VS28	
Victoria and Battersea Pier Jn	Wall Siding	VS556	
	Down Chatham Slow	VS33	
Battersea Pier Jn	Up Chatham Fast	VS38	
Battersea Pier Jn and Linford Street Jn	Up Chatham Fast	VS56	
Linford Street Jn	Up Chatham Fast	VS74	No telephone provided
Wandsworth Road	Up Chatham Fast	VS82	
Shortlands and Bromley South	Up Chatham Slow	VS182	
	Down Chatham Fast	VS185	
Bromley Jn. and Bickley	Up Chatham Slow	VS190	
	Down Chatham Fast	VS195	
Bickley and Bickley Jn	Up Chatham Slow	VS200	
Bickley Jn	Down Chatham Fast	VS203	
Bickley Jn and St Mary Jn	Up Chatham Slow	VS208	
St Mary Cray Jn	Down Chatham Fast	VS215	
	Up Chatham Slow	VS216	
	Up Chatham Slow	VS220	
	Down Chatham Fast	VS221	
St Mary Cray Jn and St Mary Cray	Up Chatham Slow	VS224	
	Down Chatham Fast	VS225	
St Mary Cray and Swanley	Up Chatham Slow	VS234	
	Down Chatham Fast	VS237	
	Up Chatham Fast	VS238	
St Mary Cray and Swanley	Up Chatham Slow	VS242	
	Down Chatham Fast	VS243	
	Down Chatham Fast	VS247	
Newington	Down Main	EU12	

Between/Location	Line	Signal	Note
SO130 Charing Cross/Cannon Street to /Dover Priory/Eurotunnel Interface (via Tonbridge)			
Charing Cross	Platform 5	L9	
	Platform 6	L11	
	Line D	L75	Down direction
Cannon Street	Line E	L77	Down direction
	Line D	L74	Up direction
	Line E	L76	Up direction
Cannon Street and Borough Market Jn	Cannon Street Reversible	L73	Down direction
			No telephone provided
	Up Cannon Street	L70	No telephone provided
Borough Market Jn	Cannon Street Reversible	L72	Up direction
			No telephone provided
	Up Cannon Street	L80	
	Cannon Street Reversible	L81	Down direction
	Up Cannon Street Reversible	L61	Down direction
			No telephone provided
	Up Cannon Street Reversible	L84	
Borough Market Jn and London Bridge	Up Cannon Street Reversible	L88	
	Up Cannon Street Reversible	L67	Down direction
			No telephone provided
Charing Cross and Waterloo (East)	Down Cannon Street Reversible	L46	Up direction
	Up Fast	L14	
	Up Slow	L18	
Waterloo (East) and Metropolitan Jn	Up Slow	L26	
	Up Slow	L30	
	Down Fast	L39	
Metropolitan Jn	Up Slow	L34	
	Down Slow	L45	
	Down Fast	L47	
Borough Market Jn	Up Slow	L34	
	Down Charing Cross	L87	
	Up Charing Cross	L90	
London Bridge and Spa Road	No.2 Reversible	L104	Up direction
	No.2 Reversible	L116	Up direction
	No.6 Up	L120	
	No.5 Reversible	L62	Up direction
	Up Passenger Loop	L122	
	No. 2 Reversible	L123	Down direction
	No. 5 Down	L127	
	Up Passenger Loop	L129	Down direction

Between/Location	Line	Signal	Note
London Bridge and Spa Road	No.2 Reversible	L124	Up direction
	No.6 Up	L128	
	Up Passenger Loop	L130	
	No.2 Reversible	L133	Down direction
	No.5 Down	L137	
	No. 2 Reversible	L132	Up direction
	No. 6 Up	L136	
	Up Passenger Loop	L138	
	No.2 Reversible	L141	Down direction
	No.5 Down	L145	
London Bridge and Spa Road	No. 2 Reversible	L140	Up direction
	No.6 Up	L144	
	Up Passenger Loop	L146	
Spa Road	No.2 Reversible	L148	Up direction
Spa Road and Blue Anchor	No.6 Up	L152	
	Up Passenger Loop	L154	
Blue Anchor	No.2 Reversible	L156	Up direction
	No.2 Reversible	L157	Down direction
	No 6. Up	L160	
	No.5 Down	L161	
Blue Anchor and North Kent East Jn	No.2 Reversible	L164	Up direction
	No.2 Reversible	L165	Down direction
	No. 5 Down	L169	
Blue Anchor and North Kent East Jn	No. 2 Reversible	L177	Down direction
	No. 2 Reversible	L178	Up direction
	No. 3 Up	L180	
North Kent East Jn	No. 2 Reversible	L187	Down direction
	No. 2 Reversible	L186	Up direction
	No. 3 Up	L188	
North Kent East Jn and New Cross	No. 2 Reversible	L198	Up direction
	No. 3 Up	L200	
	No. 2 Reversible	L205	Down direction
	No. 2 Reversible	L204	Up direction
	No. 3 Up	L206	
	No. 1 Down	L211	
	No. 2 Reversible	L213	Down direction
	Down Fast	L215	
New Cross	Up Slow	L224	
	Down Fast	L225	
St Johns	Down Fast	L237	
	Down Slow	L239	
Parks Bridge Jn	Down Fast	L267	
	Down Fast	L271	
	Up Slow	L272	
	Up Slow	L278	

Between/Location	Line	Signal	Note
Parks Bridge Jn and Hither Green	Up Slow	L290	
	Down Fast	L293	
Hither Green and Lee Spur Jn	Departure Road	L300	
	Up Slow	L302	
Lee Spur Jn and Grove Park	Down Slow	L303	
	Down Fast	L305	
	Up Slow	L306	
	Up Fast	L308	
	Down Slow	L307	
	Down Fast	L309	
	Up Slow	L312	
	Down Slow	L313	
	Down Fast	L315	
	No. 3 Washer Road	L1312	
	No. 4 Washer Road	L1308	
Grove Park and Elmstead Woods	Up Slow	L322	
Elmstead Woods and Chislehurst	Up Slow	AD6	
	Up Slow	AD10	
	Down Fast	AD15	
Chislehurst and Petts Wood	Down Fast	AD29	Up direction
	Up Slow	AD30	
Petts Wood Jn and Petts Wood	Up Slow	AD34	
	Down Slow	AD37	
	Down Fast	AD39	
Petts Wood	Up Slow	AD42	
Petts Wood and Orpington	Up Slow	AD46	
	Down Fast	AD51	
Orpington	Down Fast	AD55	
Hildenborough and Tonbridge	Down Slow	AD132	
	Up Fast	AD134	
	Down Fast	AD141	
Tonbridge	Up Slow	AD143	
	Down Slow	AD139	
	Up Fast	AD150	
	Down Fast	AD157	
	Up Slow	AD143	
Tonbridge and Paddock Wood	Down Fast	AD160	Up direction
	Up Fast	AD162	
	Down Fast	AD165	Up direction
Paddock Wood	Down Main	AD186	
	Up Main	AD188	Down direction
	Down Main	AD199	
	Up Main	AD201	
Staplehurst and Headcorn	Down Main	AD605	

Between/Location	Line	Signal	Note
Headcorn	Down Main	AD608	Up direction
	Up Main	AD606	
Pluckley and Ashford	Down Main	AD613	
	Down Fast	AD655	Down direction
	Up Slow	AD659	Down direction
	Up Fast	AD660	Up direction
	Down Fast	AD662	Up direction
Ashford	Up Fast	AD668	Up direction
	Up Slow	AD666	Up Direction
	Down Fast	AD670	Up direction
	Down Fast	AD673	Down direction
	Up Fast	AD675	Down direction
	Up Fast	AD682	Up direction
	Down Fast	AD684	Up direction
	Down Slow	AD686	Up direction
	Down Fast	AD693	Down direction
	Up Fast	AD695	Down direction
	Up Main	AD704	Up direction
	Up Main	AD703	Down direction
	Up Slow	AD782	
	Up Canterbury	AD783	Down direction
	Up Canterbury	AD786	
	Up Slow	AD787	Down direction
	Down Canterbury	AD788	
	Up Slow	AD789	Down direction
SO140 Swanley to Ashford			
Maidstone East	Reversible	ME39	Up direction
Hothfield	Reversible	ME23	Down direction
	Down Maidstone	AD854	Up direction
	Maidstone Loop	AD856	Up direction
	Down Maidstone	AD853	Down direction
SO220 Ashford to Ramsgate (via Canterbury West)			
Ashford	Down Reception	AD878	Up direction
	Down Canterbury	AD876	Up direction
	Down Canterbury	AD873	Down direction
SO250 Battersea Pier Jn To Wembley			
Clapham Jn (London Side)	Down West London	VC595	Up direction
Kensington Olympia	Down West London	VC801	Down direction
SO260 Brixton Jn to Shortlands Jn.			
Cambria Jn	Up Catford Loop	VS424	
Crofton Road Jn	Up Catford Loop	VS440	
Shepherds Lane Jn and Denmark Hill Tunnel	Down Atlantic	VS423	
Grove Tunnel and Crofton Road Jn	Up Atlantic	VS438	
	Down Atlantic	VS441	
Nunhead and Peckham Rye	Up Catford Loop	VS446	

Between/Location	Line	Signal	Note
Between Denmark Hill and Crofton Road Jn	Up Catford Loop	VS436	
SO280 Farringdon to Herne Hill			
Blackfriars and Elephant & Castle	Up Holborn Fast	VS366	
	Down Holborn Fast	VS367	
	Down Holborn Slow	VS369	
	Up Holborn Fast	VS372	
	Down Holborn Fast	VS377	
	Up Holborn Fast	VS378	
Elephant & Castle and Loughborough Jn	Up Holborn Fast	VS390	
	Up Holborn Fast	VS394	
	Down Holborn Slow	VS395	
	Up Holborn Fast	VS398	
	Down Holborn Slow	VS399	
	Up Holborn Fast	VS402	
	Down Holborn Slow	VS403	
	Down Holborn Slow	VS407	
Loughborough Jn	Down Holborn Slow	VS411	
SO290 North Kent East Jn to Dartford Jn (via Greenwich)			
North Kent East Jn and Deptford	Down Greenwich	L201	
	Down North Kent	NK143	
SO300 Lewisham to Crayford Creek Jn (via Bexleyheath)			
Lewisham	Down North Kent	L445	No telephone provided
SO310 Hither Green to Maidstone West (via Dartford)			
Dartford Jn and Dartford	Reversible	NK495	Down direction
Dartford	Reversible	NK494	Up direction
Gravesend	Up North Kent	NK406	No telephone provided
Gravesend	Up North Kent	NK435	No telephone provided
Gravesend	Down North Kent	NK463	No telephone provided
Maidstone West	Up Main	MS10	

SUSSEX ROUTE

Between/Location	Line	Signal	Note
SO500 Victoria to Brighton			
Victoria and Battersea Pier Jn	Up Slow	VC525	Down direction
Battersea Pier Jn	Down Brighton Fast	VC533	
	Up Brighton Fast	VC542	
Battersea Park	Up Slow	VC 544	
	Up Brighton Fast	VC552	
Battersea Park and Clapham Jn	Down Brighton Fast	VC569	

Between/Location	Line	Signal	Note
Pouparts Jn and Clapham Jn	Down Brighton Fast	VC581	
	Up Brighton Fast	VC584	
	Up Brighton Slow	VC586	
Battersea Park and Pouparts Jn	Down Brighton Fast	VC589	
	Up Slow	VC566	
	Up Slow	VC610	
Clapham Jn and Wandsworth Common	Up Slow	VC614	
	Down Brighton Fast	VC615	
	Up Slow	VC618	
Wandsworth Common	Down Brighton Fast	VC619	
Wandsworth Common and Balham	Up Slow	VC626	
	Down Fast	VC627	
	Up Slow	VC634	
Balham and Streatham Common	Up Slow	VC638	
	Down Brighton Fast	VC641	
	Up Slow	VC644	
	Down Brighton Fast	VC645	
	Up Slow	VC648	
	Down Fast	VC657	
Streatham North Jn and Streatham Common			
Streatham Common and Norbury	Up Slow	VC668	
Windmill Bridge Jn	Fast Reversible	T92	Up direction
	Up Slow	T96	
Windmill Bridge Jn and East Croydon	Fast Reversible	T93	Down direction
	Down Fast	T95	
East Croydon	Fast Reversible	T114	Up direction
East Croydon and South Croydon	Up Slow	T126	
	Slow Reversible	T128	Up direction
	Up Slow	T134	
	Slow Reversible	T136	Up direction
	Down Fast	T127	
	Slow Reversible	T129	Down direction
South Croydon and Purley Oaks	Down Fast	T141	
	Down Fast	T145	
	Up Slow	T148	
	Up Slow	T154	
	Down Fast	T145	
	Up Slow	T158	
Purley Oaks and Purley	Up Slow	T164	
	Down Fast	T153	
	Up Slow	T166	
Purley and Stoats Nest Jn	Up Slow	T180	
Stoats Nest Jn	Down Fast	T171	
	Up Fast	T182	
	Down Redhill	T461	

Between/Location	Line	Signal	Note
Redhill	Down Redhill	T481	Down direction Up direction
	Up Redhill	T483	
	Up Redhill	T486	
	Down Redhill	T487	
Earlswood and Salfords	Down Slow	T211	Down direction
	Down Slow	T215	
	Up Fast	T214	
	Up Fast	T218	
	Up Fast	T222	
Salfords and Horley	Down Slow	T233	
	Up Fast	T236	
Gatwick Airport	Down Platform Loop	T241	
Gatwick Airport and Tinsley Green	Up Fast	T256	Down direction
	Up Slow	T260	
	Up Loop	T262	
	Down Fast	T271	
Tinsley Green and Three Bridges	Up Fast	T282	Up direction
Three Bridges	Up Fast	T282	
Three Bridges and Balcombe Tunnel Jn	Up Fast	T286	
	Down Slow	T293	
Copyhold Jn	Down Main	T333	Down direction
Copyhold Jn and Haywards Heath	Up Main	T332	
	Down Loop	T336	
	Down Main	T339	
	Up Loop	T343	Down direction
Haywards Heath	Down Loop	T345	Down direction
SO510 London Bridge to Epsom Downs			
London Bridge	C Section	L496	Up direction
London Bridge	D Section	L494	Up direction
London Bridge	B Section	L498	Up direction
London Bridge and Spa Road	Down Main	L501	Down direction No telephone provided
	Up Main	L503	
	Down South London	L505	
	Up Main	L506	
London Bridge and Spa Road	Down Main	L507	Down direction
London Bridge and Spa Road	Down South London	L511	
	Down South London	L515	
	Down South London	L519	
Spa Road	Down Main	L521	Down direction
	Down South London	L523	
Spa Road and Blue Anchor	Down main	L525	
Blue Anchor	Down South London	L529	
Blue Anchor and Bricklayers Arms Jn	Down Slow	L531	Down direction
	Down Fast	L533	
	Up Fast	L534	
	Down Fast	L541	

Between/Location	Line	Signal	Note
South Bermondsey Jn	Down South London	L537	Up direction
	Reversible	L536	
Bricklayers Arms Jn and New Cross Gate	Down Spur	L545	
	Up Fast	L550	
New Cross Gate and Brockley	Down Fast	L551	
	Up Fast	L560	
Brockley	Down Fast	L567	
	Up Fast	L566	
Brockley and Honor Oak Park	Up Fast	L570	
	Down Fast	L571	
Honor Oak Park	Down Fast	L575	
	Up Fast	L578	
Honor Oak Park and Forest Hill	Down Fast	L579	
	Up Fast	L582	
Forest Hill	Down Fast	L583	
	Down Fast	L587	
Forest Hill and Sydenham	Up Fast	L586	
	Down Fast	L591	
Sydenham	Up Fast	L590	
	Down Fast	L595	
Sydenham and Penge West	Up Fast	L594	
	Down Fast	L596	
Penge West	Up Fast	L598	
	Down Fast	L599	
Anerley	Down Fast	L603	
	Up Fast	L602	
Anerley and Norwood Jn	Down Fast	L607	
	Up Fast	L606	
Norwood Jn and Norwood Fork Jn	Down Fast	L611	
	Up Fast	L610	
	Down Fast	T1	
	Up Fast	T2	
	Down Fast	T5	
	Up Fast	T6	
	Down Fast	T9	
	Up Fast	T20	
	Up Slow	T22	
SO645 Battersea Park to Peckham Rye			
Stewarts Lane	Up Stewarts Lane	VS60	
Denmark Hill	Down Atlantic	VS429	
Shepherds Lane	Down Atlantic	VS107	
SO550 Redhill to Tonbridge			
Redhill	Up Tonbridge	T502	Down Direction
Tonbridge	Down Tonbridge	T495	
	Down Godstone	AD525	

Between/Location	Line	Signal	Note
SO650 Balham Jn to Beckenham Jn			
	Single	VS167	Down Direction
SO680 South Bermondsey Jn to Horsham			
Peckham Rye	Up South London	L636	
Tulse Hill	Down Holborn	VC763	
SO700 Streatham South Jn to Sutton (via Wimbledon)			
Wimbledon West Jn	Up St Helier	VC851	Down direction

WESSEX ROUTE

Between/Location	Line	Signal	Note
SW100 Waterloo to Clapham Junction			
Waterloo	Up Main Slow	W2	
	Up Main Fast	W4	
	Up Main Relief	W6	Up direction
	Up Windsor	W10	Up direction
Waterloo and International Jn	Windsor Reversible	W49	Down direction
Waterloo West Crossings	Up Windsor	W53	
	Down Windsor	W55	
	Up Windsor	W57	Down direction
	Up Main Relief	W59	Down direction
Carlisle Lane Jn	Up Main Slow	W14	
	Up Main Fast	W16	
	Up Windsor	W22	
	Down Windsor Slow	W61	
Carlisle Lane Jn and Vauxhall	Down Main Slow	W63	
	Down Main Fast	W65	
	Down Main Fast	W75	
	Windsor Reversible	W913	Down Direction
	Down Windsor Fast	W67	
	Up Windsor	W32	
	Up Main Fast	W34	
	Down Windsor Slow	W77	
	Down Windsor Fast	W79	
	Windsor Reversible	W917	Down Direction
	Up Windsor	W44	
Vauxhall	Up Main Slow	W50	
Vauxhall and Nine Elms	Up Main Fast	W52	
	Up Windsor	W54	
	Up Main Slow	W60	
	Up Main Fast	W62	
Nine Elms Jn	Up Windsor	W64	
	Down Main Fast	W93	
	Down Windsor Slow	W97	
	Down Windsor Fast	W99	
	Windsor Reversible	W923	Down direction

Between/Location	Line	Signal	Note
Nine Elms Jn and Queenstown Road	Up Main Slow	W70	Down direction
	Up Main Fast	W72	
	Up Windsor Line	W76	
	Down Main Fast	W103	
	Down Windsor	W107	
	Up Windsor	W109	
	Up Main Slow	W80	
	Up Main Fast	W82	
Queenstown Road and West London Jn	Up Windsor	W96	
	Up Main Fast	W92	
	Down Main Fast	W123	
	Down Windsor Slow	W127	
West London Jn	Down Windsor Fast	W129	
	Up Main Slow	W102	
	Up Main Fast	W104	
	Nine Elms Jn	Down Windsor Fast	W133
Up Windsor Fast		W116	
Up Main Slow		W110	
West London Jn and Clapham Jn		Down Main Slow	W137
	Down Main Fast	W139	
	Down Windsor Slow	W141	
	Clapham Jn	Down Windsor Fast	W143
Down Main Fast		W153	
Sidings		W1040	(or CY2)
Sidings		CY16	
Sidings	CY17		
SW105 Clapham Junction to Weymouth			
Clapham Jn	Down Ludgate	W145	Up Direction
	Clapham Jn and Earlsfield	Up Slow	
	Up Main Slow	W140	
	Down Fast	W173	
Earlsfield	Up Slow	W150	
	Up Slow	W156	
Earlsfield and Wimbledon	Up Fast	W160	
	Up Slow	W162	
	Down Slow	W187	
	Down Fast	W189	
	Up Siding No.1	W1135	
	No.1 Reception Road	W1135	
Wimbledon	Up Fast	W170	
Wimbledon West Jn	Down Fast	W203	
	Up Fast	W174	
Wimbledon West Jn and Raynes Park	Up Fast	W180	
	Down Fast	W209	
	Down Fast	W213	

Between/Location	Line	Signal	Note
Raynes Park	Up Fast	W186	
	Down Fast	W217	
Raynes Park and New Malden	Up Fast	W192	
	Up Fast	W200	
	Down Fast	W223	
New Malden	Down Fast	W227	
New Malden and Berrylands	Up Fast	W220	
	Up Slow	W222	
	Down Fast	WK323	
	Down Fast	WK325	
	Up Fast	W228	
Berrylands	Up Slow	W234	
	Up Fast	W232	
Berrylands and Surbiton	Up Fast	W236	
	Down Fast	WK327	
Surbiton	Down Fast	WK331	
Surbiton and Hampton Court Jn	Down Slow	WK131	
	Down Fast	WK333	
	Down Fast	WK335	
	Up Fast	WK332	
	Up Fast	WK334	
Hampton Court Jn	Up Fast	WK336	
Esher	Up Fast	WK338	
Esher and Hersham	Up Fast	WK340	
	Up Fast	WK342	
	Up Fast	WK344	
	Down Fast	WK343	
Hersham	Down Fast	WK345	
Hersham and Walton on Thames	Up Fast	WK346	
	Down Fast	WK347	
	Up Fast	WK348	
Walton on Thames and Weybridge	Up Fast	WK350	
	Down Fast	WK349	
	Down Fast	WK351	
	Down Fast	WK353	
	Up Fast	WK352	
	Up Fast	WK354	
Weybridge	Down Fast	WK355	
	Up Fast	WK356	
	Up Fast	WK358	
Weybridge and Byfleet and New Haw	Down Fast	WK357	
West Byfleet	Down Fast	WK361	
Byfleet and New Haw	Down Fast	WK359	
	Up Fast	WK360	
Byfleet and New Haw and West Byfleet	Up Fast	WK362	
West Byfleet	Up Fast	WK364	

Between/Location	Line	Signal	Note
West Byfleet and Woking	Up Fast	WK366	
	Up Fast	WK368	
	Up Fast	WK370	
	Down Fast	WK365	
	Down Fast	WK367	
	Down Fast	WK369	
	Down Slow	WK608	
	Down Fast	WK506	
	Up Fast	WK374	
	Up Slow	WK172	
Woking	Down Fast	WK365	Up direction
	Down Fast	WK367	Up direction
	Down Fast	WK369	Up direction
	Down Fast	WK365	Up direction
Woking and Woking Jn	Up Fast	WK507	Down direction
	Down Fast	WK375	Down direction
	Up Fast	WK376	
	Down Fast	WK379	
Woking Jn	Up Fast	WK386	
Woking Jn and Brookwood	Down Fast	WK391	
Brookwood	Up Fast	WK390	
Brookwood and Pirbright Jn	Down Fast	WK399	
Pirbright Jn and Farnborough	Down Fast	WA236	
Farnborough and Fleet	Down Fast	YW4	
	Up Fast	YW55	
	Up Fast	YW51	
	Up Fast	WA235	
	Up Fast	WA239	
	Down Fast	WA240	
	Down Fast	WA242	
Fleet	Up Fast	WA243	
	Up Fast	WA247	
	Down Fast	WA248	
Fleet and Winchfield	Up Fast	YW45	
	Up Fast	WA251	
	Down Fast	WA252	
	Down Fast	YW14	
Winchfield and Hook	Up Fast	YW41	
	Up Fast	WA255	
	Down Fast	WA256	
Hook	Up Fast	WA259	
	Down Fast	WA260	

Between/Location	Line	Signal	Note
Hook and Basingstoke	Down Fast	WA268	
	Down Fast	WA264	
	Down Fast	WA272	
	Down Fast	YW30	
	Up Fast	WA263	
	Up Fast	WA271	
Basingstoke	Up Fast	WA275	
	Up Fast	YW13	
	Up Slow	YW15	
Basingstoke and Worting Jn	Down Fast	WA276	
	Up Fast	WA279	
	Up Fast	WA283	
	Down Fast	YW46	
Worting Jn	Down Exeter Main	WA308	
Shawford and Allbrook	Up fast	EH154	Up direction
	Down Fast	EH159	Down direction
Allbrook	Down Slow	E77	Up direction
Allbrook and Eastleigh	Up Fast	E103	
	Down Fast	E28	Down direction
Eastleigh	Portsmouth Loop	E34	Down direction
	Down Slow	E36	Down direction
	Up Fast	E91	
	Down Fast	E38	
St Denys and Mount Pleasant	Up Fast	E704	
Mount Pleasant Crossing (London side)	Down Fast	E709	
Mount Pleasant Crossing (country side)	Up Fast	E708	
Mount Pleasant and Northam Jn	Down Slow	E711	
	Down Fast	E713	
	Down Fast	E740	Up direction
Southampton and Millbrook	Up Slow	E744	
	Up Fast	E746	Up direction
	Down Fast	E745	Down direction
	Down Slow	E747	
	Up Fast	E751	Down direction
Millbrook and Redbridge	Down Main	E773	
SW110 Woking Junction to Portsmouth Harbour			
Fratton and Portsmouth & Southsea	Down Relief	PW139	Up Direction
	Down Relief	PW80	
	Down Main	PW82	
	Down Relief	PW84	
	Down Main	PW86	
	Back Road	PW151	Up direction
Fratton Ground Frame	Back Road	No.23	Up direction

Between/Location	Line	Signal	Note
SW155 Totton to Fawley (Goods Line)			
Totton	Fawley Branch	E782	Up direction
SW160 Brockenhurst to Lymington Pier			
Brockenhurst	Lymington Branch	BH16	Up direction
SW210 Clapham Junction to Southcote Junction (via Reading)			
Clapham Jn and Wandsworth Town	Up Windsor Fast	W310	
	Down Windsor Fast	W315	
Point Pleasant Jn	Up Windsor Fast	W322	
Point Pleasant Jn and Putney	Down Windsor Fast	W325	
	Up Windsor Fast	W330	
Putney and Barnes	Up Windsor Fast	W512	
	Up Windsor Fast	W516	
	Down Windsor Fast	W517	
	Down Windsor Fast	W521	
St Margarets (country side)	Up Main	F14	
Staines (London side)	Down Main	F253	
	Up Main	F252	
SW125 Southcote Junction to Basingstoke			
Bramley and Basingstoke	Up Reading	YW36	
SW225 Point Pleasant Junction to Wimbledon			
Point Pleasant Jn	Putney Reversible	W350	Up direction
Wimbledon	Down Putney	W375	

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Rule Book Module S5 - Passing a signal at danger : Part B Drivers passing a signal at danger on their own authority

Section 1 - Circumstances

Detention of trains on running lines – use of signal post telephones

Drivers of International Passenger and ECS trains will treat all signals as controlled, irrespective of the signal post plate. Therefore they will not pass any signal at danger without the Signaller's permission.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Rule Book Module S5 - Passing a signal at danger : Part B Drivers passing a signal at danger on their own authority

Section 1 - Circumstances

Stop signals located in tunnels

In the case of signals controlling the entrance to tunnels the nearest telephone in working order must be used to obtain the Signaller's Instructions. The Driver must have a clear understanding with the Signaller to whom he speaks regarding the line on which the train is standing and the prefix letters and number or the title of the signal at which it is detained. The train must not enter the tunnel until permission is given by the Signaller.

The following instructions must be observed in connection with stop signals located in tunnels as set out below:-

1. A telephone is provided at each signal at a level convenient for use without the Driver alighting from the cab. A duplicate telephone is provided at ground level. If the Driver cannot communicate with the Signaller by means of the telephone at cab level, he must use the telephone at ground level.
2. If instructed to pass a signal at danger, the Driver must give one long blast on the warning horn, then proceed with extreme caution, at a speed not exceeding 10 m.p.h. prepared to stop short of any obstruction and sounding the warning horn frequently.
3. In the case of an automatic signal, should the Driver be unable to communicate with the Signaller, he must, provided the line is clear as far as can be seen, proceed towards the next stop signal in advance in the same manner as in Clause 2 (above).
4. The train must be brought to a stand at the first signal beyond the tunnel, whatever the aspect displayed by that signal and the Driver, or other member of train crew must telephone the Signaller and inform him whether the train has arrived complete and the line is clear.
5. With reference to the Rule Book, Module M2, the person carrying out protection in the rear of a disabled train which is standing ahead of a signal in the tunnel need not proceed back beyond this signal provided it is at danger and he is able to telephone the Signaller from there. Three detonators must be placed on the obstructed line at the signal. In these circumstances the Rule Book Module M2, Section 5.3 is modified and an assisting train may be allowed to enter the tunnel. This train may have reached or be approaching the signal in the tunnel before the person carrying out protection arrives there and he must be prepared accordingly.

Location of stop signals in tunnels

Tunnel	Line(s) concerned
Balcombe	Down and Up
Blackheath	Down and Up
Chislehurst	Down Fast and Down Slow
Clayton	Down and Up
Crystal Palace	Down and Up
Dover Harbour	Up
Fort Pitt	Down
Gillingham (Kent)	Up
Higham*	Up
Merstham	Down and Up
Penge	Down and Up
Polhill	Down and Up
Quarry	Down and Up
Sevenoaks	Down and Up
Strood*	Down and Up

* Telephone provided at ground level only

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Rule Book Module SP - Speeds : Part A Permissible speeds and enhanced permissible speeds

Section 2 - Lineside permissible speed and enhanced permissible speed indicators

Permissible speed restrictions – indicator signs

On the Kent, Sussex and Wessex Routes the AWS permanent magnet referred to in the Rule Book Module SP, Part A, Section 2.2 'Permissible Speed Restrictions' is only provided on those lines equipped with AWS.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Rule Book Module SS1 - Station duties and train dispatch

Sections 6.3 and 7.2 – 7.3

Changes to train dispatch procedures at certain South West Trains stations

In conjunction with Rule Book Module SS1, Sections 6.3 and 7.2 - 7.3, there will be a change to procedure for dispatching trains from certain stations where station staff are provided to dispatch trains.

The Person In Charge of the platform at the following locations, will give the 'Station Duties Complete' handsignal (and repeat handsignal for power door stock) by means of an illuminated dispatch bat, held steadily above the head, with the illumination facing the Guard. The illuminated dispatch bat will be used day and night and in all weather conditions.

The illuminated dispatch bat will be used at the following locations:-

Ascot (Plat. 1's & 2)	Portsmouth Harbour
Basingstoke	Poole
Bournemouth	Richmond (SWT Platforms 1 & 2)
Brockenhurst	Southampton Apt Parkway
Clapham Junction	Southampton Central
Eastleigh	Surbiton
Fareham	Twickenham
Farnham	Vauxhall
Fratton	Waterloo
Godalming	Weymouth
Guildford (Platforms 6 & 7 Only)	Winchester
Portsmouth & Southsea (Platforms 1 & 2 Only)	Woking

D.O.O. Non Passenger (ECS):

The illuminated dispatch bat will only be displayed to Drivers working D.O.O. (NP) trains formed of power door stock to indicate 'close doors'. A green handsignal (flag/lamp) or RA indicator (where provided) will continue to be used to indicate 'Ready to Start' to the Driver of all D.O.O. (NP) trains.

Defective Dispatch Bat:

In the event the Illuminated Train Dispatch bat is defective, the following temporary method of train dispatch will be used until such time an illuminated dispatch bat is available.

- The Person In Charge of the platform will wear a High Visibility Vest, and use a non-illuminated dispatch bat (with the white side facing the Guard) or a white light as appropriate to the time of day / weather conditions

Failure of train starting bell/buzzers, relaying of quards 'ready to start' signal to driver:

In the event the Person in charge of the platform is required to relay the Guards 'Ready to Start' signal to the Driver due to the failure of the starting bell/buzzers, (as required by the Rule Book), a green handsignal (flag/lamp) will be displayed to the Driver. If a 'RA' indicator is provided, this will be used. The illuminated dispatch bat will not be used for this purpose.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Rule Book Module T1A - Failure, renewal, and maintenance of signalling equipment

Various clauses in this module, require the Signaller to report faults to Operations Control for onward transmission (by Control) to fault control. On the Kent, Sussex and Wessex Routes the previous arrangement where the Signaller telephones Infrastructure Fault Control direct and obtains a fault number from that office is to continue. Having obtained the fault number the Signaller must then advise Operations Control of the details and fault number.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Rule Book Module T2 - Protecting engineering work or a hand trolley on a line not under possession

T2 Procedure D – Protection Arrangements

For the purposes of this procedure a track circuit may be considered as part of the signalling controls. Points which can be disconnected, maintained, and detected, in one position which could be used to prevent trains approaching may also be considered part of the signalling controls.

Where reliance is placed on the occupancy of a track circuit, signal technicians applying 'T2D' shall satisfy themselves that the protection is not compromised by the setting of shunt, call-on

or warmer class routes nor the approach control of main aspects.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Rule Book Module T2 - Protecting engineering work or a hand trolley on a line not under possession

Trolleys going into or through tunnels

With reference to Rule Book, Module T2, trolleys are prohibited from entering any tunnel except when the Engineer has absolute possession of the line concerned.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Rule Book Module T2 - Protecting engineering work or a hand trolley on a line not under possession

Section 8 - Protection procedure T2-A (using a track circuit operating device - T-COD)

The use of an approved Track Circuit Operating Device (T-COD) is authorised throughout Network Rail Kent, Sussex and Wessex Routes subject to the general conditions below and as shown in the following tables.

Note: If a section of route or location is not shown in the left hand column, T-COD must not be used.

Only the following T-CODs are currently approved for use on Network Rail Kent, Sussex and Wessex Routes. The COSS must state the type of T-COD to be used.

Certificate of Acceptance Number PA05/361

Type SAFE 7265 for Bullhead rails

Type SAFE 7239 for flatbottom rails

Manufacturer: Safetrack Baavhammer AB (May be identified as "TRACK WARNING", 'SAFETRACK SAFE' or 'TRACK')

Certificate of Acceptance Number PA05/365

Type CE59/BH - for Bullhead rails

Type CE59/FB - for flatbottom rails

Manufacturer: P&B Weir Electrical.

Track Circuit Operating Devices:-

- **may only** be used by a person trained and certified competent in the use of the T-COD to be applied.
- **may only** be used in areas where signals are controlled or maintained by the operation of track circuits.
- **must not** be used on a track circuit affected by track circuit failures, broken rail or negative bonding defects or repairs.
- **must not** be used on the approach to an AHB ABCL or AOCL crossing
- **must not** be applied between the signal protecting a CCTV or MCB crossing and the level crossing.
- **must not** be applied in "fourth" rail electrified areas.
- **must not** be applied where check or guard rails exist.
- **must not** be applied where Yellow conductor rail shrouding is fitted.

Cautionary Notes:

- Applying a T-COD near points may inhibit the use of some signalled routes which were not affected by the work.
- Applying a T-COD on a section of line that becomes part of an overlap track circuit may inhibit the use of some signalled routes which were not affected by the work.
- Applying a T-COD in an area where TOWS is fitted will prompt a continuous warning from the TOWS equipment.

If the application of a T-COD would actuate the annunciator for a level crossing, this must first be disconnected by the Technician.

Kent Route

Routes and Locations on which T-COD can be used (Subject to conditions as stated in Preamble)	Remarks (Locations/Sections where T-COD cannot be used)
SO110 Victoria to Ramsgate (via Herne Hill and Chatham)	
Chislehurst Jn to St Mary Cray Jn (Chatham Reversible)	NIL
St. Mary Cray Jn to Chislehurst (Up Chatham loop)	NIL

Routes and Locations on which T-COD can be used (Subject to conditions as stated in Preamble)	Remarks (Locations/Sections where T-COD cannot be used)
Bickley Jn to Petts Wood Jn (Tonbridge)	NIL
Gillingham	Up - ET3 ET4 ET15 ET26 to Gillingham level crossing (inclusive) Dn - ET40 ET9 ET11 ET32 to Gillingham level crossing (inclusive)
Rainham	Up - EU9 EU23 to Rainham level crossing (inclusive) Dn - EU4 to Rainham level crossing (inclusive)
Sittingbourne - Faversham	Up - A201 to A197 Dn - A194 to EV2
Faversham - Whitstable	Up - A205 to A383 Dn - A200 to A375
SO130 Charing Cross/Cannon Street to Dover Priory/Eurotunnel Interface (via Tonbridge)	
Charing Cross to Dover Priory/Eurotunnel Interface (via Tonbridge)	NIL
Cannon Street to Borough Market Jn	NIL
Metropolitan Jn to Cannon Street	NIL
Parks Bridge Jn to Ladywell (Ladywell Loop)	NIL
Chislehurst Jn to St. Mary Cray Jn (Chatham Reversible)	NIL
St. Mary Cray Jn. to Chislehurst (Up Chatham loop)	NIL
Bickley Jn to Petts Wood Jn (Tonbridge)	NIL
SO140 Swanley to Ashford (via Maidstone East)	
Swanley to Ashford (via Maidstone East)	NIL
Offord Jn to Sevenoaks	NIL
SO150 Sittingbourne (Eastern Jn) to Sheerness-on-Sea.	
Sittingbourne Eastern Jn to Sheerness-on-Sea	NIL
Sittingbourne Western Jn to Middle Jn	NIL
SO160 Shepherds Well to Dover Priory	
Shepherds Well to Dover Priory	NIL
SO170 Tonbridge to Bo Peep Jn	
Stonegate to Etchingham	Up - RB436 to RB434 Dn - RB427 to Etchingham level crossing (inclusive)
Robertsbridge	Up - RB2 to Robertsbridge level crossing (inclusive) Dn - RB18 to Robertsbridge level crossing (inclusive)
Robertsbridge - Battle	Up - RB5 to RB6 Dn - RB16 to BJ437
Battle	Up - BJ444 to Marley Lane level crossing (inclusive) Dn - BJ437 to Marley Lane level crossing (inclusive)
SO220 Ashford to Ramsgate (via Canterbury West)	
Ashford to Wye	NIL
Minster	Up - EBE64 to EBE63 Dn - EBE4 to EBE5
Minster to Ramsgate	Up - HE78 to EBE17 Dn - EBE7/EBE10 to HE2

Routes and Locations on which T-COD can be used (Subject to conditions as stated in Preamble)	Remarks (Locations/Sections where T-COD cannot be used)
SO230 Folkestone East to Folkestone Harbour	
Folkestone East to Folkestone Harbour	Up -Folkestone Harbour to Folly Road crossing (inclusive) Dn - YE79 YE90 YE91 YE92 to Folkestone Harbour
SO240 Buckland Jn to Minster East Jn	
Martin Mill to Walmer	Up - EBZ7 to Cold Blow crossing (inclusive) Dn - EBZ84 to Cold Blow crossing (inclusive)
SO250 Battersea Pier Jn to Wembley	
Stewarts Lane to Latchmere Jn	NIL
Clapham Jn (Platforms 16 & 17) to Latchmere Jn	NIL
Latchmere Jn To Mitre Bridge Jn	NIL
Factory Jn to Clapham Jn (W)	NIL
Longhedge Jn to Pouparts Jn	NIL
SO260 Brixton to Shortlands Jn	
Brixton to Shortlands Jn	NIL
SO330 Nunhead to Hayes	
Nunhead to Hayes	NIL
SO280 Farringdon to Herne Hill	
Farringdon to Herne Hill	NIL
Loughborough Jn to Cambria Jn	NIL
Loughborough Jn. to Canterbury Road Jn.	NIL
SO290 North Kent East Jn to Dartford Jn (via Greenwich)	
Blackheath to Charlton	NIL
Woolwich Dockyard to Charlton	Up - L434 to Charlton Lane level crossing (inclusive) Dn - L433 to Charlton Lane level crossing (inclusive)
Perry Street Fork Jn to Slade Green	NIL
Crayford Spur A Jn to Crayford Spur B Jn	NIL
SO300 Lewisham to Crayford Creek Jn (via Bexleyheath)	
Lewisham to Crayford Creek Jn (via Bexleyheath)	NIL
Blackheath to Charlton	NIL
Perry Street Fork Jn to Slade Green	NIL
SO310 Hither Green to Rochester Bridge Jn (via Dartford)	
Lee Spur Jn to Lee Spur Jn (Freight line)	NIL
Crayford Spur A Jn to Crayford Spur B Jn	NIL
SO330 Nunhead To Hayes	
Parks Bridge Jn to Ladywell (Ladywell Loop)	NIL
New Beckenham to Beckenham Jn	NIL
SO350 Grove Park to Bromley North	
Grove Park to Bromley North	NIL

Sussex Route

Routes and Locations on which T-COD can be used (Subject to conditions as stated in Preamble)	Remarks (Locations/Sections where T-COD cannot be used)
SO500 Victoria to Brighton	
Victoria to Brighton	NIL
Streatham North Jn to Streatham South Jn	NIL
Streatham to Streatham Common	NIL
Selhurst to Gloucester Road Jn	NIL
SO510 London Bridge to Windmill Bridge Jn	
London Bridge to Windmill Bridge Jn	NIL
Bromley Jn to Norwood Jn	NIL
Selhurst to Gloucester Road Jn	NIL
Norwood Jn to Epsom Downs	NIL
SO520 Three Bridges to Portsmouth Harbour	
Crawley	Up - T626 to High Street level crossing (inclusive) Dn - T625 to Horsham Road level crossing (inclusive)
Faygate to Horsham	Up - CBP77 to T692 Dn - CBP103 to CBP21 Christs Hospital to Amberley Arundel Junction to Havant level crossing (inclusive)
Havant	Up - KW90 to Bedhampton level crossing (inclusive) Dn - KW25 KW27 to Bedhampton level crossing (inclusive)
SO530 South Croydon to East Grinstead	
South Croydon to East Grinstead	NIL
SO540 Hurst Green Jn to Uckfield	
Ashurst to Eridge	OD59 to OD62 and OD64
SO550 Redhill to Tonbridge	
Redhill to Tonbridge	NIL
SO560 Redhill to Guildford	
Reigate - Dorking	Up - RG86 to Reigate level crossing (inclusive) Dn - RG21 to Reigate level crossing (inclusive) Dn - RG83 to RG91
Gomshail to Shalford	Up - GD912 - RG92 Dn - RG91 to GD915
SO590 Keymer Jn to Eastbourne	
Wivelsfield - Plumpton	Up - T644 to Keymer level crossing (inclusive) Dn - T369 T371X to T643
Cooksbridge - Lewes	Up - LW2 to Cooksbridge level crossing (inclusive) Dn - LW93 to LW91
Berwick	Dn - LW15 to Berwick Down Home Up - Berwick Up Home to LW40
SO620 Brighton to Lewes	
Brighton to Lewes	NIL

Routes and Locations on which T-COD can be used (Subject to conditions as stated in Preamble)	Remarks (Locations/Sections where T-COD cannot be used)
SO630 Brighton to Littlehampton	
Brighton to Hove	NIL
Arundel Jn to Littlehampton	NIL
Preston Park to Hove	NIL
SO645 Battersea Park to Peckham Rye (Atlantic Lines)	
Battersea Pier Jn to Peckham Rye (via Stewarts Lane and Atlantic lines)	NIL
Battersea Park Jn to Factory Jn	NIL
Herne Hill to Tulse Hill	NIL
SO650 Balham Jn to Beckenham Jn	
Balham to Beckenham Jn	NIL
Leigham Jn to Tulse Hill	NIL
Tulse Hill to West Norwood	NIL
Bromley Jn to Norwood Jn	NIL
SO660 Purley to Caterham/Tattenham Corner	
Whyteleafe	Up - T566 to Whyteleafe level crossing (inclusive) Dn - T565 to Whyteleafe South level crossing (inclusive)
Purley to Tattenham Corner	NIL
SO680 South Bermondsey Jn to Horsham	
Leigham Jn to Tulse Hill	NIL
Herne Hill to Tulse Hill	NIL
Tulse Hill to West Norwood	NIL
Streatham North Jn to Streatham South Jn	NIL
Streatham to Streatham Common	NIL
Mitcham to Streatham	Up - VC796 to Eastfields level crossing (inclusive) Dn - VC795 to Eastfields level crossing (inclusive)
Ashstead	Up - W476 to Ashtead level crossing (inclusive) Dn - W475 to Ashtead level crossing (inclusive)
SO700 Streatham South Jn to Sutton (via Wimbledon)	
Streatham South Jn to Sutton (via Wimbledon)	NIL

Wessex Route

Routes and Locations on which T-COD can be used (Subject to conditions as stated in Preamble)	Remarks (Locations/Sections where T-COD cannot be used)
SW100 Waterloo to Clapham Junction	
Waterloo to Clapham Jn	NIL
Nine Elms Jn to Linford Street Jn	NIL
West London Jn to Latchmere Jn	NIL
Clapham Jn (W) to Latchmere Jn	NIL
SW105 Clapham Junction to Weymouth	
Addlestone Jn to Byfleet Jn	NIL

Routes and Locations on which T-COD can be used (Subject to conditions as stated in Preamble)	Remarks (Locations/Sections where T-COD cannot be used)
St Denys to Southampton	Up - E708 E710 to Mount Pleasant level crossing (inclusive) Dn - E707 E709 PL909 PL911 to Mount Pleasant level crossing (inclusive)
Totton	Up - E784 E782 E780 to Totton level crossing (inclusive) Dn - E787 PL981 to Totton level crossing (inclusive)
Brockenhurst	Up - BH4 BH6 to Brockenhurst level crossing (inclusive) Dn - BH3 BH51 to Brockenhurst level crossing (inclusive)
Poole	Up - PO4 to High Street level crossing (inclusive) Dn - PO45 to High Street level crossing (inclusive) Not Permitted Poole signals PO44, PO47 to Dorchester South signals DR166 DR168
SW110 Woking Junction to Portsmouth Harbour	
Farncombe to Milford	Up - WZ208 to WZ204 & Up - WZ24 to Farncombe East level crossing (inclusive) Dn - WZ5 to Farncombe MCB level crossing (inclusive) Dn - WZ203 to EW207
Liphook to Petersfield	Up - PF242 to EW228 Dn - PF229 to Petersfield level crossing (inclusive)
Havant	Hove and Havant level crossing (inclusive) Up - KW91 to Bedhampton level crossing (inclusive) Dn - KW90 to Bedhampton level crossing (inclusive)
Farlington Jn. to Cosham Jn.	NIL
SW115 Worting Junction to Exeter St Davids	
Worting Jn to Pinhoe	Wilton Jn (exclusive) to Pinhoe
Westbury to Wilton Jn	Up - SY65 to SY73 Dn - SY72 to SY64
SW120 Pirbright Jn To Alton	
Aldershot to Farnham	Up - FN5 to AS23 Dn - AS12 to FN32
Aldershot South Jn to Aldershot North Jn	NIL
SW125 Southcote Junction to Basingstoke	
Bramley	Up - WA519 - WA295 Dn - WA294 - WA296
SW130 Eastleigh to Romsey	
Eastleigh to Romsey	Single E97 to E882
SW135 Eastleigh to Fareham	
Eastleigh to Fareham	NIL
SW140 St Denys to Portcreek Junction	
Bitterne to St Denys	Up - E800 to Adelaide level crossing (inclusive) Dn - E801 to Adelaide level crossing (inclusive)
Cosham	Up - PW53 to Cosham level crossing (inclusive) Dn PW58 to Cosham level crossing (inclusive)

Routes and Locations on which T-COD can be used (Subject to conditions as stated in Preamble)	Remarks (Locations/Sections where T-COD cannot be used)
SW150 Redbridge to Salisbury Tunnel Junction	
Dunbridge - Dean	Up - SY10 to E888 Dn - E885 to SY11
Laverstock North Jn to Laverstock South Jn	NIL
SW180 Raynes Park to Horsham	
Raynes Park - Motspur Park	Up W402 to West Barnes level crossing (inclusive) Dn - W403 to West Barnes level crossing (inclusive) Up W408 to Motspur Park level crossing (inclusive) Dn - W407 to Motspur Park level crossing (inclusive)
SW185 Motspur Park to Chessington South	
Motspur Park to Chessington South	NIL
SW190 New Malden to Shepperton	
Norbiton	Up - W212 to Malden level crossing (inclusive) Dn - W237 to Malden level crossing (inclusive) Hampton Up - F104 to Hampton level crossing (inclusive) Dn - F103 to Hampton level crossing (inclusive)
Hampton	Up - F104 to Hampton level crossing (inclusive) Dn - F103 to Hampton level crossing (inclusive)
Strawberry Hill to Fulwell Jn	NIL
SW195 Hampton Court Junction to Hampton Court	
Hampton Court Jn to Hampton Court	Hampton Court Up - WK524 and WK538 to Hampton Court level crossing (inclusive) Dn - WK531 to Hampton Court level crossing (inclusive)
SW200 Hampton Court Junction to Guildford (via Cobaham)	
Oxshott	Up - WK712 to Cooks level crossing (inclusive) Dn - WK709 to Cooks level crossing (inclusive)
SW205 Leatherhead To Effingham Junction	
Leatherhead to Effingham Jn	NIL
SW210 Clapham Junction to Southcote Junction (via Reading)	
Barnes to North Sheen	Up - W532 to Barnes (Richmond Line) level crossing (inclusive) Dn - W523 W525 W527 W529 to North Sheen level crossing (inclusive)
Feltham	Up - F186 to Feltham West level crossing (inclusive) Dn - F185 to Feltham West level crossing (inclusive)
Egham	Up - F294 F306 to F258 Dn - F259 to F291
Sunningdale	Up - F316 to Sunningdale level crossing (inclusive) Dn - F315 to Sunningdale level crossing (inclusive)
Wokingham	Up - WM31 to Wokingham level crossing (inclusive) Up - WM506 to F352 Dn - WM501 to Wokingham level crossing (inclusive)
SW225 Point Pleasant Junction to Wimbledon	
Point Pleasant Jn to Wimbledon	East Putney to Wimbledon

Routes and Locations on which T-COD can be used (Subject to conditions as stated in Preamble)	Remarks (Locations/Sections where T-COD cannot be used)
SW230 Barnes to Feltham Junction (via Hounslow)	
Barnes	Up - W550 to Barnes (Hounslow line) level crossing (inclusive) Dn - W523 W525 to Barnes (Hounslow line) level crossing (inclusive)
Chiswick	Up - F122 to Grove Park level crossing (inclusive) Dn - F121 to Grove Park level crossing (inclusive)
Syon Lane to Isleworth	Up - F142 to Wood Lane level crossing (inclusive) Dn - F141 to Wood Lane level crossing (inclusive)
Hounslow to Whitton Jn	NIL
Kew East Jn to New Kew Jn	NIL
SW240 Kew East Junction to Old Kew Junction	
Kew East Jn. to Old Kew Jn.	NIL
Kew East Jn. to New Kew Jn.	NIL
SW245 Twickenham to Shacklegate Junction	
Strawberry Hill	Up - F96 F98 PL422 to Strawberry Hill level crossing (inclusive) Dn - F95 to Strawberry Hill level crossing (inclusive)
Datchet - Windsor & Eton Riverside	Up - F276 to Datchet level crossing (inclusive) Dn - F275 to Mays level crossing (inclusive)
Strawberry Hill to Fulwell Jn	NIL
SW250 Staines To Windsor And Eton Riverside	
Staines to Windsor & Eton Riverside	NIL
SW255 Viginia Water to Weybridge	
Chertsey	Up - F302 to Chertsey level crossing (inclusive) Dn - F301 to Chertsey level crossing (inclusive)
Addlestone	Up - WK906 to Addlestone level crossing (inclusive) Dn - WK905 to Addlestone level crossing incl.)
Addlestone Jn to Byfleet Jn	NIL
SW260 Ascot to Ash Vale Junction	
Camberley	Up - F340 to Camberley level crossing (inclusive) Dn - F339 to Camberley level crossing (inclusive)
SW265 Guildford To Wokingham	
Ash	Up - GD954 to Ash level crossing (inclusive) Dn - GD951 to GD952
North Camp -Farnborough North	Up - WM530 to GD 966 Dn - GD963 to WM531
Aldershot South Jn to Aldershot North Jn	NIL

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

Shortening or lengthening of possession

Referring to the Rule Book, Module T3, Sections 1.2 and 11.5, the extent of the possession may only be lengthened or shortened if details are published in the printed Weekly Operating Notice. In emergency or to cover exceptional circumstances the extent of the possession may be lengthened or shortened by agreement with the Network Rail Route Operations Manager. This will be done via Network Rail control.

Before the extent of a possession is altered, the PICOP must have a clear understanding with the Signaller(s) concerned as to the combined limits.

In the case of a lengthened possession, the additional section of line must be dealt with in accordance with the Rule Book, Module T3, Sections 4, 5, 11.1 and 16, and D.C Electrified Lines Instructions, Section A26 or B26.

In the case of a shortened possession, the section of line no longer required by the Engineer must be dealt with in accordance with the Rule Book, Module T3, Section 14.1 to 14.3, and D.C Electrified Lines Instructions, Section A26 or B26.

At the agreed time the PICOP must arrange for the detonators etc. to be placed at the new position/s and then for those no longer required to be removed.

Whenever the limits of a possession are altered a fresh entry must be made in the Train Register (or a fresh form completed where the use of special forms is authorised) in accordance with the Rule Book Module T3, Sections 9, 14.5 – 14.7, and 16.5 – 16.8 and D.C Electrified Lines Instructions, Section A26 or B26.

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

Section 6, Clause 6.2 - Automatic half barrier crossing (AHBC) level crossing

At the crossings shown below there is a stop signal between the 'Strike in point' and the crossing. The 'strike in' is inhibited when the signal is at danger. Therefore if the signal is passed at danger a train can arrive at the crossing without adequate warning to road users.

Consequently in addition to the requirements of the Rule Book, Module T3, Section 6.2 the following AHB crossings must be placed under local control before any movements are made over the crossings on the line(s) shown. Local control may be given up when the movement(s) has passed over the crossing.

KENT ROUTE

Name of Crossing	Lines affected
SO110 Victoria to Ramsgate (via Herne Hill and Chatham)	
Stone	Either line
Graveney	Either line
SO170 Tonbridge to Bo Peep Junction	
Battle Road	Either line
SO180 Paddock Wood to Maidstone West	
Swallows	Either line
Wagon Lane	Either line
Beltring	Up line
SO220 Ashford to Ramsgate (via Canterbury West)	
Broad Oak	Up line
Sevenscore	Either line
Cliffsend	Either line

SUSSEX ROUTE

Name of Crossing	Lines affected
SO520 Three Bridges to Portsmouth Harbour	
Roffey Road	Either line
Parsonage Road	Either line
Yapton	Down line
Woodhorn	Up line
Drayton	Either line
Clay Lane	Either line
New Fishbourne	Up Line
Blackboy Lane	Down Line
Bosham	Down Line
Nutbourne	Up line
Inlands Road	Up line
SO560 Redhill to Guildford	
Buckland	Either line
Brockham	Either line
SO590 Keymer Jn to Eastbourne	
Spatham Lane	Up line
SO600 Willingdon Jn to Ashford	
Appledore	Either line

WESSEX ROUTE

Name of Crossing	Lines affected
SW105 Clapham Junction to Weymouth	
Moreton Woodsford No.37	Up line Single line
SW110 Woking Junction to Portsmouth Harbour	
Milford Liss Common Sheet Kings Fernsden	Either line Either line Either line Either line
SW115 Worting Junction to Exeter St Davids	
Crewkerne	Single line
SW125 Southcote Junction to Basingstoke	
Bramley	Up line
SW150 Redbridge to Salisbury Tunnel Junction	
Kimbridge Dunbridge Dean Hill Dean	Up line Down line Down line Down line
SW170 Westbury to Wilton Junction	
Upton Lovell Wylie	Down line Down line
SW210 Clapham Junction to Southcote Junction (via Reading)	
Pooley Green Rusham Waterloo	Either line Up line Down line

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

Section 8 - Taking possession around a train

At terminal and bay platforms within the Kent, Sussex and Wessex Routes, the Signaller is permitted to grant possession to the PICOP when the track is occupied by an empty coaching stock train that is berthed in the platform.

The Rule Book, Module T3, Section 8 is modified accordingly.

Clause 5.2 When detonator protection is not needed.

Detonator protection is not required to be provided where the limit of a possession is shown as being at a buffer stop.

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Rule Book Module T5 - Operating power-operated points by hand

Section 10 - Returning the points to normal operation

Defective power operated points

Referring to Rule Book, Module T5, Section 10, the Signaller must, before giving the points operator permission to restore the local manual controls, ensure that the relevant lever/switch is fully in the position to correspond with the lie of the points.

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Rule Book Module T8 - Handsignalling duties

Section 1, Clause 1.2 - When handsignals have to be used

Starting of passenger trains where no stop signal is provided

When, in connection with an emergency or where otherwise specially authorised, trains may terminate at a station and start back from the same platform line. If a stop signal is not provided for the latter movement, a handsignaller must be appointed to control the starting of trains. The Rule Book Module T8, Section 1.2 is modified accordingly.

The handsignaller must obtain the signaller's permission for the train to proceed, and where practicable, check that the route over which the train is required to run is correctly set. The handsignaller must give any necessary instructions from the signaller to the driver, and exhibit a yellow handsignal held steadily, as an indication to the driver that the line is clear to the next stop signal ahead.

When trains terminate and start back from the same platform line, but a position light or shunting signal is provided, the provisions of the Rule Book Module S2, Section 3.1 apply, and a handsignaller will not normally be provided.

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Rule Book Module T10 - Protecting personnel when working on rail vehicles and in sidings

Section 6 - Working on vehicles at other locations

Protection of T&RS staff working on trains

Red flashing light/flag units are provided at a number of locations for use of T&RS staff working on trains in terminal platform lines only.

A second red flashing light/flag unit will be exhibited in the following circumstances:-

1. When length of the train/platform curvature, etc., requires the additional unit to be positioned towards the centre of the train.
- or
2. When the work/examination involves T&RS staff going underneath the train, unless this is a coach upon which a unit is already exhibited.

The Rule Book, Module T10, Section 6.2 - 6.6 is modified accordingly.

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

Section 2 - Classification and speed of trains

Speed of freight trains

Class 6, 7 and 8 freight trains (excluding parcels trains and those listed in note (b) below)

These trains are limited to the maximum speeds shown below, subject to any lower limit imposed by the Rule Book Module TW3, Section 2 'Speed restrictions' or specified for individual vehicles or local permanent and temporary speed restrictions:-

<u>Maximum permissible speed of line as shown in Table A diagrams</u>	<u>Maximum permissible speed of Class 6, 7 and 8 freight trains (excluding parcels trains)</u>
90	60
85	55
80	50
75	50
70	45
65	40
60	40
55	35
50	30
45	30
40	25
35	20
30	30

NOTE:- No reduction in speed is required:-

- a) where the maximum permissible speed of the line is less than 30 mph, or
- b) where EWS International Traffic, Class 6 & 7, are authorised by the Person in charge, at either Dollands Moor or Wembley, to run at full line speed, or maximum train speed, whichever is lower, on CTRL 1, 2 & 3 routes, subject to the following restrictions:

CTRL 1 Wembley-Latchmere Junction-Nunhead/Herne Hill-Maidstone East-Dollands Moor

Between the (Midland) London North Western Territory border on the cross London Lines to Shortlands Junction via the Chatham Main lines (Penge Tunnel) and the Catford Loop lines a maximum speed of 40 mph is applied to in both the up & down directions over this section and all lower speed restrictions to apply as normal.

CTRL 2 Wembley-Latchmere Junction-Orpington/Sevenoaks or Swanley/Otford/Sevenoaks-Dollands Moor

Between the (Midland) London North Western Territory border on the cross London Lines to Shortlands Junction via the Chatham Main lines (Penge Tunnel) and the Catford Loop lines a maximum speed of 40 mph is applied to in both the up & down directions over this section and all lower speed restrictions to apply as normal.

CTRL 3 Wembley-Latchmere Junction-Redhill-Tonbridge-Dollands Moor

Between the (Midland) London North Western Territory border on the cross London Lines to Purley Oakes Station via Balham & Selhurst a maximum speed of 40 mph is applied in both the up & down directions over this section and all lower speed restrictions to apply as normal.

Between the (Midland) London North Western Territory border on the cross London Lines to Purley Oakes Station via the alternative route from Balham via Crystal Palace and Norwood Junction a maximum speed of 25 mph is applied in both the up & down directions on the section of line between Crystal Palace and West Norwood and all lower speed restrictions to apply as normal.

- c) on the following goods lines:-

Hoo Junction - Grain

Totton - Fawley

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

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

Section 2 - Classification and speed of trains

The following classification is additional to those shown in the Rule Book, Module TW1, Section 2.

Description	Classification
Class 373 Eurostar train in passenger service or * empty coaching stock.	9

***Exception:** Class 373 Eurostar trains in empty coaching stock travelling as ECS between Waterloo International Terminal and North Pole International Depot will be shown as Class 5.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

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

Section 3 - Communications

Fixed radio equipment on International Passenger and ECS trains

International train radio (ITR)

Class 373 trains are provided with a radio(s) as follows:-

- Class 373/1 An International Train Radio (ITR) which is compatible with, and must be used as indicated in Network Rail designated Cab Secure Areas.
- Class 373/2 An ITR and an NRN radio.

The Rule Book, Module TW1, Section 3.4-3.5 is modified as shown below.

The ITR must be used in all circumstances when communication between Driver and Signaller is required. The 'Emergency Call Procedure must be used in the following circumstances:-

1. when necessary to give immediate advice of the need for trains to be stopped or cautioned in connection with an accident, obstruction, or other exceptional incident;
2. when necessary to call the emergency services;
3. when an assisting train is required or technical advice is needed or examination needs to be arranged in connection with a failure or defect.

No train must enter service if the ITR is defective. If the ITR becomes defective whilst the train is en route the Driver will use alternative communication methods as required by the current Rules and Regulations to contact the Signaller.

If the Signaller receives information from a Driver that the ITR is defective he/she must relay this information to the Network Rail Control.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

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

Section 4, Clause 4.2 - Tail lamps

Route indicators with red panels

The Rule Book, Module TW1, Section 4.2 'Tail Lamps' is modified for stock equipped with roller blind route indicators with red panels, for which an automatic stand-by battery supply is available.

Red panels must not be exhibited on the indicators of intermediate cabs of trains.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

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

Section 16, Clause 16.5 - Broken, distorted or damaged rails and broken fishplates

Examination of broken rails in tunnels

For the purpose of carrying out Rule Book, Module TW1, Section 16.5, the following tables identify those tunnels that are 800 metres (40 chains) or less in length for which the following procedure must be applied:-

The person carrying out the examination must take the appropriate T1 or T2 protection for the affected line, and advise the Signaller that they will be entering the tunnel to examine the line.

Having established that it is safe to pass a train over the break at 5mph, the person carrying out the examination must establish a position of safety outside of the tunnel before giving up the appropriate T1 or T2 protection. The Signaller must then be advised that one train may be permitted to pass over the affected line. The defective rail must be re-examined after the passage of each train.

The Signaller will then instruct the Driver that the emergency speed restriction is throughout the length of the tunnel.

KENT ROUTE

Location/ Name of tunnel	Mileage		Fixed communications	
	London End	Country End	London End	Country End
SO110 Victoria to Ramsgate				
Fort Pitt Tunnel	33m 79ch	34m 19ch	SPT	SPT
Chatham Tunnel	34m 34ch	34m 48ch	SPT	SPT
Gillingham Tunnel	35m 07ch	35m 47ch	SPT	SPT
SO130 Charing X to Dover Priory				
Lucas Street Tunnel	05m 23ch	05m 26ch	SPT L232	SPT L231
Chislehurst Tunnel (slows)	09m 61ch	10m 10ch	SPT L326	SPT AD2
Chislehurst Tunnel (fasts)	09m 63ch	10m 10ch	SPT L328	SPT AD4
Chelsfield Tunnel	15m 67ch	16m 14ch	SPT AD72	SPT AD74
Sandling Tunnel	64m 76ch	65m 0.5ch	Dial phone at portal	Dial phone at portal
Martello Tunnel	71m 22.5ch	71m 47ch	Dial phone at portal	Dial phone at portal
SO140 Swanley to Ashford				
Eynsford Tunnel	18m 67ch	19m 24ch	Dial phone at Portal	Dial phone at Portal
Week Street Tunnel	40m 01ch	40m 06ch	SPT ME189	Dial Phone
Wheeler Street Tunnel	40m 09ch	40m 25ch	Dial phone	Direct Line ME43 Pts
SO160 Faversham to Dover Priory				
Selling Tunnel	56m 00ch	56m 33ch	Dial phone at portal	Dial phone at portal
Charlton Tunnel	76m 65ch	76m 77ch	Dial phone at portal	Dial phone at portal
Dover Priory Tunnel	77m 08ch	77m 16ch	Dial phone at portal	Dial phone at portal
Dover Harbour Tunnel	77m 32ch	77m 63ch	Dial phone at portal	Dial phone at portal
SO170 Tonbridge to Bopeep Jn				
Somerhill Tunnel	30m 14ch	30m 32ch	Dial phone at portal	Dial phone at portal
Wells Tunnel	33m 67ch	34m 24ch	Dial phone at portal	SPT
Grove Hill Tunnel	34m 38ch	34m 53ch	SPT	Dial phone at portal
Strawberry Hill Tunnel	35m 12ch	35m 25ch	Dial phone at portal	Dial phone at portal
Mountfield Tunnel	51m 46ch	51m 70ch	Dial phone at portal	Dial phone at Sub St
SO260 Brixton Jn to Shortlands Jn				
Denmark Hill Tunnel	04m 12ch	04m 15ch	SPT VS427 & VS429	SPT VS430 & VS432
Grove Tunnel	04m 30ch	04m 36ch	SPT VS433 & VS435	SPT VS436 & VS438

Location/ Name of tunnel	Mileage		Fixed communications	
	London End	Country End	London End	Country End
SO290 North Kent East Jn to Dartford				
Greenwich College Tunnel	05m 65ch	06m 05ch	SPT L409	SPT L410
Charlton Tunnel	08m 03ch	08m 10ch	Charlton Lane xing	SPT L435
Mount Street Tunnel	08m 14ch	08m 20ch	SPT L434	SPT L437
Dockyard Tunnel	08m 43ch	08m 50ch	SPT L466	SPT L438
Coleman Street Tunnel	08m 61ch	08m 65ch	SPT L439	SPT L440
George IV Tunnel	08m 71ch	09m 02ch	SPT L439	SPT L441
Calderwood Street Tunnel	09m 12ch	09m 15ch	Nil	SPT A446
Cross Street Tunnel	09m 21ch	09m 27ch	SPT A446	SPT L444
SO300 Lewisham to Crayford Creek Jn				
Kidbrooke Tunnel	07m 26ch	07m 46ch	SPT L461	SPT L482
SO310 Hither Green to Maidstone West				
Greenhithe Tunnel	20m 03ch	20m 15ch	SPT A548	SPT A551
SO550 Redhill to Tonbridge				
Penshurst Tunnel	38m 13ch	38m 17ch	Direct line at Portal	Direct line at Portal
SO600 Willingdon Jn to Ashford				
Hastings Tunnel	61m 59ch	62m 14ch	SPT	Dial phone T.P. Hut
Mount Pleasant Tunnel	81m 60ch	81m 50ch	SPT EDL83	Nil - Mobile only

SUSSEX ROUTE

Location / Name of tunnel	Mileage		Fixed communications	
	London End	Country End	London End	Country End
SO500 Victoria to Brighton				
Redhill Sand Tunnel	20m 62ch	21m 12ch	Direct line - Three Bridges ASC	Direct line - Three Bridges ASC
Haywards Heath Tunnel	38m 05ch	38m 17ch	Dial phone at portal Direct line - Three Bridges ASC	Dial phone at portal Direct line - Three Bridges ASC
Patcham Tunnel	47m 63ch	48m 07ch	Direct line - Three Bridges ASC	Direct line - Three Bridges ASC
Cliftonville Tunnel	49m 56ch	50m 00ch	Direct line - Three Bridges ASC	Direct line - Three Bridges ASC
SO520 Three Bridges to Portsmouth Harbour (Via Horsham)				
North Stoke Tunnel	55m 30ch	55m 33ch	Dial phone at portal	Dial phone at portal
SO530 South Croydon to East Grinstead				
Riddlesdown Tunnel	13m 48ch	14m 06ch	Dial phone at portal Direct line - Three Bridges	Dial phone at portal Direct line - Three Bridges
Limpsfield Tunnel	20m 58ch	21m 03ch	Dial phone at portal	Dial phone at portal
SO540 Hurst Green to Uckfield				
Edenbridge Tunnel	24m 09.5ch	24m 24ch	Nil	Dial phone at portal
SO590 Keymer Jn to Eastbourne				
Lewes Tunnel	49m 49ch	49m 67ch	SPT on LW1 (Down)	Dial phone at portal Direct line - Lewes

Location / Name of tunnel	Mileage		Fixed communications	
	London End	Country End	London End	Country End
SO620 Brighton to Seaford				
Ditchling Road Tunnel	00m 63ch	00m 66ch	Direct line - Three Bridges & SPT T701	Direct line - Three Bridges ASC
Falmer Tunnel	03m 62ch	04m 05ch	Direct line - Three Bridges ASC	Direct line - Three Bridges ASC
Kingston Tunnel	07m 13ch	07m 18ch	Direct line - Lewes	Direct line - Lewes
SO630 Brighton to Littlehampton				
Hove Tunnel	00m 30ch	00m 40ch	Direct line - Three Bridges ASC	Direct line - Three Bridges ASC
SO650 Balham Jn Tunnel to Beckenham Jn				
Leigham Court Tunnel	06m 00ch	06m 17ch		
Crystal Palace	08m 16ch	08m 49ch	SPT VC727 at Gypsy Hill Station (Down)	SPT VC734 and VC730 at Crystal Palace Station (Up)
SO660 Purley to Tattenham Corner				
Kingswood Tunnel	21m 36ch	21m 50ch	Direct line - Three Bridges ASC	Direct line - Three Bridges ASC
Hoppity Tunnel	21m 61ch	21m 63ch	Direct line - Three Bridges ASC	Direct line - Three Bridges ASC
SO680 South Bermondsey to Horsham				
Knights Hill Tunnel	05m 32ch	05m 56ch	SPT VC755	SPT VC761
Leigham Tunnel	06m 62ch	06m 76ch	SPT VC772 & VC733	SPT VC775
Streatham Tunnel	07m 09ch	07m 19ch	SPT VC774 & VC775	SPT VC777 & VC778
Betchworth Tunnel	22m 60ch	22m 77.5ch	Dial phone at portal	Dial phone at portal

WESSEX ROUTE

Location / Name of tunnel	Mileage		Fixed communications	
	London End	Country End	London End	Country End
SW105 Clapham Jn to Weymouth				
Litchfield Tunnel	55m 57ch	55m 66ch	Direct line at portal - Eastleigh ASC	Direct line at portal - Eastleigh ASC
Popham No1 Tunnel	57m 17ch	57m 29ch	Direct line at portal - Eastleigh ASC	Dial phone
Popham No2 Tunnel	57m 35ch	57m 43ch	Dial phone	Direct line at portal - Eastleigh ASC
Waller's Ash Tunnel	62m 22ch	62m 45ch		
Saint Cross Tunnel	68m 31ch	68m 33ch	EH148 SPT	EH155 SPT
Southampton Tunnel	78m 52ch	78m 76ch	Dial phone at portal	Dial phone at portal
Bincombe Tunnel	164m 44ch	165m 02ch	Direct line - Dorchester box	Direct line - Dorchester box
SW110 Woking Jn to Portsmouth Harbour				
Chalk Tunnel	30m 43ch	31m 01ch	Up line - GD826 SPT	Up line - GD828 SPT
Saint Catherine's Tunnel	31m 13ch	31m 19ch	Up line - GD641 SPT	Dn line - GD831 SPT
Buriton Tunnel	57m 46ch	57m 68ch	Direct line - Havant box	Direct line - Petersfield box

Location / Name of tunnel	Mileage		Fixed communications	
	London End	Country End	London End	Country End
SW115 Worting Jn to Exeter Saint Davids				
Fisherton Tunnel	82m 37ch	82m 57ch	SPTs SY31 SY37 or dial phone at portal	SY40 SPT
Gillingham Tunnel	107m 44ch	107m 78ch	Dial phone	Dial phone
Crewkerne Tunnel	132m 39ch	132m 48ch	Phone at Crewkerne AHB (132m 03ch)	Phone at Hewish AHB (134m 04ch)
SW120 Pirbright Jn to Alton				
Foxhills Tunnel	30m 64ch	31m 03ch	Dial phone	Up line - Dial phone
Aldershot Tunnel	34m 46ch	34m 50ch	Dn line - WA531 SPT	Up line - WA528 SPT
SW135 Eastleigh to Fareham				
Tapnage Tunnel	81m 34ch	81m 38ch	Dial phone at portal	Dial phone at Portal
Fareham No1 Tunnel	83m 13ch	83m 19ch	Dial phone at portal	Dial phone at portal
Fareham No2 Tunnel	83m 21ch	83m 46ch	Dial phone at portal	Dial phone at portal
SW175 Castle Cary to Dorchester Jn				
Grimstone Tunnel	156m 70ch	157m 20ch	Direct line - Dorchester Box	None
Poundbury Tunnel	161m 03ch	161m 15ch	None	None
SW180 Raynes Park to Horsham				
Mickleham Tunnel	19m 55ch	19m 78ch	Direct line - Wimbledon ASC	Direct line - Wimbledon ASC
SW190 New Malden to Shepperton				
Fulwell Tunnel	13m 03ch	13m 06ch	Dn line - F101 SPT	None
SW205 Leatherhead to Effingham Jn				
Bookham Tunnel	20m 31ch	20m 35ch	Up line - dial phone at Bookham TP hut	Up line - W486 SPT
SW225 Point Pleasant Jn to Wimbledon				
East Putney Tunnel	6m 03ch	6m 17ch	Dn line - W361 SPT	Up line - W362 SPT
SW260 Ascot to Ash Vale Jn				
Bagshot Tunnel	33m 60ch	33m 66ch	Direct line – Feltham ASC	Direct line – Feltham ASC

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

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

Section 16, Clause 16.6 - Bridge strikes

Dispensation for light vehicles

Instruction to Control Managers and Signallers

The Signaller may authorise the passage of trains over all Underline Bridges within South East Territory at Normal Speed until the Bridge has been examined, provided the Signaller can establish all of the following beyond all reasonable doubt:

- the vehicle/vessel involved in the Bridge Strike is one of the following types of vehicle/vessel:
 - motorcycle
 - car
 - light van smaller than a Ford Transit van,
 - at Glynde Reach bridge only, a waterborne craft not larger than a canoe
- the vehicle involved in the Bridge Strike is not on fire
- the Bridge reported as struck is not one of the Bridges listed in the following table

Line of Route	Bridge Number	Local Name	Location
SO110	VIR – 30	Turney Road (Note 2)	West Dulwich
SO110	XTD – 43	Borough Market (Note 2)	Metropolitan Jn - London Bridge
SO110	CBM - 45	Borough Market Viaduct (Note 2)	Cannon Street - London Bridge
SO110	XTD – 45B	Borough Market Viaduct (Note 2)	Metropolitan Jn / Cannon Street - London Bridge
SO130	XTD - 75	Abbey Street (Note 1)	London Bridge – Spa Road
SO260	CAT - 474	Catford Hill / South Circular Road (Note 2)	Catford
SO620	STS – 775	Glynde Reach at 52m 20ch (Note 3)	Southease
SO680	BTH1 - 1197	Village Way (Note 2)	North Dulwich
SO680	BTH1 - 1199	Burbage Road (Note 2)	North Dulwich
SO680	BTH1 - 1202	Croxted Road (Note 2)	North Dulwich
SO680	BTH1 - 1203	Rosendale Road	Tulse Hill
SO680	BTH1 - 1205	Thurlow Park Road (Note 2)	Tulse Hill

Note 1 – Signal Box Special Instruction applies for this bridge

Note 2 – The tracks over these bridges are classified as Red

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

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

Section 7, Clause 7.2 - When in service

Class 373 units – driver's safety device (VACMA) defective in service

Rule Book, Module TW5, Part B, Section 7.2 is modified as shown below:

If the VACMA becomes defective in service, the Driver will advise the Signaller. The unit may proceed at normal speed provided that a Train Manager or a second competent Driver rides with the Driver in the leading cab. The Rule Book, Module TW5, Part B, section B1.1 – 1.4 applies.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Assisted train loads: Electric traction

Clause C7, White Pages refers. The total load for two Electro-Diesel locomotives or a combination of an Electro-Diesel locomotive with a diesel locomotive will be laid down in Clause C7, white Pages, for diesel Traction.

Note: Coupling and conductor rail current limit restrictions on Network Rail Kent, Sussex and Wessex Routes will apply

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Axle counters - lines equipped

The following lines of route are equipped with Axle Counters:

Route	Sections of line Equipped
SO150 Sittingbourne (Eastern Jn) to Sheerness on Sea	Up/Down Branch line from Country side of Swale station (47m 22ch) to London side of South Marsh crossing (47m 60ch).
SO520 Three Bridges to Portsmouth Harbour	Up Main and Down Main lines from London end of Billingshurst station (44m 42ch) to Country end of Christ's Hospital station (40m 22ch).
SO680 South Bermondsey Jn to Horsham	Up Main and Down Main lines from London end of Warnham station (32m 60ch) to Country end of Betchworth Tunnel (22m 60ch).
SW105 Clapham Junction to Weymouth	Up and Down lines from London side of New Milton station (98m 40ch) to London side of Parkstone station (112m 40ch). In and out lines within Bournemouth Carriage Sidings (Light Maintenance Depot) between the Junction with main line at Branksome station (2052 and 2053 points) and Ground Frame points 7A.

Where work is to take place in connection with the items listed below which involves disconnection or removal of any axle counter head, a Signalling Technician must be provided.

- Re-railing.
- Rail grinding past axle counter heads.
- Removal of rails with axle counter heads.
- Tamper, Stoneblower or Ballast Cleaner/Regulator operations past axle counter heads, but not including journeys to or from the work site.
- Motorised trolley operation.
- All work within 1 metre of axle counter heads with tools or any equipment which may disturb the operation of axle counter heads.
- Loading and unloading of materials which may disturb the operation of axle counter heads.
- Any other work which may affect axle counter heads.

Permanent Way and S & T Equipment utilising wheels for movement along tracks, such as trolleys and engineering skates, must not be used without the permission of the COSS/PC/PICOP. Such equipment must not access rails within 5 metres of any axle counter heads.

In connection with Rule Book Module T3, when giving up a possession the PICOP must confirm that all axle counter sections within the possession area are clear and safe to run on.

Under certain conditions drivers will be required to undertake examination of the line in connection with the resetting of axle counter sections and will be requested to report to the signaller at an appointed location to confirm the status of the line being examined.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Berthing of trains

When berthed on a running line during darkness or other conditions of poor visibility the person in charge must place a lamp displaying a red aspect at the end(s) of the train to face any movement that may approach on the same line.

Trains must not be berthed on running lines except:-

- on platform lines at terminal stations,
- on dead end bay lines at through stations
- on the lines shown below:-

Place	Line(s)
Aldershot	Down Platform loop
Ascot	Down Platform loop
Ashford (Kent)	Down and Up loops International loop/platform 4 (class 373 units only) International Main/platform 3 (class 373 units only)
Barnham	Down Platform loop
Basingstoke	No. 1 Platform
Bournemouth	No.4 Platform (Down platform extension)
Brockenhurst	Up Passenger loop
Canterbury West	Down Loop Line
Dartford	No. 1 platform
Dorking	Down loop
Dover Priory	Up Platform loop
Eastleigh	Up Slow platform
Faversham	Down and Up platform loops
Folkestone East	Nos. 1, 2 & 3 Train Roads
Gatwick Airport	Down platform loop
Gillingham (Kent)	Up platform loop
Guildford	All platforms
Haslemere	Up loop
Hastings	No. 4 platform
Horsham	Down and Up loops
Hove	Loop
Lenham	Down and Up passenger Loops
Lewes	Nos. 1 and 4 platforms
Ramsgate	Nos. 1 and 4 platforms
Rochester	Up Platform Loop & Down Platform Loop
Salisbury	Nos. 2 & 3 platforms
Sittingbourne	Down Platform Loop
Southampton	Nos. 2, 3 & 4 platforms
Strood	Up Loop
Surbiton	Platform 4
Three Bridges	Up Platform Loops
Tonbridge	Up Platform Loop No. 1

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Berthing of trains in sidings

At certain locations, in order to reduce the risk of a collision between moving and berthed rolling stock, a safe clearance point is indicated, where such an indication is not already given by a signal or stop board.

This indication is provided by painting a sleeper in each siding, at the appropriate distance from the points, with yellow paint.

Stock must not be berthed between the yellow sleeper and the points.

The yellow sleeper has no meaning other than as shown above.

Non-electrified sidings

Electric traction units fitted with collector shoe gear must not be placed in non-electrified sidings except in an emergency or where prior arrangements have been made. When it is necessary for such a movement to be made, care must first be taken to see that there is no obstruction on or alongside the siding that will come into contact with the collector shoes. The movement into the siding must then be made with caution. Before the stock is removed from the siding, staff must ensure that ramps are provided on the conductor rail, or be prepared to 'paddle up' the collector shoes. This does not apply to single car departmental units (former Class 419 Motor Luggage Vans) or Class 73 locomotives provided all collector shoes are first raised.

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Breakdown Appliances

General

Breakdown cranes are no longer allocated to the Kent, Sussex and Wessex Routes. Requests for breakdown and recovery services on infrastructure controlled by the Kent, Sussex and Wessex Routes are made via the Control Manager.

The permission of the Territory Structures Engineer must be obtained before a crane is allowed to work, or is prepared for use whilst standing on a bridge, arch or viaduct. Similarly, the owner's representative responsible for the maintenance of the sidings must be consulted before a crane is taken into sidings, to ensure that it will not foul permanent structures or traffic on adjoining lines and that curves and underbridges can be safely negotiated.

Breakdown cranes and rail vans are allocated to the following locations as required from the Network Rail national fleet: -

- Old Oak Common
- Cardiff Canton
- Toton
- Crewe
- Thornaby
- Eastleigh (Outbased at Ludgershall)

All Cranes are 75/76t.

Road/Rail recovery vehicles (BRUFFs) are kept at the following locations:-

- | | |
|------------------------------|--|
| • Old Oak Common | Owned and operated by EW&S Railway Ltd. |
| • Hornsey | Owned and operated by First Capital Connect. |
| • Cardiff Canton (Road only) | Owned and operated by EW&S Railway Ltd. |

Other Restrictions

At or between	Restrictions
All lines	All cranes - maximum speed of 60 mph
Folkestone Harbour	All cranes prohibited beyond electrified lines
Blackfriars and Elephant & Castle	All cranes prohibited
Spa Road and Bricklayers Arms Jn	All cranes - maximum speed of 25 mph. over reversible line
Pulborough and Arundel	All cranes - maximum speed of 40 mph
Oxted and Uckfield	All cranes - maximum speed of 40 mph
Southerham Jn and Southease	All cranes - maximum speed of 20 mph over Glynde Reach Bridge at 52m 20ch
Weymouth and Weymouth Quay	All cranes prohibited
Gillingham and Exmouth Jn	All cranes - maximum speed of 25 mph
Ash Vale Jn and Alton	All cranes - maximum speed of 40 mph over bridge No.5 at 32m 32ch between Ash Vale Jn and Ash Vale
Yeovil Pen Mill and Yeovil Jn	All cranes - maximum speed of 25 mph
Castle Cary and Dorchester Jn	All cranes - maximum speed of 25 mph

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Civil Engineers track recording coach

This coach (DB 999550) is air braked and vacuum piped and is fitted with a hydraulic handbrake. It has an independent heating system but is equipped with through electric train heating connections. The speed must not exceed 125mph.

When formed in a train, it must be marshalled ahead of, or behind all vehicles conveying passengers. The doors must be kept unlocked if it is marshalled between a brake vehicle (in which the Guard is riding) and the rest of the train.

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Civil Engineers ultrasonic test unit and track recording unit

These units must be driven by a qualified civil engineering department employee. An operations department Conductor/Driver must be provided when necessary.

The ultrasonic test Unit (comprising DB 977391, DB 999602 and DB 977392) must not exceed 45mph (this speed may be further reduced to between 20mph and 45mph as required by the Engineer) (code 7Z08) when testing, or 75mph (code 4Z08) when not testing.

The Track Recording Unit (comprising DB 999000 and DB 999601) must not exceed 75mph or 5mph below the maximum permitted line speed whichever is the lower. It is authorised to run on lines where C1 stock is permitted.

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Class 73 electro-diesel locomotive working on diesel power

When a train hauled by an electro-diesel locomotive is required to travel over a section of line where electric traction current is normally available but has been isolated due to incident or engineering works, etc. the following will apply:-

- Train running with normal load - train times over the section of line concerned to be increased by 50%.
- Trains running at normal speed – train loading to be reduced by 60%.

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Class 92 locomotives - route availability

Class 92 locomotives are permitted to operate/travel over the Kent, Sussex and Wessex Routes as follows:-

General

If two Class 92 locomotives are coupled together or used in the same train formation, then only one is permitted to be under power and connected to the traction electrical supply system.

Train paths for Class 92 locomotives must be planned such that no more than 3 Class 92 locomotives drawing power are present between substations at any one time.

In the case of unplanned movements of Class 92 locomotives, Network Rail Southern Control must ensure that the additional locomotive(s) do not result in more than 3 Class 92 locomotives drawing power between substations.

Hauled 'dead-in-tow'

Over all RA 8 routes (also over certain RA 7 routes, as shown in the following pages) subject to the following conditions:-

- Pantograph to be secured in the down position
- Shoe gear to be secured in the raised position and isolated

Operation on the AC power supply

Saltwood Jn (clear of position light signal AD 2157) to the Network Rail / Eurotunnel Signalling Boundary by all routes, and within Dollands Moor Yard.

Subject to the following conditions:-

- Maximum of two locomotives in multiple
- Regenerative Braking must NOT be used.

Operation on the DC power supply

Permitted only between Boundary with Eurotunnel, Saltwood Jn and Mitre Bridge Jn via:-

Tonbridge, Orpington, Shortlands Jn and Herne Hill or Catford Loop and then via Factory Jn, Longhedge Jn and Latchmere Jn.

and

Maidstone East, Swanley, Shortlands Jn and Herne Hill or Catford Loop and then via Factory Jn, Longhedge Jn and Latchmere Jn.

Also permitted between Sevenoaks and Otford Jn via Bat & Ball and Longhedge Jn, Ludgate Jn into Clapham Jn sidings 48 & 49.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Class 158/159 and 220 units - emergency sanding equipment

Class 158/159 and 220 units are fitted with emergency sanding equipment which the Driver will operate when it is necessary to stop the train in conditions of very low adhesion.

Each driving cab carries one application of sand, and once the equipment has been operated from that cab, the facility will not be available again until the containers have been replaced.

Driver's Actions

When the emergency sanding equipment has been used the train must be brought to a stand and the Driver must inform the Signaller immediately and report the following:-

- That the emergency 'Sanding' equipment has been operated.
- The location where the equipment was discharged and the current location of the train.

If the Signaller cannot be contacted **immediately** via the Cab Secure Radio or a signal post telephone, the Driver must place a track circuit operating clip on the line immediately in front of the train. To avoid delay, if the Driver alights to use a signal post telephone, a track circuit operating clip should be taken as well.

The Signaller may instruct the Driver to place a track circuit operating clip on the line immediately in front of the train.

When the Signaller confirms that the train has been protected, the Driver must provide the following additional information:

- Why the equipment was operated i.e. whether for a genuine emergency, system fault or operated in error.
- The location of poor adhesion which caused the sander to be needed.
- The unit and vehicle number on which the unit was operated.

Signaller's Actions

On receipt of a report from a Driver that the emergency sanding equipment has been operated on a class 158 or 159 unit, the Signaller must **immediately**:-

- Place or maintain the signal in rear of the train at Danger.
- If the line where the train is standing is track circuited, confirm that the track circuit is showing occupied. Should the track circuit not be showing occupied and the signal in rear cannot be placed to danger, instruct the Driver to apply a track circuit operating clip immediately in front of the train.
- Advise the Driver when the train is protected and record the information provided. (On Reversible lines, protection must also be applied to prevent the approach of trains in the opposite direction.)

When it has been ascertained that train movements may re-commence, the next controlled signal in rear of where the sander was operated must be maintained at danger behind the first train to proceed through the affected section until the train has passed clear of the overlap of the signal in advance of where the train stopped and occupied the track circuit ahead. The passage of this first train shall be observed to ensure that track circuits work correctly. This method of signalling shall continue until it has been ascertained that the track circuits are working correctly.

Where poor adhesion problems have been reported, follow the Rule Book, Module TW1, Section 17.2-17.4 'Rail Head adhesion'.

Inform Network Rail Control giving details of the unit and vehicle numbers, train running details, time and location of the incident.

Ensure that all the details are recorded (signal box register/occurrence book).

Network Rail Control Actions

When informed of an emergency sanding equipment operation the Network Rail Control Manager must:

- Advise the Train Operating Company concerned in order for them to have the sand cylinders replaced at the next convenient opportunity. (Note: This must be done before the unit is allowed to re-enter service the next day.)
- Arrange for the data recorder to be down loaded.
- Report all details to the Network Rail National Control Centre.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Class 253 & 254 trains

Isolation of traction current

The traction current must be switched off in accordance with the D.C. Electrified Lines Instructions before work is commenced as follows:-

1. When the emergency drawbar equipment is removed from the power car and used for coupling to an assisting locomotive.
2. When it is necessary to manually release a power car parking brake.
3. When it is necessary to isolate underslung equipment on the conductor rail side of the train.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Class 373 units - defective air suspension

Should the air suspension become defective in service, the Driver will advise the Signaller the conditions under which the unit may continue the journey (even if there is no reduction of speed).

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Class 373 units - defective brake equipment

Rule Book Module TW1, Section B6.1 – 6.3, and Module TW3 Section 3 is modified as shown below:

If the brakes on any of the vehicles fail, the Driver will advise the Signaller the conditions under which the unit may continue the journey (even if there is no reduction of speed).

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Class 373 units - sanding equipment

These units are fitted with automatic sanding equipment on both power cars. When sand is being applied to the rail, a cloud of light dust is created, which can give the impression of smoke emission. Staff should be aware of this normal feature when observing the units on route.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Class 373 units - Traincrew

Each unit in international passenger service will have one Driver and two Train Managers, all passed in the rules, regulations and instructions of each railway administration over which they are required to travel.

The Train Managers have the following responsibilities:-

English Title	SNCB (Belgian Railways) SNCF (French Railways)	Responsibilities
Train Manager 1	Chef de Bord	Train Manager with primarily commercial responsibilities. Is also responsible for authorising the departure of trains from stations
Train Manager 2	Deuxieme Agent	Train Manager or Driver with other operational responsibilities, including driving of the unit in emergencies in the tunnel and standard protection and assistance duties

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Clipped and padlocked emergency crossovers

1. These crossovers are normally clipped and padlocked out of use. The keys of the padlocks must be kept securely at a location so that they are readily available in an emergency. The points and clips must be maintained so that they are available for instant use.
2. Before a crossover is used the Signaller and the person in charge must come to a clear understanding as to the movements to be made. The protecting signal on each line and, in Track Circuit Block areas, the signal next in rear if the crossover is within the overlap of the protecting signal, must be placed or maintained at danger until the points are again clipped and padlocked out of use and normal working is resumed. Signal post replacement switches must be operated as directed by the Signaller and an assurance given to the Signaller that the signals are displaying a red aspect.
3. Alteration to the position of the points must only be made under the authority of the Signaller who must be advised when the points have been secured in the required position. Movements over the crossover may only be made under the Signaller's authority.
4. If the crossover is within the overlap of the protecting signal or, in Absolute Block areas, within the clearing point ahead of the home signal, movements towards that signal must not be permitted unless the crossover is secured in the normal position and the line is clear to the overlap or clearing point. The crossover must remain secured in the normal position until the movement has passed clear of the crossover or has been stopped at the protecting signal.
5. When it is agreed with the Signaller that the crossover is no longer required for use the person in charge must ensure that it is secured for normal working and replace signal post replacement switches to the 'Auto' position as instructed by the Signaller.

NOTE: The above instructions will not apply when a crossover which is to be used for engineering purposes, is wholly within a section of line under absolute possession in accordance with the Rule Book, Module T3.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Communication with crews of International Passenger and ECS trains

Staff (e.g. Pilotmen) requiring to speak with crew members of an International Passenger or ECS train are reminded that English may not be their first language. Care must therefore be taken when conversing with them that a full and clear understanding is always reached.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Conveyance of coaching stock by freight trains

The term 'coaching stock' includes service department (ex coaching stock) vehicles.

Four-wheeled vehicles with a wheelbase of less than 15 feet (4.572 metres) must not be intermixed with bogie coaching stock.

Electric traction coaching stock must not be conveyed by freight train unless specially authorised by the Route Operations Manager and appropriate TOC/FOC.

Non-electric traction coaching stock may be conveyed without special authority.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Conveyance of international traffic via the Channel Tunnel (SBI - C Gauge)

The following routes are cleared for the conveyance of International Container and Swapbody traffic conforming to SBI-C gauge. Trains authorised to convey this are indicated by the symbol ★ in the working timetable:-

SO110 Victoria to Ramsgate (via Herne Hill and Chatham)

Permitted between Factory Jn and Brixton Jn

Permitted between Factory Jn and Shepherds Lane Jn/Crofton Road Jn (via Atlantic lines)

Permitted between Factory Jn and Longhedge Jn

Permitted between Shortlands Jn and Swanley

SO130 Charing Cross/Cannon Street to Dover Priory/Eurotunnel Interface (via Tonbridge)

Permitted between Tonbridge and Dollands Moor Yard / Eurotunnel boundary subject to the following restriction:

Must travel on the Down Fast, Up Fast or Up Loop No. 1 platform Lines through Tonbridge station

SO140 Swanley to Ashford

Throughout

SO250 Battersea Pier Jn. to Wembley

Longhedge to Mitre Bridge Jn

Clapham Junction (W) to Latchmere Junction (Latchmere Reversible)

SO260 Brixton Jn to Shortlands Jn

Throughout

SO500 Victoria to Brighton

Permitted between Clapham Jn (Platforms 16 & 17) and Redhill

Permitted Clapham Jn (Platforms 16 & 17) to Latchmere Jn

SO550 Redhill to Tonbridge

Must travel on the Down Fast, Up Fast or Up Loop No. 1 platform Lines through Tonbridge station

Also, Longhedge Jn to Kew East Jn via Clapham Jn, Barnes and New Kew Jn

ALL OTHER ROUTES ARE PROHIBITED

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Conveyance of Plasser RM62/1 ballast cleaning machines by freight or infrastructure trains

Definition

The runner wagon, ballast cleaning machine vehicle, and staff coach (or other vehicle), must be regarded as one unit. The vehicles forming the unit must be marshalled in that order to avoid buffer locking, but can be either way round.

Formation of Train

The ballast cleaning machine vehicle has a main frame, buffing and drawbar gear of very limited strength and it is important that the gross laden weight of any vehicles (including runner wagon and staff coach as appropriate), attached to the rear of it DOES NOT EXCEED 80 TONNES. Subject to this limitation the unit may be marshalled anywhere in the train to suit operating needs.

Note: Machine No. DR 76213 has been modified with strengthened draw gear, etc. and the above paragraph will not apply. This machine may therefore be marshalled anywhere in a train.

Movement

The movement of the unit is subject to the following conditions:-

1. The service must be agreed between the Freight Operating Company and Network Rail.
2. If passing beyond the Kent, Sussex or Wessex Routes boundary the Freight Operating Company must be advised of any condition imposed by the receiving Territory (s) and these must be published.
3. The machine must be immobilised to the extent that it cannot move under its own power; the person in charge of the machine will be responsible for seeing that this task is carried out.
4. The air or vacuum brake, or pipes, as compatible with the train brake must be coupled and the requirements of Section B1, White Pages, observed.
5. The maximum distance run between examination must not exceed 160 miles.
6. Failure of brakes or equipment must be reported to the appropriate company.
7. Maximum speed must not exceed 35mph.
8. The instructions set out in Rule Book, Module OTP apply except as modified above.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Croydon Tramlink lines adjacent to Network Rail lines between Birkbeck & Beckenham Junction and at Wimbledon

General

There is no physical connection or signalling interface between Tramlink and Network Rail lines. Tramlink signals consist of five white lights displayed either horizontally or vertically. These are only relevant to Tramlink Drivers. Tram Drivers have radio contact with their control centre. In an emergency Tramlink Control can be contacted via the Victoria Signaller, or on Tel. No 020 8689 5613

Tramlink lines are electrified on an overhead 750v dc system. No part of a person's body, clothing or anything being used must come within one metre of any live part of the live overhead line equipment.

Trams can travel at a maximum speed of 50 mph, but can stop within the distance that the driver can see to be clear.

Track circuit operating clips cannot be used on Tramlink lines and if it is necessary to stop trams Tramlink Control must be contacted as shown above.

Tramlink staff do not have PTS certificates. Tramlink staff whose duties require them to go on or near Network Rail lines will be in possession of a Tram Safety Awareness certificate and this is deemed to be equivalent to a PTS certificate. Normal duties of Tramlink staff will not require them to go onto Network Rail lines.

Trams are equipped with amber hazard lights at each end and on the sides. In the event of an emergency the tram Driver will switch on the hazard lights. If a tram with hazard lights flashing is observed this must be regarded as a potential danger to Network Rail lines and staff must act in accordance with the Rule Book, Module TW1, Section 20.1 – 20.5.

At times blue flashing lights may be observed on Tramlink overhead line supports. These are only of relevance to Tramlink staff.

Between Birkbeck and Beckenham Junction

If it is necessary for traincrew to work on the outside of the train adjacent to the Tramlink line, or if it is necessary to detain passengers the Signaller at Victoria must be advised and requested to make arrangements to stop Tram movements.

Work must not start until the Signaller has given an assurance that trams have stopped.

In addition to normal procedures unless there is immediate risk to passenger safety the Driver must seek an assurance from the Signaller that trams have been stopped before passengers are detrained.

Staff must be aware that trams will not necessarily sound an audible warning to persons on or near the line. Staff must not go on the Tramlink line except in an emergency.

Staff must also be aware that if a train and tram are approaching together they must not lie down between the lines (six foot).

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

D.C. Electric Traction current loading

The number of electric locomotives or electric multiple units working under D.C. electric power in any train or movement must be limited to avoid excessive traction current being drawn.

A conductor rail current index number is allocated to locomotives and electric multiple units as set out below. Unless specially authorised, the total of the index numbers of all locomotives and electric multiple units working under D.C. electric power in train or movement (whether or not in multiple) must not exceed 16 (or any lesser figure for the route concerned as detailed in the local instructions).

	<u>Index No.</u>
Class 73 locomotives	8
Class 442 electric multiple units	7
4 car electric multiple units	4
3 car electric multiple units	4
2 car departmental units (except units nos. 931001, 931002 and 932053)	4
2 car electric multiple units	4
2 car departmental units nos. 931001, 931002 and 932053	2
Class 489 Gatwick Express Luggage Vans	2
Single car departmental units (former Class 419 Motor Luggage Vans)	2

Notes:

The conductor rail index of trains formed of Class 319 units must not exceed 12. Therefore trains must not exceed 3 × 4 car electric multiple units unless additional electrical multiple units have the traction equipment isolated.

Class 373 units and class 92 locomotives are only authorised to work under D.C. electric power on those routes listed in the route clearance tables of Modules SE2 and SE3 of the Kent, Sussex & Wessex Routes Sectional Appendix. They must not be worked under power in any movement when coupled to any other electric traction unit that is working under D.C. electric power.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

D.C. Electrified Lines Instructions - International trains

The DC Electrified Lines Instructions apply to the operation of International trains with the following modifications;

Instruction 6.4

SNCF (French Railways) and SNCB (Belgian Railways) Drivers will not state their home depot, but will advise by which administration they are employed.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Driver Only Operation (Non-Passenger) - Cleared Routes - Kent & Sussex

All routes on the Kent and Sussex Routes are cleared for DOO (NP) Operation, except between Appledore and Lydd Town (Goods Line).

The following restriction should be noted:

1. Subject to provisions of Tables D4A and D4B (Line of Route SO210) – Route Clearance of Locomotives

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Driver Only Operation (Non-Passenger) - Cleared Routes - Wessex Route

All routes on the Wessex Route are cleared for D.O.O. (NP) operation of departmental services (Sandite/De-icer) with the exception of:-

- Fratton – Portsmouth Harbour (except Portsmouth & Southsea & D.C.S.)

D.O.O. (NP) operation is permitted for all ECS moves, subject to route availability, with the exception of trains formed of 'slam door' stock, which are not permitted between:-

- Fratton – Portsmouth Harbour (except Portsmouth & Southsea & D.C.S.)

Trains formed of 'slam door' stock are permitted to run under D.O.O. (NP) over cleared routes up to a maximum of 10 miles. However during service disruption under authorisation from Network Rail Control and provided all doors are locked the 10 mile restriction may be exceeded.

- Fratton – Portsmouth Harbour (except Portsmouth & Southsea & D.C.S.)

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Driver Only Operation (Passenger) - Cleared Routes - Kent

Charing Cross and Tonbridge

Cannon Street and London Bridge

Farringdon and London Bridge

Blackfriars and Heme Hill

Victoria and Herne Hill (include via Stewarts Lane)

Loughborough Jn. and Cambria Jn

Nunhead and Shortlands

Nunhead and Lewisham

Lewisham Vale Jn and Tanners Hill Jn

Herne Hill and Swanley

Bickley Jn and Orpington

Swanley and Sevenoaks

North Kent East Jn and Dartford (via Greenwich)

St Johns and Hayes via Lewisham

Parks Bridge Jn and Ladywell

Lewisham and Hither Green

Hither Green and Strood via Sidcup

Blackheath and Charlton

Cannon Street and Metropolitan Jn

Crayford Spur 'A' Jn & Crayford Spur 'B' Jn

Slade Green Jn and Perry Street Fork Jn

Chislehurst Jn and St Mary Cray Jn

Beckenham Jn and New Beckenham

Lee Loop Jn and Lee Spur Jn

Lewisham and Crayford Creek Jn via Blackheath

Canterbury Rd Jn and Loughborough Jn

Factory Jn and Nunhead via Brixton Jn or Atlantic Lines

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Driver Only Operation (Passenger) - Cleared Routes - Sussex

Victoria and Brighton

London Bridge and Windmill Bridge Jn

South Croydon and Sanderstead

Sydenham and Crystal Palace

Battersea Pier Jn and Pouparts Jn via Stewarts Lane

Battersea Park and Peckham Rye (Atlantic Lines)

Balham and Beckenham Jn

Leigham Jn and Tulse Hill

Bromley Jn and Norwood Jn

Streatham North Jn and Streatham South Jn

Selhurst Jn and Gloucester Road Jn

Purley and Caterham

Purley and Tattenham Corner

South Bermondsey Jn and Dorking

Herne Hill and Tulse Hill

Tulse Hill and West Norwood Jn

Streatham and Streatham Common

Norwood Jn and Epsom Downs

Streatham South Jn and Sutton via Wimbledon

Three Bridges and Crawley (Down Line Only)

Keymer Jn. and Lewes (includes movements reversing at position light signal 58)

Brighton and Lewes (includes movements reversing at position light signal 58)

Note

The method of despatch of DOO(P) trains at Epsom, in the Up direction, will be by the use of CD/RA indicators.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Electric Traction Change voltage signs

The signs shown below are provided at certain locations, including between Kensington and North Pole and between Sandling and Eurotunnel, for trains changing voltage from AC to DC and from DC to AC.

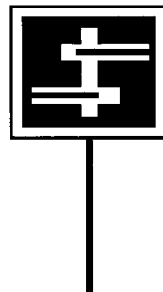
Commence change-over from AC to DC

Indicates to Driver that the pantograph(s) may be lowered.

OR

Commence change-over from DC to AC

Indicates to Driver that any retractable shoe gear may be raised.



Take DC power

Indicates to Driver that:

- the pantograph(s) must be in the lowered position by this point **AND**
- any retractable shoe gear may now be lowered **AND**
- the train may take DC traction power

NOTE: The signs between Continental Junction and Sandling have a subsidiary plate as shown which shows the voltage type to be selected by trains from Europe

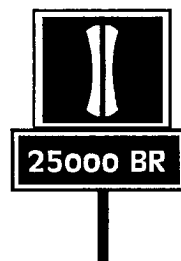


Take AC power

Indicates to Driver that:

- any retractable shoe gear must be in the raised position by this point **AND**
- the pantograph(s) may now be raised **AND**
- the train may take AC traction power

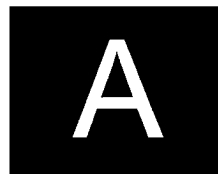
NOTE: The signs between Sandling and Eurotunnel have a subsidiary plate as shown which shows the voltage type to be selected by trains to Europe



Abort Board

If the driver has not successfully accomplished the voltage changeover by the time the train reaches this Abort board, the train must be brought to a stand and the driver must examine the train.

NOTE: This is only applicable to Eurostar drivers.



South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Electrically released ground frames

On arrival of a movement requiring the use of the ground frame, the person in charge must reach a clear understanding with the Signaller as to:

- What movements require to be made
- Whether or not the train is to be shut in at the siding; if the train is shut in at the siding, the person in charge must confirm to the Signaller that the train is clear of the running line before restoring the ground frame to normal.

The person in charge must then ask the Signaller for the ground frame to be released.

The Signaller will advise the person in charge when the release has been operated. Where a visual indication is provided at the ground frame, the person in charge must ensure that a 'free' or 'release' indication is displayed before operating any switch or lever.

NOTE: A time delay may occur before the release becomes effective.

When he is satisfied that the release has been given, the person in charge must operate the release switch or lever to the 'free' position which will allow the points to be operated.

At ground frames equipped with point indications, the position of the points need not be checked before a movement is made over them provided the appropriate normal or reverse indication is illuminated and, where provided, the signal controlling movements over them is cleared. Such signal must not be operated until the point indication is correctly illuminated.

When the shunting has been completed the person in charge must ensure that the normal point indications, where provided, are illuminated before replacing the release to normal.

The Signaller must then be advised, whereupon he will cancel the release and advise the person in charge that this has been done, after which normal working may be resumed.

Should a point indication not become correctly illuminated within approximately 15 seconds of the switch being operated, and a signal worked from the ground frame is provided, the points must be examined. If they are in the correct position and it is possible to clear the signal, the person in charge may assume that the indication has failed and the movement may proceed. When this is not possible or where no signal is provided, no movement must be authorised and the person in charge must advise the Signaller and act on his instructions.

The person in charge must not authorise a movement to pass a signal at danger without the Signaller's permission. Before giving permission, the Signaller will require confirmation as to whether or not the point indication is correctly illuminated.

Failure of any equipment must be reported to the Signaller. If it is necessary for any points to be manually operated the procedure in the instruction headed 'Clipped and padlocked emergency crossovers' must be observed.

If the points are worked by levers the person in charge **MUST** ensure that all levers are secured in the normal or reverse position by the catch being firmly down in the notch of the frame.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Empty Eurostar trains running to and from north of London

These trains will carry a 9 classification and be identified as empty by the last two digits of the train description being allocated from within the series 50 to 59.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Engineer's Sidings

When the points leading to these sidings are normally clipped and padlocked out of use they must be used only for engineering purposes, the keys to the padlocks being held by the appropriate person. Before using the points, the person-in-charge must:-

- 1 obtain the Signaller's permission and have a clear understanding with him regarding the moves to be made.
- 2 take possession of the line concerned.

Before giving up the possession he must ensure that the points are again secured in the proper position and advise the Signaller accordingly.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Fires

1 Reporting of fires and Calling the Fire Brigade

If any member of the staff observes signs of a fire on railway property, or where railway property is endangered, the Fire Brigade must be called immediately. The controlling Signaller, Network Rail Control and the local supervisor must also be advised.

Efforts must be made to extinguish the fire with the appliances at hand, but it must be clearly understood that the calling of the Fire Brigade must not be delayed whilst attempts are made to deal with the outbreak.

2 All Fires

The local official must submit the relevant fire report as soon as practicable to the Company Fire Safety Manager. In the case of line side fires off railway property the relevant fire report form must be submitted, and an additional copy must be sent to the Track Engineer.

Note:- In the case of fires involving premises not staffed at the time or fires affecting signal or sub-station cables, action must be taken in accordance with the above instructions and, in addition, the appropriate departmental local official must be notified immediately.

3 Fire Extinguishers

Failure of an extinguisher to operate satisfactorily must be reported promptly to the Company Fire Safety Manager who will arrange for it to be collected for examination. Pending collection no attempt should be made to interfere with the appliance.

A report indicating the manner in which the extinguisher was used, e.g., upright, inverted, plunger struck on hard surface, must be securely attached.

4 Fires and incidents involving Dangerous Goods

Referring to Section F of the Working Manual for Rail Staff, Part 3 (Pink Pages), the Signaller or persons in charge of depots, yards or sidings becoming aware of a fire or incident involving dangerous goods must immediately call the appropriate Emergency Services and give full details, including the first four characters of the Emergency Codes of the dangerous goods involved. Network Rail Control must also be advised as quickly as possible.

Network Rail Control shall advise on further precautions to be taken, and must contact the B.T. Police and other assistance as appropriate.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Fires on clamplock points

If a fire is discovered affecting a set of hydraulically operated points, the following must be noted:-

- Excessive hydraulic fluid can be discharged under pressure if the points are operated, so fuelling the fire and endangering the safety of the staff;
- The locking of the points can be affected by the fire damage

When a fire on a set of clamplock points is reported or discovered which has or may cause damage to the hydraulic pump unit and/or associated hydraulic pipes, the points must not be operated. A reminder appliance must be placed on the lever/switch, (on a route setting panel the individual points switch must be operated to the normal or reverse position, as appropriate) to ensure that premature operation of points cannot be inadvertently initiated. Before any movement of trains in the facing direction is made the points are to be clipped and padlocked in the required position. If the point detection is maintained after the points have been secured then trains may be signalled in the normal manner. The Signaller must not remove a reminder appliance and move a set of clamplock points until they have been assured by the IMC that the fire has been extinguished and it is safe to do so.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Fleet department unit 062 - liquid delivery unit

- a) This unit comprises two motor coaches, converted from EMU Class 416, and has a current index of 4.
- b) In order that the unit can easily be recognised in relation to the chemicals being carried, the unit is to be identified as "062" (i.e. "star 062") for signalling purposes.
- c) The unit may be worked with Group D & E electric multiple units. It, however, must not be attached, for normal movement purposes, to a train conveying passengers. It must NOT be worked under Driver-only conditions.

To give assistance in an emergency, a loaded passenger train must not be attached to the rear of this unit.

- d) Normal emergency equipment, as applicable to Class 416 EMUs, is carried in both cabs and brake compartments. Access, for traincrew and operations staff, will only be available to the driving cabs and brake compartments.
- e) The unit conveys chemicals as follows:-
 - DP13 (one 1000 litres tank) (UN no. 1760)
 - DP10 & DP17 (twenty 25 litres containers)
 - Sodium Hydroxide (one 1000 litres tank) (UN no. 1824)
 - Sodium Bicarbonate (one 50kg. bag)

Safety Data sheets, COSHH documents, eye wash and trough covers are conveyed in the locked tank-rooms on the train for the use of Fleet staff.

- f) Appropriate Hazchem panels are displayed on the side of the unit. In the event of the unit being involved in an incident, whether loaded or discharged, it must be dealt with in accordance with the instructions contained in Section F of Part 3 (Pink Pages) of the Working Manual for Rail Staff as applicable to Dangerous Goods class 8, UN nos. 1760 and 1824, and reported as a Dangerous Goods Incident. When the tanks in the unit have been unloaded they must be regarded as 'Discharged'.
- g) During loading and unloading of the unit the traincrew must keep well clear of hoses and other equipment and comply with any safety instructions given by Fleet staff.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

International forms books - Livret international de formulaires de procedures (“livret formulaires”)

When a safety critical message is communicated between the Signaller and the Driver of an International Passenger or ECS train carrying a 9XXX mission number, the appropriate Procedure from the “Livret Formulaires” must be carried out. Trains carrying a 5XXX mission number are not required to use the “Livret Formulaires” procedure. The Signaller and the Driver must each have completed their copy of the appropriate form, and the Signaller must have given the authorisation number, before any move is made.

In the following circumstances, the appropriate form must be used:-

Forms Initiated by the Signaller

- Procedure 001 - Passing One Signal at Danger.
- Procedure 002 - Single Line Working / Working by Pilotman.
- Procedure 003 - Pass Signal at Danger to Examine Line Ahead.
- Procedure 004 - Examine Line Ahead.
- Procedure 005 - Advice of Signal Defect.
- Procedure 006 - Emergency Speed Restriction.
- Procedure 007 - Special Stop / Not To Call At Station Order.
- Procedure 008 - Temporary Block Working.
- Procedure 009 - Wrong Direction Working.
- Procedure 010 - Examination of Train.
- Procedure 011 - Reduce Amps.
- Procedure 012 - Cautioning.
- Procedure 013 - General Information.
- Procedure 014 - Restart Train.
- Procedure 015 - Change Ends.
- Procedure 016 - Lower Pantographs.
- Procedure 017 - Simplified Bi- Directional Signalling (SIMBIDS)

Forms Initiated by the Driver

- Procedure 101 - Request for Assistance.
- Procedure 102 - Request for Assistance Cancelled.
- Procedure 103 - Report of Signal / AWS Failure or Irregularity.
- Procedure 104 - Personal Protection Request To Work On Train Exterior.
- Procedure 105 - Request for Traction Current Isolation.
- Procedure 106 - Defect On Another Train.
- Procedure 107 - Electrical Traction Defects.
- Procedure X - General Report.

Note:- This instruction does **not** apply between Factory Jn and North Pole Jn (via Longhedge Jn and Latchmere Jn)

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International operating publications

Eurostar (UK) Limited (EUKL) traincrews, when working Eurostar passenger and ECS trains (Class 9) use the following (EUKL) produced operating publications instead of the Sectional Appendix and Weekly Operating Notice:-

EUKL operating publication	Equivalent Network Rail publication
Livret Ligne between Waterloo / Kensington and Network Rail / Euro tunnel boundary only.	Sectional Appendix Table A
Extract from working manual for Rail staff section 3 (Pink pages)	Working Manual for Rail Staff Section 3 Handling and carriage of dangerous goods (Pink Pages)
Fiche Ligne Avis de Service Hebdomadaire (International FLASH)	Weekly Operating Notice

When reference is made in the Rule Book, or other publication, to the above Network Rail publications, this includes the equivalent EUKL operating publication.

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International passenger and ECS trains - additional signs

The following signs apply to the Drivers of International passenger and ECS trains only:-

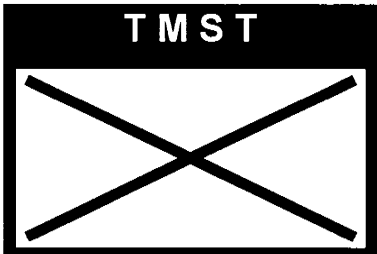
End of Restriction Indicator (shown below)

Indicates to the Drivers of trains formed of a Class 373 unit that the rear of his train is clear of a speed restriction or conductor rail gap. The indicator has a white background with the lettering and triangle back.



Class 373 “No Go” Indicator (shown below)

Indicates to the Drivers of trains formed of a Class 373 unit routes that they are prohibited from, unless specially authorised. The indicator has a blue surround, yellow lettering, with a red cross on a yellow background.



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International Passenger and ECS trains - defect reporting

Defects affecting the running of International Passenger and ECS trains will be reported to the Signaller via the International Train Radio. The Signaller must advise Network Rail Control of the details who, in turn, must advise the EUKL Duty Control Manager.

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International Passenger or ECS trains - security regime

Eurostar Passenger or ECS trains running over Network Rail lines outbound from the UK and inbound to the UK as far as Waterloo International or Kensington Olympia operate under a strict security bonding regime. Unless there is clearly an immediate danger to passengers, detraining must not take place without the express authorisation of the Immigration Authorities.

It is the responsibility of the Eurostar (UK) Ltd. (EUKL) Duty Control Manager at Waterloo International Terminal to obtain this authority. If a Signaller receives a request from any EUKL staff on the train to detrain passengers (other than in an emergency), he must inform the Network Rail Control, who, in turn must inform the EUKL Duty Control Manager. Authorisation will be given by the EUKL Duty Control Manager to the Network Rail Control who, in turn, must advise the Signaller, who will advise the EUKL staff on the train.

Access to a driving cab is normally gained via the bodyside door on the power car. Because of the security bonding regime, these doors are maintained locked and can only be opened internally or externally by a special security key held by the Driver and Train Manager.

Special arrangements apply for access to the driving cab. Staff who may be appointed to act as Pilotman must note that, before access to the cab is possible, the Signaller must have authorised the Driver to open the cab door in accordance with the appropriate "Livret Formulaires" Procedure.

If a Eurostar train is stopped out of course, the Driver must communicate immediately with the Signaller via the relevant cab radio system to establish the reason. If the Signaller is unable to identify the reason he must advise the Driver accordingly and contact the Network Rail Control who must then advise EUKL Control.

The Driver must alert the Train Manager who must advise the On Board Security Team or BT Police if they are aboard. Until the position is clarified the train crew must comply with current security instructions.

Provided the Driver is satisfied that the stoppage of his train is for legitimate operational reasons, and after consultation with the On Board Security Team or BT Police if necessary, compliance with the current Rules and Regulations applicable to the circumstances must be invoked.

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Local Electrical D.C. Isolations

The following locations have Local Isolation Instructions in accordance with Instruction 41 of the D.C. Electrified Lines Instructions (GO/RT 3091).

- Ashford (Down Yard Berthing sidings)
- Brighton (Traincare Depot)
- Charing Cross
- Chart Leacon Depot
- Folkestone East to Folkestone Harbour
- Gillingham Kent (Maintenance Depot)
- Grove Park (1-12 Down Sidings, 21-28 Up Sidings and 31-38 Down Sidings)
- London Bridge (Platforms 1-6 and Up Passenger Loop)
- London Bridge (Platforms 8-16)
- London Victoria (Station platforms and Grosvenor Road sidings)
- London Waterloo (Domestic and International Platforms)
- North Pole International Depot
- Orpington (depot & sidings)
- Ramsgate (1, 2 and 3 New Sidings, 1 and 4 Lay-By Roads, 1 to 6 Carriage Sidings 7 to 29 Goods Sidings, 14 and 19 Slips and Washer Road)
- Selhurst (Depot)
- Slade Green (Maintenance Depot)
- St. Leonards West Marina (Carriage cleaning shed), and down siding (washer road)
- Stewarts Lane
- Streatham Hill Sidings
- Wimbledon Depot
 - No.'s 1 to 6 New Sidings.
 - No.'s 7 to 13 Shed Roads.
 - No.'s 14 to 24 Sidings.
 - No. 25 Wheel Lathe Road.
- Wimbledon Top Yard
 - No.'s 4 to 9 Carriage Cleaning Roads.
 - No.'s 10 to 25 Wimbledon Park Sidings.
 - No.'s 1 to 3 East Putney Reception Roads.
- Clapham Junction Depot
 - No.'s 1, 3 & 6 Carriage Cleaning Roads.
 - No. 7 Siding.
 - No.'s 9 to 16 Sidings.
 - No.'s 38 & 39 Sidings.
 - No.'s 41 to 49 Sidings.
- Fratton Depot
 - No.'s 1 to 12 Roads.
 - Cattle Dock Sidings
 - Cattledock & Southsea Roads.
- Bournemouth Depot
 - No.'s 1, 2, 3 & 6 Roads (Washer End)
 - No.'s 7 to 10 Roads (Cleaning Shed)
 - No.'s 11 to 17 Sidings
- Ryde St. Johns Depot
 - No. 4 (Wash Road)

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MAYDAY radio messages for international trains

Explanatory note:-

Mayday radio messages may only be used by Drivers of international passenger and freight trains whilst travelling over the Kent, Sussex and Wessex Routes, except that they must not be used between Linford Street Jn. and Waterloo International.

The Mayday call must only be used when the situation is so serious that it is essential that vital time is not taken up by having to explain the reason for requesting help before the Signaller takes action.

If a Driver considers it necessary for trains on all lines to be stopped immediately because of a large scale life-threatening incident or because the Driver needs immediate help he must use the emergency call procedure to send a Mayday message to the Signaller in the following form:-

"MAYDAY, MAYDAY Driver of train No. at (location) MAYDAY, MAYDAY."

When the Signaller receives the Mayday message he will immediately place the necessary signals at danger to stop the movement of trains on all lines in the affected area and arrange for an emergency isolation of the traction current on all lines in the affected area. When this has been done the Signaller will ask the Driver the reason for sending the Mayday message.

The train crew must protect their train in accordance with Module M1 of the Rule Book.

For emergency calls other than Mayday, the emergency call procedure as shown in Module TW1 3.3 of the Rule Book must be used.

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Movement of Long Welded Rail trains

The following conditions must be applied to the working of Long Welded Rail Mark 11 trains consisting of Perch (YEA), Porpoise (YEA) and Otter (YXA) wagons:-

1. Train to travel under codes 'Longlo' and 'Shuntex' (see Clause D7, Green Pages and Out-of-Gauge Loads Instructions GO/RT3062/5).
2. Trains must be worked with caution when travelling through connections and from main line to sidings and yards and vice versa.
3. The train must not pass over curves of less than 5 chains (120 metres) radius unless such movements are specially set out in the Special Traffic Notice or other appropriate operating notice, or in case of emergency, authorised by Network Rail Control.
4. Propelling movements to be undertaken at extreme caution.
5. The person in charge of starting and exchange points must confirm that the Train Crew are aware that lone welded rails are being conveyed, and Train Crew must keep a sharp lookout throughout the journey.
6. The length of the complete 12 wagon train is 875' 8" (42 SLUs), RA 5 and weigh between 429 tonnes (tare) and 718 tonnes depending on number of rails conveyed.
7. The train must not be moved without all wagons, in the case of a loaded train, or the chute and stabling wagons, in the case of an empty train, carrying 'Load Examined' labels. This is to confirm that the train has been loaded to the 'Loading Standard' Y instruction book BR 36841) and that Plant and equipment on the train is safely and securely stowed in its travelling position.

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Multiple units equipped with emergency brake switch (EBS)

On the following single line sections:-

Appledore and Ore (inclusive)

Wilton Jn and Exmouth Jn (exclusive)

Castle Cary (exclusive) and Dorchester West.

Hurst Green - Uckfield

If the EBS switch is operated and the train is formed of more than one unit, immediately before leaving the single line section the driver must establish that the train is still complete (stopping if necessary) and advise the Signaller accordingly.

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Platform lengths - Kent Route

Notes

The platform lengths shown are dimensioned top of ramp to top of ramp and an allowance for signals, stop boards, buffer stops & stopping tolerance must be deducted from these figures to arrive at effective lengths.

All length (cars) refers to Mark 1 stock unless otherwise stated. (N) denotes classes 365/465/466

PLATFORM CAPACITIES - KENT ROUTE

Station	Platform	Length (cars)	Length (metres)
Abbey Wood	Platform 1	10	207.4
	Platform 2	10	207.7
Adisham	Platform 1	8	166.2
	Platform 2	8	170.6
Albany Park	Platform 1	12	284.9
	Platform 2	12	284.9
Appledore	Platform 1	4	87.0
	Platform 2	4	80.0
Ashford (Kent)	Platform 1	12	265
	Platform 2	12	265
	Platform 3	18 (Eurostar)	412
	Platform 4	18 (Eurostar)	412
	Platform 5	12	260
	Platform 6	12	260
Aylesford	Platform 1	4	106.0
	Platform 2	4	94.0
Aylesham	Platform 1	8	167.1
	Platform 2	8	167.2
Barming	Platform 1	6	122.2
	Platform 2	6	125.6
Barnehurst	Platform 1	12	282.4
	Platform 2	12	284.9
Bat & Ball	Platform 1	8	170.0
	Platform 2	8	167.9
Battle	Platform 1	8	167.0
	Platform 2	8	172.0
Bearstead	Platform 1	8	167.3
	Platform 2	8	169.8
Beckenham Hill	Platform 1	8	170.3
	Platform 2	8	169.3
Beckenham Junction	Platform 1	8	162.8
	Platform 2	8	243.0
	Platform 3	8	209.9
	Platform 4	8	177.7
Bekesbourne	Platform 1	8	165.9
	Platform 2	8	166.5
Bellingham	Platform 1	8	164.0
	Platform 2	8	164.0
Beltring	Platform 1	4	88.0
	Platform 2	4	88.0

Station	Platform	Length (cars)	Length (metres)
Belvedere	Platform 1	12	285.8
	Platform 2	12	285.9
Bexley	Platform 1	12	285.8
	Platform 2	12	285.9
Bexleyheath	Platform 1	12	287.2
	Platform 2	12	294.7
Bickley	Platform 1	8	184.5
	Platform 2	8	183.8
	Platform 3	8	184.2
	Platform 4	8	184.2
Birchington on Sea	Platform 1	12	247.0
	Platform 2	12	247.6
Blackfriars	Platform 1	8	165.5
	Platform 2	8	165.5
	Platform 3	8	165.5
	Platform 4	8	165.5
	Platform 5	8	165.5
Blackheath	Platform 1	10	282.6
	Platform 2	10	303.9
Borough Green & Wrotham	Platform 1	8	167.9
	Platform 2	8	167.7
Brixton	Platform 1	8	164.3
	Platform 2	8	165.9
Broadstairs	Platform 1	12	247.2
	Platform 2	12	248.4
Bromley North	Platform 1	10/8 (N)	179.0
	Platform 2	10/8 (N)	179.0
Bromley South	Platform 1	12	264.6
	Platform 2	12	264.3
	Platform 3	12	264.3
	Platform 4	12	264.5
Cannon Street	Platform 1	12	259.3
	Platform 2	12	259.3
	Platform 3	12	259.3
	Platform 4	12	259.3
	Platform 5	12	262.3
	Platform 6	12	259.3
	Platform 7	12	259.3
Canterbury East	Platform 1	8	164.0
	Platform 2	8	166.5
Canterbury West	Platform 1	8	159.6
	Platform 2	8	166.6
Catford	Platform 1	8	164.7
	Platform 2	8	162.1
Catford Bridge	Platform 1	12	300.1
	Platform 2	12	316.9
Charing	Platform 1	5	124.8
	Platform 2	5	124.8

Station	Platform	Length (cars)	Length (metres)
Charing Cross ①	Platform 1	12	251.8
	Platform 2	12	251.8
	Platform 3	12	299.3
	Platform 4	12	299.3
	Platform 5	11	221.1
	Platform 6	11	221.1
Charlton	Platform 1	10	210.0
	Platform 2	10	209.1
Chartham	Platform 1	4	130.2
	Platform 2	4	121.4
Chatham	Platform 1	12	249.0
	Platform 2	12	249.0
Chelsfield	Platform 1	12	249.4
	Platform 2	12	244.6
Chestfield & Swalecliffe	Platform 1	12	287.5
	Platform 2	12	281.7
Chilham	Platform 1	4	88.4
	Platform 2	4	88.2
Chislehurst	Platform 1	12	247.7
	Platform 2	12	247.3
	Platform 3	12	247.1
	Platform 4	12	248.4
City Thameslink	Platform 1	12	275.0
	Platform 2	12	275.0
Clapham High Street	Platform 1	4	102.3
	Platform 2	4	102.3
Clock House	Platform 1	12	296.2
	Platform 2	12	283.8
Crayford	Platform 1	12	285.9
	Platform 2	12	288.3
Crofton Park	Platform 1	8	167.7
	Platform 2	8	163.5
Crowhurst	Platform 1	8	169.0
	Platform 2	12	248.0
Cuxton	Platform 1	4	97.0
	Platform 2	4	77.0
Dartford	Platform 1	10	225.0
	Platform 2	10	225.0
	Platform 3	10	225.0
	Platform 4	10	225.0
Deal	Platform 1	8	196.0
	Platform 2	8	183.0
Denmark Hill	Platform 1	8	166.1
	Platform 2	8	165.4
	Platform 3	8	165.5
	Platform 4	8	165.8
Deptford	Platform 1	10	291.8
	Platform 2	10	294.5
Doleham	Platform 1	1	40.0

Station	Platform	Length (cars)	Length (metres)
Dover Priory	Platform 1	12	245.0
	Platform 2	10	209.3
	Platform 3	8	181.9
Dumpton Park	Platform 1	12	247.1
	Platform 2	12	250.9
Dunton Green	Platform 1	12	281.4
	Platform 2	12	279.7
East Farleigh	Platform 1	4	85.0
	Platform 2	4	92.0
East Malling	Platform 1	8	166.5
	Platform 2	8	162.9
Eden Park	Platform 1	12	284.5
	Platform 2	12	282.8
Elephant & Castle	Platform 1	7	149.9
	Platform 2	8	156.5
	Platform 3	8	157.0
	Platform 4	8	161.6
Elmers End	Platform 1	12	249.8
	Platform 2	12	244.4
Elmstead Woods	Platform 1	12	264.9
	Platform 2	12	247.7
	Platform 3	12	247.6
	Platform 4	12	248.2
Eltham	Platform 1	10	213.2
	Platform 2	10	213.8
Erith	Platform 1	10	206.9
	Platform 2	10	207.7
Etchingham	Platform 1	8	167.0
	Platform 2	8	186.0
Eynsford	Platform 1	8	158.1
	Platform 2	8	162.5
Falconwood	Platform 1	12	285.5
	Platform 2	12	286.2
Farningham Road	Platform 1	8	165.0
	Platform 2	8	166.0
Faversham	Platform 1	12	246.5
	Platform 2	12	242.8
	Platform 3	12	245.0
	Platform 4	12	246.3
Folkestone Central	Platform 1	12	250.5
	Platform 2	12	245.4
Folkestone Harbour	Platform 1	12	242.0
	Platform 2	12	327.0
Folkestone West	Platform 1	8	248.2
	Platform 2	8	247.4
Frant	Platform 1	8	172.0
	Platform 2	8	175.0
Gillingham (Kent)	Platform 1	12	245.2
	Platform 2	12	246.3
	Platform 3	12	247.2

Station	Platform	Length (cars)	Length (metres)
Gravesend	Platform 1	10	213.1
	Platform 2	10	209.8
Greenhithe	Platform 1	10	207.2
	Platform 2	10	205.3
Greenwich	Platform 1	10	279.4
	Platform 2	10	282.5
Grove Park	Platform 1	10/8 (N)	
	Platform 2	12	290.8
	Platform 3	10	288.6
	Platform 4	12	299.6
	Platform 5	10	299.9
Halling	Platform 1	6	128.0
	Platform 2	6	123.0
Ham Street	Platform 1	4	91.0
	Platform 2	4	85.0
Harrietsham	Platform 1	5	124.8
	Platform 2	5	124.8
Hastings	Platform 1	8	167.0
	Platform 2	12	246.0
	Platform 3	12	248.0
	Platform 4	12	247.0
Hayes	Platform 1	12	310.1
	Platform 2	12	310.1
Headcorn	Platform 1	12	255.4
	Platform 2	12	249.4
Herne Bay	Platform 1	12	246.8
	Platform 2	12	247.4
Herne Hill	Platform 1	8	189.1
	Platform 2	8	187.7
	Platform 3	8	189.9
	Platform 4	8	186.2
High Brooms	Platform 1	12	249.0
	Platform 2	12	249.0
Higham	Platform 1	10	300.7
	Platform 2	10	286.8
Hildenborough	Platform 1	12	245.1
	Platform 2	12	251.2
Hither Green	Platform 1	12	285.7
	Platform 2	12	288.2
	Platform 3	12	287.1
	Platform 4	12	284.8
	Platform 5	12	245.1
	Platform 6	12	246.3
Hollingbourne	Platform 1	5	124.8
	Platform 2	5	124.8
Kearsney	Platform 1	8	169.5
	Platform 2	8	161.7
Kemsing	Platform 1	6	122.7
	Platform 2	6	121.4

Station	Platform	Length (cars)	Length (metres)
Kemsley	Platform 1	8	167.0
	Platform 2	8	168.0
Kensington Olympia	Platform 2	12	323.5
	Platform 3	9	190.0
Kent House	Platform 1	8	186.1
	Platform 2	8	185.9
	Platform 3	8	182.4
	Platform 4	8	183.8
Kidbrooke	Platform 1	12	284.7
	Platform 2	12	284.7
Knockholt	Platform 1	12	288.9
	Platform 2	12	291.5
Ladywell	Platform 2	12	291.8
	Platform 3	12	292.5
Lee	Platform 1	12	249.1
	Platform 2	12	252.8
Lenham	Platform 1	8	167.0
	Platform 2	8	167.3
Lewisham	Platform 1	12	297.1
	Platform 2	12	297.1
	Platform 3	12	297.4
	Platform 4	12	297.2
London Bridge	Platform 1	12	287.0
	Platform 2 (Down)	12	265.0
	Platform 2 (Up)	12	252.0
	Platform 3 (Down)	12	292.0
	Platform 3 (Up)	12	273.0
	Platform 4 (Down)	12	292.0
	Platform 4 (Up)	12	252.0
	Platform 5 (Down)	12	314.0
	Platform 5 (Up)	12	249.0
	Platform 6 (Down)	12	304.0
	Platform 6 (Up)	12	249.0
Longfield	Platform 1	12	246.0
	Platform 2	12	246.0
Loughborough Junction	Platform 1	8	190.5
	Platform 2	8	163.2
Lower Sydenham	Platform 2	12	285.0
	Platform 3	12	284.0
Maidstone Barracks	Platform 1	8	167.0
	Platform 2	8	165.0
Maidstone East	Platform 1	8	159.9
	Platform 2	8	156.5
	Platform 3	8	172.4
Maidstone West	Platform 1	8	175.0
	Platform 2	8	152.0
Marden	Platform 1	12	244.0
	Platform 2	12	244.8

Station	Platform	Length (cars)	Length (metres)
Margate	Platform 1	12	249.1
	Platform 2	12	248.4
	Platform 3	12	249.5
	Platform 4	12	298.7
Martin Mill	Platform 1	8	166.0
	Platform 2	8	166.0
Maze Hill	Platform 1	10	300.9
	Platform 2	10	289.0
Meopham	Platform 1	12	245.0
	Platform 2	12	244.0
Minster	Platform 1	8	161.6
	Platform 2	8	179.3
Mottingham	Platform 1	10	206.7
	Platform 2	10	206.9
New Beckenham	Platform 2	12	282.6
	Platform 3	12	284.2
New Cross	Platform A	12	298.5
	Platform B	10	230.1
	Platform C	12	264.4
New Eltham	Platform 1	12	285.2
	Platform 2	12	288.9
New Hythe	Platform 1	8	166.0
	Platform 2	8	166.0
Newington	Platform 1	12	244.7
	Platform 2	12	245.2
Northfleet	Platform 1	10	208.3
	Platform 2	10	207.3
Nunhead	Platform 1	8	163.7
	Platform 2	8	163.2
Ore	Platform 1	6	107.0
	Platform 2	6	107.0
Orpington	Platform 1	11	254.0
	Platform 2	12	270.0
	Platform 3	12	275.0
	Platform 4	12	275.0
	Platform 5	12	277.0
	Platform 6	12	256.0
	Platform 7	12	256.4
	Platform 8	12	254.4
Otford	Platform 1	8	168.3
	Platform 2	8	168.8
Paddock Wood	Platform 1	12	244.1
	Platform 2	12	243.5
	Platform 3	4	170.0
Peckham Rye	Platform 1	8	163.5
	Platform 2	8	163.0
Penge East	Platform 1	8	184.0
	Platform 2	8	184.0

Station	Platform	Length (cars)	Length (metres)
Petts Wood	Platform 1	12	297.4
	Platform 2	12	296.1
	Platform 3	12	291.1
	Platform 4	12	292.1
Pluckley	Platform 1	8	164.1
	Platform 2	8	164.3
Plumstead	Platform 1	10	207.8
	Platform 2	10	206.4
Queenborough	Platform 1	8	165.0
	Platform 2	8	165.0
Rainham	Platform 1	12	248.2
	Platform 2	12	247.3
Ramsgate	Platform 1	12	245.1
	Platform 2	12	248.0
	Platform 3	12	245.9
	Platform 4	12	245.1
Ravensbourne	Platform 1	8	163.7
	Platform 2	8	162.0
Robertsbridge	Platform 1	8	166.0
	Platform 2	8	186.0
Rochester	Platform 1	10	205.0
	Platform 2	10	205.0
	Platform 3	10	205.0
	Platform 4	10	205.0
Rye	Platform 1	4	98.0
	Platform 2	4	75.0
Sandling	Platform 1	8	183.7
	Platform 2	8	183.6
Sandwich	Platform 1	8	167.0
	Platform 2	8	167.0
Selling	Platform 1	8	155.6
	Platform 2	8	164.8
Sevenoaks	Platform 1	12	266.2
	Platform 2	12	265.5
	Platform 3	12	264.8
	Platform 4	12	263.8
Sheerness-on-Sea	Platform 1	12	244.0
	Platform 2	8	167.0
Shepherds Well	Platform 1	8	167.3
	Platform 2	8	174.5
Shoreham	Platform 1	8	162.3
	Platform 2	8	163.3
Shortlands	Platform 1	8	185.0
	Platform 2	8	184.0
	Platform 3	8	183.7
	Platform 4	8	184.7
Sidcup	Platform 1	12	285.4
	Platform 2	12	285.8

Station	Platform	Length (cars)	Length (metres)
Sittingbourne	Platform 1	12	246.5
	Platform 2	12	247.6
	Platform 3	12	241.5
Slade Green	Platform 1	10	207.0
	Platform 2	10	207.0
Snodland	Platform 1	6	144.0
	Platform 2	6	122.0
Snowdown	Platform 1	8	167.3
	Platform 2	8	167.7
Sole Street	Platform 1	8	164.0
	Platform 2	8	164.0
St Johns	Platform 1	12	319.2
	Platform 2	12	320.5
St Leonards Warrior Square	Platform 1	8	165.0
	Platform 2	8	166.0
St Mary Cray	Platform 1	12	244.1
	Platform 2	12	244.0
	Platform 3	12	244.1
	Platform 4	12	243.8
Staplehurst	Platform 1	12	245.0
	Platform 2	12	244.2
Stone Crossing	Platform 1	12	285.1
	Platform 2	12	338.1
Stonegate	Platform 1	8	172.0
	Platform 2	8	171.0
Strood	Platform 1	10	217.6
	Platform 2	10	206.1
	Platform 3	10	216.2
Sturry	Platform 1	6	118.5
	Platform 2	6	121.4
Sundridge Park	Platform 1	10/8 (N)	205.0
	Platform 2	10/8 (N)	205.0
Swale	Platform 1	8	163.0
Swanley	Platform 1	12	252.0
	Platform 2	12	251.2
	Platform 3	12	251.0
	Platform 4	12	250.1
Swanscombe	Platform 1	10	208.6
	Platform 2	10	207.3
Sydenham Hill	Platform 1	8	183.8
	Platform 2	8	182.0
Teynham	Platform 1	12	248.5
	Platform 2	12	244.4
Three Oaks	Platform 1	1	31.0
Tonbridge	Platform 1	12	255
	Platform 2	12	252
	Platform 3	12	247.1
	Platform 4	8	165.3

Station	Platform	Length (cars)	Length (metres)
Tunbridge Wells	Platform 1	11	232.0
	Platform 2	11	228.0
Victoria	Platform 1	13	270.0
	Platform 2	14	359.0
	Platform 3	8	188.0
	Platform 4	10	203.0
	Platform 5	12/10 (N)	247.0
	Platform 6	12/10 (N)	245.0
	Platform 7	13	286.0
	Platform 8	9	218.0
Wadhurst	Platform 1	8	168.0
	Platform 2	8	166.0
Walmer	Platform 1	8	166.0
	Platform 2	8	165.0
Wandsworth Road	Platform 1	4	110.8
	Platform 2	4	86.0
Watlingbury	Platform 1	4	85.0
	Platform 2	4	84.0
Waterloo East	Platform A	12	282.5
	Platform B	12	245.0
	Platform C	12	250.0
	Platform D	12	257.4
Welling	Platform 1	12	287.0
	Platform 2	12	284.7
West Brompton	Platform 3	4	91.0
	Platform 4	4	102.0
West Dulwich	Platform 1	8	169.9
	Platform 2	8	167.2
West Malling	Platform 1	8	167.3
	Platform 2	8	167.5
West St Leonards	Platform 1	8	174.0
	Platform 2	10	211.0
West Wickham	Platform 1	12	286.9
	Platform 2	12	299.3
Westcombe Park	Platform 1	10	206.9
	Platform 2	10	206.5
Westenhanger	Platform 1	5	109.4
	Platform 2	8	171.8
Westgate-on-Sea	Platform 1	12	254.3
	Platform 2	12	255.9
Whitstable	Platform 1	12	246.7
	Platform 2	12	247.2
Winchelsea	Platform 1	4	80.0
Woolwich Arsenal	Platform 1	10	298.3
	Platform 2	10	287.2
Woolwich Dockyard	Platform 1	10	250.4
	Platform 2	10	239.7
Wye	Platform 1	6	124.9
	Platform 2	6	120.8

Station	Platform	Length (cars)	Length (metres)
Yalding	Platform 1	4	86.0
	Platform 2	4	86.0

- ① CHARING CROSS: Because of reduced platform width special conditions apply to trains arriving at Charing Cross.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Platform lengths - Sussex Route

Notes

The platform lengths shown are dimensioned top of ramp to top of ramp and an allowance for signals, stop boards, buffer stops & stopping tolerance must be deducted from these figures to arrive at effective lengths.

All length (cars) refers to Mark 1 stock unless otherwise stated. (N) denotes classes 365/465/466

PLATFORM CAPACITIES - SUSSEX ROUTE

Station	Platform	Length (cars)	Length (metres)
Aldrington	Platform 1	4	85.1
	Platform 2	4	85.2
Amberley	Platform 1	5	99.6
	Platform 2	5	114.5
Anerley	Platform 1	9	193.2
	Platform 2	8	167.6
Angmering	Platform 1	6	135.0
	Platform 2	7	136.2
Arundel	Platform 1	12	253.6
	Platform 2	12	244.1
Ashurst	Platform 1	6	123.4
	Platform 2	6	123.4
Balcombe	Platform 1	12	250.6
	Platform 2	8	166.0
Balham	Platform 1	9	183.5
	Platform 2	9	183.5
	Platform 3	8	163.7
	Platform 4	8	163.7
Banstead	Platform 1	8	163.1
Barnham	Platform 1	12	242.6
	Platform 2	12	243.8
	Platform 3	12	244.1
Battersea Park	Platform 1	8	162.0
	Platform 2	7	157.3
	Platform 3	8	166.0
	Platform 4	8	180.0
	Platform 5	8	165.3
Beckenham Junction	Platform 1	8	162.8
	Platform 2	8	243.0
	Platform 3	8	209.9
	Platform 4	8	177.7
Belmont	Platform 1	8	159.7
Berwick	Platform 1	8	156.5
	Platform 2	8	157.9
Betchworth	Platform 1	4	93.0
	Platform 2	7	140.2
Bexhill	Platform 1	12	254.5
	Platform 2	12	286.5
Billingshurst	Platform 1	4	87.1
	Platform 2	8	165.2
Birkbeck	Platform 1	8	158.5
Bishopstone	Platform 1	6	120.1

Station	Platform	Length (cars)	Length (metres)
Bognor Regis	Platform 1	12	251.5
	Platform 2	12	253.3
	Platform 3	12	254.2
	Platform 4	4	130.8
Bosham	Platform 1	7	156.0
	Platform 2	8	179.3
Boxhill & Westhumble	Platform 1	8	161.5
	Platform 2	8	161.5
Brighton	Platform 1	11	234.7
	Platform 2	12	278.3
	Platform 3 (From Preston Park Direction)	12	250.5
	Platform 3 (From Hove Direction)	4	85.0
	Platform 4	12	250.5
	Platform 5	12	248.4
	Platform 6	12	250.2
	Platform 7	12	250.5
Brockley	Platform 1	8	175.3
	Platform 2	8	175.3
Burgess Hill	Platform 1	12	262.1
	Platform 2	12	262.1
Buxted	Platform 1	4	94.0
Carshalton	Platform 1	8	173.7
	Platform 2	8	179.2
Carshalton Beeches	Platform 1	8	167.6
	Platform 2	8	167.6
Caterham	Platform 1	8	181.1
	Platform 2	8	181.1
Cheam	Platform 1	9	183.2
	Platform 2	9	182.9
Chichester	Platform 1	12	240.8
	Platform 2	12	244.8
Chipstead	Platform 1	5	117.7
	Platform 2	6	122.5
Christ's Hospital	Platform 1	7	153.8
	Platform 2	7	153.1
Clapham	Platform 1	7	140.8
	Platform 2	7	141.4
Clapham Junction	Platform 12	12	245.0
	Platform 13	12	253.0
	Platform 14	10	215.0
	Platform 15	8	174.0
	Platform 16	8	171.0
	Platform 17	5	108.0
Collington	Platform 1	4	81.1
	Platform 2	4	80.2
Cooden Beach	Platform 1	6	128.0
	Platform 2	6	128.0
Cooksbridge	Platform 1	6	137.8
	Platform 2	6	132.8

Station	Platform	Length (cars)	Length (metres)
Coulsdon South	Platform 1	12	246.9
	Platform 2	12	246.9
Cowden	Platform 1	6	121.9
Crawley	Platform 1	12	249.9
	Platform 2	12	249.9
Crowborough	Platform 1	7	150.6
	Platform 2	7	153.6
Crystal Palace	Platform 1	7	164.1
	Platform 2	7	161.1
	Platform 3	7	166.3
	Platform 4	7	180.4
Dorking	Platform 1	12	242.3
	Platform 2	12	244.1
	Platform 3	12	244.1
Dorking Deepdene	Platform 1	4	87.8
	Platform 2	4	87.8
Dorking West	Platform 1	5	111.9
	Platform 2	5	102.7
Dormans	Platform 1	8	169.0
	Platform 2	8	167.5
Durrington-on-Sea	Platform 1	6	123.3
	Platform 2	6	123.3
Earlswood	Platform 1	10	212.0
	Platform 2	10	213.5
East Croydon	Platform 1	12	244.4
	Platform 2	12	244.9
	Platform 3	12	244.4
	Platform 4	12	244.4
	Platform 5	12	247.0
	Platform 6	12	247.0
East Dulwich	Platform 1	8	161.5
	Platform 2	8	165.2
East Grinstead	Platform 1	8	172.1
	Platform 2	8	172.5
East Worthing	Platform 1	4	85.0
	Platform 2	4	86.0
Eastbourne	Platform 1	12	243.2
	Platform 2	12	243.2
	Platform 3	12	254.8
Edenbridge	Platform 1	5	116.4
	Platform 2	6	118.3
Edenbridge Town	Platform 1	6	122.2
	Platform 2	6	122.2
Emsworth	Platform 1	7	152.3
	Platform 2	7	152.0
Epsom Downs	Platform 1	8	167.5
Eridge	Platform 1	6	134.1
Ewell East	Platform 1	8	158.5
	Platform 2	8	158.5

Station	Platform	Length (cars)	Length (metres)
Falmer	Platform 1	7	157.9
	Platform 2	7	156.1
Faygate	Platform 1	5	103.6
	Platform 2	5	100.2
Fishbourne	Platform 1	7	151.2
	Platform 2	6	123.5
Fishersgate	Platform 1	4	84.4
	Platform 2	4	84.4
Ford	Platform 1	8	162.5
	Platform 2	8	162.5
Forest Hill	Platform 1	8	179.8
	Platform 2	8	185.9
Gatwick Airport	Platform 1	12	246.9
	Platform 2	12	246.9
	Platform 3	12	246.9
	Platform 4	12	246.9
	Platform 5	12	241.7
	Platform 6	12	241.7
Gipsy Hill	Platform 1	8	157.0
	Platform 2	8	158.5
Glynde	Platform 1	6	133.4
	Platform 2	7	138.7
Godstone	Platform 1	4	89.9
	Platform 2	6	118.6
Goring-by-Sea	Platform 1	6	122.9
	Platform 2	6	144.5
Hackbridge	Platform 1	7	153.0
	Platform 2	8	159.6
Hampden Park	Platform 1	8	173.5
	Platform 2	8	163.5
Hassocks	Platform 1	12	274.3
	Platform 2	12	274.3
Haydons Road	Platform 1	8	166.1
	Platform 2	8	159.4
Haywards Heath	Platform 1	12	241.4
	Platform 2	12	241.4
	Platform 3	12	241.4
	Platform 4	12	241.4
Hever	Platform 1	6	122.8
	Platform 2	6	123.7
Holmwood	Platform 1	6	123.1
	Platform 2	6	123.1
Honor Oak Park	Platform 1	8	159.3
	Platform 2	8	159.5
Horley	Platform 1	12	247.5
	Platform 2	12	247.5
	Platform 3	12	247.5
	Platform 4	12	247.5

Station	Platform	Length (cars)	Length (metres)
Horsham	Platform 1	12	243.8
	Platform 2	12	249.9
	Platform 3	12	243.8
	Platform 4	12	251.5
Hove	Platform 1	12	241.1
	Platform 2	12	241.1
	Platform 3	12	241.1
Hurst Green	Platform 1	12	246.9
	Platform 2	12	246.9
Ifield	Platform 1	5	116.6
	Platform 2	5	116.9
Kenley	Platform 1	6	124.5
	Platform 2	6	121.5
Kingswood	Platform 1	6	122.5
	Platform 2	6	122.3
Lancing	Platform 1	5	112.0
	Platform 2	5	98.7
Leigh	Platform 1	6	122.5
	Platform 2	6	122.5
Lewes	Platform 1	12	244.6
	Platform 2	12	251
	Platform 3	7	141.3
	Platform 4	7	157.7
	Platform 5	7	140.3
Lingfield	Platform 1	8	177.0
	Platform 2	8	169.0
Littlehampton	Platform 1	12	254.8
	Platform 2	12	254.8
	Platform 3	8	164.6
	Platform 4	4	164.6
Littlehaven	Platform 1	4	88.8
	Platform 2	4	86.8
London Bridge	Platform 8	8	175.0
	Platform 9	12	249.0
	Platform 10	12	244.0
	Platform 11	12	247.0
	Platform 12	12	248.0
	Platform 13	12	250.0
	Platform 14	8	165.0
	Platform 15	8	167.0
	Platform 16	8	168.0
London Road Brighton	Platform 1	7	138.2
	Platform 2	7	143.7
Merstham	Platform 1	12	246.9
	Platform 2	12	246.9
Mitcham Junction	Platform 1	8	176.2
	Platform 2	8	176.8
Morden South	Platform 1	8	158.5
	Platform 2	8	158.5

Station	Platform	Length (cars)	Length (metres)
Moulsecoomb	Platform 1	4	85.0
	Platform 2	4	86.0
New Cross Gate	Platform 2	8	166.1
	Platform 3	9	180.6
	Platform 4	8	163.3
	Platform 5	8	163.2
Newhaven Harbour	Platform 1	6	126.5
	Platform 2	8	172.5
Newhaven Marine	Platform 1	12	245.0
Newhaven Town	Platform 1	5	103.9
	Platform 2	5	103.9
Norbury	Platform 1	8	201.2
	Platform 2	8	201.2
	Platform 3	8	201.2
	Platform 4	8	183.5
Normans Bay	Platform 1	4	80.2
	Platform 2	4	80.2
North Dulwich	Platform 1	8	162.2
	Platform 2	8	168.9
Norwood Junction	Platform 1	9	189.0
	Platform 2	9	184.4
	Platform 3	9	184.4
	Platform 4	8	168.2
	Platform 5	8	168.2
	Platform 6	8	192.0
Nutbourne	Platform 1	6	123.0
	Platform 2	6	123.5
Nutfield	Platform 1	6	122.65
	Platform 2	6	135.00
Ockley & Capel	Platform 1	7	153.3
	Platform 2	7	153.3
Oxted	Platform 1	12	246.9
	Platform 2	12	246.9
	Platform 3	4	80.8
Peckham Rye	Platform 1	8	161.5
	Platform 2	8	161.5
Penge West	Platform 1	8	163.7
	Platform 2	8	165.5
Penshurst	Platform 1	4	92.0
	Platform 2	4	92.0
Pevensey & Westham	Platform 1	5	116.6
	Platform 2	6	128.8
Pevensey Bay	Platform 1	4	78.6
	Platform 2	4	78.6
Plumpton	Platform 1	8	167.3
	Platform 2	8	166.8
Polegate	Platform 1	12	276.0
	Platform 2	12	276.0

Station	Platform	Length (cars)	Length (metres)
Portslade	Platform 1	12	249.6
	Platform 2	7	152.3
Preston Park	Platform 1	12	246.9
	Platform 2	12	246.9
	Platform 3	12	246.9
Pulborough	Platform 1	10	205.8
	Platform 2	9	181.1
Purley	Platform 1	12	248.1
	Platform 2	12	247.8
	Platform 3	12	247.8
	Platform 4	12	246.9
	Platform 5	10	224.9
	Platform 6	10	205.7
Purley Oaks	Platform 1	8	168.2
	Platform 2	8	168.2
	Platform 3	8	168.2
	Platform 4	8	168.2
Queens Road Peckham	Platform 1	8	167.9
	Platform 2	8	167.9
Redhill	Platform 1A	12	246.9
	Platform 1B	12	246.9
	Platform 2	12	246.9
	Platform 3	12	246.9
Reedham	Platform 1	8	165.0
	Platform 2	8	165.0
Reigate	Platform 1	8	171.6
	Platform 2	4	85.0
Riddlesdown	Platform 1	8	182.5
	Platform 2	8	182.5
Salfords	Platform 1	8	158.5
	Platform 2	8	158.5
Sanderstead	Platform 1	4	189.2
	Platform 2	4	207.0
Seaford	Platform 1	12	253.0
	Platform 2	8	183.5
Selhurst	Platform 1	9	197.2
	Platform 2	9	209.4
	Platform 3	9	159.0
	Platform 4	9	191.4
Shoreham-by-Sea	Platform 1	12	249.9
	Platform 2	12	249.9
Smitham	Platform 1	8	161.0
	Platform 2	8	161.0
South Bermondsey	Platform 1	8	159.4
	Platform 2	8	159.4
South Croydon	Platform 1	8	156.7
	Platform 2	8	170.1
	Platform 3	8	170.1
	Platform 4	8	165.5
	Platform 5	8	165.5

Station	Platform	Length (cars)	Length (metres)
South Merton	Platform 1	8	158.5
	Platform 2	8	164.0
Southbourne	Platform 1	6	123.7
	Platform 2	5	106.5
Southease	Platform 1	6	123.4
	Platform 2	6	123.4
Southwick	Platform 1	8	167.3
	Platform 2	8	167.3
St Helier	Platform 1	8	158.5
	Platform 2	8	158.5
Streatham	Platform 1	9	187.4
	Platform 2	9	189.6
Streatham Common	Platform 1	8	169.2
	Platform 2	8	167.9
	Platform 3	8	165.8
	Platform 4	8	163.1
Streatham Hill	Platform 1	9	183.5
	Platform 2	9	184.4
Sutton	Platform 1	12	249.9
	Platform 2	12	251.2
	Platform 3	8	183.2
	Platform 4	8	184.1
Sutton Common	Platform 1	8	160.6
	Platform 2	8	160.6
Sydenham	Platform 1	8	162.0
	Platform 2	8	162.0
Tadworth	Platform 1	6	137.4
	Platform 2	6	137.4
Tattenham Corner	Platform 1	8	206.0
	Platform 2	8	206.0
	Platform 3	8	206.0
Thornton Heath	Platform 1	8	186.5
	Platform 2	8	202.4
	Platform 3	8	202.4
	Platform 4	8	184.1
Three Bridges	Platform 1	12	246.9
	Platform 2	12	246.9
	Platform 3	12	246.9
	Platform 4	12	246.9
	Platform 5	12	246.9
Tooting	Platform 1	8	167.2
	Platform 2	8	160.0
Tulse Hill	Platform 1	8	163.7
	Platform 2	8	164.6
	Platform 3	8	164.6
	Platform 4	8	161.5
Uckfield	Platform 1	8	196.4
Upper Warringham	Platform 1	8	182.0
	Platform 2	8	182.0

Station	Platform	Length (cars)	Length (metres)
Victoria	Platform 9	12	269.0
	Platform 10	12	248.0
	Platform 11	12	248.0
	Platform 12	12	248.0
	Platform 13	12	246.0
	Platform 14	12	247.0
	Platform 15	12	259.0
	Platform 16	12	251.0
	Platform 17	12	247.0
	Platform 18 to Signal VC 497	12	254.0
	Platform 18 to Signal VC 499	12	318.0
	Platform 19 to Signal VC 495	12	253.0
	Platform 19 to Signal VC 493	12	318.0
Waddon	Platform 1	8	157.6
	Platform 2	8	160.0
Wallington	Platform 1	8	160.0
	Platform 2	8	160.0
Wandsworth Common	Platform 1	8	181.7
	Platform 2	8	181.7
	Platform 3	8	181.7
	Platform 4	8	155.4
Warblington	Platform 1	6	122.53
	Platform 2	6	122.53
Warnham	Platform 1	6	124.8
	Platform 2	6	124.8
West Croydon	Platform 1	8	194.5
	Platform 3	8	190.5
	Platform 4	8	215.5
West Norwood	Platform 1	7	149.9
	Platform 2	8	163.7
West Sutton	Platform 1	8	158.5
	Platform 2	8	158.5
West Worthing	Platform 1	8	158.2
	Platform 2	8	158.2
Whyteleafe	Platform 1	7	141.6
	Platform 2	7	143.0
Whyteleafe South	Platform 1	6	120.5
	Platform 2	5	105.2
Wimbledon	Platform 9	8	160.3
	Platform 10 (Bay)	4	85.0
Wimbledon Chase	Platform 1	8	159.4
	Platform 2	8	159.4
Wivelsfield	Platform 1	12	246.9
	Platform 2	12	246.9
Woldingham	Platform 1	8	182.0
	Platform 2	8	182.0
Woodmansterne	Platform 1	6	123.7
	Platform 2	6	123.7

Station	Platform	Length (cars)	Length (metres)
Worthing	Platform 1	12	249.0
	Platform 2	12	249.0
	Platform 3	12	248.7

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Platform lengths - Wessex Route

Notes

The platform lengths shown are dimensioned top of ramp to top of ramp and an allowance for signals, stop boards, buffer stops & stopping tolerance must be deducted from these figures to arrive at effective lengths.

All length (cars) refers to Mark 1 stock unless otherwise stated. (N) denotes classes 365/465/466

PLATFORM CAPACITIES - WESSEX ROUTE

Station	Platform	Length (cars)	Length (metres)
Addlestone	Platform 1	8	176.48
	Platform 2	8	218.0
Aldershot	Platform 1	11/12	236.83
	Platform 2	12	252.37
	Platform 3	12	252.37
Alton	Platform 1	8	170.5
	Platform 2	8	173.5
Andover	Platform 1	9x159	219.46
	Platform 2	9x159	223.11
Ascot	Platform 1 (Up / Down)	8	165.1
	Platform 2	8	165.1
	Platform 3	8	165.1
Ash	Platform 1(Up)	8	173.00
	Platform 2	4	79.55
Ash Vale	Platform 1	8	169.5
	Platform 2	8	176
Ashford (Surrey)	Platform 1	8	167.0
	Platform 2	8	167.0
Ashtead	Platform 1	8	159.11
	Platform 2	8	159.11
Ashurst New Forest	Platform 1	8	155.45
	Platform 2	8	156.36
Axminster	Single	6x159	256.03
Bagshot	Platform 1	4	92.35
	Platform 2	4	92.35
Barnes	Platform 1	8	163.68
	Platform 2	8	163.68
	Platform 3	8	163.68
	Platform 4	8	177.7
Barnes Bridge	Platform 1	8	160.02
	Platform 2	8	160.02
Basingstoke	Platform 1	14	296.27
	Platform 2	12	245.97
	Platform 3	12	263.8
	Platform 4	12	264.4
	Platform 5	6	117.00
Beaulieu Road	Platform 1	5	101.50
	Platform 2	5	101.50
Bedhampton	Platform 1	6	124.36
	Platform 2	6	124.36
Bentley	Platform 1 (Reversible)	6	123.44
	Platform 2 (Down Loop)	4	107.90

Station	Platform	Length (cars)	Length (metres)
Berrylands	Platform 1	8	159.11
	Platform 2	8	159.11
Bitterne	Platform 1	6	148.13
	Platform 2	6	148.13
Blackwater	Platform 1	4	84.12
	Platform 2	4	84.12
Bookham	Platform 1	7	149.96
	Platform 2	7	149.96
Botley	Platform 1	6	132.59
	Platform 2	6	132.59
Bournemouth	Platform 1	4	84.00
	Platform 2	12	247.91
	Platform 3	13	270.66
	Platform 4 (Down Extension)	11	238.66
Bracknell	Platform 1	8	162.76
	Platform 2	8	162.76
Bramley	Platform 1	3 cl 165 turbo	76.81
	Platform 2	3 cl 165 turbo	76.81
Branksome	Platform 1	5	114.30
	Platform 2	5	114.30
Brentford	Platform 1	8	168.25
	Platform 2	8	168.25
Brockenhurst	Platform 1	12	269.1
	Platform 2	12	267.0
	Platform 3	13	243.23
	Platform 4	13	226.77
Brookwood	Platform 1	12	248.72
	Platform 2	12	248.72
Bursledon	Platform 1	8	167.34
	Platform 2	8	167.34
Byfleet & New Haw	Platform 1	12	247.80
	Platform 2	12	247.80
Camberley	Platform 1	4	136.79
	Platform 2	4	119.79
Chandlers Ford	Single	4(170) 4 (158) 5xMk1	100.6
Chertsey	Platform 1	5	104.24
	Platform 2	5	104.24
Chessington North	Platform 1	8	165.51
	Platform 2	8	165.51
Chessington South	Single	8	161.85
Cheltnole	Single	1	45.72
Chilworth	Platform 1	4	85.95
	Platform 2	4	85.95
Chiswick	Platform 1	8	173.74
	Platform 2	8	173.74
Christchurch	Platform 1	9	185.62
	Platform 2	9	185.62

Station	Platform	Length (cars)	Length (metres)
Clandon	Platform 1	7	153.62
	Platform 2	7	153.62
Clapham Junction	Platform 2	10	202.6
	Platform 3	10	214.00
	Platform 4	10	215.00
	Platform 5	10	213.00
	Platform 6	10	214.40
	Platform 7	9	186.00
	Platform 8	9	183.00
	Platform 9	11	220.00
	Platform 10	10	210.00
	Platform 11	10	204.00
Claygate	Platform 1	7	153.62
	Platform 2	7	153.62
Cobham	Platform 1	7	153.62
	Platform 2	7	153.62
Cosham	Platform 1	8	169.16
	Platform 2	8	169.16
Crewkerne	Single	6x159	120.70
Crowthorne	Platform 1	4	92.35
	Platform 2	4	92.35
Datchet	Platform 1	8	168.25
	Platform 2	8	168.25
Dean	Platform 1	7	152.70
	Platform 2	7	152.70
Dorchester South	Platform 1	5 (442) or 8 x Mk 1	191.11
	Platform 2	5 (442) or 5 x Mk 1	120.70
Dorchester West	Platform 1	8	170.99
	Platform 2	8	170.99
Dunbridge	Platform 1	2	74.07
	Platform 2	3	95.10
Dumsford Rd Staff Halt	Platform 1 (Up Fast)	½	27.43
Earley	Platform 1	8	170.3
	Platform 2	8	170
Earlsfield	Platform 1	8	173.74
	Platform 2	8	173.74
	Platform 3	9	203.00
Eastleigh	Platform 1	12	253.29
	Platform 2	12	253.29
	Platform 3 Down	12	253.29
	Platform 3 Up	9	190.00
Effingham Jct.	Platform 1	8	158.19
	Platform 2	8	158.19
Egham	Platform 1	8	191.11
	Platform 2	8	191.11
Epsom	Platform 1	9	199.34
	Platform 2	9	199.34
	Platform 3	9	199.34
	Platform 4	9	199.34

Station	Platform	Length (cars)	Length (metres)
Esher	Platform 1	12	247.80
	Platform 2	12	246.89
Ewell West	Platform 1	8	173.74
	Platform 2	8	173.74
Fareham	Platform 1	9	189.28
	Platform 2	7	146.30
	Platform 3	8	169.17
Farnborough	Platform 1	12	245.06
	Platform 2	12	245.06
Farnborough North	Platform 1	4	90.53
	Platform 2	4	90.53
Farncombe	Platform 1	8	183.79
	Platform 2	8	203.79
Farnham	Platform 1	7	248.6
	Platform 2	12	249.63
Feltham	Platform 1	8	168.25
	Platform 2	8	168.25
Feniton	Single	3x159	98.76
Fleet	Platform 1	12	252.37
	Platform 2	12	252.37
Fratton	Platform 1	9	187.45
	Platform 2	9	187.45
	Platform 3	9	187.45
Frimley	Platform 1	5	92.35
	Platform 2	5	92.35
Fulwell	Platform 1	8	172.82
	Platform 2	8	172.82
Gillingham (Dorset)	Platform 1	6x159	149.96
	Platform 2	6x159	149.96
Godalming	Platform 1	12	249.63
	Platform 2	12	249.63
Gomshall	Platform 1	3	91.44
	Platform 2	3	91.44
Grateley	Platform 1	9x159	222.20
	Platform 2	9x159	222.20
Guildford	Platform 1	8	163.00
	Platform 2	12 Down	256.03
		8 Up	256.03
	Platform 3	12	256.03
	Platform 4	12	255.12
	Platform 5	12	255.12
	Platform 6	12	264.34
	Platform 7	12	263.12
	Platform 8	10	208.48
Hamble	Platform 1	4	92.35
	Platform 2	4	92.35
Hampton	Platform 1	8	179.22
	Platform 2	8	179.22
Hampton Court	Platform 1	8	171.91
	Platform 2	8	171.91

Station	Platform	Length (cars)	Length (metres)
Hampton Wick	Platform 1	8	156.36
	Platform 2	8	156.36
Hamworthy	Platform 1	6	124.36
	Platform 2	6	124.36
Haslemere	Platform 1	12	249.63
	Platform 2	12	249.63
	Platform 3	12	249.63
Havant	Platform 1	12	251.46
	Platform 2	12	251.46
Hedge End	Platform 1	8	166.42
	Platform 2	8	166.42
Hersham	Platform 1	12	246.89
	Platform 2	12	245.97
Hilsea	Platform 1	8	163.68
	Platform 2	8	163.68
Hinchley Wood	Platform 1	8	160.02
	Platform 2	8	160.02
Hinton Admiral	Platform 1	6	138.07
	Platform 2	6	138.07
Holton Heath	Platform 1	6	124.36
	Platform 2	6	124.36
Honiton	Platform 1	6x159	185.62
	Platform 2	6x159	185.62
Hook	Platform 1	10	198.42
	Platform 2	10	198.42
Horsley	Platform 1	8	161.85
	Platform 2	8	161.85
Hounslow	Platform 1	8	166.8
	Platform 2	8	196.5
Isleworth	Platform 1	8	165.51
	Platform 2	8	165.51
Kempton Park	Platform 1	8	227.69
	Platform 2	8	321.87
Kew Bridge	Platform 1	8	172.62
	Platform 2	8	153.62
Kingston	Platform 1	6	133.50
	Platform 2	8	208.48
	Platform 3	8	171.91
Leatherhead	Platform 1	8	205.74
	Platform 2	8	160.93
Liphook	Platform 1	8	168.1
	Platform 2	8	168.1
Liss	Platform 1	8	169
	Platform 2	8	161.85
London Road Guildford	Platform 1	8	162.76
	Platform 2	8	162.76
Longcross	Platform 1	8	158.19
	Platform 2	8	158.19
Lymington Pier	Single	8	163.68

Station	Platform	Length (cars)	Length (metres)
Lymington Town	Single	4	78.64
Maiden Newton	Platform 1	5	114.30
	Platform 2	5	114.30
Malden Manor	Platform 1	8	165.51
	Platform 2	8	165.51
Martins Heron	Platform 1	8	169.16
	Platform 2	8	169.16
Micheldever	Platform 1	6	141.8
	Platform 2	6	125.27
Milford	Platform 1	8	170.1
	Platform 2	7	164.59
Millbrook	Platform 1	8	182.80
	Platform 2	8	182.80
Moreton	Platform 1	6	147.56
	Platform 2	6	121.62
Mortimer	Platform 1	3 cl 165 turbo	82.30
	Platform 2	3 cl 165 turbo	82.30
Mortlake	Platform 1	8	177.39
	Platform 2	8	177.39
Motspur Park	Platform 1	8	160.93
	Platform 2	8	160.93
Netley	Platform 1	8	170.08
	Platform 2	8	170.08
New Malden	Platform 1 (Up Slow)	9	169.16
	Platform 2 (Down Slow)	9	169.16
	Platform 3 (by special arrangement)	11	228.60
	Platform 4 (by special arrangement)	11	228.60
New Milton	Platform 1	7	137.16
	Platform 2	7	137.16
Norbiton	Platform 1	8	157.28
	Platform 2	8	157.28
North Camp	Platform 1	7	153.62
	Platform 2	7	153.62
North Sheen	Platform 1	8	160.93
	Platform 2	8	160.93
Overton	Platform 1	9x159	223.11
	Platform 2	9x159	223.11
Oxshott	Platform 1	8	155.45
	Platform 2	8	155.45
Parkstone	Platform 1	6	130.76
	Platform 2	6	130.76
Petersfield	Platform 1	12	252.9
	Platform 2	12	247.80
Pinhoe	Platform 1	6x159	154.53
	Platform 2	6x159	150.88
Pokesdown	Platform 1	8	231.34
	Platform 2	11	231.34
Poole	Platform 1	12	252.9
	Platform 2	12	247.80

Station	Platform	Length (cars)	Length (metres)
Portchester	Platform 1	5	123.97
	Platform 2	5	125.25
Portsmouth & Southsea	Platform 1	12	247.80
	Platform 2	12	247.80
	Platform 3	10	223.11
	Platform 4	8	209.40
Portsmouth Harbour	Platform 1	8	163.00
	Platform 3	12	244.00
	Platform 4	12	244.00
	Platform 5	12	244.00
Putney	Platform 1	8	186.54
	Platform 2	8	186.54
	Platform 3	8	186.54
	Platform 4	8	186.54
Queenstown Road	Platform 1	8	162.76
	Platform 2	8	162.76
	Platform 3	8	162.76
Raynes Park	Platform 1	8	193.85
	Platform 2	8	193.85
	Platform 3	8	193.85
	Platform 4	8	187.45
Reading	Platform 4a	8	163.00
	Platform 4b	8	163.00
Redbridge	Platform 1	7	148.13
	Platform 2	7	148.13
Richmond	Platform 1	8	203.91
	Platform 2	8	203.91
Romsey	Platform 1	7	157.28
	Platform 2	6	154.53
Rowlands Castle	Platform 1	6	133.50
	Platform 2	6	133.50
Salisbury	Platform 2	12 SCL	228.60
	Platform 3	12 SCL	228.60
	Platform 4	14 SCL	289.86
	Platform 5 (special instruction)	7 SCL	143.56
	Platform 6	7 SCL	162.76
	Platform 1 (special instruction)	12 SCL	228.60
Sandhurst	Platform 1	3	78.64
	Platform 2	3	78.64
Shalford	Platform 1	6	104.24
	Platform 2	6	97.84
Shawford	Platform 1	5	105.16
	Platform 2	5	105.16
	Platform 3	4	105.16
Shepperton	Single	8	168.25
Sherborne	Platform 1	6x159	143.56
	Platform 2	6x159	159.10
Sholing	Platform 1	8	160.93
	Platform 2	8	160.93

Station	Platform	Length (cars)	Length (metres)
Southampton Airport Parkway	Platform 1	12	248.72
	Platform 2	12	248.72
Southampton Central	Platform 1	13	277.06
	Platform 2	13	277.06
	Platform 3	13	277.06
	Platform 4	13	277.06
	Platform 5 (special instruction)	6	136.25
St Denys	Platform 1	7	139.90
	Platform 2	6	139.90
	Platform 3	7	140.82
	Platform 4	7	140.82
St Margarets	Platform 1	8	192.2
	Platform 2	8	197.4
	Platform 3	8	172.4
Staines	Platform 1	8	170.08
	Platform 2	8	161.85
Stoneleigh	Platform 1	8	157.28
	Platform 2	8	157.28
Strawberry Hill	Platform 1	8	191.11
	Platform 2	8	191.11
Sunbury	Platform 1	8	162.76
	Platform 2	8	162.76
Sunningdale	Platform 1	8	168.25
	Platform 2	8	168.25
Sunnymeads	Platform 1	8	158.19
	Platform 2	8	158.19
Surbiton	Platform 1	12	243.23
	Platform 2	12	243.23
	Platform 3	12	243.23
	Platform 4	12	243.23
Swanwick	Platform 1	7	159.11
	Platform 2	7	159.11
Sway	Platform 1	7	137.16
	Platform 2	7	137.16
Swaythling	Platform 1	4	92.35
	Platform 2	4	92.35
Syon Lane	Platform 1	8	182.5
	Platform 2	8	209.40
Teddington	Platform 1	8	182.88
	Platform 2	9	161.85
Templecombe	Single	6x159	147.22
Thames Ditton	Platform 1	8	178.31
	Platform 2	8	178.31
Thornford	Single	2	45.72
Tisbury	Single	3x159 or 4x170	90.53
Tolworth	Platform 1	8	167.34
	Platform 2	8	167.34
Totton	Platform 1	7	128.93
	Platform 2	7	128.93

Station	Platform	Length (cars)	Length (metres)
Twickenham	Platform 2 Up Bay	7	139.90
	Platform 3	8	160.93
	Platform 4	8	160.93
	Platform 5	8	160.93
Upper Halliford	Platform 1	8	160.02
	Platform 2	8	160.02
Upwey	Platform 1	6	127.10
	Platform 2	6	127.10
Vauxhall	Platform 1	10	209.40
	Platform 2	10	209.40
	Platform 3	8	209.40
	Platform 4	8	209.40
	Platform 5	8	191.11
	Platform 6	8	191.11
	Platform 7	8	191.11
	Platform 8	8	191.11
Virginia Water	Platform 1	8	180.93
	Platform 2	8	163.68
	Platform 3	7	154.53
	Platform 4	8	165.25
Walton on Thames	Platform 1	12	245.97
	Platform 2	12	245.97
Wanborough	Platform 1	4	90.53
	Platform 2	4	90.53
Wandsworth Town	Platform 1	8	175.1
	Platform 2	8	170.99
	Platform 3	8	170.99
	Platform 4	8	186.54
Wareham	Platform 1	8	174.65
	Platform 2	8	174.65
West Byfleet	Platform 1	12	245.06
	Platform 2	12	245.06
Weybridge	Platform 1	8	167.34
	Platform 2	12	233.17
	Platform 3	12	250.55
Weymouth	Platform 1	5	120.70
	Platform 2	12	272.49
	Platform 3	12	272.49
Whimble	Single	3x159	78.64
Whitchurch	Platform 1	9x159	219.46
	Platform 2	9x159	219.46
Whitton	Platform 1	8	166.42
	Platform 2	8	166.42
Wimbledon	Platform 5	10	230.00
	Platform 6	10	230.00
	Platform 7	10	230.00
	Platform 8	10	225.00
Winchester	Platform 1	12	247.80
	Platform 2	12	247.80

Station	Platform	Length (cars)	Length (metres)
Winchfield	Platform 1	7	161.85
	Platform 2	10	198.42
Windsor & Eton Riverside	Platform 1	10	199.34
	Platform 2	9	181.05
Winnersh	Platform 1	8	168.6
	Platform 2	8	169.1
Winnersh Triangle	Platform 1	8	167.34
	Platform 2	8	167.34
Witley	Platform 1	8	165.51
	Platform 2	8	165.51
Woking	Platform 1	12	253.10
	Platform 2 Down	12	254.00
	Platform 2 Up	12	251.00
	Platform 3	12	255.00
	Platform 4 Down	12	252.00
	Platform 4 Up	12	256.00
	Platform 5 Down	14	289.00
	Platform 5 Up	12	275.00
Wokingham	Platform 6	6	127.50
Wool	Platform 1	8	166.6
	Platform 2	8	169.16
Woolston	Platform 1	6	139.90
	Platform 2	6	139.90
Worcester Park	Platform 1	7	150.88
	Platform 2	7	150.88
Worpleston	Platform 1	8	164.59
	Platform 2	8	164.59
Worpleston	Platform 1	12	246.89
	Platform 2	12	246.89
Wraysbury	Platform 1	8	177.39
	Platform 2	8	165.51
Yeovil Junction	Platform 1	6x159 (9 SCL)	185.62
	Platform 2	6x159 (9 SCL)	185.62
Yeovil Pen Mill	Platform 1	9	166.42
	Platform 2	8	166.42
Yetminster	Single	4	93.27

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Procedure for an International Passenger or ECS train carrying a 9xxx mission number to pass a signal at danger

Duties of Signaller

- a) The Rule Book, Module S5, Sections A1.2, A5.1 - 5.3, A5.5 and Module TW7, Section 1.2 and the Rule Book, Module TS2, Track Circuit Block Regulation 11, clauses 11.3 and 11.4, apply.
- b) Where a Handsignaller has been appointed, he will advise the Signaller when an International Passenger or ECS train has arrived at the signal concerned. The Signaller must advise the Handsignaller that he will be dictating all necessary instructions and authorisation to pass the signal at danger direct to the Driver, whether or not the Driver uses the signal post telephone.
- c) If the International Train Radio (ITR) is defective, the Driver will contact the Signaller using a mobile telephone or the signal post telephone. If the Driver is using a mobile telephone, he will advise the Signaller of the number of the telephone.
- d) The Signaller must advise the Driver that the "Livret Formulaire" Procedure will apply and instruct him to turn to the required page. The Signaller must complete the appropriate form and then dictate to the Driver the information he has entered onto the form (the form may be completed by the Signaller before the train arrives at the signal).
- e) The Signaller must ask the Driver to repeat back to him the message, including the details on the Driver's form. Where practicable, the Signaller must arrange for a Supervisor or another Signaller to verify that the Driver understands the instructions by either listening simultaneously to the Driver's repetition of the detail entered on his form or by asking him to repeat it separately.
- f) When a Handsignaller has been appointed, the Signaller must then instruct him to remove the detonator from the line, and to confirm when he has done so and that he is in, and will remain in, a place of safety. The Signaller must give the Driver an authorisation number and authority to proceed. The Handsignaller is not required to exhibit a yellow handsignal to the Driver.
- g) When a Handsignaller has not been appointed, the Signaller may then give the Driver an Authorisation Number and authority to proceed.

Duties of Handsignaller where one is appointed

- a) The Rule Book, Module T8, Section 7.1 – 7.3 apply except as shown below.
- b) When an International Passenger or ECS train arrives at the signal where the Handsignaller is positioned, he must immediately advise the Signaller.
- c) The Signaller will advise the Handsignaller that he will be dictating authorisation for the train to pass the signal at danger direct to the Driver, whether or not the Driver uses the signal post telephone.
- d) The Signaller will instruct the Handsignaller when to remove the detonators from the line and to call back when he has done so.
- e) When the Handsignaller has removed the detonator, he must confirm to the Signaller that he has done so and that he is in, and will remain in, a place of safety. The Handsignaller is not required to exhibit a yellow handsignal to the Driver.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Protection of emergency services' personnel

When the Emergency Service (Fire Brigade, Police or Ambulance) are called to attend an incident on or near railway property the Emergency Service they will normally contact Network Rail Control who, in conjunction with the Signaller, will arrange for the safety of all personnel involved, including blocking the line for the passage of trains if necessary.

A Railway Incident Officer must, as soon as practicable, go to the site to liaise with the Emergency Service Incident Officer.

Where an isolation of the traction current is required the Emergency Service Incident Officer will contact the Emergency Service Control. The Emergency Service Control will contact Network Rail Control with the request for the isolation. Traction current will be discharged in accordance with D.C. Electrified Lines Instruction 6.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Restricted line sections applicable to DOO (NP) trains

Clause C8, White Pages, refers. Certain types are prohibited from being conveyed on DOO (NP) trains running over specified sections of lines on Network Rail Kent, Sussex and Wessex Routes are as follows:-

4 - wheeled service wagons (code Z) unless brake coded A, B or X.

These wagons are prohibited on DOO (NP) trains when running over the sections of line listed below:-

- Dorking to Arundel (a & b)
- Willingdon Jn to Bo Peep Jn (b)
- Robertsbridge to Bo Peep Jn (a)
- Redhill to Tonbridge (a)
- Sturry to Minster (a)
- Faversham to Dover Priory (a & b)
- Dover Priory to Martin Mill (a)
- Martin Mill to Minster South Jn (a)
- Worting Jn to Salisbury (a)
- Romsey to Salisbury (a)
- Wilton Jn to Warminster (a)
- Poole to Dorchester (b)

On TOPS produced train lists, for DOO (NP) services when excluded wagon types are to be conveyed, the warning 'MAY NOT BE PERMITTED ON GUARDLESS TRAINS' will always appear. On the DOO (NP) running over sections of lines **other than those shown above**, the person responsible for train preparation must strike out the words 'MAY NOT BE PERMITTED ON GUARDLESS TRAINS' and validate by signing the list.

Notes

- a) Telephones are over two miles apart - paragraph 5.1.1 (A) of DOO (NP) instructions refers.
- b) Non Track Circuit Block section is over 10 miles - paragraph 5.1.3 of DOO (NP) instructions refers.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Restricted routes for freight trains

With reference to Clause D2/2 of the Green pages, the following wagons are authorised to pass over the undermentioned routes:

Charlton Jn. to London end of Plumstead station

- All wagons of types HHA, HBA, HCA, PCA, JCA, JDA, TTA and PGA
- JGA wagons of numbers series BHQ 17101 - 51
- JHA wagons of numbers series MAR 17701 - 35
- JHA wagons of number series ARC 17901 - 32
- JHA wagons of numbers series ARC 19801 - 913
- JHA wagons of numbers series OK 19300 - 19
- KFA wagons of number series TIPH 93242 - 93489
- All wagons of types Q, Y, and Z (Engineer wagons)

New Cross Station to St. Johns station

- All wagons of types Q, Y, and Z (Infrastructure wagons)

North Kent East Jn. to Charlton Jn.

- All wagons of types Q, Y, and Z (Infrastructure wagons)

Prior to the introduction of any new wagon types operating over Network Rail Kent, Sussex and Wessex Routes, clearance must be obtained from the Train Planning Manager, Network Rail.

Due to short-length track circuits, vehicles which a distance greater than 17.5 metres between adjacent wheel sets are prohibited between Metropolitan Junction and Cannon Street.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Route availability of MGR Coal Wagons

HAA/HBA/HCA/HDA wagons with or without canopies, appearing on TOPS as up to and including RA 9, may pass without restriction or the need to issue a form RT 3973 over:

- All routes classified RA 7 or RA 8
- Any route classified below RA 7 now cleared for the passage of loaded HAA wagons.

The above dispensation will only apply to any new flows of these wagons following clearance on a route through the normal RA channels.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

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 40mph. Trials underway on West Coast South permit water jetting at 60 mph
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.
 - 3.4 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 T1B, Clause 11 and advising Operations Control of the failure. Signalling General Instruction 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: 01/10/06

Scharfenberg match wagons

These match wagons will allow a locomotive to be coupled to a Class 373 unit. Each match wagon is a converted bogie parcels van with the bodysell removed and the underframe decked over with steel plates to hold concrete ballast. Both ends of the vehicle are equipped with:- buffing gear, a draw hook (the screw coupling has been removed), a Scharfenberg coupler, and hoses for the air brake and main reservoir systems. There are three lamp brackets on each buffer beam.

The match wagons are located at:-

North Pole International Depot

Dollands Moor Freight Operations Centre

A single match wagon is authorised to be propelled on Network Rail lines subject to the following conditions:-

- a) An illuminated portable electric headlight must be conveyed on the leading buffer beam;
- b) Not to exceed 75 mph;
- c) On the Wessex Route, a single match wagon is authorised to be propelled on lines where Class 373 units are permitted (with or without restrictions), also between Clapham Jct. and Longhedge Jn.

When moving a match wagon, the Scharfenberg couplers must always be in the raised position and only lowered when being used to attach a Class 373 unit, another match wagon or a scharfenberg fitted locomotive. The lowering/raising of a Scharfenberg coupler must only be carried out by staff trained in its operation.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Shunting

Where a forward movement has to be made prior to shunting back into another road, and owing to an accumulation of crossings, the shunt signal for the latter movement is situated at a distance from the points to which it applies, the train must always be run sufficiently far forward so that the rear vehicle clears the signal intended for the backward movement.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Siding buffer stop lamps

Generally lamps are provided only on the buffer stops of shunting necks and reception sidings. Lamps may also be provided on the buffer stops of multiple unit berthing sidings where direct movements are made from the running line which are not accompanied by a Shunter and where the buffer stops may not be clearly visible.

Where lamps are required, they must exhibit a red light. If, however, there is any possibility of a red lamp being misinterpreted by Drivers on an adjacent running line, a white light must be used.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Signal passed at danger (SPAD) indicators

At certain locations an override plunger is fitted, and the Signaller will instruct the Driver, or Handsignaller, to activate the plunger, operative for one movement only, before giving authority for the movement to commence. At certain locations the override plunger is locked in a small cabinet which is locked with a BR1 key.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Signals with additional AWS magnet but no SPAD indicator

The signals shown below are fitted with additional AWS magnets which will give a warning to the Driver when the signal is passed at Danger. On receiving this warning, the Driver must immediately stop and contact the Signaller.

East Croydon	T108	London end of Platform 5		
	T115	Country end of Platform 2		
	T117	Country end of Platform 3		
Orpington	AD61	Country end of Platform 4		
	AD63	Country end of Platform 3		
Portsmouth Harbour	PW7	Platform 3		
Victoria	VC509	Platform 13		
	VC505	Platform 15		
	VC501	Platform 17		
Waterloo	W1	Platform 1	W21	Platform 11
	W3	Platform 2	W23	Platform 12
	W5	Platform 3	W25	Platform 13
	W7	Platform 4	W27	Platform 14
	W9	Platform 5	W29	Platform 15
	W11	Platform 6	W31	Platform 16
	W13	Platform 7	W33	Platform 17
	W15	Platform 8	W35	Platform 18
	W17	Platform 9	W37	Platform 19
	W19	Platform 10		
Wimbledon	W191	Country end of Platform 5		

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Starting of an International Passenger or ECS train where no stop signal is provided

When, in an emergency, International Passenger or ECS trains terminate at a station and start back from the same platform line, and no stop signal is provided for this movement, the Driver will obtain the Signaller's authority using the appropriate form from the "Livret Formulaires" before the movement commences.

Where a Handsignaller is provided he is not required to exhibit a yellow handsignal to the Driver.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Table D - Single lines - Delivery and receipt of the token or staff by persons other than the signaller

Section of Line	Token or Staff Location	Person authorised to receive or deliver token or staff
Marchwood and Fawley	Fawley	Person in charge
Andover and Ludgershall	Andover	Shunter
Wareham and Furzebrook Sidings	Wareham	Trainman (See Module 3, Local Instructions)
Yeovil Pen Mill and Maiden Newton	Yeovil Pen Mill	Person in charge or Guard

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Temporary block working arrangements for an International Passenger or ECS train carrying an 9xxx mission number

Duties of Signaller

- a) The Rule Book Module TS2, Track Circuit Block Regulation 11, clause 11.7, applies except as shown below. The Rule Book, Module S5, Section A5 will not apply.
- b) The Handsignaller will advise the Signaller when an International Passenger or ECS train has arrived at the signal which is being held at danger. The Signaller must advise the Handsignaller that he will be dictating a Temporary Block Working Ticket direct to the Driver, whether or not the Driver makes use of the signal post telephone.
- c) If the International Train Radio (ITR) is defective, the Driver will contact the Signaller using a mobile telephone or the signal post telephone. If the Driver is using a mobile telephone, he will advise the Signaller of the number of the telephone.
- d) The Signaller must advise the Driver that the "Livret Formulaire" Procedure will apply and instruct the Driver to turn to the required page. The Signaller must complete the appropriate form and then dictate to the Driver the information he has entered onto the form (the form may be completed by the Signaller before the train arrives at the signal). When arrangements have not been published, the Signaller must additionally instruct the Driver to advise details to the Train Manager 2.
- e) The Signaller must then ask the Driver to repeat back the message, including the details entered on the Driver's form. Where practicable, the Signaller must arrange for a Supervisor or another Signaller to verify that the Driver understands the instructions by either listening simultaneously to the Driver's repetition of the detail entered on his Form, or by asking him to repeat it separately.
- f) When the Signaller is satisfied that the Driver has fully understood the instructions and, where necessary, has received assurance that the Train Manager 2 is aware of the arrangements, the issue of a Temporary Block Working Ticket will be deemed to have taken place.
- g) The Signaller must then tell the Handsignaller to remove the detonator from the line and to call back when he has done so.
- h) Before communicating further with the Driver, the Signaller must advise the Handsignaller at the signal at the end of the section that the next train through the section will be an International Passenger or ECS train, and that a Temporary Block Working ticket will not be carried.
- i) The Signaller must obtain confirmation that the Handsignaller has removed the detonator and that he is in, and will remain in, a place of safety. The Handsignaller is not required to exhibit a yellow handsignal to the Driver.
- j) The Signaller may then give the Driver an Authorisation Number and authority to proceed.
- k) The Handsignaller at the signal at the end of the section must be instructed to:-
 1. maintain one detonator on the line to which the signal applies and exhibit a hand danger signal to the Driver until the train has stopped;
 2. when the train has stopped at the signal, to remove the detonator from the line and to call the Signaller when he has done so, also confirming that he is in, and will remain in, a place of safety;
 3. advise the Signaller when the train has passed complete with tail light 200 yards (or 200 metres) beyond the signal.
- l) On arrival at the signal at the end of the Temporary Block Working section, the Driver will report his position to the Signaller, who must instruct him to write 'Cancelled' across his Form and to await clearance of the signal or further instructions.
- m) The Signaller must cancel his own form in accordance with Local Instructions.

Duties of Handsignaller at the Entrance to Temporary Block Working Section

- a) The Rule Book, Module T8, Section 8.1-8.4 applies except as shown below.
- b) When an International Passenger or ECS train arrives at the signal where the Handsignaller is positioned, he must immediately advise the Signaller.
- c) The Signaller will advise the Handsignaller that he will be dictating a Temporary Block Working ticket direct to the Driver, whether or not the Driver uses the signal post telephone.
- d) The Signaller will instruct the Handsignaller when to remove the detonators from the line and to call back when he has done so.

- e) When the Handsignaller has removed the detonator, he must confirm to the Signaller that he has done so, and that he is in, and will remain in, a place of safety. The Handsignaller is not required to exhibit a yellow hand signal to the Driver.

Duties of Handsignaller at the end of the Temporary Block Working Section

- a) The Handsignaller at the signal at the end of the section will be advised by the Signaller when the next train movement through the section will be an International Passenger or ECS train and that a Temporary Block Working ticket will not be carried.
- b) The Signaller will specially instruct that:-
1. one detonator be maintained on the line to which the signal applies and a hand danger signal be exhibited to the Driver until the train has stopped;
 2. when the train has stopped at the signal, the detonator be removed from the line and the Signaller then be informed, with confirmation that a place of safety has been gained;
 3. the Signaller be advised when the train has passed complete with tail light, 200 yards (or 200 metres) beyond the signal.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Track circuit operating clips

Track circuit operating clips must, when necessary, be used on the fourth rail electrified lines between East Putney and Wimbledon.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Traction units fitted with automatic sanding equipment

Automatic Sanding Equipment, which works in association with the WSP (wheel slide protection) and the braking systems, is fitted on the following classes of traction units: -

DMU's

165 / 166 (First Great Western), 170/3 (South West Trains), and certain units of following classes 158 (First Great Western) 159 (South West Trains).

EMU's

319 (First Capital Connect), Class 442, 455 (South West Trains), 465 / 466 (South Eastern), 508 (South Eastern).

When WSP activity is indicated and either Step 3 or the Emergency Brake application is selected, the Driver must assume that the automatic sanding equipment has been activated and that sand has been applied to the railhead. The Signaller must be advised of the circumstances, giving the location of the sand application and the approximate length of track to which sand was applied.

When a Signaller is advised that sanding may have taken place, the provisions of the Rule Book, Module TW1, Section 17.2-17.4 "Rail Head adhesion" must be applied.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Train specifications (including specially authorised loads)

All freight (including infrastructure trains) worked to, from or via Network Rail Kent, Sussex and Wessex Routes must run under 'Specified Load' conditions. The maximum loads are listed in the Freight Train Loads book issued by the Train Planning Manager, Network Rail, to meet the service specification of the WTT Section WK (East & West) freight & departmental train services or, in the case of specially arranged services, in the Special Traffic Notices. In the case of specially arranged services, the maximum loads will be published in the Freight Train Notice.

The Specifications given apply to all services in the Working Timetable. Where no specific route is shown the specification must be regarded as applying to the normal direct booked route.

The train weight (maximum load) must not be exceeded or locomotive class(s) varied without prior authority from Network Rail Control, providing the figures shown in the Freight Train Loads book are not exceeded.

The maximum loads shown are inclusive of locomotive(s) and any necessary brake van or separation (barrier) wagons.

In the case of trains running under Control arrangements and for which no load may be ascertained by reference to the loads published for trains running over the same route, and worked by a similar class of locomotive, details of the maximum permissible load should be obtained from Network Rail Control.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Trains worked by diesel shunting locomotives

Maximum loads for services regularly worked by Class 08 or 09 (350 h.p) DLS's are shown in the Freight Train Loads books. The maximum load for any specially arranged service worked by a class 08 or 09 DSL and for which no load is shown in the Freight Train Loads books should be published with details of the working in the appropriate daily or Weekly Freight Train Notice.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

UFM 160 Track Inspection and Analysis Vehicle

UFM 160 is an on-track recording machine used for the recording of track measurements, which consists of a two car diesel unit. Each of the cars has a power unit, and the train is fitted with Cab Secure Radio. The train ID for this train will always be 1298.

The train is allowed to travel at the relevant line speed whilst it is recording. It must not be diverted from the route shown in the Working Timetable or Special Train running notice, unless authorised by Network Rail Control. In the event of the unit failing, only trains fitted with a screw coupling are allowed to assist.

The train crew consists of a Driver, Operator and Train Captain. The Train Captain will consult with the Signallers and Control regarding any defects found during testing, which require urgent attention.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Uncoupling of trains

At those locations where trains are booked to uncouple and it is found that the connections are on the "offside" the provisions of the Rule Book, Module T10, Sections 6 and 8, and Module TS1, Signalling General Instruction 13 must be applied subject to the following modifications:-

The Shunter or person performing the uncoupling movement (who need not be a COSS/IWA) must inform the Signaller of the circumstances and request that the adjoining line be blocked to enable the uncoupling operation to be carried out. The Signaller must carry out protection as per the provisions of SGI 13.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Vortok trackguard safety barrier

Please note that the above equipment has been approved for use on the Kent, Sussex and Wessex Routes in AC, DC and non electrified areas. The approval is currently for these Routes Only.

The Safety Barrier may only be erected by persons who have received suitable instruction in its use.

The COSS will be responsible for ensuring that the barrier is erected in accordance with the manufacturer's instructions and is clear of gauge of the line (s) open to traffic.

The barrier clips under the bottom of the rail of the line open to traffic and is adjustable to provide the two distances mandated in the Rule Book for Green Zone working i.e. 4ft & 6ft 6in.

The equipment is non conductive and provides a ridged barrier to separate persons working in a Green Zone from traffic in the line(s) open to traffic.

Persons on the open line requiring to pass through the barrier (e.g. in an emergency to reach a position of safety) should push against the horizontal bars which will come out of their housings to permit access to the Green Zone.

The bar if pushed from the Green Zone side will not be dislodged from its housing.

If it has been necessary to breach the safety barrier the COSS must be advised.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Wagons fitted with buckeye couplings

Wagon types JHA, JNA, JTA, JUA, JYA and KEA are operated in sets. A train may consist of more than one set of wagons, the 'inner wagons are fitted with Buckeye type E/f couplings both ends and have no buffers. The 'outer' wagons are fitted with E/F coupling at one end and screw couplings at the other end

Any instanter-fitted wagons MUST be formed to the rear of these wagons and PGA 51t wagons to the rear of those on all loaded trains.

Disengagement of couplings

To part vehicles (e.g. due to hot axle box or other defect) the buckeye must be disengaged. This is achieved by the operation of the fixed handle attached to each coupling. The handle must be lifted firmly for a short movement outwards; no significant force is required. Only one handle on either side of the coupled vehicles needs to be lifted to achieve separation. The coupling will separate as vehicles are drawn apart.

Re-engagement of coupling

This should be performed on straight, level track. One or both knuckles should have been opened by means of lifting the disengagement handle. The vehicles are brought slowly together until the knuckles snap shut.

The coupling should be tested to ensure that it is secure by gently drawing ahead after re-engagement to ensure the vehicles remain coupled.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/06

Explanation of Table A terms and symbols

Index & Key To Symbology

All information is shown with the Down direction being down the page and the Up direction being up the page - unless indicated otherwise.

Location Column

Station names are shown in CAPITALS.

Ground Frames are indicated by the letters GF, 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 following abbreviations following the name:

- 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 (barriers) operated locally by a signaller or crossing keeper
CCTV	Manned Level Crossing (full BARRIERS) closed circuit television
RC	Remotely Controlled Manned

- Automatic Crossings

AHBC	Automatic Half-Barrier
ABCL	Automatic Barrier Crossing - road warning lights and barriers monitored by train crew
R/G	Miniature Red/Green Warning Lights (inc. Miniature Stop Lights)
AOCL	Open Crossing - road warning lights monitored by train crew

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.
BW	Bridleway Crossing

Token Exchange Points on Radio Electronic Token Block lines are identified by the letters - TEP.

Overhead Line Neutral Sections are indicated by the letters OHNS.

Mileage Column

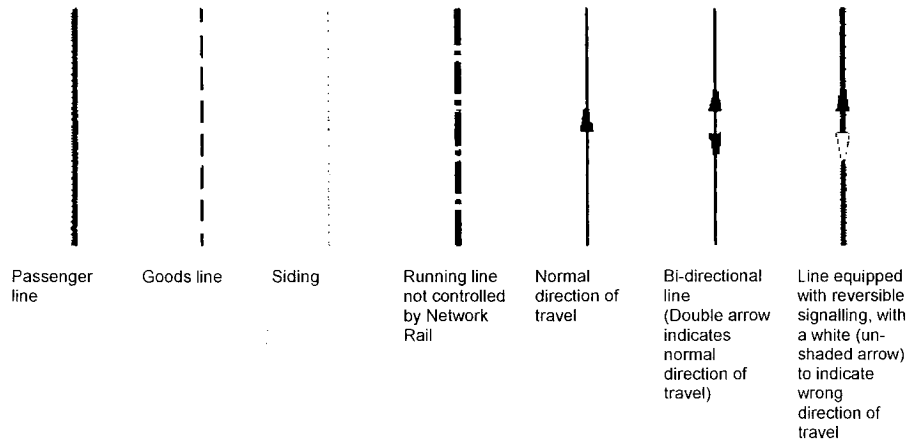
Mileage is shown in miles and chains. (1 mile = 1760 yards / 1.6 Km, 1 chain = 22 yards / 20.11 metres)

Where the lineside mileage changes, the entry is shown:

$$\begin{array}{r} 47 \text{ } 02 \\ \hline 0 \text{ } 00 \end{array}$$

Running lines and speed restriction column

This contains a diagrammatic representation of all running lines and associated connections, 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 and Remarks column.

Speed Restrictions

- The maximum permitted speed is shown in Miles per Hour on each running line.
- The location of a change in Maximum Permitted 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 the wrong 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> 40	<u>20</u> 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 m.p.h. and the maximum speed in Depots and Carriage Sidings is 5 m.p.h.

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.

Signalling and remarks column

The Signalling and 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	NRN radio channel number where appropriate	CSR number where appropriate
TCB RA8	Liverpool St IECC (L) AC: Romford	NRN 020	CSR 42
Route availability number for the line(s) concerned	Type of electrification where appropriate and Electrical control room responsible for the area		

GSM-R

Areas covered by GSM-R are indicated with the following symbol (Specific details are shown in the Signalling and Remarks Column):

GSM-R area



Mode of signalling

TCB	Track Circuit Block
AB	Absolute Block
AB (PF)	Permissive Block
TB	Tokenless Block
OTS	One Train Working where a staff is provided
OTNS	One Train Working where a staff is not provided

RETB	Radio Electronic Token Block (including the channel number)
ET	Electronic Block
TST	Train Staff and Ticket (Detail in Local instructions where applicable)
NSTR	No Signaller Token with Remote Crossing Loops
NB	No Block
C2	Western only (See Western General Instructions for details)

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.

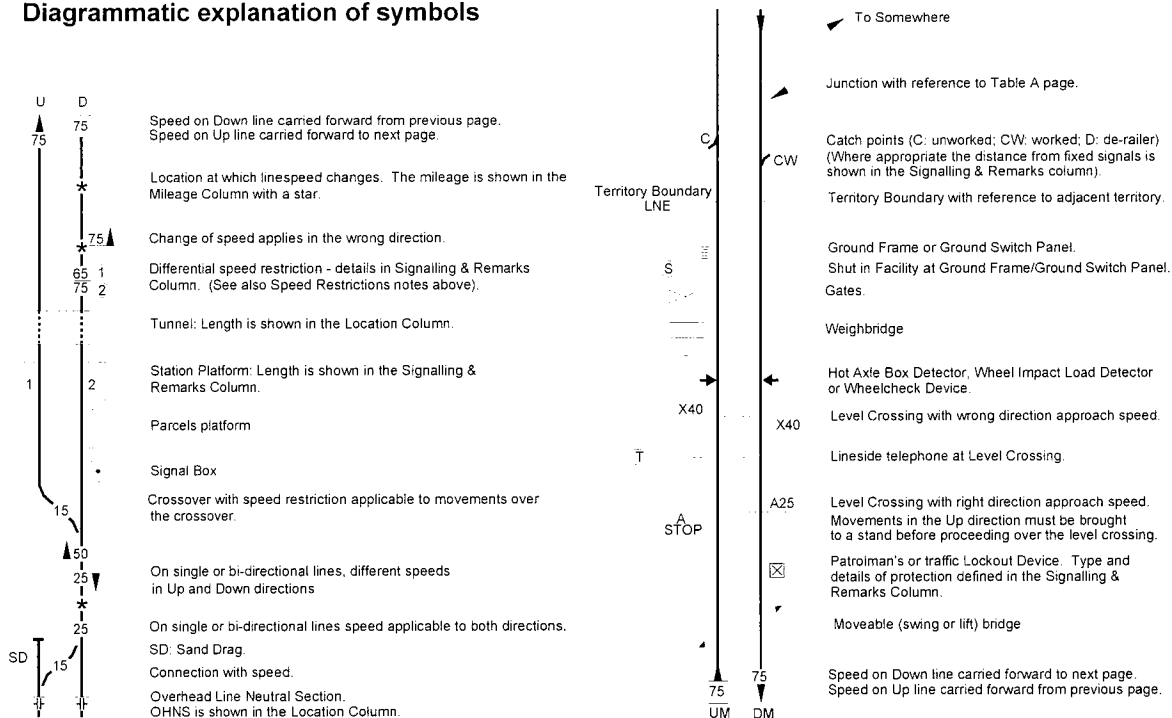
The signalling and remarks column contains additional information as follows:

- Special Speed restrictions where denoted by ① (or other number in a circle) in the Running Lines and 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. Goods lines are not AWS fitted unless otherwise indicated.
- 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 and yards.
- Locations of catch points.
- Other additional remarks e.g. telephones where provided for traffic purposes.
- Length of station platforms in metres and yards.
- Local Instructions are referred to where appropriate.
- Locations of Hot Axle Box Detectors.
- 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, 5 and 0 trains.
 - PP-C - Permissive Working - Contingency use only for class 1, 2, 5 and 0 trains.
 - PP-A - Permissive Working - Attaching and Contingency use only for class 1, 2, 5 and 0 trains.
 - PF - Permissive Working for class 3 to 8 and 0 trains

Diagrammatic explanation of symbols

Dated: 07/10/06

Diagrammatic explanation of symbols



Index of Locations

Location	Table A - Module
Abbey Farm No. 2 Crossing	SW115-013-KSW3
Abbey Meads Crossing	SO310-012-KSW2
ABBEY WOOD	SO290-007-KSW2
Abbey Wood TP Hut	SO290-007-KSW2
Abbotscliffe Substation	SO130-034-KSW2
Abbotscliffe Tunnel	SO130-034-KSW2
ADDLESTONE	SW255-002-KSW3
Addlestone Jn	SW255-002-KSW3
Addlestone LC (CCTV)	SW255-002-KSW3
Adelaide LC (CCTV)	SW140-001-KSW3
ADISHAM	SO160-003-KSW2
Adisham Substation	SO160-003-KSW2
Admiralty Crossing	SW105-044-KSW3
Adversane LC (AHBC)	SO520-005-KSW2
ALBANY PARK	SO310-003-KSW2
Albany Park Substation	SO310-003-KSW2
Albemarle Road TP Hut	SO110-008-KSW2
ALDRESHOT	SW120-003-KSW3
Aldershot North Jn	SW120-002-KSW3
Aldershot SB (AS)	SW120-003-KSW3
Aldershot South Jn	SW265-002-KSW3
Aldershot Tunnel	SW120-003-KSW3
ALDRINGTON	SO630-002-KSW2
ALDRINGTON	SW305-003-KSW3
Allbrook	SW105-023-KSW3
Allington Ground Frame	SO310-013-KSW2
Allington Sidings	SO310-013-KSW2
ALTON	SW120-006-KSW3
AMBERLEY	SO520-007-KSW2
Amberley SB (AY)	SO520-007-KSW2
Amberley TP Hut	SO520-007-KSW2
AMPRESS WORKS	SW160-002-KSW3
ANDOVER	SW115-002-KSW3
Andover Ground Frame F (YWF)	SW115-002-KSW3
Andover Ground Frame G (YWF)	SW115-002-KSW3
ANERLEY	SO510-006-KSW2
ANGMERING	SO630-007-KSW2, SW305-006-KSW3
Angmering LC (CCTV)	SO630-007-KSW2, SW305-006-KSW3
Angmering Substation	SO630-007-KSW2
APPLEDORE	SO600-010-KSW2
Appledore LC (AHBC)	SO600-010-KSW2
Ardingly Sidings	SO500-021-KSW2
ARUNDEL	SO520-008-KSW2
Arundel Jn	SO520-008-KSW2, SO630-008-KSW2,
	SW305-007-KSW3
Arundel SB (AR)	SO520-008-KSW2
Arundel TP Hut	SO520-008-KSW2
ASCOT	SW210-010-KSW3
ASH	SW265-002-KSW3
Ash LC (CCTV)	SW265-002-KSW3
Ash Road LC (AHBC)	SO240-004-KSW2
ASH VALE	SW120-002-KSW3
Ash Vale Jn (HW)	SW120-002-KSW3
Ashcombe TP Hut	SO620-003-KSW2
Asheham Crossing	SO620-005-KSW2

Location	Table A - Module
ASHFORD	SO130-025-KSW2, SO130-026-KSW2
ASHFORD	SW210-006-KSW3
Ashford IECC (AD)	SO130-026-KSW2
Ashford LC (R/G)	SW115-010-KSW3
Ashford Substation	SO130-027-KSW2
Ashleys Crossing	SO210-001-KSW2
ASHTREAD	SO680-007-KSW2, SW180-004-KSW3
Ashtread LC (CCTV)	SO680-007-KSW2, SW180-004-KSW3
Ashtread Substation	SO680-007-KSW2
ASHURST	SO540-002-KSW2
Ashurst Jn	SO540-002-KSW2
ASHURST NEW FOREST	SW105-035-KSW3
Austin Crossing	SO110-023-KSW2
Axe LC (AHBC)	SW115-013-KSW3
AXMINSTER	SW115-013-KSW3
Axminster LC (CCTV)	SW115-013-KSW3
AYLESFORD	SO310-012-KSW2
Aylesford Ground Frame	SO310-012-KSW2
Aylesford LC	SO310-012-KSW2
Aylesford SB (AF)	SO310-012-KSW2
Aylesford TP Hut	SO310-013-KSW2
Aylesford Village LC (CCTV)	SO310-012-KSW2
AYLESHAM	SO160-003-KSW2
BAGSHOT	SW260-001-KSW3
Bagshot Tunnel	SW260-001-KSW3
Baker's Crossing	SO520-004-KSW2
Bakers (Accom)	SO600-009-KSW2
BALCOMBE	SO500-020-KSW2
Balcombe Tunnel	SO500-020-KSW2
Balcombe Tunnel Jn	SO500-020-KSW2
Balcombe Tunnel Substation	SO500-020-KSW2
BALHAM	SO500-005-KSW2
Balham Jn	SO500-005-KSW2
Balham Substation	SO500-005-KSW2
Balham TP Hut	SO650-001-KSW2
Ballast Hole Crossing	SO180-001-KSW2
Banks Crossing	SW150-001-KSW3
BANSTEAD	SO510-012-KSW2
Banstead Substation	SO510-012-KSW2
Barford F/P Crossing	SW115-007-KSW3
BARMING	SO140-005-KSW2
Barming Substation	SO140-005-KSW2
Barn s Green LC (AHBC)	SO520-004-KSW2
BARNEHURST	SO300-003-KSW2
BARNES	SW210-002-KSW3
BARNES BRIDGE	SW230-001-KSW3
Barnes Green TP Hut	SO520-004-KSW2
Barnett Wood TP Hut	SO680-007-KSW2
BARNHAM	SO520-010-KSW2, SW305-009-KSW3
Barnham SB (BH)	SO520-010-KSW2, SW305-009-KSW3
Barnham Substation	SO520-010-KSW2
Barts (Accom)	SO600-010-KSW2
Basin Road LC (CCTV)	SO520-012-KSW2, SW305-011-KSW3
BASINGSTOKE	SW105-017-KSW3
Basingstoke SB (YW)	SW105-017-KSW3
BAT & BALL	SO140-002-KSW2

Location	Table A - Module
BATTERSEA PARK	SO110-003-KSW2, SO500-003-KSW2, SO645-001-KSW2
Battersea Park Jn	SO500-003-KSW2, SO645-001-KSW2
Battersea Pier Jn	SO110-002-KSW2, SO250-002-KSW2, SO500-003-KSW2
Battersea Pier Sidings staff halt	SO500-003-KSW2
BATTLE	SO170-006-KSW2
Battle Ground Frame	SO170-006-KSW2
Battle Road LC (AHBC)	SO170-006-KSW2
Baverstock Navy Siding	SW115-007-KSW3
Bax Crossing	SO110-022-KSW2
Beach Road LC (RC)	SO620-006-KSW2
BEARSTED	SO140-006-KSW2
Bearsted Substation	SO140-006-KSW2
BEAULIEU ROAD	SW105-035-KSW3
BECKENHAM HILL	SO260-005-KSW2
Beckenham Hill TP Hut	SO260-005-KSW2
BECKENHAM JN	SO110-008-KSW2
Beckenham Spur Jn	SO110-008-KSW2
Becketts LC (AHBC)	SO600-010-KSW2
Beddingham LC (AHBC)	SO590-005-KSW2
BEDHAMPTON	SW110-011-KSW3
Bedhampton LC (CCTV)	SO520-016-KSW2, SW110-011-KSW3
Bedmill Farm No.1 Crossing	SW115-011-KSW3
Beechgrove GF	SW170-004-KSW3
Beer Hacket Crossing	SW175-003-KSW3
BEKESBOURNE	SO160-003-KSW2
Bekesbourne Substation	SO160-003-KSW2
Beile Vue Substation	SO500-007-KSW2
BELLINGHAM	SO260-004-KSW2
BELMONT	SO510-012-KSW2
Belmont TP Hut	SO510-012-KSW2
BELTRING	SO180-001-KSW2
Beltring LC (AHBC)	SO180-001-KSW2
Beltring TP Hut	SO180-001-KSW2
BELVEDERE	SO290-007-KSW2
Belvedere Substation	SO290-007-KSW2
BENTLEY	SW120-005-KSW3
BERRYLANDS	SW105-006-KSW3
Berrylands Jn	SW105-006-KSW3
BERWICK	SO590-006-KSW2
Berwick LC	SO590-006-KSW2
Berwick SB (BK)	SO590-006-KSW2
Berwick TP Hut	SO590-006-KSW2
BETCHWORTH	SO560-001-KSW2, SW301-003-KSW3
Betchworth Ground Frame	SO560-001-KSW2, SW301-003-KSW3
Betchworth LC (CCTV)	SO560-001-KSW2, SW301-003-KSW3
Betchworth Tunnel	SO680-009-KSW2, SW180-006-KSW3
Bethell's Crossing	SW205-001-KSW3
Betteshanger Substation	SO240-002-KSW2
Bewbush crossing	SO520-001-KSW2
BEXHILL	SO600-003-KSW2
Bexhill East TP Hut	SO600-003-KSW2
Bexhill Ground Frame	SO600-003-KSW2
Bexhill SB (CCW)	SO600-003-KSW2
Bexhill Substation	SO600-003-KSW2

Location	Table A - Module
BEXLEY	SO310-003-KSW2
BEXLEYHEATH	SO300-003-KSW2
Bexleyheath Substation	SO300-003-KSW2
BICKLEY	SO110-010-KSW2
Bickley Jn	SO110-011-KSW2
Big Bullsdown Crossing	SW301-004-KSW3
BILLINGSHURST	SO520-005-KSW2
Billingshurst SB (BT)	SO520-005-KSW2
Billingshurst Substation	SO520-005-KSW2
Bilting Crossing	SO220-001-KSW2
Bilting Grange Crossing	SO220-001-KSW2
Bilting TP Hut	SO220-001-KSW2
Bincombe Tunnel	SW105-050-KSW3
Bindon No 1 Crossing	SW105-045-KSW3
Bindon No 2 Crossing	SW105-045-KSW3
BIRCHINGTON	SO110-025-KSW2
Birchington TP Hut	SO110-025-KSW2
BIRKBECK	SO650-003-KSW2
Birkbeck TP Hut	SO650-003-KSW2
Bishops Crossing	SW150-003-KSW3
BISHOPSTONE	SO620-007-KSW2
BITTERNE	SW140-001-KSW3
Black Boy Lane LC (AHBC)	SO520-013-KSW2
Black Boys LC (AHBC)	SW305-012-KSW3
Blackboy Tunnel	SW115-017-KSW3
Blackbrook Substation	SO680-009-KSW2, SW180-006-KSW3
BLACKFRIARS	SO280-002-KSW2
Blackfriars Jn	SO280-002-KSW2
Blackfriars Jn	SW110-013-KSW3
Blackfriars Substation	SO280-002-KSW2
Blackham Jn	SO540-002-KSW2
BLACKHEATH	SO300-001-KSW2
Blackheath Jn	SO300-001-KSW2
Blackheath TP Hut	SO300-001-KSW2
Blackheath Tunnel	SO300-001-KSW2
BLACKWATER	SW265-004-KSW3
Bletchingley Tunnel	SO550-001-KSW2
Bletchingley Tunnel Substation	SO550-001-KSW2
Blue Anchor	SO130-006-KSW2
Blue Anchor Jn	SO510-002-KSW2
Blue Pigeon Crossing	SO240-003-KSW2
Bo Peep Jn	SO170-006-KSW2
Bo Peep Jn SB (BJ)	SO600-004-KSW2
Bo Peep Jn Substation	SO170-006-KSW2, SO600-004-KSW2
Bo Peep Tunnel	SO600-005-KSW2
Boarmans LC (open)	SO210-001-KSW2
BOGNOR REGIS	SO640-001-KSW2, SW315-001-KSW3
Bognor Regis SB (BR)	SO640-001-KSW2, SW315-001-KSW3
Bognor Substation	SO640-001-KSW2
BOOKHAM	SW205-001-KSW3
Bookham Tunnel	SW205-001-KSW3
BOROUGH GREEN & WROTHAM	SO140-003-KSW2
Borough Green Substation	SO140-003-KSW2
Borough Market Jn	SO130-002-KSW2
BOSHAM	SO520-013-KSW2, SW305-012-KSW3
Bosham LC (AHBC)	SO520-013-KSW2, SW305-012-KSW3
Bosham TP Hut	SO520-013-KSW2

Location	Table A - Module
BOTLEY	SW135-002-KSW3
Bough Beech TP Hut	SO550-002-KSW2
BOURNEMOUTH	SW105-039-KSW3
Bournemouth SB (BC)	SW105-039-KSW3
Bowdell LC (open)	SO210-001-KSW2
Bowerhill Lane Substation	SO550-001-KSW2
Bowermans Crossing	SO630-008-KSW2, SW305-007-KSW3
BOXHILL & WESTHUMBLE	SO680-008-KSW2, SW180-005-KSW3
Brackham LC (AHBC)	SO560-002-KSW2
BRACKNELL	SW210-011-KSW3
Brambling TP Hut	SO160-003-KSW2
Bramdean TP Hut	SO130-010-KSW2
BRAMLEY	SW125-001-KSW3
BRANKSOME	SW105-040-KSW3
Branley LC (CCTV)	SW125-001-KSW3
Brasted Lands Crossing	SO550-002-KSW2
Brenley TP Hut	SO160-001-KSW2
BRENTFORD	SW230-003-KSW3
Bricklayers Arms Jn	SO510-003-KSW2
Bridge No.2	SW140-001-KSW3
BRIGHTON	SO500-026-KSW2, SW305-001-KSW3
Brighton Substation	SO500-026-KSW2
BRIXTON	SO110-004-KSW2, SO645-003-KSW2
Brixton Jn	SO110-004-KSW2, SO645-003-KSW2
Broad Oak LC (AHBC)	SO220-003-KSW2
BROADSTAIRS	SO110-027-KSW2
Broadstairs Substation	SO110-027-KSW2
BROCKENHURST	SW105-036-KSW3
Brockenhurst LC	SW105-036-KSW3
Brockenhurst SB (BH)	SW105-036-KSW3
Brockham LC (AHBC)	SW301-004-KSW3
BROCKLEY	SO510-004-KSW2
Brockley Substation	SO510-004-KSW2
Bromley Down Jn	SO650-003-KSW2
BROMLEY NORTH	SO350-001-KSW2
BROMLEY SOUTH	SO110-010-KSW2
Bromley South TP Hut	SO110-010-KSW2
Bromley Up Jn	SO650-003-KSW2
Brook Lane Crossing	SO630-007-KSW2, SW305-007-KSW3
Brook LC (AHBC)	SO560-003-KSW2, SW300-001-KSW3
Brooklands LC (AOCL)	SO210-001-KSW2
BROOKWOOD	SW105-014-KSW3
Broom LC (AHBC)	SW115-013-KSW3
Broomfield TP Hut	SO110-025-KSW2
Buckland Jn	SO160-005-KSW2
Buckland Jn TP Hut	SO160-005-KSW2
Buckland LC (AHBC)	SO560-001-KSW2, SW301-003-KSW3
Buckwell Crossing	SO220-001-KSW2
BURGESS HILL	SO500-022-KSW2
Burgess Hill TP Hut	SO500-022-KSW2
Burton Tunnel	SW110-008-KSW3
Burl Farm (UWC)	SW175-004-KSW3
Burrows Lane LC (AHBC)	SO560-002-KSW2, SW300-001-KSW3
BURSLEDON	SW140-004-KSW3
Burton Common UWC	SW105-046-KSW3
Butlers Crossing	SW150-002-KSW3
BUXTED	SO540-003-KSW2

Location	Table A - Module
BYFLEET AND NEW HAW	SW105-011-KSW3
Byfleet Jn	SW105-011-KSW3
C. E. G. B. Crossing	SO170-001-KSW2
Calderwood Street Tunnel	SO290-005-KSW2
Caldicott LC (open)	SO210-001-KSW2
CAMBERLEY	SW260-002-KSW3
Camberley LC (CCTV)	SW260-002-KSW3
Cambria Jn	SO260-001-KSW2, SO645-004-KSW2
CANNON STREET	SO130-002-KSW2
Cannon Street Substation	SO130-002-KSW2
CANTERBURY EAST	SO160-002-KSW2
Canterbury East SB (CB)	SO160-002-KSW2
Canterbury East Substation	SO160-002-KSW2
Canterbury Road Jn	SO110-004-KSW2, SO260-001-KSW2, SO645-004-KSW2
CANTERBURY WEST	SO220-002-KSW2
Canterbury West Signal Box (EDH)	SO220-002-KSW2
Canterbury West Substation	SO220-002-KSW2
Canterbury West TP Hut	SO220-002-KSW2
Canterbury/Wye ACC (CWACC) (EBT)	SO220-002-KSW2
Carlisle Lane Jn	SW100-002-KSW3
CARSHALTON	SO680-004-KSW2
CARSHALTON BEECHES	SO510-010-KSW2
Carshalton TP Hut	SO680-004-KSW2
CASTLE CARY	SW175-001-KSW3
Castle Cary Jn	SW175-001-KSW3
Castleton Farm Crossing	SW115-010-KSW3
Cater Crossing	SO220-003-KSW2
CATERHAM	SO660-001-KSW2
CATFORD	SO260-004-KSW2
CATFORD BRIDGE	SO330-003-KSW2
Catford Substation	SO260-004-KSW2, SO330-003-KSW2
Chalk Tunnel	SO560-004-KSW2
Chalk Tunnel	SW110-003-KSW3
Chalkwell TP Hut	SO110-020-KSW2
Chandlers Crossing	SW150-001-KSW3
CHANDLERS FORD	SW130-001-KSW3
Chandlers Ford UWC	SW130-001-KSW3
Chantry (Footpath)	SW115-008-KSW3
Chapel Road LC (AOCL)	SW145-001-KSW3
Chard Jn Down Sidings GF	SW115-012-KSW3
Chard Jn LC	SW115-012-KSW3
CHARING	SO140-008-KSW2
CHARING CROSS	SO130-003-KSW2
Charing Substation	SO140-008-KSW2
CHARLTON	SO290-003-KSW2
Charlton Jn	SO290-003-KSW2
Charlton Lane LC	SO290-003-KSW2
Charlton Substation	SO290-003-KSW2
Charlton Tunnel	SO160-005-KSW2, SO290-003-KSW2
Chart Crossing	SO130-023-KSW2
Chart Leacon Feeder Hut	SO130-024-KSW2
Chart Substation	SO130-023-KSW2
CHARTHAM	SO220-002-KSW2
Chartham Hatch LC (AHBC)	SO160-002-KSW2
Chartham LC	SO220-002-KSW2
Chartham North Substation	SO160-002-KSW2

Location	Table A - Module
Chartham South Substation	SO220-002-KSW2
CHATHAM	SO110-017-KSW2
Chatham TP Hut	SO110-017-KSW2
Chatham Tunnel	SO110-017-KSW2
CHEAM	SO680-005-KSW2
Cheam TP Hut	SO680-005-KSW2
Chelsea Substation	SO250-006-KSW2
CHELSEFIELD	SO130-016-KSW2
Chelsfield Substation	SO130-016-KSW2
Chelsfield Tunnel	SO130-016-KSW2
CHERTSEY	SW255-001-KSW3
Chertsey LC (CCTV)	SW255-001-KSW3
CHESSINGTON NORTH	SW185-002-KSW3
CHESSINGTON SOUTH	SW185-002-KSW3
CHESTFIELD & SWALECLIFFE	SO110-024-KSW2
Chestfield TP Hut	SO110-024-KSW2
CHETNOLE	SW175-003-KSW3
CHICHESTER	SO520-012-KSW2, SW305-011-KSW3
Chichester SB (CC)	SO520-012-KSW2, SW305-011-KSW3
Chichester TP Hut	SO520-012-KSW2
Chicks Farm Crossing	SW175-005-KSW3
Chicks Farm Foot (UWC)	SW175-005-KSW3
Chiddingsstone Substation	SO550-002-KSW2
CHILHAM	SO220-001-KSW2
Chilham Mill LC (CCTV)	SO220-001-KSW2
Chilham Road LC (CCTV)	SO220-001-KSW2
Chilham TP Hut	SO220-001-KSW2
Chilmark Air Siding	SW115-007-KSW3
Chiltington TP Hut	SO590-002-KSW2
CHILWORTH	SO560-003-KSW2, SW300-002-KSW3
Chilworth LC (CCTV)	SO560-003-KSW2, SW300-002-KSW3
Chilworth LC (CCTV)	
CHIPSTEAD	SO660-003-KSW2
Chipstead Line Jn	SO660-001-KSW2
Chipstead Substation	SO660-003-KSW2
CHISLEHURST	SO130-013-KSW2
Chislehurst Fast Tunnel	SO130-012-KSW2
Chislehurst Jn	SO110-011-KSW2, SO130-013-KSW2
Chislehurst Slow Tunnel	SO130-012-KSW2
Chislehurst Substation	SO110-011-KSW2, SO130-013-KSW2
Chislehurst Tunnels	SO130-012-KSW2
Chislet Colliery Substation	SO220-003-KSW2
CHISWICK	SW230-001-KSW3
CHRIST S HOSPITAL	SO520-004-KSW2
CHRISTCHURCH	SW105-038-KSW3
Church Crossing	SO180-002-KSW2
Church F/P Crossing	SO130-022-KSW2, SO520-014-KSW2
Church Road Substation	SO140-004-KSW2
CITY THAMESLINK	SO280-001-KSW2
CLANDON	SW200-004-KSW3
CLAPHAM HIGH STREET	SO110-004-KSW2, SO645-003-KSW2
Clapham Jn Substation	SO500-004-KSW2
CLAPHAM JUNCTION	SO500-004-KSW2, SW100-007-KSW3, SW105-001-KSW3, SW210-001-KSW3
Clapham Yard GF (CY)	SW100-007-KSW3
Clay Lane LC (AHBC)	SO520-013-KSW2, SW305-011-KSW3
CLAYGATE	SW200-001-KSW3

Location	Table A - Module
Clayton Tunnel	SO500-023-KSW2
Cliffe Ground Frame	SO320-001-KSW2
Cliffsend LC (AHBC)	SO220-004-KSW2
Cliffsend TP Hut	SO220-004-KSW2
Cliftonville Tunnel	SO500-025-KSW2
CLOCK HOUSE	SO330-004-KSW2
Clock House LC (AHBC)	SO160-001-KSW2
COBHAM AND STOKE D ABERNON	SW200-002-KSW3
Cobhambury TP Hut	SO110-015-KSW2
Codford LC (AHBC)	SW170-004-KSW3
Codmore Hill Substation	SO520-006-KSW2
Cold Blow LC (R/G)	SO240-001-KSW2
Coldharbour LC (open)	SO210-001-KSW2
Coldharbour TP Hut	SO110-025-KSW2
Coleman Street Tunnel	SO290-004-KSW2
Colemans UWC	SW105-045-KSW3
Collier Street Substation	SO130-022-KSW2
COLLINGTON	SO600-002-KSW2
Combe Lane Crossing	SW301-004-KSW3
Continental Jn Substation	SO130-031-KSW2
COODEN BEACH	SO600-002-KSW2
Cooden Halt TP Hut	SO600-002-KSW2
Cookes (Accom)	SO600-009-KSW2
Cooks LC (CCTV)	SW200-002-KSW3
Cooks No.1 (Accom)	SO600-009-KSW2
COOKSBRIDGE	SO590-002-KSW2
Cooksbridge LC (CCTV)	SO590-002-KSW2
Cooksbridge Substation	SO590-002-KSW2
Coombe Lane Crossing	SO560-002-KSW2
Coopers & Farmers UWC	SO600-008-KSW2
Coopers Crossing	SO600-008-KSW2
Copse F/P Crossing	SO520-014-KSW2
Copyhold Jn	SO500-021-KSW2
Copyhold Jn TP Hut	SO500-021-KSW2
Corton Steps Crossing	SW170-004-KSW3
COSHAM	SW140-007-KSW3
Cosham Jn	SW140-008-KSW3
Cosham LC (CCTV)	SW140-007-KSW3
Cottage Jn	SO500-008-KSW2
COULSDON SOUTH	SO500-013-KSW2
Courthill Loop North Jn	SO330-002-KSW2
Courthill Loop South Jn	SO130-008-KSW2
Cousdon North Ground Frame	SO500-011-KSW2
Cousdon North Substation	SO500-011-KSW2
Couston Bottom Crossing	SW170-005-KSW3
Cow Lane Crossing	SO640-001-KSW2, SW315-001-KSW3
COWDEN	SO540-001-KSW2
Crampmoor Crossing	SW130-001-KSW3
Cranmore Substation	SO130-022-KSW2
Crannaford LC (AHBC)	SW115-015-KSW3
Crawford UWC	SW130-001-KSW3
CRAWLEY	SO520-001-KSW2
Crawley High Street LC (CCTV)	SO520-001-KSW2
Crawley New Yard	SO500-018-KSW2
Crawley TP Hut	SO520-001-KSW2
Cray Lane LC (AHBC)	SO520-006-KSW2
CRAYFORD	SO310-003-KSW2

Location	Table A - Module
Crayford Creek Jn	SO290-008-KSW2
Crayford Spur "A" Jn	SO290-009-KSW2
Crayford Spur "B" Jcn	SO310-004-KSW2
Crayford TP Hut	SO310-003-KSW2
CREWKERNE	SW115-012-KSW3
Crewkerne LC (AHBC)	SW115-012-KSW3
Crewkerne Tunnel	SW115-012-KSW3
Crockway Crossing	SW175-005-KSW3
CROFTON PARK	SO260-004-KSW2
Crofton Park TP Hut	SO260-004-KSW2
Crofton Road Jn	SO260-002-KSW2, SO645-005-KSW2
Cross Street Tunnel	SO290-005-KSW2
CROWBOROUGH	SO540-003-KSW2
Crowborough Ground Frame	SO540-003-KSW2
Crowborough Jn	SO540-003-KSW2
Crowborough Tunnel	SO540-003-KSW2
CROWHURST	SO170-006-KSW2
Crowhurst Bridge LC (AHBC)	SO170-004-KSW2
Crowhurst Jn TP Hut	SO550-001-KSW2
CROWTHORNE	SW265-004-KSW3
CRYSTAL PALACE	SO650-003-KSW2
Crystal Palace TP Hut	SO650-003-KSW2
Crystal Palace Tunnel	SO650-003-KSW2
Culmers TP Hut	SO110-023-KSW2
CUXTON	SO310-010-KSW2
Cuxton Ground Frame	SO310-010-KSW2
Cuxton LC	SO310-010-KSW2
Cuxton SB (CX)	SO310-010-KSW2
Danes (UWC)	SW125-001-KSW3
Darby Green UWC	SW265-004-KSW3
Darenth Substation	SO110-014-KSW2
Darkies UWC	SW105-046-KSW3
DARTFORD	SO310-005-KSW2
Dartford Jn	SO310-004-KSW2
Dartford Substation	SO290-009-KSW2, SO310-004-KSW2
DATCHET	SW250-002-KSW3
Datchet LC (CCTV)	SW250-002-KSW3
DEAL	SO240-002-KSW2
Deal SB (EBZ)	SO240-002-KSW2
Deal TP Hut	SO240-002-KSW2
DEAN	SW150-003-KSW3
Dean Hill LC (AHBC)	SW150-002-KSW3
Dean LC (AHBC)	SW150-003-KSW3
Deanery Crossing	SO220-002-KSW2
Decoy Crossing	SO520-011-KSW2, SW305-010-KSW3
DENMARK HILL	SO110-004-KSW2, SO260-002-KSW2, SO645-004-KSW2
Denmark Hill Tunnel	SO260-002-KSW2, SO645-004-KSW2
Denton Substation	SO310-007-KSW2
DEPTFORD	SO290-001-KSW2
DILTON MARSH	SW170-003-KSW3
Dinton Manor Farm Crossing	SW115-007-KSW3
Ditching Road Tunnel	SO620-001-KSW2
Ditchling TP Hut	SO590-001-KSW2
Ditton Substation	SO140-004-KSW2
Dockland Tunnel	SO290-004-KSW2
Dodds Copice Substation	SO550-001-KSW2

Location	Table A - Module
DOLEHAM	SO600-008-KSW2
Doleham Crossing	SO600-008-KSW2
Dollands Moor Substation	SO130-030-KSW2
Dorchester Jn	SW175-006-KSW3, SW105-049-KSW3
DORCHESTER SOUTH	SW105-048-KSW3
Dorchester South SB (DR)	SW105-048-KSW3
DORCHESTER WEST	SW175-006-KSW3
DORKING	SO680-008-KSW2, SW180-005-KSW3
DORKING (DEEPDENE)	SO560-002-KSW2, SW301-004-KSW3
Dorking SB (CBK)	SO680-008-KSW2, SW180-005-KSW3
Dorking Substation	SO680-008-KSW2
DORKING WEST	SO560-002-KSW2, SW301-004-KSW3
Dorking West Ground Frame	SO560-002-KSW2, SW301-004-KSW3
DORMANS	SO530-004-KSW2
Dormans Substation	SO530-004-KSW2
Dover Harbour Tunnel	SO160-006-KSW2
DOVER PRIORY	SO160-006-KSW2
Dover Priory Tunnel	SO160-006-KSW2
Dover Substation	SO160-006-KSW2
Dowle Street Substation	SO130-023-KSW2
Down Siding	SW115-002-KSW3
Drayton LC (AHBC)	SO520-011-KSW2, SW305-010-KSW3
Drayton Substation	SO520-011-KSW2
Drift Lane LC (AHBC)	SO520-014-KSW2, SW305-012-KSW3
Dukes Crossing	SO590-007-KSW2
DUMPTON PARK	SO110-027-KSW2
Dumpton Park TP Hut	SO110-027-KSW2
DUNBRIDGE	SW150-002-KSW3
Dunbridge Crossing	SW150-002-KSW3
Dunbridge LC (AHBC)	SW150-002-KSW3
Dungeness Ground Frame	SO210-001-KSW2
DUNTON GREEN	SO130-016-KSW2
Durham Farm Crossing	SO620-006-KSW2
DURRINGTON-ON-SEA	SO630-006-KSW2, SW305-006-KSW3
EARLEY	SW210-013-KSW3
Earls Court TP Hut	SO250-006-KSW2
EARLSFIELD	SW105-002-KSW3
EARLSWOOD	SO500-015-KSW2, SW302-001-KSW3
East Burton LC (CCTV)	SW105-046-KSW3
East Chilton Crossing	SO590-002-KSW2
East Cliff UWC	SO230-001-KSW2
EAST CROYDON	SO500-009-KSW2
East Croydon TP Hut	SO500-009-KSW2
East Dean Crossing	SW150-003-KSW3
East Dover TP Hut	SO240-001-KSW2
EAST DULWICH	SO680-002-KSW2
East End Crossing	SO130-023-KSW2
EAST FARLEIGH	SO180-003-KSW2
East Farleigh SB (EF)	SO180-003-KSW2
East Farleigh TP Hut	SO180-003-KSW2
EAST GRINSTEAD	SO530-004-KSW2
East Grinstead TP Hut	SO530-004-KSW2
East Guldeford LC (AHBC)	SO600-009-KSW2
EAST MALLING	SO140-004-KSW2
East Peckham Engineers Tip Siding Ground Frame	SO180-001-KSW2
EAST PUTNEY	SW225-001-KSW3

Location	Table A - Module
East Putney Tunnel	SW225-001-KSW3
East Shalford Crossing	SO560-003-KSW2, SW300-002-KSW3
EAST WORTHING	SO630-004-KSW2, SW305-004-KSW3
EASTBOURNE	SO590-009-KSW2
Eastbourne SB (EB)	SO590-009-KSW2
Eastbourne Substation	SO590-009-KSW2
Eastern Jn	SO110-020-KSW2
Eastfirds Road LC (CCTV)	SO680-004-KSW2
EASTLEIGH	SW105-024-KSW3
Eastleigh SB (E)	SW105-024-KSW3
Eastleigh South Jn	SW135-001-KSW3
EDEN PARK	SO330-005-KSW2
Eden Substation	SO530-003-KSW2
EDENBRIDGE	SO550-002-KSW2
Edenbridge Ground Frame A	SO550-002-KSW2
Edenbridge Ground Frame B	SO550-002-KSW2
Edenbridge Ground Frame C	SO550-002-KSW2
EDENBRIDGE TOWN	SO540-001-KSW2
Edenbridge TP Hut	SO550-002-KSW2
Edenbridge Tunnel	SO540-001-KSW2
Effingham Jn	SW200-003-KSW3, SW205-001-KSW3
EFFINGHAM JUNCTION	SW200-003-KSW3
EGHAM	SW210-008-KSW3
Egham LC (CCTV)	SW210-008-KSW3
ELEPHANT AND CASTLE	SO280-003-KSW2
ELMERS END	SO330-005-KSW2
ELMSTEAD WOODS	SO130-012-KSW2
Elmstead Woods TP Hut	SO130-012-KSW2
ELTHAM	SO300-002-KSW2
Eltham (Well Hall)	SO300-002-KSW2
EMSWORTH	SO520-014-KSW2, SW305-013-KSW3
Emsworth TP Hut	SO520-014-KSW2
Englemere Crossing	SW210-010-KSW3
Enham (UWC)	SW115-002-KSW3
Ensinge TP Hut	SO160-001-KSW2
EPSOM	SO680-006-KSW2, SW180-003-KSW3
EPSOM DOWNS	SO510-012-KSW2
ERIDGE	SO540-002-KSW2
ERITH	SO290-007-KSW2
Erith TP Hut	SO290-007-KSW2
ESHER	SW105-009-KSW3
ETCHINGHAM	SO170-004-KSW2
Etchingham LC (CCTV)	SO170-004-KSW2
Etchingham Substation	SO170-004-KSW2
Eton College Road	SW170-005-KSW3
Evershot Tunnel	SW175-004-KSW3
EWELL EAST	SO680-005-KSW2
Ewell East Substation	SO680-005-KSW2
EWELL WEST	SW180-002-KSW3
EXETER CENTRAL	SW115-017-KSW3
EXETER ST. DAVIDS (E)	SW115-019-KSW3
Exeter St. Davids Tunnel	SW115-018-KSW3
Exmouth Jn SB (EJ)	SW115-016-KSW3
EYNSFORD	SO140-001-KSW2
Eynsford Substation	SO140-001-KSW2
Eynsford Tunnel	SO140-001-KSW2

Location	Table A - Module
Factory Jn	SO110-003-KSW2, SO250-002-KSW2, SO645-002-KSW2
Falcon Jn	SO500-004-KSW2
FALCONWOOD	SO300-002-KSW2
Falconwood TP Hut	SO300-002-KSW2
FALMER	SO620-002-KSW2
Falmer Substation	SO620-002-KSW2
Falmer Tunnel	SO620-002-KSW2
FAREHAM	SW140-006-KSW3
Fareham No.1 Tunnel	SW135-003-KSW3
Fareham No.2 Tunnel	SW135-003-KSW3
Farleigh Lane LC	SO180-003-KSW2
Farlington Jn	SO520-016-KSW2, SW110-011-KSW3
FARNBOROUGH	SW105-015-KSW3
Farnborough North	SW265-003-KSW3
FARNBOROUGH NORTH	SW265-003-KSW3
FARNCOMBE	SW110-004-KSW3
Farncombe East LC (CCTV)	SW110-004-KSW3
Farncombe LC	SW110-004-KSW3
Farncombe SB (WZ)	SW110-004-KSW3
FARNHAM	SW120-004-KSW3
Farnham LC (CCTV)	SW120-004-KSW3
Farnham SB (FN)	SW120-004-KSW3
FARNINGHAM ROAD	SO110-014-KSW2
Farningham Road Ground Frame	SO110-014-KSW2
FARRINGDON	SO280-001-KSW2
Farringdon Jn	SO280-001-KSW2
Farringdon Substation	SO280-001-KSW2
FAVERSHAM	SO110-023-KSW2
Faversham SB (EY)	SO110-023-KSW2
Faversham Substation	SO110-023-KSW2
Fawkham Junction	SO110-014-KSW2
Fawkham Substation	SO110-014-KSW2
Fawley GF	SW155-003-KSW3
FAYGATE	SO520-002-KSW2
Faygate TP Hut	SO520-002-KSW2
Feltham Jn	SW210-006-KSW3
Feltham SB (F)	SW210-006-KSW3
Feltham West LC (CCTV)	SW210-006-KSW3
FENITON	SW115-015-KSW3
Feniton LC	SW115-015-KSW3
Ferring LC (CCTV)	SO630-006-KSW2, SW305-006-KSW3
Ferry Road LC (CCTV)	SO600-009-KSW2
Fielders LC (open)	SO210-001-KSW2
Firle Crossing	SO590-006-KSW2
Firle TP Hut	SO590-006-KSW2
FISHBOURNE	SO520-013-KSW2, SW305-012-KSW3
Fishbourne Footpath LC (R/G)	SO520-013-KSW2, SW305-011-KSW3
Fishbourne Substation	SO520-013-KSW2
FISHERGATE	SW305-003-KSW3
Fishers F/P Crossing	SO130-022-KSW2
FISHERSGATE	SO630-002-KSW2
Fisherton Tunnel	SW115-004-KSW3
Five Oak Green Substation	SO130-020-KSW2
FLEET	SW105-016-KSW3
FOLKESTONE CENTRAL	SO130-032-KSW2

Location	Table A - Module
Folkestone East SB (YE)	SO130-033-KSW2
FOLKESTONE EAST STAFF HALT	SO130-033-KSW2
FOLKESTONE HARBOUR	SO230-001-KSW2
Folkestone Harbour LC	SO230-001-KSW2
Folkestone Harbour SB (EBB)	SO230-001-KSW2
Folkestone Jn Substation	SO130-033-KSW2
FOLKESTONE WEST	SO130-032-KSW2
Folkington Substation	SO590-007-KSW2
Folly Farm UWC	SO220-003-KSW2
Folly Hill TP Hut	SO500-022-KSW2
Folly Road LC (CCTV)	SO230-001-KSW2
FORD	SO520-009-KSW2, SW305-008-KSW3
Ford Crossing	SW300-001-KSW3
Ford Jn	SO520-009-KSW2, SW305-008-KSW3
Ford LC (CCTV)	SW305-008-KSW3
Ford River Bridge	SW305-008-KSW3
Ford Substation	SO520-008-KSW2, SO630-008-KSW2
FOREST HILL	SO510-005-KSW2
Forest Hill TP Hut	SO510-005-KSW2
Forge Form Xing (R/G)	SO540-002-KSW2
Fort Pitt Tunnel	SO110-017-KSW2
Forty Steps (UWC)	SW115-001-KSW3
Forty Steps F/P	SO520-006-KSW2
Fox Grove Crossing	SO150-001-KSW2
Foxhills Tunnel	SW120-001-KSW3
FRANT	SO170-002-KSW2
Frant TP Hut	SO170-002-KSW2
FRATTON	SO520-017-KSW2, SW110-013-KSW3
Fratton East	SW110-012-KSW3
FRIMLEY	SW260-002-KSW3
Frimley Crossing	SW260-002-KSW3
Frognall Farm Crossing	SO110-022-KSW2
Frognall TP Hut	SO110-022-KSW2
Frost Lane LC (AHBC)	SW155-003-KSW3
FULWELL	SW190-004-KSW3
Fulwell Jn	SW190-003-KSW3
Fulwell Tunnel	SW190-004-KSW3
Funtington LC (AHBC)	SO520-013-KSW2, SW305-012-KSW3
Gallachers (UWC)	SW115-002-KSW3
Galley Hill Ground Frame	SO600-003-KSW2
Gascoyne Crossing	SO150-001-KSW2
GATWICK AIRPORT	SO500-017-KSW2, SW302-003-KSW3
Gatwick Substation	SO500-017-KSW2
George IV Tunnel	SO290-004-KSW2
GILLINGHAM (Kent)	SO110-017-KSW2
GILLINGHAM (Dorset)	SW115-009-KSW3
Gillingham LC	SO110-018-KSW2
Gillingham SB (ET)	SO110-018-KSW2
Gillingham SB (GM)	SW115-009-KSW3
Gillingham Substation	SO110-018-KSW2
Gillingham Tunnel	SO110-017-KSW2
Gillingham Tunnel	SW115-009-KSW3
GIPSY HILL	SO650-003-KSW2
Gloucester Road Jn	SO510-008-KSW2
GLYNDE	SO590-005-KSW2
Glynde Substation	SO590-005-KSW2
GODALMING	SW110-004-KSW3

Location	Table A - Module
Godinton Substation	SO140-008-KSW2
Godmersham Substation	SO220-001-KSW2
GODSTONE	SO550-001-KSW2
Godstone Ground Frame	SO550-001-KSW2
Godstone TP Hut	SO550-001-KSW2
GOMSHALL	SO560-002-KSW2, SW300-001-KSW3
Gomshall Ground Frame	SO560-002-KSW2
Gomshall Station F/P	SO560-002-KSW2, SW300-001-KSW3
Gore Top Crossing	SO240-003-KSW2
Goring LC (CCTV)	SO630-006-KSW2
Goring TP Hut	SO630-006-KSW2
GORING-BY-SEA	SO630-006-KSW2, SW305-006-KSW3
Goring-By-Sea LC (CCTV)	SW305-006-KSW3
Grain LC	SO320-001-KSW2
Gramshaw Road Crossing	SW115-006-KSW3
GRATELEY	SW115-003-KSW3
Graveney LC (AHBC)	SO110-024-KSW2
Graveney Substation	SO110-024-KSW2
GRAVESEND	SO310-007-KSW2
Gravesend TP Hut	SO310-007-KSW2
Grazeley Green (UWC)	SW125-001-KSW3
Great Lake Farm Substation	SO500-016-KSW2
Great Park (UWC)	SW125-001-KSW3
Green Lane Crossing	SO520-014-KSW2, SW305-012-KSW3
Green Street TP Hut	SO170-006-KSW2
Greenhill Substation	SO140-001-KSW2
GREENHITHE	SO310-006-KSW2
Greenhithe Tunnel	SO310-006-KSW2
Greenhurst Jn	SO540-003-KSW2
GREENWICH	SO290-001-KSW2
Greenwich College Tunnel	SO290-002-KSW2
Greenwich Substation	SO290-001-KSW2
Grimston and Frampton	SW175-005-KSW3
Grosvenor Bridge	SO500-003-KSW2
Grove Farm No. 1 (UWC)	SW115-012-KSW3
Grove Farm No. 2 (UWC)	SW115-012-KSW3
Grove Ferry LC (AHBC)	SO220-003-KSW2
Grove Ferry TP Hut	SO220-003-KSW2
Grove Hill Substation	SO170-002-KSW2
Grove Hill Tunnel	SO170-002-KSW2
Grove Jn	SO170-002-KSW2
Grove Lane LC (open)	SO210-001-KSW2
GROVE PARK	SO130-011-KSW2
Grove Park LC (CCTV)	SW230-001-KSW3
Grove Park Substation	SO130-012-KSW2
Grove Road LC (CCTV)	SO600-009-KSW2
Grove Road TP Hut	SO680-003-KSW2
Grove Tunnel	SO260-002-KSW2, SO645-004-KSW2
GUILDFORD	SO560-004-KSW2, SW110-002-KSW3
Guildford ASC (GD)	SO560-004-KSW2
Guston Substation	SO240-001-KSW2
Guston Tunnel	SO240-001-KSW2
HACKBRIDGE	SO680-004-KSW2
Hackhurst Lane BW	SW300-001-KSW3
Hadfold No.2 Crossing	SO520-005-KSW2
HALLING	SO310-011-KSW2
Halling Ground Frame	SO310-010-KSW2

Location	Table A - Module
Halling Substation	SO310-010-KSW2
Halterworth LC (AHBC)	SW130-001-KSW3
HAM STREET	SO600-010-KSW2
HAMBLE	SW140-003-KSW3
Hamble Viaduct	SW140-004-KSW3
HAMPDEN PARK	SO590-008-KSW2
Hampden Park LC	SO590-008-KSW2
Hampden Park SB (CDB)	SO590-008-KSW2
HAMPTON	SW190-004-KSW3
HAMPTON COURT	SW195-001-KSW3
Hampton Court Jn	SW105-008-KSW3, SW200-001-KSW3
Hampton Court LC (CCTV)	SW195-001-KSW3
Hampton LC (CCTV)	SW190-004-KSW3
HAMPTON WICK	SW190-002-KSW3
Hamsey LC (AHBC)	SO590-003-KSW2
HAMWORTHY	SW105-043-KSW3
Hamworthy Goods (Stop board)	SW165-001-KSW3
Hamworthy Jn SB (HW)	SW105-043-KSW3
Hamworthy Park LC (AOCL)	SW165-001-KSW3
Hangman's Lane UWC	SO240-001-KSW2
Hardham LC (AHBC)	SO520-006-KSW2
Hardham TP Hut	SO520-006-KSW2
Hardley Siding GF	SW155-003-KSW3
HARRIETSHAM	SO140-007-KSW2
Harrietsham Substation	SO140-007-KSW2
Hartley Substation	SO110-014-KSW2
Hartlip TP Hut	SO110-019-KSW2
Harveys UWC	SW265-004-KSW3
HASLEMERE	SW110-006-KSW3
Haslemere SB (EW)	SW110-006-KSW3
HASSOCKS	SO500-023-KSW2
Hassocks Substation	SO500-023-KSW2
HASTINGS	SO600-006-KSW2
Hastings SB (EDL)	SO600-006-KSW2
Hastings TP Hut	SO600-006-KSW2
Hastings Tunnel	SO600-005-KSW2
Hatch Path	SW115-008-KSW3
HAVANT	SO520-015-KSW2, SW110-010-KSW3
Havant LC (CCTV)	SO520-015-KSW2, SW110-010-KSW3
Havant SB (KW)	SO520-015-KSW2, SW110-010-KSW3
Havensmouth LC	SO600-002-KSW2
Hawden Substation	SO130-018-KSW2
Hawkwood Jn	SO110-011-KSW2
Hay Crossing	SW115-012-KSW3
HAYDONS ROAD	SO700-001-KSW2
Haydons Road TP Hut	SO700-001-KSW2
HAYES	SO330-005-KSW2
Hayden TP Hut	SO550-002-KSW2
Haystacks Crossing	SO600-008-KSW2
HAYWARDS HEATH	SO500-021-KSW2
Haywards Heath Substation	SO500-021-KSW2
Haywards Heath Tunnel	SO500-022-KSW2
HEADCORN	SO130-023-KSW2
Headcorn Substation	SO130-023-KSW2
HEDGE END	SW135-002-KSW3
Hempstead Crossing	SO540-003-KSW2
Henshaw TP Hut	SO550-001-KSW2

Location	Table A - Module
HERNE BAY	SO110-025-KSW2
Herne Bay Substation	SO110-025-KSW2
HERNE HILL	SO110-005-KSW2
Herne Hill North Jn	SO110-005-KSW2
Herne Hill TP Hut	SO110-005-KSW2
Herringe Substation	SO130-028-KSW2
HERSHAM	SW105-009-KSW3
Hethfelton No 1 Crossing	SW105-045-KSW3
Hethfelton No 2 Crossing	SW105-045-KSW3
HEVER	SO540-001-KSW2
Hever Jn	SO540-001-KSW2
Hewish LC (AHBC)	SW115-012-KSW3
HIGH BROOMS	SO170-001-KSW2
High Brooms Ground Frame	SO170-001-KSW2
HIGHAM	SO310-009-KSW2
Higham Substation	SO310-009-KSW2
Higham Tunnel	SO310-009-KSW2
Higher Barn UWC	SW105-047-KSW3
HILDENBOROUGH	SO130-018-KSW2
Hildenborough Substation	SO130-018-KSW2
HILSEA	SO520-017-KSW2, SW110-012-KSW3
HINCHLEY WOOD	SW200-001-KSW3
Hindon Road Crossing	SW170-005-KSW3
HINTON ADMIRAL	SW105-037-KSW3
HITHER GREEN	SO130-009-KSW2
Hither Green Jn	SO130-009-KSW2
Hither Green Substation	SO130-009-KSW2
Hoads Wood Substation	SO130-023-KSW2
Hollands Crossing	SO110-020-KSW2
HOLLINGBOURNE	SO140-006-KSW2
Hollingbourne Substation	SO140-006-KSW2
Holme (No 31) LC (AHBC)	SW105-045-KSW3
Holmethorpe Substation	SO500-013-KSW2
HOLMWOOD	SO680-009-KSW2
Holmwood TP Hut	SO680-009-KSW2
HOLTON HEATH	SW105-044-KSW3
HONITON	SW115-014-KSW3
Honiton GF	SW115-014-KSW3
Honiton SB (H)	SW115-014-KSW3
Honiton Tunnel	SW115-013-KSW3
HONOR OAK PARK	SO510-004-KSW2
Hoo Jn	SO310-008-KSW2, SO320-001-KSW2
HOO JN STAFF HALT (DOWN)	SO310-008-KSW2
HOO JN STAFF HALT (UP)	SO310-008-KSW2
Hoove Level TP Hut	SO600-001-KSW2
HOOK	SW105-016-KSW3
Hoplands Farm Crossing	SO220-003-KSW2
Hoppity Tunnel	SO660-004-KSW2
HORLEY	SO500-016-KSW2, SW302-003-KSW3
HORSHAM	SO520-003-KSW2
Horsham Road LC (CCTV)	SO520-001-KSW2
Horsham Substation	SO520-003-KSW2
HORSLEY	SW200-003-KSW3
Horton UWC	SO220-002-KSW2
Hothfield Sidings	SO140-008-KSW2
HOUNSLOW	SW230-003-KSW3
Hounslow Jn	SW230-004-KSW3

Location	Table A - Module
HOVE	SO630-001-KSW2, SW305-002-KSW3
Hove Jn	SO630-001-KSW2
Hove Substation	SO630-001-KSW2
Hove Tunnel	SO630-001-KSW2, SW305-001-KSW3
Howfield TP Hut	SO160-002-KSW2
Hunter (UWC)	SW175-004-KSW3
Hunts Path No. 1 Crossing	SW115-009-KSW3
Hunts Path No. 2 Crossing	SW115-009-KSW3
Hurdcott Lodge Crossing	SW115-007-KSW3
HURST GREEN	SO530-003-KSW2
Hurst Green Jn	SO530-003-KSW2
Hurst Green TP Hut	SO530-003-KSW2
Hutchings Crossing	SO520-008-KSW2, SO630-008-KSW2
Hyde (UWC)	SW175-005-KSW3
Hyford UWC	SW105-046-KSW3
IFIELD	SO520-001-KSW2
Ifield Substation	SO520-001-KSW2
Inlands Road LC (AHBC)	SO520-014-KSW2, SW305-013-KSW3
International Jn	SW100-002-KSW3
ISLEWORTH	SW230-003-KSW3
Itford LC (R/G)	SO620-005-KSW2
Jacobs Gutter Lane LC (AHBC)	SW155-001-KSW3
Jenkins Hill Crossing	SW260-001-KSW3
KEARSNEY	SO160-005-KSW2
Kearsney Substation	SO160-005-KSW2
Kemps Farm Crossing	SO590-002-KSW2
KEMPTON PARK	SW190-004-KSW3
KEMSING	SO140-003-KSW2
KEMSLEY	SO150-001-KSW2
Kemsley Substation	SO150-001-KSW2
Kenardington LC (AHBC)	SO600-010-KSW2
KENLEY	SO660-001-KSW2
Kenley TP Hut	SO660-001-KSW2
Kennington TP Hut	SO220-001-KSW2
Kensington GF	SW100-007-KSW3
KENSINGTON OLYMPIA	SO250-006-KSW2
Kensington Olympia Substation	SO250-006-KSW2
KENT HOUSE	SO110-007-KSW2
KEW BRIDGE	SW230-002-KSW3
Kew East Jn	SW240-001-KSW3
Keymer Jn	SO500-022-KSW2
Keymer Jn Substation	SO500-022-KSW2
Keymer LC (CCTV)	SO590-001-KSW2
Keysworth Crossing	SW105-044-KSW3
KIDBROOKE	SO300-002-KSW2
Kidbrooke Tunnel	SO300-001-KSW2
Kilnwood Crossing	SO520-002-KSW2
Kimbridge LC (AHBC)	SW150-002-KSW3
King Street LC (open)	SO210-001-KSW2
Kings Court F/P Crossing	SW115-009-KSW3
Kings Fernsden LC (AHBC)	SW110-007-KSW3
Kingsferry Bridge	SO150-002-KSW2
Kingsfold Cross	SW180-007-KSW3
Kingsfold Crossing	SO680-009-KSW2
Kingsfold Substation	SO680-009-KSW2, SW180-007-KSW3
KINGSTON	SW190-002-KSW3
Kingston Tunnel	SO620-003-KSW2

Location	Table A - Module
KINGSWOOD	SO660-003-KSW2
Kingswood Substation	SO660-003-KSW2
Kingswood Tunnel	SO660-003-KSW2
Knight's Hill Tunnel	SO680-002-KSW2
Knighton (No 38A) Crossing	SW105-048-KSW3
KNOCKHOLT	SO130-016-KSW2
Knockholt Substation	SO130-016-KSW2
Ladyell Jn	SO330-002-KSW2
LADYWELL	SO330-002-KSW2
Lake Lane Crossing	SW305-008-KSW3
LANCING	SO630-003-KSW2, SW305-004-KSW3
Lancing LC (CCTV)	SO630-003-KSW2, SW305-004-KSW3
Lancing SB (LG)	SO630-003-KSW2, SW305-004-KSW3
Lancing Substation	SO630-004-KSW2
Langmeads No. 1 Crossing	SO630-006-KSW2, SW305-006-KSW3
Laslett UWC	SO240-003-KSW2
Latchmere Jn No. 1	SO250-004-KSW2, SW220-001-KSW3
Latchmere Jn No. 2	SO250-005-KSW2, SW220-001-KSW3
Latchmere Jn No. 3	SO250-004-KSW2, SW220-001-KSW3
Latchmere TP Hut	SO250-004-KSW2
Laverstock North Jn	SW115-003-KSW3
Laverstock South Jn	SW150-004-KSW3
LEATHERHEAD	SO680-007-KSW2, SW180-004-KSW3
Leatherhead Substation	SO680-007-KSW2
LEC (Cox s) Crossing	SO640-001-KSW2, SW315-001-KSW3
LEE	SO310-002-KSW2
Lee Loop Jn	SO310-001-KSW2
Lee Spur Jn	SO130-009-KSW2
Lee TP Hut	SO310-002-KSW2
LEIGH	SO550-002-KSW2
Leigh Substation	SO550-002-KSW2
Leigham Court Tunnel	SO650-002-KSW2
Leigham Jn	SO650-002-KSW2
Leigham Tunnel	SO680-003-KSW2
Leitram No. 1 Crossing	SO180-003-KSW2
LENHAM	SO140-007-KSW2
Lenham Substation	SO140-007-KSW2
Lenthay Crossing	SW115-011-KSW3
Lewell (No 39) Crossing	SW105-048-KSW3
LEWES	SO590-003-KSW2, SO620-003-KSW2
Lewes Ground Frame	SO620-003-KSW2
Lewes SB (LW)	SO590-003-KSW2, SO620-003-KSW2
Lewes Substation	SO590-003-KSW2, SO620-003-KSW2
Lewes Tunnel	SO590-003-KSW2
LEWISHAM	SO330-001-KSW2
Lewisham Substation	SO330-001-KSW2
Lewisham Vale Jn	SO330-001-KSW2
Limpsfield Tunnel	SO530-002-KSW2
Linford Street Jn	SO110-002-KSW2
Linford Street TP Hut	SO110-002-KSW2
LINGFIELD	SO530-003-KSW2
Lingfield Ground Frame	SO530-003-KSW2
Lingfield TP Hut	SO530-003-KSW2
LIPHOOK	SW110-006-KSW3
LISS	SW110-007-KSW3
Liss Common LC (AHBC)	SW110-006-KSW3
Liss LC (CCTV)	SW110-007-KSW3

Location	Table A - Module
Litchfield Tunnel	SW105-020-KSW3
Little Barton TP Hut	SO160-003-KSW2
Little Bullsdown Crossing	SO560-002-KSW2, SW301-004-KSW3
Little Preston Crossing	SO310-012-KSW2
Littlebrook TP Hut	SO310-006-KSW2
Littlebrowns Substation	SO550-001-KSW2
LITTLEHAMPTON	SO630-009-KSW2, SW310-002-KSW3
Littlehampton Jn	SO630-009-KSW2, SW310-001-KSW3
Littlehampton SB (LH)	SO630-009-KSW2
Littlehampton Substation	SO630-009-KSW2
LITTLEHAVEN	SO520-002-KSW2
LONDON BRIDGE	SO130-005-KSW2, SO510-001-KSW2
London Bridge SB (L)	SO130-005-KSW2, SO510-001-KSW2
London Bridge TP Hut	SO130-005-KSW2, SO510-001-KSW2
LONDON ROAD	SO620-001-KSW2, SW200-004-KSW3
London Road Viaduct	SO620-001-KSW2
Long Salts Crossing	SO240-004-KSW2
LONGCROSS	SW210-009-KSW3
LONGFIELD	SO110-014-KSW2
Longhedge Jn	SO250-003-KSW2
Loover Barn Crossing	SO590-005-KSW2
Loughborough Jn	SO280-003-KSW2, SO645-004-KSW2
LOUGHBOROUGH JN	SO280-003-KSW2
Loughborough Substation	SO280-003-KSW2
Lower Barn No 1 Crossing	SO590-005-KSW2
Lower Bush Substation	SO110-015-KSW2
LOWER SYDENHAM	SO330-003-KSW2
Luddenham TP Hut	SO110-022-KSW2
Ludgershall	SW115-002-KSW3
Lullingstone Substation	SO140-001-KSW2
Luton Arch TP Hut	SO110-017-KSW2
Lydd Town LC (TMO)	SO210-001-KSW2
Lydden TP Hut	SO160-005-KSW2
Lydden Tunnel	SO160-004-KSW2
LYMINGTON PIER	SW160-002-KSW3
Lymington Pier (Sealink) Crossing	SW160-002-KSW3
LYMINGTON TOWN	SW160-002-KSW3
Lymington Town LC (CCTV)	SW160-002-KSW3
Lyminster LC (CCTV)	SO630-008-KSW2
MAIDEN NEWTON	SW175-004-KSW3
MAIDSTONE BARRACKS	SO310-013-KSW2
MAIDSTONE EAST	SO140-005-KSW2
Maidstone East SB (ME)	SO140-005-KSW2
Maidstone Substation	SO140-005-KSW2, SO310-013-KSW2
MAIDSTONE WEST	SO310-014-KSW2
Maidstone West SB (MS)	SO310-014-KSW2
Mair No.2 (Accom)	SO600-009-KSW2
Malden Crossing LC (CCTV)	SW190-001-KSW3
MALDEN MANOR	SW185-001-KSW3
MARCHWOOD	SW155-002-KSW3
Marchwood SB (MW) LC	SW155-002-KSW3
MARDEN	SO130-022-KSW2
Marden Substation	SO130-022-KSW2
MARGATE	SO110-026-KSW2
Margate SB (GE)	SO110-026-KSW2
Margate TP Hut	SO110-026-KSW2
Maritime Freightliner Terminal	SW105-031-KSW3

Location	Table A - Module
Mark Beech Tunnel	SO540-001-KSW2
Marlands Substation	SO520-004-KSW2
Marley Lane LC (CCTV)	SO170-006-KSW2
Marshwood Farm No. 2 Crossing	SW115-012-KSW3
Martello Tunnel	SO130-033-KSW2
Martin Hill TP Hut	SO240-001-KSW2
MARTIN MILL	SO240-001-KSW2
MARTINS HERON	SW210-011-KSW3
Mays LC (CCTV)	SW250-002-KSW3
MAZE HILL	SO290-002-KSW2
McDougall Crossing	SO180-002-KSW2
Meads Farm Crossing	SW175-003-KSW3
Medhurst Row Crossing	SO550-002-KSW2
Medhurst Row Substation	SO550-002-KSW2
MEOPHAM	SO110-014-KSW2
Meopham Substation	SO110-014-KSW2
Merralls Shaw TP Hut	SO110-015-KSW2
Merrick No 2 (Accom)	SO600-009-KSW2
Merrick No 3 (Accom)	SO600-009-KSW2
MERSTHAM	SO500-013-KSW2
Merstham Ground Frame	SO500-013-KSW2
Merstham Substation	SO500-012-KSW2, SO500-013-KSW2
Merstham Tunnel	SO500-013-KSW2
Metropolitan Jn	SO130-004-KSW2
MICHELDEVER	SW105-020-KSW3
Micheldever Oil Terminal	SW105-020-KSW3
Mickleham F/P Crossing	SW180-005-KSW3
Mickleham TP Hut	SO680-008-KSW2
Mickleham Tunnel	SO680-007-KSW2, SW180-005-KSW3
Middle Jn	SO110-020-KSW2, SO150-001-KSW2
Middle LC	SO240-002-KSW2
Middle Road Crossing	SW170-005-KSW3
Middle Stoke LC	SO320-001-KSW2
Midley LC (open)	SO210-001-KSW2
Mile Drove Crossing	SO220-003-KSW2
MILFORD	SW110-005-KSW3
Milford Crossing	SW110-005-KSW3
Milford LC (AHBC)	SW110-005-KSW3
Mill Farm Crossing	SW175-003-KSW3
Mill Hall Crossing	SO310-012-KSW2
Mill Path (Footpath)	SW115-008-KSW3
MILLBROOK	SW105-030-KSW3
Millstead Crossing	SO180-002-KSW2
Milton Court Crossing	SO560-002-KSW2, SW301-004-KSW3
Milton TP Hut	SO220-002-KSW2
Minnis Bay Substation	SO110-025-KSW2
MINSTER	SO220-004-KSW2
Minster East Jn	SO220-004-KSW2
Minster LC (R/G)	SO220-004-KSW2
Minster SB (EBE)	SO220-004-KSW2
Minster South Jn	SO240-004-KSW2
Minster Substation	SO220-004-KSW2
MITCHAM JN	SO680-004-KSW2
Mitcham Jn Substation	SO680-004-KSW2
Mitre Bridge Jn	SO250-007-KSW2
Mitre Bridge LC (CCTV)	SO250-007-KSW2
Monkton Court Crossing	SO220-003-KSW2

Location	Table A - Module
Monkton TP Hut	SO220-003-KSW2
Montpelier Jn	SO500-026-KSW2
MORDEN SOUTH	SO700-003-KSW2
Morden South TP Hut	SO700-003-KSW2
MORETON	SW105-047-KSW3
Moreton LC (AHBC)	SW105-047-KSW3
Morns Farm No. 2 Crossing	SW115-007-KSW3
MORTIMER	SW125-001-KSW3
MORTLAKE	SW210-003-KSW3
Mortlake LC (CCTV)	SW210-003-KSW3
Mote Park Substation	SO140-006-KSW2
MOTSPUR PARK	SW180-001-KSW3
Motspur Park LC (CCTV)	SW180-001-KSW3
MOTTINGHAM	SO310-002-KSW2
MOULSECOOMB	SO620-002-KSW2
Mount Pleasant LC (CCTV)	SW105-027-KSW3
Mount Pleasant Tunnel	SO600-007-KSW2
Mount Street Tunnel	SO290-003-KSW2
Mountain LC (open)	SO210-001-KSW2
Mountfield Sidings Ground Frame	SO170-006-KSW2
Mountfield Substation	SO170-006-KSW2
Mountfield Tunnel	SO170-005-KSW2
NETLEY	SW140-003-KSW3
NEW BECKENHAM	SO330-004-KSW2
New Beckenham Substation	SO110-008-KSW2, SO330-004-KSW2
New Bridge Lane (F/P)	SO130-023-KSW2
NEW CROSS	SO130-007-KSW2
NEW CROSS GATE	SO510-004-KSW2
New Cross Gate TP Hut	SO510-003-KSW2
New Cross TP Hut	SO130-007-KSW2
NEW ELTHAM	SO310-002-KSW2
New Eltham Substation	SO310-002-KSW2
New Fishbourne LC (AHBC)	SO520-013-KSW2, SW305-012-KSW3
NEW HYTHE	SO310-012-KSW2
New Hythe Substation	SO310-012-KSW2
New Kew Jn	SW230-002-KSW3
NEW MALDEN	SW105-006-KSW3
NEW MILTON	SW105-037-KSW3
New Place F/P	SO520-006-KSW2
Newhaven Harbour SB (NH)	SO620-006-KSW2
NEWHAVEN HARBOUR	SO620-006-KSW2
Newhaven Harbour LC (RC)	SO620-006-KSW2
NEWHAVEN MARINE	SO620-006-KSW2
Newhaven Substation	SO620-006-KSW2
NEWHAVEN TOWN	SO620-006-KSW2
Newhaven Town Level Crossing	SO620-006-KSW2
Newhaven Town SB (CCO)	SO620-006-KSW2
NEWINGTON	SO110-019-KSW2
Newington Substation	SO110-020-KSW2
Nine Elms Jn	SO110-002-KSW2, SW100-004-KSW3
Noahs Ark Substation	SO140-003-KSW2
NORBITON	SW190-001-KSW3
NORBURY	SO500-006-KSW2
NORMANS BAY	SO600-002-KSW2
Normans Bay Substation	SO600-002-KSW2
NORTH CAMP	SW265-003-KSW3
North Camp LC (CCTV)	SW265-003-KSW3

Location	Table A - Module
NORTH DULWICH	SO680-002-KSW2
North Halling Crossing	SO310-010-KSW2
North Kent East Jn	SO130-007-KSW2
North Pole Jn	SO250-007-KSW2
North Pole Substation	SO250-007-KSW2
NORTH SHEEN	SW210-003-KSW3
North Sheen LC (CCTV)	SW210-003-KSW3
North Stoke Tunnel	SO520-007-KSW2
Northam Jn	SW105-027-KSW3
Northcote 2 Crossing	SW115-014-KSW3
NORTHFLEET	SO310-006-KSW2
Northfleet Substation	SO310-006-KSW2
Northwall LC (R/G)	SO240-002-KSW2
Norway Crossing	SW305-007-KSW3
Norway Lane Crossing	SO630-007-KSW2
Norwood Down Yard	SO510-008-KSW2
Norwood Fork Jn	SO510-008-KSW2
NORWOOD JN	SO510-007-KSW2
Norwood Jn Substation	SO510-006-KSW2
Norwood Jn TP Hut	SO650-003-KSW2
NUNHEAD	SO260-003-KSW2
Nunhead Jn	SO260-003-KSW2
Nunhead Substation	SO260-003-KSW2
NUTBOURNE	SO520-014-KSW2, SW305-012-KSW3
Nutbourne LC (AHBC)	SO520-014-KSW2, SW305-012-KSW3
Nutbourne Substation	SO520-014-KSW2
NUTFIELD	SO550-001-KSW2
Oakhill Substation	SO130-018-KSW2
Oakmead Crossing	SW210-007-KSW3
OCC Xing	SO140-001-KSW2
OCKLEY	SO680-009-KSW2, SW180-006-KSW3
Ockley Substation	SO680-009-KSW2
Odd Lane (UWC)	SW125-001-KSW3
Offham Crossing	SO520-007-KSW2
Offham TP Hut	SO590-003-KSW2
Old Hay Crossing	SO130-022-KSW2
Old Kew Jn	SW230-002-KSW3
Oldbury Substation	SO140-003-KSW2
ORE	SO600-007-KSW2
Ore Ground Frame	SO600-007-KSW2
Ore Substation	SO600-007-KSW2
Ore Tunnel	SO600-008-KSW2
Ore Up Siding	SO600-007-KSW2
ORPINGTON	SO130-015-KSW2
Orpington Substation	SO130-015-KSW2
OTFORD	SO140-002-KSW2
Otford Ground Frame	SO140-002-KSW2
Otford Jn	SO140-002-KSW2
Otford Jn Substation	SO140-002-KSW2
Ouse Valley Substation	SO500-020-KSW2
Ouse Valley Viaduct	SO500-020-KSW2
Outwood Lane TP Hut	SO660-003-KSW2
OVERTON	SW115-001-KSW3
Oving Crossing	SO520-011-KSW2, SW305-010-KSW3
Oving Occupation	SO520-012-KSW2
Oxenleas Crossing	SW115-013-KSW3
Oxford Road Jn	SW210-016-KSW3

Location	Table A - Module
OXSHOTT	SW200-002-KSW3
OXTED	SO530-002-KSW2
Oxted SB (OD)	SO530-002-KSW2
Oxted Substation	SO530-002-KSW2
Oxted Tunnel	SO530-002-KSW2
PADDOCK WOOD	SO130-021-KSW2
Paddock Wood Substation	SO130-021-KSW2
Pangdean Substation	SO500-023-KSW2
Park Lane Crossing	SO520-011-KSW2, SW305-010-KSW3
Parks Bridge Jn	SO130-008-KSW2
PARKSTONE	SW105-041-KSW3
Parlour Gates (UWC)	SW115-001-KSW3
Parsonage Road Crossing (AHBC)	SO520-002-KSW2
Parthings TP Hut	SO520-004-KSW2
Pear Tree (Accom)	SO600-009-KSW2
PECKHAM RYE	SO260-003-KSW2, SO645-005-KSW2, SO680-001-KSW2
Peckham Rye Jn	SO645-005-KSW2, SO680-001-KSW2
Peckham Rye TP Hut	SO260-003-KSW2, SO680-001-KSW2
Peeble Lane Crossing	SO110-015-KSW2
PENGE EAST	SO110-006-KSW2
Penge East Ground Frame "A"	SO110-006-KSW2
Penge East Ground Frame "B"	SO110-006-KSW2
Penge Substation	SO510-005-KSW2
Penge Tunnel	SO110-006-KSW2
PENGE WEST	SO510-006-KSW2
Penny Lane	SO520-014-KSW2
PENSHURST	SO550-002-KSW2
Penshurst TP Hut	SO550-002-KSW2
Penshurst Tunnel	SO550-002-KSW2
Peppering Crossing	SO520-007-KSW2
Perry Street Fork Jn	SO300-003-KSW2
PETERSFIELD	SW110-008-KSW3
Petersfield LC (PF)	SW110-008-KSW3
Petersfield SB (PF)	SW110-008-KSW3
PETTS WOOD	SO130-014-KSW2
Petts Wood Jn Fast Loop	SO110-011-KSW2, SO130-014-KSW2
Petts Wood Jn Slow Loop	SO110-011-KSW2, SO130-014-KSW2
Petts Wood TP Hut	SO130-014-KSW2
PEVENSEY & WESTHAM	SO600-001-KSW2
Pevensey & Westham SB (CCV)	SO600-001-KSW2
PEVENSEY BAY	SO600-001-KSW2
Pevensey LC	SO600-001-KSW2
Pevensey Sluice LC (AHBC)	SO600-002-KSW2
Pevensey Substation	SO600-001-KSW2
Piddinghoe TP Hut	SO620-006-KSW2
PINHOE	SW115-016-KSW3
Pinhoe LC (CCTV)	SW115-016-KSW3
Pirbright Jn	SW105-014-KSW3, SW120-001-KSW3
PLUCKLEY	SO130-023-KSW2
Pluckley Substation	SO130-023-KSW2
PLUMPTON	SO590-002-KSW2
Plumpton Gate Box Ground Frame	SO590-002-KSW2
Plumpton LC	SO590-002-KSW2
Plumpton Substation	SO590-002-KSW2
PLUMSTEAD	SO290-006-KSW2
Plumstead Substation	SO290-006-KSW2

Location	Table A - Module
Point Pleasant Jn	SW210-001-KSW3
POKESDOWN	SW105-038-KSW3
POLEGATE	SO590-007-KSW2
Polegate Crossing LC	SO590-007-KSW2
Polegate East TP Hut	SO590-008-KSW2
Polegate SB (PG)	SO590-007-KSW2
Polhill Substation	SO130-016-KSW2
Polhill Tunnel	SO130-016-KSW2
Polyapes (UWC)	SW200-002-KSW3
POOLE	SW105-042-KSW3
Poole (PO) LC (CCTV)	SW105-042-KSW3
Poole SB (PO)	SW105-042-KSW3
Pooley Green LC (CCTV)	SW210-008-KSW3
Popham No 1 Tunnel	SW105-020-KSW3
Popham No 2 Tunnel	SW105-020-KSW3
Port Farm Crossing	SO220-003-KSW2
PORTCHESTER	SW140-007-KSW3
Portcreek Jn	SO520-016-KSW2, SW110-011-KSW3
Portfield Ground Frames	SO520-012-KSW2
PORTSLADE	SO630-002-KSW2, SW305-003-KSW3
Portslade LC (CCTV)	SO630-002-KSW2, SW305-003-KSW3
Portslade Substation	SO630-002-KSW2
PORTSMOUTH & SOUTHSEA	SO520-018-KSW2, SW110-014-KSW3
PORTSMOUTH HARBOUR	SO520-019-KSW2, SW110-015-KSW3
Portsmouth SB (PW)	SO520-018-KSW2, SW110-013-KSW3
Postern Substation	SO130-020-KSW2
Potcham Tunnel	SO500-023-KSW2
Potters Corner Substation	SO140-008-KSW2
Pottery F/P Crossing	SO520-014-KSW2
Pound Lane Crossing	SW175-003-KSW3
Poundbury Tunnel	SW175-005-KSW3
Pouparts Jn	SO500-004-KSW2
Pratts Lower Crossing	SO520-004-KSW2
PRESTON PARK	SO500-024-KSW2
Preston Park Jn	SO500-025-KSW2
Preston Park Substation	SO500-023-KSW2
Princes Bridge LC (AHBC)	SW110-007-KSW3
PULBOROUGH	SO520-006-KSW2
Pulborough SB (PH)	SO520-006-KSW2
Pumpfield Farm (R/G)	SW155-002-KSW3
PURLEY	SO500-010-KSW2
PURLEY OAKS	SO500-010-KSW2
Purley Oaks TP Hut	SO500-010-KSW2
Purley Substation	SO500-010-KSW2, SO660-001-KSW2, SO660-002-KSW2
PUTNEY	SW210-002-KSW3
Quarry Tunnel	SO500-012-KSW2
QUEEN' ROAD PECKHAM	SO680-001-KSW2
Queen's Road Substation "B"	SO500-003-KSW2
QUEENBOROUGH	SO150-002-KSW2
Queenborough Substation	SO150-002-KSW2
QUEENSTOWN ROAD (BATTERSEA)	SW100-005-KSW3
Quidhampton Siding	SW115-006-KSW3
Raffey Road Crossing (AHBC)	SO520-002-KSW2
Raffey Road Substation	SO520-002-KSW2
RAINHAM	SO110-019-KSW2
Rainham SB (EU)	SO110-019-KSW2

Location	Table A - Module
Rainham Substation	SO110-019-KSW2
RAMSGATE	SO110-028-KSW2
Ramsgate SB (HE)	SO110-028-KSW2
Ramsgate Substation	SO110-028-KSW2
RAVENSBORNE	SO260-005-KSW2
RAYNES PARK	SW105-005-KSW3
READING	SW210-014-KSW3
Reading New Jn	SW210-013-KSW3
Reading SB (R)	SW210-014-KSW3
Reading Spur Jn	SW210-013-KSW3
READING WEST	SW210-016-KSW3
Recreation LC	SO320-001-KSW2
Reculver Substation	SO110-025-KSW2
Red Cow LC (CCTV)	SW115-019-KSW3
REDBRIDGE	SW105-032-KSW3
Redbridge TP Hut	SO500-020-KSW2
REDHILL	SO500-014-KSW2, SW301-001-KSW3
Redhill Feeder Hut	SO560-001-KSW2
Redhill Lines	SO500-015-KSW2
Redhill Substation	SO500-012-KSW2
Redhill Substation "A"	SO500-014-KSW2
Redhill Tunnel	SO500-012-KSW2
REEDHAM	SO660-002-KSW2
REIGATE	SO560-001-KSW2, SW301-003-KSW3
Reigate Feeder Hut	SO500-014-KSW2
Reigate LC	SO560-001-KSW2, SW301-003-KSW3
Reigate SB (RG)	SO560-001-KSW2, SW301-003-KSW3
Richborough Castle Crossing	SO240-004-KSW2
Richborough LC (AHBC)	SO240-004-KSW2
Richborough TP Hut	SO240-004-KSW2
RICHMOND	SW210-003-KSW3
Ridden's Lane Crossing	SO590-002-KSW2
RIDDLEDOWN	SO530-001-KSW2
Riddlesdown TP Hut	SO530-001-KSW2
Riddlesdown Tunnel	SO530-001-KSW2
Ridham Siding	SO150-001-KSW2
Ripe LC (AHBC)	SO590-006-KSW2
Riverhall LC (CCTV)	SO170-006-KSW2
Riverhill TP Hut	SO130-018-KSW2
ROBERTSBRIDGE	SO170-005-KSW2
Robertsbridge Engineers Ground Frame	SO170-005-KSW2
Robertsbridge LC	SO170-005-KSW2
Robertsbridge SB (RB)	SO170-005-KSW2
Robertsbridge TP Hut	SO170-005-KSW2
ROCHESTER	SO110-016-KSW2
Rochester Bridge Jn	SO110-015-KSW2
Rochester SB (ER)	SO110-016-KSW2
Rochester TP Hut	SO110-016-KSW2
Roedale TP Hut	SO620-002-KSW2
ROMSEY	SW150-001-KSW3
Rosier No.2 Crossing	SO520-005-KSW2
Rough Crossing	SO220-004-KSW2
Roundstone LC (CCTV)	SO630-007-KSW2, SW305-006-KSW3
ROWLANDS CASTLE	SW110-009-KSW3
Rusham LC (AHBC)	SW210-008-KSW3
Rushton No 2 LC (R/G)	SW105-045-KSW3
Rusper Road Crossing	SO520-002-KSW2

Location	Table A - Module
RYE	SO600-009-KSW2
Rye SB (RY)	SO600-009-KSW2
Sack Lane Crossing	SO640-001-KSW2, SW315-001-KSW3
SALFORDS	SO500-016-KSW2, SW302-002-KSW3
Salfords Substation	SO500-016-KSW2
SALISBURY	SW115-005-KSW3
Salisbury SB (SY)	SW115-005-KSW3
Salisbury Tunnel Jn	SW115-004-KSW3
Saltwood Jn	SO130-030-KSW2
Saltwood Tunnel	SO130-029-KSW2
SANDERSTEAD	SO530-001-KSW2
SANDHURST	SW265-004-KSW3
SANDLING	SO130-029-KSW2
Sandling Substation	SO130-029-KSW2
Sandling Tunnel	SO130-029-KSW2
SANDWICH	SO240-003-KSW2
Sandwich LC	SO240-003-KSW2
Sandwich SB (SW)	SO240-003-KSW2
Sandwich Substation	SO240-004-KSW2
Sarre Bridge Crossing	SO220-003-KSW2
Sarre Substation	SO220-003-KSW2
School Road LC	SW155-003-KSW3
SEAFORD	SO620-007-KSW2
Seal Crossing	SO140-002-KSW2
Seasalter TP Hut	SO110-024-KSW2
SELHURST	SO500-007-KSW2
Selhurst Depot	SO510-008-KSW2
Selhurst Jn	SO500-008-KSW2
Selhurst Substation	SO510-008-KSW2
Selhurst Substation "A"	SO500-008-KSW2
SELLING	SO160-001-KSW2
Selling Substation	SO160-001-KSW2
Selling Tunnel	SO160-001-KSW2
Selmeston LC (AHBC)	SO590-006-KSW2
Selmeston Substation	SO590-006-KSW2
Selsdon Road Jn	SO530-001-KSW2
Selve Substation	SO140-007-KSW2
SEVENOAKS	SO130-017-KSW2
Sevenoaks Substation	SO130-017-KSW2
Sevenoaks Tunnel	SO130-018-KSW2
Sevenscore LC (AHBC)	SO220-004-KSW2
Sevington Substation	SO130-028-KSW2
Shacklegate Jn	SW190-003-KSW3
Shakespeare TP Hut	SO130-034-KSW2
Shakespeare Tunnel	SO130-034-KSW2
SHALFORD	SO560-003-KSW2, SW300-002-KSW3
Shalford Jn	SW110-003-KSW3
Shalford SB (WY)	SO560-003-KSW2
Shalmsford Street UWC	SO220-001-KSW2
SHAWFORD	SW105-023-KSW3
Sheerness Dockyard	SO150-003-KSW2
SHEERNESS-ON-SEA	SO150-003-KSW2
Sheet LC (AHBC)	SW110-007-KSW3
Shepherds Hill Substation	SO500-013-KSW2
Shepherds Lane Jn	SO110-004-KSW2, SO645-003-KSW2
SHEPHERDS WELL	SO160-004-KSW2
Shepherds Well SB (SH)	SO160-004-KSW2

Location	Table A - Module
Shepherds Well Substation	SO160-004-KSW2
SHEPPERTON	SW190-005-KSW3
SHERBORNE	SW115-011-KSW3
Sherborne LC	SW115-010-KSW3
Shere Heath LC	SO560-002-KSW2, SW300-001-KSW3
Sheriffs Court Crossing	SO220-003-KSW2
Sherrington Crossing	SW170-004-KSW3
Sherrington F/P Crossing	SW170-004-KSW3
SHOLING	SW140-002-KSW3
SHOREHAM	SO140-001-KSW2
Shoreham East LC (CCTV)	SO630-003-KSW2, SW305-004-KSW3, SW305-004-KSW3
Shoreham Ground Frame	SO630-003-KSW2
Shoreham Substation	SO630-003-KSW2
SHOREHAM-BY-SEA	SO630-003-KSW2, SW305-004-KSW3
Shoreham-by-Sea LC (CCTV)	SO630-003-KSW2
Shorncliffe TP Hut	SO130-032-KSW2
Shornmead Crossing	SO310-008-KSW2
SHORTLANDS	SO110-009-KSW2
Shortlands Jn	SO110-009-KSW2
Shortlands Substation	SO110-009-KSW2, SO260-005-KSW2
Shutes Crossing	SW115-009-KSW3
SIDCUP	SO310-002-KSW2
Sidcup TP Hut	SO310-002-KSW2
Sin Green UWC	SO240-003-KSW2
SITTINGBOURNE	SO110-021-KSW2
Sittingbourne SB (EV)	SO110-021-KSW2
Sittingbourne Substation	SO110-021-KSW2
SLADE GREEN	SO290-008-KSW2
Slade Green Jn	SO290-008-KSW2
Slade Green Substation	SO290-008-KSW2
Stymlykes Crossing	SW115-013-KSW3
Smeeth Substation	SO130-028-KSW2
SMITHAM	SO660-002-KSW2
Smitham TP Hut	SO660-002-KSW2
Smithfields Sidings	SO280-001-KSW2
Smiths Crossing	SW210-011-KSW3
Snailham (Accom)	SO600-009-KSW2
Snape TP Hut	SO170-003-KSW2
Snargate	SO210-001-KSW2
Snarkshurst Wood Substation	SO140-006-KSW2
SNODLAND	SO310-011-KSW2
Snodland LC	SO310-011-KSW2
Snodland SB (EDM)	SO310-011-KSW2
Snodland TP Hut	SO310-011-KSW2
Snow Hill Tunnel (North Portal)	SO280-001-KSW2
Snow Hill Tunnel (South Portal)	SO280-001-KSW2
SNOWDOWN	SO160-003-KSW2
Snowdown TP Hut	SO160-003-KSW2
SOLE STREET	SO110-015-KSW2
Soles Farm Crossing	SO160-004-KSW2
Somerhill Tunnel	SO170-001-KSW2
SOUTH BERMONDSEY	SO680-001-KSW2
South Bermondsey Jn	SO510-002-KSW2
South Bermondsey Substation	SO130-006-KSW2, SO510-002-KSW2
SOUTH CROYDON	SO500-010-KSW2
South Croydon Jn	SO500-010-KSW2

Location	Table A - Module
South Croydon Substation	SO500-010-KSW2
South Marsh Crossing	SO150-002-KSW2
SOUTH MERTON	SO700-003-KSW2
South Sidings	SW100-001-KSW3
South Stoke South Crossing	SO520-007-KSW2
South Stoke Substation	SO520-007-KSW2
SOUTHAMPTON	SW105-028-KSW3
SOUTHAMPTON AIRPORT (PARKWAY)	SW105-025-KSW3
Southampton Tunnel	SW105-028-KSW3
Southborough TP Hut	SO170-001-KSW2
SOUTHBOURNE	SO520-014-KSW2, SW305-013-KSW3
Southbourne LC (CCTV)	SO520-014-KSW2, SW305-013-KSW3
Southcote Jn	SW125-001-KSW3, SW210-016-KSW3
SOUTHEASE	SO620-005-KSW2
Southeast Substation	SO620-005-KSW2
Southerham Crossing	SO590-004-KSW2, SO620-004-KSW2
Southerham Jn	SO590-004-KSW2, SO620-004-KSW2
Southerham TP Hut	SO620-004-KSW2
SOUTHFIELDS	SW225-002-KSW3
Southwark	SO280-002-KSW2
Southwark Substation	SO130-004-KSW2
SOUTHWICK	SO630-003-KSW2, SW305-003-KSW3
Spa Road	SO130-006-KSW2, SO510-002-KSW2
Sparrows Bridge UWC	SO220-001-KSW2
Spatham Lane LC (AHBC)	SO590-001-KSW2
Spring Grove Crossing	SO220-001-KSW2
Springhead Road Jn Dn	SO310-006-KSW2
Springhead Road Jn Up	SO310-006-KSW2
St Anns Crossing	SO110-022-KSW2
St Catherine's Tunnel	SO560-004-KSW2, SW110-003-KSW3
St Cross Tunnel	SW105-022-KSW3
ST DENYS	SW105-026-KSW3
St Dunstons LC (CCTV)	SO220-002-KSW2
ST HELIER	SO700-004-KSW2
St Helier Ground Frame	SO700-004-KSW2
St Helier Substation	SO700-004-KSW2
ST JAMES PARK	SW115-017-KSW3
ST JOHNS	SO130-008-KSW2
St Lawrence Substation	SO110-028-KSW2
ST LEONARDS WARRIOR SQUARE	SO600-005-KSW2
ST MARGARETS	SW210-004-KSW3
ST MARY CRAY	SO110-012-KSW2
St Mary Cray Down Jn	SO110-011-KSW2
St Mary Cray Substation	SO110-012-KSW2
St Mary Cray Up Jn	SO110-012-KSW2
St Stephens LC (CCTV)	SO220-002-KSW2
STAINES	SW210-007-KSW3
STAPLEHURST	SO130-022-KSW2
Staplehurst Substation	SO130-022-KSW2
Star Lane LC (CCTV)	SW210-011-KSW3
Star Lane Substation	SO500-011-KSW2
Star LC (AHBC)	SO600-010-KSW2
Station Road LC	SO110-019-KSW2, SO520-005-KSW2
STEATHAM HILL	SO650-001-KSW2
Steventon UWC	SW105-019-KSW3
Stewarts Lane	SO250-002-KSW2
Stewarts Lane Jn	SO110-003-KSW2, SO250-002-KSW2

Location	Table A - Module
Stoats Nest Jn	SO500-011-KSW2
Stockbridge Road LC (CCTV)	SO520-012-KSW2, SW305-011-KSW3
Stockton Crossing	SW170-005-KSW3
Stoke Creek LC	SO320-001-KSW2
Stoke LC	SW105-045-KSW3
Stoke LC (ABCL)	SO320-001-KSW2
Stone Cross TP Hut	SO600-001-KSW2
STONE CROSSING	SO310-006-KSW2
Stone Crossing Substation	SO310-006-KSW2
Stone LC	SO310-006-KSW2
Stone LC (AHBC)	SO110-022-KSW2
Stonebridge TP Hut	SO680-009-KSW2, SW180-006-KSW3
STONEGATE	SO170-004-KSW2
Stonegate Substation	SO170-004-KSW2
Stoneham Crossing	SO180-001-KSW2
STONELEIGH	SW180-002-KSW3
Stoor Crossing	SO620-006-KSW2
Stratton No.1 (UWC)	SW175-005-KSW3
STRAWBERRY HILL	SW245-001-KSW3
Strawberry Hill LC (CCTV)	SW245-001-KSW3
Strawberry Hill Tunnel	SO170-002-KSW2
STREATHAM	SO680-003-KSW2
STREATHAM COMMON	SO500-006-KSW2
Streatham Common Ground Frame	SO500-006-KSW2
Streatham North Jn	SO500-006-KSW2
Streatham South Jn	SO500-006-KSW2, SO680-003-KSW2
Streatham Substation	SO500-006-KSW2
Streatham Tunnel	SO680-003-KSW2
STROOD	SO110-015-KSW2, SO310-009-KSW2
Strood Substation	SO110-015-KSW2
Strood Tunnel	SO310-009-KSW2
Stroude Crossing	SW210-008-KSW3
STURRY	SO220-003-KSW2
Sturry LC	SO220-003-KSW2
Sturry SB (ST)	SO220-003-KSW2
Sturry Substation	SO220-003-KSW2
SUNBURY	SW190-005-KSW3
SUNDRIDGE PARK	SO350-001-KSW2
SUNNINGDALE	SW210-009-KSW3
Sunningdale LC (CCTV)	SW210-009-KSW3
SUNNYMEADS	SW250-002-KSW3
Sunt Farm No 1 Crossing	SO530-003-KSW2
SURBITON	SW105-007-KSW3
SUTTON	SO510-011-KSW2, SO680-005-KSW2
SUTTON COMMON	SO700-004-KSW2
Sutton Ground Frame	SO510-011-KSW2
Sutton Substation	SO510-011-KSW2, SO680-005-KSW2
SWALE	SO150-002-KSW2
Swale TP Hut	SO150-002-KSW2
Swamp LC (open)	SO210-001-KSW2
SWANLEY	SO110-013-KSW2
Swanley Jn	SO110-013-KSW2
SWANSCOMBE	SO310-006-KSW2
Swanscombe TP Hut	SO310-006-KSW2
SWANWICK	SW140-004-KSW3
Swatlands LC (AHBC)	SO180-001-KSW2
SWAY	SW105-037-KSW3

Location	Table A - Module
SWAYTHLING	SW105-025-KSW3
Swaythling UWC	SW105-025-KSW3
Sweatmans Crossing	SW115-007-KSW3
Swifts Green Substation	SO130-023-KSW2
SYDENHAM	SO510-005-KSW2
Sydenham Down Jn	SO510-005-KSW2
SYDENHAM HILL	SO110-006-KSW2
Sydenham Substation	SO110-006-KSW2
Sydenham Up Jn	SO510-005-KSW2
Synhurst FC	SW265-003-KSW3
SYON LANE	SW230-003-KSW3
Syward UWC	SW105-048-KSW3
TADWORTH	SO660-004-KSW2
Tadworth TP Hut	SO660-004-KSW2
Tangley LC (AHBC)	SO560-003-KSW2, SW300-002-KSW3
Tanners Hill Jn	SO130-008-KSW2
Tanners Hill Tunnel (Lucas Street)	SO130-008-KSW2
Tapnag Tunnel	SW135-002-KSW3
Targetts Crossing	SW115-003-KSW3
Tarring Neville 1 Crossing	SO620-006-KSW2
Tarring Neville 2 Crossing	SO620-006-KSW2
TATTENHAM CORNER	SO660-004-KSW2
Tattenham Corner Substation	SO660-004-KSW2
Tavells Lane LC (AHBC)	SW155-001-KSW3
TEDDINGTON	SW190-002-KSW3
Teffont Mill LC (R/G)	SW115-007-KSW3
Telham Substation	SO170-006-KSW2
TEMPLECOMBE	SW115-010-KSW3
Templecombe SB	SW115-010-KSW3
Terrys Crossing	SW150-002-KSW3
Teston Foot Crossing	SO180-003-KSW2
Teston LC (CCTV)	SO180-003-KSW2
Teston Substation	SO180-003-KSW2
TEYNHAM	SO110-022-KSW2
Teynham LC	SO110-022-KSW2
Teynham Substation	SO110-022-KSW2
THAMES DITTON	SW195-001-KSW3
Thorndell Substation	SO520-007-KSW2
Thorney Marsh Lane Crossing	SW175-001-KSW3
THORNFORD	SW175-003-KSW3
Thornford Bridge Crossing	SW175-003-KSW3
THORNTON HEATH	SO500-007-KSW2
Thornton Heath TP Hut	SO500-006-KSW2
Thorpe Lane LC (CCTV)	SW210-008-KSW3
THREE BRIDGES	SO500-019-KSW2
Three Bridges Signal Box (T)	SO500-019-KSW2
Three Bridges Substation	SO500-019-KSW2
THREE OAKS	SO600-008-KSW2
Thurstons Crossing	SW150-002-KSW3
Tide Mills Crossing	SO620-007-KSW2
Tideley Substation	SO130-020-KSW2
Tillery LC (open)	SO210-001-KSW2
Tinsley Green Jn	SO500-018-KSW2
Tipholm TP Hut	SO680-009-KSW2, SW180-006-KSW3
TISBURY	SW115-008-KSW3
Tisbury Quarry LC (R/G)	SW115-008-KSW3
Tisbury West LC (AHBC)	SW115-008-KSW3

Location	Table A - Module
Toddington LC (AHBC)	SO630-008-KSW2, SW305-007-KSW3
Toddington TP Hut	SO630-007-KSW2
Todhurst TP Hut	SO520-005-KSW2
TOLWORTH	SW185-001-KSW3
TONBRIDGE	SO130-019-KSW2
Tonbridge East Jn	SO130-019-KSW2
Tonbridge SB (PE)	SO130-019-KSW2
Tonbridge Substation	SO130-019-KSW2
TOOTING	SO700-001-KSW2
TOTTON	SW105-033-KSW3
Totton LC (CCTV)	SW105-033-KSW3
Tovil Crossing	SO310-014-KSW2
Townsend Crossing	SW170-005-KSW3
Trotts Lane LC (AHBC)	SW155-001-KSW3
TULSE HILL	SO110-005-KSW2, SO680-002-KSW2
Tulse Hill Substation	SO680-002-KSW2
TUNBRIDGE WELLS	SO170-002-KSW2
Tunnel TP Hut	SO310-009-KSW2
Turzes TP Hut	SO170-004-KSW2
Tweed Hill Substation	SO110-014-KSW2
TWICKENHAM	SW210-004-KSW3
Twydall TP Hut	SO110-019-KSW2
Tymminster LC (CCTV)	SW305-007-KSW3
Tynning LC	SW170-005-KSW3
UCKFIELD	SO540-003-KSW2
UPPER HALLIFORD	SW190-005-KSW3
UPPER WARLINGHAM	SO530-001-KSW2
Upper Warlingham Substation	SO530-001-KSW2
Upton Lovell LC (AHBC)	SW170-004-KSW3
UPWEY	SW105-050-KSW3
Uralite TP Hut	SO310-007-KSW2
Vale Viaduct	SO500-022-KSW2
Vale Wood Crossing	SO520-004-KSW2
VAUXHALL	SW100-003-KSW3
Veals Lane LC (AHBC)	SW155-002-KSW3
VICTORIA	SO110-001-KSW2, SO500-002-KSW2
Victoria SB (VC & VS)	SO500-004-KSW2
Victoria Substation	SO110-001-KSW2, SO500-002-KSW2
Vine Road Barnes (Hounslow line) LC (CCTV)	SW230-001-KSW3
Vine Road Barnes (Richmond Line) LC (CCTV)	SW210-002-KSW3
VIRGINIA WATER	SW210-009-KSW3
Voltaire Road TP Hut	SO645-002-KSW2
Voltaire Road Jn	SO110-003-KSW2, SO645-002-KSW2
Voltaire Road TP Hut	SO110-003-KSW2
WADDON	SO510-010-KSW2
Waddon Substation	SO510-010-KSW2
WADHURST	SO170-003-KSW2
Wadhurst Ground Frame	SO170-003-KSW2
Wadhurst Substation	SO170-003-KSW2
Wadhurst Tunnel	SO170-003-KSW2
Wagon Lane LC (AHBC)	SO180-001-KSW2
Wall End Crossing	SO220-003-KSW2
Waller's Ash	SW105-021-KSW3
Waller's Ash Tunnel	SW105-021-KSW3
WALLINGTON	SO510-010-KSW2

Location	Table A - Module
Wallington TP Hut	SO510-010-KSW2
Wallsend LC (CCTV)	SO600-001-KSW2
WALMER	SO240-001-KSW2
Walmer Substation	SO240-001-KSW2
Walters Hall Crossing	SO220-003-KSW2
WALTON-ON-THAMES	SW105-009-KSW3
Walworth TP Hut	SO280-003-KSW2
WANBOROUGH	SW265-001-KSW3
WANDSWORTH COMMON	SO500-005-KSW2
Wandsworth Common Substation	SO500-005-KSW2
WANDSWORTH ROAD	SO110-003-KSW2, SO645-002-KSW2
Wandsworth Road Jn	SO110-003-KSW2, SO645-002-KSW2
WANDSWORTH TOWN	SW210-001-KSW3
Wanshurst Green Substation	SO130-022-KSW2
WARBLINGTON	SO520-015-KSW2
WARBLINGTON	SW110-010-KSW3
Warblington LC (CCTV)	SO520-015-KSW2
Warblington LC (CCTV)	SW110-010-KSW3
Wards Crossing	SO180-001-KSW2
WAREHAM	SW105-044-KSW3
Wareham SB (WR)	SW105-044-KSW3
Warehorne LC (AHBC)	SO600-010-KSW2
WARMINSTER	SW170-003-KSW3
Warminster South GF	SW170-004-KSW3
WARNHAM	SO680-009-KSW2, SW180-007-KSW3
Warnham Station Road LC (R/G)	SO680-009-KSW2, SW180-007-KSW3
Warnham TP Hut	SO680-009-KSW2, SW180-007-KSW3
Warren House Crossing	SO110-015-KSW2
Warren TP Hut	SO130-034-KSW2
WATERINGBURY	SO180-002-KSW2
Wateringbury LC	SO180-002-KSW2
Wateringbury SB (WB)	SO180-002-KSW2
Wateringbury TP Hut	SO180-002-KSW2
WATERLOO	SW100-001-KSW3
WATERLOO EAST	SO130-004-KSW2
Waterloo LC (AHBC)	SW210-011-KSW3
Weald Substation	SO130-018-KSW2
Week Street Tunnel	SO140-006-KSW2
WELLING	SO300-003-KSW2
Wells Tunnel	SO170-001-KSW2
Wells Tunnel Jn Ground Frame	SO170-001-KSW2
Wembley Yard South Jn	SO250-009-KSW2
West Barnes LC (CCTV)	SW180-001-KSW3
WEST BROMPTON	SO250-006-KSW2, SW220-002-KSW3
WEST BYFLEET	SW105-011-KSW3
West Crossings	SW100-002-KSW3
WEST CROYDON	SO510-009-KSW2
West Croydon TP Hut	SO510-009-KSW2
WEST DULWICH	SO110-006-KSW2
West Dulwich Substation	SO110-006-KSW2, SO680-002-KSW2
West Grimstead Crossing	SW150-003-KSW3
West London Jn	SO250-008-KSW2, SW100-005-KSW3
WEST MALLING	SO140-004-KSW2
West Malling Substation	SO140-004-KSW2
WEST NORWOOD	SO650-002-KSW2
West Norwood Jn	SO650-002-KSW2
WEST ST LEONARDS	SO170-006-KSW2

Location	Table A - Module
West Street LC (AHBC)	SW155-003-KSW3
WEST SUTTON	SO700-004-KSW2
West Sutton TP Hut	SO700-004-KSW2
WEST WICKHAM	SO330-005-KSW2
West Wickham Substation	SO330-005-KSW2
WEST WORTHING	SO630-005-KSW2, SW305-005-KSW3
West Worthing Ground Frame	SO630-005-KSW2
West Worthing LC (CCTV)	SO630-005-KSW2, SW305-005-KSW3
West Worthing Substation	SO630-005-KSW2
Westbere TP Hut	SO220-003-KSW2
WESTBURY	SW170-001-KSW3
Westbury Line Jn	SW210-015-KSW3
Westbury North Jn	SW170-001-KSW3
Westbury South Jn	SW170-002-KSW3
WESTCOMBE PARK	SO290-002-KSW2
Wested Lane TP Hut	SO140-001-KSW2
WESTENHANGER	SO130-028-KSW2
Westenhanger Substation	SO130-028-KSW2
Western Jn	SO110-020-KSW2
Westford (UWC)	SW115-012-KSW3
Westgate Substation	SO110-026-KSW2
WESTGATE-ON-SEA	SO110-026-KSW2
Weston	SW105-021-KSW3
Westway TP Hut	SO250-007-KSW2
Westwell Substation	SO140-008-KSW2
WEYBRIDGE	SW105-010-KSW3
WEYMOUTH	SW105-051-KSW3
Wharf Road Ground Frame (OUU)	SO620-006-KSW2
Whatlington TP Hut	SO170-006-KSW2
Wheeler Street Tunnel	SO140-006-KSW2
WHIMPLE	SW115-015-KSW3
WHITCHURCH	SW115-002-KSW3
White Hart LC (CCTV)	SW210-003-KSW3
Whitebushes Substation	SO500-015-KSW2
Whitehall LC (R/G)	SO220-002-KSW2
WHITSTABLE	SO110-024-KSW2
Whitstable Substation	SO110-024-KSW2
WHITTON	SW210-005-KSW3
Whitton Jn	SW210-005-KSW3
Whyke Road LC (CCTV)	SO520-012-KSW2, SW305-010-KSW3
WHYTELEAFE	SO660-001-KSW2
Whyteleafe LC (CCTV)	SO660-001-KSW2
WHYTELEAFE SOUTH	SO660-001-KSW2
Whyteleafe South LC (CCTV)	SO660-001-KSW2
Whyteleafe South Substation	SO660-001-KSW2
Wickham TP Hut	SO310-010-KSW2
Willingdon Jn	SO590-008-KSW2
Willingdon Jn Substation	SO590-008-KSW2
Willmotts F/P Crossing	SO140-001-KSW2
Willow Walk FPW	SO310-012-KSW2
Wilmington Green F/P	SO590-007-KSW2
Wilmington LC (AHBC)	SO590-007-KSW2
Wilsons Crossing	SO180-002-KSW2
Wilton Jn	SW115-006-KSW3
Wilton South	SW115-006-KSW3
WIMBLEDON	SO700-002-KSW2, SW105-003-KSW3
WIMBLEDON CHASE	SO700-003-KSW2

Location	Table A - Module
WIMBLEDON PARK	SW225-002-KSW3
Wimbledon SB (W)	SW105-004-KSW3
Wimbledon Substation	SO700-002-KSW2
Wimbledon West Jn	SO700-002-KSW2, SW105-004-KSW3
WINCHELSEA	SO600-009-KSW2
Winchelsea LC (AOCL)	SO600-009-KSW2
WINCHESTER	SW105-022-KSW3
WINCHFIELD	SW105-016-KSW3
Windmill Bridge Jn	SO500-008-KSW2
WINDSOR AND ETON RIVERSIDE	SW250-002-KSW3
Winfrith UWC	SW105-046-KSW3
WINNERSH	SW210-012-KSW3
WINNERSH TRIANGLE	SW210-012-KSW3
Withy Tree Crossing	SW305-008-KSW3
WITLEY	SW110-005-KSW3
WIVELSFIELD	SO500-022-KSW2
WOKING	SW105-012-KSW3
Woking Jn	SW105-013-KSW3, SW110-001-KSW3
Woking SB (WK)	SW105-012-KSW3
WOKINGHAM	SW210-012-KSW3
Wokingham Jn	SW210-012-KSW3
Wokingham LC	SW210-012-KSW3
Wokingham SB (WM)	SW210-012-KSW3
WOLDINGHAM	SO530-002-KSW2
Woldingham Ground Frame	SO530-002-KSW2
Wood Lane LC (CCTV)	SW230-003-KSW3
Woodfidley Crossing	SW105-035-KSW3
Woodgate LC (CCTV)	SO520-011-KSW2, SW305-010-KSW3
Woodgate TP Hut	SO520-011-KSW2
Woodhorn LC (AHBC)	SO520-011-KSW2, SW305-010-KSW3
WOODMANSTERNE	SO660-002-KSW2
Woodnesborough LC (CCTV)	SO240-003-KSW2
Woodsford (No 37) LC (AHBC)	SW105-047-KSW3
Woodsford (No 38) LC (AHBC)	SW105-047-KSW3
WOOL	SW105-046-KSW3
Wool (WO) SB	SW105-046-KSW3
Wool Footpath UWC	SW105-046-KSW3
Wool West UWC	SW105-046-KSW3
WOOLSTON	SW140-002-KSW3
WOOLWICH ARSENAL	SO290-005-KSW2
WOOLWICH DOCKYARD	SO290-004-KSW2
Woolwich Dockyard TP Hut	SO290-004-KSW2
WORCESTER PARK	SW180-002-KSW3
Worgret Jn GF	SW105-045-KSW3
WORPLESDON	SW110-001-KSW3
Worth TP Hut	SO240-003-KSW2
WORTHING	SO630-004-KSW2, SW305-005-KSW3
Worthing LC (CCTV)	SO630-004-KSW2, SW305-005-KSW3
Worthing Jn	SW105-018-KSW3, SW115-001-KSW3
WRAYSBURY	SW250-001-KSW3
Wrotham Heath Substation	SO140-004-KSW2
Wybourne LC (AOCL)	SO320-001-KSW2
WYE	SO220-001-KSW2
Wye Crossing LC	SO220-001-KSW2
Wye Substation	SO220-001-KSW2
Wyke No. 2 Crossing	SW115-011-KSW3
Wylke LC (AHBC)	SW170-005-KSW3

Location	Table A - Module
YALDING	SO180-002-KSW2
Yalding LC (ABCL)	SO180-002-KSW2
Yalding Substation	SO180-002-KSW2
Yapton (AHBC)	SW305-008-KSW3
Yapton LC (AHBC)	SO520-010-KSW2
Yapton TP Hut	SO520-009-KSW2
Yeovil Jn	SW115-011-KSW3
Yeovil Jn SB (YJ)	SW115-011-KSW3
YEOVIL JUNCTION	SW115-011-KSW3
YEOVIL PEN MILL	SW175-002-KSW3
YETMINSTER	SW175-003-KSW3

List Of Routes

Table A Diagram	Line Of Route	Module
SO110	Victoria to Ramsgate (via Herne Hill and Chatham)	KSW2
SO130	Charing Cross/Cannon Street to Dover Priory/Eurotunnel Interface	KSW2
SO140	Swanley to Ashford	KSW2
SO150	Sittingbourne (Eastern Jn) to Sheerness-on-Sea	KSW2
SO160	Faversham to Dover Priory	KSW2
SO170	Tonbridge to Bo Peep Jn	KSW2
SO180	Paddock Wood to Maidstone West	KSW2
SO210	Appledore to Lydd Town (Goods Line)	KSW2
SO220	Ashford to Ramsgate (via Canterbury West)	KSW2
SO230	Folkestone East to Folkestone Harbour	KSW2
SO240	Buckland Jn to Minster East Jn	KSW2
SO250	Battersea Pier Jn to Wembley	KSW2
SO260	Brixton Jn to Shortlands Jn	KSW2
SO280	Farringdon to Herne Hill	KSW2
SO290	North Kent East Jn to Dartford Jn (via Greenwich)	KSW2
SO300	Lewisham to Crayford Creek Jn (via Bexleyheath)	KSW2
SO310	Hither Green to Maidstone West (via Dartford)	KSW2
SO320	Hoo Jn to Grain (Goods Line)	KSW2
SO330	Nunhead to Hayes	KSW2
SO350	Grove Park to Bromley North	KSW2
SO500	Victoria to Brighton	KSW2
SO510	London Bridge to Epsom Downs	KSW2
SO520	Three Bridges to Portsmouth Harbour	KSW2
SO530	South Croydon to East Grinstead	KSW2
SO540	Hurst Green Jn to Uckfield	KSW2
SO550	Redhill to Tonbridge	KSW2
SO560	Redhill to Guildford	KSW2
SO590	Keymer Jn to Eastbourne	KSW2
SO600	Willingdon Jn to Ashford	KSW2
SO620	Brighton to Seaford	KSW2
SO630	Brighton to Littlehampton	KSW2
SO640	Barnham to Bognor Regis	KSW2
SO645	Battersea Park to Peckham Rye	KSW2
SO650	Balham Jn to Beckenham Jn	KSW2
SO660	Purley to Caterham	KSW2
SO680	South Bermondsey Jn to Horsham	KSW2
SO700	Streatham South Jn to Sutton (via Wimbledon)	KSW2
SW100	Waterloo to Clapham Junction	KSW3
SW105	Clapham Junction to Weymouth	KSW3
SW110	Woking Junction to Portsmouth Harbour	KSW3
SW115	Worthing Junction to Exeter St. Davids	KSW3
SW120	Pirbright Jn to Alton	KSW3
SW125	Southcote Junction to Basingstoke	KSW3
SW130	Eastleigh to Romsey	KSW3
SW135	Eastleigh to Fareham	KSW3
SW140	St. Denys to Portcreek Junction	KSW3
SW145	Northam Junction to Canute Road	KSW3
SW150	Redbridge to Salisbury Tunnel Junction	KSW3
SW155	Totton to Fawley (Goods Line)	KSW3
SW160	Brockenhurst to Lymington Pier	KSW3
SW165	Hamworthy to Hamworthy Goods (Goods Line)	KSW3
SW170	Westbury to Wilton Junction	KSW3
SW175	Castle Cary to Dorchester Junction	KSW3
SW180	Raynes Park to Horsham	KSW3
SW185	Motspur Park to Chessington South	KSW3
SW190	New Malden to Shepperton	KSW3
SW195	Hampton Court Junction to Hampton Court	KSW3

Table A Diagram	Line Of Route	Module
SW200	Hampton Court Junction to Guildford (via Cobham)	KSW3
SW205	Leatherhead to Effingham Junction	KSW3
SW210	Clapham Junction to Southcote Junction (via Reading)	KSW3
SW220	Latchmere Junction to Kensington Olympia	KSW3
SW225	Point Pleasant Junction to Wimbledon	KSW3
SW230	Barnes to Feltham Junction (via Hounslow)	KSW3
SW240	Kew East Junction to Old Kew Junction	KSW3
SW245	Twickenham to Shacklegate Junction	KSW3
SW250	Staines to Windsor and Eton Riverside	KSW3
SW255	Virginia Water to Weybridge	KSW3
SW260	Ascot to Ash Vale Junction	KSW3
SW265	Guildford to Wokingham	KSW3
SW300	Gomshall to Shalford Junction	KSW3
SW301	Redhill to Gomshall	KSW3
SW302	Redhill to Gatwick Airport	KSW3
SW305	Brighton to Havant	KSW3
SW310	Littlehampton Junction to Littlehampton	KSW3
SW315	Barnham to Bognor Regis	KSW3