

Module WR1

Western Route

Sectional Appendix

General Instructions and miscellaneous items

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List of Module Pages and Dates

Page	Date Last Changed
1	04 April 2009
2	04 April 2009
3	04 April 2009
4	04 April 2009
5	04 April 2009
6	04 April 2009
7	04 April 2009
8	04 April 2009
9	04 April 2009
10	04 April 2009
11	04 April 2009
12	04 April 2009
13	04 April 2009
14	04 April 2009
15	04 April 2009
16	04 April 2009
17	04 April 2009
18	04 April 2009
19	04 April 2009
20	04 April 2009
21	04 April 2009
22	04 April 2009
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25	04 April 2009
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27	04 April 2009
28	04 April 2009
29	04 April 2009
30	04 April 2009
31	04 April 2009
32	04 April 2009
33	04 April 2009
34	04 April 2009
35	04 April 2009
36	04 April 2009
37	04 April 2009
38	04 April 2009
39	04 April 2009
40	04 April 2009
41	04 April 2009
42	04 April 2009
43	04 April 2009
44	04 April 2009
45	04 April 2009
46	04 April 2009
47	04 April 2009
48	04 April 2009
49	04 April 2009
50	04 April 2009
51	04 April 2009
52	04 April 2009
53	04 April 2009

54	04 April 2009
55	04 April 2009
56	04 April 2009
57	04 April 2009
58	04 April 2009
59	04 April 2009
60	04 April 2009
61	04 April 2009
62	04 April 2009
63	04 April 2009
64	04 April 2009
65	04 April 2009
66	04 April 2009
67	04 April 2009
68	04 April 2009
69	04 April 2009
70	04 April 2009
71	04 April 2009
72	04 April 2009
73	04 April 2009
74	04 April 2009
75	04 April 2009
76	04 April 2009
77	04 April 2009
78	04 April 2009
79	04 April 2009
80	04 April 2009
81	04 April 2009
82	04 April 2009
83	04 April 2009
84	04 April 2009
85	04 April 2009
86	04 April 2009
87	04 April 2009
88	04 April 2009
89	04 April 2009
90	04 April 2009
91	04 April 2009
92	04 April 2009
93	04 April 2009
94	04 April 2009
95	04 April 2009
96	04 April 2009
97	04 April 2009
98	04 April 2009
99	04 April 2009
100	04 April 2009
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102	04 April 2009
103	04 April 2009
104	04 April 2009
105	04 April 2009
106	04 April 2009
107	04 April 2009
108	04 April 2009

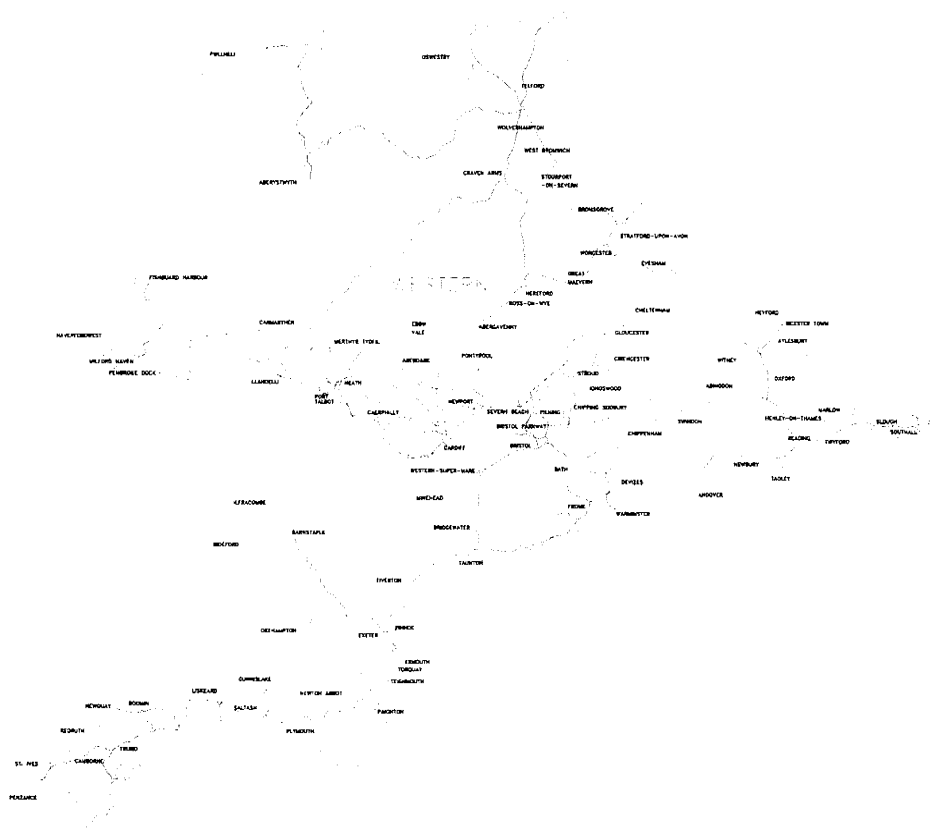
109	04 April 2009
110	04 April 2009
111	04 April 2009
112	04 April 2009
113	04 April 2009
114	04 April 2009
115	04 April 2009
116	04 April 2009
117	04 April 2009
118	04 April 2009
119	04 April 2009
120	04 April 2009

121	04 April 2009
122	04 April 2009
123	04 April 2009
124	04 April 2009
125	04 April 2009
126	04 April 2009
127	04 April 2009
129	04 April 2009
130	04 April 2009
131	04 April 2009
132	04 April 2009

Table of Contents

	<u>Page</u>
Map	4
General Instructions	5
Explanation of Table A terms and symbols	85
Index of Locations	93
List of Routes	129

MAPS



General Instructions Table of Contents

	<u>Page</u>
Rule Book Module G1 - General safety responsibilities	11
Section 2 - Personal safety, Clause 2.6 - Wearing protective clothing and equipment	
Hard Hat Areas	
Rule Book Module M1 - Train stopped by train accident, fire or accidental division	11
Accidental division of Class 165/166 trains	
Rule Book Module M4 - Floods and snow	12
Section 3 - Miniature snow ploughs	
Rule Book Module M4 - Floods and snow	12
Section 4 - Independent snow ploughs	
Rule Book Module OTP - On-track plant (OTP)	13
Brimont road/rail Tug Unit and Tunnel Maintenance Unit	
Rule Book Module P1 - Single line working	14
CCTV crossings with no Attendant	
Rule Book Module P2 - Working single and bi-directional lines by pilotman	15
Rule Book Module P2 - Working single and bi-directional lines by pilotman	18
Section 5 - Modified working arrangements	
Rule Book Module S1 - Signals and indicators controlling train movements	19
Splitting distant signals	
Rule Book Module S2 - Observing and obeying fixed signals	22
Rule Book Module S2 - Observing and obeying fixed signals	22
Section 5 - Signal cleared for a wrong route	
Rule Book Module S3 - Train warning systems (AWS and TPWS) and reporting signalling failures and irregularities	23
Rule Book Module S5 - Passing a signal at danger : Part A	23
Passing a signal at danger on the signaller's authority	
Appointment of Handsignallers at defective or disconnected signals	
Rule Book Module SP - Speeds : Part A Permissible speeds and enhanced permissible speeds	24
Rule Book Module SS1 - Station duties and train dispatch	24
Starting of Driver Only (D.O.) trains	
Rule Book Module SS1 - Station duties and train dispatch	25
Rule Book Module SS2 - Shunting	26

	<u>Page</u>
Rule Book Module T1A - Work on signalling equipment	29
Section 2 - Signalling equipment that has failed	
Immediate actions - reporting to Fault Control	
Rule Book Module T1B - Movement of trains during failure of, or when working on, signalling equipment	30
Track circuit 'high risk' sites during leaf fall season	
Rule Book Module T2 - Protecting engineering work or a hand trolley on a line not under possession	31
Rule Book Module T3 - Possession of the line for engineering work	39
Section 6 - Arrangements at level crossings, Clause 6.2 - Automatic half barrier crossing (AHBC) level crossing	
Rule Book Module TS1 - General signalling regulations	40
Rule Book Module TW1 - Preparation and movement of trains : General	40
Train radio equipment (Section 3) - Class 165/166 trains fitted with GSMP	
Rule Book Module TW1 - Preparation and movement of trains : General	41
Section 7 - Hauling dead traction units	
Rule Book Module TW1 - Preparation and movement of trains : General	42
Section 11 - Stopping or stabling the train	
Rule Book Module TW1 - Preparation and movement of trains : General	42
Section 12 - Permissive working	
Rule Book Module TW1 - Preparation and movement of trains : General	43
Section 13 - Propelling movements, Clause 13.3 - Authority for propelling	
Rule Book Module TW1 - Preparation and movement of trains : General	44
Section 16 - Examining the line	
Rule Book Module TW1 - Preparation and movement of trains : General	45
Section 16 - Examining the line, Clause 16.5 - Broken, distorted or damaged rails and broken fishplates	
Rule Book Module TW1 - Preparation and movement of trains : General	46
Section 16 - Examining the line, Clause 16.6 - Bridge strikes	
Rule Book Module TW3 - Preparation and movement of locomotive-hauled trains	47
Section 5 - Door instructions	

Page

Rule Book Module TW3 - Preparation and movement of locomotive-hauled trains	47
Section 8 - Incidents involving exterior doors	
Rule Book Module TW5 - Preparation and movement of trains : Defective or isolated vehicles and on-train equipment - Part A : Arrangements for dealing with defective on-train equipment	48
Section 13 - Emergency bypass switch (EBS)	
Rule Book Module TW5 - Preparation and movement of trains : Defective or isolated vehicles and on-train equipment - Part A : Arrangements for dealing with defective on-train equipment	48
Section 18 - Hot axle boxes and activation of lineside hot axle box detectors, Clause 18.3 - Vehicle activating a lineside hot axle box detector or receiving a report of a hot axle box from another source	
Rule Book Module TW5 - Preparation and movement of trains : Defective or isolated vehicles and on-train equipment - Part A : Arrangements for dealing with defective on-train equipment	48
Section 36 - Vehicles with locked wheels, wheel flats, shifted tyres or dragging brakes, Clause 36.8 - Moving vehicles with wheelskates	
Rule Book Module TW6 - Working single lines with or without a train staff or token	49
Persons other than Signaller authorised to give/take Train Staff or Token to/from the Driver	
'ONE SHOT' (EMERGENCY) SANDING EQUIPMENT	50
ASSISTING TRAINS ON STEEP GRADIENTS - LOW RAIL ADHESION	51
CLASS 15X/170 UNITS WORKING ON REDUCED TRACTION POWER	51
CLASS 220/221 TRAINS WORKING ON REDUCED TRACTION POWER	52
CLASS 253/254 (HST) - ISSUE OF REDUCED SPEED CERTIFICATES	53
CLASS 253/254 (HST) - WORKING ON ONE ENGINE ONLY	55
DIRECT-LINE TELEPHONES	58
DRIVER ONLY OPERATION, Non-passenger (DOO - NP)	58
ELECTRIC POINT HEATERS	58
ENERGY CONSERVATION - COASTING BOARDS FOR HIGH SPEED TRAINS	58
FOOT OR BARROW CROSSINGS BETWEEN PLATFORMS	58

	<u>Page</u>
GROUND FRAMES EQUIPPED WITH KEY INSTRUMENT RELEASED FROM A SIGNALBOX	59
IDLING OF DIESEL ENGINES AND CONTROL OF NOISE	60
INSTRUCTIONS RELATING TO FREIGHT TRAIN OPERATIONS	62
INTERMEDIATE AND AUXILIARY TOKEN INSTRUMENTS	64
INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS	65
LIGHTING AND EXTINGUISHING OF SEMAPHORE SIGNAL OIL LAMPS	65
LINES EQUIPPED WITH AUTOMATIC TRAIN PROTECTION	66
LINES EQUIPPED WITH AXLE COUNTERS	71
LINES WORKED UNDER THE CONTROL OF A PERSON IN CHARGE (THE C2 SYSTEM)	72
LONDON AREA - TERMINAL AND BAY PLATFORM ADVANCE STOP MARKERS	74
LONDON UNDERGROUND LTD ELECTRIFIED LINES	74
OFFICERS' SPECIALS	75
PASSAGE OF LOCOMOTIVES OVER WEIGHBRIDGES	75
PLATFORMING OF PASSENGER TRAINS IN CORNWALL	76
RECORDING OF CONVERSTAIONS	76
REPORTS OF STONETHROWING, etc	76
REVERSIBLY SIGNALLED LINES (as defined in Table 'A')	77
ROUTE LEARNING CARS	77
SANDITE APPLICATION AND RAIL CONDITIONING TRAINS	78
SECURITY OF TRAINS	78
STANDARD SPEED RESTRICTIONS	79
STATIONS WITH SHORT PLATFORMS - MULTIPLE UNIT TRAINS	80
STOPPING POSITION AT PASSENGER PLATFORMS	80
TELEPHONE CALLS REQUESTING THE CIVIL EMERGENCY SERVICES,DIAL 111 or 999 IN EMERGENCY	81
VANDAL RESISTANT TELEPHONES	81

Page

WHEEL IMPACT LOAD DETECTORS ('WheelChex' equipment)

82

WHITE SHUNTING LIGHTS

82

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General Instructions

Rule Book Module G1 - General safety responsibilities

Section 2, Clause 2.6 - Wearing protective clothing and equipment

Hard Hat Areas

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

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

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

Western Route GI - Dated: 04/04/09

Rule Book Module M1 - Train stopped by train accident, fire or accidental division

Accidental division of Class 165/166 trains

Before attempting to recouple any Class 165/ 166 units that have divided accidentally, the Driver must obtain the authority of the Fuel Point Supervisor at Reading Upper Triangle depot.

If it is not found possible to speak direct to the Fuel Point Supervisor at Reading depot, the Driver must obtain authority from the Fleet Controller at Operations Control. This authority can be passed via the controlling signal box if necessary.

Western Route GI - Dated: 05/08/06

Rule Book Module M4 - Floods and snow

Section 3 - Miniature snow ploughs

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

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

* - 2 sets for fitting to diesel shunting locomotives

Western Route GI - Dated: 05/08/06

Rule Book Module M4 - Floods and snow

Section 4 - Independent snow ploughs

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

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

Western Route GI - Dated: 04/04/09

Rule Book Module OTP - On-track plant

Brimont road/rail Tug Unit and Tunnel Maintenance Unit

The following instructions supplement those in the Rule Book:

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

Western Route GI - Dated: 05/08/06

Rule Book Module P1 - Single line working

CCTV crossings with no Attendant

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

Route	Crossing	SLW over (line)	Between	and
GW105	Huish 132m 11ch	Down	Worle Jn	Yatton GF (or east thereof)
GW108	Stoke Canon 190m 16ch	Down	Cowley Bridge Jn	Tiverton Loops (or east thereof)
	Camborne 313m 35ch	Up	Roskear Jn	St. Erth (or west thereof)
GW500	Midgham 46m 56ch	Up	Towney	Newbury (or west thereof)
	Thatcham 49m 51ch	Down	Newbury	Towney (or east thereof)
	Hamstead 56m 09ch	Up	Newbury	Hungerford (or west thereof)
	Hungerford 61m 47ch	Up	Hungerford	Bedwyn (or west thereof)
GW610	Pinhoe 168m 39ch	Down	Exmouth Jn	Honiton (or east thereof)
		Up	Honiton	Exmouth Jn (or west thereof)
GW620	Paignton North 222m 04ch	Down	Paignton	Newton Abbot West Jn

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

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

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

The above instruction supplements Section 3.7 of the Module.

Western Route GI - Dated: 05/08/06

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

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

Track Circuit Block lines - failure of points

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

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

Track Circuit Block Lines – failure of track circuits

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

- bi-directional line.

At or between	Line	Direction	Remarks
GW103. Paddington to Uffington			
Portobello Jn and Ladbroke Grove	Carriage Reception	Down	-
Ladbroke Grove and Old Oak Common	Engine & Carriage	Down	-
Hanwell Bridge and Southall East	Down/Up Goods	Up (Between Signals SN.236 and SN.241)	#
Southall East Jn and Heathrow Airport Jn	Down Main	Down	#
Tilehurst East and Scours Lane	Up Relief	Up	#
Moreton Cutting and Didcot Station (signal SB921)	Down Relief	Down	#
Didcot Station and Didcot East Jn	Platform 4/ Up Relief	Up	#
Didcot Station	Platform 5 line	Up	#
Foxhall Jn (signal SB940) and Milton	"Up and Down" Relief	Up	#
GW108. Fordgate to Penzance			
Saltash and St Budeaux Ferry Road	Single	Up	-
St. Pinnock and Largin	Single	Down	-
Truro and Penwithers Junction	Down	Down	#

Long Rock and Penzance	Single	See remarks	Provided that signal PZ.2 (protecting Long Rock level crossing) can be cleared, signal PZ.1 can be passed at Danger without a Pilotman. Provided that signal PZ.66 (Ponsandane) can be cleared, signals PZ.67,68,69,70 or 71 can be passed at Danger without a Pilotman.
GW175. Greenford South Jn to Greenford Station			
At or between GE22 and Greenford Bay Platform	Bay Line	Down	
GW180. Heathrow Airport Junction to Heathrow Terminals 4 and 5			
Heathrow Airport Jn and Heathrow Central (Terminals 1,2,3)	Down Airport	Down	#
Heathrow Central (Terminals 1,2,3) and Heathrow Airport Jn	Up Airport	Up	#
GW184. Slough to Windsor			
Slough	Bay line	Down	-
Slough	East Loop	Up	-
Slough (Bath Road Jn) and Windsor	Single	Up	-
GW187. Twyford to Henley-on-Thames			
Twyford and Henley-on-Thames	Single	Up	-
GW310. Wolvercot Junction to Norton Junction			
Wolvercot Junction and Ascott-under-Wychwood	Single	Up	One train only. Driver must obtain a special modified working ticket as directed by the Signaller. Tickets kept in a locked cabinet at Up Home signal AW.2
GW4501. Stoke Gifford Junction to Bristol Bulk Handling Terminal			
Stoke Gifford Jn and Filton West Jn	Single	Down	-
GW580. East Somerset Junction to Merehead/Cranmore			
Merehead West and Merehead Quarry Jn	Single	Up	-
White's Crossing Siding	Siding line	From Merehead Quarry	-
GW733. Sutton Bridge Junction to Aberystwyth			
Machynlleth and Dovey Junction Signal MH.18	Up and Down Aberystwyth and Single	Either	Blue coloured Special Authority Cards must be completed.
GW734. Dovey Junction to Pwllheli			
Machynlleth and Dovey Junction Signal MH.20	Up and Down Pwllheli and Single	Either	Blue coloured Special Authority Cards must be completed.
GW770. Ebbw Vale Parkway to Gaer Junction			
Ebbw Vale Parkway and Crosskeys Junction	Single	Both	Drivers must obtain a modified working ticket as directed by the signaller at Signals PJ.1934 or PJ.1932.

Risca South Junction and Park North Junction	Single	Down	Drivers must obtain a modified working ticket as directed by the signaller at Signal PJ.1941.
Park North Junction and Risca South Junction	Single	Up	Drivers will be handed a modified working ticket by the Signaller at Park Jn signal box.
GW830. Merthyr Tydfil to Barry Island via Cardiff Queen Street			
Pontypridd Junction and Pontypridd Station	Down/ Up	Down Platform	-
GW834. Hirwaun to Abercynon			
Abercwmboi Loop	Single	Up	-
Mountain Ash	Up Loop	Up	#
GW840. Radyr Junction to Cardiff, Radyr Branch Junction			
Penarth Curve North Junction and Radyr Branch Junction	Single	Up	-
GW850. Leckwith Loop North Junction to Leckwith Loop South Jn			
Leckwith Loop South Junction and Leckwith Loop North Junction	Leckwith Loop (single)	Down	-
GW874. Bridgend (Llynfi Jn) to Maesteg			
Tondu and Maesteg	Single	Both	Drivers will be handed a modified working ticket by the Signaller at Tondu signal box
GW877. Tondu to Port Talbot Docks			
Margam Abbey Works East Jn and signals PT.3483/ 3484	Down/ Up O.V.E	Up	-
Signals PT.3485/3484 and Margam Yard Junction	Down/ Up O.V.E	Down	-
GW890. Court Sart Junction/Up Flying Loop Jn to Morlais Junction			
Court Sart Junction and Signal PT.150	Down/Up R&SB	Down	
GW900. Pilning to Fishguard Harbour			
Landore Junction and Swansea Loop West Junction	Single	Down	-
Cockett West and Dyffryn West	Single	Up	-
GW9001. Landore Junction to Swansea			
Swansea Loop East Junction and Swansea station	Up Main	Up	-

GW910. Crarven Arms Junction to Llandeilo Junction			
Hendy Junction and Morlais Junction	Llandeilo Branch (single)	Up	-
Pantyffynnon and Hendy Junction	Single	Either	Special authority cards must be completed
GW930. Carmarthen Junction to Carmarthen Station			
Carmarthen Junction and Carmarthen Station	Single	Down	
GW940. Carmarthen Station to Carmarthen Bridge Junction			
Carmarthen Station and Carmarthen Bridge Junction	Single	Up	
GW960. Clarboston Road to Milford Haven			
Haverfordwest and Milford Haven	Single	Up	Provided that all other intermediate signals in the route concerned can be cleared, signals CR.24 or CR.28 or CR.32 (as appropriate) may be passed at Danger without a Pilotman.

Western Route GI - Dated: 19/07/08

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

Section 5 - Special arrangements for tokenless block lines where authorised

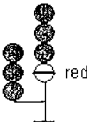

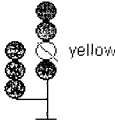
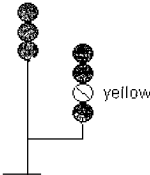
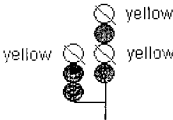
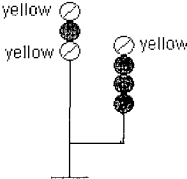
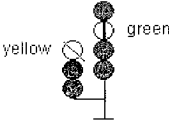
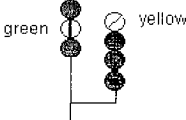
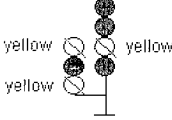
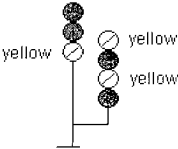
At or between	Remarks
GW610. Crannafor LC (incl) to Exeter St. David's	
Pinhoe and Honiton	Trains may be authorised to proceed by means of a written order before working by Pilotman is introduced.

Western Route GI - Dated: 05/08/06

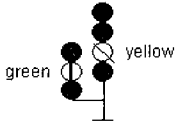
Rule Book Module S1 - Signals and indicators controlling train movements

Splitting distant signals

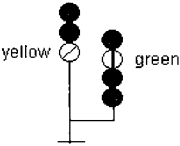
Where a splitting distant (sometimes called a 'directing distant') signal is provided in rear of a junction signal on Western Route, the meaning of each aspect is as follows:

Aspect displayed – left-hand diverging junction	Description of aspect and meaning	Aspect displayed – right-hand diverging junction
a) 	DANGER - STOP	
b) 	CAUTION - PROCEED: Be prepared to stop at the next signal	
c) 	PRELIMINARY CAUTION - PROCEED: Be prepared to find the next signal displaying one yellow light for the straight ahead route.	
d) 	CLEAR - PROCEED: Next signal displaying a proceed aspect for the straight ahead route.	
e) 	PRELIMINARY CAUTION - PROCEED: Next signal displaying one yellow light with junction indicator position 1 or 4 for the diverging route. Be prepared to stop at first signal beyond the junction on diverging route.	

f)



CLEAR - PROCEED:
Next signal displaying a proceed aspect with junction indicator position 1 or 4 for the diverging route. The first signal beyond the junction on diverging route will also be displaying a proceed aspect.



NOTES:

1. AWS clear (bell) indications will be given when either signal head shows a green, i.e. as shown in examples d) and f). The AWS and example b) may be different from the arrangements on other Routes.
2. Under certain bulb failure conditions it is possible for a single yellow to be shown in each head - i.e. displayed as 2 yellows horizontally. This must be treated as a **caution**, i.e. be prepared to stop at next signal.
3. Remember, when both the directing distant and the junction signal are cleared, the normal 4 aspect sequence is shown for the route set, a single yellow aspect is shown for the route that is **not** set.

Loading/ unloading indicators

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

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

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

Worcester Shrub Hill - semaphore signals

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

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

Barry –semaphore 'warning' signal

A subsidiary warning signal is provided beneath the Barry Up (from Barry Island) Home signal. The clearance of this warning signal authorises the Driver to proceed as far as the next stop signal at the Cardiff end of Barry station indicates that the line immediately ahead of the next stop signal may be occupied. Drivers must be prepared accordingly.

Semaphore shunting signals that display a white light

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

Points Indicators

At remote crossing loops on Western Route lines controlled by the NSTR system, points indicators show two white lights at an angle of 45° (i.e. similar to a position light signal when cleared) to indicate when the points are correctly set. Section 4.6 of the Module is modified accordingly. See also NSTR Regulations (RT3126) published separately.

Western Route GI - Dated: 09/08/08

Rule Book Module S2 - Observing and obeying fixed signals

Section 2 – Train stopped or nearly stopped at a signal at danger

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

Signalbox	Signal(s) concerned	Remarks
Worcester Shrub Hill	Up Main Home	--
Par	Up Branch Home	--
St. Blazey	Up Home (3 aspect colour light)	--
Severn Bridge Jn	Up platform	--
Gobowen	Down Home	Applies only to passenger trains booked to call at Gobowen station

Western Route GI - Dated: 05/08/06

Rule Book Module S2 - Observing and obeying fixed signals

Section 5 - Signal cleared for a wrong route

Provided that the train is not required to call at a station on the booked route, and that route knowledge is available, a Driver may accept the signal cleared for the alternative route shown at the following junctions and should **not** treat it as a "wrong route" (Section 5 of Module):

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

Western Route GI - Dated: 11/11/06

Rule Book Module S3 - Train warning systems (AWS and TPWS) and reporting signalling failures and irregularities

AWS track equipment located ahead of a signal

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

AWS track equipment on single and bi-directional lines

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

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

Western Route GI - Dated: 04/04/09

Rule Book Module S5 - Passing a signal at danger

Appointment of Handsignalers at defective or disconnected signals

Any suitably qualified person can be provided for hand signalling duties for Temporary Block Working (TBW). It is the responsibility of the TBW Supervisor to determine the suitability of individuals appointed to undertake these duties.

The following policy applies on Western routes:

1. Only competent Network Rail Operations & Customer Services personnel may be appointed to act as handsignaller at any disconnected or defective signal on a line open to traffic, except that any competent personnel may carry out this duty for Temporary Block Working.
2. The deployment of any person as a "telephone attendant" at a defective or disconnected signal on a line open to traffic is prohibited.

The above policy is intended only to cover unplanned situations and does not override the requirements of the Rule Book.

Western Route GI - Dated: 04/04/09

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

Unless otherwise shown in Table A of this Appendix, and subject to route-clearance for the line concerned, permissible speeds shown as 'DMU' and 'MU' apply to all of the following train types on Western Route :

- Class 1xx (except Class 185)
- Class 2xx (including Class 253 and 254 with 3 or more coaches between the power cars)
- Class 3xx ('MU' signs only)

'DMU' and 'MU' signs do not apply to :

- Any multiple unit when locomotive-hauled
- Class 253/4 when running as power cars only or with less than 3 coaches

Rule Book, Module SP, Part A - Permissible speeds and enhanced permissible speeds and Section 2.5 Permissible speed indicators with letters are amplified accordingly.

Western Route GI - Dated: 04/08/07

Rule Book Module SS1 - Station duties and train dispatch

Starting of Driver Only (D.O.) trains

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

Paddington	CD and RA indicators provided
Heathrow Central	CD and RA indicators provided
Heathrow Terminal 4	CD and RA indicators provided
Heathrow Terminal 5	CD and RA indicators provided
Slough	Normally staffed and handsignals in use
Reading	Platforms 1 – 3 CD and RA indicators provided
	Platforms 4 – 10 Normally staffed and handsignals in use
Oxford	CD and RA indicators provided

Western Route GI - Dated: 25/08/07

Rule Book Module SS1 - Station duties and train dispatch

Starting of trains with a Guard from staffed platforms

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

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

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

Where station staff are not in attendance at a station listed in these instructions as being staffed, the instructions contained in Rule Book, Module SS1, section 8 apply.

Paddington – note 1	Worcester Shrub Hill
Reading – notes 1 and 2	Worcester Foregate Street
Didcot Parkway – note 1	Cheltenham Spa
Swindon	Kemble
Chippenham	Stroud
Bath Spa	Pewsey
Bristol Temple Meads	Castle Cary
Weston-super-Mare	Westbury – note 3
Taunton	Bristol Parkway
Tiverton Parkway	Exeter Central
Exeter St. David's	Torquay
Dawlish	Paignton
Teignmouth	Gloucester
Newton Abbot	Hereford
Totnes	Shrewsbury
Plymouth	Machynlleth
Liskeard	Cardiff Queen Street – note 4
Bodmin Parkway	Newport – note 5
Par	Cardiff Central
St. Austell	Bridgend
Truro	Port Talbot Parkway – note 6
Redruth	Neath – note 6
Camborne	Swansea
St Erth	Carmarthen
Penzance	

Notes:

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

Rule Book Module SS2 - Shunting

Propelling on a running line

See entry in this Section under Module TW1.

Propelling of Engineers' Trains

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

NOTE: *Wrong direction only.

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

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

From	To
<u>GW770. EBBW VALE PARKWAY TO GAER JUNCTION</u>	
Ebbw Vale	10 mp
159m. 66ch (N. end of Gaer Tunnel)	Gaer Junction
159m. 45ch	159m. 66ch (N. end of Gaer Tunnel)
<u>GW810. RHYMNEY TO QUEEN STREET NORTH JUNCTION</u>	
Rhymney	16m. 23ch
7m. 15ch (N. end of Caerphilly Tunnel)	Heath Junction
6mp	7m. 15ch (N. end of Caerphilly Tunnel)
Heath Junction	2 mile post
<u>GW820. CWMBARGOED TO YSTRAD MYNACH SOUTH</u>	
Cwmbargoed	Ystrad Mynach South
<u>GW830. MERTHYR TYDFIL TO BARRY ISLAND</u>	
Merthyr Tydfil	23m. 60ch
19m. 41ch (former Black Lion SB)	Abercynon
<u>GW834. HIRWAUN TO ABERCYNON</u>	
Aberdare	Abercynon
<u>GW835. TREHERBERT TO PONTYPRIDD JUNCTION</u>	
Llwynypia	Porth
<u>GW864. COGAN JUNCTION TO PENARTH</u>	
Penarth	Cogan Junction
<u>GW874. BRIDGEND, LLYNFI JUNCTION TO MAESTEG</u>	
Maesteg	Tondu
<u>GW877. TONDU TO PORT TALBOT DOCKS</u>	
2m. 43ch	Tondu
2m. 43ch	Site of Newlands Junction (3m 34ch)
<u>GW890. COURT SART JUNCTION TO MORLAIS JUNCTION</u>	
1m. 7ch	1m. 50ch (through Lonlas Tunnel)
1m. 50ch	1m. 7ch (through Lonlas Tunnel)
4m. 3ch	5m. 13ch (through Llangyfelach Tn.)
Llangyfelach	Felin Fran
Grovesend Colliery Loop Junction	Morlais Junction
<u>GW893. ONLLWYN TO NEATH & BRECON JUNCTION</u>	
Onllwyn	Neath & Brecon Junction
<u>GW897. GROVESEND COLLIERY LOOP JUNCTION TO HENDY JUNCTION</u>	
Grovesend Colliery Loop Junction	Hendy Junction

From	To
<u>GW900. PILNING TO FISHGUARD HARBOUR</u>	
194m. 60ch (Stormy)	198m. 40ch (Margam Moors)
Skewen East	Neath East
Swansea Loop West Junction	Landore Junction
216m. 65ch (Cockett Tunnel)	Swansea Loop West Junction
216m. 25ch (Cockett Tunnel)	220 mile post (Gowerton)
<u>GW910. CRAVEN ARMS JUNCTION TO LLANDEILO JUNCTION (CENTRAL WALES LINE)</u>	
17m. 78ch	18m. 29ch (Llangunllo Tunnel)
18m. 29ch (Llangunllo Tunnel)	14 mile post (between Knucklas and Knighton)
50m. 65ch	Llandovery
51m. 45ch	Llanwrtyd Wells
<u>GW915. GWAUN-CAE-GURWEN TO PANTYFFYNNON</u>	
Gwaun-cae-Gurwen	Ammanford
Ammanford	Pantyffynnon
<u>GW950. WHITLAND TO PEMBROKE DOCK</u>	
266 mile post	Tenby
266 mile post	Whitland
285m 05ch	285m 27ch (Pembroke Tunnel)
285m 27ch	285m 05ch (Pembroke Tunnel)
<u>GW960. CLARBESTON ROAD JUNCTION TO MILFORD HAVEN</u>	
Johnston	Haverfordwest

Western Route GI - Dated: 04/04/09

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

Section 2 - Failure of signalling equipment

Immediate actions - reporting to Fault Control

Section 2.1 is modified in that Signallers must report all faults direct to the relevant Fault Control. If any faults are likely to disrupt the passage of trains, Signallers must also tell Operations Control what has happened.

Western Route GI - Dated: 05/08/06

Rule Book Module T1B - Working of trains during failure, maintenance and renewal of signalling equipment

Track circuit 'high risk' sites during leaf fall season

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

Location	Mileage	Line
GW480 Swindon to Standish Jn		
Kemble to Sapperton	91m 18ch to 91m 32ch	Down
GW5001 Beechgrove GF (incl.) to Westbury South Jn		
Beechgrove to Heytesbury	115m 40ch to 115m 60ch	Both lines
Heytesbury to Wilton Jn	118m 40ch to 123m 79ch	Both lines
GW830 Merthyr Tydfil to Barry Island via Cardiff Queen Street		
Cadoxton to Cogan Tunnel	4m 63ch to 3m 33ch	Up Barry
GW900 Pilning to Fishguard Harbour		
Carmarthen Bridge Jn to Whitland	246m 13ch to 258m 39ch	Down
Whitland to Sarnau LC	258m 30ch to 249m 60ch	Up
GW731 Abbey Foregate (incl.) to Ruabon		
Gobowen South to Gobowen North	189m 15ch to 189m 79ch 189m 61ch to 189m 00ch	Down Main Up Main

Western Route GI - Dated: 04/04/09

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

Signaller not able to grant T2 protection

If the Signaller is not in a position to grant T2 Protection to the COSS, he will record on each occasion:

- Time and date
- Name and employer of the COSS making the request
- Where the COSS is speaking from
- Nature of work intended to be carried out
- Reason for declining the T2 Protection
- Any time that may have been quoted for the COSS to make a fresh request for T2 Protection.

The Signaller must then pass on these details to Operations Control.

Protection Procedure T2-A: Permitted Locations for use of T-CODs

Track Circuit Operating Devices (T-COD) may be used at the following GW Region locations:-

Routes and Locations on which T-COD may be used	Remarks
	(to include any Locations/Sections where T-COD cannot be used in addition to those in Rule Book)
GW105 - UFFINGTON TO FORDGATE VIA BOX <u>Uffington - Bourton</u> Down Main 66m 53ch - 72m 20ch Up Main 72m 20ch - 66m 53ch <u>Bourton – South Marston</u> Down Main 72m 49ch - 74m 20ch Up Main 74m 40ch - 72m 49ch <u>South Marston - Highworth</u> Down Main 74m 55ch - 75m 20ch Up Main 75mp - 74m 58ch <u>Swindon Station Area **</u> Down Main 77m 13ch - 77m 28ch Up Main 77m 28ch - 77m 13ch Platform 3 77m 13ch - 77m 28ch Platform 1 77m 15ch - 77m 27ch <u>Swindon West to Wootton Bassett Jn.</u> Down Main 78m 25ch - 83mp Up Main 82m 27ch – 78m 56ch <u>Wootton Bassett Jn - Thingley Jn</u> Down Main 83m 34ch - 90m 59ch Up Main 94m 04ch – 83m 34ch <u>Thingley Jn</u> Down Main 96m 15ch - 97m 46ch Up Main 98m 40ch – 96m 75ch	** - T(11)A protection in this area is permitted <u>only</u> for track patrolling between the starting signals at each end of the lines concerned.

Routes and Locations on which T-COD may be used	Remarks
<p><u>Thingley Jn - North Somerset Jn</u> Down Main 97m 47ch - 104m 36ch Down Main 104m 63ch - 107m 15ch Down Main 107m 70ch - 116m 74ch Down Main 117m 01ch - 117m 34ch North Somerset Jn - Thingley Jn Up Main 117m 32ch - 117m 05ch Up Main 116m 73ch - 107m 37ch Up Main 107m 17ch - 105m 28ch Up Main 105m 01ch - 104m 63ch Up Main 104m 38ch - 98m 41ch</p> <p><u>Bristol Loop</u> Down Bristol Loop Up Bristol Loop</p> <p><u>Bristol TM station **</u> Platform 1 Platforms 3/4 Up Through and Middle Siding Platforms 5/6 Platforms 7/8 Platforms 9/10 Platforms 11/12 Down Through Platform 13</p> <p><u>Bristol TM - Fordgate via Weston-S-Mare avoiding line</u> Down Main 118m 71ch - 119m 42ch Down Main 119m 50ch - 120m 20ch Down Main 121m 15ch - 124m 15ch Down Main 125m 40ch - 130m 36ch Down Weston-S-Mare Avoiding line 135m 11ch - 139m 59ch Down Main 138m 10ch - 145m 12ch Down Main 145m 67ch - 150m 78ch</p> <p><u>Fordgate - Bristol TM via Weston-S-Mare avoiding line</u> Up Main 151m 30ch - 145m 67ch Up Main 145m 12ch - 138m 10ch Up Weston-S-Mare Avoiding line 138m 00ch - 135m 19ch Up Main 129m 37ch - 124m 44ch Up Main 124m 33ch - 120m 28ch Up Main 120m 04ch - 119m 48ch Up Main 119m 38ch - 118m 74ch</p>	<p><i>(to include any Locations/Sections where T-COD cannot be used in addition to those in Rule Book)</i></p> <p>** - T2-A Protection in this area is permitted only for track patrolling between the starting signals at each end of the station.</p>
<p><u>GW107 - WORLE JN TO UPHILL JN VIA WESTON-SUPER-MARE</u> Single Line 135m 16ch - 137m 02ch</p>	

Routes and Locations on which T-COD may be used	Remarks (to include any Locations/Sections where T-COD cannot be used in addition to those in Rule Book)
<p>GW108 - FORDGATE TO PENZANCE</p> <p><u>Fordgate - Taunton</u></p> <p>Down Main 154m 63ch - 158m 42ch Down Main 158m 52ch - 161m 58ch Up Main 161m 47ch - 158m 37ch Up Main 158m 14ch - 154mp</p> <p><u>Taunton - Exeter</u></p> <p>Down Main 167m 54ch - 170m 10ch Down Main 171m 29ch - 178m 40ch Down Main 179m 32ch - 184m 12ch Down Main 185m 43ch - 189m 70ch Down Main 190m 18ch - 192m 42ch Up Main 192m 50ch - 190m 29ch Up Main 190m 15ch - 187m 15ch Up Main 185m 40ch - 179m 31ch Up Main 178m 48ch - 171m 65ch</p> <p><u>Exeter - Newton Abbot</u></p> <p>Down Main 195m 36ch - 200m 25ch Down Main 209m 14ch - 213m 39ch Up Main 213m 16ch - 209m 14ch Up Main 200m 46ch - 195m 16ch</p> <p><u>Newton Abbot - Totnes</u></p> <p>Down Main 214m 54ch - 220m 77ch Up Main 222m 32ch - 214m 57ch</p> <p><u>Totnes - Plymouth</u></p> <p>Down Main 223m 6ch - 230m 30ch Down Main 230m 43ch - 235m 18ch Down Main 235m 24ch - 239m 8ch Down Main 239m 13ch - 242m 58ch Down Main 244m 40ch - 245m 30ch Up Main 245m 41ch - 244m 40ch Up Main 243m 63ch - 242m 70ch Up Main 242m 44ch - 239m 34ch Up Main 239m 6ch - 235m 23ch Up Main 235m 18ch - 230m 43ch Up Main 230m 30ch - 223m 16ch</p> <p><u>Plymouth - St. Germans</u></p> <p>Down Main 247m 45ch - 249m 29ch Up Main 248m 62ch - 247m 45ch Single 250m 27ch - 251m 20ch Down Main 251m 57ch - 256m 30ch Up Main 256m 47ch - 251m 57ch</p>	St. Germans to Penzance

Routes and Locations on which T-COD may be used	Remarks (to include any Locations/Sections where T-COD cannot be used in addition to those in Rule Book)
GW400 BARNT GREEN (EXCL.) TO WESTERLEIGH JN VIA DUNHAMPSTEAD <u>Charfield - Westerleigh Jn</u> Down Charfield 109m 10ch - 112m 45ch Down Charfield 113m 09ch - 119m 66ch Down Charfield 120m 02ch - 121m 06ch <u>Westerleigh Jn - Charfield</u> Up Charfield 121m 06ch - 120m 16ch Up Charfield 118m 49ch - 113m 18ch Up Charfield 112m 55ch - 111m 67ch	Barnt Green to Charfield
GW450 STOKE GIFFORD JN TO BRISTOL EAST JN <u>Stoke Gifford Jn - Dr Days Jn</u> Down Filton 112m 05ch - 112m 60ch Down Filton 4m 35ch - 2m 08ch Down Filton 1m 79ch - 1m 36ch <u>Dr Days Jn - Stoke Gifford Jn</u> Up Filton 1m 25ch - 1m 69ch Up Filton 2m 11ch - 4m 33ch	Dr Days Jn to Bristol East Jn
GW4501 STOKE GIFFORD JN TO BRISTOL BULK HANDLING TERMINAL <u>Stoke Gifford Jn - St Andrews Jn</u> Up / Down Stoke Gifford 112m 08ch - 112m 35ch Down Branch 114mp - 115m 20ch Up Branch 116mp - 114mp <u>Stoke Gifford Jn - St Andrews Jn</u> Down Branch 115m 30ch - 116m 37ch Down Branch 117m 25ch - 117m 70ch Down Branch 117m 76ch - 118m 25ch Up / Down Arrival 14m 30ch - 14m 71ch Up / Down Departure 14m 75ch - 14m 58ch Up Branch 118m 40ch - 117m 76ch Up Branch 117m 70ch - 117m 25ch Up Branch 117m 16ch - 116mp	St Andrews Jn to Bristol Bulk Handling Terminal
GW480 SWINDON TO STANDISH JN <u>Swindon - Loco Yard</u> Up Branch 78m 17ch - 77m 29ch <u>Kemble - Sapperton</u> Kemble Tunnel 90m 40ch - 90m 59ch Down Kemble 90m 63ch - 91m 31ch Up Kemble 93mp - 90m 76ch	Loco Yard to Kemble and Sapperton to Standish Jn

Routes and Locations on which T-COD may be used	Remarks (to include any Locations/Sections where T-COD cannot be used in addition to those in Rule Book)
<p>GW500 READING TO COGLOAD JN VIA WESTBURY AND FROM A/LS (BERKS & HANTS LINE)</p> <p><u>Lavington - Somerton via Westbury and Frome avoiding lines</u></p> <p>Down Westbury 89m 60ch - 94m 29ch Down Westbury Avoiding 94m 48.5ch - 96m 62ch</p> <p>Down Westbury 111m 19ch - 114m 32ch Down Frome Avoiding 114m 43ch - 116m 28ch Down Westbury 116m 51ch - 119m 32ch Down Westbury 120m 50ch - 129m 02ch Down Westbury ** 129m 26ch - 129m 50ch Down Athelney 115m 42ch - 126m 04ch</p> <p><u>Athelney - Heywood Road Jn via Frome and Westbury avoiding lines</u></p> <p>Up Athelney 127m 43ch - 126m 17ch Up Westbury ** 129m 49ch - 129m 26ch Up Westbury 129m 10ch - 122m 06ch Up Westbury 120m 41ch - 116m 74ch Up Frome Avoiding 116m 31ch - 114m 50ch Up Westbury 114m 38ch - 111m 32ch Up Westbury Avoiding 96m 76.5ch - 94m 59ch</p> <p><u>Westbury Station Area **</u></p> <p>Platform 1 109m 59ch to 109m 72ch Platform 2 109m 60½ch to 109m 72ch Platform 3 109m 61ch to 109m 71ch</p> <p><u>Frome Station - Blatchbridge Jn</u></p> <p>Single Line 115m 57.5ch - 116m 37ch</p> <p><u>Athelney - Cogload Jn</u></p> <p>Down Athelney 135mp - 158m 32ch Up Athelney 158m 14ch - 136m 49ch</p>	<p>Reading to Lavington</p> <p> </p> <p>** - T(11)A protection in this area is permitted only for track patrolling between the starting signals at each end of the platforms concerned.</p> <p> </p> <p>** - T(11)A protection in this area is permitted only for track patrolling between the starting signals at each end of the platforms concerned.</p>
<p>GW5001 BEECHGROVE GF (INCL.) TO WESTBURY SOUTH JN</p> <p><u>Salisbury - Westbury</u></p> <p>Up Salisbury 119m 25ch - 115m 43ch Up Salisbury 114m 40ch - 114m 30ch Down Salisbury 110m 57ch - 114m 40ch Down Salisbury 115m 60ch - 117m 40ch</p>	
<p>GW510 WESTBURY NORTH JN TO BATHAMPTON JN</p> <p><u>Bradford Jn - Westbury</u></p> <p>Down Trowbridge 109m 10ch - 105m 54ch Down Trowbridge 104m 42ch - 8m 17ch (change of mileage) Up Trowbridge 104m 43ch - 109m 09ch</p> <p><u>Freshford - Bathampton Junction</u></p> <p>Down Trowbridge 5m 40ch - 2m 66ch</p>	Bradford Jn to Freshford
<p>GW523 THINGLEY JN TO BRADFORD JN</p> <p>Single 103m 62ch - 104m 28ch</p>	

Routes and Locations on which T-COD may be used	Remarks <i>(to include any Locations/Sections where T-COD cannot be used in addition to those in Rule Book)</i>
GW540 FILTON JN TO PATCHWAY JN Up Bristol 4m 69ch - 5m 30ch Down Bristol 5m 56ch - 5m 20ch	
GW572 FROME NORTH JN TO WHATLEY QUARRY Single Line 0m 20ch - 3m 58ch	
GW580 EAST SOMERSET JN TO CRANMORE <u>East Somerset Jn - Merehead</u> Single Line 0m 28.5ch - 3m 23ch	Merehead to Cranmore
GW600 - WOOTTON BASSETT JN TO PILNING <u>Wootton Bassett Jn - Hullavington</u> Down Badminton 84m 27ch - 93m 60ch Up Badminton 94m 25ch - 84m 27ch <u>Hullavington</u> Down Badminton 94m 53ch - 96m 45ch Up Badminton 96m 13ch - 94m 70ch <u>Hullavington - Pilning</u> Down Badminton 96m 47ch - 99m 62ch Down Badminton 104m 22ch - 104m 52ch Down Badminton 104m 63ch - 107m 06ch Down Badminton 107m 21ch - 110m 52ch Down Tunnel 5m 68ch - 9mp <u>Pilning - Hullavington</u> Up Tunnel 9m 42ch - 5m 74ch Up Tunnel 112m 69ch - 112m 34ch Up Badminton 110m 49ch - 107m 20ch Up Badminton 107m 07ch - 104m 63ch Up Badminton 99m 62ch - 96m 47ch	
GW606 - COWLEY BRIDGE JN TO BARNSTAPLE Single 173m 63ch - 178m 55ch	Crediton to Barnstaple
GW610 - CRANNAFORD TO EXETER ST. DAVIDS Down Waterloo 168m 40ch - 170m 9ch Up Waterloo 170m 17ch - 168m 40ch	Exmouth Jn to Exeter St. Davids
GW611 - EXMOUTH JN TO EXMOUTH Up/Down Exmouth 0m 5ch - 4m 11ch	Topsham to Exmouth
GW620 - NEWTON ABBOT WEST JN TO PAIGNTON Down Torbay 214m 57ch - 221m 75ch Up Torbay 221m 77ch - 214m 57ch	

Routes and Locations on which T-COD may be used	Remarks <i>(to include any Locations/Sections where T-COD cannot be used in addition to those in Rule Book)</i>
GW700 GLOUCESTER, BARNWOOD JN TO SEVERN TUNNEL JN <u>Awre - Lydney</u> Up Main 131m 34ch - 129m 33ch <u>Lydney - Chepstow</u> Down Main 136m 71ch - 141m 03ch Up Main 140m 41ch - 137m 71ch <u>Chepstow - Caldicot</u> Down Main 142m 12ch - 146m 64ch Up Main 146m 01ch - 142m 21ch	Gloucester, Barnwood Jn to Awre and Caldicot to Severn Tunnel Jn
GW730 SHREWSBURY, SEVERN BRIDGE JN (EXCL.) TO NEWPORT, MAINDEE WEST JN (NORTH AND WEST LINE) <u>Little Mill Jn - Panteg</u> Down Main 31m 78ch - 32m 28ch Up Main 31m 72ch - 30m 60ch <u>Panteg - Newport</u> Down Main 36m 22ch - 37m 25ch Up Main 39m 72ch - 39m 12ch	Shrewsbury, Severn Bridge Jn (excl.) to Little Mill Jn
GW900 PILNING TO FISHGUARD HARBOUR <u>Leckwith Loop to Margam East Junction</u> Down Main 173m 42ch - 174m 20ch Down Main 176m 40ch - 177m 40ch Down Main 182m 04ch - 186m 38ch Down Main 186m 56ch - 187m 56ch Down Main 191m 24ch - 194m 08ch Down Main 194m 76ch - 198m 58ch Down Main 198m 68ch - 200m 23ch <u>Port Talbot East (Taibach) to Leckwith</u> Up Main 202m 03ch - 200m 39ch Up Main 200m 23ch - 198m 69ch Up Main 198m 57ch - 194m 77ch Up Main 194m 29ch - 191m 25ch Up Main 190m 38ch - 189m 11ch Up Main 186m 55ch - 183m 35ch	Pilning to Leckwith Loop and 200m 23ch to Fishguard Harbour

Protection Procedure T2-D: Use of lineside lockout device

The lineside lockout devices between Heathrow Tunnel Junction and Heathrow Terminal 4 and 5 may be used for taking T2-D protection. See local instructions in this Appendix.

Protection Procedure T2-H: Single lines with acceptance levers

When T2-H applies on the following single lines, it is only necessary to provide a Handsignaller at one end of the section. The Handsignaller must be stationed in the signal box.

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

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

It is also permissible for one Handsignaller to be provided for work that requires T2-H protection of both single lines simultaneously. In such cases the handsignaller must be stationed in **Henwick** Signal Box.

Protection Procedure T2-H: Reversibly signalled lines

Where Patrolman's Protection Devices are provided in sections of line defined as 'reversible' in Table A of this Appendix, provided the appropriate device has been operated it is only necessary to provide a Handsignaller to protect the normal direction.

Protection Procedure T2-T, also T3 Possessions

Provided the work has been pre-planned, the Train Staff and a copy of the 'Record Of Arrangements' Form may be left in a lockable cabinet outside the signal box at the following location:

St. Erth (St. Ives branch).

Section 15 – Protecting a hand trolley on a running line

In addition to the restrictions specified in the Rule, restrictions exist where there are axle counters. For locations concerned, see separate entry about axle counters within this module.

Western Route GI - Dated: 04/04/09

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

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

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

GW108 Fordgate to Penzance

Victory

Bradford-on-Tone

Hele & Bradninch

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

Athelney

GW510 Westbury North Junction to Bathampton Junction

Greenland Mill

GW700 Gloucester Barnwood Junction to Severn Tunnel Junction

Naas

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

Leominster

Wellington (Herefordshire)

GW735 Shrewsbury, Crewe Jn to Nantwich

Shrewbridge Road

Newcastle Road

GW900 Pilning to Fishguard Harbour

Pontsarn

Llanboidy

Western Route GI - Dated: 04/04/09

Rule Book Module TS1 to TS8 – GENERAL SIGNALLING REGULATIONS AND BLOCK REGULATIONS

The above Modules are relevant to Signallers only. Any instructions in Western Route relating to them are included within the appropriate signal box instructions.

Western Route GI - Dated: 12/01/08

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

Train radio equipment (Section 3) - Class 165/166 trains fitted with GSM-P

Class 165/166 trains fitted with GSM-P emergency communication may operate over the following routes away from the CSR-equipped area:

1. Didcot to Bristol TM
2. Wootton Bassett Jn-Bristol Parkway-Bristol East Jn
3. Wolvercot Junction to Hereford
4. Worcester Shrub Hill to Worcester Tunnel Junction
5. Worcester Tunnel Junction to Henwick

Class 165/166 trains must not enter service on any of the above routes with GSM-P equipment defective in any driving cab that requires to be used when on those routes. If GSM-P equipment becomes defective in service on the above routes, the Driver must tell the Signaller immediately. The train must be taken out of service (or the fault rectified) in accordance with the train operator's Contingency Plan.

GSM-P must be used only as a means of emergency contact between Operations Control and Drivers. If a Signaller requires to stop a GSM-P fitted train(s) in an emergency he must immediately request Operations Control for this to be done, as for NRN Radio.

Any Driver receiving a GSM-P Stop Message must STOP THE TRAIN IMMEDIATELY then contact Network Rail Operations Control. The train must not make any further movement until authorised to do so by the controlling Signaller. Operations Control cannot give any movement authority.

If any emergency arises on the above routes, the Controller must always send a GSM-P stop message in addition to NRN broadcast, unless he is sure that no Class 165/ 166 train is in the affected area. A stop message is designed to reach all GSM-P fitted trains on that route, therefore the Controller must if necessary explain the circumstances to any Signaller in whose area an unaffected train might make an emergency stop.

External train lights (Section 4) – Class 14x and 15x trains

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

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

Western Route GI - Dated: 05/08/06

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

Section 7 – Coupling of locomotives, also Hauling dead traction units

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

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

GW103	Paddington to Uffington
GW105	Uffington to Fordgate via Box
GW107	Worle Junction to Uphill Junction via Weston-super-Mare
GW108	Fordgate to St. Budeaux (Ferry Road)
GW108	Saltash to Penzance
GW110	Old Oak Common West to South Ruislip
GW117	Greenford East Junction to Greenford South Junction
GW130	Acton Wells Junction (route Boundary) to Acton Main Line
GW174	West Ealing to Greenford West Junction
GW175	Hanwell to Drayton Green Junction
GW200	Didcot Parkway Station to Heyford
GW220	Reading, Oxford Road Junction to Reading West Junction
GW240	Didcot East Jn to Didcot North Jn via Avoiding Line
GW250	Foxhall Jn to Didcot West Curve Jn
GW300	Abbotswood Jn to Stoke Works Jn via Worcester Shrub Hill Station
GW310	Wolvercot Junction to Norton Junction
GW370	Droitwich Spa to Cutnall Green
GW400	Barnt Green (exclusive) to Westerleigh Junction
GW450	Stoke Gifford Junction to Bristol East Junction
GW4501	Stoke Gifford Junction to Bristol Bulk Handling Terminal
GW480	Swindon to Standish Junction
GW490	Gloucester Yard Junction to Horton Road Junction
GW500	Reading to Cogload Junction via Westbury and Frome avoiding lines
GW510	Westbury North Junction to Bathampton Junction
GW523	Thingley Junction to Bradford Junction
GW530	Bristol, North Somerset Junction to Dr Day's Junction
GW540	Filton Junction to Patchway Junction
GW560	Heywood Road Junction to Fairwood Junction via Westbury
GW580	East Somerset Junction to Merehead Quarry Junction Merehead Quarry Junction to Merehead Quarry
GW600	Wootton Bassett Junction to Pilning
GW610	Exmouth Junction to Exeter St David's
GW611	Exmouth Junction to Exmouth
GW620	Newton Abbot West Junction to Paignton
GW660	Par to St. Blazey Depot
GW700	Gloucester, Barnwood Junction to Severn Tunnel Junction
GW730	Shrewsbury, Sutton Bridge Junction to Newport, Maindee West Junction
GW740	Maindee East Junction to Maindee North Junction
GW830	Cardiff Central to Barry

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

NOTE :

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

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

1. When running light or being hauled 'dead', not more than **five** locomotives coupled together are permitted.
2. When hauling a train, not more than **two** locomotives (or **three** Class 253/4 power cars) coupled together are permitted, except when the formation can consist of:
 - a. **Three** locomotives of RA5 or less.
 - b. **Two** locomotives of RA5 or less, plus **one** locomotive of RA6.
3. A formation consisting of locomotives as 2. above but with locomotives at both ends of a train is permitted, provided the train between them consists of:
 - a. A minimum of 6 bogie vehicles or
 - b. A minimum of 12 non-bogie vehicles.
4. Extra locomotives to the numbers above **must not** be used to clear a failed train.

Western Route GI - Dated: 03/02/07

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

Section 11.2 – Train entered loop or shunted clear of line

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

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

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

Western Route GI - Dated: 05/08/06

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

Section 12 - Permissive working

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

Western Route GI - Dated: 05/08/06

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

Section 13, Clause 13.3 - Authority for propelling

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

CLASS 943 PROPELLING ADVISORY CONTROL SYSTEM (PACS)

The operation of trains containing PCVs (Class 943 vehicles), in PACS mode, are authorised between the following locations. These trains are exempt from the restrictions that normally apply to propelled trains.

<u>Between</u>	<u>Lines</u>	<u>Person required in PCV cab</u>
<u>GW103 - PADDINGTON TO UFFINGTON</u>		
Paddington to Acton West	Lines 1 to 6, Up Relief and Down Relief	Driver
Old Oak Common area	Carriage Reception Line, Engine & Carriage Line, Carriage Lines 1 & 2, Reception Lines 1 & 2	
<u>GW105 - UFFINGTON TO FORDGATE VIA BOX</u>		
North Somerset Jn to Bristol West Jn	All lines	Driver or Shunter
<u>GW108 - FORDGATE TO PENZANCE</u>		
Laira Jn to Plymouth	Up / Down	Driver
Long Rock LC to Penzance	Single	Driver
<u>GW450 - STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION</u>		
Dr Days Jn to Bristol East Jn	All lines	Driver or Shunter
<u>GW530 - NORTH SOMERSET JUNCTION TO DR DAY'S JUNCTION</u>		
North Somerset Jn to Dr Day's Jn	Up / Down	Driver or Shunter
<u>GW628 - LAIRA JUNCTION TO CATTEWATER</u>		
Laira Jn to Mount Gould Jn	Single	Driver
<u>GW630 - LIPSON JUNCTION TO MOUNT GOULD JUNCTION</u>		
Lipson Jn to Mount Gould Jn	Up / Down	Driver
<u>GW900 - PILNING TO FISHGUARD HARBOUR</u>		
Landore Jn to Swansea Loop West Jn	Single	Driver
<u>GW9001 - LANDORE JUNCTION TO SWANSEA</u>		
Landore Jn to Swansea	Up Main / Down Main	Driver
<u>GW906 - SWANSEA LOOP EAST JN TO SWANSEA LOOP WEST JN</u>		
Swansea Loop East Jn to Swansea Loop West Jn	Up Loop / Down Loop	Driver

Western Route GI - Dated: 05/08/06

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

Section 16 - Examining the line from steam-hauled trains

Passenger trains hauled by steam locomotives are prohibited from examining the line through any tunnel in Western Route.

Western Route GI - Dated: 05/08/06

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

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

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

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

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

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

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

Western Route GI - Dated: 04/04/09

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

Section 16, Clause 16.6 - Bridge strikes

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

- the vehicle involved in the Bridge Strike is one of the following types of vehicles:
 - motorcycle
 - car
 - light van smaller than a Transit van,
- 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
GW 103	MLN 008m04¼c	Iron Bridge	Acton
GW 103	MLN 013m26c	Station Road	West Drayton
GW 103	MLN 035m64c	Vastern Road	Reading
GW 105	MLN 076m68c	Old Cricklade Road	Swindon
GW 105	MLN 117m21½c	River Avon	Bristol T.M.
GW 105	MLN 118m16¾c	Avon Street	Bristol T.M.
GW 108	MLN 312m36c	Brea Road	Carn Brea
GW 400	BGL 097m44C	Haresfield	Haresfield
GW 450	BSW 004m56c	Filton Junction	Filton Junction
GW 600	SWB 110m63¼c	M4 Motorway	Winterbourne
GW 611	EMT 002m46c	M5 Slip Road	Topsham
GW 611	EMT 003m28c	M5 Motorway	Topsham
GW 620	TOR 220m38c	Livermead Road	Torquay
GW 620	TOR 221m74c	-	Paignton
GW 650	LOF 277m63¼c	Silver Lane	Lostwithiel
GW 700	SWM 115m07c	Pump House	Gloucester
GW 700	SWM 130m40c	Purton Passage	Awre
GW 700	SWM 133m40¼c	Lydney Road	Lydney
GW 730	SHL 001m34¼c	Hazledine Way	Shrewsbury
GW 731	WSJ 175m18c	Salop Road	Leaton
GW 731	WSJ2 197m37c	Wrexham Road	Ruabon
GW 733	SBA 077m29¼c	Llwynderwen House	Dovey Junction
GW 733	SBA 077m75¼c	Quay Ward	Dovey Junction
GW 733	SBA2 075m15¼c	Old Tramway	Machynlleth
GW 750	HNL 149m31c	Burcott	Barrs Court Junc
GW 770	EBW 014m26½c	Aberbeeg Road	Aberbeeg
GW 784	NML 000m48c	Docks Way	Newport
GW 810	CAR 012m64¼c	Mill	Ystrad Mynach
GW 830	CAM 003m13c	Western Avenue	Llandaff
GW 830	CAM 013m69c	Darranddu	Pontypridd
GW 830	CEJ 000m01c	West Canal Wharf	Cardiff

Line of Route	Bridge Number	Local Name	Location
GW 831	CAM 005m26½c	Radyr Station	Radyr
GW 874	BAL 008m 03¾c	-	Maesteg Castle St.
GW 890	PWE 000m23½c	Motor Way	Felin Fran
GW 892	VON 042m19c	Monastery Road	Neath Abbey
GW 900	EUB 000m77c	Spytty Road	Newport
GW 900	EUB 001m13c	Corporation Road	Newport
GW 900	SWM 153m 01½c	Bishton Road	Llanwern
GW 900	SWM 157m49c	Wharf Road	Newport
GW 900	SWM 158m33c	Shaftesbury Street	Newport
GW 4501	AFR 116m48c	M5 Motorway	Henbury
GW 5001	SAL 114m35c	Footpath Road	Warminster

Western Route GI - Dated: 04/04/09

Rule Book Module TW3 - Preparation and movement of locomotive-hauled trains

Section 5 - Door instructions

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

Western Route GI - Dated: 05/08/06

Rule Book Module TW3 - Preparation and movement of locomotive-hauled trains

Section 8 - Incidents involving exterior doors

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

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

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

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

Western Route GI - Dated: 05/08/06

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

Section 13 - Emergency bypass switch (EBS)

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

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

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

Western Route GI - Dated: 05/08/06

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

Section 18, Clause 18.3 - Vehicle activating a lineside hot axle box detector or receiving a report of a hot axle box from another source

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

Western Route GI - Dated: 05/08/06

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

Section 36, Clause 36.8 - Moving vehicles with wheelskates

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

For locations concerned, see separate entry about axle counters.

Western Route GI - Dated: 05/08/06

Rule Book Module TW6 - Working of single lines with or without a train staff or token

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

<u>Section of Line</u>	<u>Token or Staff station</u>	<u>Person authorised to receive or deliver Token or Staff</u>
Marsh Mills Branch	Tavistock Jn Yard	Person in Charge (<i>This line is DB Shenkar Railway controlled infrastructure</i>)
Southall to Brentford Goods	Southall	Person in Charge of the movement at Southall Yard
Maidenhead to Bourne End/ Marlow	Maidenhead and Bourne End	See Local Instructions
Moreton-in-Marsh to Evesham	Moreton-in-Marsh	Driver - auxiliary token instrument on Down Platform
Moreton-in-Marsh to Evesham	Honeybourne	Ground frame operator
Moreton-in-Marsh to Evesham	Evesham SB	Driver - auxiliary token instruments on Down and Up Platforms
Evesham to Norton Junction	Norton Junction SB	Person in Charge of platform Worcester Shrub Hill See Local Instructions
Berkeley Road Jn Sharpness	Berkeley Road Jn	Cheltenham Alstone Crossing Keeper – see Local Instructions
Ashton Jn to Portbury	Ashton Jn	Driver
	Portbury	Person in Charge
Merehead West to Cranmore	Merehead West and/or Cranmore	See Local Instructions
Newton Abbot to Heathfield	Newton Abbot	See Local Instructions
Plymouth Friary to Cattewater Harbour	Plymouth Friary	Person in Charge at Tavistock Jn Yard
Liskeard to Coombe Junction	Liskeard	<i>Passenger Trains</i> - See Local Instructions <i>Freight Trains</i> - Shunter
Lostwithiel to Carne Point	Lostwithiel and Carne Point	See Local Instructions
Burngullow to Parkandillack	Burngullow	Shunter
Truro to Falmouth	Truro	See Local Instructions
Rhymney to Bargoed	Rhymney	Person in Charge
Ystrad Mynach South to Cwmbargoed	Cwmbargoed	Person in Charge
Hirwaun to Aberdare	Aberdare	Shunter
Treherbert to Porth	Treherbert	Person in Charge

Western Route GI - Dated: 04/04/09

‘ONE SHOT’ (EMERGENCY) SANDING EQUIPMENT

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

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

Driver's actions

You must only use the emergency sanding equipment when you think railhead conditions are so poor that any of the following will happen unless sand is applied:

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

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

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

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

Signaller's actions

If a Driver tells you that the automatic sanding equipment has been operated, you must treat all cases as “low” or “exceptionally poor” railhead adhesion (as appropriate) and carry out Rule Book Module TW1 section 17.2.

Operations Control actions

If a Signaller tells you that the automatic sanding equipment has been operated, you must treat all cases as “low” or “exceptionally poor” railhead adhesion (as appropriate) and carry out Rule Book Module TW1 section 17.2.

Operations Control actions

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

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

Western Route GI - Dated: 05/08/06

ASSISTING TRAINS ON STEEP GRADIENTS - LOW RAIL ADHESION

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

Newton Abbot to Laira Junction
Laira Junction to Newton Abbot
Bodmin Parkway to Liskeard
Bromsgrove to Blackwell

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

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

Western Route GI - Dated: 05/08/06

CLASS 15X/170 UNITS WORKING ON REDUCED TRACTION POWER

Special arrangements must be made for Class 15X/170 units when proceeding between Bromsgrove and Blackwell with one or more engines not available for traction. Operations Control must be told of any such technical problems, whether by the Driver via the Signaller or by the TOC Control.

Operations Control must ascertain that local weather conditions are suitable and that there are no emergency or temporary speed restrictions which would prevent an unimpeded run over the section concerned. Arrangements must be made with the Signaller for a 'clear run' to be provided between signals G.67/ G.167 at Stoke Works Junction and signal SY.1 at Blackwell. If the train is timetabled to call at Bromsgrove, a 'not to call' order must also be issued for that station at Worcester Shrub Hill or Cheltenham Spa as convenient.

Western Route GI - Dated: 05/08/06

CLASS 220/221 TRAINS WORKING ON REDUCED TRACTION POWER

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

Western Route GI - Dated: 05/08/06

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

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

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

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

The (hours) train from

to on

is restricted to a maximum speed of

on account of defect code on vehicle(s)

[for details of defect codes, see overleaf]

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

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

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

Signed

Time

Designation

Date

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

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

Western Route GI - Dated: 04/04/09

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

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

1. Lines over which assistance must always be provided

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

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

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

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

1. the train comprises more than 8 trailer vehicles.
2. rail head conditions in the area concerned are reported as poor, for example during falling snow, severe frost, drizzle or period of leaf fall.
3. other technical problems exist with the train, to which the Driver or the train operator's Fleet Controller will draw attention.
4. signalling equipment failures or temporary/ emergency speed restrictions exist in the section preventing an unchecked run being made.

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

For trains comprising not more than 8 trailer vehicles, an "HST Authority to Proceed Unassisted" form (reproduced at the end of this Instruction) may be issued provided that none of the circumstances listed in clause 2 exist and that the following arrangements are made:

- a) Operations Control must obtain the permission of the appropriate train operator's Fleet Controller.
- b) Operations Control must ascertain that local weather conditions are suitable, and arrange (as far as is practicable) with the controlling Signaller for a "clear run" to be provided as indicated below:

From	To	Remarks
Signal E90 (West of Newton Abbot)	Signal E94 (West of Dainton)	--
Signal E94 (West of Dainton)	Signal DM227 (Marley Tunnel)	Applicable only to trains formed with 8 trailer vehicles. Train must <u>not</u> stop at Totnes or be routed via the Down Platform Line thereat.
Signal E98/E198 (Totnes)	Signal DM227 (Marley Tunnel)	Applies to trains formed with 7 trailer vehicles or less.
Signal E3/E203 (Totnes)	Signal E7 (East of Dainton)	--
Plymouth Station	Signal UM235 (Ivybridge)	--
Par	St Austell	--
Signal E190 (West of Newton Abbot)	Paignton	Applies only to trains formed with 8 trailer vehicles. Train must <u>not</u> stop at Torquay.
Paignton	Signal E109 (West of Newton Abbot)	Applies only to trains formed with 8 trailer vehicles. Train must <u>not</u> stop at Torquay.
Torquay	Signal E109 (West of Newton Abbot)	Applies only to trains formed of 7 trailer vehicles or less.
Signal G.63 (Oddingley)	Signal SY.1 (Blackwell)	Applies only to trains formed with 6 trailer vehicles or more.
Signal G.67 (near Stoke Works Junction)	Signal SY.1 (Blackwell)	Applies only to trains formed with 5 trailer vehicles or less.
Signal PT255 (Llandeilo Jn)	Signal PT.261 (Cockett)	--

- c) Train Operator's Person-in-Charge, under the instructions of Operations Control, must issue to the Driver the authority form at Exeter St David's, Newton Abbot, Paignton, Totnes, Plymouth, Bristol Temple Meads, Gloucester, Cheltenham Spa, Llanelli, Carmarthen or Fishguard Harbour stations as appropriate.

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

If an unassisted HST stops within the section through which a clear run had been agreed, the following arrangements apply:-

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

or

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

NOTES:

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

This arrangement is NOT permitted between Bromsgrove and Blackwell.

NETWORK RAIL Western Region

FIRST GREAT WESTERN

VIRGIN CROSS COUNTRY

HIGH SPEED TRAINS (CLASS 253/ 254):

AUTHORITY TO PROCEED UNASSISTED

To the Driver of:

Train Rep. No _____ Time _____ hrs

From _____ To _____

Date _____

You are authorised to proceed over the following section of line with only one power car available for traction purposes but without assistance.

FROM _____ TO _____

The following conditions apply:

- (i) As far is practicable a clear run will be arranged for your train as under*:

from _____ to _____

from _____ to _____

* - not applicable over Fishguard - Clarbiston Road section

- (i) Should the train stop for any reason you must NOT attempt to restart it against the gradient until assistance has been provided. Exceptionally, you may proceed between Plymouth station and Tavistock Jn or between Oddingley and Bromsgrove (as appropriate) if this would facilitate the provision of assistance.

or

- (ii) Except between Bromsgrove and Blackwell, arrangements may be made to return the train to a location in rear ON THE INSTRUCTIONS OF THE SIGNALLER if the train is capable of being driven from the cab which will become leading.

The line may be considered blocked and the wrong direction movement may be authorised and conducted in accordance with Rule Book Module TW7.

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

Signed _____ Grade _____

Location _____ Time _____

Western Route GI - Dated: 04/04/09

DIRECT-LINE TELEPHONES

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

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

Reminder stickers are provided at the telephones concerned.

Western Route GI - Dated: 05/08/06

DRIVER ONLY OPERATION

Non-Passenger (DOO - NP)

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

Empty passenger coaching stock trains must be fitted with power doors or central door locking. DOO (NP) working is permitted with defective passenger doors provided that they have been locked out of use in accordance with Rule Book, Modules TW2 or TW3.

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

Western Route GI - Dated: 05/08/06

ELECTRIC POINT HEATERS

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

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

Western Route GI - Dated: 05/08/06

ENERGY CONSERVATION - COASTING BOARDS FOR HIGH SPEED TRAINS

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

Western Route GI - Dated: 05/08/06

FOOT OR BARROW CROSSINGS BETWEEN PLATFORMS

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

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

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

Western Route GI - Dated: 05/08/06

GROUND FRAMES EQUIPPED WITH KEY INSTRUMENT RELEASED FROM A SIGNALBOX

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

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

Western Route GI - Dated: 04/04/09

IDLING OF DIESEL ENGINES AND CONTROL OF NOISE

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

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

At or between	Location
GW103. Paddington to Uffington	
Royal Oak and Subway Jn	Royal Oak sidings
Acton Terminal Complex (between Acton East and Acton West)	All sidings and loops
Wantage Road	Signal SB 988 (Didcot end of the Up Relief line)
GW105. Uffington to Fordgate via Box	
Swindon	Signal SN30 (Down Goods)
Swindon	Signal SN250 (Down Siding)
Bath Spa and Oldfield Park	Signal B406 (Down Goods Loop)
GW107. Worle Junction to Uphill Junction via W-S-M	
Weston-super-Mare	Station (See also Local Instructions)
GW108. Fordgate to Penzance	
Penzance	Station (See also Local Instructions)
GW200. Didcot to Heyford	
Kennington Jn	Signal OX79 (Up Goods Loop)
GW220. Reading, Oxford Road Junction to Reading West Junction	
Reading West Curve	Signal R346
GW340. Worcester Shrub Hill to Shelwick Jn	
Great Malvern	Station (Up Platform)
Malvern Wells	Down Goods Loop (See also Local Instructions)

GW400. Barnt Green to Westerleigh Junction	
Blackwell	Signal G112 (Down Goods Loop)
Eckington	Signal G155 (Up Goods Loop)
Cheltenham, Lansdown	Signal G146 (Down Goods Loop)
Gloucester Yard Jn	Signal G237 (Up Charfield)
Gloucester Yard Jn and Tuffley	Signal UC112 (Up Charfield)
	Signal GU1 (Down Charfield - Up direction)
GW600. Wootton Bassett Jn to Pilning	
Wootton Bassett Jn	Signal SN.145 (Up Goods Loop)
GW620. Newton Abbot West Junction to Paignton	
Goodrington (Paignton)	Carriage Sidings (See also Local Instructions)
GW628. Laira Junction to Cattewater JUNCTION TO CATTEWATER	
Plymouth	Mount Gould Junction - Laira flushing apron (See also Local Instructions)
Plymouth	Friary Yard - Down line "Stop" board
GW700. Gloucester, Barnwood Jn to Severn Tunnel Jn	
Gloucester, Barnwood Jn	Signal G137 (Up Goods Loop)
GW830. Merthr Tydfil to Barry Island via Cardiff Queen Street	
Cadoxton	All sidings
GW870. Barry to Bridgend, Barry Jn	
Barry	Down Goods Loop
Aberthaw	West end of Reception sidings
GW900. Pilning to Fishguard Harbour	
East Usk Yard	All sidings

Western Route GI - Dated: 04/04/09

INSTRUCTIONS RELATING TO FREIGHT TRAIN OPERATIONS

1. WORKING OF MGR TRAINS TO DIDCOT POWER STATION

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

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

2. WORKING OF MGR TRAINS TO POWER STATIONS ON LNW ROUTE

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

ALL flows to Power Stations on Network Rail LNW Route which use 102t hopper wagons **MUST** have form RT3973.

3. WORKING OF MGR TRAINS TO ABERTHAW POWER STATION

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

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

4. WORKING OF MGR TRAINS FROM PARC SLIP

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

5. STABLING OF FREIGHTLINER VEHICLES

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

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

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

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

7. WORKING OF LOADED CHINA CLAY WAGONS IN DEVON AND CORNWALL

1. All wagons loaded with china clay are restricted to 5 mph between Marsh Mills and Tavistock Jn.
2. CDA wagons fully loaded, (to give RA9 with hoods and RA8 without) and any other wagons normally used for china-clay traffic loaded to give 20 tonnes axle weight, may travel over the following lines without special restriction and an RT3973 is not required:

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

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

15 mph over the bridge at 286m. 38ch between Bugle and Luxulyan.

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

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

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

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

8. CATTEWATER BRANCH RA5

Loaded TTAs loaded to a max. of 46t GLW generating RA8 or 9 may pass between Tavistock Jn - Plymouth Friary / Cattewater Esso Terminal without restriction & form RT3973 is **NOT** required.

9. MELDON QUARRY BRANCH - LOCOMOTIVE ROUTE AVAILABILITY

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

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

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

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

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

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

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

12. CONVEYANCE OF COACHING STOCK BY FREIGHT TRAIN

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

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

1. The stock must be either:-
 - a) Bogie coaching stock without restriction markings on the carriage ends.
 - b) Stock marked "C1" on the carriage ends, (BR Standard Stock).
2. Subject to compatibility of braking systems and conformance with Rule Book, Module TW3, coaching stock may be conveyed in any position in the train.
3. In all cases screw couplings **MUST** be used to couple a coaching stock vehicle to a freight vehicle. When two or more buckeye fitted vehicles are conveyed, the buckeye coupling **MUST** be used intermediately.
4. Four-wheeled vehicles with a wheel base of less than 15 feet **MUST** not be inter-mixed with bogie coaching stock vehicles.

5. Exceptional care **MUST** be exercised during shunting operations.

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

Keyham to HM Dock Yard.

Swansea Prince of Wales and King's Dock area.

Machen Quarry inlet / outlet roads.

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

- (i) Providing vehicles are within C1 coaching stock gauge, and movement is entirely within Network Rail Western Route boundaries, they may pass without restriction. Any movement which crosses other Regional boundaries is subject to restriction and **MUST** be referred to the Train Planning Centre, Network Rail, Birmingham, (05) 42542.
- (ii) Any Service Department vehicles which are outside the C1 gauge **MUST** be referred to Train Planning Centre at Birmingham for conditions of passage.

14. HEAVY AXLE WEIGHT TRAINS FROM CARDIFF TIDAL (RA7)

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

15. USKMOUTH POWER STATION / USKMOUTH BRANCH (RA8)

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

These instructions apply in both directions.

Western Route GI - Dated: 04/04/09

INTERMEDIATE AND AUXILIARY TOKEN INSTRUMENTS

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

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

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

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

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

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

Western Route GI - Dated: 05/08/06

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

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

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

Name of Siding(s)	Situated at or between	Line connected with	Method of Control
GW730. Severn Bridge Jn to Maindee West Jn			
Tarmac	Bayston Hill (Sutton Bridge Jn. and Dorrington)	Down Main	Ground frame released from Sutton Bridge Jn SB
GW731. Abbey Foregate to Ruabon			
Shell Mex & BP	Baschurch and Gobowen	Down	Ground frame released from Gobowen SB
Kronospan	Chirk	Up Main	Ground frame released from Croes Newydd SB
GW734. Dovey Jn to Pwllheli			
Pwllheli West	Criccieth and Pwllheli Station	Single	Ground frame released by Annetts key

Western Route GI - Dated: 05/08/06

LIGHTING AND EXTINGUISHING OF SEMAPHORE SIGNAL OIL LAMPS

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

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

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

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

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

Western Route GI - Dated: 05/08/06

LINEs EQUIPPED WITH AUTOMATIC TRAIN PROTECTION

1. Scope

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

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

ATP trainborne equipment is fitted to:

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

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

2. General

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

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

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

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

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

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

3. Description of the system

ATP consists of two elements :-

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

and

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

4. Principles of operation

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

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

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

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

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

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

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

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

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

5. Operating modes

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

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

6. Faults and failures – categories

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

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

7. Faults and failures - immediate actions

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

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

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

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

8. Faults and failures - subsequent actions

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

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

9. Speed restrictions

(a) Temporary Speed Restrictions

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

(b) Emergency Speed Restrictions

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

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

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

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

Until such time as he has been told that this adjustment has taken place, **the controlling Signaller MUST, in addition to carrying out the provisions of Rule Book Module SP, stop and tell Drivers of all ATP fitted trains* that ATP will not give any indications for the Emergency Speed Restriction.**

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

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

This second-phase adjustment to the ATP equipment must be carried out as quickly as possible. The Signaller need not be told when this is done.

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

10. Work affecting track equipment

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

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

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

Western Route GI - Dated: 05/08/06

LINES EQUIPPED WITH AXLE COUNTERS

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

GW108. Fordgate to Penzance

Powderham and Dawlish Warren
Dawlish Warren and Teignmouth
St. Germans and Liskeard
Liskeard and Lostwithiel
Par and Truro
Long Rock and Penzance (Single)

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

Greenford West Jn and South Ruislip (Single)

GW310. Wolvercot Jn to Norton Jn

Wolvercot Jn and Ascott-u-Wychwood (Single)

GW454. Severn Beach to Narrowways Hill Jn

Shirehampton and Clifton Down (Single)

GW480. Swindon to Standish Jn

Swindon Loco Yard and Kemble (Single)

GW523. Thingley Jn to Bradford Jn

Thingley Jn and Bradford Jn (Single)

GW600. Wootton Bassett Jn to Pilning

Chipping Sodbury Tunnel

GW730. Severn Bridge Jn to Newport

Cwmbran area

GW731. Abbey Foregate to Ruabon

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

GW810. Rhymney to Cardiff Queen St North Jn

Pengam and Heath Jn

GW834. Hirwaun To Abercynon

Abercwmboi and Abercynon (Single)

GW870. Barry To Bridgend, Barry Jn

Aberthaw and Cowbridge Road

GW900. Pilning to Fishguard Harbour

Severn Tunnel
Llanelli West and Pembrey

GW960. Clarbeston Road to Milford Haven

Clarbeston Road and Haverfordwest excl (Single)
Haverfordwest excl and Johnston (Single)

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

Western Route GI - Dated: 05/08/06

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

Normal method of working

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

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

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

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

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

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

Failure of telephone at 'B'

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

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

Train failure, accident, fire or accidental division

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

When one line of a C2 double line is not available

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

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

Whenever possible, the possession/ protection arrangements must be pre-planned and published as for other running lines. Protection Procedures T2-A, T2-D and T2-T are prohibited on C2 lines. T2-X is allowed provided that the Person in Charge of the line is on duty throughout and has called for the attendance of personnel. T12 Protection is allowed provided that the Person in Charge of the line is on duty.

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

If a telephone is provided at 'B', or if there are intermediate sidings, any protection and/ or Handsignallers required under T2 or T3 must be provided there as well as at 'A' unless the PICOP/ COSS/ PC can confirm with the Person in Charge of the line that there are no traction units at those locations. If no telephone is provided at 'B', it is only necessary to provide protection at the 'A' end.

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

The standard "Record of Arrangements" forms must be used, suitably endorsed to show the appropriate stop boards where signals are not provided. The Person in Charge of the line must record the necessary details in the book provided, and if practicable the PICOP/ COSS/ PC/ IWA must countersign the entry.

For T2-H and T3, the Person in Charge of the line need not be on duty at the time possession/ protection is taken or when it is given up, provided that arrangements have previously been made for:

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

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

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

Recording of all movements

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

Table C2 – list of lines

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

Western Route GI - Dated: 10/04/07

LONDON AREA - TERMINAL AND BAY PLATFORM ADVANCE STOP MARKERS

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

Hayes & Harlington - Platform 5
Slough - Platforms 1 and 6
Twyford - Platform 5
Reading - Platforms 1, 2, 3, 6, 7 and 10
Bourne End - both platforms
Marlow
Henley-on-Thames

Western Route GI - Dated: 05/08/06

LONDON UNDERGROUND LTD ELECTRIFIED LINES

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

Paddington (Platform 14) and Westbourne Park
Acton West and Ealing Broadway
North Acton and South Ruislip

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

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

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

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

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

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

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

Western Route GI - Dated: 05/08/06

OFFICERS' SPECIALS

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

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

Western Route GI - Dated: 05/08/06

PASSAGE OF LOCOMOTIVES OVER WEIGHBRIDGES

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

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

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

Western Route GI - Dated: 05/08/06

PLATFORMING OF PASSENGER TRAINS IN CORNWALL

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

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

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

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

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

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

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

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

Western Route GI - Dated: 05/08/06

RECORDING OF CONVERSATIONS

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

Western Route GI - Dated: 05/08/06

REPORTS OF STONETHROWING, etc

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

Western Route GI - Dated: 05/08/06

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

Conditions of use

Reversible working can only be introduced when one line is not available because of:

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

Within the area shown as 'reversibly signalled', certain sections of line may be worked bi-directionally for traffic purposes. Details must be published in the Working Timetable, Local Instructions to this Appendix, the Weekly Operating Notice or Special Signal Box instructions as appropriate.

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

Notice of reversible working

If reversible working is likely to be in operation for some time and it has not been published in the Weekly Operating Notice, Operations Control must issue a suitable notice to TOC Controls and others concerned. TOC Controls must make arrangements for notices to be posted at Driver depots.

Signalling equipment failure

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

Patrolman's Protection Device

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

Provided that the appropriate device has been operated, it is only necessary for Handsignallers to protect the normal direction when taking T2-H protection of the line.

Between Thingley Junction and North Somerset Junction, also between Ableton Lane and Severn Tunnel Junction – AWS arrangements. In the reverse direction, AWS is provided only for temporary and emergency speed restrictions. AWS inductors for normal direction signals are not suppressed when reverse direction movements are signalled; Drivers must cancel all such warnings. Reminder signs as shown in Rule Book Module S3 Section 1.4 are provided at the start and finish of each reversible section.

Between Thingley Junction and North Somerset Junction, also between Ableton Lane and Severn Tunnel Junction – Signal post telephones. Many reverse direction signals in these sections do not have separate signal post telephones. Where this is so, traincrew must use the telephone at the parallel signal on the other line and must specially ensure that the Signaller understands which signal their train is detained at.

Western Route GI - Dated: 04/12/06

ROUTE LEARNING CARS

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

Western Route GI - Dated: 05/08/06

SANDITE APPLICATION AND RAIL CONDITIONING TRAINS

1. Types of rail conditioning trains
 - 1.1 The Railhead Treatment Train (RHTT) consists of converted and specially-adapted wagons hauled by a locomotive at each end
 - 1.2 The Multi-Purpose Vehicle (MPV) consists of a specially-built unit with driving cabs at each end.
 - 1.3 Where a DMU is used this consists of a specially modified class 117 or 121.
 - 1.4 All types of train carry out conditioning of the railhead during autumn by a combination of water jetting and the application of sandite traction gel.
2. Speed
 - 2.1 The maximum speed of trains when water jetting and applying sandite is 40mph, except for the West Coast South route where the permitted speed is 60mph when water jetting only.
3. Notices
 - 3.1 Notices will be produced detailing the locations where sanditing and water jetting will take place.
 - 3.2 Operations Control must advise signallers of any deviation from the railhead treatment plan which may be agreed to cater for exceptional circumstances or to treat a problem location not normally treated.
 - 3.3 Signallers must pass details of changes to the booked plan to the train if instructed to do so by Operations Control.
4. Signalling arrangements
 - 4.1 Rail conditioning trains will be described, where possible, by train description code 3Jxx when operating water jetting-only diagrams.
 - 4.2 Rail conditioning trains will be described, where possible, by train description code 3Sxx when operating diagrams that apply sandite.
 - 4.3 Where train descriptors 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, Section 12 and advising Operations Control of the failure. Rule Book Module TS1, Regulation 12 must be applied to all subsequent trains over the affected portion of line until at least 2 trains have operated the track circuit normally.

National GI - Dated: 01/12/07

SECURITY OF TRAINS

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

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

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

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

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

Western Route GI - Dated: 05/08/06

STANDARD SPEED RESTRICTIONS

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

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

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

LOCOMOTIVE HAULED TRAINS – MAXIMUM PERMITTED SPEED

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

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

CLASS 220/221 TRAINS – MAXIMUM PERMITTED SPEED

Permissible speed is restricted to a maximum of 100 mph between the following locations on Down and Up Main lines:

Paddington and Reading

Didcot East Junction and Box Middle Hill Tunnel

Wootton Bassett Junction and Stoke Gifford East

Western Route GI - Dated: 04/11/06

STATIONS WITH SHORT PLATFORMS - MULTIPLE UNIT TRAINS

DMUs/ EMUs with power operated doors must not call to set down or take up passengers at any platform which is not long enough to accommodate all vehicles, except when:

- a) permitted by local instruction in Section 4 of this Sectional Appendix, or
- b) dispensation is given for a particular train(s) in the Weekly Operating Notice, or an associated notice issued by Network Rail, or
- c) the Guard makes arrangements for any unit not fully platformed to be locked out of passenger use for the whole of the journey, and for that unit to be conveyed at the rear of the train, or
- d) a platform has been temporarily shortened for engineering/reconstruction work and special arrangements have been made and published, or
- e) evacuating a train in emergency.

Western Route GI - Dated: 05/08/06

STOPPING POSITION AT PASSENGER PLATFORMS

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

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

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

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

Western Route GI - Dated: 05/08/06

TELEPHONE CALLS REQUESTING THE CIVIL EMERGENCY SERVICES

DIAL 111 or 999 IN EMERGENCY

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

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

DIAL 111 or 999 (As displayed on the telephone)

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

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

2. **If you are using a portable NRN Radio**

Dial 999 - You will be connected to the railway exchange operator as above.

3. **If you are using a mobile telephone or BT fixed telephone**

Dial 999 - This will connect you to the BT operator and you should summon the Emergency Service required in the normal way.

4. **If you are using fixed cab radio equipment**

USE THE EMERGENCY BUTTON

The use of the Emergency Button on an NRN cab set will connect to Network Rail Operations Control. The use of the Emergency Button on a CSR radio unit will connect to the Signaller. Either Operations Control or the Signaller will call the Emergency Services on your behalf.

5. **If using a Signal Post Telephone**

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

6. **General**

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

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

Western Route GI - Dated: 05/08/06

VANDAL RESISTANT TELEPHONES

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

Western Route GI - Dated: 05/08/06

WHEEL IMPACT LOAD DETECTORS ('WheelChex' equipment)

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

Route	Location	Mileage	Lines fitted
GW103	Waltham (Maidenhead)	26m. 21ch	Down and Up Main and Relief
GW103	Cholsey	49m. 05ch	Down and Up Main and Relief
GW108	Exminster	198m. 68ch	Down and Up
GW400	Eckington	75m. 46ch	Down and Up
GW600	Alderton	98m. 30ch	Down and Up
GW730	Bromfield	25m. 00ch	Down and Up
GW900	Marshfield	163m. 63ch	Down and Up Main and Relief

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

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

Level 2 Alarm - freight Trains max. speed 30 mph, other than freight trains 50 mph.

Level 3 Alarm – all trains max. speed 20 mph.

Level 4 Alarm – all trains max speed 10 mph.

Level 1 alarms are warnings only and do not require trains to be stopped.

Operations Control and the appropriate TOC Control will confer as necessary on the arrangements to apply in each case; generally this will follow the Contingency Plan for the operator concerned.

Western Route GI - Dated: 05/08/06

WHITE SHUNTING LIGHTS

White shunting lights, operated by plungers, are provided at number of locations as an aid to staff during shunting operations.

Unless otherwise stated, instructions are conveyed by means of flashes. The following code must be used and Drivers must understand their meaning as under:

ONE - Stop	THREE - Set back
TWO - Go ahead	FOUR - Ease couplings

Western Route GI - Dated: 05/08/06

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Explanation of Table A terms and symbols

Index & Key To Symbolology

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, Emergency Ground Frames by the letters EGF, Ground Switch Panels by the letters GSP, and Shunt Frames by the letters SF. Where trains may be shut in, a letter "S" in a circle is shown.

Level crossings are indicated by the letters LC and one of the abbreviations below, following the name of the crossing:

- Crossings operated by a Signaller or Crossing Keeper

MCG	Manned Level Crossing (gates) operated locally by a signaller or crossing keeper
MCB	Manned Level Crossing (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. AHB-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 and "No Signaller Token with Remote Crossing Loops" lines are identified by the letters - TEP.

Overhead Line Neutral Sections are indicated by the letters OHNS.

Mileage Column

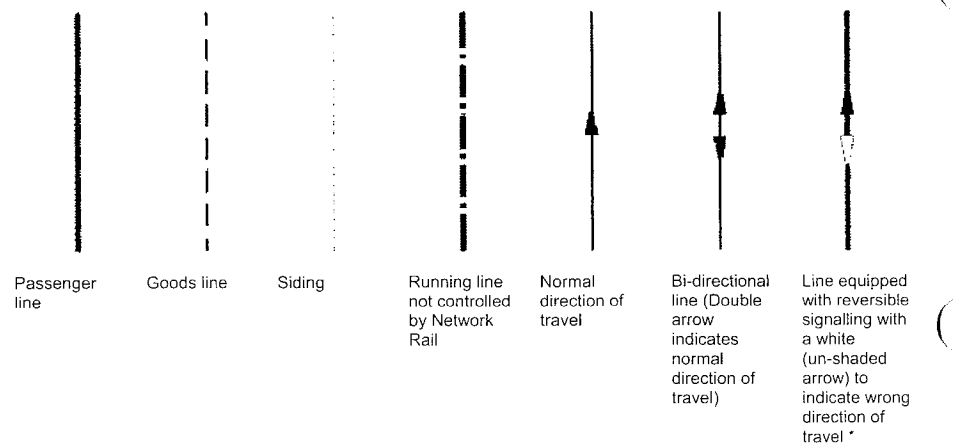
Mileage is shown in miles and chains. (1 mile = 1760 yards / 1.6 km, 1 chain = 22 yards / 20.11 metres)

Where the lineside mileage changes, the entry is shown:

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

Running lines & speed restrictions column

This contains a diagrammatic representation of all running lines and associated connection, but is not to scale. Lines are displayed as follows:



The following abbreviations are used:-

U	Up
UM	Up Main
UF	Up Fast
US	Up Slow
UE	Up Electric
UR	Up Relief
UA	Up Avoiding
UG	Up Goods
USB	Up Suburban
UPL	Up Passenger Loop
UGL	Up Goods Loop
URS	Up Refuge Siding
CL	Crossing Loop in Single Line

D	Down
DM	Down Main
DF	Down Fast
DS	Down Slow
DE	Down Electric
DR	Down Relief
DA	Down Avoiding
DG	Down Goods
DSB	Down Suburban
DPL	Down Passenger Loop
DGL	Down Goods Loop
DRS	Down Refuge Siding
U&D	Up & Down

Where other abbreviations are in use, details are given in the "Signalling & Remarks" column.

Speed Restrictions

- The maximum permissible speed is shown in Miles per Hour on each running line.
- The location of a change in Maximum Permissible Speed is indicated by a star.
- The mileage at which the speed change occurs is shown in the mileage column, along with a further star.

On bi-directional lines a star may indicate a change in speed in 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
$\frac{20}{40}$	$\frac{20}{SP}$ 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.

In the Scotland route sectional appendix, in accordance with previous signing practices, some speeds may not be indicated on the lineside by a speed sign. Such speeds are therefore prefixed by a small, angled dash to denote that lineside signs **may not** be provided.

Signalling & Remarks column

The "Signalling & Remarks" column contains the following details at the top of each page, and again whenever any of the details therein change:

Mode of signalling	Controlling Signal Box, type and signal prefix	NRN radio channel number where appropriate	CSR number where appropriate
TCB RA8	Liverpool St IECC (L) AC: Romford	NRN 	CSR 
Where shown, route availability number for the line(s) concerned.	Type of electrification where appropriate and electrical control room responsible for the area.		

GSM-R

There are two types of GSM-R radio system in use:

- 1. GSM-R train radio which provides drivers, guards and other on-train staff with a secure means of communication with the signaller, operations controller and ECO for use as the normal method of communication. Areas equipped with GSM-R train radio fixed infrastructure are indicated with the symbol shown below (specific details are shown at the top of each page adjacent to or immediately below the controlling signal box information).



- 2. GSM-R (IVRS) radio which provides users with a direct means of communication with the signaller for emergency use only. The areas covered by GSM-R (IVRS), together with the symbol below, are shown in the Signalling & Remarks column.



Mode of signalling

TCB	Track Circuit Block
AB	Absolute Block
AB (PF)	Permissive Block
RETB	Radio Electronic Token Block (including the channel number)
ET	Electric Token Block
TB	Tokenless Block
TB(SC)	Scottish Tokenless Block
NST	No Signaller Token
NSTR	No Signaller Token with Remote Crossing Loops
NB	No Block
OTS	One Train Working where a staff is provided
OTNS	One Train Working where a staff is not provided
TST	Train Staff and Ticket (detail in Local instructions where applicable)
C2	Western only (see Western General Instructions for details)

Electrification

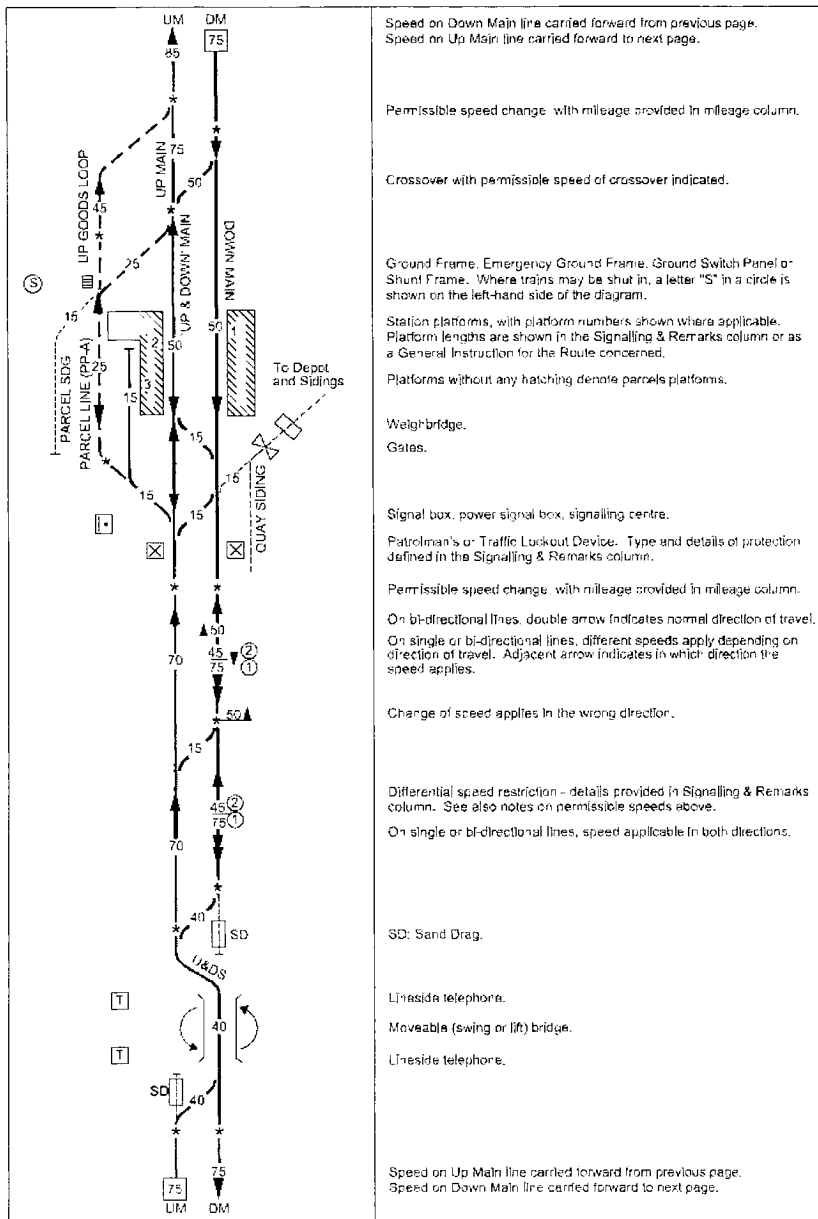
AC	Electrified with Overhead Line Equipment at 25kV Alternating Current.
DC(3)	Electrified with Third Rail at 750 volts Direct Current.
DC(4)	Electrified with Fourth Rail at 750 volts Direct Current.

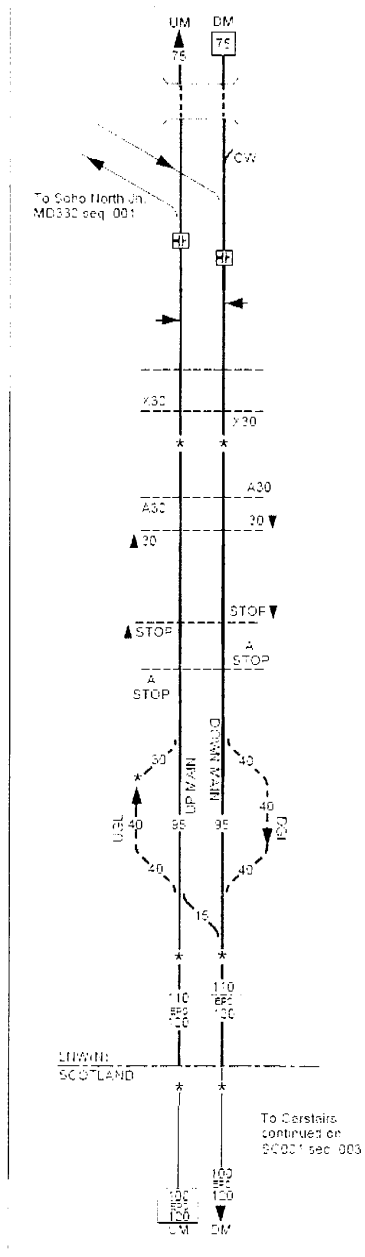
Note: When Cab Secure / NRN radio channel numbers change, an additional symbol with the new channel number will appear adjacent to the point where the channel changes. The information is read DOWN the page, therefore when a change occurs the new channel number will apply to the area below the additional symbol.

The "Signalling & Remarks" column contains additional information as follows:-

- Special Speed restrictions where denoted by ① (or other number in a circle) in the "Running lines & speed restrictions" column.
- Automatic Staff Warning Systems using the abbreviation FWS - Fixed Warning System (applies to lines as indicated in the "Signalling & Remarks" column).
- AWS - Automatic Warning System. Detail is given for those lines or locations where the system is not fitted.
- TPWS – Train Protection Warning System. Detail is given for those lines of route where the system is not fitted.
- TASS – Tilt Authorisation and Speed Supervision system.
- Loop and Refuge Siding Standage, given in metres / feet or yards / SLU's (1 SLU = 21 feet) (excluding one loco length).
- 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, 3 ECS, 5, 9 and 0 trains.
 - PP-A - Permissive Working - Attaching and Detaching use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.
 - PP-S - Permissive Working - Platform Sharing use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.
 - PP-C - Permissive Working - Contingency use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.
 - PF - Permissive Working for class 3 to 8 and 0 trains.

Diagrammatic explanation of symbols





Speed on Down Main line carried forward from previous page.
Speed on Up Main line carried forward to next page.

Tunnel Length is shown in the Location column

Catch points: C=unworked; CW=worked; D=de-rarer. Where appropriate, the distance from fixed signal is shown in the Signaling & Remarks column.

Junction with reference to appropriate Table A page

Overhead Line Neutral Section: OHNS is shown in the Location column.

Hot Axle Box Detector (-ABD), Wheel Impact Load Detector or Wheel check Device

Level crossing.

Level crossing with wrong direction approach speed

Permissible speed change, with mileage provided in mileage column

Level crossings with right direction approach speed. An arrow or the prefix "A" may be used. The previous term/s/s/s speed resumes beyond the crossing, unless otherwise shown.

Level crossings where trains must be brought to a stand before proceeding over the crossing. An arrow or the prefix 'At' may be used. The previous permissible speed resumes beyond the crossing, unless otherwise shown.

^a Permissible speed change, with mileage provided in mileage column.

Non-standard differential permissible speed (in this case, Enhanced Permissible Speed):

Route (or Appendix) boundary, with reference to adjacent Route

Reference to Table A on which the line is continued

Speed or Up Main line carried forward from previous page.
Speed or Down Main line carried forward to next page.

Dated: 01/12/07

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Index of Locations

Location	Table A - Module
Abbey Foregate (AF) SB	GW731-001-WR2
Abbey Foregate Jn	GW731-001-WR2, GW732-001-WR2
Abbey Foregate Maintenance Depot	GW731-002-WR2
Abbotswood Junction	GW300-001-WR2, GW400-004-WR2
ABER	GW810-005-WR2
Aberbaiden North GF	GW877-002-WR2
Aberbaiden Parc Slip	GW877-002-WR2
Aberbaiden South GF	GW877-002-WR2
Abercwmboi Loop	GW834-002-WR2
ABERCYNON	GW830-002-WR2
Abercynon Jn	GW830-002-WR2, GW834-003-WR2
Abercynon SB (A)	GW830-002-WR2
Abercynon Stormstown	GW830-003-WR2
ABERDARE / ABERDAR	GW834-001-WR2
Aberdare GF	GW834-001-WR2
ABERDOVEY	GW734-002-WR2
Aberdovey Tunnel No.1	GW734-001-WR2
Aberdovey Tunnel No.2	GW734-001-WR2
Aberdovey Tunnel No.3	GW734-002-WR2
Aberdovey Tunnel No.4	GW734-002-WR2
Aberdulais Farm LC (UWC)	GW910-006-WR2
ABERERCH	GW734-010-WR2
Abererch LC (ABCL)	GW734-010-WR2
ABERGAVENNY / Y FENNI	GW730-015-WR2
Abergavenny SB	GW730-015-WR2
Abergavenny UGL	GW730-016-WR2
Aberleri LC (AHBC)	GW733-013-WR2
Abermule LC (AHBC)	GW733-005-WR2
Aberthaw	GW870-002-WR2
Aberthaw Cement GF	GW870-002-WR2
Aberthaw SB/Aberddawan	GW870-002-WR2
ABERYSTWYTH (TEP)	GW733-014-WR2
Aberystwyth No.1 GF	GW733-014-WR2
Aberystwyth No.2 GF	GW733-014-WR2
Ableton Lane	GW600-007-WR2
Ableton Lane Tunnel	GW900-001-WR2
Acton East	GW103-007-WR2, GW130-001-WR2
ACTON MAIN LINE	GW103-008-WR2
Acton Wells Jn	GW130-001-WR2
Acton West	GW103-008-WR2
Acton Yard	GW103-008-WR2
Aish Emergency Xover	GW108-015-WR2
ALDERMASTON	GW500-002-WR2
Alderton Tunnel	GW600-003-WR2
Alderton WILD	GW600-003-WR2
Aldridge LC (UWC)	GW700-005-WR2
Alexandra Dock Jn	GW784-001-WR2, GW900-007-WR2
All Stretton No.1 LC (UWC)	GW730-005-WR2
Allens LC (AOCL)	GW734-004-WR2
Allt-y-Baily LC (UWC)	GW950-001-WR2
Alpha Steel GF 1	GW720-001-WR2
Alstone	GW400-006-WR2
Alstone Carriage Sidings	GW400-007-WR2
AMMANFORD / TIRYDAIL AND RHYDAMAN	GW910-011-WR2
Ammanford Park Street Footpath LC (R/G)	GW915-002-WR2

Location	Table A - Module
Ammanford Relief Road LC (TMO)	GW915-002-WR2
Andrews LC (UWC)	GW400-004-WR2
APPLEFORD	GW200-002-WR2
Appleford LC (CCTV)	GW200-002-WR2
ASCOTT-UNDER- WYCHWOOD	GW310-002-WR2
Ascott-under-Wychwood (AW) SB & LC (MCB)	GW310-002-WR2
ASHCHURCH FOR TEWKESBURY	GW400-005-WR2
Ashchurch GF	GW400-005-WR2
Ashchurch WD GF	GW400-005-WR2
Ashford Bowdler LC (AHBC-X)	GW730-008-WR2
Ashley LC (UWC)	GW730-013-WR2
Ashton Jn	GW548-001-WR2
Ashton Jn LC (CCTV)	GW548-001-WR2
Athelney LC (AHBC)	GW500-013-WR2
Avon View Farm LC (UWC)	GW523-001-WR2
AVONCLIFF	GW510-002-WR2
AVONMOUTH	GW454-002-WR2
Avonmouth BP Sidings	GW4501-002-WR2
Avonmouth Dock LC (CCTV)	GW454-002-WR2
Avonmouth Station LC (CCTV)	GW454-002-WR2
Awre LC (CCTV)	GW700-004-WR2
B.A.C. LC (UWC)	GW4501-001-WR2
Badcock s Middle LC (UWC)	GW108-004-WR2
Badminton	GW600-003-WR2
BAGLAN	GW900-019-WR2
Banbury Road GF	GW276-002-WR2
Banc-y-Berllan LC (UWC)	GW910-010-WR2
BARGOED	GW810-002-WR2
Bargoed SB	GW810-002-WR2
Bargoed South	GW810-002-WR2
BARMOUTH (TEP)	GW734-005-WR2
Barmouth North GF	GW734-005-WR2
Barmouth South LC (TMO)	GW734-005-WR2
Barmouth Swing Bridge	GW734-005-WR2
Barmouth Tunnel	GW734-005-WR2
BARNSTAPLE	GW606-006-WR2
Barnstaple GF	GW606-006-WR2
Barnwood No.3 GF	GW400-008-WR2
Barnwood No1 GF	GW700-001-WR2
Barrow Road Sidings	GW450-002-WR2
Barry Docks Line Jn	GW830-011-WR2
BARRY DOCKS/ DOCIAUR BARRI	GW830-012-WR2
Barry Down Passenger Loop	GW870-001-WR2
Barry Island Viaduct	GW830-012-WR2
BARRY ISLAND/ YNYS-Y-BARRI	GW830-012-WR2
Barry Jn	GW830-012-WR2, GW900-015-WR2
Barry Junction	GW870-001-WR2
Barry SB (B)	GW830-012-WR2
BARRY/BARRI	GW830-012-WR2
Barton Hill Depot	GW450-003-WR2
Baschurch LC (AHBC-X)	GW731-004-WR2
Basildon HABD	GW103-032-WR2
Bath Goods	GW105-009-WR2
Bath Road Jn	GW184-001-WR2
BATH SPA	GW105-008-WR2
Bath West GF	GW105-009-WR2
Bathampton Jn (DN)	GW510-003-WR2

Location	Table A - Module
Bathampton Jn (Down)	GW105-007-WR2
Bathampton Jn (Up)	GW105-007-WR2
Bathampton Jn (UP)	GW510-003-WR2
Beavers Hill Farm LC (UWC)	GW950-003-WR2
Beavers Hill LC (OPEN)	GW950-003-WR2
Bedlam Tunnel	GW572-001-WR2
BEDMINSTER	GW105-016-WR2
BEDWYN	GW500-005-WR2
Beech Drive LC (UWC)	GW500-006-WR2
Beechgrove GF	GW5001-001-WR2
Bejowan LC (UWC)	GW660-005-WR2
Benarth Farm LC (UWC)	GW730-014-WR2
Bennar Fawr LC (AOCL)	GW734-006-WR2
BERE ALSTON	GW637-002-WR2
Bere Alston GF	GW637-003-WR2
Bere Alston Jn	GW637-002-WR2, GW637-003-WR2
BERE FERRERS	GW637-002-WR2
Berkeley GF	GW425-001-WR2
Berkeley Road Jn	GW400-011-WR2, GW425-001-WR2
Berthddu LC (OPEN)	GW910-007-WR2
Bertwyn LC (AHBC)	GW900-025-WR2
Bicester London Road LC (TMO)	GW276-001-WR2
BICESTER TOWN	GW276-001-WR2
Bier Hill LC (UWC)	GW950-003-WR2
BIRCHGROVE	GW828-001-WR2
Bishton Flyover	GW900-003-WR2
Bishton HABD	GW900-003-WR2
Bishton LC (MCG)	GW900-003-WR2
Blackboy Tunnel	GW610-002-WR2
Blacklion Junction	GW830-001-WR2
Blackpole Farm LC (UWC)	GW730-009-WR2
Blackpool LC (UWC)	GW731-003-WR2
Blackwell	GW400-001-WR2
Blaengavenny Farm LC (UWC)	GW730-015-WR2
Blatchbridge Jn	GW500-010-WR2, GW570-001-WR2
Bledington (UWC)	GW310-003-WR2
Bletchington LC (UWC)	GW200-007-WR2
Blockley LC (CCTV)	GW310-004-WR2
Boat LC (UWC)	GW400-003-WR2
BODMIN PARKWAY	GW108-025-WR2
Bodmin Parkway GF	GW108-025-WR2
Bolitho 1 LC (UWC)	GW640-001-WR2
Bolney Farm LC (UWC)	GW187-002-WR2
Bont-y-Clettwr LC (UWC)	GW734-004-WR2
BORTH (TEP)	GW733-013-WR2
Borth Capel Seion LC (UWC)	GW733-013-WR2
Borth Capel Soar LC (AOCL)	GW733-013-WR2
Borthwen Farm LC (UWC)	GW734-004-WR2
Bosleys LC (UWC)	GW310-002-WR2
Boundary (Network Rail/Ford)	GW871-001-WR2
BOURNE END	GW185-002-WR2
Bourne End GF	GW185-002-WR2, GW185-003-WR2
Bourton	GW105-002-WR2
Bourton HABD	GW105-002-WR2
Box Tunnel	GW105-006-WR2
Bradford Jn	GW510-001-WR2, GW523-001-WR2
Bradford Tunnel	GW510-002-WR2

Location	Table A - Module
BRADFORD-ON-AVON	GW510-002-WR2
Bradford-on-Tone LC (AHBC)	GW108-003-WR2
Braggamarsh 1 LC (UWC)	GW606-004-WR2
Braggamarsh 2 LC (UWC)	GW606-004-WR2
Bragty LC (UWC)	GW900-027-WR2
Brecon Curve GF	GW730-012-WR2
Brecon Curve Jn	GW730-012-WR2
Brecon Cve Jn	GW750-001-WR2
Brentford GF	GW178-001-WR2
Brentford Goods	GW178-002-WR2
Brewers 1 LC (UWC)	GW730-014-WR2
Briar Hill LC (UWC)	GW310-004-WR2
Brick Kiln Lane LC (UWC)	GW735-005-WR2
Brickyard No.3 LC (UWC)	GW733-012-WR2
BRIDGEND	GW870-005-WR2, GW874-001-WR2
Bridgend Barry Jn	GW870-005-WR2
BRIDGEND/PEN-Y-BONT	GW900-015-WR2
Bridgeway LC (UWC)	GW735-002-WR2
BRIDGWATER	GW105-022-WR2
Bridgwater Station GF	GW105-022-WR2
Brightly Barton 1 LC (UWC)	GW606-005-WR2
Brightly Mill LC (UWC)	GW606-005-WR2
Brightly Weir Farm 1 LC (UWC)	GW606-005-WR2
Brightly Weir Farm 2 LC (UWC)	GW606-005-WR2
Brightly Weir Farm 3 LC (UWC)	GW606-005-WR2
Brimscombe Footpath LC (UWC)	GW480-003-WR2
Brisbane No.1 LC (UWC)	GW910-001-WR2
Bristol Bulk handling Terminal	GW4501-003-WR2
Bristol East Depot Down Sdg	GW105-011-WR2
Bristol East Depot Down Sdg GF	GW105-011-WR2
Bristol East Jn	GW105-012-WR2, GW450-003-WR2
Bristol Middle Siding East GF	GW105-014-WR2
Bristol Middle Siding West GF	GW105-014-WR2
BRISTOL PARKWAY	GW600-005-WR2
Bristol Parkway Royal Mail Terminal	GW600-005-WR2
Bristol SB (B)	GW105-014-WR2
BRISTOL TEMPLE MEADS	GW105-014-WR2
Bristol West Jn	GW105-015-WR2, GW528-001-WR2
BRITHDIR	GW810-001-WR2
British Tissues LC (UWC)	GW874-002-WR2
BRITON FERRY	GW900-019-WR2
Briton Ferry East	GW900-019-WR2
Briton Ferry HABD	GW900-019-WR2
Briton Ferry Up Flying Loop Jn	GW890-001-WR2, GW900-019-WR2
Broad Farm No.1 LC (UWC)	GW730-009-WR2
Broad Lane LC (UWC)	GW440-001-WR2
Broadoak LC (UWC)	GW700-004-WR2
Broken Cross Farm No.1 LC (UWC)	GW700-003-WR2
Broken Cross Farm No.2 LC (UWC)	GW700-003-WR2
Broken Cross LC (R/G)	GW700-003-WR2
Bromfield LC (MCB)	GW730-007-WR2
Bromfield SB	GW730-007-WR2
Bromfield WILD	GW730-007-WR2
BROMSGROVE	GW400-002-WR2
Bromsgrove No.1 GF	GW400-002-WR2
Bromsgrove No.3 & No.2 GF	GW400-002-WR2
Bronnant LC (UWC)	GW734-003-WR2

Location	Table A - Module
Brooksby LC (AOCL)	GW185-003-WR2
Brookthorpe HABD	GW400-009-WR2
BROOME	GW910-001-WR2
Broome Farm 2 LC(UWC)	GW910-001-WR2
Broomhay LC (UWC)	GW108-001-WR2
Brown Queen Tunnel	GW108-025-WR2
Brown Barn LC (UWC)	GW310-005-WR2
Buern LC (CCTV)	GW310-002-WR2
BRUTON	GW500-011-WR2
Brynmarlais LC (AOCL)	GW910-011-WR2
Brynteg LC (UWC)	GW893-001-WR2
Bryn-y-Mawr Farm LC (UWC)	GW910-013-WR2
BUCKNELL	GW910-002-WR2
Bucknell LC (AOCL)	GW910-002-WR2
Buckshead Tunnel	GW108-029-WR2
BUGLE	GW660-003-WR2
BUILTH ROAD	GW910-005-WR2
Bullo Pill HABD	GW700-004-WR2
Burcott Road LC (TMO)	GW750-001-WR2
Burdetts Farm LC (UWC)	GW400-006-WR2
Burngullow Jn	GW108-028-WR2
Burngullow Jn	GW672-001-WR2
BURNHAM	GW103-023-WR2
Burrows Sidings	GW892-002-WR2
Butterfly Lane LC (UWC)	GW103-036-WR2
Buttington Hall LC (UWC)	GW733-002-WR2
Buttington LC (AHBC)	GW733-002-WR2
BYNEA / BYNIE	GW910-013-WR2
CADOXTON / TREGATWG	GW830-011-WR2
Caemawr Farm LC (UWC)	GW910-010-WR2
Caerphilly Tunnel	GW810-005-WR2
CAERPHILLY/ CAERFFILI	GW810-005-WR2
CAERSWS	GW733-007-WR2
Caersws LC (MCG)	GW733-007-WR2
Caerwent Branch Jn	GW700-006-WR2
Caethle Farm LC (UWC)	GW734-002-WR2
Caetwpa LC (UWC)	GW733-010-WR2
Calcott Lane LC (UWC)	GW185-003-WR2
CALDICOT	GW700-007-WR2
Caldicot HABD	GW700-006-WR2
Caldicot Jn	GW705-001-WR2
Caldicot LC (MCB)	GW700-006-WR2
Caldicot Station LC(UWC)	GW700-007-WR2
CALSTOCK	GW637-003-WR2
CAM & DURSLEY	GW400-010-WR2
CAMBORNE	GW108-033-WR2
Camborne LC (CCTV)	GW108-033-WR2
Campden LC (CCTV)	GW310-004-WR2
Campden Tunnel	GW310-004-WR2
Canton Depot	GW900-011-WR2
CARBIS BAY	GW690-001-WR2
Carbis Branch Jn	GW660-003-WR2
CARDIFF BAY/ BAE CAERDYDD	GW839-001-WR2
CARDIFF CENTRAL/ CAERDYDD CANOLOG	GW830-009-WR2, GW900-011-WR2
Cardiff East Jn	GW830-009-WR2, GW900-010-WR2
CARDIFF QUEEN STREET/ CAERDYDD HEOL Y FRENHINES	GW830-008-WR2

Location	Table A - Module
Cardiff SB (C)	GW830-009-WR2, GW900-011-WR2
Cardiff West Jn	GW830-009-WR2, GW900-011-WR2
CARMARTHEN (CAERFYRDDIN)	GW930-001-WR2
Carmarthen Bridge Jn	GW900-026-WR2, GW940-001-WR2
Carmarthen Jn	GW900-026-WR2, GW930-001-WR2
Carmarthen Jn (CJ) SB	GW900-026-WR2
Carmarthen Station GF	GW930-001-WR2
Carne Point	GW650-001-WR2
Carno LC (AHBC)	GW733-009-WR2
CASTLE BAR PARK	GW174-002-WR2
CASTLE CARY	GW500-012-WR2
Castle Cary Jn	GW500-012-WR2
Castle Gardens LC (UWC)	GW910-003-WR2
Cathan Farm LC (UWC)	GW910-012-WR2
CATHAYS	GW830-007-WR2
Cattedown Tunnel	GW628-003-WR2
Cattewater Harbour	GW628-003-WR2
Cattewater Jn	GW628-003-WR2
Cattewater LC (OPEN)	GW628-003-WR2
CAUSELAND	GW640-002-WR2
Causeway LC (MCB)	GW103-036-WR2
Cawdor LC (AOCL)	GW915-001-WR2
CE s Training School LC (UWC)	GW440-001-WR2
Cefn Coed LC (UWC)	GW893-001-WR2
Cefn Gast Farm No.2 LC (UWC)	GW910-007-WR2
Cefn Jn	GW877-001-WR2
Cefn Suran LC (UWC)	GW910-003-WR2
Cemetery Lane LC (UWC)	GW510-002-WR2
Cemetery LC (UWC)	GW734-002-WR2
Cemmes Road LC (R/G)	GW733-011-WR2
Central Ordnance Depot GF	GW276-001-WR2
Central Treviscoe GF	GW672-002-WR2
Challow	GW103-037-WR2
Chapel Farm 1 LC (UWC)	GW660-005-WR2
Chapel Farm 3 LC (UWC)	GW660-005-WR2
Chapel Lane GF	GW730-017-WR2
Chapel LC (AOCL)	GW660-005-WR2
CHAPELTON	GW606-006-WR2
Chapelton Station LC (UWC)	GW606-006-WR2
Charfield	GW400-011-WR2
Charfield Hall Farm LC (UWC)	GW400-012-WR2
CHARLBURY	GW310-001-WR2
Charlton LC (UWC)	GW310-006-WR2
Charlton Tunnel	GW4501-001-WR2
Chawson Footpath Crossing	GW300-003-WR2
Cheltenham Alstone LC (MCB)	GW400-007-WR2
CHELTENHAM SPA	GW400-007-WR2
Chenson No 1 (UWC)	GW606-003-WR2
Chenson No 2 (UWC)	GW606-003-WR2
Chenson No 3 (UWC)	GW606-003-WR2
Chepstow Tunnel	GW700-005-WR2
CHEPSTOW/CAS-GWENT	GW700-006-WR2
Cherry Orchard LC (UWC)	GW733-005-WR2
Chester Line Jn	GW103-034-WR2, GW200-001-WR2
China Clay Sidings	GW108-026-WR2
CHIPPENHAM	GW105-005-WR2
Chipping Sodbury East GF	GW600-003-WR2

Location	Table A - Module
Chipping Sodbury Tunnel	GW600-003-WR2
CHIRK	GW731-006-WR2
Chirk Tunnel	GW731-006-WR2
Chittering Estate	GW4501-002-WR2
CHOLSEY	GW103-032-WR2
Cholsey WILD	GW103-032-WR2
Church Farm LC (UWC)	GW870-003-WR2
Church Farm No.1 LC (UWC)	GW523-001-WR2
Church Farm No.2 LC (UWC)	GW523-001-WR2
Church House Farm LC (UWC)	GW730-008-WR2
CHURCH STRETTON	GW730-005-WR2
Church Stretton SB	GW730-005-WR2
Churchdown HABD	GW400-007-WR2
CILMERI	GW910-006-WR2
Cilmeri LC (UWC)	GW910-006-WR2
Cilmeri Tunnel	GW910-005-WR2
Cilyrychen LC (ABCL)	GW910-011-WR2
City Basin Jn	GW108-008-WR2
Clarbeston Rd Jn	GW960-001-WR2
CLARBESTON ROAD	GW900-029-WR2
Clarbeston Road Jn	GW900-029-WR2
Clarbeston Road Jn SB (CR)	GW900-029-WR2
Claverton LC (UWC)	GW510-003-WR2
Clayfield LC (AHBC)	GW310-005-WR2
Clerks Tunnel	GW108-011-WR2
Clifton Bridge No.1 Tunnel	GW548-001-WR2
Clifton Bridge No.2 Tunnel	GW548-002-WR2
CLIFTON DOWN	GW454-004-WR2
Clifton Down Tunnel	GW454-004-WR2
Clink Road Jn	GW500-010-WR2, GW570-001-WR2
Closglas Farm 1 LC (UWC)	GW910-010-WR2
Closglas Farm 3 LC (UWC)	GW910-010-WR2
CLUNDERWEN	GW900-028-WR2
Clyne LC (TMO)	GW892-001-WR2
Coaley GF	GW400-011-WR2
Coalpit Heath HABD	GW600-004-WR2
Cockett Tunnel	GW900-022-WR2
Cockett West Jn	GW900-022-WR2
Coed Cae No.1 LC (UWC)	GW733-010-WR2
Coed Farm No.1 LC (UWC)	GW900-026-WR2
Coed Ifan LC (UWC)	GW910-008-WR2
Coed Moor LC (UWC)	GW730-013-WR2
Coed Y Dinas LC (UWC)	GW733-003-WR2
Coed-y-Llyn No.1 LC (UWC)	GW734-009-WR2
COGAN	GW830-011-WR2
Cogan Jn	GW830-011-WR2, GW864-001-WR2
Cogan Loops	GW830-010-WR2
Cogan Tunnel	GW830-011-WR2
Cogload HABD	GW108-001-WR2
Cogload Jn (Down)	GW108-001-WR2, GW500-013-WR2
Cogload Jn (Up)	GW108-001-WR2, GW500-013-WR2
Coles LC (UWC)	GW310-007-WR2
Collaton Barton Farm 1 LC (UWC)	GW606-004-WR2
Colliery Crossing	GW820-001-WR2
Collins Farm LC (UWC)	GW637-002-WR2
Colnbrook CLC Loop (Central Logistics Centre)	GW182-001-WR2
Colnbrook Oil Terminal	GW182-001-WR2

Location	Table A - Module
Colthrop HABD	GW500-003-WR2
Colthrop LC (MCB)	GW500-003-WR2
COLWALL	GW340-004-WR2
Colwall Tunnel	GW340-003-WR2
COMBE	GW310-001-WR2
Compeday LC (UWC)	GW500-003-WR2
Conoco East LC (TMO)	GW628-003-WR2
Conoco West LC (TMO)	GW628-003-WR2
COOKHAM	GW185-002-WR2
Cookham LC (ABCL)	GW185-002-WR2
Cooks 1 LC (UWC)	GW400-004-WR2
Cooks 2 LC (UWC)	GW400-005-WR2
Cooksholme LC (UWC)	GW300-001-WR2
COOMBE	GW640-001-WR2
Coombe Jn	GW640-001-WR2
Coombe LC (UWC)	GW640-001-WR2
Coombe No. 1 GF	GW640-001-WR2
Coombe No. 2 GF	GW640-001-WR2
Coombe No.2 GF	GW642-001-WR2
Coombe No1 G.F.	GW640-002-WR2
COPPLESTONE	GW606-003-WR2
CORYTON	GW828-001-WR2
Coryton Tunnel	GW108-010-WR2
Coswarth 3 & 4 LC(UWC)	GW660-004-WR2
Coswarth LC (AOCL)	GW660-005-WR2
Coswarth Tunnel	GW660-005-WR2
Cosworth 1 & 2 LC(UWC)	GW660-004-WR2
Court Farm LC (UWC)	GW733-005-WR2
Court Sart Jn	GW890-001-WR2, GW900-020-WR2
Cowbridge Road SB	GW870-005-WR2
Cowley Bridge Jn	GW108-006-WR2, GW606-001-WR2
Coxall Farm 1 LC (UWC)	GW910-001-WR2
Coxall Farm 2 LC (UWC)	GW910-002-WR2
Coychurch Footpath LC (R/G-X)	GW900-014-WR2
Craig Rhymney LC (UWC)	GW810-001-WR2
Craigfryn LC (UWC)	GW733-008-WR2
CRANMORE (ESR)	GW580-001-WR2
Cranmore East GF	GW580-001-WR2
Crannaforde LC (AHBC)	GW610-001-WR2
Crannel s LC (UWC)	GW500-003-WR2
CRAVEN ARMS	GW730-006-WR2
Craven Arms Jn	GW730-007-WR2, GW910-001-WR2
Craven Arms LC (MCB)	GW730-006-WR2
Craven Arms SB	GW730-006-WR2
Creamore Farm LC (UWC)	GW735-003-WR2
CREDITON	GW606-001-WR2
Crediton (CN) SB	GW606-002-WR2
Crediton LC (MCB)	GW606-002-WR2
Crewe Bank SB	GW735-001-WR2
Crewe Jn	GW735-001-WR2
Crewe Jn SB (CJ)	GW731-002-WR2
CRICCIETH	GW734-009-WR2
Crinow Farm 2 LC(UWC)	GW950-001-WR2
Crofton LC (R/G)	GW500-006-WR2
Cross Brook Farm LC (UWC)	GW730-009-WR2
Cross Cottage LC (UWC)	GW580-001-WR2
Crosskeys	GW770-002-WR2

Location	Table A - Module
Crosskeys Junction	GW770-002-WR2
Crugwallins Siding	GW672-001-WR2
Crundale LC (AHBC)	GW960-001-WR2
Crundale Mill LC (UWC)	GW960-001-WR2
CULHAM	GW200-002-WR2
Curb Hut LC (UWC)	GW700-006-WR2
Custom House Escape Shaft	GW180-002-WR2
Cutnall Green Route Boundary	GW370-001-WR2
Cutts Drove LC (UWC)	GW500-013-WR2
Cwm Henog Farm 2 LC (UWC)	GW910-007-WR2
CWMBACH	GW834-001-WR2
Cwmbach LC (UWC)	GW834-001-WR2
Cwmbach Sidings LC (UWC)	GW834-001-WR2
Cwmbargoed	GW820-001-WR2
Cwmbargoed LC (TMO)	GW820-001-WR2
CWMBRAN	GW730-017-WR2
Cwmbwry No.1 LC (UWC)	GW900-026-WR2
Cwmbwry No.2 LC (UWC)	GW900-026-WR2
Cwmffoes LC (TMO)	GW877-001-WR2
Cwmgwrach	GW892-001-WR2
Cwm-y-Geist Farm LC (UWC)	GW910-003-WR2
CYNGHORDY	GW910-008-WR2
Dafydd LC (UWC)	GW734-002-WR2
Dainton Tunnel	GW108-013-WR2
DANESCOURT	GW840-001-WR2
Danylan LC (UWC)	GW950-001-WR2
Darlingtons LC (UWC)	GW735-004-WR2
DAWLISH	GW108-010-WR2
DAWLISH WARREN	GW108-009-WR2
Daws LC (UWC)	GW611-002-WR2
Day & Son GF	GW178-002-WR2
Deakins LC (UWC)	GW910-003-WR2
Decoy LC (UWC)	GW731-005-WR2
Denning s LC (UWC)	GW500-011-WR2
Deri LC (UWC)	GW900-027-WR2
DEVONPORT	GW108-020-WR2
Devonport Tunnel	GW108-020-WR2
Didcot East	GW103-033-WR2
Didcot East Jn	GW103-034-WR2, GW240-001-WR2
Didcot North Jn (Dn)	GW200-001-WR2, GW240-001-WR2
Didcot North Jn (Up)	GW200-001-WR2, GW240-001-WR2
DIDCOT PARKWAY	GW103-034-WR2
Didcot West Curve Jn	GW200-001-WR2, GW250-001-WR2
DIGBY & SOWTON	GW611-001-WR2
Dildre Crossing	GW910-008-WR2
DILTON MARSH	GW5001-002-WR2
DINAS POWYS	GW830-011-WR2
DINAS RHONDDA	GW835-002-WR2
DINGLE ROAD	GW864-001-WR2
Dinmore Tunnels	GW730-010-WR2
DOCKYARD	GW108-020-WR2
Dockyard Jn	GW108-021-WR2
DOLAU	GW910-004-WR2
Dolau House Farm No.1 LC (UWC)	GW910-004-WR2
Dolau House Farm No.2 LC (UWC)	GW910-004-WR2
Dolau House Farm No.3 LC (UWC)	GW910-004-WR2
Dolau LC (AOCL)	GW910-004-WR2

Location	Table A - Module
Dolcoath LC (AHBC)	GW108-032-WR2
Doldyfi LC (UWC)	GW733-012-WR2
Dolmeadow LC (UWC)	GW730-010-WR2
Dolphin Jn	GW103-021-WR2
Dorrington SB	GW730-004-WR2
Dovey Junction	GW733-012-WR2, GW734-001-WR2
DOVEY JUNCTION (TEP)	GW733-012-WR2, GW734-001-WR2
Down Farm 1 LC (UWC)	GW910-010-WR2
Down Farm 2 LC (UWC)	GW910-010-WR2
Dr. Day s Jn	GW450-003-WR2, GW530-001-WR2
Drakes No.2 LC (UWC)	GW500-002-WR2
DRAYTON GREEN	GW174-002-WR2
Drayton Green Jn	GW174-002-WR2, GW176-001-WR2
Drayton Green Tunnel	GW174-002-WR2
Drinkwater LC (UWC)	GW200-007-WR2
Drinnick Mill	GW672-001-WR2
DROITWICH SPA	GW300-003-WR2
Droitwich Spa (DS) SB	GW300-004-WR2, GW370-001-WR2
Droitwich Spa Jn	GW300-004-WR2, GW370-001-WR2
Droitwich Spa Up Goods Loop	GW370-001-WR2
Duffryn LC (AHBC)	GW900-022-WR2
Duffryn West Jn	GW900-023-WR2
Dundas Aqueduct	GW510-003-WR2
Dunhampstead LC (AHBC)	GW400-003-WR2
Durn LC (UWC)	GW733-011-WR2
DYFFRYN ARDUDWY	GW734-006-WR2
Dyffryn LC (UWC)	GW734-002-WR2
Dynevorf GF	GW8901-001-WR2
Dynevorf Jn	GW890-001-WR2, GW8901-001-WR2
EALING BROADWAY	GW103-009-WR2
East Jn Viaduct	GW830-009-WR2, GW900-010-WR2
East Largin Viaduct	GW108-024-WR2
East Mendalgief	GW784-001-WR2
East Somerset Jn (Witham)	GW500-011-WR2, GW580-001-WR2
East Usk Jn & SB	GW720-001-WR2, GW900-004-WR2
EASTBROOK	GW830-011-WR2
Ebbw Jn	GW780-001-WR2, GW900-007-WR2
Ebbw Vale Parkway	GW770-001-WR2
Ebley LC (UWC)	GW480-003-WR2
ECC Ballclays	GW618-001-WR2
Eckington	GW400-004-WR2
Eckington HABD	GW400-004-WR2
Eckington WILD	GW400-005-WR2
EGGESFORD (TEP)	GW606-003-WR2
Eggesford LC (TMO)	GW606-003-WR2
English Bridge Jn	GW730-001-WR2, GW732-001-WR2
Ernesettle North GF	GW637-001-WR2
Ernesettle South GF	GW637-001-WR2
Erwbeili Farm LC (UWC)	GW910-007-WR2
Evelench LC (UWC)	GW400-003-WR2
EVESHAM	GW310-005-WR2
Evesham SB	GW310-005-WR2
Exeter (E) SB	GW108-007-WR2
EXETER ST THOMAS	GW108-008-WR2
Exeter St. Davids Jn	GW108-007-WR2
EXETER CENTRAL	GW610-002-WR2

Location	Table A - Module
Exeter Central Goods Jn	GW610-002-WR2
Exeter Riverside Yard	GW108-006-WR2
EXETER ST. DAVIDS	GW108-007-WR2
Exeter St. Davids Jn	GW610-002-WR2
Exminster HABD	GW108-008-WR2
Exminster WILD	GW108-008-WR2
EXMOUTH	GW611-002-WR2
Exmouth Jn	GW610-001-WR2, GW611-001-WR2
Exmouth Jn (EJ) SB	GW610-001-WR2
EXTON	GW611-002-WR2
Eye Court Farm LC(UWC)	GW730-009-WR2
Eyton LC (AHBC-X)	GW731-004-WR2
FAIRBOURNE	GW734-004-WR2
Fairbourne LC (AOCL)	GW734-004-WR2
Fairfield LC (UWC)	GW500-005-WR2
Fairwood Jn	GW500-009-WR2, GW560-002-WR2
FALMOUTH DOCKS	GW680-002-WR2
Falmouth No.1 GF	GW680-002-WR2
Falmouth No.2 GF	GW680-002-WR2
FALMOUTH TOWN	GW680-002-WR2
Fancy (UWC)	GW660-003-WR2
Farmers LC (UWC)	GW870-004-WR2
Farnham Road	GW103-023-WR2
Feeder Bridge Jn	GW105-011-WR2, GW530-001-WR2
Feltons LC (UWC)	GW730-007-WR2
FERNHILL	GW834-002-WR2
FERRYSIDE / GLANYFFERI	GW900-025-WR2
Ferryside LC (MCB)	GW900-025-WR2
Ferryside SB	GW900-025-WR2
FFAIRFACH	GW910-011-WR2
Ffairfach LC (AOCL)	GW910-011-WR2
Ffos Fach Isaf LC (UWC)	GW910-013-WR2
Ffynnongain LC (R/G)	GW900-027-WR2
Field LC (UWC)	GW108-005-WR2
Fields Farm LC (UWC)	GW735-005-WR2
FILTON ABBEY WOOD	GW450-002-WR2
Filton Jn HABD	GW540-001-WR2
Filton Jn No.1	GW450-001-WR2, GW540-001-WR2
Filton Jn No.2	GW450-001-WR2, GW451-001-WR2, GW540-001-WR2
Filton South Jn	GW450-002-WR2
Filton Tip LC (AOCL)	GW5401-001-WR2
Filton West Jn No.1	GW4501-001-WR2, GW5401-001-WR2
Filton West Jn No.2	GW4501-001-WR2, GW451-001-WR2
FINSTOCK	GW310-001-WR2
Fisher s LC (UWC)	GW510-003-WR2
Fishguard Harbour Station LC (AOCL)	GW900-030-WR2
Fishley LC (UWC)	GW606-005-WR2
Flax Bourton Tunnel	GW105-018-WR2
Football Field LC (UWC)	GW733-007-WR2
Ford Bridge LC (UWC)	GW730-010-WR2
Ford Siding GF	GW871-001-WR2
Forden LC (AOCL)	GW733-004-WR2
Fordgate	GW105-022-WR2, GW108-001-WR2
Fords Junction	GW870-004-WR2

Location	Table A - Module
Fords Siding GF	GW870-004-WR2
Forestry LC (UWC)	GW580-001-WR2
Former Aberbeeg Jn	GW770-001-WR2
Former Aller Jn	GW620-001-WR2
Former Bassaleg Jn	GW773-001-WR2
Former Coleford Jn	GW608-001-WR2
Former Devonport Jn/Cornwall Loop	GW108-020-WR2
Former Friary Jn	GW628-002-WR2
Former Rainbow Hill Jn	GW350-001-WR2
Former Red Hill Jn	GW730-013-WR2
Former Rotherwas Jn	GW730-012-WR2
Former site of Felin Fran Jn	GW890-003-WR2
Former site of Llandoverly Jn	GW910-008-WR2
Fountain LC (AOCL)	GW877-001-WR2
Foxhall Jn	GW103-035-WR2, GW200-001-WR2, GW250-001-WR2
Frampton LC (UWC)	GW480-003-WR2
FRESHFORD	GW510-002-WR2
Freshford LC (UWC)	GW510-003-WR2
Friars Jn	GW103-007-WR2
Frogmore 2 LC (UWC)	GW310-003-WR2
Frome North Jn	GW570-001-WR2, GW572-001-WR2
Fron LC (UWC)	GW733-003-WR2
Frying Pan Farm LC (UWC)	GW523-001-WR2
FURZE PLATT	GW185-001-WR2
Furze Platt LC (ABCL)	GW185-001-WR2
Gaer Jn	GW770-003-WR2, GW900-007-WR2
Gaer Tunnel	GW770-003-WR2
Gambols LC (UWC)	GW480-001-WR2
Garlands No1 LC (UWC)	GW700-005-WR2
Garnant Branch LC (TMO)	GW915-002-WR2
GARTH	GW910-006-WR2
GARTH (MID-GLAMORGAN)	GW874-002-WR2
Garw GF	GW874-002-WR2
Gelynis LC (R/G-X)	GW830-005-WR2
Genwen Jn	GW910-014-WR2
Gibbons LC (UWC)	GW810-003-WR2
GILFACH FARGOED	GW810-002-WR2
Gilfach Farm 3 LC (UWC)	GW910-008-WR2
Gishbourne LC (UWC)	GW310-006-WR2
Glanhafren LC (UWC)	GW733-003-WR2
Glanirfon LC (UWC)	GW910-007-WR2
Glanrhyd Bridge	GW910-010-WR2
Glanrhyd LC (OPEN)	GW910-010-WR2
Glanrhyd Saeson Farm 1 LC (UWC)	GW910-010-WR2
Glantowy LC (UWC)	GW910-009-WR2
Glanryrnys Farm Crossing	GW910-009-WR2
Glass LC	GW510-003-WR2
Glenamman Footpath LC (R/G)	GW915-001-WR2
GLOUCESTER	GW700-002-WR2
Gloucester Barnwood Jn	GW400-008-WR2, GW700-001-WR2
Gloucester SB (G)	GW490-001-WR2, GW700-001-WR2
Gloucester West	GW700-002-WR2
Gloucester Yard Jn	GW400-009-WR2, GW490-001-WR2
Gloucester Yard No.2 GF	GW400-008-WR2, GW490-001-WR2
Glynisw LC (UWC)	GW900-027-WR2
Glyn-y-Mul LC (UWC)	GW893-001-WR2

Location	Table A - Module
GOBOWEN	GW731-005-WR2
Gobowen North LC (MCB)	GW731-006-WR2
Gobowen North SB (GN)	GW731-006-WR2
Gobowen South GF	GW731-005-WR2, GW736-001-WR2
Godregarreg Farm 1	GW910-009-WR2
Golant LC (OPEN)	GW650-001-WR2
Goonbarrow Jn (G) SB	GW660-003-WR2
GORING & STREATLEY	GW103-032-WR2
Gorsecoch LC (UWC)	GW900-027-WR2
Gorshwen No.2 LC (UWC)	GW734-004-WR2
GOWERTON / TRE-GWYR	GW900-022-WR2
Grange Court GF	GW700-004-WR2
GRANGETOWN	GW830-010-WR2
Great Elm Tunnel	GW572-001-WR2
Great Fisherton Farm 1 LC (UWC)	GW606-006-WR2
Great Fisherton Farm 2 LC (UWC)	GW606-006-WR2
Great House Farm LC (UWC)	GW730-015-WR2
GREAT MALVERN	GW340-002-WR2
Green Lane LC (UWC)	GW735-005-WR2
Greenfields LC (UWC)	GW910-005-WR2
GREENFORD	GW175-001-WR2
Greenford (LUL) Bay Jn	GW174-003-WR2, GW175-001-WR2
Greenford East (GE) SB	GW110-003-WR2, GW174-003-WR2
Greenford East Jn	GW110-002-WR2, GW117-001-WR2
Greenford South Jn	GW117-001-WR2, GW174-003-WR2, GW175-001-WR2
Greenford West Jn	GW110-003-WR2, GW174-003-WR2
Greenland Mill LC (AHBC)	GW510-002-WR2
Griggs LC (UWC)	GW660-004-WR2
Grove LC (UWC)	GW103-037-WR2
Grovesend Colliery Loop GF	GW890-004-WR2
Grovesend Colliery Loop Jn	GW890-005-WR2, GW897-001-WR2
Gryphon Lodge LC (UWC)	GW480-001-WR2
Gulf Oil Branch Jn	GW960-002-WR2, GW970-001-WR2
Gulf Oil Refinery (Waterston)	GW970-001-WR2
GUNNISLAKE	GW637-003-WR2
Gwaun-cae-Gurwen Colliery LC (OPEN)	GW915-001-WR2
Gwaun-cae-Gurwen LC (TMO)	GW915-001-WR2
Gwaun-cae-Gurwen Siding GF	GW915-001-WR2
Gwinear Road LC (AHBC)	GW108-033-WR2
Gywn-y-Gaer LC (UWC)	GW900-012-WR2
Hafod-y-Wern LC (UWC)	GW734-008-WR2
Hallen Marsh Jn	GW4501-002-WR2
Hallen Moor East	GW4501-002-WR2
Hallen Moor West	GW4501-002-WR2
Halloon LC (AOCL)	GW660-004-WR2
Hamstead LC (CCTV)	GW500-004-WR2
HANBOROUGH	GW310-001-WR2
Hanselmans 1 LC (UWC)	GW733-001-WR2
HANWELL	GW103-011-WR2
Hanwell Bridge	GW103-011-WR2
Hanwell Bridge Sidings	GW103-012-WR2
Hanwell Jn	GW103-011-WR2, GW176-001-WR2
Hanwood LC (UWC)	GW733-001-WR2
Hanwood Yard LC (UWC)	GW733-001-WR2
Hapsford LC (UWC)	GW572-001-WR2
Harbour Station GF	GW900-030-WR2

Location	Table A - Module
Hardacre No2 LC (UWC)	GW700-005-WR2
Haresfield Footpath LC (R/G)	GW400-010-WR2
HARLECH (TEP)	GW734-007-WR2
Harlech Cliff	GW734-007-WR2
Harlech Morfa LC (ABCL)	GW734-007-WR2
Harlescott LC (MCB)	GW735-002-WR2
Harlescott SB	GW735-002-WR2
Harris LC (UWC)	GW606-004-WR2
HAVERFORDWEST/ HWLFFORDD	GW960-001-WR2
Hawkeridge Jn	GW510-001-WR2, GW520-001-WR2
Hawkes Point Foot Crossing	GW690-001-WR2
HAYES AND HARLINGTON	GW103-016-WR2
Hayes Up Goods Loop	GW103-015-WR2
Hayes Up Sidings	GW103-016-WR2
HAYLE	GW108-034-WR2
Hayle Footpath LC (R/G)	GW108-034-WR2
Heath Farm LC (UWC)	GW910-001-WR2
HEATH HIGH LEVEL/ LEFEL UCHEL HEATH	GW810-006-WR2
Heath Jn	GW810-006-WR2, GW828-001-WR2
Heath Jn SB (HJ)	GW810-006-WR2
HEATH LOW LEVEL/ LEFEL ISEL HEATH	GW828-001-WR2
Heathfield	GW618-001-WR2
Heathrow Airport Jn (Down Main)	GW103-017-WR2
Heathrow Airport Jn (Up Main)	GW103-017-WR2
Heathrow Airport Jn OHNS	GW103-018-WR2
HEATHROW CENTRAL (TERMINALS 1, 2, 3)	GW180-003-WR2
HEATHROW TERMINAL 4	GW180-004-WR2
HEATHROW TERMINAL 5	GW180-003-WR2
Heathrow Tunnel Jn	GW180-001-WR2
Hele & Bradninch LC (AHBC)	GW108-005-WR2
Helston Farm No.1 LC (UWC)	GW637-003-WR2
Hemerdon GF	GW108-016-WR2
Henblas LC (UWC)	GW734-004-WR2
Hendrewen Farm1 LC(UWC)	GW910-012-WR2
Hendrewen Farm3 LC(UWC)	GW910-012-WR2
Hendrewen LC (UWC)	GW900-030-WR2
Hendy Jn	GW897-001-WR2, GW910-013-WR2
Hendy Sewage Works LC (UWC)	GW910-012-WR2
HENGOED	GW810-003-WR2
Henley Branch Jn	GW103-026-WR2
HENLEY-ON-THAMES	GW187-002-WR2
Henwick LC (MCB)	GW340-001-WR2, GW350-001-WR2
Henwick SB (HK)	GW340-001-WR2, GW350-001-WR2
Heol-Y-Deliaid LC (UWC)	GW877-003-WR2, GW900-017-WR2
Herbrandston Jn	GW960-002-WR2, GW980-001-WR2
HEREFORD	GW730-012-WR2
Hereford SB (H)	GW730-012-WR2
Hereford Yard Jn	GW750-001-WR2
HEYFORD	GW200-008-WR2
Heyope 1 LC (UWC)	GW910-003-WR2
Heyope 2 LC (UWC)	GW910-003-WR2
Heywood Road Jn	GW500-009-WR2, GW560-001-WR2
High Hall LC (UWC)	GW700-005-WR2
HIGHBRIDGE & BURNHAM	GW105-021-WR2
Highbridge West	GW105-021-WR2
Higher Town Tunnel	GW108-030-WR2

Location	Table A - Module
Higher Doomsford LC (UWC)	GW606-004-WR2
Highworth GF	GW105-002-WR2
Highworth Jn	GW105-002-WR2
Hilling LC (UWC)	GW950-002-WR2
Hinksey North	GW200-004-WR2
Hinksey Reception Line GF	GW200-004-WR2
Hinksey South	GW200-004-WR2
Hinksey Yard	GW200-004-WR2
Hirwaun LC (TMO)	GW834-001-WR2
Hirwaun pond	GW834-001-WR2
Holesmouth Jn	GW4501-002-WR2, GW454-001-WR2
Holly Moor LC (UWC)	GW500-013-WR2
Holywell LC (UWC)	GW660-003-WR2
Homedown LC (UWC)	GW400-006-WR2
HONEYBOURNE	GW310-004-WR2, GW317-001-WR2
Honeybourne GF	GW310-004-WR2, GW317-001-WR2
Honeybourne Tip Siding GF	GW317-001-WR2
HOPTON HEATH	GW910-001-WR2
Horton Rd Jn	GW490-001-WR2, GW700-001-WR2
Horton Rd LC (MCB)	GW490-001-WR2, GW700-001-WR2
Hosegood s LC (UWC)	GW108-005-WR2
Howey LC (UWC)	GW910-005-WR2
Howton Court Farm LC (UWC)	GW730-014-WR2
Huish LC (CCTV)	GW105-019-WR2
Hullavington	GW600-002-WR2
HUNGERFORD	GW500-005-WR2
Hungerford GF	GW500-005-WR2
Hungerford LC (CCTV)	GW500-005-WR2
Huntspill LC (UWC)	GW105-021-WR2
Hyatts LC (UWC)	GW310-002-WR2
Hyde Farm LC (UWC)	GW108-001-WR2
Ifton Hill Farm LC (UWC)	GW700-006-WR2
Inchmore LC (UWC)	GW730-008-WR2
Inkpens No.1 LC (UWC)	GW200-008-WR2
Iron Acton By-pass LC (TMO)	GW430-001-WR2
Iron Acton Station LC (AOCL)	GW430-001-WR2
Iscoed LC (UWC)	GW900-027-WR2
ISLIP	GW276-001-WR2
Islip LC (R/G)	GW276-001-WR2
IVER	GW103-020-WR2
Ivy Lane LC (UWC)	GW310-005-WR2
IVYBRIDGE	GW108-015-WR2
Jersey Marine Jn North	GW890-002-WR2, GW894-001-WR2
Jersey Marine Jn South	GW8901-001-WR2, GW892-002-WR2, GW894-001-WR2
JOHNSTON	GW960-002-WR2
Keens LC (UWC)	GW700-003-WR2
Keepers LC (UWC)	GW773-001-WR2
Keinton Mandeville HABD	GW500-013-WR2
KEMBLE	GW480-002-WR2
Kemble GF	GW480-002-WR2
Kemble Tunnel	GW480-001-WR2
Kennaway Tunnel	GW108-010-WR2
Kennet Bridge Loop	GW103-027-WR2
Kennington Jn	GW200-003-WR2, GW260-001-WR2
Kennington Junction LC (UWC)	GW200-003-WR2

Location	Table A - Module
Kensal Green	GW103-004-WR2
Kernick North GF	GW672-002-WR2
Kernick South GF	GW672-002-WR2
KEYHAM	GW108-021-WR2
Keyham East GF	GW108-021-WR2
Keyham HABD	GW108-020-WR2
Keyham West GF	GW108-021-WR2
KEYNSHAM	GW105-010-WR2
Kidwelly (K) SB	GW900-025-WR2
KIDWELLY / CYDWELI	GW900-025-WR2
Kidwelly Jn	GW900-025-WR2
Kidwelly LC (MCB)	GW900-025-WR2
Kilawen Farm LC (UWC)	GW950-002-WR2
KILGETTY / CILGETI	GW950-002-WR2
KINGHAM	GW310-002-WR2
KINGS NYMPTON	GW606-004-WR2
Kingsland Rd Sidings GF	GW105-012-WR2
KINTBURY	GW500-004-WR2
Kintbury HABD	GW500-004-WR2
Kintbury LC (MCB)	GW500-004-WR2
KNIGHTON / TREFYCLAWDD (TEP)	GW910-002-WR2
Knightson Farm LC(UWC)	GW950-002-WR2
KNUCKLAS / CNUCLAS	GW910-002-WR2
Kronospan GF	GW731-006-WR2
Kynaston LC (UWC)	GW735-005-WR2
Ladbroke Grove	GW103-004-WR2
Laira Diesel Depot	GW108-017-WR2, GW628-001-WR2
Laira Jn	GW108-017-WR2, GW628-001-WR2
LAMPHEY / LLANDYFAI	GW950-004-WR2
Landore Depot	GW900-021-WR2, GW9001-001-WR2
Landore Jn	GW900-021-WR2, GW9001-001-WR2
Langford Lane LC (AOCL)	GW276-001-WR2
LANGLEY	GW103-021-WR2
Langley Up Sidings	GW103-020-WR2
Lanjeth LC (OPEN)	GW672-001-WR2
Lansdown Jn (former)	GW400-007-WR2
LAPFORD	GW606-003-WR2
Lapford North GF	GW606-003-WR2
Lapford South GF	GW606-003-WR2
Largin	GW108-024-WR2
Latteridge LC (TMO)	GW430-001-WR2
Lavington	GW500-008-WR2
LAWRENCE HILL	GW450-003-WR2
Lawrence Hill GF	GW450-002-WR2
Leaton LC (AHBC)	GW731-004-WR2
Leckwith Loop North Jn	GW850-001-WR2, GW900-012-WR2
Leckwith Loop South Jn	GW840-002-WR2, GW850-001-WR2
Leckwith Road Bridge GF	GW900-012-WR2
LEDBURY	GW340-005-WR2
Ledbury SB	GW340-005-WR2
Ledbury Tunnel	GW340-005-WR2
LELANT	GW690-001-WR2
LELANT SALTINGS	GW690-001-WR2
LEOMINSTER	GW730-009-WR2
Leominster (LE) SB	GW730-010-WR2

Location	Table A - Module
Leominster LC (AHBC)	GW730-009-WR2
Leri Bridge LC (UWC)	GW733-013-WR2
Letterston East GF	GW900-029-WR2
Letterston West GF	GW900-029-WR2
Lewis LC (UWC)	GW910-006-WR2
Lewis No 1 (UWC)	GW310-007-WR2
Lewis No 2 (UWC)	GW310-007-WR2
Ley LC (MCG)	GW700-003-WR2
Lickey Incline	GW400-001-WR2
Lime Kiln LC (CCTV)	GW770-002-WR2
Lipson Jn	GW108-017-WR2, GW628-002-WR2
LISKEARD	GW108-023-WR2, GW640-001-WR2
Liskeard (LD) SB	GW108-023-WR2
Liskeard GF	GW640-001-WR2
Liskeard Jn	GW640-001-WR2
Little Harmiston Crossing	GW970-001-WR2
Little Harmiston LC (UWC)	GW960-002-WR2
Little Mill Jn	GW730-016-WR2
Little Mill Jn SB (LM)	GW730-016-WR2
Little Treviscoe LC (OPEN)	GW672-002-WR2
Little Weir Farm 2 LC (UWC)	GW606-005-WR2
Littleton & Badsey LC (CCTV)	GW310-005-WR2
LLANABER (TEP)	GW734-005-WR2
Llanbadarn LC (ABCL)	GW733-014-WR2
LLANBEDR	GW734-006-WR2
LLANBISTER ROAD	GW910-003-WR2
Llanboidy LC (AHBC)	GW900-028-WR2
LLANBRADACH	GW810-004-WR2
Llancafach Isaf LC (UWC)	GW820-001-WR2
Llancillo Hall LC (UWC)	GW730-015-WR2
LLANDAF	GW830-006-WR2
LLANDANWG	GW734-007-WR2
Llandanwg LC (UWC)	GW734-007-WR2
Llandarcy GF	GW890-002-WR2
LLANDECWYN	GW734-008-WR2
LLANDEILO (TEP)	GW910-010-WR2
Llandeilo GF	GW910-010-WR2
Llandeilo Jn	GW900-023-WR2, GW910-014-WR2
Llandeilo Jn East Down	GW900-023-WR2
Llandeilo Jn West Sidings GF	GW900-023-WR2
LLANDOVERY / LLANYMYDDYFRI (TEP)	GW910-008-WR2
Llandovery GF	GW910-008-WR2
Llandovery LC (TMO)	GW910-008-WR2
Llandow LC (UWC)	GW870-003-WR2
Llandre LC (ABCL)	GW733-013-WR2
Llandre Vicarage LC (R/G)	GW733-013-WR2
LLANDRINDOD (TEP)	GW910-005-WR2
Llandrindod GF	GW910-005-WR2
Llandrindod LC (TMO)	GW910-004-WR2
LLANDYBIE	GW910-011-WR2
Llandybie LC (AOCL)	GW910-011-WR2
LLANELLI	GW900-024-WR2
Llanelli Dock Jn East GF	GW900-023-WR2
Llanelli East LC (CCTV)	GW900-024-WR2
Llanelli West LC (MCB)	GW900-024-WR2
LLANGADOG	GW910-009-WR2
Llangadog LC (AOCL)	GW910-009-WR2

Location	Table A - Module
LLANGAMMARCH	GW910-006-WR2
Llangammarch Tunnel	GW910-006-WR2
LLANGENNECH	GW910-013-WR2
Llangennech LC (UWC)	GW910-013-WR2
Llanglan Fechan No.2 LC (UWC)	GW733-011-WR2
Llanglan Fechan No.4 LC (UWC)	GW733-011-WR2
Llangyfelach Tunnel	GW890-003-WR2
LLANGYNLLO	GW910-003-WR2
Llangynllo Tunnel	GW910-003-WR2
LLANHARAN	GW900-014-WR2
Llanharan LC (UWC)	GW900-014-WR2
Llanhilleth	GW770-001-WR2
Llanidloes Road LC (MCG)	GW733-007-WR2
Llanion LC (OPEN)	GW950-004-WR2
LLANISHEN	GW810-006-WR2
Llanlliw Farm LC (UWC)	GW900-028-WR2
LLANSAMLET	GW900-021-WR2
Llanstephan Footpath LC (R/G)	GW900-027-WR2
Llantrisant West GF	GW900-013-WR2
Llantrisant West LC (CCTV)	GW900-013-WR2
LLANTWIT MAJOR	GW870-003-WR2
Llanwern West GF	GW710-002-WR2
Llanwern Works East Connection	GW710-001-WR2, GW900-003-WR2
Llanwern Works West Connection	GW710-002-WR2, GW900-003-WR2
LLANWRDA	GW910-009-WR2
Llanwrda LC (OPEN)	GW910-009-WR2
LLANWRTYD (TEP)	GW910-007-WR2
Llwyn Cadwgan LC (UWC) (Manned)	GW734-006-WR2
Llwyn Jack Farm LC(UWC)	GW910-008-WR2
Llwyndyrys LC (UWC)	GW900-028-WR2, GW950-001-WR2
LLWYNGWRIL	GW734-004-WR2
Llwyngyddil 2 LC(UWC)	GW950-001-WR2
Llwynllanc Farm 1 LC(UWC)	GW893-001-WR2
Llwynpener 2 LC (UWC)	GW950-001-WR2
Llwynpiod No.1 LC (UWC)	GW910-006-WR2
Llwynpiod No.2 LC (UWC)	GW910-006-WR2
LLWYNYPIA	GW835-002-WR2
Llynfi Goods Loop	GW874-002-WR2
Llynfi Jn	GW874-001-WR2, GW900-015-WR2
Llynmellin Farm LC(UWC)	GW910-004-WR2
Lodge Farm LC (OPEN)	GW640-002-WR2
Long Rock LC (CCTV)	GW108-035-WR2
Long Dyke Down GF	GW900-009-WR2
Long Dyke Jn	GW900-009-WR2
Long Marston GF	GW317-001-WR2
Lonlas Tunnel	GW890-002-WR2
LOOE	GW640-002-WR2
Lookout LC (UWC)	GW900-025-WR2
LOSTWITHIEL	GW108-026-WR2
Lostwithiel (LL) SB	GW108-026-WR2
Lostwithiel LC (MCB)	GW108-026-WR2
Lostwithiel Jn	GW108-027-WR2, GW650-001-WR2
Loughor Viaduct	GW900-022-WR2
Lower Bailey 2 LC (UWC)	GW910-003-WR2
Lower Barn Farm LC (UWC)	GW700-003-WR2
Lower Burton Farm LC (UWC)	GW730-009-WR2
Lower Hall LC (UWC)	GW910-003-WR2

Location	Table A - Module
Lower House Farm LC (UWC)	GW910-002-WR2
Lower Stannage Farm LC (UWC)	GW910-002-WR2
Lower Trenowin LC (UWC)	GW108-033-WR2
LUDLOW	GW730-007-WR2
Ludlow HABD	GW730-007-WR2
Ludlow Tunnel	GW730-007-WR2
LUXULYAN	GW660-002-WR2
Luxulyan Tunnel	GW660-002-WR2
Lyde Court LC (UWC)	GW730-011-WR2
LYDNEY	GW700-005-WR2
Lydney GF	GW700-005-WR2
Lydney LC (MCB)	GW700-005-WR2
LYMPSTONE COMMANDO	GW611-002-WR2
LYMPSTONE VILLAGE	GW611-002-WR2
Lyneham LC (UWC)	GW310-002-WR2
Lyon Crossing	GW910-001-WR2
Lyons Wood Farm LC (UWC)	GW735-003-WR2
Machen Fach Farm LC (UWC)	GW773-001-WR2
Machen Quarry	GW773-001-WR2
Machen Quarry Inlet GF	GW773-001-WR2
Machen Quarry Outlet GF	GW773-001-WR2
MACHYNLLETH (TEP)	GW733-011-WR2
Machynlleth SB (MH)	GW733-011-WR2
Maes LC (ABCL)	GW734-009-WR2
MAESTEG	GW874-003-WR2
MAESTEG (EWENNY ROAD)	GW874-003-WR2
Maes-y-Coed Farm LC (UWC)	GW910-009-WR2
Magor	GW900-002-WR2
MAIDENHEAD	GW103-024-WR2, GW185-001-WR2
Maidenhead East	GW103-024-WR2
Maindee East Jn	GW740-001-WR2, GW900-005-WR2
Maindee Engineer Sdg GF	GW740-001-WR2
Maindee North GF	GW730-018-WR2
Maindee North Jn	GW730-018-WR2, GW740-001-WR2
Maindee West Jn	GW730-018-WR2, GW900-005-WR2
Maindy Bach LC (UWC)	GW900-013-WR2
Malt House LC (UWC)	GW733-002-WR2
MALVERN LINK	GW340-002-WR2
Malvern Wells Down Goods Loop	GW340-003-WR2
Malvern Wells SB	GW340-003-WR2
Manning Upper House LC (UWC)	GW730-013-WR2
Manor Farm 2 LC (UWC)	GW910-001-WR2
Manor Farm 3 LC (UWC)	GW910-001-WR2
Manor Farm LC (UWC)	GW200-003-WR2, GW523-001-WR2
MANORBIER / MAENORBYR	GW950-003-WR2
Manorbier Newton LC (OPEN)	GW950-003-WR2
Manorbier Station LC (AOCL)	GW950-003-WR2
Manuells Farm 2 LC (UWC)	GW660-005-WR2
Mare Brook LC (UWC)	GW310-004-WR2
Mares LC (UWC)	GW310-007-WR2
Margam Abbey Works	GW900-017-WR2
Margam Abbey Works East Junction	GW877-003-WR2
Margam East Jn	GW900-017-WR2
Margam Moors Jn	GW900-017-WR2
Margam Yard Jn	GW877-004-WR2
Marina LC (AOCL)	GW185-003-WR2
Marley Tunnels	GW108-014-WR2

Location	Table A - Module
Marley Green Emergency Facing Crossover GF	GW735-005-WR2
Marley Green Emergency Trailing Crossover GF	GW735-005-WR2
Marley Green LC (UWC)	GW735-005-WR2
MARLOW	GW185-003-WR2
Marsh Brook LC (MCB)	GW730-005-WR2
Marsh Brook SB	GW730-005-WR2
Marsh Farm HABD	GW730-005-WR2
Marshfield	GW900-008-WR2
Marshfield HABD	GW900-008-WR2
Marshfield WILD	GW900-008-WR2
Masons 1 LC (UWC)	GW950-001-WR2
Masters LC (UWC)	GW500-009-WR2, GW560-002-WR2
Maylord LC (UWC)	GW910-003-WR2
Meads LC (R/G-X)	GW105-022-WR2
MELKSHAM	GW523-001-WR2
Menadue LC (UWC)	GW660-002-WR2
MENHENIOT	GW108-023-WR2
Merehead Quarry	GW580-001-WR2
Merehead Quarry Jn	GW580-001-WR2
Merehead West	GW580-001-WR2
Merlyn LC (MCG)	GW734-009-WR2
MERTHYR TYDFIL	GW830-001-WR2
MERTHYR VALE	GW830-001-WR2
Meusydd Mill LC (UWC)	GW910-011-WR2
Micklewood No.2 LC (UWC)	GW730-004-WR2
Middle Hill Tunnel	GW105-006-WR2
Middleway LC (CCTV)	GW660-001-WR2
MIDGHAM	GW500-003-WR2
Midgham LC (CCTV)	GW500-003-WR2
MILFORD HAVEN	GW960-003-WR2
Milltown Viaduct	GW108-027-WR2
Milton	GW103-036-WR2
Minety LC (MCG)	GW480-001-WR2
MINFFORDD	GW734-008-WR2
Minffordd Quarry LC (UWC) (Manned)	GW734-008-WR2
Miskin	GW900-013-WR2
Molinnis LC (AOCL)	GW660-003-WR2
Monsanto GF 1	GW720-001-WR2
MONTPELIER	GW454-004-WR2
Montpelier Tunnel	GW454-004-WR2
Moorswater	GW642-001-WR2
Moorswater LC (OPEN)	GW642-001-WR2
MORCHARD ROAD	GW606-003-WR2
Moreton Cutting	GW103-033-WR2
Moreton LC (UWC)	GW950-002-WR2
Moreton Stone Terminal	GW730-011-WR2
MORETON-IN-MARSH	GW310-003-WR2
Moreton-in-Marsh SB	GW310-003-WR2
Moreton-on-Lugg SB and LC (MCB)	GW730-011-WR2
Morfa Main LC (UWC)	GW900-025-WR2
MORFA MAWDDACH	GW734-004-WR2
Morfa No.1 LC (UWC)	GW734-007-WR2
Morlais Jn	GW890-005-WR2, GW910-013-WR2
Morlanga LC (UWC)	GW900-012-WR2
Morris Cowley	GW260-001-WR2
Morris Hill LC (CCTV)	GW400-006-WR2
Mount Gould Jn	GW628-002-WR2

Location	Table A - Module
MOUNTAIN ASH/ ABERPENNAR	GW834-002-WR2
Mud Lane LC (UWC)	GW105-018-WR2
Munllyn LC (UWC)	GW733-003-WR2
Murdercombe Tunnel	GW572-001-WR2
Mutley Tunnel	GW108-018-WR2
Mywars No.2 LC (UWC)	GW733-011-WR2
Naas LC (AHBC)	GW700-005-WR2
NAILSEA & BACKWELL	GW105-018-WR2
Nailsea HABD	GW105-018-WR2
NANTWICH	GW735-006-WR2
Nantwich Emergency GF	GW735-006-WR2
Nantwich LC (MCB)	GW735-006-WR2
Nantwich SB	GW735-006-WR2
Nant-y-Cefn LC (UWC)	GW893-001-WR2
Nantyci No.2 LC (UWC)	GW900-027-WR2
Nantyderry HABD s	GW730-016-WR2
NARBERTH / ARBERTH	GW950-001-WR2
Narberth Tunnel	GW950-001-WR2
Narrowways Hill Jn	GW450-002-WR2, GW454-004-WR2
Nawlyns LC (UWC)	GW733-012-WR2
Neath and Brecon Jn	GW892-001-WR2, GW893-001-WR2
Neath and Brecon Jn SB	GW892-001-WR2
NEATH/CASTELL-NEDD	GW900-020-WR2
Network Rail/Dartmoor Railway Co. boundary	GW608-001-WR2
Neuadd Farm 2 LC(UWC)	GW910-005-WR2
Neuadd LC (UWC)	GW733-008-WR2
New House Farm LC (UWC)	GW730-004-WR2
Newbridge	GW770-001-WR2
NEWBURY	GW500-004-WR2
NEWBURY RACECOURSE	GW500-004-WR2
Newcastle Rd L.C. (AHBC-X)	GW735-006-WR2
Newland East LC (MCB)	GW340-002-WR2
Newland East SB	GW340-002-WR2
Newnham Barton Farm LC (UWC)	GW606-004-WR2
Newnham Tunnel	GW700-004-WR2
NEWPORT / CASNEWYDD	GW900-006-WR2
Newport Docks	GW784-001-WR2
Newport SB (N)	GW900-006-WR2
Newport Tunnel	GW900-006-WR2
NEWQUAY	GW660-005-WR2
NEWTON ABBOT	GW108-012-WR2
Newton Abbot East Jn	GW108-012-WR2, GW618-001-WR2
Newton Abbot West Jn	GW108-013-WR2, GW620-001-WR2
Newton Lodge LC (UWC)	GW950-003-WR2
NEWTON ST. CYRES	GW606-001-WR2
Newton St. Cyres HABD	GW606-001-WR2
NEWTOWN (TEP)	GW733-006-WR2
Newtown GF	GW733-006-WR2
Newtown West	GW900-009-WR2
NINIAN PARK	GW840-002-WR2
Norchard Farm 1 LC (UWC)	GW950-003-WR2
Nordans Farm LC (UWC)	GW730-009-WR2
North Somerset Jn	GW105-011-WR2, GW528-001-WR2, GW530-001-WR2
Northway LC (AHBC)	GW400-005-WR2
Norton Farm 1 LC (UWC)	GW606-001-WR2
Norton Farm 2 LC (UWC)	GW606-001-WR2

Location	Table A - Module
Norton Fitzwarren Jn	GW108-003-WR2
Norton Jn and SB	GW310-007-WR2
Norton Junction SB (NJ)	GW300-001-WR2
Nynehead HABD	GW108-003-WR2
Oddingley LC (MCG)	GW400-003-WR2
Oddington LC (AOCL)	GW276-001-WR2
Oerffrwyd LC (UWC)	GW733-009-WR2
Ogmore House Farm LC (UWC)	GW950-002-WR2
Okeltor LC (OPEN)	GW637-003-WR2
Old Ends LC (CCTV)	GW400-010-WR2
Old Mill LC (UWC)	GW730-005-WR2, GW835-001-WR2
Old Oak Common Depot	GW103-005-WR2
Old Oak Common East	GW103-005-WR2
Old Oak Common West	GW103-006-WR2, GW110-001-WR2
OLDFIELD PARK	GW105-009-WR2
Onibury LC (MCB)	GW730-007-WR2
Onibury SB	GW730-007-WR2
Onllwyn	GW893-001-WR2
Onllwyn GF	GW893-001-WR2
Orb Works GF	GW720-001-WR2
Ordnance Depot LC (UWC)	GW500-003-WR2
Oswestry Branch Jn	GW731-005-WR2
Over Junction	GW700-003-WR2
Ox Pasture Farm 1 LC (UWC)	GW730-010-WR2
OXFORD	GW200-005-WR2
Oxford (OX) SB	GW200-005-WR2
Oxford North Jn	GW200-006-WR2, GW276-002-WR2
Oxford Road Jn	GW220-001-WR2, GW500-001-WR2
PADDINGTON	GW103-001-WR2
PAIGNTON	GW620-002-WR2
Paignton Crossover GF	GW620-002-WR2
Paignton North LC (CCTV)	GW620-002-WR2
Paignton SB (PN)	GW620-002-WR2
Paignton South LC (TMO)	GW620-002-WR2
PANGBOURNE	GW103-031-WR2
Panponton Farm 1 LC (UWC)	GW910-002-WR2
Pant Y Peron LC (UWC)	GW733-013-WR2
Panteg UGL + DGL	GW730-017-WR2
PANTYFFYNNON	GW910-012-WR2
Pantyffynnon Jn	GW915-002-WR2
Pantyffynnon LC (MCG)	GW910-012-WR2
Pantyffynnon SB (TEP)	GW910-012-WR2
Pant-y-Rhedyn Farm LC (UWC)	GW910-008-WR2
PAR	GW108-027-WR2, GW660-001-WR2
Par (PR) SB	GW108-027-WR2, GW660-001-WR2
Par Loop Jn	GW660-001-WR2
Paradise LC (UWC)	GW108-031-WR2
Park Jn	GW770-003-WR2, GW780-001-WR2
Park Jn (PJ) SB	GW780-001-WR2
Park Lodge LC (UWC)	GW730-008-WR2
Park North Junction	GW770-002-WR2
Park Royal Jn	GW110-002-WR2
Parkandillack	GW672-002-WR2
Parry Green LC (UWC)	GW733-002-WR2
PARSON STREET	GW105-017-WR2
Parson Street Jn	GW105-017-WR2, GW548-001-WR2
Parsonage Farm LC (UWC)	GW500-012-WR2

Location	Table A - Module
Parsons Tunnel	GW108-011-WR2
Pasminco Sidings	GW4501-002-WR2
PATCHWAY	GW600-006-WR2
Patchway Jn No.1	GW540-001-WR2, GW5401-001-WR2
Patchway Jn No.2	GW540-001-WR2, GW600-006-WR2
Patchway Tunnels	GW600-006-WR2
Pawlett Meads LC (UWC)	GW105-021-WR2
PEMBREY & BURRY PORT / PEN-BRE & PORTH TYWYN	GW900-024-WR2
Pembrey (PY) SB	GW900-024-WR2
Pembrey HABD	GW900-024-WR2
Pembrey LC (MCB)	GW900-024-WR2
PEMBROKE / PENFRO	GW950-004-WR2
PEMBROKE DOCK / DOC PENFRO	GW950-004-WR2
Pembroke Dock East GF	GW950-004-WR2
Pembroke Dock Station GF	GW950-004-WR2
Pembroke Tunnel	GW950-004-WR2
PENALLY / PENALUH	GW950-003-WR2
Penally Court Farm LC (UWC)	GW950-003-WR2
Penally, MOD LC (UWC)	GW950-003-WR2
Penalt LC (UWC)	GW900-025-WR2
PENARTH	GW864-001-WR2
Penarth Curve East No.1 GF	GW830-010-WR2
Penarth Curve East No.2 GF	GW830-010-WR2
Penarth Curve North Jn	GW860-001-WR2
Penarth Curve South Jn	GW830-010-WR2, GW860-001-WR2
Penclacwydd LC (UWC)	GW900-023-WR2
PENCOED	GW900-014-WR2, GW900-014-WR2
Pencoed LC (CCTV)	GW900-014-WR2
Pencoed Uchaf 1 LC (UWC)	GW910-013-WR2
Pencoed UPL	GW900-014-WR2
Penfedw Farm No.2 LC (UWC)	GW910-006-WR2
PENGAM	GW810-003-WR2
Pengam Jn	GW790-001-WR2, GW900-009-WR2
Pengam LC (UWC)	GW790-001-WR2
PENHELIG	GW734-002-WR2
Penllergaer Tunnel	GW890-003-WR2
PENMERE	GW680-002-WR2
Penpergwm LC (UWC)	GW730-016-WR2
PENRHIWCEIBER	GW834-003-WR2
Penrhiwtyn LC (UWC)	GW900-020-WR2
Penrhos LC (UWC)	GW734-002-WR2
PENRHYNDEUDRAETH	GW734-008-WR2
Penrhyndeudraeth LC (UWC)	GW734-008-WR2
PENRYN	GW680-001-WR2
PENSARN	GW734-006-WR2
Pensarn LC (UWC)	GW734-006-WR2
Pensarn North LC (UWC)	GW734-006-WR2
Penstrowed LC (UWC)	GW733-007-WR2
Pentre Mawr LC (UWC)	GW733-010-WR2
PENTRE-BACH	GW830-001-WR2
Pentremeurig Farm 2 LC(UWC)	GW910-009-WR2
Pentremeurig Farm 3 LC (UWC)	GW910-009-WR2
Pentremeurig Farm 4 LC (UWC)	GW910-009-WR2
Penwithers Jn	GW108-030-WR2, GW680-001-WR2
Penybedd LC (AHBC)	GW900-024-WR2

Location	Table A - Module
PEN-Y-BONT	GW910-004-WR2
Pen-y-bont Tunnel	GW910-004-WR2
PENYCHAIN (TEP)	GW734-010-WR2
Pen-y-gelli No.1 LC (UWC)	GW733-006-WR2
Pen-y-gelli No.2 LC (UWC)	GW733-006-WR2
Pen-y-Llan Farm LC (UWC)	GW730-014-WR2
PENZANCE	GW108-035-WR2
Penzance SB (PZ)	GW108-035-WR2
Perran Tunnel	GW680-001-WR2
PERRANWELL	GW680-001-WR2
PERSHORE	GW310-007-WR2
PEWSEY	GW500-006-WR2
Phillot Tunnel	GW108-011-WR2
Pibwrlwyd LC (UWC)	GW900-026-WR2
Pier 7 Escape Shaft	GW180-004-WR2
Pikins LC (UWC)	GW733-009-WR2
Pill Farm LC (UWC)	GW650-001-WR2
PILNING	GW600-007-WR2
Pilning HABD	GW600-006-WR2
PINHOE	GW610-001-WR2
Pinhoe LC (CCTV)	GW610-001-WR2
Pirton LC (AHBC)	GW400-004-WR2
Pitts LC (UWC)	GW731-006-WR2
Plas Newydd LC (UWC)	GW733-009-WR2
Plasau Clatter No.1 LC (UWC)	GW733-008-WR2
Plassers LC (AOCL)	GW174-001-WR2
Plas-y-Court LC (AHBC)	GW733-002-WR2
PLYMOUTH	GW108-019-WR2
Plymouth East GF	GW108-018-WR2
Plymouth SB (P)	GW108-019-WR2
Plymouth Friary	GW628-002-WR2
Poden Farm LC (UWC)	GW310-004-WR2
Polperro Tunnel	GW108-029-WR2
POLSLOE BRIDGE	GW611-001-WR2
Ponsandane LC (UWC)	GW108-035-WR2
Pont Lliw	GW890-004-WR2
Pontamman Tunnel	GW915-001-WR2
PONTARDDULAIS	GW910-012-WR2
Pontarddulais Tunnel	GW910-012-WR2
Ponthir LC (UWC)	GW730-017-WR2
PONTLOTTYN	GW810-001-WR2
Pontrilas SB	GW730-014-WR2
Pontrilas Tunnel	GW730-014-WR2
Pontsarn HABD	GW900-013-WR2
Pontsarn LC (AHBC)	GW900-013-WR2
Pontsmill Siding (OOU)	GW660-002-WR2
PONTYCLUN	GW900-013-WR2
PONTYPOOL / PONT-Y-PWL AND NEW INN	GW730-016-WR2
PONTYPRIDD	GW830-004-WR2
Pontypridd Jn	GW830-004-WR2, GW835-002-WR2
Pontypridd South Jn	GW830-004-WR2
Pooles LC (UWC)	GW700-003-WR2
Pools LC (UWC)	GW310-006-WR2
Port Talbot Docks	GW877-004-WR2
Port Talbot LC (MCB)	GW900-019-WR2
PORT TALBOT PARKWAY	GW900-019-WR2
Port Talbot SB (PT)	GW900-019-WR2

Location	Table A - Module
Port Talbot West HABD	GW900-019-WR2
Portbury Dock	GW548-002-WR2
Portbury Terminal Jn	GW4501-003-WR2
PORTH (TEP)	GW835-002-WR2
Porth Hir LC (UWC)	GW734-009-WR2
Porthkerry No.1 Tunnel	GW870-001-WR2
Porthkerry No.2 Tunnel	GW870-001-WR2
PORTHMADOG (TEP)	GW734-009-WR2
Porthmadog GF	GW734-009-WR2
Porthmadog LC (TMO)	GW734-009-WR2
Portobello Jn	GW103-003-WR2
PORTSMOUTH ARMS	GW606-004-WR2
Portsmouth Arms 1 LC (UWC)	GW606-004-WR2
Portsmouth Arms 2 LC (UWC)	GW606-004-WR2
Post Office No.1 LC (UWC)	GW733-009-WR2
Post Office No.2 LC (UWC)	GW733-009-WR2
Post Office No1 LC(TMO)	GW705-001-WR2
Post Office No2 LC(TMO)	GW705-001-WR2
Powderham LC (UWC)	GW108-008-WR2
Powell LC (UWC)	GW730-015-WR2
PREES	GW735-004-WR2
Prees LC (MCB)	GW735-004-WR2
Prees SB	GW735-004-WR2
Price Church Farm LC (UWC)	GW730-015-WR2
Prince of Wales LC (UWC)	GW731-003-WR2
Probus	GW108-029-WR2
Pulp Mills LC (TMO)	GW705-001-WR2
Purton Collins Lane LC (AHBC)	GW480-001-WR2
Purton Common LC (UWC)	GW480-001-WR2
Puxton & Worle LC (MCB)	GW105-019-WR2
PWLLHELI (TEP)	GW734-010-WR2
Pwllheli Crossing GF	GW734-010-WR2
Pwllheli Goods LC (ABCL)	GW734-010-WR2
Pwllheli West GF	GW734-010-WR2
PYLE/PIL	GW900-016-WR2
Pylle Hill GF	GW105-015-WR2
QUAKERS YARD/ MYNWENT Y CRYNWR	GW830-002-WR2
Quay Ward No.1 LC (UWC)	GW733-012-WR2
Quay Ward No.2 LC (UWC)	GW733-012-WR2
Quay Ward No.3 LC (UWC)	GW733-012-WR2
Quay Ward No.4 LC (UWC)	GW733-012-WR2
Queen Street North Jn	GW810-006-WR2, GW830-008-WR2
Queen Street South Jn	GW830-008-WR2, GW839-001-WR2
QUINTREL DOWNS	GW660-005-WR2
Quintrel Downs LC (ABCL)	GW660-005-WR2
Rabber Farm LC (UWC)	GW910-004-WR2
Racecourse Sidings GF	GW500-004-WR2
RADLEY	GW200-003-WR2
Radley HABD	GW200-003-WR2
RADYR	GW830-006-WR2
Radyr Branch Jn	GW830-010-WR2, GW840-002-WR2
Radyr Jn	GW840-001-WR2
Radyr Jn (Change of RA)	GW830-006-WR2
Radyr Jn SB (VR)	GW830-006-WR2, GW840-001-WR2
Raikes LC (UWC)	GW910-006-WR2
Rainbow Hill Tunnel	GW300-003-WR2
Rallt LC (UWC)	GW733-010-WR2

Location	Table A - Module
Raven LC (AOCL)	GW915-001-WR2
READING	GW103-028-WR2
Reading Maintenance Depot and Lower Triangle Stabling Point	GW103-029-WR2
Reading New Jn	GW103-027-WR2, GW190-001-WR2
Reading SB (R)	GW103-028-WR2
Reading Spur Jn	GW190-001-WR2
Reading Upper Triangle Depot	GW500-001-WR2
READING WEST	GW500-001-WR2
Reading West Jn	GW103-029-WR2, GW220-001-WR2
Reads GF	GW810-001-WR2
Red Cow LC (CCTV)	GW108-007-WR2
Red Hill Tunnel	GW730-013-WR2
Red House Farm No1 LC (UWC)	GW733-007-WR2
Red House LC (UWC)	GW733-006-WR2
REDLAND	GW454-004-WR2
Rednal Farm LC (UWC)	GW731-005-WR2
REDRUTH	GW108-032-WR2
Redruth Tunnel	GW108-032-WR2
Reeds Farm LC (UWC)	GW735-005-WR2
RHIWBINA	GW828-001-WR2
Rhiwderin LC (AOCL)	GW773-001-WR2
Rhiwlas Hall No.2 LC (UWC)	GW733-012-WR2
Rhiwlas Hall No.4 LC (UWC)	GW733-012-WR2
RHOOSE	GW870-002-WR2
Rhoose LC (CCTV)	GW870-002-WR2
Rhosfach LC (UWC)	GW733-011-WR2
Rhosferig Tunnel	GW910-005-WR2
Rhowniar LC (UWC)	GW734-002-WR2
Rhydilyn 2 LC (UWC)	GW910-004-WR2
Rhydwhimen LC (R/G)	GW733-004-WR2
Rhyd-y-Fynnon Farm LC (UWC)	GW910-011-WR2
Rhymney North GF	GW810-001-WR2
Rhymney South GF	GW810-001-WR2
RHYMNEY/RHYMNI	GW810-001-WR2
Richard s LC (UWC)	GW108-005-WR2
Rimmell s LC (UWC)	GW340-005-WR2
Risca	GW770-002-WR2
Risca South Junction	GW770-002-WR2
Robertson LC (TMO)	GW834-001-WR2
Robeston Elf Sidings	GW980-001-WR2
ROCHE	GW660-003-WR2
Rogerstone	GW770-002-WR2
Roskear Jn LC (MCB)	GW108-032-WR2
Roskear Jn SB (R)	GW108-032-WR2
Roundham LC (R/G-X)	GW200-007-WR2
Royal Albert Bridge	GW108-022-WR2
Royal Oak	GW103-001-WR2
RUABON	GW731-007-WR2
Ruddle Bridge LC (UWC)	GW700-004-WR2
Rumney River Bridge Jn	GW900-008-WR2
Ruscombe	GW103-025-WR2
Rushey Platt	GW105-004-WR2
Sadler s LC (UWC)	GW310-007-WR2
Salmon Pool LC (AOCL)	GW606-002-WR2, GW608-001-WR2
SALTASH	GW108-022-WR2
Saltford Tunnel	GW105-010-WR2

Location	Table A - Module
Saltmoor LC (UWC)	GW730-007-WR2
Sandford Brake Farm LC (UWC)	GW310-001-WR2
Sandilands LC (ABCL)	GW734-003-WR2
SANDPLACE	GW640-002-WR2
Sandstone Tunnel	GW548-002-WR2
Sandways LC (OPEN)	GW637-003-WR2
Sandy Lane LC (UWC)	GW108-005-WR2
Sandy Lane LC (AHBC-X)	GW200-007-WR2
Sapperton Long Tunnel	GW480-002-WR2
Sapperton Short Tunnel	GW480-002-WR2
SARN	GW874-001-WR2
Sarn LC (UWC)	GW733-009-WR2
Sarnau LC (CCTV)	GW900-027-WR2
Sarnau Lower LC (UWC)	GW900-027-WR2
Sarnlas LC (UWC)	GW900-028-WR2
SAUNDERSFOOT	GW950-002-WR2
Savernake GF	GW500-006-WR2
Scoop 1 LC (UWC)	GW606-004-WR2
Scours Lane	GW103-030-WR2
SEA MILLS	GW454-003-WR2
Sea Mills LC (UWC)	GW454-003-WR2
Sealand Road Escape Shaft	GW180-004-WR2
SEVERN BEACH	GW454-001-WR2
Severn Bridge Jn	GW730-001-WR2
Severn Bridge Jn SB	GW731-002-WR2
Severn Tunnel 7012m	GW900-001-WR2
Severn Tunnel East	GW600-007-WR2
Severn Tunnel Jn	GW700-007-WR2, GW900-001-WR2
SEVERN TUNNEL Jn / CYFFORDD TWNEL HAFREN	GW900-001-WR2
Severn Tunnel Jn East GF	GW700-007-WR2
Severn Tunnel Junction East GF	GW900-001-WR2
Sewerage Works LC (UWC)	GW910-012-WR2
Shapters Way LC (TMO)	GW628-003-WR2
Sharpes LC (UWC)	GW700-006-WR2
Sharpness	GW425-001-WR2
Sheen Hill No.1 LC (UWC)	GW310-005-WR2
Sheen Hill No.2 LC (UWC)	GW310-005-WR2
Shell Mex & BP GF 1	GW500-004-WR2
Shell-Mex & BP GF	GW731-005-WR2
Shelwick Green LC (UWC)	GW340-006-WR2
Shelwick Jn	GW340-006-WR2, GW730-011-WR2
Shepiston Lane Escape Shaft	GW180-002-WR2
SHIPLAKE	GW187-002-WR2
Shiplake LC (AOCL)	GW187-002-WR2
Shiplake Viaduct	GW187-002-WR2
Ships LC (UWC)	GW310-006-WR2
SHIPTON	GW310-002-WR2
SHIREHAMPTON	GW454-002-WR2
Shoals Hook LC (UWC)	GW960-001-WR2
Shortridge Farm 2 LC (UWC)	GW606-005-WR2
Shortridge Farm 3 LC (UWC)	GW606-005-WR2
Shrewbridge Rd LC (AHBC-X)	GW735-005-WR2
SHREWSBURY	GW731-002-WR2
Shrub Hill Jn	GW300-002-WR2, GW340-001-WR2
Sipson Farm Escape Shaft	GW180-002-WR2
Site of former Penallta Jn	GW820-001-WR2

Location	Table A - Module
Site of former Taff Bargoed Branch Jn	GW820-001-WR2
Site of Llanwern	GW900-003-WR2
Site of Stormstown Jn	GW830-003-WR2
SKEWEN	GW900-020-WR2
SLOUGH	GW103-022-WR2, GW184-001-WR2
Slough (S) SB	GW103-022-WR2, GW184-001-WR2
Slough New (SN) SB	GW103-022-WR2, GW184-001-WR2
Slough West	GW103-023-WR2
Smiths Lower Cefn LC (UWC)	GW733-002-WR2
Solomans No 1 (UWC)	GW660-003-WR2
Solomans No 2 (UWC)	GW660-003-WR2
Solomans No 3 (UWC)	GW660-003-WR2
Somerton GF	GW500-013-WR2
Somerton Tunnel	GW500-013-WR2
SOUTH GREENFORD	GW174-002-WR2
South Marston	GW105-002-WR2
SOUTHALL	GW103-013-WR2, GW178-001-WR2
Southall East Jn	GW103-013-WR2
Southall West Jn	GW103-014-WR2
Southcote Jn	GW500-001-WR2
Spade Oak LC (UWC)	GW185-003-WR2
Sparnick Tunnel	GW680-001-WR2
Speedway (goods branch) LC (AOCL)	GW628-001-WR2
Speedway Jn	GW628-001-WR2, GW628-002-WR2
Spetchley	GW400-003-WR2
Spetchley HABD	GW400-003-WR2
Spittal Tunnel	GW900-029-WR2
Sploft Jn	GW790-001-WR2
St Clears GF	GW900-027-WR2
St Clears LC (CCTV)	GW900-027-WR2
ST COLUMB ROAD	GW660-004-WR2
St Fagans LC (MCB)	GW900-012-WR2
St George s Church LC (UWC)	GW900-012-WR2
St George s HABD	GW900-012-WR2
St George s LC (CCTV)	GW900-012-WR2
ST IVES	GW690-001-WR2
ST KEYNE	GW640-002-WR2
ST. AUSTELL	GW108-028-WR2
St. Austell GF	GW108-028-WR2
St. Budeaux Jn	GW108-021-WR2
ST. BUDEAUX FERRY ROAD	GW108-021-WR2
ST. EARTH	GW108-034-WR2
St. Erth SB (SE)	GW108-034-WR2
ST. GERMANS	GW108-022-WR2
St. Pinnock Viaduct East	GW108-024-WR2
St. Pinnock Viaduct	GW108-024-WR2
St. Andrews Jn SB (SA) & LC (MCB)	GW454-001-WR2
ST. ANDREWS ROAD	GW454-001-WR2
St. Annes Park No.2 Tunnel	GW105-010-WR2
St. Annes Park No.3 (or Foxes Wood) Tunnel	GW105-010-WR2
St. Blazey Bridge LC (CCTV)	GW660-002-WR2
St. Blazey Jn	GW660-001-WR2
St. Blazey SB (SB)	GW660-001-WR2
St. Blazey Yard	GW660-001-WR2
St. Budeaux Jn	GW637-001-WR2
ST. BUDEAUX VICTORIA ROAD	GW637-001-WR2
St. David s Tunnel	GW610-002-WR2

Location	Table A - Module
St. Dennis GF (Out of use)	GW660-004-WR2
ST. EARTH	GW690-001-WR2
St. Erth Jn	GW690-001-WR2
ST. JAMES PARK	GW610-002-WR2
St. Mary s LC (MCG)	GW480-003-WR2
St. Philips Marsh	GW528-001-WR2
St. Philips Marsh GF	GW528-001-WR2
Stafford s Bridge LC (UWC)	GW108-005-WR2
Standish Jn	GW400-010-WR2, GW480-003-WR2
STAPLETON ROAD	GW450-002-WR2
STARCROSS	GW108-009-WR2
Staverton Farm LC (UWC)	GW523-001-WR2
Steventon	GW103-036-WR2
Steynton LC (UWC)	GW960-003-WR2
Stockeydown Farm LC (UWC)	GW606-002-WR2, GW608-001-WR2
Stockley Bridge Jn	GW103-018-WR2
Stockley Flyover	GW180-001-WR2
Stocks Lane LC (CCTV)	GW103-036-WR2
Stoke Canon LC (CCTV)	GW108-005-WR2
Stoke Canon HABD	GW108-005-WR2
Stoke Edith LC (AHBC)	GW340-005-WR2
Stoke Gifford East	GW600-004-WR2
Stoke Gifford Jn No. 1	GW450-001-WR2, GW4501-001-WR2, GW600-005-WR2
Stoke Gifford Jn No.2	GW4501-001-WR2, GW600-005-WR2
Stoke Gifford Recycling Depot	GW4501-001-WR2
Stoke Gifford West Jn	GW600-005-WR2
Stoke Works Jn	GW300-004-WR2, GW400-003-WR2
Stokesay Farm LC (UWC)	GW730-007-WR2
Stokeswood LC (UWC)	GW730-007-WR2
STONEHOUSE	GW480-003-WR2
Stonehouse Farm LC (UWC)	GW200-007-WR2
Stratton Green	GW105-002-WR2
Stretton Heath LC (AHBC)	GW733-001-WR2
STROUD	GW480-003-WR2
Stud Farm 2 LC (UWC)	GW910-002-WR2
Studley HABD	GW105-004-WR2
Subway Junction	GW103-002-WR2
Sudbrook Pumping Stn	GW705-001-WR2
SUGAR LOAF	GW910-007-WR2
Sugar Loaf Tunnel	GW910-007-WR2
Sun Valley LC	GW750-001-WR2
Sunny Hill Farm 2 LC (UWC)	GW950-003-WR2
Sunny Hill Farm 5 LC (UWC)	GW950-003-WR2
Sutton Bridge Jn	GW730-002-WR2, GW733-001-WR2
Sutton Bridge Jn SB (SB)	GW730-002-WR2
Sutton Bridge Jn SB (TEP)	GW733-001-WR2
SWANSEA / ABERTAWE	GW9001-002-WR2
Swansea Docks	GW892-002-WR2
Swansea Loop East Jn	GW9001-001-WR2, GW906-001-WR2
Swansea Loop West Jn	GW900-021-WR2, GW906-001-WR2
SWINDON	GW105-003-WR2
Swindon B SB (SB)	GW105-004-WR2
Swindon Jn	GW105-004-WR2, GW480-001-WR2
Swindon Road LC (CCTV)	GW400-006-WR2

Location	Table A - Module
Swindon SB (SN)	GW105-003-WR2
Sydney Gardens East	GW105-007-WR2
Sydney Gardens West	GW105-008-WR2
T.A.V.R. LC (UWC)	GW835-001-WR2
T3 Escape Shaft	GW180-003-WR2
T5C Escape Shaft	GW180-003-WR2
TACKLEY	GW200-008-WR2
Tackley GF	GW200-008-WR2
Tackley LC (UWC)	GW200-008-WR2
TAFFS WELL/ FFYNNON TAF	GW830-005-WR2
Talerddig (TEP)	GW733-010-WR2
Talerddig GF	GW733-010-WR2
Talley Road LC (UWC)	GW910-010-WR2
Tallicks LC (UWC)	GW108-031-WR2
TALSARNAU	GW734-008-WR2
Talsarnau Station LC (UWC)	GW734-008-WR2
Talwrn Bach LC (AOCL)	GW734-006-WR2
TALYBONT	GW734-006-WR2
Tanyard LC (UWC)	GW960-001-WR2
TAPLOW	GW103-024-WR2
Tarmac Ltd GF	GW730-003-WR2
TAUNTON	GW108-002-WR2
Taunton East Jn	GW108-001-WR2
Taunton West Jn	GW108-002-WR2
Tavistock Jn GF	GW108-016-WR2
Tavistock Jn Yard	GW108-016-WR2
Techan Fach Crossing	GW910-014-WR2
Teignbridge LC (TMO)	GW618-001-WR2
Teigngrace	GW618-001-WR2
TEIGNMOUTH	GW108-011-WR2
TENBY / DINBYCH-Y-PYSGOD (TEP)	GW950-002-WR2
Tenby GF	GW950-002-WR2
Terras LC (OPEN)	GW640-002-WR2
THATCHAM	GW500-003-WR2
Thatcham LC (CCTV)	GW500-003-WR2
The Bryn LC(UWC)	GW733-005-WR2
The Grove LC (UWC)	GW730-008-WR2
The Hall Farm 3 LC (UWC)	GW910-002-WR2
THEALE	GW500-002-WR2
Theale Reception Sidings GF	GW500-002-WR2
Thingley Jn	GW105-006-WR2, GW523-001-WR2
Thomas LC (UWC)	GW730-014-WR2
Thomas No.1 LC (UWC)	GW910-004-WR2
Thomas No.2 LC (UWC)	GW910-004-WR2
Thorney Mill Stone Terminal	GW182-001-WR2
Three Gates LC (UWC)	GW700-006-WR2
Tidal Sidings GF	GW790-001-WR2
TILEHURST	GW103-031-WR2
Tilehurst East	GW103-031-WR2
Tir Isaf 1 LC (UWC)	GW893-001-WR2
Tir-Allen Farm 1 LC(UWC)	GW910-009-WR2
Tir-Allen Farm 2 LC(UWC)	GW910-009-WR2
Tir-Allen Farm 3 LC(UWC)	GW910-009-WR2
TIR-PHIL	GW810-001-WR2
Tirydail LC (ABCL)	GW910-011-WR2
Tiverton Loops	GW108-004-WR2
TIVERTON PARKWAY	GW108-004-WR2

Location	Table A - Module
TON PENTRE	GW835-001-WR2
TONDU	GW874-002-WR2
Tondu Jn	GW874-002-WR2, GW877-001-WR2
Tondu SB	GW874-002-WR2, GW877-001-WR2
TONFANAU	GW734-003-WR2
Tonfanau LC (UWC)	GW734-003-WR2
TONYPANDY	GW835-002-WR2
TOPSHAM	GW611-001-WR2
Topsham LC (CCTV)	GW611-001-WR2
Torcoed 2 LC (UWC)	GW900-014-WR2
TORQUAY	GW620-001-WR2
TORRE	GW620-001-WR2
Total Sidings GF	GW103-020-WR2
TOTNES	GW108-014-WR2
Totnes East	GW108-014-WR2
Towan LC (UWC)	GW690-001-WR2
Towney LC (UWC)	GW500-002-WR2
Traeth Mawr LC (ABCL)	GW734-008-WR2
Tram Inn LC (MCB)	GW730-013-WR2
Tram Inn SB	GW730-013-WR2
Tredington LC (AHBC)	GW400-006-WR2
Treffeddiian LC (UWC)	GW734-002-WR2
Treffoliad Farm 1 LC (UWC)	GW910-008-WR2
TREFFOREST	GW830-004-WR2
TREFFOREST ESTATE	GW830-005-WR2
Tregoss Moor LC (AOCL)	GW660-003-WR2
TREHAFOD	GW835-002-WR2
TREHERBERT / DREHERBER	GW835-001-WR2
Treherbert Station GF	GW835-001-WR2
Tremains DPL	GW900-014-WR2
Tremorfa Works GF	GW790-001-WR2
Trencreek LC (AOCL)	GW660-005-WR2
TREORCHY / TREORCI	GW835-001-WR2
Tresithney 2 LC (UWC)	GW660-004-WR2
Treverrin Tunnel	GW108-027-WR2
Trewern Farm LC (UWC)	GW900-028-WR2
Trewern Mill LC (UWC)	GW900-028-WR2
TROED-Y-RHIW	GW830-001-WR2
Troed-y-Rhiw Fedwen LC (UWC)	GW910-003-WR2
Troed-Y-Rhiw South Jn	GW830-001-WR2
TROWBRIDGE	GW510-001-WR2
TRURO	GW108-030-WR2
Truro LC (MCB)	GW108-030-WR2
Truro SB (T)	GW108-030-WR2
Tucker s LC (UWC)	GW510-002-WR2
Tuckwells LC (UWC)	GW200-005-WR2
Tuffley	GW400-009-WR2
Tumpy Green	GW400-011-WR2
Turf Lock LC (UWC)	GW108-008-WR2
Turnchapel Branch Jn	GW628-002-WR2, GW628-003-WR2
Twerton HABD	GW105-009-WR2
Twerton Long Tunnel	GW105-009-WR2
Twerton Short Tunnel	GW105-009-WR2
TWYFORD	GW103-026-WR2, GW187-001-WR2
Twyford East	GW103-026-WR2
Twyford HABD	GW103-027-WR2
Twyford West	GW103-026-WR2

Location	Table A - Module
TY GLAS	GW828-001-WR2
Ty Mawr Farm LC (UWC)	GW733-007-WR2
Ty n Llan 1 LC (UWC)	GW734-003-WR2
Ty n Llan 3 LC (UWC)	GW734-003-WR2
Ty n-yr-Wtre No.2 LC (UWC)	GW733-010-WR2
Ty Pella LC (UWC)	GW733-011-WR2
Ty-Ddu LC (UWC)	GW910-004-WR2
Tyddyn-y-pwll LC (UWC)	GW733-010-WR2
TYGWYN	GW734-007-WR2
Tygwyn LC (ABCL)	GW734-007-WR2
Tynewydd 2 crossing	GW900-028-WR2
Tynycerig 1 LC (UWC)	GW910-012-WR2
Tynycerig 2 LC (UWC)	GW910-012-WR2
Tynycerig 3 LC (UWC)	GW910-012-WR2
Tynycynllwyn LC (UWC)	GW910-012-WR2
Tyn-y-Maes LC (UWC)	GW910-007-WR2
Tytherington	GW430-001-WR2
Tytherington Tunnel	GW430-001-WR2
Ty-Uchaf LC (AOCL)	GW915-001-WR2
TYWYN (TEP)	GW734-003-WR2
Tywyn GF	GW734-003-WR2
Uffington	GW105-001-WR2
Ufton LC (AHBC)	GW500-002-WR2
UMBERLEIGH	GW606-005-WR2
Umberleigh Barton 3 LC (UWC)	GW606-005-WR2
Umberleigh LC (AOCL)	GW606-005-WR2
Uphill Jn	GW105-020-WR2, GW107-001-WR2
Upper Trenowin LC (UWC)	GW108-033-WR2
Upper Cellws LC (UWC)	GW910-004-WR2
Upper Chapel Hill Farm LC (UWC)	GW950-002-WR2
Upper Llegodig LC (UWC)	GW733-005-WR2
Urchfont HABD	GW500-007-WR2
Victory LC (AHBC)	GW108-003-WR2
Vineyard Farm No1 LC (UWC)	GW730-015-WR2
Vineyard Farm No2 LC (UWC)	GW730-015-WR2
Wadborough LC (AHBC)	GW400-004-WR2
Waltham (Maidenhead) WILD	GW103-025-WR2
Wansdyke LC (UWC)	GW500-005-WR2
Wantage Road	GW103-037-WR2
Wantage Road HABD	GW103-036-WR2
WARGRAVE	GW187-001-WR2
WARMINSTER	GW5001-002-WR2
Warminster HABD	GW5001-002-WR2
Water Eaton LC (UWC)	GW276-002-WR2
Water Lane LC (UWC)	GW611-002-WR2
Water Street bridge	GW877-002-WR2
Waterton LC (AOCL)	GW871-001-WR2
Watson LC (UWC)	GW310-005-WR2
Watts Blake Bearn Ball Clay Siding	GW618-001-WR2
Weig Lane LC (AOCL)	GW733-008-WR2
Wellington	GW108-003-WR2
Wellington HABD	GW730-010-WR2
Wellington LC (AHBC)	GW730-010-WR2
Welsh Highland Railway (Flat crossing)	GW734-008-WR2
WELSHPOOL (TEP)	GW733-002-WR2
Welshpool GF	GW733-002-WR2
WEM	GW735-003-WR2

Location	Table A - Module
Wern Emergency	GW735-003-WR2, GW735-003-WR2
Wern LC (MCB)	GW735-003-WR2
Wern SB	GW735-003-WR2
Wentloog Freight	GW900-008-WR2
Wentloog Freight Terminal East Jn	GW900-008-WR2
WEST DRAYTON	GW103-019-WR2
West Drayton East	GW103-019-WR2
West Drayton Jn	GW103-019-WR2, GW182-001-WR2
West Drayton LC (TMO)	GW182-001-WR2
West Drayton No. 1 GF	GW103-019-WR2
West Drayton No. 2 GF	GW103-019-WR2
West Drayton No.2 GF	GW182-001-WR2
WEST EALING	GW103-010-WR2
West Ealing Jn	GW103-010-WR2, GW174-001-WR2
WESTBURY	GW560-002-WR2
Westbury East Loop Jn	GW520-001-WR2, GW560-001-WR2
Westbury LC (AHBC)	GW700-004-WR2, GW733-001-WR2
Westbury Line Jn	GW103-029-WR2, GW500-001-WR2
Westbury North Jn	GW510-001-WR2, GW560-001-WR2
Westbury SB (W)	GW560-001-WR2
Westbury South Jn	GW5001-002-WR2, GW560-002-WR2
Westerleigh Jn	GW400-013-WR2, GW600-004-WR2
Westerleigh Yard (End of Line)	GW440-001-WR2
Western Growers Crossing	GW690-001-WR2
Westford (Cutlers) Footpath LC (R/G)	GW108-003-WR2
WESTON MILTON	GW107-001-WR2
Weston Rhyn LC (AHBC)	GW731-006-WR2
Weston-S-M Up GF	GW107-001-WR2
WESTON-SUPER-MARE	GW107-001-WR2
Wests Bridge Farm LC (UWC)	GW730-014-WR2
WHITCHURCH	GW735-005-WR2
Whitchurch SB	GW735-005-WR2
WHITCHURCH/ EGLWYS NEWYDD	GW828-001-WR2
White House Mill LC(UWC)	GW950-001-WR2
White s Farm LC (UWC)	GW400-005-WR2
Whiteball Tunnel	GW108-004-WR2
Whitehurst LC (UWC)	GW731-007-WR2
Whitehurst Tunnel	GW731-007-WR2
Whites LC (UWC)	GW580-001-WR2
WHITLAND	GW950-001-WR2
Whitland (W) SB	GW900-028-WR2, GW950-001-WR2
WHITLAND / HENDY-GWYN	GW900-028-WR2
Whitland Jn	GW900-028-WR2, GW950-001-WR2
Whitland LC (MCB)	GW900-028-WR2
Whitland Tunnel	GW900-027-WR2
Whitterleys Farm LC (UWC)	GW910-002-WR2
Whittington LC (AHBC)	GW731-005-WR2
Wickham Knights LC (UWC)	GW500-003-WR2
Wickwar Tunnel	GW400-012-WR2
WILDMILL	GW874-001-WR2
Wilox Bridge 1 LC (UWC)	GW730-013-WR2
WINDSOR & ETON CENTRAL	GW184-001-WR2
Winsel LC (UWC)	GW960-002-WR2
Wivelscombe Tunnel	GW108-022-WR2
Wolvercot Jn	GW200-007-WR2, GW310-001-WR2
Wolvercot Tunnel	GW276-002-WR2

Location	Table A - Module
Woodborough Sidings GF	GW500-007-WR2
Woodlands LC (UWC)	GW730-005-WR2
Woofferton SB	GW730-008-WR2
Woofferton UGL	GW730-008-WR2
Woolascott LC (UWC)	GW731-003-WR2
Woolaston LC (R/G)	GW700-005-WR2
Wooliams 2 LC (UWC)	GW310-003-WR2
Wooliams 3 LC (UWC)	GW310-003-WR2
Wootton Bassett GF	GW105-005-WR2
Wootton Bassett Jn	GW105-005-WR2, GW600-001-WR2
Wootton Bassett West	GW600-001-WR2
Wootton Farm LC (UWC)	GW730-007-WR2
WORCESTER FOREGATE STREET	GW340-001-WR2
WORCESTER FOREGATE STREET	GW350-001-WR2
Worcester Light Maintenance Depot	GW300-002-WR2
WORCESTER SHRUB HILL	GW300-002-WR2
Worcester Shrub Hill SB	GW300-002-WR2
Worcester Shrub Hill Through Sidings	GW300-002-WR2
Worcester Tunnel Jn	GW300-003-WR2, GW350-001-WR2
Worcester Tunnel Jn SB	GW300-003-WR2
WORLE	GW105-019-WR2
Worle Jn	GW105-020-WR2, GW107-001-WR2
Wrangaton Tunnel	GW108-015-WR2
WRENBURY	GW735-005-WR2
Wrenbury LC (MCB)	GW735-005-WR2
Wrenbury SB	GW735-005-WR2
Wykey LC (UWC)	GW731-004-WR2
Wylids Lane Jn	GW300-001-WR2
Yarnton Lane LC (AHBC-X)	GW200-007-WR2
YATE	GW400-012-WR2
Yate Middle Jn	GW400-012-WR2, GW430-001-WR2
Yate South Jn	GW400-012-WR2, GW440-001-WR2
Yate West (Start of OT section)	GW430-001-WR2
YATTON	GW105-018-WR2
Yatton East Gas House Lane LC (UWC)	GW105-019-WR2
Yatton GF	GW105-018-WR2
Yatton HABD	GW105-019-WR2
Yatton West	GW105-019-WR2
YEOFORD	GW606-002-WR2
Yeoford Platform (Out of use)	GW608-001-WR2
Ymlwch LC (UWC)	GW734-006-WR2
Ynys LC (UWC)	GW734-001-WR2, GW910-012-WR2
Ynys Uchaf LC (UWC)	GW910-012-WR2
Ynysdwnant LC (UWC)	GW892-001-WR2
Ynyslas LC (AHBC)	GW733-012-WR2
Ynystawleg Farm No. 1 LC (UWC)	GW910-012-WR2
Ynystawleg Farm No.4 LC (UWC)	GW910-012-WR2
YNYSWEN	GW835-001-WR2
YORTON	GW735-003-WR2
Young s LC (UWC)	GW510-003-WR2
Yralit Gynig 2 LC (UWC)	GW910-008-WR2
Ystrad Farm LC (UWC)	GW910-009-WR2
Ystrad Fawr LC (UWC)	GW733-010-WR2
YSTRAD MYNACH	GW810-003-WR2
Ystrad Mynach SB (YM)	GW810-004-WR2
Ystrad Mynach South Jn	GW810-003-WR2, GW820-001-WR2

Location	Table A - Module
YSTRAD RHONDDA (TEP)	GW835-001-WR2

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List Of Routes

Table A Diagram	Line Of Route	Module
GW103	Paddington to Uffington	WR2
GW105	Uffington to Fordgate Via Box	WR2
GW107	Worle Jn to Uphill Jn Via Weston-Super-Mare	WR2
GW108	Fordgate to Penzance	WR2
GW110	Old Oak Common West To South Ruislip (Excl)	WR2
GW117	Greenford East Jn To Greenford South Jn	WR2
GW130	Acton Wells Jn To Acton East	WR2
GW174	West Ealing To Greenford West Jn	WR2
GW175	Greenford South Jn To Greenford Station	WR2
GW176	Hanwell To Drayton Green Jn	WR2
GW178	Southall To Brentford Goods	WR2
GW180	Heathrow Airport Jn to Heathrow Terminals 4 and 5	WR2
GW182	West Drayton to Colnbrook	WR2
GW184	Slough to Windsor & Eton Central	WR2
GW185	Maidenhead to Marlow	WR2
GW187	Twyford to Henley-On-Thames	WR2
GW190	Reading Spur Jn to Reading New Jn	WR2
GW200	Didcot to Heyford	WR2
GW220	Reading, Oxford Road Jn to Reading West Jn	WR2
GW240	Didcot East Jn to Didcot North Jn Via Avoiding Line	WR2
GW250	Foxhall Jn To Didcot West Curve Jn	WR2
GW260	Kennington Jn to Morris Cowley	WR2
GW276	Bicester Eastern Perimeter Road LC (Excl) To Oxford North Jn	WR2
GW300	Abbotswood Jn To Stoke Works Jn via Worcester Shrub Hill	WR2
GW310	Wolvercot Jn to Norton Jn	WR2
GW317	Honeybourne to Long Marston	WR2
GW340	Worcester Shrub Hill to Shelwick Jn	WR2
GW350	Worcester Tunnel Jn to Henwick	WR2
GW370	Droitwich Spa to Cutnall Green	WR2
GW400	Barnt Green (excl) to Westerleigh Jn Via Dunhampstead	WR2
GW425	Berkeley Road Jn to Sharpness	WR2
GW430	Yate Middle Jn to Tytherington	WR2
GW440	Yate South Jn to Westerleigh	WR2
GW450	Stoke Gifford Jn to Bristol East Jn	WR2
GW451	Filton Jn to Filton West Jn (Filton Chord)	WR2
GW454	Severn Beach to Narrows Hill Jn	WR2
GW480	Swindon to Standish Jn	WR2
GW490	Gloucester Yard Jn to Horton Road Jn	WR2
GW500	Reading to Cogload Jn Via Westbury & Frome A/Ls	WR2
GW510	Westbury North Jn to Bathampton Jn	WR2
GW520	Westbury East Loop Jn to Hawkeridge Jn	WR2
GW523	Thingley Jn to Bradford Jn	WR2
GW528	Bristol, North Somerset Jn to Bristol West Jn via St. Philips Marsh	WR2
GW530	Bristol, North Somerset Jn to Dr. Days Jn	WR2
GW540	Filton Jn to Patchway Jn	WR2
GW548	Parson Street Jn to Portbury	WR2
GW560	Heywood Road Jn to Fairwood Jn via Westbury	WR2
GW570	Clink Road Jn to Blatchbridge Jn via Frome	WR2
GW572	Frome North Jn To Whatley Quarry	WR2
GW580	East Somerset Jn To Cranmore	WR2
GW600	Wootton Bassett Jn To Pilning	WR2
GW606	Cowley Bridge Jn To Barnstaple	WR2
GW608	Crediton to Coleford (Meldon Line)	WR2
GW610	Crannaford LC (Incl) to Exeter St. Davids	WR2

Table A Diagram	Line Of Route	Module
GW611	Exmouth Jn to Exmouth	WR2
GW618	Newton Abbot East Jn to Heathfield	WR2
GW620	Newton Abbot West Jn to Paignton	WR2
GW628	Laira Jn to Cattewater Via Speedway Jn	WR2
GW637	St. Budeaux Jn to Gunnislake	WR2
GW640	Liskeard to Looe Via Coombe	WR2
GW642	Coombe (Excl) to Moorswater	WR2
GW650	Lostwithiel to Carne Point, Fowey	WR2
GW660	Par to Newquay	WR2
GW672	Burngullow to Parkandillack	WR2
GW680	Penwithers Jn to Falmouth	WR2
GW690	St. Erth to St. Ives	WR2
GW700	Gloucester Barnwood Jn to Severn Tunnel Jn	WR2
GW705	Caldicot Jn to Sudbrook	WR2
GW710	Llanwrn Works East to Llanwrn Works West via BSS	WR2
GW720	Uskmouth to East Usk Jn	WR2
GW730	Severn Bridge Jn to Newport, Maindee West Jn	WR2
GW731	Abbey Foregate to Ruabon	WR2
GW732	Abbey Foregate To English Bridge Jn (Loop Lines)	WR2
GW733	Sutton Bridge Junction To Aberystwyth	WR2
GW734	Dovey Jn to Pwllheli	WR2
GW735	Shrewsbury, Crewe Jn to Nantwich	WR2
GW736	Gobowen South to Llanddu Jn	WR2
GW740	Maindee East Jn to Maindee North Jn	WR2
GW750	Hereford/Brecon Curve GF to MEB Siding	WR2
GW770	Ebbw Vale Parkway to Gaer Jn	WR2
GW773	Machen Quarry to Park Junction	WR2
GW780	Park Junction to Ebbw Junction	WR2
GW784	Alexandra Dock Jcn to 160m 27ch (Boundary with Newport Docks)	WR2
GW790	Pengam Jn to 4m 54ch (ABP) Cardiff Docks	WR2
GW810	Rhymney to Queen Street North Jn	WR2
GW820	Cwmbargoed to Ystrad Mynach South	WR2
GW828	Coryton to Heath Jn	WR2
GW830	Methyr Tydfil to Barry Island Via Cardiff Queen Street	WR2
GW834	Hirwaun to Abercynon	WR2
GW835	Treherbert to Pontypridd Jn	WR2
GW839	Queen St. South Jn to Cardiff Bay	WR2
GW840	Radyr Jn to Cardiff, Radyr Branch Jn via City Lines	WR2
GW850	Leckwith Loop Jn To South Leckwith Loop North Jn	WR2
GW860	Penarth Curve North Jn To Penarth Curve South Jn	WR2
GW864	Cogan Jn To Penarth	WR2
GW870	Barry To Bridgend, Barry Jn	WR2
GW871	Ford Siding GF To Ford Works, Waterton	WR2
GW874	Bridgend, (Llynfi Jn) To Maesteg	WR2
GW877	Tondu to Port Talbot Docks (Ogmore Vale Extension)	WR2
GW890	Court Sart Jn/Up Flying Loop Jn to Morlais Jn	WR2
GW892	Cwmgwrach to Burrows Sidings	WR2
GW893	Onllwyn to Neath and Brecon Jn	WR2
GW894	Jersey Marine Jn Nth to Jersey Marine Jn Sth	WR2
GW897	Grovesend Colliery Loop Jn to Hendy Jn	WR2
GW900	Pilning to Fishguard Harbour	WR2
GW906	Swansea Loop East Jn to Swansea Loop West Jn	WR2
GW910	Craven Arms Jn to Llandeilo Jn	WR2
GW915	Gwaun-Cae-Gurwen to Pantyffynnon	WR2
GW930	Carmarthen Jn to Carmarthen Station GF	WR2

<u>Table A</u> <u>Diagram</u>	<u>Line Of Route</u>	<u>Module</u>
GW940	Up Sidings No.2 GF to Carmarthen Bridge Jn	WR2
GW950	Whitland to Pembroke Dock	WR2
GW960	Clarbeston Road to Milford Haven	WR2
GW970	Gulf Oil Branch Jn To Waterston, Gulf Oil Refinery	WR2
GW980	Herbrandston Jn to Robeston	WR2
GW4501	Stoke Gifford Jn to Bristol Bulk Handling Terminal	WR2
GW5001	Beechgrove GF (incl) to Westbury South Jn	WR2
GW5401	Filton West Jn to Patchway Jn	WR2
GW8901	Dynevor Jn to Jersey Marine Jn South	WR2
GW9001	Landore Jn to Swansea	WR2

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