

Kent, Sussex & Wessex Routes

KSW

Week No.

10

PERIODICAL OPERATING NOTICE

CONTAINING

AMENDMENTS TO NATIONAL OPERATIONS PUBLICATIONS
INCLUDING NATIONAL OPERATING INSTRUCTIONS
MISCELLANEOUS INSTRUCTIONS AND NOTICES

INCORPORATING

SUPPLEMENT NO. 75 TO THE KSW ROUTE
SECTIONAL APPENDIX

SATURDAY 06 JUNE 2026
to
FRIDAY 04 SEPTEMBER 2026
Inclusive

For additional items during the currency of this Notice, see Section D of the
Weekly Operating Notice (WON).

Published quarterly, on the first Saturday of March, June, September and December.

This notice comprises of 28 pages

**For queries regarding the content of this publication contact:
PlanningPublications@networkrail.co.uk**

Sectional Appendix Feedback (SAF) Form QR Code



The Sectional Appendix Feedback (SAF) Form is designed for reporting anomalies in the National Electronic Sectional Appendix (NESA), paper copy Sectional Appendices, or other format (e.g. PDF file) Sectional Appendices.

It provides a structured way to log, investigate, and resolve errors.

Examples may include:

- Differences between what is published in NESA and in the corresponding paper copy Sectional Appendix
- Differences between what is published and what is provided on the network (e.g. speed change commencing at a different mileage, platform lengths longer or shorter than what is published).

If the QR code is not working, please use this link here to access the form:

networkrail-networkcapabilityupdatetool.oncreate.app/w/webpage/141GBTP1

When to use Rail Notices

<https://www.railnotices.net/CommonInterface/Default.aspx>

Use Rail Notices for planned changes to infrastructure. Examples:

- New or altered infrastructure (e.g. junction renewals, changes to signals, electrification, line speed changes).
- Permanent withdrawal of capability (e.g. plain-lining, temporary speed restriction converted to a permanent speed restriction).

REMEMBER that any proposed changes to infrastructure capability, track layout, speeds, etc. MUST first be established through industry consultation via the Network Change process.

If you are unsure of which is the appropriate process to use, then please use this Sectional Appendix Feedback Form and a WON Approver will be in touch to provide further guidance.

ACKNOWLEDGEMENT SLIP

Please complete the Acknowledgement Slip below (if appropriate), detach it and hand it to your Supervisor/Manager.

I, the undersigned, acknowledge receipt of the Periodical Operating Notice and Supplement No. 75 to the KSW Route Sectional Appendix effective from Saturday 06 June 2026 to Friday 04 September 2026.

I undertake to familiarise myself with the contents and observe the instructions therein which apply to me.

Full Name (in capitals): _____

Signature (in full): _____

Location: _____

Date: _____

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Introduction

This Periodical Operating Notice (PON) composed of two sections:-

Part 1 contains items published for the first time in the PON. Items published in this first section that have not been published in the Weekly Operating Notice (WON) are additionally noted by a vertical line in the margin.

Part 2 contains items previously published in the PON that are still valid.

Items marked * * will not appear in future issues of the PON and a note must be taken of them.

Supplement to the Sectional Appendix

Attached to the back of this Notice are updates to the existing Sectional Appendix in the form of a Supplement. This is not part of the PON. It is a document in its own right. It has been physically attached to the PON to:

- ensure its effective distribution to all users
- reduce the amount of raw materials consumed in its generation and distribution
- reduce costs associated with production

The Supplement is identified as Supplement No. 75 and is dated 06 June 2026. In line with current industry standards items published in the Supplement will not appear in future PONs.

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

**Enquiries concerning amendments to the :
NATIONAL OPERATING PUBLICATIONS should be addressed to
STEVE RAY, NETWORK OPERATIONS.**

**Amendments to the Rule Book and Working Manuals for Railway Staff are produced by Rail Safety &
Standards Board.**

**NETWORK RAIL KSW ROUTE TAKE NO RESPONSIBILITY FOR ANY ERRORS THAT MAY BE
CONTAINED IN THESE AMENDMENTS**

Enquiries concerning amendments to the Rule Book and Working Manual should be addressed to:

**RSSB
The Helicon
1 South Place
London
EC2M 2RB**

Email: enquirydesk@rspb.co.uk

RECORDING OF CONVERSATIONS

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

This publication is printed and distributed by APS Group

Telephone:

0161 495 4515

E-mail:

nrrons@theapsgroup.com

LATE OR NON-DELIVERY

Please contact APS Group if you have not received your PON by 15.00 hours on the Wednesday prior to the operative Saturday of this publication, thus allowing adequate time to expedite tracking and replacement procedures as necessary.

If you receive this publication from your line manager or a local distribution point arrangement, then please contact them direct and NOT APS Group

Part A - Foreword

A1 Introduction

This document contains new and previously published amendments to National Operations Publications, which are considered too urgent to await a complete reissue of the document concerned.

A2 Scope

This document is primarily used to publish minor changes to National Operations Publications. However, it may also be used to publish material changes that have already been consulted on but do not justify the reissue of a Rule Book module and / or handbook.

A3 Implementation

The publication date of this document is **06 June 2026**.

A4 Technical content

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

A5 Definitions

Material change

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

Minor change

A minor change comprises of one of the following:

- Typographical errors or changes to administrative details such as telephone numbers, or
- Changes for the purpose of clarification, where there is negligible potential for misinterpretation which diminishes safety, or

Changes to operational documents affecting only one duty holder, provided that the duty holder consents to those changes.

National Operations Publications

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

Periodical Operating Notice

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

Part B - Changes since previous issue

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

Part C - New amendments to National Operations Publications

No new amendments

Part D - Previous amendments to National Operations Publications

GERT8000 Rule Book

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

Explanation of change

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

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

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

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

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

Explanation of change

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

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

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

Rule Book module or handbook	Section or regulation	Amendment
T3 ERTMS Possession of an ERTMS running line for engineering work where lineside signals are not provided.	7.2	Amend ‘pilotman’ to ‘pilot’
TS4 Electric token block regulations	2.2 8.1.1 8.2.1 8.6.1	Amend title of module P2 to read <i>‘Working single and bi-directional lines by pilot’</i> .
TS4 Electric token block regulations	8.1.1 8.1.2 8.2.1 8.2.2 8.2.3 8.5 8.6.1 8.6.2 8.7 8.8	Amend ‘pilotman’ to ‘pilot’
TS5 Tokenless block regulations	8.1 8.2	Amend title of module P2 to read <i>‘Working single and bi-directional lines by pilot’</i>
TS5 Tokenless block regulations	8 8.1 8.2 8.3 8.4 8.5 8.5.2	Amend ‘pilotman’ to ‘pilot’
TS7 No-signaller token regulations	2.2 8.1.1 8.2.1 8.3.1	Amend title of module P2 to read <i>‘Working single and bi-directional lines by pilot’</i>

TS7 No-signaller token regulations	3.1 8.1.1 8.1.2 8.2.1 8.2.2 8.2.3 8.3.1 8.3.2 8.4	Amend 'pilotman' to 'pilot'
TS8 One-train working regulations	8.1 8.4.1	Amend title of module P2 to read <i>'Working single and bi-directional lines by pilot'</i>
TS8 One-train working regulations	3.1 3.2 8 8.1 8.2 8.3 8.4.1 8.4.2	Amend 'pilotman' to 'pilot'

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

Explanation of change

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

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

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

Amend: the following as shown:

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

Add: the following new entry:

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

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

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

Amend: the following as shown:

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

Add: the following new entries:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
3551	Sodium ion batteries with organic electrolyte	9		
3552	Sodium ion batteries contained in equipment or sodium ion batteries packed with equipment, with organic electrolyte	9		
3553	Disilane	2.1		
3554	Gallium contained in manufactured articles	8		
3555	Trifluoromethyltetrazole-sodium salt in acetone, with not less than 68% acetone, by mass	3		II
3556	Vehicle, lithium ion battery powered	9		

3557	Vehicle, lithium metal battery powered	9		
3558	Vehicle, sodium ion battery powered	9		
3559	Fire suppressant dispersing devices	9		
3560	Tertramethylammonium hydroxide aqueous solution with not less than 25% tetramethylammonium hydroxide	6	8	1

Part E - Amendments summary

GERT8000 Rule Book

Module, Issue and Section amended	Number	Published
Various modules and handbooks	01/22	December 2022
Various modules and handbooks	02/22	December 2022
Handbook RS524 List of Dangerous Goods and their United Nations numbers, issue 1, table 1	03/23	March 2023
Handbook RS524 List of Dangerous Goods and their United Nations numbers, issue 1, table 1	03/24	December 2024

Work Instructions For D.C. Electrified Lines in the Liverpool Area (Nr/Wi/EIp/27051) (Dated June 2007)

Contents page 8 (Section F)

In sub-heading 21 **delete** reference to 'Rule book module TS2 regulation 9.2' and **substitute** 'Rule Book Module TS1, General Signalling Regulation 20.2'.

Section F

Page 92

20 Underground axle counter sections

In Clause 20.1 **delete** reference to 'Rule Book module TS2 Regulation 9' and **substitute** 'Rule Book Module TS1, General Signalling Regulation 20'.

Page 93

In sub-heading 21 **delete** reference to 'Rule book module TS2 regulation 9.2' and **substitute** 'Rule Book Module TS1, General Signalling Regulation 20.2'.

In Clause 21.1 **delete** reference to 'rule book module TS2 Regulation 9.4' and **substitute** 'Rule Book Module TS1, General Signalling Regulation 20.6'.

Miscellaneous Instructions

CONTACTING SIGNAL BOXES and GSM-R SIGNAL BOXES/PANELS

The telephone numbers shown below must be used if it is necessary to contact a signal box.

These numbers may only be used in connection with essential messages regarding train operations or in case of emergency.

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

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

In an emergency or when safety of the line is affected, ALWAYS contact the controlling Signaller first.

Signal Box	Prefix	External No	Internal No	GSM-R No
Arundel	AR	01273 228303	00 68303	74 3303 01
Ashford Integrated Electronic Control Centre (IECC) Signaller Shift Manager	AD	0330 8531350	085 31350	74 2250 01
Workstation 1 <i>(Elmstead Woods - Hildenborough)</i>	AD	0330 8531285 0330 8531286	085 31285 085 31286	74 2253 01
Workstation 2 <i>(Hildenborough to Staplehurst including Tonbridge to Godstone and Paddock Wood to Beltring)</i>	AD	0330 8531287 0330 8531288	085 31287 085 31288	74 2254 01
Workstation 3 <i>(Ashford to Rye)</i>	AD	0330 8531289 0330 8531290	085 31289 085 31290	74 2255 01
Workstation 4 <i>(Staplehurst to Westenhangar)</i>	AD	0330 8531291 0330 8531305	085 31291 085 31305	74 2256 01
Workstation 5 <i>(Westenhangar to Folkestone/Eurotunnel interface)</i>	AD	0330 8531292 0330 8531306	085 31292 085 31306	74 2257 01
Ashford (CTRL) Shift Manager	AF	01233 739410 01233 739411	085 39410 085 39411	74 2004 02
Aylesford	AF	0330 8561742	085 61742	74 2209 01
Barnham	BH	01273 228354	00 68354	74 3307 01
Basingstoke Dorset Coast	PW	01256 490010	075 0010/19	74 4208 01
Basingstoke East Signaller	BE	01256 478756	07 50186	74 4205 01
Basingstoke West Signaller	BE	01256 478758	07 50193	74 4206 01
Basingstoke West of England Panel	SE	01256 490006	07 50006	74 4207 01
Bognor Regis	BR	01273 228358	00 68358	74 3309 01
Basingstoke Rail Operating Centre	BEF			
BROC Shift Manager	BEF	0330 8543011	085 43011	74 3370 01
Strawberry Hill Workstation 1 <i>(Norbiton/Shepperton to Strawberry hill including depot) (Richmond to Whitton)</i>	BEF	0330 8543012	085 43012	74 3371 01
Staines Workstation 2 <i>(Whitton to Egham) (Chiswick to Hounslow) (Staines to Windsor & Eaton Riverside)</i>	BEF	0330 8543014	085 43014	74 4102 01
Ascot Workstation 3 <i>(Rusham CCTV to Earley) (Virginia Water to Addlestone) (Ascot to Frimley)) (Farnborough North to Wokingham Junction)</i>	BEF	03308543013	085 43013	74 4103 01

CONTACTING SIGNAL BOXES and GSM-R SIGNAL BOXES/PANE- Continued

Signal Box	Prefix	External No	Internal No	GSM-R No
Level Crossing Workstation 1 <i>(Chertsey CCTV Grove Park CCTV Wood Lane CCTV Star Lane CCTV Wokingham CCTV)</i>	BEF	0330 8543015	085 43015	
Level Crossing Workstation 2 <i>(Thorpe Lane CCTV Pooley Green CCTV Egham CCTV Rusham CCTV)</i>	BEF	0330 8543016	085 43016	
Basingstoke Rail Operating Centre				
Portsmouth Direct Workstation (BROC)	BEP	0330 8563584	085 33584	74 4210 01
Bo Peep Junction	BJ	0330 8561922	08561922	74 3299 01
Bournemouth	BC	01202 295893	075 3332	74 4213 01
Brockenhurst	BH	01590 623800	075 8704	74 4212 01
Canterbury West	EDH	0330 8553184	085 53184	74 2217 01
Canterbury Wye Area Control Centre	EBT	0330 8553191	085 53191	74 2222 01
Charlton Lane (crossing box)		0330 8531222	08531222	N/A
Chichester	CC	01273 228360	00 68360	74 3310 01
Cuxton	CX	0330 8553556 0330 8553589	085 53556 085 53589	74 2207 01
Deal	EBZ	0330 8526920 0330 8526908 0330 8529927	085 56920 085 26908 0852 9927	74 2221 01
Dorchester South	DR	01305 262483	085 28317	74 4201 01
Dorking	CBK	01483 804648 01483 804618	00 64648 00 64618	74 3300 01
East Farleigh	EF	0330 8561744	085 61744	74 2211 01
East Kent Signalling Centre (EKSC)				
Signaller Shift Manager	EK	0330 8553593	085 53593	74 2230 01
Ramsgate Workstation – Minster East Junction (excl) to London side of Birchington-on-Sea	EK	0330 8553600	085 53600	74 2232 01
Faversham Workstation – London side of Birchington-on-Sea/Buckland Junction (excl) to Sittingbourne (excl)	EK	0330 8553599	085 53599	74 2231 01
Rochester Workstation – Longfield (excl/Higham (incl) to Chatham Station	EK	0330 8553585	085 53585	74 2234 01
Sittingbourne Workstation – Chatham Station (excl) to Sittingbourne (incl) Sheerness branch (complete) Note: Signal prefix on the Sheerness branch between Middle Junction (excl) and Sheerness is EV	EK EV	0330 8553539	085 53539	74 223301
Eastleigh, Signaller Shift Manager		02380 612142	075 7202	74 4224 01

Miscellaneous Instructions - Continued
Contacting Signal Boxes and GSM-R Signal Boxes/Panels –
Continued

Signal Box	Prefix	External No	Internal No	GSM-R No
Panel 1 – Worting Jn (excl) – Southampton Parkway, Hedge End to Eastleigh	E / EH	02380 728875	075 8875	74 4220 01
Panel 2 – (St Denys End) Southampton Parkway (excl) to Northam (incl) Northam to Southampton Eastern Docks	E	02380 728890	075 8890	74 4221 01
Panel 2 (Southampton / Fareham End) – Northam (excl) to Southampton (incl), Fareham to Hedge End / St Denys	E	02380 728890	075 7251	74 4222 01
Panel 3 – Dunbridge (excl) to Millbrook, Ashurst New Forest / Marchwood to Redbridge, Southampton Western Docks	E	02380 728894	075 8894	74 4223 01
FAX			075885	
Exeter	E	01392 210873	07 66410 07 66411 07 66412	
Exmouth Jn	EJ	01392 412764	07 66311	
Folkestone East	YE	0330 8526924	085 26924	74 2218 01
Guildford ASC	GD	01483 302311		
<i>Guildford (North end) to Worplesdon/ Bookham/Farnborough North Guildford (South end) to Farncombe/Gomshall</i>			00 67726 00 67727	74 4110 01/ 74 4111 01
Grain Crossing Keeper			07746 802420	N/A
Hastings	EDL	0330 8529822 0330 8529831	085 29822 085 29831	74 2223 01
Havant ASC				
Havant Workstation (Petersfield exc/ Emsworth/ Fareham exc to Hilsea)	HT	023 8075 6181	07 56181	74 4225 01
Portsmouth Workstation (Hilsea exc to Portsmouth Harbour)	HT	023 8075 6185	07 56185	74 4226 01
Kingsferry Bridge		01795 423627		N/A
Lancing				
Panel 1 (Hove to East Worthing)	LG	01903 763937	00 60015	74 3311 01
Panel 2 (East Worthing to Angmering)	LG	01903 763937	00 60016	74 3312 01
Panel 3	LG	01903 763937	00 60018	
Littlehampton	LH	01273 228307	00 68307	74 3308 01

Miscellaneous Instructions - Continued
Contacting Signal Boxes and GSM-R Signal Boxes/Panels –
Continued

Signal Box	Prefix	External No	Internal No	GSM-R No
Littlehaven (Crossing box)		01273 784750	00 60750	
Maidstone East	ME	0330 8561751	085 61751	74 2202 01
Maidstone West	MS	0330 8561756 0330 8561757	085 61756 085 61757	74 2210 01
Marchwood	MW	02380 728028	075 8028	74 4230 01
Minster	EBE	0330 8526333	085 26333	74 2215 01
New Cross Gate, East London Line Signalling Control Centre	EL	02033566773	067-66773	74926601
North Kent (Ashford IECC) North Kent 1 (Woolwich/ Falconwood / Mottingham to Dartford)	NK	0330 8531314	085 31314	74 2251 01
North Kent 2 Dartford /Higham / Grain single line	NK	0330 8531320	085 31320	74 2252 01
Oxted	OD	01883 716293	00 64150	74 3279 01
Reigate	RG	020 7928 5151	00 64786	74 3301 01
Robertsbridge	RB	0330 8529912	085 29912 085 31543	74 2224 01
Rye	RY	0330 8531278	085 31278	74 2219 01
Salisbury	SY	01722 329480	075 5111 / 075 8547	74 4218 01
Sandwich	SW	03308529963 0330 8526906 03308529929	08529963 085 26906 08529929	74 2220 01
Sturry	ST	0330 8553183	085 53813	74 2216 01

Miscellaneous Instructions - Continued

Contacting Signal Boxes and GSM-R Signal Boxes/Panels –

Continued

Signal Box	Prefix	External No	Internal No	GSM-R No
Three Bridges Rail Operating Centre (TBROC)				
TBROC TULSE HILL WORKSTATION (Between Birkbeck, Bromley Jn and Streatham Hill via Crystal Palace)	TVC	0330 857 5007	085 75007	74 3105 01
Shift Signalling Manager (Kent)		01293 621368	085 75368	74335501
Shift Signalling Manager (Sussex)		01293 621350	085 75350	74335501
Shift Signalling Manager (Victoria Central)		0330 8575001	08575001	74310801
TBROC East Sussex Workstation Glynde – Eastbourne & Willingdon Jn to West St Leonards	TEB	01293 621 351	085 75351	74 333001
TBROC Lewes Workstation Cooksbridge/Lewes to Seaford	TLW	01293 621354	085 75354	74 333000
TBROC Cannon Street “A” Workstation Cannon Street to London Bridge	TL	01293 621360	085 57360	74 332901
TBROC Cannon Street “B” Workstation London Bridge to New Cross/	TL	01293 621361	085 57361	74 333301
TBROC Lewisham Workstation New Cross to Lewisham	TL	01293 621364	085 57364	74 333501
TBROC Angerstein Workstation Deptford/Lewisham to Woolwich Arsenal/Eltham	TL	01293 621393	085 75393	74 333901
TBROC Grove Park “A” Workstation Lewisham to Hayes/Hither Green (excl)	TL	01293 621370	085 75370	74 333601
TBROC Grove Park B Workstation Hither Green to Grove Park (Incl Bromley North Branch)	TL	01293 621371	085 75371	74 333801
TBROC 3A London Bridge Central Workstation London End Bricklayers Arms Jn/South Bermondsey Stn to London Bridge Station	TL	01293-621363	085 75363	74 3331 01
TBROC 3B London Bridge Central Workstation Country End Anerley/East Dulwich to Bricklayers Arms Jn/South Bermondsey Stn	TL	01293-621366	085 75366	74 3332 01
TBROC Charing Cross Workstation London Bridge to Charing Cross station	TL	01293 621362	085 75362	74 3327 01
TBROC Thameslink Core South Workstation Farringdon (incl) to Loughborough Junction (excl)	TVS	01293 621369	085 75369	74 3326 01
TBROC Thameslink Core Central Workstation Farringdon (excl) to Kentish Town (excl) and Camden Road tunnels to St Pancras High Level platforms	TWH	01293 621367	085 75367	74 3325 01
TBROC Streatham Workstation Between Balham Jn (excl) and Norbury Between Tulse Hill (excl) and Streatham South Jn Between Streatham South Jn and Tooting Down & Up Slow Spurs Down & Up Streatham Spurs Reversible Fast Spur	TVC	01293 621352	085 75352	74 3328 01
TBROC Sutton Workstation Wallington/Mitcham Eastfields/ Epsom downs to Sutton Sutton to Cheam/ Haydons Road (Incl Wimbledon P9)	TVC	01293 621353	085 75353	74 3106 01
TBROC Victoria Central Workstation (Battersea park to Victoria P9-19)	TVC	0330 8575003	085 75003	74 3102 01
TBROC Victoria Eastern Workstation Between Battersea Pier Jn (Eastern lines) and Victoria, platforms 1-8)	TVS	0330 8575006	085 75006	74 3107 01
TBROC Clapham Workstation (Between Wandsworth Common and Battersea Park and between Latchmere Jn and North Pole Jn.)	TVC	0330 8575004	085 75004	74 3103 01
TBROC Balham Workstation (Between Wandsworth Common and Balham Jn and between Streatham Hill station and Balham station)	TVC	0330 8575005	085 75005	74 3104 01

Miscellaneous Instructions - Continued

Contacting Signal Boxes and GSM-R Signal Boxes/Panels – Continued

Three Bridges Area Signalling Centre (TBASC)	T			
Shift Signaller Manager Desk 1	T	01293 621384	00 61759	74 3289 01
Shift Signaller Manager Desk 2	T	01293 621385	00 61758	74 3289 01
Panel 1a <i>(Norwood Junction to Norwood Fork Junction)</i>	T	01293 621374	00 61751	74 3280 01
Panel 1b <i>(Windmill Bridge Junction/Cottage Junction to South Croydon South Croydon to Upper Warlingham)</i>	T	01293 621375	00 61760	74 3281 01
Panel 1c <i>(Thornton Heath to Selhurst. Norwood Fork Junction (excl) to West Croydon)</i>	T	01293 621376	00 21002	74 2102 01
Panel 2 <i>(South Croydon (excl) to south of Stoats Nest Jn on the Quarry lines and to Coulsdon South on the Redhill lines. and Purley to Caterham/Tattenham Corner)</i>	T	01293 621377	00 61752	74 3283 01
Panel 3 <i>(Quarry Tunnel/Merstham Tunnel (incl) to Salfords (incl). Redhill to Godstone)</i>	T	01293 621378	00 61753	74 3284 01
Panel 4 <i>(Horley (incl) to Balcombe Tunnel Jn (incl) and Three Bridges to Crawley)</i>	T	01293 621379	00 61754	74 3285 01
Panel 5 <i>(Balcombe Tunnel Jn (excl) to Patcham Tunnel (incl). Keymer Jn to Plumpton (incl). Ardingly Branch)</i>	T	01293 621380	00 61755	74 3286 01

Miscellaneous Instructions - Continued
Contacting Signal Boxes and GSM-R Signal Boxes/Panels –
Continued

Signal Box	Prefi x	External No	Internal No	GSMR No
Panel 6 <i>(Patcham Tunnel (excl) to Brighton/Hove). Brighton to Falmer</i>	T	01293 621381	00 61756	74 3287 01
Panel 7 <i>Horsham station area (Billingshurst (exclusive) and Three Bridges (exclusive))</i>	T		00 61778 00 61772	74 3288 01
Panel 7a	T	01293 621382		
Panel 7b	T	01293 621383		
Tonbridge	PE	0330 8531542	085 31542	74 2200 01
Victoria Area Signalling Centre (VASC)				
Victoria (SE) Signaller Shift Manager	VS	020 7228 5370	00 25127	74 3101 01
Panel 7 <i>(Between Linford St Jn and Brixton Jn and Canterbury Road Jn (main line) Between Latchmere Jn and Factory Jn and Shepherds Lane Jn. Lines via Stewarts Lane including depot)</i>	VS	0330 8553307	08553307	74 3109 01
Panel 8 <i>(Between Ravensbourne and Loughborough Jn via Nunhead (Catford Loop) Between Shepherds Lane Jn and Peckham Rye on the Atlantic Lines)</i>	VS	0330 8553308	08553308	74 3110 01
Panel 9 <i>(Between Beckenham Jn and Herne Hill via main line)</i>	VS	0330 8553309	08553309	74 3111 01
Panel 10 <i>(Between Bat and Ball/Kemsing and Swanley via Oxford. Between Longfield and Ravensbourne via Swanley, Bickley / Bromley South)and Shortlands</i>	VS			74 3112 01/ 74 3113 01
Panel 10A		03308553310	08553310	
Panel 10B		03308553312	08553312	
Wateringbury	WB	0330 8531445	08531445	74 2212 01

Miscellaneous Instructions - Continued
Contacting Signal Boxes and GSM-R Signal Boxes/Panels – Continued

Signal Box	Prefix	External No	Internal	GSM-R No
Westbury - Lavington (excl.) to Fairwood Jn (incl.) via Westbury station or Westbury avoiding line, also Heywood Road Jn to Bradford- on-Avon (incl.), also Hawkeridge Jn to Warminster (incl.) and Fairwood Jn (incl.), also Thingley Jn (excl.) to Bradford Jn - Fairwood Jn (excl.) to Somerton Tunnel (incl.), Yeovil Pen Mill (excl.), Merehead and Cranmore via Frome station or Frome avoiding line; also Frome North Jn to Whatley Quarry-	W	01373 826518	07 47212/3 07 47214 / 5	
Wimbledon , Signaller Shift Manager W'loo pl. 1-14 & Main line - Clapham Junction W'loo pl. 15-24 & Windsor lines to Putney Clapham Junction - Berrylands Kingston - Putney Bridge Wimbledon (Including LUL) Raynes Park (excl) - Boxhill - Bookham Ewell East - Chessington Putney - North Sheen, Barnes - Chiswick	W Panel 1 Panel 2 Panel 3 Panel 4 Panel 5	020 8540 1901 033 0855 3821 033 0855 3822 033 0855 3823 033 0855 3824 033 0855 3774	00 62525 00 62254 08 553821 08 553822 08 553823 08 553824 08 553774	 74 4112 01 74 4112 01 74 4113 01 74 4114 01 74 4115 01 74 4116 01
Wimbledon Duty Shift Manager	W	020 8540 1901	00 62525 00 62254 00 62226	74 4117 01
All Desks	W		00 62345	
Panel 2 (Waterloo International to Clapham Jn.)	W	020 8545 5522	00 62522 00 62212	
Woking -West Byfleet (incl) to Farnborough (excl), Woking Jn to Worplesdon and Pirbright Jn to Ash Vale (excl) Berrylands to West Byfleet (excl), Chertsey (excl) to Weybridge and Addlestone Jn to Byfleet Jn Hampton Court Jn to Hampton Court/ Cobham	WK	033 085 63878	00 69410 00 69420	74 4108 01 74 4109 01
Woking Panel 3 Ash Vale to Alton Aldershot South Junction (excl) Ash Vale to Frimley		01483 749469	00 69469	74 4121 01

Miscellaneous Instructions - Continued
Contacting Signal Boxes and GSM-R Signal Boxes/Panels – Continued

WASC LOMs Office		033085 29522	085 29522	
Woking ASC 1st Flr Ops Rm back desk Tel		033085 29512	085 29512	
Woking ASC D/L to Eastleigh ECR		033085 29508	085 29508	
Woking ASC Pan 1 DL to Raynes Pk ECR		033085 29555	085 29555	
Woking ASC Pan 1 DL to Cntrl B/stoke		033085 29505	085 29505	
Woking ASC Pan 3 DL to Cntrl B/stoke		033085 29531	085 29531	
Woking ASC Pan 3 DL to Eastleigh ECR		033085 29559	085 29559	
Woking ASC Panel 1 Ops Tel		033085 29459	085 29459	
Woking ASC Panel 2 Tel		033085 29532	085 29532	
Woking ASC Panel 3 Ops Tel		033085 29598	085 29598	
Woking CRE portacabin EMP desk		033085 29468	085 29468	
Woking MOMS Office Woking Box		033085 29465	085 29465	
Woking SB Electrical Switch Room Tel		033085 29517	085 29517	
Woking Signal Box Fax		033085 29488	085 29488	
Woking Signal Box Plant desk ETD		033085 29506	085 29506	
Woking Signal Box S&T Phone		033085 29526	085 29526	
Woking Signal Box Signalling Modem		033085 29504	085 29504	
Yeovil Pen Mill	YPM	01935 471058	074 7333	74 4204 01

Miscellaneous Instructions - Continued

Contacting Signal Boxes and GSM-R Signal Boxes/Panels – Continued

SIGNAL BOX/PANEL - WESTERN	SIGNAL PREFIX	GSM-R CONTACT NUMBER
Thames Valley SC Shift Signalling Manager	-	74 5100 01
Thames Valley SC Paddington workstation GSM-R coverage area: Paddington to Acton West Jn (excl), Old Oak Common West to Park Royal Jn	SN	74 6100 01
Thames Valley SC Acton workstation GSM-R coverage area: Acton West Jn to Southall West Jn (excl), West Ealing Jn to South Greenford (excl), Hanwell to Drayton Green Jn	SN	74 6105 01
Thames Valley SC Hayes workstation GSM-R coverage area: Southall West Jn to Stockley Bridge Jn, Heathrow Branch to Terminals 4 & 5	SN	74 6106 01
Thames Valley SC Twyford workstation GSM-R coverage area: Reading Platforms 4, 5 & 6, Ruscombe to Kennet Loop, Twyford to Henley	TR DM UM	74 5105 01
Thames Valley SC Reading Station workstation GSM-R coverage area: Reading New Jn to Reading West Jn (excl) except Reading Platforms 4, 5 & 6	TR	74 5111 01
Thames Valley SC West Junction workstation GSM-R coverage area: Reading West Jn to Cholsey and Oxford Road Jn, Oxford Road Jn to Southcote Jn, Southcote Jn to Route Boundary and Drakes No2 LC	TR	74 5106 01
Thames Valley SC Newbury workstation GSM-R coverage area: Oxford Road Jn to Lavington	TR	74 5110 01
Thames Valley SC Didcot workstation GSM-R coverage area: Moreton Cutting to Challow, Didcot East Jn to Didcot North Jn, Foxhall Jn to Didcot West Curve Jn, Didcot West Jn to Radley (excl)	SB	74 5107 01

GSM-R – ELECTRICAL CONTROL ROOM (ECR) CONTACT NUMBERS – KENT/SUSSEX

ELECTRICAL CONTROL ROOM	GSM-R CONTACT NUMBER
ECO Brighton	74 4030 03
ECO Eastleigh	74 4042 03
ECO Raynes Park	74 4040 03
ECO Selhurst	74 4041 03

GSM-R – ROUTE CONTROL CONTACT NUMBERS – KENT/SUSSEX

NETWORK RAIL OPERATIONS CONTROL	GSM-R CONTACT NUMBER
Network Delivery Manager Kent Inner	74 3020 02
Network Delivery Manager Kent Outer	74 3021 02
Network Delivery Manager Sussex Inner	74 3030 02
Network Delivery Manager Sussex Outer	74 3031 02

GSM-R – ROUTE CONTROL CONTACT NUMBERS – WESSEX

NETWORK RAIL OPERATIONS CONTROL	GSM-R CONTACT NUMBER
Route Control Manager Wessex Inner	74 3040 02
Route Control Manager Wessex Outer	74 3041 02

GSM-R – ELECTRICAL CONTROL ROOM (ECR) CONTACT NUMBERS – WESSEX

ELECTRICAL CONTROL ROOM	GSM-R CONTACT NUMBER
ECO Eastleigh	74 4042 03
ECO Raynes Park	74 4040 03

Miscellaneous Instructions - Continued

NETWORK RAIL ELECTRICAL CONTROL ROOMS

CONTROL ROOM	EMERGENCY LINE	INTERNAL NUMBER	EXTERNAL NUMBER	MOBILE (in emergency)
BRIGHTON	171	085 41130 (Emergency) 085 41131 (Non-Emergency)	0330 854 1130 (Emergency) 085 41131 (Non-Emergency)	07710 960 793
CANTERBURY	175	085 41190 (Emergency) 085 41191 (Non-Emergency)	0330 854 1190 (Emergency) 0330 854 1191 (Non-Emergency)	07771 612364
EASTLEIGH	173	075 7547 075 7472	0330 855 7452.	07771 830393
LEWISHAM	177	085 41070 (Emergency) 085 41071 (Non-emergency)	0330 854 1070 (Emergency) 0330 854 1071 (Non-emergency)	07771 612930
PADDOCK WOOD	172	08541075	03308541075	
ECO PADDOCK WOOD NON-EMERGENCY		08541076	03308541076	07771830372
RAYNES PARK	178	00-62900 00-62901	020 8545 5900 0330 854 1021	07771 613564
RUGBY	172 (London end) 177 (West Coast)	050-6422 050-6533	01788 555422	

CROYDON TRAM LINK

020 8689 5613 (Emergency line)

020 8689 7251

CONTACTING LEWISHAM ELECTRICAL CONTROL ROOM

From immediate effect, unless you have a direct line or 'hotline', anyone wishing to speak to the LEWISHAM Electrical Control Room should use the following numbers:

Emergency – 085 41070 (External – 0330 854 1070)

Non-emergency – 085 41071 (External – 0330 854 1071)

Previous contact numbers will divert to the lines above, but incoming calls will not be identified with caller ID and could lead to you waiting longer to be answered.

Emergency short code (only from railway ETD) – 177 remains active.

Please ensure any mobile phones/speed dials are updated at the earliest opportunity.

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Rule Book Module G1 - General safety responsibilities

Section 5 - Communications procedure

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

It is now authorised to use to caution Drivers via operational safety messages for 5 scenarios using a GSM-R berth-triggered broadcast, with the Driver confirming receipt and acknowledging a clear understanding of the broadcast by using the GSM-R 'ST' acknowledgement button. **All** GSM-R Fitted Units in the area will receive these Broadcasts. The berth triggered safety broadcasts process can be used for live events for the five scenarios listed:

Poor railhead conditions.

Animals on the line.

Defective Emergency Indicators.

Wheel Impact Load Detector Activations.

Unusual events (Not Track or Signalling).

Drivers of services *not* fitted with version 3.5 software may disregard the GSM-R berth triggered safety broadcast for,

Poor railhead conditions.

Animals on the line.

Defective Emergency Indicators.

Wheel Impact Load Detector Activations.

Unusual events (Not Track or Signalling).

The berth trigger broadcasts will be in the following areas

All Kent & Sussex (South East) Routes

Methodology

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

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

Signaller will maintain the protecting signal at danger. This is the signal where the Signaller would stop and caution the train if the Signaller does not receive the acknowledgement.

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

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

The protecting signal is maintained at danger until the signaller has received an acknowledgement from the approaching train. The acknowledgement will be an 'Acknowledgement' (ACK) message from the Driver.

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

If the acknowledgement message is not received by the Signaller the protecting signal remains at danger and the Driver obeys all signals as normal.

When the caution message is received and acknowledged by the Driver they will continue to obey all signals and apply the appropriate rule over the section of line.

Broadcast Message Content

Poor Railhead

'This is a safety broadcast from the signaller at _____. There are low/exceptionally poor* railhead conditions at/on* the approach to _____. Only acknowledge if you have fully understood this message. To acknowledge, press the ST Button. End of safety broadcast

**Delete as appropriate*

Animals on or near the line

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

**Delete as appropriate*

Defective Emergency Indicators

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

**Delete as appropriate*

Wheel Impact Load Detection

'This is a safety broadcast from the signaller at _____. There has been a wheel impact load detection alert for your train, continue at __mph and obey all signals. Only acknowledge if you have fully understood this message. To acknowledge, press the ST Button. End of safety broadcast

**Delete as appropriate*

Unusual events

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

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

Note:

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

Kent / Sussex Route GI - Dated: 24/02/2024

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TS1 Issue 14 General Signalling Regulations and referenced in Handbooks; 6 - IWA, 7 - COSS and 20 - the Crossing the Line Procedure

Wessex Route

The use of Crossing The Line Procedure (CTLP) is authorised throughout Network Rail Kent, Sussex and Wessex Routes subject to the conditions shown below, and as shown in the following tables.

Only authorised staff may use CTLP

You have been briefed on the specific requirements for each location

The following locations are authorised for CTLP on the Wessex route:

Routes and Locations on which CTLP can be used (Subject to conditions as stated in Preamble)	Remarks and unique reference number
SW100 Waterloo to Clapham Junction	
Queenstown Road (Battersea)	CTLP - WX-CTL-QTRD – 2m,38ch
SW105 Clapham Junction to Weymouth	
Brockenhurst Country End	WX-CTL-BHCE - 93m 30ch
Hinton Admiral to Christchurch	WX-CTL-HINSUB – BML2 102m 10ch
Hinton Admiral to Christchurch	WX-CTL-SALRD – BML2 103m 09ch
Christchurch to Pokesdown	WX-CTL-IFORD – BML2 105m 02ch
Pokesdown to Bournemouth	WX-CTL-SOUTHRD – BML2 107m 07ch
Bournemouth London End	WX-CTL-BOLE – BML2 107m,55ch
Bournemouth Country End	WX-CTL-BOCE-166 – BML2 108m 49ch
Bournemouth Country End	WX-CTL-BOCE - BML2 108m,60ch
Bournemouth Country End	WX-CTL-GLENAVE – BML2 109m 33ch
Poole Station London End	WX-CTL-PSLE, BML2 - 113m 40ch
Poole Station Country End	WX-CTL-PSCE STERTE RD - BML2 114m 24ch
Pool Station Country End	WX-CTL-PSCE - BML2 114m, 40ch
Hamworthy to Holton Heath	WX-CTL-RVLE – BML2 116m 61ch
Hamworth to Holton Heath	WX-CTL-RVCE – BML2 116m 79ch
Holton Heath to Wareham	WX-CTL-WSLE - 120m, 40ch
Wareham Station	WX-CTL-WSCE, BML2 - 121m 02ch
Dorchester South Country End	WX-CTL-DSCE, BML3 - 162m 21ch
Bincombe Tunnel London End	WX-CTL-BTLE, BML3 - 164m 40ch
SW110 Woking Junction to Portsmouth Harbour	
Havant Station London End	WX-CTL-HSLE, WPH2 - 37m 34ch
SW120 Pirbright Junction To Alton	
Pirbright Junction to Ash Vale	WX-CTL-PBSS, PAA1 – 29m, 60ch
Pirbright Junction to Alton	WX-CTL-AVAS, PAA1 – 32M, 30ch
SW150 Redbridge to Sailsbury Tunnel Junction	
East Grimstead GF	WX-CTL-EGGF-RTJ2 90m 13ch
SW170 Westbury to Wilton Junction	
Wilton North	WX-CTL-WILTN - SAL 131m 53ch
Wilton Junction to Warminster	WX-CTL-LLLC-SAL 126m 54ch
Wilton Junction to Warminster	WX-CTL-GTWSH-SAL 128m 18ch
SW175 Castle Cary to Dorchester Junction	
Yeovil Pen Mill	WX-CTL-YVCP – WEY 141m 34ch
SW205 Leatherhead to Effingham Junction	
Effingham Substation	WX-CTL-EJSS – LEJ 22m 09ch
SW220 Latchmere Junction to Kensington Olympia	
Sheepcote Lane	WX-CTL-SHCT - SCC 3m 35ch
SW260 Ascot to Ash Vale Junction	
Frimley TP Hut	WX-CTL-FTPH – AAV 37m 10ch

Wessex Route GI - Dated: 13/07/2024

TS1 Issue 17 General Signalling Regulations and referenced in Handbooks; 6 - IWA, 7 - COSS and Track

Workers Manual

Kent Route

The use of Crossing The Line Procedure (CTLP) is authorised throughout Network Rail Kent, Sussex and Wessex Routes

subject to the conditions shown below, and as shown in the following tables. Only authorised staff may use CTLP

You have been briefed on the specific requirements for each location.

The following locations are authorised for CTLP on the Kent route

<u>Routes and Locations on which CTLP can be used</u> <u>(Subject to conditions as stated in Preamble)</u>	<u>Remarks and unique reference number</u>
SO110 Victoria to Ramsgate (via Herne Hill and Chatham)	
Cobhambury road bridge	CTLP-KNT-Kent-02-VIR-28m25ch
Woodlands road bridge	CTLP-KNT-Kent-03-VIR-36m58ch
Hartley Bottom access point	CTLP-KNT-Kent-04-VIR-24m58ch
St Anne's	CTLP-KNT-Kent-05-VIR-51m40ch
Faversham CS	CTLP-KNT-Kent-06-VIR-52m23ch
Otterham Quay Lane to Access 2084 Points	CTLP-KNT-Kent-07-VIR-39m40ch
Breach Lane bridge	CTLP-KNT-Kent-08-VIR-40m63ch
Four Oaks Bridge	CTLP-KNT-Kent-09-VIR-50m22ch
Coldharbour bridge	CTLP-KNT-Kent-23-VIR-42m69ch
Twydall footbridge	CTLP-KNT-Kent-28-VIR-37m48ch
Smarts Crossing footbridge	CTLP-KNT-Kent-29-VIR-38m28ch
St. Mary Cray Substation	CTLP-KNT-Kent-39-VIR-14m41ch
Longfield Station (a.k.a. Fawkham Jcn FTN)	CTLP-KNT-Kent-42-FJS-22m1401yds
Bickley Jun PHCC A	CTLP-KNT-Kent-45-VIR-11m54.5ch
Clapham FTN	CTLP-KNT-Kent-67-VIR-02m48.5ch
SO130 Charing Cross / Cannon Street to Dover Priory / Eurotunnel Interface (via Tonbridge)	
Ashford Platform 1 London End	CTLP-KNT-Kent-10-XTD-56m02ch
Moss Bridge 334	CTLP-KNT-Kent-11-XTD-42m22ch
Moss Lane Bridge 334	CTLP-KNT-Kent-12-XTD-42m22ch
Hawkenbury Road Bridge Up	CTLP-KNT-Kent-13-XTD-42m56ch
Hawkenbury Road Bridge Down	CTLP-KNT-Kent-14-XTD-42m56ch
River Beult A Bridge Up	CTLP-KNT-Kent-15-XTD-43m12ch
River Beult A Bridge Down	CTLP-KNT-Kent-16-XTD-43m12ch
River Beult B Bridge Up	CTLP-KNT-Kent-17-XTD-43m60ch
River Beult B Bridge Down	CTLP-KNT-Kent-18-XTD-43m60ch
Frittenden Road Bridge (Water Lane) Up	CTLP-KNT-Kent-19-XTD-44m30ch
Frittenden Road Bridge (Water Lane) Down	CTLP-KNT-Kent-20-XTD-44m30ch
Frittenden Culvert 344 Up	CTLP-KNT-Kent-21-XTD-44m32ch

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Rule Book Module TS1 - General signalling regulations

Section 13, Clause 13.2 - IWA, COSS or PC blocking a line

Crossing the Line Procedure (CTLP)

Sussex Route

GE/RT8000/TS1 General Signalling Regulations, regulation 13.2, GE/RT8000/HB7 General Duties of a controller of site safety (COSS), regulation 3.1, GE/RT8000/HB6 General duties of an Individual Working Alone (IWA), regulation 3.1 and GE/RT8000/HB20 Duties of a Safe Work Leader Working Outside a Possession, regulation 3.1.

The use of 'Crossing The Line Procedure (CTLP)' is authorised throughout the Network Rail Sussex Route.

Only authorised staff may use CTLP at each specific location and will have been briefed on conditions of use.

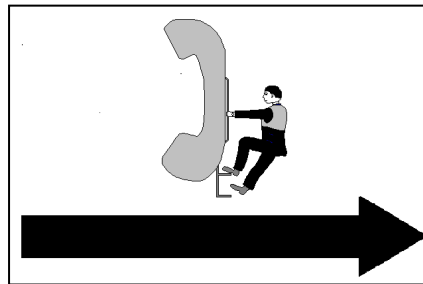
The following locations have been risk assessed and are authorised for CTLP on the Sussex Route.

<u>Routes and Locations on which Crossing The Line Procedure can be used</u> <u>(Subject to conditions as stated in Preamble)</u>	<u>Remarks</u> <u>And unique reference number</u>
SO500 Victoria to Brighton	
ELR: VTB1 Cottage Bridge at 9m 67ch / LBW 9m 46ch	SX-CTL-171
ELR: VTB2 East Croydon Platform 6 at 10m 19ch	SX-CTL-107
ELR: VTB2 East Croydon Platform 3 at 10m 34ch	SX-CTL-108
ELR: VTB2 Barclay Road Bridge at 10m 36ch	SX-CTL-109
ELR: VTB3 Ouse Valley Viaduct 35m 20ch	SX-CTL-005
ELR: VTB3 Burgess Hill T372 signal at 41m 60ch	SX-CTL-166
ELR: VTB3 Burgess Hill TP Hut at 42m 30ch	SX-CTL-160
ELR: VTB3 between Burgess Hill and Hassocks at 42m 70ch	SX-CTL-161
ELR: VTB3 Pangdean Substation at 46m 31ch	SX-CTL-056
ELR: VTB3 Patcham RRV at 47m 39ch	SX-CTL-064
SO510 London Bridge to Epsom Downs	
ELR: BJN1 Norwood Jn Substation at 8m 5ch	SX-CTL-129
ELR: LBW between Norwood Jn Station and Gloucester Road Jn at 9m 17ch	SX-CTL-103
SO520 Three Bridges to Portsmouth Harbour	
ELR: TBH2 Barnham FTN at 22m 56ch	SX-CTL-138
ELR: TBH2 Bosham at 31m 49ch	SX-CTL-029
SO530 South Croydon to East Grinstead	
ELR: SCU1 Oxted M25 at 19m 25ch	SX-CTL-174
ELR: SCU1 Chalkpit Lane at 19m 38ch	SX-CTL-115
ELR: HGG1 between Hurst Green and Lingfield at 22m 48ch	SX-CTL-098
ELR: HGG1 between Hurst Green and Lingfield at 25m 19ch	SX-CTL-099
ELR: HGG1 between Dormans and East Grinstead at 28m 31ch	SX-CTL-169

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

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

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



South East (Kent, Sussex, Wessex) Territory GI - Dated: 01/02/14

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

Section 3 - Limited clearance at signal post telephones

Kent Route

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

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

Drivers must comply with the provisions of Section 3 when detained at these signals.

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

Between/Location	Line	Signal	Note
SO110 Victoria to Ramsgate (via Herne Hill and Chatham)			
Victoria	A Section	TVS23	Down Direction No phone provided
	B Section	TVS25	Down Direction No phone provided
	C Section	TVS27	No phone provided
Battersea Pier Jn and Victoria	Up Chatham Fast	TVS28	Down Direction No phone provided
Victoria and Battersea Pier Jn	Wall Siding	TVS556	No phone provided
	Up Chatham Fast	TVS32	No phone provided
	Down Chatham Slow	TVS33	No phone provided
	Down Chatham Slow	TVS37	No phone provided
Battersea Pier Jn	Up Chatham Fast	TVS38	No phone provided
	Chatham Reversible	TVS40	Up Direction
Battersea Pier Jn and Linford Street Jn	Up Stewarts Lane	TVS42	
	Up Chatham Fast	TVS56	Down Direction No phone provided
Linford Street Jn	Up Chatham Fast	TVS74	Up Direction No phone provided
Wandsworth Road	Up Chatham Fast	VS82	
	Down Chatham Fast	VS237	
	Up Chatham Fast	VS238	
St Mary Cray and Swanley	Up Chatham Slow	VS242	
	Down Chatham Fast	VS243	
	Down Chatham Fast	VS247	

SO140 Swanley to Ashford			
Maidstone East	Reversible	ME39	Up direction
	Reversible	ME23	Down direction
Hothfield	Down Maidstone	AD854	Up direction
	Maidstone Loop	AD856	Up direction
	Down Maidstone	AD853	Down direction
SO220 Ashford to Ramsgate (via Canterbury West)			
Ashford	Down Reception	AD878	Up direction
	Down Canterbury	AD876	Up direction
	Down Canterbury	AD873	Down direction
SO250 Battersea Pier Jn To Wembley			
Clapham Jn Station and Latchmere No 1 Jn	Up West London	TVC593	No phone provided
	Down West London	TVC595	Up Direction No phone provided
	Down West London	TVC147	Up Direction No phone provided
Sheepcote Curve	Up Sheepcote Lane	TVC639	Down Direction No phone provided
Latchmere No 1 Jn and Imperial Wharf Station	Down West London	TVC680	Up Direction No phone provided
	Down West London	TVC681	No phone provided
	Up West London	TVC683	Down Direction No phone provided
Imperial Wharf Station and West Brompton Station	Down West London	TVC685	No phone provided
	Up West London	TVC687	Down Direction No phone provided
	Down West London	TVC688	Up Direction No phone provided
	Up West London	TVC690	No phone provided
West Brompton station and Kensington Olympia	Down West London	TVC692	Up Direction No phone provided
	Down West London	TVC693	No phone provided
	Up West London	TVC694	No phone provided
Kensington Olympia Station	Down West London	TVC698	Up Direction No phone provided
	Down West London	TVC801	No phone provided
	Up West London	TVC803	Down Direction No phone provided

Shepherd Bush Station and Mitre Bridge Jn	Down West London	TVC809	No phone provided
	Up West London	TVC811	Down Direction No phone provided
	Down West London	TVC812	Up Direction No phone provided
	Up West London	TVC814	No phone provided
SO260 Brixton Jn to Shortlands Jn.			
Cambria Jn	Up Catford Loop	VS424	
Crofton Road Jn	Up Catford Loop	VS440	
Shepherds Lane Jn and Denmark Hill Tunnel	Down Atlantic	VS423	
Grove Tunnel and Crofton Road Jn	Up Atlantic	VS438	
	Down Atlantic	VS441	
Nunhead and Peckham Rye	Up Catford Loop	VS446	
Between Denmark Hill and Crofton Road Jn	Up Catford Loop	VS436	
SO290 North Kent East Jn to Dartford Jn (via Greenwich)			
and Deptford	Down North Kent	TL403	
SO300 Lewisham to Crayford Creek Jn (via Bexleyheath)			
Lewisham	Down North Kent	L445	No telephone provided
SO310 Hither Green to Maidstone West (via Dartford)			
Dartford Jn and Dartford	Reversible	NK495	Down direction
Dartford	Reversible	NK494	Up direction
Gravesend	Up North Kent	NK406	No telephone provided
Gravesend	Up North Kent	NK435	No telephone provided
Gravesend	Down North Kent	NK463	No telephone provided
Maidstone West	Up Main	MS10	

South East (Kent, Sussex, Wessex) Territory GI - Dated: 03/01/2023

Rule Book Module SS1 - Station duties and train dispatch

Sections 3.1, 3.2, 3.4, 3.5, 3.7, 3.9, 3.11 and 3.12

Changes to train dispatch procedures at certain South West Railway stations

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

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

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

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

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

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

Defective Dispatch Bat:

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

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

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

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

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/17

Rule Book Module HB8 - IWA, COSS or PC blocking a line

Kent & Sussex Route Infrastructure

It is permitted for a train to be stabled in a platform line when blocking the line as shown in Rule Book Modules **HB8 IWA**, **COSS or PC blocking a line** and **HB21 Safe Work Leader blocking a line**.

The arrangements shall only apply at the following locations:

- On platform lines at terminal stations located on Kent & Sussex Routes,
- On dead end bay lines at through stations located on Kent & Sussex Routes, including London Blackfriars and London Bridge
- On the running lines shown in **Berthing of trains – Sussex Route or Berthing of trains – Kent Route** as shown in the electronic and hard copies of the Sectional Appendix.

Kent & Sussex Route GI - Dated: 14/09/2021

Rule Book Module HB8 - IWA, COSS or PC blocking a line

Section 2.4 - Using a track circuit operating device

Kent Route

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

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

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

Certificate of Acceptance Number PA05/361

Type SAFE 7265 for Bullhead rails

Type SAFE 7239 for flatbottom rails

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

Certificate of Acceptance Number PA05/365

Type CE59/BH - for Bullhead rails

Type CE59/FB - for flatbottom rails

Manufacturer: P&B Weir Electrical.

Track Circuit Operating Devices:-

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

Cautionary Notes:

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

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

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

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

Longfield – Faversham	Down Chatham – EK4001 (Down Chatham)/EK4703 (Down North Kent) to EK4325 Up Chatham – EK4326 to VS274
Faversham – Ramsgate	Down Chatham – EK5051 to EK5143 Up Chatham – EK5152 to EK5064
SO130 Charing Cross/Cannon Street to Dover Priory/Eurotunnel Interface (via Tonbridge)	
Charing Cross to Dover Priory/Eurotunnel Interface (via Tonbridge)	All lines – Charing Cross to Lucas Street Tunnels inclusive. Emergency Point and Route Release and PoSA Area All Lines London Side of Hither green Station to London side of Chiselhurst tunnels
Cannon Street to Borough Market Jn	NIL
Metropolitan Jn to Cannon Street	SSN Track Circuit on Metropolitan Reversible Emergency Point and Route Release and PoSA Area
Parks Bridge Jn to Ladywell (Ladywell Loop)	NIL
Chislehurst Jn to St. Mary Cray Jn (Chatham Reversible)	NIL
St. Mary Cray Jn. to Chislehurst (Up Chatham loop)	NIL
Bickley Jn to Petts Wood Jn (Tonbridge)	NIL
SO140 Swanley to Ashford (via Maidstone East)	
Swanley to Ashford (via Maidstone East)	NIL
Otford Jn to Sevenoaks	NIL
SO150 Sittingbourne (Eastern Jn) to Sheerness-on-Sea.	
Sittingbourne Eastern Jn to Sheerness-on-Sea	Down Sheppey – Eastern Jn to Middle Jn Up Sheppey – EK4234 to Eastern Jn Sheppey Single – EV811 to EV812
Sittingbourne Western Jn to Middle Jn	All Lines
SO160 Shepherds Well to Dover Priory	
Faversham to Dover Priory	Up - EK4470 to EK4354 Dn - EK4343 to YE35
SO170 Tonbridge to Bo Peep Jn	
Stonegate to Etchingham	Up - RB436 to RB434 Dn - RB427 to Etchingham level crossing (inclusive)
Robertsbridge	Up - RB2 to Robertsbridge level crossing (inclusive) Dn - RB18 to Robertsbridge level crossing (inclusive)
Robertsbridge - Battle	Up - RB5 to RB6 Dn - RB16 to BJ437
Battle	Up - BJ444 to Marley Lane level crossing (inclusive) Dn - BJ437 to Marley Lane level crossing (inclusive)
SO220 Ashford to Ramsgate (via Canterbury West)	
Ashford to Wye	NIL
Minster	Up - EBE64 to EBE63 Dn - EBE4 to EBE5
Minster to Ramsgate	Up - EK4968 to EBE66 Dn - EBE7/EBE10 to EK4981
SO230 Folkestone East to Folkestone Harbour	
Folkestone East to Folkestone Harbour	Up -Folkestone Harbour to Folly Road crossing (inclusive) Dn - YE79 YE90 YE91 YE92 to Folkestone Harbour

Rule Book Module TS1 – General Signalling Regulations

Section 13, Clause 13.2 – IWA, COSS or PC blocking a line

Section 13,2,4 - T-COD

Handbook 8 – IWA, COSS or PC blocking a line

Section 2, Clause 2.4 – Using a track circuit operating device

Wessex Route

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

Note: If a section of route or location is not shown in the left hand column and it does not show it as prohibited in the righthand column, a T-COD must not be used.

Only the following T-CODs are currently approved for use on Network Rail Kent, Sussex and Wessex Routes.

- T-COD Bullhead rail (SAFE 7265) 0057/052991
- T-COD Flat bottom rail (SAFE 7239) 0057/052992
- Manufacturer: Safetrack Baavhammer AB (May be identified as “TRACK WARNING”, ‘SAFETRACK SAFE’ or ‘TRACK’)
- Remote Tcods and their location for use are detailed within the standard NR/L3/OPS/009
- The type ZKL-3000 T-COD manufactured by Duel Inventive Cat No – 0057/052973 in authorised for use
- The type ZKL 3000 RC T-COD manufactured by Duel Inventive Cat No – 057/052993, serial PA05/03898 may only be used in non-DC-electrified areas.

The following must be noted and understood before using a manual Tcod:

- **must not** be used on a track circuit affected by track circuit failures, broken rail or negative bonding defects or repairs
- **must not** be used on a line equipped with axle counters
- **must not** be used where permissive working applies, (as indicated by the ‘remarks’ PP, PP-A, PP-S, PP-C and PF in Table A of this publication),
- **must not** be used on the approach to an OD, AHBC, ABCL or AOCL level crossing
- **must not** be applied between the signal protecting a CCTV or MCB level crossing and the level crossing itself
- **must not** be applied in “fourth” rail electrified areas
- **must not** be applied where check or guard rails are provided
- **must not** be used where there are single rail track circuits on third rail DC lines (identified by a yellow plastic cover on the underside of the rail)
- **must not** be used where track circuits in sidings are present
- **must not** be used on a Tokenless Block line
- **may only** be used by a person trained and certified competent in the use of the T-COD to be applied
- **may only** be used in areas where signals are controlled or maintained by the operation of track circuits

Cautionary Notes:

- Applying a T-COD near points may inhibit the use of some signalled routes which are not affected by the work
- Applying a T-COD on a section of line that becomes part of an overlap track circuit may inhibit the use of some signalled routes which are not affected by the work
- Applying a T-COD in an area where TOWS is fitted will prompt a continuous warning from the TOWS warning equipment
- T-COD’s must be applied either on the approach to the worksite or within the first signal section of the worksite itself. The presence of converging routes must be considered when planning protection by T-COD.
-
- **Additional instructions for remote-controlled track-circuit operating devices (RC T-CODs)**
- Wessex Route will on a case-by-case basis review applications for permanent installations of RC T-CODs. Any such prohibition shown in this list that may otherwise apply will be superseded by the application upon approval by the relevant Signals & Telecoms representative and the route Head of Assets.
-
- A complete list of permanently installed RC T-CODs in use on Wessex Route will be maintained by the relevant Project Manager.

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

Locations/Sections on which T-COD are permitted	Remarks (to include any locations / sections where T-COD cannot be used in addition to those in GE/RT8000)
SW100 Waterloo to Clapham Junction	
Waterloo to Clapham Jn	NIL
Nine Elms Jn to Linford Street Jn	NIL
West London Jn to Latchmere Jn	NIL
Clapham Jn (W) to Latchmere Jn	NIL
SW105 Clapham Junction to Weymouth	
Clapham Junction - New Malden	
Dn Main Slow - W155 - W231	
Dn Main Fast - W157 - W233	
Berrylands - Clapham Junction	
Up Main Slow - W234 - W132	
Up Main Fast - W232 - W130	
New Malden Junction	W237 - BEF2419
	W212 - c/o Malden (Elm Road) level crossing (inclusive)
Addlestone Jn to Byfleet Jn	
New Malden - Woking	
Down Slow - WK121 - WK167	
Down Fast - WK323 - WK369	
Up Slow - WK170 - WK126	WK156 - WK154
Up Fast - WK372 / WK508 - WK328	
	Woking station limits
	All sidings
Woking - Basingstoke	
Down Slow - WK173 - 2523b points	
Down Fast - WK375 - 2521 points	
Up Slow - BE158 - WK174	
Up Fast - BE410 - WK376	
	Basingstoke station limits
	East Bay platform 5
	All sidings
Dn Slow / Dn Southampton - BE165 - BE189	
Dn Fast / Dn Exeter - BE411 - BE435	
Up Southampton/Up Slow - BE188 - B172	
Up Exeter / Up Fast - BE434 - BE420	
Worting Junction / Micheldever / Wallers Ash / Winchester / Shawford / Eastleigh / Southampton Airport Parkway / St Denys	
All Lines - EH111 - E26 / E28	Eastleigh Station Limits
Dn Main / Dn Fast E34 / E36 / E38 - E707 / E709	Dn - E707 / E709 / E909 / E911 to Mount Pleasant level crossing (inclusive)
Dn Slow - E705/E703 - E707	
Dn Slow / Dn Fast/ Dn Main / Up Main reversible - c/o Mount Pleasant level crossing - E731 / E733	Southampton Station limits
Dn Fast / Dn Slow/Down main E745 / E747- E787	Bay sidings west/Down Loop/Down Loop ext/Up Docks/Maritime back road - E925 - E755
Dn Main - c/o Totton level crossing - BH366	Dn - E787 / PL981 to Totton level crossing (inclusive)

Rule Book Module HB8 - IWA, COSS or PC blocking a line

Section 2.4 - Using a track circuit operating device (T-COD)

Kent/Sussex Routes

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

Pre-installed Remote Controlled Track Circuit Operating Devices (RC- T-CODs), also known as ZKLs, are authorised on all ELRs in Kent and Sussex as additional protection for line blockages. ZKL locations have been agreed with the Signalling Engineer and Operations Risk Advisor.

Portable ZKLs are to be considered as manual T-CODs, and therefore subject to the restrictions listed in the table below.

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

Track Circuit Operating Devices: -

- **may only** be used by a person trained and certified competent in the use of the T-COD to be applied (activated, in the case of ZKLs)
- **may only** be used in areas where signals are controlled and maintained to danger by the operation of track circuits. (Examples of exclusions include Semaphore signals and some colour light signals in AB areas)
- **must not be** used on any section where train detection is by axle counter
- **must not be** applied where permissive working is authorised
- **must not be** used on a track circuit affected by track circuit failures, broken rail or negative bonding defects or repairs.
- **must not be** used on the approach to an MCB-OD, AHB, ABCL or AOCL crossing if it would affect the crossing controls
- **must not be** applied between the signal protecting a CCTV or MCB crossing and the level crossing.
- **must not be** applied in "fourth" rail electrified areas.
- **must not be** applied where check or guard rails exist.
- **must not be** applied where yellow conductor rail shrouding is fitted.

Cautionary Notes:

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

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

Routes and Locations on which manual T-CODs can be used (Subject to conditions as stated in Preamble)	Remarks (Locations/Sections where manual T-CODs cannot be used)
SO110 Victoria to Ramsgate (via Herne Hill and Chatham)	
Chislehurst Jn to St Mary Cray Jn (Chatham Reversible)	NIL restrictions
St. Mary Cray Jn to Chislehurst (Up Chatham loop)	NIL restrictions
Bickley Jn to Petts Wood Jn (Tonbridge)	
Longfield – Faversham	Down Chatham – EK4001 (Down Chatham)/EK4703 (Down North Kent) to EK4325 Up Chatham – EK4326 to VS274
Faversham – Ramsgate	Down Chatham – EK5051 to EK5143 Up Chatham – EK5152 to EK5064
SO130 Charing Cross/Cannon Street to Dover Priory/Eurotunnel Interface (via Tonbridge)	
Charing Cross to Dover Priory/Eurotunnel Interface (via Tonbridge)	All lines – Charing Cross to Lucas Street Tunnels inclusive. Emergency Point and Route Release and PoSA Area All lines London side of Hither Green station to London side of Chislehurst Tunnels between the signals detailed below. From TL287 to AD1 on Down Kent Slow From TL326 to TL290 on Up Kent Slow From TL2289 to AD3 on Down Kent Fast From TL328 to TL292 on Up Kent Fast
Cannon Street to Borough Market Jn	NIL restrictions
Metropolitan Jn to Cannon Street	SSN Track Circuit on Metropolitan Reversible Emergency Point and Route Release and PoSA Area
Parks Bridge Jn to Ladywell (Ladywell Loop)	NIL restrictions
Chislehurst Jn to St. Mary Cray Jn (Chatham Reversible)	NIL restrictions
St. Mary Cray Jn. to Chislehurst (Up Chatham loop)	NIL restrictions
Bickley Jn to Petts Wood Jn (Tonbridge)	NIL restrictions
SO140 Swanley to Ashford (via Maidstone East)	
Swanley to Ashford (via Maidstone East)	NIL restrictions
Oxford Jn to Sevenoaks	NIL restrictions
SO150 Sittingbourne (Eastern Jn) to Sheerness-on-Sea.	
Sittingbourne Eastern Jn to Sheerness-on-Sea	Down Sheppey – Eastern Jn to Middle Jn Up Sheppey – EK4234 to Eastern Jn Sheppey Single – EV811 to EV812
Sittingbourne Western Jn to Middle Jn	All Lines
SO160 Faversham to Dover Priory	
Faversham to Dover Priory	Up – EK4470 to EK4354 Dn – EK4343 to YE35
SO170 Tonbridge to Bo Peep Jn	
Stonegate to Etchingham	Up - RB436 to RB434 Dn - RB427 to Etchingham level crossing (inclusive)
Robertsbridge	Up - RB2 to Robertsbridge level crossing (inclusive) Dn - RB18 to Robertsbridge level crossing (inclusive)
Robertsbridge - Battle	Up - RB5 to RB6 Dn - RB16 to BJ437

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

Section 2 – Taking the possession

TERMINAL AND DEAD-END PLATFORM LINES WHERE TRAIN DETECTION IS BY AXLE COUNTERS

At terminal and dead-end platform lines where train detection is by axle counters, the Signaller is permitted to grant possession to the PICOP (and the PICOP is permitted to give up the possession to the Signaller) when a platform line is occupied by an empty coaching stock (ECS) train.

No work must be carried out between the buffer stops and the signal controlling exit from an occupied platform line unless authorised by the Operations Manager.

Stabling of trains at terminal and dead-end platform lines when work must be carried out between the buffer stops and the signal controlling exit from the platform line is prohibited unless authorised by the Operations Manager and the arrangements have been published.

The Rule Book, Module T3, Section 7 is modified accordingly.

Wessex Route GI - Dated: 04/02/12

Rule Book Handbook 11 - Duties of the person in charge of the possession (PICOP)

Section 5, Clause 5.2 – Automatic half barrier crossing (AHBC)

Kent Route

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

Consequently in addition to the requirements of the Handbook 11, Section 5.2 the following AHB crossings must be placed under local control before any movements are made over the crossings on the line(s) shown. Local control may be given up when the movement(s) has passed over the crossing.

Name of Crossing	Lines affected
SO110 Victoria to Ramsgate (via Herne Hill and Chatham)	
Stone	Either line
Graveney	Either line
SO180 Paddock Wood to Maidstone West	
Swatlands	Either line
Wagon Lane	Either line
Beltring	Up line
SO220 Ashford to Ramsgate (via Canterbury West)	
Broad Oak	Up line
Sevenscore	Either line

South East (Kent, Sussex, Wessex) Territory GI - Dated: 27/05/23

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

Section 6 - Classification trains

Speed of freight trains

Class 6, 7 and 8 freight trains (excluding MPV (Multi-Purpose Vehicle) OTM (On Track Machine) parcels trains and those listed in note (b) below)

These trains are limited to the maximum speeds shown below, subject to any lower limit imposed by the Rule Book Module SP, Section 2.2 'Speed restrictions' or specified for individual vehicles or local permanent and temporary speed restrictions:-

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

NOTE:- No reduction in speed is required:-

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

CTRL1 Wembley-Latchmere Junction-Nunhead/Herne Hill-Maidstone East-Dollands Moor

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

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

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

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

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

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

- c) on the following goods lines:-
Hoo Junction - Grain
Totton – Fawley
- d) Freight trains are permitted to operate at full maximum permissible speed over the line between Southcote Junction and Basingstoke.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 30/11/24

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

Section 26.4 Moving vehicles with wheelskates

Any movement using wheelskates on Kent, Sussex or Wessex routes is restricted to a maximum speed of **5 mph** when passing through **points and crossings** unless the Rolling Stock Technician imposes a more severe restriction.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 02/12/17

Handbook 2 - Instructions for track workers who use emergency protection equipment

Section 2 – Signal-post replacement switch

A SPRS may be used to place or hold an automatic or semi-automatic signal at Danger for the purpose of protecting a line that is unsafe.

The Signaller must be told immediately the switch has been turned to 'Red' and an assurance then given to the Signaller that the signal is at Danger.

The Signaller's permission must be obtained before a signal post replacement switch is turned back to 'Auto'.

The Signaller must make an entry in the Train Register each time that a switch is operated.

A person authorised to use a signal post replacement key/switch must be trained and competent in use of this equipment.

South East (Kent/Sussex/Wessex) Territory GI – Dated: 19/03/11

Rule Book Module HB5 - Handsignalling duties

Section 3 – Signal-post replacement switch

A SPRS may be used to place or hold an automatic or semi-automatic signal at Danger in the following circumstances:

4. Temporary Block Working (TBW) and,
5. Single line working (SLW)

The Signaller's permission must be obtained before the switch is turned to 'Red'.

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

The Signaller's permission must be obtained before a signal post replacement switch is turned back to 'Auto'.

The Signaller must make an entry in the Train Register each time that a switch is operated.

A person authorised to use a signal post replacement key/switch must be trained and competent in use of this equipment.

South East (Kent/Sussex/Wessex) Territory GI – Dated: 19/03/11

Handbook 8 – IWA, COSS or PC blocking a line

Section 2, Clause 2.3 – Disconnecting signalling equipment

Protection Arrangements

For the purposes of this procedure a track circuit may be considered as part of the signalling controls.

Points which can be disconnected, maintained, and detected, in one position which could be used to prevent trains approaching may also be considered part of the signalling controls.

Where reliance is placed on a track circuit showing occupied, a signalling technician disconnecting signalling equipment must make sure that the protection is not compromised by the setting of a shunt, call-on or warning class route, nor the approach control of main aspects.

South East (Kent/Sussex/Wessex) Territory GI – Dated: 19/03/11

Rule Book Module TS1 13.2 COSS, IWA, PC or blocking a line

It is permissible on platform lines at terminal stations (Except Lymington Pier), on dead end bay lines at through stations and on the running lines shown in "Berthing of trains – Wessex in Module KSW1 of the Sectional Appendix"

When the work is to take place on the platform within 2 Meters of the platform edge **OR** it is necessary to clear the platform starting signal from the platform.

For the duration of the work the following additional protection must be provided by

1. During daylight: a "NOT TO BE MOVED" board, or a red flag
2. During darkness, fog or falling snow: a red light (steady or flashing) The IWA, COSS or PC must make sure the protection is displayed on the platform side of the train:
 1. at the end from which the train is to be driven, or
 2. at both ends of the train if it can be driven from either end

If a signal is to be cleared for testing purposes the Signaller must confirm with the IWA, COSS or PC that the not to be moved board has been provided.

(Wessex) Territory GI – Dated: 30/08/2025

Handbook 10 – Duties of the COSS and person in charge when using a hand trolley

Trolleys going into or through tunnels

With reference to Handbook 10, trolleys are prohibited from entering any tunnel except when a competent person has taken possession of the line concerned as shown in Rule Book module T3 and Rule Book Handbook 11.

Wessex Route GI – Dated: 08/07/24

ANIMALS ON THE LINE

NOTICE TO TRAINCREW, SIGNALLERS AND CONTROLLERS

Where the rules and regulations (Rule Book Module TS1, Section 18.2 and Rule Book Module TW1 Section 25) require that trains be cautioned because of animals on the line, this procedure need not be applied providing that the animals are:

- domestic, for example, dogs
- deer
- not more than 6 sheep

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

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

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

SWANS ON THE LINE

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

South East (Kent, Sussex, Wessex) Territory GI - Dated: 10/03/18

Engineer's Sidings

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

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

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

South East (Kent, Sussex, Wessex) Territory GI - Dated: 25/09/22

Fires on clamplock points

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

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

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

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

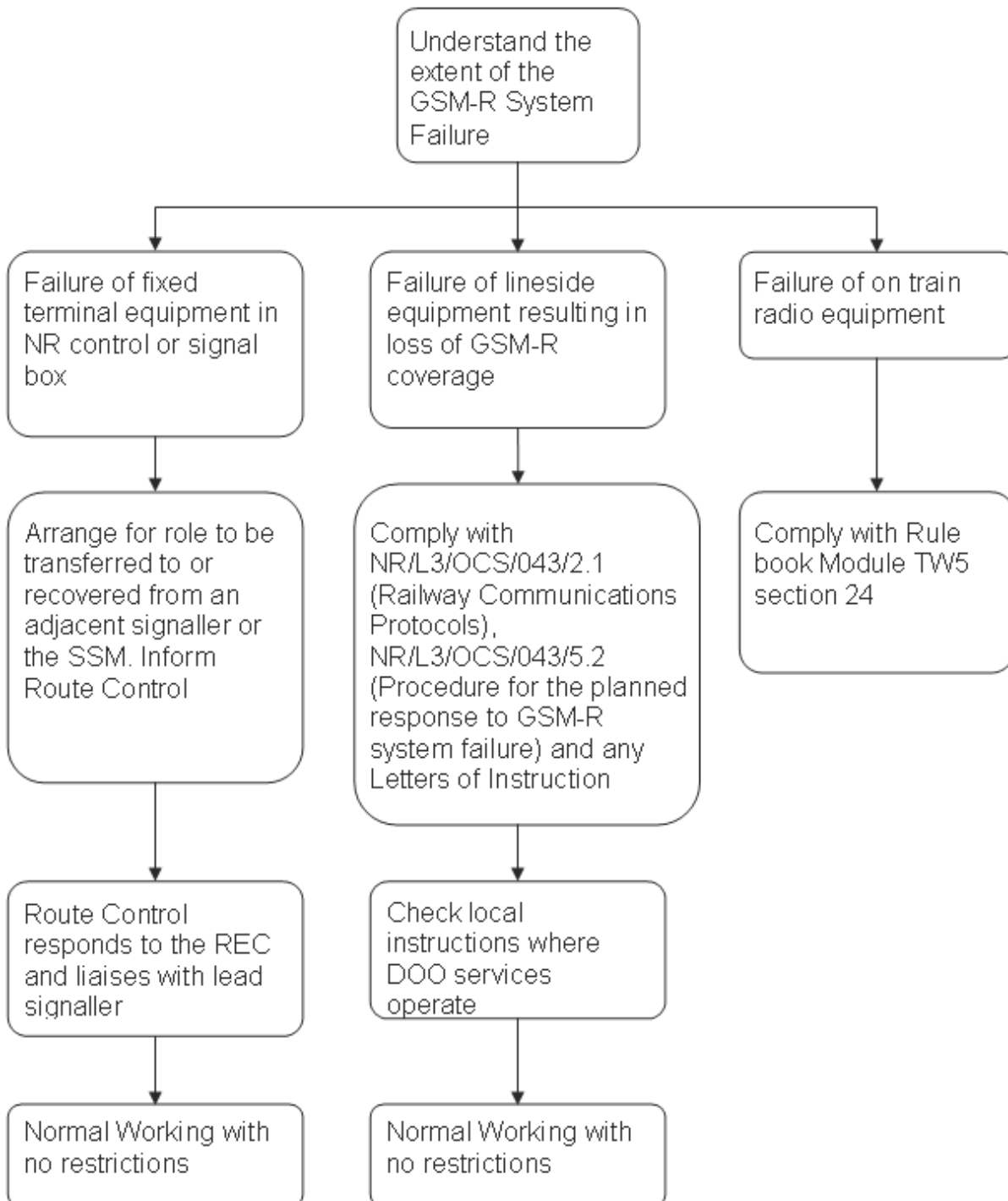
GSM-R - CAB RADIO REGISTRATION

GSM-R CAB MOBILE REGISTRATION IS TO ALWAYS BE ATTEMPTED USING THE LAST 3 DIGITS OF THE CORRESPONDING SIGNAL ID, AND AN APPROPRIATE WILD CARD ONLY USED WHERE THIS FAILS. PLEASE REPORT ANY PERSISTENT FAILURE OR SIGNAGE ADVISING ALTERNATIVE REGISTRATION CODES VIA AN FMS FOR INVESTIGATION BY THE GSM-R TEAM.

Kent & Sussex Route GI - Dated: 23/03/2026

Appendix 1

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



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

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

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

Forms Initiated by the Signaller

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

Forms Initiated by the Driver

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

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

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

International passenger and ECS trains - additional signs

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

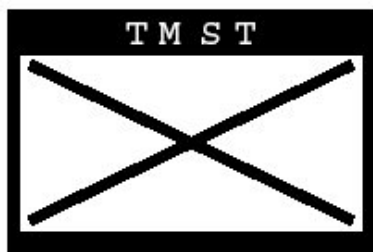
End of Restriction Indicator (shown below)

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



Class 373 "No Go" Indicator (shown below)

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



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

Lockout Protection Systems

The “lockout” systems provide a safe method of signal protection on lines shown in the following table.

The area protected and instructions for its operation are displayed at each “lockout” instrument.

The “lockout” may be used instead of protection arrangements referred to in Rule Book Module TS1 Regulation 13 and Handbook 8 and 20.

The person requesting protection must be either a certified, “Controller of Site Safety” (COSS) or “Individual Working Alone” (IWA).

Method of Protection

When a “lockout” system is to be used to provide protection, the following procedure must be observed:-

- a) The COSS/IWA must telephone the Signaller giving his/her Name, Grade, Employer, location and contact telephone number. He/she must state which “lockout” section they require to be protected by and the time duration. If use of the “lockout” is agreed, the Signaller must record these details in the train register book and repeat them back to the COSS/IWA who must confirm they are correct. When satisfied the arrangements are correct, the Signaller may authorise the COSS/IWA to operate the lockout device controls to the ‘Locked Out’ position. The COSS/IWA must observe the instructions displayed and remove the lockout key.
- b) When the protection is no longer required, the persons working under the control of the COSS must be moved to a position of safety and briefed on the changed protection arrangements. When the line(s) is/are clear and safe for trains to run on, the COSS/IWA must advise the Signaller of his/her Name, Grade, Employer location and contact telephone number. He/she must state which “lockout” section they require to restore to normal operation.. When advised to do so by the Signaller, he/she must replace the Key, and operate the lockout device controls to the ‘Traffic’ (returned to normal operation) position. The Signaller must be advised and he/she must check that the normal indication has been restored. The Signaller must advise the COSS/IWA and make an entry in the train register.
- c) The COSS/IWA who gives up the “lockout” protection, must, except in exceptional circumstances, be the same individual who obtained the “lockout” protection.

In exceptional circumstances, the COSS/IWA may hand over to a relief provided he/she advises the Signaller of the Name, Grade, Employer, location, and contact telephone number of his/her relief.

Lockout systems are provided between the following locations:

NOTE – Platform, bridge and Patrolman’s Lockouts are published as Local Instructions under their relevant line of route headings.

Line of Route	Sections of line equipped	Lockout No.	Additional information
SO110 – VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)	Down Chatham	EK9001	From beyond overlap of signal EK4031 to overlap of signal EK4035
	Up Chatham	EK9002	From beyond overlap of signal EK4042 to overlap of signal EK4038
	Down Chatham	EK9003	From beyond overlap of signals EK4035/EK4703 to signals EK4050/EK4052
	Up Chatham	EK9004	From signal EK4048 to overlap of signal EK4042
	Down Chatham	EK9005	From signal EK4050 to signal EK4067
	Up Chatham	EK9006	From beyond the overlap of signal EK4068 to signal EK4048
	Down Rochester Loop	EK9007	From signal EK4052 to signal EK4063
	Up Rochester Loop	EK9008	From limit of shunt signal EK4069 to overlap of signal EK4054
	Down Chatham	EK9009	From signals EK4063/EK4067 to overlap of signal EK4073
	Up Chatham	EK9010	From signal EK4070 to beyond overlap of signal EK4068
	Down Chatham	EK9011	From beyond overlap of signal EK4073 to limit of shunt signal EK4106
	Up Chatham	EK9012	From signals EK4108/EK4110 to signal EK4070
	Up Chatham/Up Gillingham Loop	EK9014	From signals EK4118/EK4120/EK4122 to signals EK4108/EK4110

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

Line of Route	Sections of line equipped	Lockout No.	Additional information
SO130 - CHARING CROSS/CANNON STREET TO DOVER PRIORY / EUROTUNNEL INTERFACE (VIA TONBRIDGE)	Down Slow	9300	Waterloo East to c/o Ewer Street Junction
	Up Slow	9301	c/o Ewer Street Junction to Waterloo East
	Down Fast	9302	Waterloo East to c/o Ewer Street Junction
	Up Fast	9303	c/o Ewer Street Junction to Waterloo East
	Up & Down Slow Up & Down Fast Up & Down Charing Cross	9307	Blocks – Ewer Street/Metropolitan Junctions on Fast/Slow and Charing Cross Lines only
	Up & Down Snow Hill	9306	Blocks Ewer Street/Metropolitan Junctions on Up & Down Snow Hill Lines only
	Down Snow Hill	9310	c/o Metropolitan Junction and London Bridge Station
	Up Snow Hill	9311	c/o London Bridge and Metropolitan Junction
	Down Charing Cross	9312	c/o Metropolitan Junction and London Bridge Station
	Up Charing Cross	9313	c/o London Bridge and Metropolitan Junction
	Up & Down Cannon Street	9320	c/o London Bridge Station Platforms 1/2/3 to 7155/7153 points
	London Bridge Platform 1 & 1 Down	9321	London Bridge Platform 1 to c/o North Kent East Junction
	London Bridge Platform 2 & 2 Down	9322	London Bridge Platform 2 to c/o North Kent East Junction
	London Bridge Platform 3 & 3 Up	9323	c/o North Kent East Junction to London Bridge Platform 3
	London Bridge Platform 4 & 4 Down	9324	London Bridge Platform 4 to c/o Bricklayers Arms Junction
	London Bridge Platform 5 & 5 Up	9325	c/o Bricklayers Arms Junction to London Bridge Platform 5
	London Bridge Platform 6 & 6 Down	9326	London Bridge Platform 6 to Southwark Park Road Junction
	London Bridge Platform 7 & 7 Reversible	9327	London Bridge Platform 7 to Southwark Park Road Junction
	London Bridge Platform 8	9328	London Bridge Platform 8
	London Bridge Platform 9 & 8 Up	9329	c/o Spa Road Junction to London Bridge Platform 9
	4 Down	9800	c/o Corbetts Lane and North Kent East Junctions
	Southwark Reversible	9802	c/o Corbetts Lane and Surrey Canal Junctions
	Down Kent Fast	9803	c/o Southwark Park Road Junction and Milton Court
	Up Kent Fast	9804	Milton Court to Spa Road Junction
	1 Down/2 Reversible / Up Up & Down Greenwich	9810	North Kent East Junction
	1 Down / 2 Reversible / 3 Up & 4 Down	9811	c/o North Kent East Junction to Milton Court

- *X** used for services which run with restrictions which can be implemented only by the signaller (such as OPPOS), whether freight, passenger or ECS
- Note: *X** run ex-ARS and must be signalled manually
- *X** is not to be used for trains with only routing restrictions

A range of options are required for trains with routing restrictions because these can vary greatly. Because rolling stock must be positively gauge cleared for each route over which it is to operate it is likely that rolling stock will carry restrictions of some sort. One of the following methods are to be used in Southern Region to identify services running with routing restrictions:

- • *Q** for services which must not be run off planned route, running line or path or which have significant routing restrictions
- • Use of a nominated specific range of head codes for services which have a limited number of restrictions, for example a restriction in just one signal box area or when pre-agreed by the relevant Route Operations team
- • Some services with restrictions require no specific precautions or notification, for example passenger stock where the only restrictions are in locations where they are not required to operate.

For operation of new services, the head code strategy is to be agreed with the relevant Route operations team and a record kept of the agreed decision and the rationale for it. This policy is not intended to change practices that are currently well established and work without problem (such as the operation of freight trains carrying container traffic under RT3973CON).

VSTP Planning

Southern Region Control teams are able to manage VSTP pathing for trains with gauge or routing restrictions but to enable adequate consideration, full details of the relevant restrictions must be supplied to the VSTP team. The following will be required:

- • A minimum of 24 hours' notice must be provided to enable due diligence in establishing a suitable path and preparing the necessary notices
- • The VSTP request form must be submitted by the requestor with the restrictions box correctly completed and either the applicable RT3973 or SoC attached with the request
- • The Control team will identify whether a suitable path can be found, check the suitability of the head code to be used using the guidance above, prepare and issue a suitable notice using the guidance above and advise signalboxes on Route either directly (for Southern Region locations) or via Route Controls (for off-Route locations)
- • The VSTP requestor is responsible for ensuring that the correct version of any RT3973 or SoC is submitted and in the event of any discrepancy the VSTP request will be declined

South East (Kent, Sussex, Wessex) Territory GI - Dated: 25/09/2022

Movement of Long Welded Rail trains

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

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

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

Multiple units equipped with emergency brake switch (EBS)

On the following single line sections:-

Appledore and Ore (inclusive)

Wilton Jn and Tisbury (exclusive)

Castle Cary (exclusive) and Dorchester West.

Hurst Green - Uckfield

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

South East (Kent, Sussex, Wessex) Territory GI - Dated: 24/03/12

GSM-R - CAB RADIO REGISTRATION

GSM-R CAB MOBILE REGISTRATION IS TO ALWAYS BE ATTEMPTED USING THE LAST 3 DIGITS OF THE CORRESPONDING SIGNAL ID, AND AN APPROPRIATE WILD CARD ONLY USED WHERE THIS FAILS. PLEASE REPORT ANY PERSISTENT FAILURE OR SIGNAGE ADVISING ALTERNATIVE REGISTRATION CODES VIA AN FMS FOR INVESTIGATION BY THE GSM-R TEAM.

Wessex Route GI - Dated: 23/03/2026

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Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

Station	Platform	Length (cars)	Length (metres)
Greenwich	Platform 1	12	241.8
	Platform 2	12	248.5
Grove Park	Platform 1	10/8 (N)	
	Platform 2	12	290.8
	Platform 3	10	288.6
	Platform 4	12	299.6
	Platform 5	10	299.9
Halling	Platform 1	6	128.0
	Platform 2	6	123.0
Ham Street	Platform 1	4	91.0
	Platform 2	4	85.0
Harrietsham	Platform 1	5	124.8
	Platform 2	5	124.8
Hastings	Platform 1	8	167.0
	Platform 2	12	246.0
	Platform 3	12	248.0
	Platform 4	12	247.0
Hayes	Platform 1	12	310.1
	Platform 2	12	310.1
Headcorn	Platform 1	12	255.4
	Platform 2	12	249.4
Herne Bay	Platform 1	12	246.8
	Platform 2	12	247.4
Herne Hill	Platform 1	8	189.1
	Platform 2	8	187.7
	Platform 3	8	189.9
	Platform 4	8	186.2
High Brooms	Platform 1	12	249.0
	Platform 2	12	249.0
Higham	Platform 1	10	300.7
	Platform 2	10	286.8
Hildenborough	Platform 1	12	245.1
	Platform 2	12	251.2
Hither Green	Platform 1	12	285.7
	Platform 2	12	288.2
	Platform 3	12	287.1
	Platform 4	12	284.8
	Platform 5	12	245.1
	Platform 6	12	246.3
Hollingbourne	Platform 1	5	124.8
	Platform 2	5	124.8
Kearsney	Platform 1	8	169.5
	Platform 2	8	161.7
Kemsing	Platform 1	6	122.7
	Platform 2	6	121.4
Kemsley	Platform 1	8	167.0
	Platform 2	8	168.0
Kent House	Platform 1	8	186.1
	Platform 2	8	185.9
	Platform 3	8	182.4
	Platform 4	8	183.8

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

Station	Platform	Length (cars)	Length (metres)
Kidbrooke	Platform 1	12	284.7
	Platform 2	12	284.7
Knockholt	Platform 1	12	288.9
	Platform 2	12	291.5
Ladywell	Platform 1	12	291.8
	Platform 2	12	292.5
Lee	Platform 1	12	249.1
	Platform 2	12	252.8
Lenham	Platform 1	8	167.0
	Platform 2	8	167.3
Lewisham	Platform 1	12	297.1
	Platform 2	12	297.1
	Platform 3	12	297.4
	Platform 4	12	297.2
London Bridge	Platform 1	12	246m
	Platform 2	12	246m
	Platform 3	12	246m
	Platform 4	12	246m
	Platform 5	12	246m
	Platform 6	12	246m
	Platform 7	12	246m
	Platform 8	12	246m
	Platform 9	12	246m
Longfield	Platform 1	12	246.0
	Platform 2	12	246.0
Loughborough Junction	Platform 1	8	190.5
	Platform 2	8	163.2
Lower Sydenham	Platform 1	12	285.0
	Platform 2	12	284.0
Maidstone Barracks	Platform 1	8	167.0
	Platform 2	8	165.0
Maidstone East	Platform 1	8	166.4
	Platform 2	8	164.8
	Platform 3	8	172.4
Maidstone West	Platform 1	8	175.0
	Platform 2	8	152.0
Marden	Platform 1	12	244.0
	Platform 2	12	244.8
Margate	Platform 1	12	249.1
	Platform 2	12	248.4
	Platform 3	12	249.5
	Platform 4	12	298.7
Martin Mill	Platform 1	8	166.0
	Platform 2	8	166.0

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

Station	Platform	Length (cars)	Length (metres)
Maze Hill	Platform 1	12	242.5
	Platform 2	12	241.8
Meopham	Platform 1	12	245.0
	Platform 2	12	244.0
Minster	Platform 1	8	161.6
	Platform 2	8	179.3
Mottingham	Platform 1	10	206.7
	Platform 2	10	206.9
New Beckenham	Platform 1	12	282.6
	Platform 2	12	284.2
New Cross	Platform A	12	298.5
	Platform B	12	243.4
	Platform C	12	242.1
New Eltham	Platform 1	12	285.2
	Platform 2	12	288.9
New Hythe	Platform 1	8	166.0
	Platform 2	8	166.0
Newington	Platform 1	12	246.7
	Platform 2	12	244.2
Northfleet	Platform 1	10	208.3
	Platform 2	10	207.3
Nunhead	Platform 1	8	163.7
	Platform 2	8	163.2
Ore	Platform 1	6	107.0
	Platform 2	6	107.0
Orpington	Platform 1	12	257.0
	Platform 2	12	270.0
	Platform 3	12	275.0
	Platform 4	12	275.0
	Platform 5	12	277.0
	Platform 6	12	256.0
	Platform 7	12	256.4
	Platform 8	12	254.4
Otford	Platform 1	8	168.3
	Platform 2	8	168.8
Paddock Wood	Platform 1	12	244.1
	Platform 2	12	243.5
	Platform 3	4	170.0
Peckham Rye	Platform 1	8	163.5
	Platform 2	8	163.0
Penge East	Platform 1	8	184.0
	Platform 2	8	184.0
Petts Wood	Platform 1	12	297.4
	Platform 2	12	296.1
	Platform 3	12	291.1
	Platform 4	12	292.1
Pluckley	Platform 1	8	164.1
	Platform 2	8	164.3
Plumstead	Platform 1	12	246.3
	Platform 2	12	243.6

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

Station	Platform	Length (cars)	Length (metres)
Queenborough	Platform 1	8	165.0
	Platform 2	8	165.0
Rainham	Platform 0	12	257.0
	Platform 1	12	351.0
	Platform 2	12	247.3
Ramsgate	Platform 1	12	245.1
	Platform 2	12	248.0
	Platform 3	12	245.9
	Platform 4	12	245.1
Ravensbourne	Platform 1	8	163.7
	Platform 2	8	162.0
Robertsbridge	Platform 1	8	166.0
	Platform 2	8	186.0
Rochester	Platform 1	12	250.0
	Platform 2	12	253.0
	Platform 3	12	253.0
Rye	Platform 1	4	98.0
	Platform 2	4	75.0
Sandling	Platform 1	8	183.7
	Platform 2	8	183.6
Sandwich 12 carriage platforms available up to and including the Open Golf Championship in July 2021 and during future Open Golf Championships	Platform 1	12	247.4
	Platform 2	12	250.1
Selling	Platform 1	8	155.6
	Platform 2	8	164.8
Sevenoaks	Platform 1	12	266.2
	Platform 2	12	265.5
	Platform 3	12	264.8
	Platform 4	12	263.8
Sheerness-on-Sea	Platform 1	12	244.0
	Platform 2	8	167.0
Shepherds Well	Platform 1	8	167.3
	Platform 2	8	174.5
Shoreham	Platform 1	8	162.3
	Platform 2	8	163.3
Shortlands	Platform 1	8	185.0
	Platform 2	8	184.0
	Platform 3	8	183.7
	Platform 4	8	184.7
Sidcup	Platform 1	12	285.4
	Platform 2	12	285.8
Sittingbourne	Platform 1	12	246.5
	Platform 2	12	247.6
	Platform 3	12	241.5
Slade Green	Platform 1	12	241.7
	Platform 2	12	241.9
Snodland	Platform 1	6	144.0
	Platform 2	6	122.0

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

Station	Platform	Length (cars)	Length (metres)
Snowdown	Platform 1	8	167.3
	Platform 2	8	167.7
Sole Street	Platform 1	8	168.8
	Platform 2	8	178.0
St Johns	Platform 1	12	319.2
	Platform 2	12	320.5
St Leonards Warrior Square	Platform 1	8	165.0
	Platform 2	8	166.0
St Mary Cray	Platform 1	12	244.1
	Platform 2	12	244.0
	Platform 3	12	244.1
	Platform 4	12	243.8
Staplehurst	Platform 1	12	245.0
	Platform 2	12	244.2
Stone Crossing	Platform 1	12	285.1
	Platform 2	12	338.1
Stonegate	Platform 1	8	172.0
	Platform 2	8	171.0
Strood	Platform 1	12	283.0
	Platform 2	12	276.0
	Platform 3	12	286.0
Sturry	Platform 1	6	118.5
	Platform 2	6	121.4
Sundridge Park	Platform 1	10/8 (N)	205.0
	Platform 2	10/8 (N)	205.0
Swale	Platform 1	8	163.0
Swanley	Platform 1	12	252.0
	Platform 2	12	251.2
	Platform 3	12	251.0
	Platform 4	12	250.1
Swanscombe	Platform 1	12	242.3
	Platform 2	12	242.5
Sydenham Hill	Platform 1	8	183.8
	Platform 2	8	182.0
Teynham	Platform 1	12	248.5
	Platform 2	12	244.4
Thanet Parkway	Platform 1	12	250.7
	Platform 2	12	250.4
Three Oaks	Platform 1	1	31.0
Tonbridge	Platform 1	12	255
	Platform 2	12	252
	Platform 3	12	247.1
	Platform 4	8	165.3
Tunbridge Wells	Platform 1	11	232.0
	Platform 2	11	228.0

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

Station	Platform	Length (cars)	Length (metres)
Victoria	Platform 1	13	270.0
	Platform 2	14	359.0
	Platform 3	8	188.0
	Platform 4	8	201.0
	Platform 5	12/10 (N)	247.0
	Platform 6	12/10 (N)	245.0
	Platform 7	13	286.0
	Platform 8	10	221.0
Wadhurst	Platform 1	8	168.0
	Platform 2	8	166.0
Walmer	Platform 1	8	166.0
	Platform 2	8	165.0
Wandsworth Road	Platform 1	4	110.8
	Platform 2	4	86.0
Wateringbury	Platform 1	4	85.0
	Platform 2	4	84.0
Waterloo East	Platform A	12	282.5
	Platform B	12	245.0
	Platform C	12	250.0
	Platform D	12	257.4
Welling	Platform 1	12	287.0
	Platform 2	12	284.7
West Dulwich	Platform 1	8	169.9
	Platform 2	8	167.2
West Malling	Platform 1	8	167.3
	Platform 2	8	167.5
West St Leonards	Platform 1	8	174.0
	Platform 2	10	211.0
West Wickham	Platform 1	12	286.9
	Platform 2	12	299.3
Westcombe Park	Platform 1	12	241.8
	Platform 2	12	241.8
Westenhanger	Platform 1	5	109.4
	Platform 2	8	171.8
Westgate-on-Sea	Platform 1	12	254.3
	Platform 2	12	255.9
Whitstable	Platform 1	12	246.7
	Platform 2	12	247.2
Winchelsea (SEE NOTE 2)	Platform 1	4 3 (Class 171)	81.0
Woolwich Arsenal	Platform 1	10	248.0
	Platform 2	10	248.0
Woolwich Dockyard	Platform 1	10	224.0
	Platform 2	10	224.0
Wye	Platform 1	6	124.9
	Platform 2	6	120.8
Yalding	Platform 1	4	86.0
	Platform 2	4	86.0

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

② Because of risk of overhang on a locally operated Level Crossing, trains longer than 3 cars are not permitted to stop at Winchelsea in the Down Direction.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 14/04/2026

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Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

Bentley	Platform 1 (Reversible)	4	107.90
	Platform 2 (Down Loop)	6	123.44
Berrylands	Platform 1	10	209
	Platform 2	10	208
Bitterne	Platform 1	6	148.13
	Platform 2	6	148.13
Blackwater	Platform 1	4	84.12
	Platform 2	4	84.12
Bookham	Platform 1	10	200.6
	Platform 2	10	201.5
Botley	Platform 1	6	132.59
	Platform 2	6	132.59
Bournemouth	Platform 1	4	84.00
	Platform 2	12	247.91
	Platform 3	13	270.66
	Platform 4 (Down Extension)	11	238.66
Bracknell	Platform 1	10	281
	Platform 2	10	212
Bramley	Platform 1	3 cl 165 turbo	76.81
	Platform 2	3 cl 165 turbo	76.81
Branksome	Platform 1	5	114.30
	Platform 2	5	114.30
Brentford	Platform 1	10	206
	Platform 2	10	204
Brockenhurst	Platform 1	12	269.1
	Platform 2	12	267.0
	Platform 3	13	243.23
	Platform 4	13	226.77
Brookwood	Platform 1	12	248.72
	Platform 2	12	248.72
Bursledon	Platform 1	8	167.34
	Platform 2	8	167.34
Byfleet & New Haw	Platform 1	12	247.80
	Platform 2	12	247.80
Camberley	Platform 1	6	176.1
	Platform 2	6	136.8
Chandlers Ford	Single	4(170) 4 (158) 5xMk1	100.6
Chertsey	Platform 1	10	247.4
	Platform 2	10	212.9
Chessington North	Platform 1	10	208
	Platform 2	10	205
Chessington South	Single	10	204
Chetnole	Single	2	45.72
Chilworth	Platform 1	4	85.95
	Platform 2	4	85.95
Chiswick	Platform 1	10	204.4
	Platform 2	10	204.9
Christchurch	Platform 1	9	185.62
	Platform 2	9	185.62

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

Clandon	Platform 1	10	205
	Platform 2	10	205
Clapham Junction	Platform 1	4	92.0
	Platform 2	4	102.0
	Platform 3	10	214.00
	Platform 4	10	215.00
	Platform 5	10	213.00
	Platform 6	10	214.40
	Platform 7	10	211.00
	Platform 8	9	183.00
	Platform 9	11	220.00
	Platform 10	10	210.00
	Platform 11	10	204.00
Claygate	Platform 1	10	204
	Platform 2	10	208
Cobham	Platform 1	10	202
	Platform 2	10	206
Cosham	Platform 1	8	185.00
	Platform 2	8	169.80
Cranbrook	Single	6	152
Crewkerne	Single	6x159	120.70
Crowthorne	Platform 1	4	92.35
	Platform 2	4	92.35
Datchet	Platform 1	8	168.25
	Platform 2	8	168.25
Dean	Platform 1	7	150.70
	Platform 2	5	152.90
Dorchester South	Platform 1	5 (442) or 8 x Mk 1	191.11
	Platform 2	5 (442) or 5 x Mk 1	120.70
Dorchester West	Platform 1	8	170.99
	Platform 2	8	170.99
Dunbridge	Platform 1	2	74.07
	Platform 2	3	95.10
Durnsford Rd Staff Halt	Platform 1 (Up Fast)	½	27.43
Earley	Platform 1	8	170.3
	Platform 2	8	170
Earlsfield	Platform 1	10	205
	Platform 2	10	205
	Platform 3	10	206
Eastleigh	Platform 1	12	253.29
	Platform 2	12	253.29
	Platform 3 Down	12	253.29
	Platform 3 Up	9	190.00
Effingham Jct.	Platform 1	10	206
	Platform 2	10	208
Egham	Platform 1	10	209.2
	Platform 2	10	258.1
Epsom	Platform 1	10	208
	Platform 2	10	206

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

	Platform 3	10	206
	Platform 4	10	208
Esher	Platform 1	12	247.80
	Platform 2	12	246.89
Ewell West	Platform 1	10	205
	Platform 2	10	205
Fareham	Platform 1	9	189.28
	Platform 2	8	186.30
	Platform 3	8	169.17
Farnborough	Platform 1	12	245.06
	Platform 2	12	245.06
Farnborough North	Platform 1	4	90.53
	Platform 2	4	90.53
Farncombe	Platform 1	12	254.00
	Platform 2	8	203.79
Farnham	Platform 1	7	248.6
	Platform 2	12	249.63
Feltham	Platform 1	10	229.8
	Platform 2	10	208.8
Feniton	Single	3x159	110.0
Fleet	Platform 1	12	252.37
	Platform 2	12	252.37
Fratton	Platform 1	9	197.50
	Platform 2	9	190.10
	Platform 3	8	204.00
Frimley	Platform 1	5	91.00
	Platform 2	5	91.00
Fulwell	Platform 1	10	209
	Platform 2	10	212
Gillingham (Dorset)	Platform 1	6x159	149.96
	Platform 2	6x159	149.96
Godalming	Platform 1	12	249.63
	Platform 2	12	249.63
Gomshall	Platform 1	3	91.44
	Platform 2	3	91.44
Grateley	Platform 1	9x159	222.20
	Platform 2	9x159	222.20
Guildford	Platform 1	10	211
	Platform 2	12 Down	256.03
		8 Up	256.03
	Platform 3	12	256.03
	Platform 4	12	255.12
	Platform 5	12	255.12
	Platform 6	12	264.34
	Platform 7	12	263.12
	Platform 8	10	208.48
Hamble	Platform 1	4	92.35
	Platform 2	4	92.35
Hampton	Platform 1	10	204
	Platform 2	10	205
Hampton Court	Platform 1	10	208

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

	Platform 2	10	208
Hampton Wick	Platform 1	10	208
	Platform 2	10	212
Hamworthy	Platform 1	6	124.36
	Platform 2	6	124.36
Haslemere	Platform 1	12	249.63
	Platform 2	12	249.63
	Platform 3	12	249.63
Havant	Platform 1	12	251.46
	Platform 2	12	251.46
Hedge End	Platform 1	8	166.42
	Platform 2	8	166.42
Hersham	Platform 1	12	246.89
	Platform 2	12	245.97
Hilsea	Platform 1	8	163.68
	Platform 2	8	163.68
Hinchley Wood	Platform 1	10	204
	Platform 2	10	205
Hinton Admiral	Platform 1	6	138.07
	Platform 2	6	138.07
Holton Heath	Platform 1	6	124.36
	Platform 2	6	124.36
Honiton	Platform 1	6x159	185.62
	Platform 2	6x159	185.62
Hook	Platform 1	10	198.42
	Platform 2	10	198.42
Horsley	Platform 1	10	205
	Platform 2	10	206
Hounslow	Platform 1	8	166.8
	Platform 2	8	196.5
Isleworth	Platform 1	8	165.51
	Platform 2	8	165.51
Kempton Park	Platform 1	10	205
	Platform 2	10	205
Kew Bridge	Platform 1	10	205
	Platform 2	10	204
Kingston	Platform 1	8	163.80
	Platform 2	10	208.48
	Platform 3	10	209
Leatherhead	Platform 1	10	206.0
	Platform 2	10	206.0
Liphook	Platform 1	8	168.1
	Platform 2	8	168.1
Liss	Platform 1	8	169
	Platform 2	8	161.85
London Road Guildford	Platform 1	10	206
	Platform 2	10	205
Longcross	Platform 1	8	160.00
	Platform 2	8	160.00
Lymington Pier	Single	8	163.68

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

Lymington Town	Single	4	78.64
Maiden Newton	Platform 1	5	114.30
	Platform 2	5	114.30
Malden Manor	Platform 1	10	208
	Platform 2	10	205
Martins Heron	Platform 1	10	209.0
	Platform 2	10	212.0
Micheldever	Platform 1	6	141.8
	Platform 2	6	125.27
Milford	Platform 1	8	170.1
	Platform 2	7	164.59
Millbrook	Platform 1	8	182.80
	Platform 2	8	182.80
Moreton	Platform 1	6	147.56
	Platform 2	6	121.62
Mortimer	Platform 1	3 cl 165 turbo	82.30
	Platform 2	3 cl 165 turbo	82.30
Mortlake	Platform 1	10	205.05
	Platform 2	10	205.55
Motspur Park	Platform 1	10	204
	Platform 2	10	202
Netley	Platform 1	8	170.08
	Platform 2	8	170.08
New Malden	Platform 1 (Up Slow)	10	208
	Platform 4 (Down Slow)	10	206
New Milton	Platform 1	7	137.16
	Platform 2	7	137.16
Norbiton	Platform 1	10	205
	Platform 2	10	205
North Camp	Platform 1	7	153.62
	Platform 2	7	153.62
North Sheen	Platform 1	8	160.93
	Platform 2	8	160.93
Overton	Platform 1	9x159	223.11
	Platform 2	9x159	223.11
Oxshott	Platform 1	10	202
	Platform 2	10	204
Parkstone	Platform 1	6	130.76
	Platform 2	6	130.76
Petersfield	Platform 1	12	252.9
	Platform 2	12	247.80
Pinhoe	Platform 1	6x159	154.53
	Platform 2	6x159	150.88
Pokesdown	Platform 1	8	231.34
	Platform 2	11	231.34
Poole	Platform 1	12	252.9
	Platform 2	12	247.80
Portchester	Platform 1	5	123.97
	Platform 2	5	125.25
Portsmouth & Southsea	Platform 1	12	247.80

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

	Platform 2	12	247.80
	Platform 3	10	205.80
	Platform 4	12	254.40
Portsmouth Harbour	Platform 1	8	163.00
	Platform 3	12	244.00
	Platform 4	12	244.00
	Platform 5	12	244.00
Putney	Platform 1	8	186.54
	Platform 2	8	186.54
	Platform 3	8	186.54
	Platform 4	8	186.54
Queenstown Road	Platform 1	8	162.76
	Platform 2	8	162.76
	Platform 3	8	162.76
Raynes Park	Platform 1	10	223
	Platform 2	10	224
	Platform 3	10	208
	Platform 4	10	209
Reading	Platform 4	12	268
	Platform 5	12	268
	Platform 6	12	268
Reading Green Park	Platform 1	6	150
	Platform 2	5	150
Redbridge	Platform 1	7	148.13
	Platform 2	7	148.13
Richmond	Platform 1	8	205
	Platform 2	8	205
Romsey	Platform 1	7	157.28
	Platform 2	6	154.53
Rowlands Castle	Platform 1	6	133.50
	Platform 2	6	133.50
Salisbury	Platform 2	12 SCL	228.60
	Platform 3	12 SCL	228.60
	Platform 4	14 SCL	289.86
	Platform 5 (special instruction)	7 SCL	143.56
	Platform 6	7 SCL	162.76
	Platform 1 (special instruction)	12 SCL	228.60
Sandhurst	Platform 1	4x769	84
	Platform 2	4x769	84
Shalford	Platform 1	6	104.24
	Platform 2	6	97.84
Shawford	Platform 1	5	105.16
	Platform 2	5	105.16
	Platform 3	4	105.16
Shepperton	Single	10	210.3
Sherborne	Platform 1	6x159	143.56
	Platform 2	6x159	159.10
Sholing	Platform 1	8	160.93
	Platform 2	8	160.93

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

Southampton Airport Parkway	Platform 1	12	248.72
	Platform 2	12	248.72
Southampton Central	Platform 1	13	277.06
	Platform 2	13	277.06
	Platform 3	13	277.06
	Platform 4	13	277.06
	Platform 5 (special instruction)	6	136.25
St Denys	Platform 1	7	139.90
	Platform 2	6	139.90
	Platform 3	7	140.82
	Platform 4	7	140.82
St Margarets	Platform 1	8	221
	Platform 2	8	236
	Platform 3	8	210
Staines	Platform 1	10	205.35
	Platform 2	10	205.22
Stoneleigh	Platform 1	10	208
	Platform 2	10	207
Strawberry Hill	Platform 1	10	232
	Platform 2	10	222
Sunbury	Platform 1	10	205
	Platform 2	10	205
Sunningdale	Platform 1	10	243.1
	Platform 2	10	210.1
Sunnymeads	Platform 1	8	158.19
	Platform 2	8	158.19
Surbiton	Platform 1	12	243.23
	Platform 2	12	243.23
	Platform 3	12	243.23
	Platform 4	12	243.23
Swanwick	Platform 1	7	159.11
	Platform 2	7	159.11
Sway	Platform 1	7	137.16
	Platform 2	7	137.16
Swaythling	Platform 1	4	92.35
	Platform 2	4	92.35
Syon Lane	Platform 1	8	182.5
	Platform 2	8	209.40
Teddington	Platform 1	10	207
	Platform 2	10	205
Templecombe	Single	6x159	145.00
Thames Ditton	Platform 1	10	205
	Platform 2	10	213
Thornford	Single	2	45.72
Tisbury	Single	3x159 or 4x170	90.53
Tolworth	Platform 1	10	205
	Platform 2	10	209
Totton	Platform 1	7	128.93
	Platform 2	7	128.93
Twickenham	Platform 2 Up Bay	7	169.50
	Platform 3	8	208

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

	Platform 4	8	207
	Platform 5	8	206
Upper Halliford	Platform 1	10	205
	Platform 2	10	205
Upwey	Platform 1	6	127.10
	Platform 2	6	127.10
Vauxhall	Platform 1	10	209.40
	Platform 2	10	209.40
	Platform 3	10	205.04
	Platform 4	10	207.25
	Platform 5	8	191.11
	Platform 6	8	191.11
	Platform 7	10	209
	Platform 8	10	210
Virginia Water	Platform 1	10	223
	Platform 2	10	238
	Platform 3	7	164.00
	Platform 4	10	205
Walton on Thames	Platform 1	12	245.97
	Platform 2	12	245.97
Wanborough	Platform 1	4	90.53
	Platform 2	4	90.53
Wandsworth Town	Platform 1	8	175.1
	Platform 2	8	170.99
	Platform 3	8	170.99
	Platform 4	8	186.54
Wareham	Platform 1	8	174.65
	Platform 2	8	174.65
West Byfleet	Platform 1	12	245.06
	Platform 2	12	245.06
Weybridge	Platform 1	10	212
	Platform 2	12	233.17
	Platform 3	12	250.55
Weymouth	Platform 1	5	120.70
	Platform 2	12	272.49
	Platform 3	12	272.49
Whimble	Single	3x159	78.64
Whitchurch	Platform 1	9x159	219.46
	Platform 2	9x159	219.46
Whitton	Platform 1	10	209
	Platform 2	10	212
Wimbledon	Platform 5	10	230.00
	Platform 6	10	230.00
	Platform 7	10	230.00
	Platform 8	10	225.00
Winchester	Platform 1	12	247.80
	Platform 2	12	247.80
Winchfield	Platform 1	7	161.85
	Platform 2	10	198.42
Windsor & Eton Riverside	Platform 1	10	221.34
	Platform 2	10	221.05
Winnersh	Platform 1	8	168.6

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW1

	Platform 2	8	169.1
Winnersh Triangle	Platform 1	8	167.34
	Platform 2	8	167.34
Witley	Platform 1	8	165.51
	Platform 2	8	165.51
Woking	Platform 1	12	253.10
	Platform 2 Down	12	254.00
	Platform 2 Up	12	251.00
	Platform 3	12	255.00
	Platform 4 Down	12	252.00
	Platform 4 Up	12	256.00
	Platform 5 Down	14	289.00
	Platform 5 Up	12	275.00
	Platform 6	6	127.50
Wokingham	Platform 1	10	268.7
	Platform 2	10	299.00
Wool	Platform 1	6	139.90
	Platform 2	6	139.90
Woolston	Platform 1	7	150.88
	Platform 2	7	150.88
Worcester Park	Platform 1	10	209
	Platform 2	10	205
Worplesdon	Platform 1	12	246.89
	Platform 2	12	246.89
Wraysbury	Platform 1	8	177.39
	Platform 2	8	165.51
Yeovil Junction	Platform 1	6x159 (9 SCL)	185.62
	Platform 2	6x159 (9 SCL)	185.62
Yeovil Pen Mill	Platform 1	9	166.42
	Platform 2	8	166.42
Yetminster	Single	4	93.27

South East (Kent, Sussex, Wessex) Territory GI - Dated: 14/03/2026

Scharfenberg match wagons

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

The match wagons are located at:-

North Pole International Depot

Dollands Moor Freight Operations Centre

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

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

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

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

Shunt Moves (Out of Course Movements)

When a train is required to make an out of course shunt the Signaller must inform the Driver of the circumstances.

Before any shunt move commences, the Signaller must advise the Driver of the moves required to enable the shunt movement(s) to take place.

South East (Kent, Sussex, Wessex) Territory GI - Dated: 04/04/15

Signal passed at danger (SPAD) indicators

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

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

Signals with additional AWS magnet but no SPAD indicator

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

East Croydon	T108	London end of Platform 5
	T115	Country end of Platform 2
	T117	Country end of Platform 3

Orpington	AD61	Country end of Platform 4
	AD63	Country end of Platform 3

South East (Kent, Sussex, Wessex) Territory GI - Dated: 18/04/2026

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

Section of Line	Token or Staff Location	Person authorised to receive or deliver token or staff
Marchwood and Fawley	Fawley	Person in charge
BE471/BE466 Stop Boards and Ludgershall (Note: Annett's Key Section)	Andover	Shunter or Person in charge
Worgret Junction and Norden Gates	Wareham and Norden Gates	Swanage Railway Traincrew
Yeovil Pen Mill and Maiden Newton	Yeovil Pen Mill	Designated Component person
Hoo Junction (NK509) and Grain	Maiden Newton	Train Crew or Designated Component Person

South East (Kent, Sussex, Wessex) Territory GI - Dated: 11/05/2026

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10	05 December 2009
11	05 December 2009
12	05 December 2009
13	05 December 2009
14	05 December 2009
15	05 December 2009
16	05 December 2009
17	07 December 2024
18	07 December 2024
19	06 December 2025
20	06 December 2025
21	02 December 2023
22	02 December 2023
23	06 June 2026
24	06 June 2026
25	06 September 2025
26	06 September 2025
27	04 June 2016
28	04 June 2016
29	04 June 2016
30	04 June 2016
31	01 March 2025
32	01 March 2025
33	01 March 2025
34	01 March 2025
35	01 March 2025
36	01 March 2025
37	01 March 2025
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39	07 June 2025
40	07 June 2025
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64	01 March 2025
65	01 June 2019
66	01 June 2019
67	07 December 2024
68	07 December 2024
69	04 December 2021
70	04 December 2021
71	01 March 2025
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83	04 September 2021
84	04 September 2021
85	07 March 2026
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90	01 March 2025
91	03 March 2018
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97	30 May 2020
98	30 May 2020
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117	07 September 2024
118	07 September 2024
119	07 June 2025
120	07 June 2025
121	30 May 2020
122	30 May 2020
123	03 March 2018
124	03 March 2018
125	04 March 2023
126	04 March 2023
127	02 September 2023
128	02 September 2023
129	03 March 2018
130	03 March 2018
131	29 August 2020
132	29 August 2020
133	01 March 2025
134	01 March 2025
135	02 September 2023
136	02 September 2023
137	06 June 2026
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139	06 June 2026
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141	04 September 2021
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143	01 March 2025
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145	04 December 2021
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173	01 March 2025
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175	04 June 2016
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177	02 March 2024
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179	02 March 2024
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183	02 March 2024
184	02 March 2024
185	06 December 2025
186	06 December 2025
187	29 August 2020
188	29 August 2020
189	05 March 2022
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195	07 September 2024
196	07 September 2024
197	06 June 2015
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199	30 November 2019
200	30 November 2019
201	03 December 2022
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225	04 December 2021
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227	01 June 2013
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232	04 December 2021
233	04 December 2021
234	04 December 2021
235	03 March 2018
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238	03 March 2018
239	06 December 2025
240	06 December 2025
241	06 December 2025
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243	06 December 2025
244	06 December 2025
245	29 February 2020
246	29 February 2020
247	29 February 2020
248	29 February 2020
249	06 June 2015
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269	05 June 2021
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295	07 December 2024
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297	02 March 2024
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305	02 March 2024
306	02 March 2024
307	03 September 2011
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319	03 March 2018
320	03 March 2018
321	03 September 2011
322	03 September 2011
323	02 June 2018
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325	02 June 2018
325A	02 June 2018
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329A	04 March 2023
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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO110	001	Victoria to Ramsgate (via Herne Hill and Chatham)	VIR	Kent / Sussex	27/12/2022
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
VICTORIA	00 00	<p>MAXIMUM PERMISSIBLE SPEED BETWEEN VICTORIA AND ST. MARY CRAY JUNCTION - 60 MPH ON CHATHAM LINES 45 MPH ON ATLANTIC LINES</p> <p>ST. MARY CRAY JUNCTION AND RAMSGATE - 90 MPH</p> <p>To/From Up & Down Brighton slows. SO500 seq 2</p> <p>Grosvenor Carriage Shed</p> <p>Victoria Eastern Wall Sliding</p>	<p>TCB Three Bridges (ROC) Victoria Eastern W/S (TVS) RA8 DC: Lewisham</p> <p>Authorised EWS Class 6 & 7 International Traffic are exempt from the 2/3rds rule over this route but are subject to a maximum of 40mph between Mitre Bridge Jn and Shortlands Jn.</p> <p>Platforms 1-8 PP</p> <p>A.W.S not provided at signals VS23, VS25, and VS27.</p> <p>A.W.S not provided for emergency and temporary speed restrictions.</p> <p>GSM-R</p>		
Victoria Substation	00 56		<p>1 Up Chatham Slow 2 Down Chatham Slow 3 Up Chatham Fast 4 Down Chatham Fast 5 Down Brighton Slow</p>		

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO110	002	Victoria to Ramsgate (via Herne Hill and Chatham)	VIR	Kent / Sussex	16/05/2026
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Grosvenor Bridge		0 58	<p>The diagram illustrates the running lines and speed restrictions for the Victoria to Ramsgate route. It features four main lines labeled 4, 5, 2, and 3. Line 4 is an up Chatham Slow line with a 40 mph speed limit. Line 5 is a down Chatham Slow line with a 40 mph speed limit. Line 2 is an up Chatham Fast line with a 40 mph speed limit. Line 3 is a down Chatham Fast line with a 40 mph speed limit. Various speed restrictions (35, 25, 20) are indicated along the lines. Junctions are marked with asterisks (*). A vertical line separates the SUSSEX KENT region (left) from the WESSEX KENT region (right). Specific junctions are numbered 1 through 11. A note at the bottom right of the diagram states: '① Up and Down Waterloo curve lines between Nine Elms Junction & Lindford St Junction temporarily closed daily due to joint closure Temperature issues between 1200 & 1800 from 16 May to 09 July 2026'.</p>		<p>TCB Three Bridges (ROC) Victoria Eastern W/S (TVS) RA8 DC: Lewisham</p> <p></p> <p>A.W.S not provided for emergency and temporary speed restrictions.</p> <p>TCB Victoria SB (VS)</p>
Battersea Pier Jn		(0 71) *			
		0 73 *			
		1 16 *			
Route Boundary		1 41			
(Nine Elms Jn)		(2 00)			
Linford Street TP Hut		1 44			
Linford Street Jn		1 45 (2 50)			
Route Boundary		(2 44)			
<p>① Up and Down Waterloo curve lines between Nine Elms Junction & Lindford St Junction temporarily closed daily due to joint closure Temperature issues between 1200 & 1800 from 16 May to 09 July 2026</p> <p>1 Chatham Reversible 2 Up Chatham Fast 3 Down Chatham Fast 4 Up Chatham Slow 5 Down Chatham Slow 6 Up Stewarts Lane 7 Down Stewarts Lane 8 Up Waterloo Curve 9 Down Waterloo Curve 10 Up Chatham Main 11 Down Chatham Main</p>					

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR			Route	Last Updated		
SO130	009	Charing Cross/Cannon Street to Dover Priory/Eurotunnel Interface (via Tonbridge)	XTD	HDR	LEE	Kent / Sussex	02/05/2026		
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks		
Hither Green Jn		7 03 * 7 04 *					TCB Three Bridges ROC RA8 Grove Park B workstation (TL) DC: Lewisham		
Hither Green Substation		7 07 (7 10) *					Axle Counter Area		
HITHER GREEN		7 16 (7 23) * (7 24) *					DGL 28 (not permissible). UGL 33 (not permissible).		
(Lee Loop Jn)		7 30 * (7 45) (0 00) (0 26) cw					To/From Lee SO310 seq 1		
Lee Spur Jn		7 44 (0 29)					To/From Lee SO310 seq 1		

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated					
SO130	010	Charing Cross / Cannon Street to Dover Priory / Eurotunnel Interface (via Tonbridge)	XTD	Kent / Sussex	05/09/2020					
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks					
Bramdean TP Hut		8 10			<table border="1"> <tr> <td>TCB</td> <td>Three Bridges ROC</td> <td rowspan="2">GSM-R </td> </tr> <tr> <td>RA8</td> <td>Grove Park B workstation (TL) DC: Lewisham</td> </tr> </table> <p>Axle Counter Area</p> <ul style="list-style-type: none"> 1 Down Kent Slow 2 Up Kent Slow 3 Down Kent Fast 4 Up Kent Fast 5 Up Hither Green Departure Road 6 Down Hither Green Arrival Road 	TCB	Three Bridges ROC	GSM-R 	RA8	Grove Park B workstation (TL) DC: Lewisham
TCB	Three Bridges ROC	GSM-R 								
RA8	Grove Park B workstation (TL) DC: Lewisham									

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO130	011	Charing Cross / Cannon Street to Dover Priory / Eurotunnel Interface (via Tonbridge)	XTD BNG	Kent / Sussex	02/05/2026
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
GROVE PARK		8 78	<p>To/From Sundridge Park SO350 seq 1</p>		<p>TCB Three Bridges ROC RA8 Grove Park B workstation (TL) DC: Lewisham</p> <p>GSM-R</p> <p>Axle Counter Area</p> <p>A.W.S bell indication will only be received at signal L320 when Up Fast line signal L318 is also displaying a green aspect.</p> <p>1 Down Kent Slow 2 Up Kent Slow 3 Down Kent Fast 4 Up Kent Fast 5 Up & Down Bromley Branch</p>

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO130	012	Charing Cross / Cannon Street to Dover Priory / Eurotunnel Interface (via Tonbridge)	XTD	Kent / Sussex	05/09/2020
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Grove Park Substation		9 05	<p>5 6 7 8</p> <p>35 70 40 35 70 70</p> <p>1 2 3 4</p> <p>40 70 70 40 70 70</p> <p>4 3 2 1</p>		TCB Three Bridges ROC RA8 Grove Park B workstation (TL) DC: Lewisham GSM-R
		9 20			▲ Axle Counter Area
Chislehurst Slow Tunnel (649 yards)		9 61			TCB Ashford IECC (AD) RA8 DC: Lewisham GSM-R
Chislehurst Fast Tunnel (591 yards)		9 63			
Chislehurst Tunnels		10 10			
ELMSTEAD WOODS		10 21			
Elmstead Woods TP Hut		10 27			1 Down Slow 2 Up Slow 3 Down Fast 4 Up Fast 5 Up Kent Fast 6 Down Kent Fast 7 Up Kent Slow 8 Down Kent Slow

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
SO170	003	Tonbridge to Bo Peep Jn	TTH	Kent / Sussex	18/01/2025		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
Wadhurst Substation		37 53 *			<p>TCB Tonbridge SB (PE) RA8 DC: Paddock Wood</p> <p>CTLP-KNT-Kent-49-TTH-36m66ch CTLP-KNT-Kent-50-TTH-36m66ch CTLP-KNT-Kent-51-TTH-38m52ch CTLP-KNT-Kent-78-TTH-39m05ch</p> <p>Robertsbridge SB (RB)</p> <p>1 Up Hastings 2 Down Hastings</p>		
WADHURST		39 06 *					
Wadhurst Ground Frame		39 10 39 20 *					
Wadhurst Tunnel (1205 yards)		39 23 39 26 * 39 27					
to		39 65					
Snape TP Hut		40 40 * 40 50 * 41 12					
<p>GSM-R</p>							

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO170	004	Tonbridge to Bo Peep Jn	TTH	Kent / Sussex	18/04/2026
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					TCB Robertsbridge SB (RB) RA8 DC: Paddock Wood CTLP-KNT-Kent-53-TTH-41m45ch GSM-R
		41 60 *			
Stonegate Substation		43 30 * 43 33			
STONEGATE		43 66	T		
Crowhurst Bridge LC (AHBC)		45 36	T		
Turzes TP Hut		46 50			
ETCHINGHAM		47 34	T		
Etchingham LC (CCTV)		47 40			
Etchingham Substation		47 63			
					1 Up Hastings 2 Down Hastings

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO280	002	Farringdon to Herne Hill	HHH BMJ	Kent / Sussex	18/01/2025
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
BLACKFRIARS	0 35				<p>TCB TBROC Core South Workstation PoSA (TVS) ERTMS L2 Overlay RA8 DC:Lewisham</p> <p>Signaller must be informed prior to any TSR/ESR being implemented to allow ETCS to be updated</p> <p>Emergency Point and Route Release Area</p> <p>Platform Lengths: Platform 1 - 269 metres Platform 2 - 282 metres Platform 3 - 282 metres (PP) Platform 4 - 284 metres (PP)</p> <p>☒ LOD(T) Traffic Lock Out Device - Inhibits all movements on designated line(s) N.B Full details of the protection afforded is as defined in the line side case</p> <p>CTLP-KNT-Kent-79-HHH-0m1239yds</p> <p>A.W.S. not provided for emergency and temporary speed restrictions.</p> <p>1 Up Snow Hill 2 Down Snowhill 3 Up Holborn Slow 4 Down Holborn Slow 5 Up Holborn Fast 6 Down Holborn Fast 7 Down Snow Hill Spur</p>
	0 40	*			
	0 52	*			
	0 53	*			
	0 60	*			
Blackfriars Jn	0 63				
	0 65	*			
Southwark Substation	0 67				
Union Street Junction	0 68	*			

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO280	003	Farringdon to Herne Hill	HHH	Kent / Sussex	09/05/2026
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
	0 78 *			<p>TCB TBROC Core South Workstation PoSA ERTMS L2 Overlay RA8 DC: Lewisham</p> <p>Signaller must be informed prior to any TSR/ESR being implemented to allow ETCS to be updated</p> <p>Emergency Point and Route Release Area</p> <p>A.W.S. not provided for emergency and temporary speed restrictions.</p> <p>GSM-R </p>	
Southwark Bridge Jn	1 20			<p>TCB TBROC Core South Workstation RA8 DC: Lewisham</p> <p>GSM-R </p>	
ELEPHANT AND CASTLE	1 47 T				
	1 54 *				
	1 70 *				
Walworth TP Hut	2 20			<p>1 Up Holborn Slow 2 Down Holborn Slow 3 Up Holborn Fast 4 Down Holborn Fast</p>	

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR			Route	Last Updated				
SO280	004	Farringdon to Herne Hill	HHH	LTC	LOC	Kent / Sussex	09/05/2026				
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks				
							<table border="1"> <tr> <td>TCB RA8</td> <td>Victoria SB (VS) DC:Lewisham</td> <td></td> </tr> </table> <p>A.W.S. not provided for emergency and temporary speed restrictions.</p> <p>CTLP-KNT-Kent-68-HHH/LOC-03m39ch</p>		TCB RA8	Victoria SB (VS) DC:Lewisham	
TCB RA8	Victoria SB (VS) DC:Lewisham										
		3 32 *									
		3 34 *									
	Loughborough Jn	3 36 *									
	Loughborough Substation	3 41									
	(Canterbury Road Jn)	3 42 *									
	LOUGHBOROUGH JN	(3 79)									
		3 48									
	(Cambria Jn)	(3 62)									
	(Herne Hill North Jn)	(4 32)									
	Intersection CAT/ATL over HHH	3 52									
			<p>To/From Brixton SO260 seq 1</p> <p>To/From Denmark Hill SO260 seq 1</p>				<p>1 Up Holborn Slow 2 Down Holborn Slow 3 Up Holborn Fast 4 Down Holborn Fast 5 Down Cambria Spur 6 Up Cambria Spur 7 Down Holborn 8 Up Holborn 9 Up Brixton Spur 10 Down Brixton Spur</p>				

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR			Route	Last Updated			
			HHH	VIR	HHT					
SO280	005	Farringdon to Herne Hill	HHH	VIR	HHT	Kent / Sussex	02/05/2015			
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks			
Herne Hill North Jn		4 24 *					TCB RA8		Victoria SB (VS) DC:Lewisham	
Herne Hill North Jn		4 30 * 3 70					ELR - HHH ELR - VIR			
HERNE HILL		3 70					DPL 27 UPL 28			
Herne Hill South Jn		4 06 4 06					ELR - VIR ELR - HHH			
Route Boundary		4 15 * 4 63					1 Up Holborn 2 Down Holborn 3 Up Chatham Main 4 Down Chatham Main			


Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO310	001	Hither Green to Maidstone West (via Dartford)	HDR LEE	Kent / Sussex	02/05/2026
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(HITHER GREEN)	7 10 * 7 16	<p>MAXIMUM PERMISSIBLE SPEED BETWEEN HITHER GREEN TO DARTFORD - 60 MPH DARTFORD TO MAIDSTONE WEST - 70 MPH</p>	TCB RA8	Three Bridges ROC Grove Park B workstation (TL) DC: Lewisham	GSM-R
(Lee Spur Jn)	(0 29)		Axle Counter Area		
Lee Loop Jn	7 45				
			<p>1 Up Dartford Loop 2 Down Dartford Loop 3 Up Hither Green Spur 4 Down Hither Green Spur</p>		

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO310	002	Hither Green to Maidstone West (via Dartford)	HDR	Kent / Sussex	02/05/2026
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
LEE		7 59 *			TCB Three Bridges ROC GSM-R RA8 Grove Park B workstation (TL) DC: Lewisham
Lee Substation		8 07 * 8 55			CTLP-KNT-Kent-56-HDR-08m55ch ▲ Axle Counter Area
MOTTINGHAM		9 40			
New Eltham Substation		10 15			Ashford IECC (NK) GSM-R
NEW ELTHAM		10 32			
Sidcup TP Hut		11 40 * 11 65			
SIDCUP		11 73			
					1 Up Dartford Loop 2 Down Dartford Loop

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO310	009	Hither Green to Maidstone West (via Dartford)	HDR PWS2	Kent / Sussex	09/05/2026
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Higham Substation		28 14			TCBEast Kent Signalling Centre (NK) RA8 DC:Paddock Wood GSM-R  (CHATHAM 06)
HIGHAM		28 42			
Higham Tunnel (1531 yards)		28 55			
Tunnel Substation		29 46			
		29 48 *			
Strood Tunnel (1 Mile 569 yards)		29 48			
		to			
		30 74			
		30 75 *			
STROOD		31 11			
		31 16 *			
(Strood Substation)		(31 23)			
		31 19 *			
(Rochester Bridge Jn)		(31 34)			
UPL (Up Strood Loop) 42 Platform 1 PP-A (Detaching only) Platform 2 PP-C Platform 3 PP Platform 1 - permitted for platform sharing during times of significant service interruptions CTLP-KNT-Kent-01-HDR-31m20.5ch Axle Counter Area (to SO110) 31m 28ch ▼ 1 Up North Kent 2 Down North Kent 3 Up Maidstone Branch 4 Down Maidstone Branch					

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO310	010	Hither Green to Maidstone West (via Dartford)	PWS2	Kent / Sussex	18/01/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div style="border: 1px solid black; padding: 5px; display: flex; justify-content: space-between;"> TCB RA8 Cuxton SB (CX) DC:Paddock Wood GSM-R </div> <p>CTLP-KNT-Kent-35-PWS2-32m45ch</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;">AB</div> <div style="margin-top: 20px;"> <p>1 Up Main 2 Down Main</p> </div>		
Wickham TP Hut	31 30 * 31 36 *				
	33 02				
CUXTON	33 36				
Cuxton LC Cuxton SB (CX)	33 39 33 40				
North Halling Crossing (R/G)	34 33	T			
Halling Substation	34 63	T			
Halling Ground Frame	34 79	S			

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Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO520	001	Three Bridges to Portsmouth Harbour	TBH1	Kent / Sussex	21/03/2026
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(THREE BRIDGES)		(29 21)	<p>MAXIMUM PERMISSIBLE SPEED BETWEEN</p> <p>THREE BRIDGES AND HORSHAM - 85 MPH</p> <p>HORSHAM AND HAVANT - 75 MPH</p> <p>HAVANT AND PORTSMOUTH HARBOUR - 85 MPH</p>		<p>TCB Three Bridges ASC (T) Panel 7A RA8 DC: Brighton</p> 
		29 60 *			
		Crawley TP Hut	30 40		
CRAWLEY		30 49			
		Crawley High Street LC (CCTV)	30 63		
		Horsham Road LC (CCTV)	31 05		
		Ifield Substation	31 48 *		
			31 61		
IFIELD		31 66			
		Bewbush crossing R/G	32 14 *		
			32 47 *		
			32 65 *		
			33 03 *		
					1 Up Horsham 2 Down Horsham

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
SO520	018	Three Bridges to Portsmouth Harbour	WPH2 PAS	Kent / Sussex	25/04/2026	
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks	
Blackfriars Jn (Hampshire)	44 24 *	44 26			TCB RA8	
	44 28 *	44 29 *			Havant SB (HT) DC: Eastleigh	
PORTSMOUTH & SOUTHSEA	44 39 *	44 50			Axle Counter area RA8 Blackfriars Jn (Hampshire) to Portsmouth & Southsea Low Level RA7 Blackfriars Jn (Hampshire) to Portsmouth Harbour Platforms 4 & 5	
	44 57 *				① PLOD at 44m 18ch Down Main - Fratton to Blackfriars Jn (Hampshire) Down Main - Blackfriars Jn (Hampshire) ② PLOD at 44m 22ch Up and Down Fratton - Fratton to Blackfriars Jn (Hampshire) Up and Down Main - Blackfriars Jn (Hampshire) ③ PLOD at 44m 25ch Up Main - Fratton to Blackfriars Jn (Hampshire) Up Main - Blackfriars Jn (Hampshire) ④ PLOD at 44m 29ch Back Road - Blackfriars Jn (Hampshire) to Holbrook Road Bridge (HT552 ground signal) ⑤ PLOD at 44m 32ch Up Main - Blackfriars Jn (Hampshire) ⑥ PLOD at 44m 29ch Up and Down - Blackfriars Jn (Hampshire) Down Main - Blackfriars Jn (Hampshire) Platforms 3 & 4 PP	
			1 Up Main 2 Up & Down Fratton 3 Down Main 4 Back Road			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO520	019	Three Bridges to Portsmouth Harbour	WPH2	Kent / Sussex	02/02/2013
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
PORTSMOUTH HARBOUR					GSM-R TCB RA7 Havant SB (HT) DC: Eastleigh CSR 34
		45 05 *	Axle Counter area		
		45 07 *	RA4 Platforms 1 & 3 from bottom of platform ramp 45m 22ch to the buffers at 45m 36ch		
		45 16 *	Platforms 1 - 5 PP 1 Up Main 2 Down Main		

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO630	006	Brighton to Littlehampton	BLI1	Kent / Sussex	19/03/2026
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
DURRINGTON-ON-SEA		12 13			TCB RA8 Lancing SB (LG) DC: Brighton
GORING-BY-SEA		13 07			
Goring LC (CCTV)		13 10			
Goring Substation		13 21			
Ferring LC (CCTV)		13 50 *			
Clappers Lane R/G FP Crossing		13 56			
Langmeads No.1 Crossing		13 72			
		14 14 *			
		14 31			

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO630	007	Brighton to Littlehampton	BLI1	Kent / Sussex	02/05/2015
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Roundstone LC (CCTV)		15 00			GSM-R TCB RA8 Lancing SB (LG) DC: Brighton
Angmering Substation		15 25			
ANGMERING		15 44			
Angmering LC (CCTV)		15 48			
Ground Frame					
Brook Lane Crossing		16 45			
Norway Lane Crossing		17 12			
Toddington TP Hut		17 13			
					Arundel SB (AR)
					1 Up Brighton 2 Down Brighton

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Kent / Sussex / Wessex Routes Sectional Appendix Module KSW3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
SW100	004	Waterloo to Clapham Junction	RDG1 BML1 AHG	Wessex	16/05/2026		
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
Nine Elms Jn	01 78			TCB Wimbledon SC (W) - Main Line RA4/8 (1) DC: Raynes Park			
	02 30 *			Wimbledon SC (W) - Windsor Lines		(1) RA4 = Up Main Slow and Down Main Slow from Carlisle Lane Jn 0m 42ch to crossover at 2m 65ch RA8 = All other lines	
	02 38 *			A.W.S not provided for emergency and temporary speed restrictions between Waterloo and Clapham Jn		① Up and Down Waterloo curve lines between Nine Elms Junction & Lindford Junction temporarily closed daily due to joint closure temperature issues between 1200 & 1800 from 16 May to 09 July 2026	
		9 Windsor Reversible 10 Up Windsor 11 Down Windsor 12 Up Main Fast 13 Down Main Fast 14 Up Main Slow 15 Down Main Slow					




Kent / Sussex / Wessex Routes Sectional Appendix Module KSW3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
SW105	021	Clapham Junction to Weymouth	BML1	Wessex	21/10/2023	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Weston		60 13			TCB RA8 Eastleigh SB (E) DC:Eastleigh	GSM-R
Weymouth		61 06				
Weymouth Tunnel (501 yards)		62 22 62 45				
<p>① - Trains other than those composed entirely of Class 442, 444, 450, 458/4 ECS#,701,707 units or HST's must not exceed 90 mph #458/4 testing conditions only until 02/11/2024.</p>						

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated			
SW105	022	Clapham Junction to Weymouth	BML1	Wessex	09/03/2026			
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
WINCHESTER		66 39			<table border="1"> <tr> <td>TCB RA8</td> <td>Eastleigh SB (E) DC:Eastleigh</td> <td>GSM-R </td> </tr> </table>	TCB RA8	Eastleigh SB (E) DC:Eastleigh	GSM-R
TCB RA8	Eastleigh SB (E) DC:Eastleigh	GSM-R 						
St Cross Tunnel (62 yards)		68 31 68 33			<p>① - Trains other than those composed entirely of Class 442, 444, 450, 458/4 ECS#, 701, 707 units or HST's must not exceed 90 mph #458/4 testing conditions only until 02/11/2024.</p>			


Kent / Sussex / Wessex Routes Sectional Appendix Module KSW3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW110	003	Woking Junction to Portsmouth Harbour	WPH1 RSJ	Wessex	25/04/2026
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Chalk Tunnel (845 yards)	30 43 * to 31 01			TCB RA8 Guildford SB (GD) DC: Eastleigh 	
St Catherine's Tunnel (132 yards)	31 11 * to 31 19			Axle Counter Area Down 33m 03ch Up 32m 40ch 1. Up Portsmouth Direct 2. Down Portsmouth Direct	
Shalford Jn	31 42 *			To/From Redhill SW300 seq 2	


Kent / Sussex / Wessex Routes Sectional Appendix Module KSW3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW110	005	Woking Junction to Portsmouth Harbour	WPH1	Wessex	25/04/2026
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
MILFORD Milford LC (MCB-OD)	35 65 *			TCB Basinstoke ROC (BEP) RA8 DC: Eastleigh 	
WITLEY Shutters LC UI (MSL)	36 21 36 26 37 40 * 38 36 41 12 42 30 * 42 50 *			Axle Counter Area 1. Up Portsmouth Direct 2. Down Portsmouth Direct	

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW110	006	Woking Junction to Portsmouth Harbour	WPH1	Wessex	25/04/2026
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Up Siding No. 3					TCB RA8 Basinstoke ROC (BEP) DC: Eastleigh 
HASLEMERE		42 79			
Up Siding No. 1					
Hammer Lane LC UI (MSL)		44 40 * 44 60			
LIPHOOK		46 67			
Liss Common LC (MCB-OD)		50 75 *		Axle Counter Area 1. Up Portsmouth Direct 2. Down Portsmouth Direct UPL 1050 ft	

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW110	007	Woking Junction to Portsmouth Harbour	WPH1	Wessex	25/04/2026
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
LISS		51 35			TCB Basingstoke ROC (BEP) RA8 DC: Eastleigh 
Liss LC (MCB-OD)		51 35			Axle Counter Area 1. Up Portsmouth Direct 2. Down Portsmouth Direct
Princes Bridge LC (MCB-OD)		52 07 * 52 12			
Sheet LC (MCB-OD)		53 48 * 53 72 *			
Kings Fernsden LC (MCB-OD)		54 10			

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW110	008	Woking Junction to Portsmouth Harbour	WPH1	Wessex	25/04/2026
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Petersfield LC (CCTV) PETERSFIELD	54 71		TCB Basingstoke ROC (BEP) RA8 DC: Eastleigh		
	55 23 *		Axle Counter Area		
	57 30 *		1. Up Portsmouth Direct 2. Down Portsmouth Direct		
Buriton Tunnel (485 yards)	57 43 *		TCB Havant SB (HT) RA8 DC: Eastleigh	<ul style="list-style-type: none"> ① PLOD at 57m 44ch Up Main Buriton Tunnel ② PLOD at 57m 69ch Up Main Buriton Tunnel ③ PLOD at 57m 44ch Down Main Buriton Tunnel ④ PLOD at 57m 69ch Down Main Buriton Tunnel 	
	to				
	57 69 *				
Ditcham SS	58 56				

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
SW110	013	Woking Junction to Portsmouth Harbour	WPH2	Wessex	02/05/2015	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
FRATTON		43 64			TCB RA8	GSM-R
		43 77 *			Havant SB (HT) DC: Eastleigh	
		44 13 *			③ PLOD at 43m 70ch Back Road - Fratton Depot to Fratton Bridge (HT552 ground signal) ④ PLOD at 44m 04ch Back Road - Fratton to Fratton Bridge (HT552 ground signal) ⑤ PLOD at 44m 04ch Back Road - Holbrook Road Bridge (HT552 ground signal) to Blackfriars Jn ⑥ PLOD repeater instruments	

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
SW110	014	Woking Junction to Portsmouth Harbour	WPH2 PAS	Wessex	25/04/2026		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
Blackfriars Jn (Hampshire)		44 24 *	<p>The diagram illustrates the track layout at Blackfriars Junction. It shows a central vertical track with several sidings branching off. Speed restrictions are indicated by numbers in boxes: 25, 35, and 40 mph. Key locations include 'Back Road' to the right, 'Low Level Platforms' (3 and 4) to the left, and 'High Level Platforms' (1 and 2) to the right. Signal locations are marked with circled numbers 1 through 6. Asterisks (*) indicate specific points of interest or restrictions along the main line.</p>		TCB RA7	Havant SB (HT) DC: Eastleigh	
PORTSMOUTH & SOUTHSEA		44 26					Axle Counter area
		44 28 *					RA8 Blackfriars Jn (Hampshire) to Portsmouth & Southsea Low Level RA7 Blackfriars Jn (Hampshire) to Portsmouth Harbour Platforms 4 & 5
		44 29 *					① PLOD at 44m 18ch Down Main - Fratton to Blackfriars Jn (Hampshire) Down Main - Blackfriars Jn (Hampshire)
		44 39 *			② PLOD at 44m 22ch Up and Down Fratton - Fratton to Blackfriars Jn (Hampshire) Up and Down Main - Blackfriars Jn (Hampshire)		
		44 50			③ PLOD at 44m 25ch Up Main - Fratton to Blackfriars Jn (Hampshire) Up Main - Blackfriars Jn (Hampshire)		
		44 57 *			④ PLOD at 44m 29ch Back Road - Blackfriars Jn (Hampshire) to Holbrook Road Bridge (HT552 ground signal) ⑤ PLOD at 44m 32ch Up Main - Blackfriars Jn (Hampshire) ⑥ PLOD at 44m 29ch Up and Down - Blackfriars Jn (Hampshire) Down Main - Blackfriars Jn (Hampshire)		
					Platforms 3 & 4 PP		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
SW115	014	Worting Junction to Exeter St. Davids	BAE2	Wessex	04/04/2026	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
HONITON		153 30 *			TB Basingstoke (West Of England) RA6 SB (SE) Non Electrified	GSM-R
		154 20 *				
		154 60				
		155 09 *				
					CL 1344 ft	

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW115	015	Worting Junction to Exeter St. Davids	BAE2	Wessex	10/12/2016
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
FENITON		159 22 *			TCB RA6 Basingstoke SB (SE) Non Electrified
Feniton LC (CCTV)		159 24			
WHIMPLE		159 27			
Route Boundary		161 75 *			
Crannafor LC (AHBC)		163 02			
Single Line Jn		163 50			
		165 20			
		165 21 *			
		165 62 *			
		166 07 *			
		166 15	TCB Exmouth Jn (EJ)		
		168 23 *			
		168 24			

Kent / Sussex / Wessex Routes Sectional Appendix Module KSW3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
SW115	019	Worting Junction to Exeter St. Davids	BAE2	Wessex	25/04/2026		
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
EXETER ST. DAVIDS (E)	172 04 194 00			TCB RA8 Exeter SB (E) Non Electrified GSM-R			
	193 72						
	193 62						
Red Cow LC (CCTV)	193 62						

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW135	003	Eastleigh to Fareham	ETF	Wessex	21/03/2026
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Fareham No.1 Tunnel 147 Yards	83 13 to 83 20			TCB RA8 Eastleigh SB (E) DC: Eastleigh	
Fareham No.2 Tunnel 553 Yards	83 21 to 83 46			10 and 12 Car formation shall be always limited to match 2 operation from St Denys 1m 59ch SDP1 and Eastleigh South Jcn 74m 00ch ETF to Porchester Station 87m 35ch SDP2	
	83 57 *				
	83 66 *				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW140	001	St. Denys to Portcreek Junction	SDP1	Wessex	25/11/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			<p>MAXIMUM PERMISSIBLE SPEED 70 MPH</p> <p>To/From St.Denys SW105 seq 26</p>		<p>TCB RA7</p> <p>Eastleigh SB (E) DC: Eastleigh</p> <p>GSM-R </p> <p>10 and 12 Car formation shall be always limited to match 2 operation from St Denys 1m 59ch SDP1 and Eastleigh South Jcn 74m 00ch ETF to Porchester Station 87m 35ch SDP2</p> <p>T.O.W.S. Down and Up lines over Bridge No.2</p>
Adelaide LC (CCTV)		1 69			
Bridge No.2		2 16 * 2 to 22			
BITTERNE		2 36			
		2 60 *			

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LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
SW140	006	St. Denys to Portcreek Junction	SDP1	SDP2	Wessex	21/03/2026
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks
FAREHAM		84 21				TCB RA7 Eastleigh SB (E) DC: Eastleigh GSM-R
		84 26 *				10 and 12 Car formation shall be always limited to match 2 operation from St Denys 1m 59ch SDP1 and Eastleigh South Jcn 74m 00ch ETF to Porchester Station 87m 35ch SDP2
		84 39 *				Permissive working authorised on Up platform line
		84 77 to 85 04	Quay Viaduct (155 yards)			TCB RA8 Havant (HT)
		85 23 *				
		85 32 to 85 43	Wallington Viaduct (242 yards)			Axle Counter area Up Exit 85m 16ch Down Entry 85m 16ch

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
SW140	007	St. Denys to Porkcreek Junction	SDP2	Wessex	25/11/2023		
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
PORTCHESTER	87 35			TCB RA8 Havant SB (HT) DC: Eastleigh GSM-R			
	89 31 *			Axle Counter area 10 and 12 Car formation shall be always limited to match 2 operation from St Denys 1m 59ch SDP1 and Eastleigh South Jcn 74m 00ch ETF to Porchester Station 87m 35ch SDP2			
Cosham LC (CCTV)	90 6						
COSHAM	90 6						
	90 16 *						

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
SW210	002	Clapham Junction to Reading	RDG1 HOU	Wessex	10/05/2014		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
PUTNEY		5 72			TCB RA8	Wimbledon SB (W) DC: Raynes Park	GSM-R
BARNES		7 07					
Vine Road Barnes (Richmond Line) LC (CCTV)		7 26					

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
SW210	003	Clapham Junction to Reading	RDG1	Wessex	25/04/2026		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
White Hart LC (CCTV)		7 52			TCB RA8	Wimbledon SB (W) DC: Raynes Park	GSM-R
Mortlake LC (CCTV)		8 21					
MORTLAKE		8 21					
NORTH SHEEN		9 03					
North Sheen LC (CCTV)		9 12					
		9 50 *					
RICHMOND		9 57					
					AC RA8	Basingstoke ROC (BEF) DC: Raynes Park	
					Basingstoke ROC Workstation 1		
					UT- Up Twickenham DT- Down Twickenham		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
SW210	005	Clapham Junction to Reading	RDG1 TSJ HJW	Wessex	25/04/2026	
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks			
STOOP JUNCTION	11 60		TCB RA8	Basingstoke ROC (BEF) DC: Raynes Park	GSM-R 	
WHITTON	12 43		UT- Up Twickenham DT- Down Twickenham	Basingstoke ROC Strawberry hill Workstation 1		
Whitton Jn	12 63 *		To/From Strawberry Hill SW245 seq 1	Differential Speed Restriction		
	13 03 [14 39]		To/From Hounslow Jn SW230 seq 4	Mileages in brackets [] apply between Whitton Jn. and Hounslow Jn. Basingstoke ROC Staines Workstation 2		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW210	006	Clapham Junction to Reading	HOU RDG1	Wessex	25/04/2026
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Feltham Jn	13 35 * 13 39 * 14 11 *		TCB Basingstoke ROC (BEF) RA8 DC: Raynes Park GSM-R UT-Up Twickenham DT- Down Twickenham Up/Down arrivals Operational length Metres: 527 Feet 1729		
FELTHAM	14 68 14 77 *				
ASHFORD (Middlesex)	15 15 * 17 40				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW210	007	Clapham Junction to Reading	RDG1 SWE	Wessex	25/04/2026
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Oakmead Crossing	18 20 *		<p>TCB Basingstoke ROC (BEF) RA8 DC: Raynes Park</p> <p>GSM-R </p> <p>UT-Up Twickenham DT- Down Twickenham</p> <p>Staines UGL Operational length Metres : 403 Feet: 1322 (BEF2178 to BEF2175)</p> <p>Permissive working authorised on Up platform line</p>		
	18 30				
STAINES	19 02 *	<p>To/From Windsor and Eton Riverside SW250 seq 1</p>	<p>20 UT</p> <p>20 DT</p>		


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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW210	008	Clapham Junction to Reading	RDG1	Wessex	25/04/2026
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
				<p>TCB Basingstoke ROC (BEF) RA8 DC: Raynes Park</p> <p>UT- Up Twickenham DT - Down Twickenham</p> <p>GSM-R </p> <p>Differential Speed Restrictions</p> <p>Basingstoke ROC Staines Workstation 2 DC: Eastleigh Basingstoke ROC Ascot Workstation 3</p> <p>Differential Speed Restrictions</p>	
Thorpe Lane LC (CCTV)	19 43 *				
	19 50 *				
	19 58 *				
Thorpe Lane LC (CCTV)	19 67				
Pooley Green LC (CCTV)	20 51	T			
EGHAM	21 02				
Egham LC (CCTV)	21 02 21 59 *				
Rusham LC (MCB CCTV)	21 61 *	T			
Stroude Crossing (MSL)	22 51	T			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
SW210	009	Clapham Junction to Reading	RDG1 VWW	Wessex	25/04/2026	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
					RA8 DC: Eastleigh Axle Counter Area Basingstoke ROC Ascot Workstation 3 UT- Up Twickenham DT - Down Twickenham Differential Speed Differential Speed	GSM-R
VIRGINIA WATER		23 06				
		23 15				
		23 49				
LONGCROSS		25 11				
		26 64 *				
		26 65 *				
Sunningdale LC (CCTV)		26 66				
SUNNINGDALE		26 71				
		27 01 *				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW210	010	Clapham Junction to Reading	RDG1 AAV	Wessex	25/04/2026
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
ASCOT	28 45			RA8 DC: Eastleigh  Axle Counter Area Differential Speed Basingstoke ROC Ascot Workstation 3 UT - Up Twickenham DT - Down Twickenham Down and Up main platform lines and DPL are reversible Permissive working authorised on DPL Down and Up main platform lines (Up direction only) DAL (Down Ascot Loop) 630 ft # Platform 1 Downside temporarily OOU Differential Speed	
	29 11			To/From Bagshot SW260 seq 1	
Englemere Crossing	29 36				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
SW210	011	Clapham Junction to Reading	RDG1	Wessex	19/02/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
MARTINS HERON		31 09			TCB Basingstoke ROC (BEF) RA8 DC: Eastleigh	GSM-R
		32 16 *			Axle Counter Area	
BRACKNELL		32 24				
		32 33 *				
		32 36 *				
		32 58 *				
		35 27 *				
Star Lane LC (CCTV)		35 30			T	
Smiths Crossing (R&G - X - IOMSL)		35 73			T	
		36 17 *				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW210	012	Clapham Junction to Reading	RDG1 RDG2 GTW2	Wessex	25/04/2026
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
Wokingham Jn	36	28 *			TCB Basingstok ROC (BEF) RA8 DC: Eastleigh GSM-R
	[61 69] *	[61 71] *			
	[36 35] *	[61 72]			
	[61 72]				
Wokingham LC	62	01 *			Axle Counter Area
62	08				
WOKINGHAM	62	20 *			
WINNERSH	62	72 *			
WINNERSH TRIANGLE	64	10			1 Up Southern 2 Down Southern
64	72				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW210	013	Clapham Junction to Reading	RDG2 RNJ RLL	Wessex	25/04/2026
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
EARLEY	66 01 66 08		TCB RA8 Basinstoke ROC (BEF) DC: Eastleigh	GSM-R	
Reading Spur Jn	67 76		TCB Thames Valley Signalling Centre (T) RA8 DC: Eastleigh		
Reading Southern Jn	68 25 (35 31)		Change Of signalling control: Down Southern: 66m 30ch Up Southern: 66m 65ch		
	68 20 * 68 10 * 68 13 *		① ELR = RNJ	1. Up Southern 2. Down Southern	
		② ELR = RLL			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW210	014	Clapham Junction to Reading	RDG2	Wessex	25/04/2026
		Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		READING	68 35 * 68 40 * 68 52 * 68 68	<p>FOR DETAIL SEE WESTERN SECTIONAL APPENDIX</p>	<p>TCB Thames Valley Signalling RA8 Centre (TR) DC: Eastleigh</p> <p>GSM-R </p> <p>1. Up Southern 2. Down Southern</p> <p>Platform 4 - 268m, 293yds (PP) Platform 5 - 268m, 293yds (PP) Platform 6 - 268m, 293yds (PP)</p>

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW210	015	Clapham Junction to Southcote Junction (via Reading)	MLN1	Wessex	10/05/2014
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			THIS DIAGRAM HAS BEEN WITHDRAWN		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW245	001	Twickenham to Shacklegate Junction	TSJ	Wessex	07/03/2026
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
STRAWBERRY HILL		12 22	<p>MAXIMUM PERMISSIBLE SPEED 60 MPH</p>		<p>AC RA8 Bassingstoke ROC (BEF) DC: Raynes Park</p> <p>GSM-R </p> <p>Differential Speed Restrictions</p> <p>** Head Shunt Out of Use (OOU) from 12m 31ch to 12m 33ch. Until 30/11/2027.</p>
Strawberry Hill LC (CCTV)		12 22			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW250	001	Staines to Windsor and Eton Riverside	SWE	Wessex	02/09/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
WRAYSBURY		19 23 *	<p>MAXIMUM PERMISSIBLE SPEED 60 MPH</p> <p>To/From Staines SW210 seq 7</p>		<p>TCB RA4</p> <p>Basingstoke ROC (BEF) DC: Raynes Park</p> <p>GSM-R </p>
		21 40			

LINE	FORM	CLEAR OF POINTS IN REAR	CLEAR OF POINTS AHEAD
DOWN WINDSOR FAST	Q	692 pts	2582 pts
UP WINDSOR FAST	Z	2583 pts	664 pts
UP WINDSOR SLOW	Y	647 pts	624/625 fixed diamond
PUTNEY REVERSIBLE	PU	693 pts	W353 Signal
DOWN WINDSOR FAST	Q	692 pts	2581 pts
WINDSOR REVERSIBLE	WR	1535 pts	1585 pts
DOWN WINDSOR FAST	J	1590 pts	1780 pts
UP MAIN RELIEF	UMR	1583 pts	1525 pts
SOUTH SIDING	G	USED AS A POSITION OF SAFETY as shown in handbook 13	
LUDGATES	L	W135 signal	642 pts
UP WINDSOR SLOW	Y	647 pts	624/625 fixed diamond
DOWN WINDSOR SLOW	R	687 pts	692 pts

Dated: 16/10/17

SW105 - CLAPHAM JUNCTION TO WEYMOUTH

DURNSFORD ROAD STAFF HALT

Staff using this halt must travel by only those trains shown in the Working Timetables to stop, or specially authorised by Network Rail Control at Waterloo, and must ensure that the train will run on the Up Fast line after leaving Wimbledon. If the train has to be diverted to the Up Slow line no stop will be made.

Trains calling must stop with the leading cab at the London end of the platform and staff wishing to alight must travel in the front two compartments of the leading coach.

Platform staff are not provided and the 'ready to start' signal will not be given by the Guard. Staff alighting from or joining trains must ensure that doors are properly closed as an indication to the Driver that the train may proceed.

Trains formed of Class 158 159/ or 458 stock

On departure from Wimbledon, staff wishing to alight at the staff halt must travel in the Vestibule behind the leading driving cab. On arrival at the staff halt, staff must only join and alight through the local crew access door. This door must be operated by the Driver.

Trains formed of class 444 450 or 701 stock.

On departure from Wimbledon, staff wishing to alight at the staff halt must travel in the passenger accommodation immediately behind the leading driving cab. On arrival at the staff halt where a Guard is provided, the Guard must open the leading set of 'passenger doors', (immediately behind the Driver) under local control. Staff must only join and alight from this door. When it is safe to do so, the Guard must close the door and give the 'ready to start' signal to the Driver.

Where a train is Driver only operated (ECS), staff wishing to join or alight will only be able to do so via the drivers cab door.

Empty trains

Drivers of all empty trains requiring to set back into the depot from position light signal W1107 at the Staff Halt on the Up Fast line must immediately telephone the Signaller if signal W158 is at danger.

Class 458 units

Movements formed of Class 458 units into Wimbledon depot must be made via the Up Slow line at Wimbledon station and then via 725 points to No.1 Up siding. Drivers of such trains must inform the Signaller of the formation when approaching Wimbledon station.

Dated: 03/04/26

SW105 - CLAPHAM JUNCTION TO WEYMOUTH**NEW MALDEN**

The disused island Platforms 2 and 3 on the Up and Down Fast lines at New Malden are operationally out of use and prohibited for any use including for an emergency and/or exceptional circumstances due to safety risks and no exit from them.

If detained at signals W204 or W233 the Driver of a train formed with power operated door stock must give the bell/buzzer code 2-2 (do not open doors) to the Guard and the doors must not be released. Guards of trains formed of Heritage train stock must ensure that no passengers alight at the platform, making public address announcements as necessary.

Dated: 19/04/25**SW105 - CLAPHAM JUNCTION TO WEYMOUTH****ESHER**

The disused island Platforms on the Up and Down Fast lines at Esher are operationally out of use and prohibited for any use including for an emergency and/or exceptional circumstances due to safety risks and no exit from them.

If detained at signal WK338 or WK339 the Driver of a train formed with power operated door stock must give the bell/buzzer code 2-2 (do not open doors) to the Guard and the doors must not be released. Guards of trains formed of Heritage train stock must ensure that no passengers alight at the platform, making public address announcements as necessary.

Dated: 19/04/25**SW105 - CLAPHAM JUNCTION TO WEYMOUTH****WALTON-ON-THAMES**

The disused island Platforms on the Up and Down Fast lines at Walton-on-Thames are operationally out of use and prohibited for any use including for an emergency and/or exceptional circumstances due to safety risks and no exit from them.

If detained at signal WK348 the Driver of a train formed with power operated door stock must give the bell/buzzer code 2-2 (do not open doors) to the Guard and the doors must not be released. Guards of trains formed of Heritage train stock must ensure that no passengers alight at the platform, making public address announcements as necessary.

Dated: 19/04/25**SW105 - CLAPHAM JUNCTION TO WEYMOUTH****WEYBRIDGE****Weybridge to Virginia Water**

When station staff are not in attendance a member of the traincrew of a train starting from the Up Bay Platform line must operate the 'train ready to start' plunger on the wall outside the staff room immediately prior to the booked departure time or, in the case of late running, when the train is ready to depart.

Dated: 02/12/06**SW105 - CLAPHAM JUNCTION TO WEYMOUTH****WOKING**

Up trains propelling to the Down yard or Down Guildford line must be brought to a stand on the Up slow or Up fast Platform line and the Driver must advise the Signaller, by telephone, the length of the train. The Signaller must advise the Driver, when the route has been set up throughout to the Down Yard Reception road or Down Guildford line. The Driver must then inform the Guard (or Shunter on a D.O. train), after which the movement may commence.

Dated: 27/09/08

SW175 - CASTLE CARY TO DORCHESTER JUNCTION**MAIDEN NEWTON****Down trains**

On arrival of a down train the Driver must, after carrying out the requirements of the NSTR instructions, then operate the plunger (for 5 seconds) which will enable signal MN 3 to clear and observe that the green light in the Token Hut is illuminated.

If the signal fails to clear or the green light is not illuminated, he must telephone the Signaller at Dorchester South and carry out their instructions.

Up trains

When an up train arrives at Maiden Newton, the Driver must observe the requirements of the NSTR instructions.

Provided the train is complete and it has not been necessary to secure the points, the Driver must operate the plunger in the Up Platform Token Hut. The plunger must be kept depressed until the red light is extinguished and the white light illuminated. If the white light fails to illuminate within ten seconds he must advise the Dorchester South Signaller.

Having carried out these instructions the Driver must then telephone the Yeovil Pen Mill Signaller and obtain permission to withdraw a token.

Dated: 11/05/2026**SW175 - CASTLE CARY TO DORCHESTER JUNCTION****MAIDEN NEWTON To Dorchester Jn****Tokenless Block Working**

Trains may be authorised to proceed by issue of form RT3177 *Tokenless block lines – Failure of signalling equipment* as shown in Module P2 – Woking single and bi-directional lines by pilotman.

The Driver must complete form RT3177 when the circumstances are dictated by the Dorchester South Signaller and repeat the details back to the Signaller. The Signaller will then authorise the Driver to enter the section.

Down trains - On arrival at Dorchester West, the Driver must immediately write the word "Cancelled" across the front of form RT3177. On arrival at Weymouth the Driver must give the cancelled form to the person in charge of the station.

Up trains - On arrival at Maiden Newton, the Driver must immediately write the word "Cancelled" across the front of form RT3177. On arrival at Yeovil Pen Mill the driver must give the cancelled form to the Signaller.

Dated: 09/06/12**SW180 - RAYNES PARK TO HORSHAM****EPSOM**

4-car and 8-car stopping marks are provided in the Down and Up sidings as an indication that an in going movement of the respective length is clear of all points leading to the running lines. They do not apply to movements into these sidings for berthing. A stopping mark is provided at the country end of both sidings, at which the first berthing movement must stop. All following berthing movements must draw up in close order leaving the maximum room for other movements to be made.

The Driver of a train from the down or up sidings must ask the Signaller for permission to draw up to the position light signal at the London end of the sidings. The Driver must operate the 'Train Ready To Start' plunger when ready to leave the siding.

Dated: 02/12/06

SW185 - MOTSPUR PARK TO CHESSINGTON SOUTH
CHESSINGTON SOUTH

The Driver or Guard if provided, of an up train must operate the 'Train Ready to Start' plunger provided in the case on the wall outside the ticket office immediately before the booked departure time or, in the case of late running, when the train is ready to depart.

Dated: 02/12/06

SW195 - HAMPTON COURT JUNCTION TO HAMPTON COURT
HAMPTON COURT

When station staff are not in attendance the Driver, or Guard (if provided) of a passenger train must operate the 'Train Ready To Start' plunger, immediately prior to the booked time of departure, or in the case of late running when the train is ready to depart. The plunger must be held in until the red light located in the plunger base plate has illuminated.

Dated: 02/12/06

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Table D1A – Route clearance of diesel multiple units

Last Updated: 14/03/2026

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	158	159	165	165 RHM	166 RHM	Note
SO110	VIR	Victoria platforms 1-8 – Battersea Pier Jn	0	00	0	70	N	N	N	N	N	N	
SO110	BSP1	Battersea Pier Jn – Connection to Stewarts Lane Up and Down lines (via Battersea Reversible)	0	71	1	33	N	N	N	N	N	N	
SO110	VIR	Battersea Pier Jn – Linford Street Jn	0	70	1	45	N	N	N	N	N	N	
SO110	AHG	Linford Street Jn – Route Boundary (SW100) (Nine Elms Jn)	2	50	2	00	N	N	N	N	N	N	
SO110	VIR	Linford Street Jn – Factory Jn	1	45	1	61	N	N	N	N	N	N	
SO110	FLL1	Factory Jn – Longhedge Jn	0	40	0	03	N	N	N	N	N	N	
SO110	VIR	Factory Jn – Shepherds Lane Jn	1	61	2	70	N	N	N	N	N	N	
SO110	VIR	Shepherds Lane Jn – Brixton Jn	2	70	3	08	N	N	N	N	N	N	
SO110	VIR	Brixton Jn – Herne Hill North Jn	3	08	3	70	N	N	N	N	N	N	
SO110	VIR	Herne Hill North Jn – Herne Hill South Jn	3	70	4	06	N	N	N	N	N	N	
SO110	HHT	Herne Hill South Jn – Route Boundary Sussex (Tulse Hill)	4	06	4	63	N	N	N	N	N	N	
SO110	HHT	Route Boundary Kent (Herne Hill South Jn) – Tulse Hill North Jn	4	63	4	76	N	N	N	N	N	N	
SO110	HHT	Route Boundary Kent (Herne Hill South Jn) – Tulse Hill Substation via platforms 1 and 2	4	63	5	15	N	N	N	N	N	N	
SO110	VIR	Herne Hill South Jn – Beckenham Jn	4	06	8	43	N	N	N	N	N	N	
SO110	VIR	Beckenham Jn – Shortlands Jn	8	43	9	57	N	N	N	N	N	N	
SO110	VIR	Shortlands Jn – Bickley Jn	9	57	12	38	N	N	N	N	N	N	
SO110	TLP1	Bickley Jn – Petts Wood (Fast Tonbridge Loop)	12	38	13	29	N	N	N	N	N	N	
SO110	TLP2	Bickley Jn – Petts Wood (Slow Tonbridge Loop)	12	49	13	35	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	158	159	165	165 RHM	166 RHM	Note
SO110	CSM3	Hawkwood Jn (Up Chatham Loop) – St Mary Cray Jn	11	66	12	30	N	N	N	N	N	N	
SO110	VIR	Bickley Jn – St Mary Cray Down Jn	12	38	12	79	N	N	N	N	N	N	
SO110	VIR	St Mary Cray Down Jn – St Mary Cray Up Jn	12	79	13	17	N	N	N	N	N	N	
SO110	VIR	St Mary Cray Up Jn – Swanley Jn	13	17	17	46	N	N	N	N	N	N	
SO110	VIR	Swanley Jn – Fawkham Jn	17	46	22	49	N	N	N	N	N	N	
SO110	VIR	Fawkham Jn – CTRL	22	49	0	00	N	N	N	N	N	N	
SO110	VIR	Fawkham Jn – Rochester Bridge Jn	22	49	33	01	N	N	N	N	N	N	
SO110	VIR	Rochester Bridge Jn – Gillingham	33	01	35	75	N	N	N	N	N	N	
SO110	VIR	Gillingham – Western Jn	35	75	43	70	N	N	N	N	N	N	
SO110	VIR	Western Jn – Eastern Jn	43	70	44	18	N	N	N	N	N	N	
SO110	VIR	Eastern Jn – Faversham Jn	44	18	52	13	N	N	N	N	N	N	
SO110	VIR	Faversham Jn – Ramsgate Station	52	13	79	21	N	N	N	N	N	N	
SO110	ACR	Ramsgate Station – Ramsgate Substation	85	67	85	22	N	N	N	N	N	N	
SO130	XTD	Charing Cross – Metropolitan Jn	0	00	1	31	N	N	N	N	N	N	
SO130	CBM	Cannon Street – Cannon Street Substation	0	00	0	20	N	N	N	N	N	N	
SO130	CSW	Cannon Street Sub Station – Metropolitan Jn (via Metropolitan Reversible line)	1	53	1	33	N	N	N	N	N	N	
SO130	XTD	Metropolitan Jn – Borough Market Jn	1	31	1	50	N	N	N	N	N	N	
SO130	CBM	Cannon Street Substation – Borough Market Jn	0	20	0	38	N	N	N	N	N	N	
SO130	XTD	Borough Market Jn – London Bridge platforms 1- 9	1	50	1	69	N	N	N	N	N	N	
SO130	XTD	London Bridge platforms 1- 9 – North Kent East Jn	1	69	4	25	N	N	N	N	N	N	
SO130	XTD	North Kent East Jn – Tanners Hill Jn	4	25	5	29	N	N	N	N	N	N	
SO130	XTD	Tanners Hill Jn – Parks Bridge Jn	5	29	6	14	N	N	N	N	N	N	
SO130	LLL	Parks Bridge Jn – Ladywell Jn	6	14	6	29	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	158	159	165	165 RHM	166 RHM	Note
SO130	XTD	Parks Bridge Jn – Courthill Loop South Jn	6	14	6	21	N	N	N	N	N	N	
SO130	XTD	Courthill Loop South Jn – Hither Green Jn	6	21	7	04	N	N	N	N	N	N	
SO130	XTD	Hither Green Jn – Lee Spur Jn	7	04	7	44	N	N	N	N	N	N	
SO130	XTD	Lee Spur Jn – Chislehurst Jn	7	44	11	33	N	N	N	N	N	N	
SO130	CSM1	Chislehurst Jn – St Mary Cray Down Jn via Reversible Chatham Loop	11	33	11	71	N	N	N	N	N	N	
SO130	CSM2	Chislehurst Jn – Hawkwood Jn (Up Chatham Loop)	11	33	11	66	N	N	N	N	N	N	
SO130	XTD	Chislehurst Jn – Petts Wood Jns	11	33	12	27	N	N	N	N	N	N	
SO130	XTD	Petts Wood Jns – Sevenoaks Substation	12	27	21	74	N	N	N	N	N	N	
SO130	XTD	Sevenoaks Substation – Tonbridge West Jn	21	74	29	35	N	N	N	N	N	N	
SO130	XTD	Tonbridge West Jn – Tonbridge East Jn	29	35	29	55	N	N	N	N	N	N	
SO130	XTD	Tonbridge East Jn – Paddock Wood	29	55	34	67	N	N	N	N	N	N	
SO130	XTD	Paddock Wood – Ashford (Jn with Maidstone line)	34	67	55	54	N	N	N	N	N	N	
SO130	XTD	Ashford (Jn with Maidstone line) – Ashford Station	55	54	56	09	N	N	N	N	N	N	
SO130	XTD	Ashford Station – Ashford (Jn with Hastings line)	56	09	56	20	N	N	N	N	N	N	
SO130	XTD	Ashford (Jn with Hastings line) – Ashford (Jn with Canterbury Line)	56	20	56	35	N	N	N	N	N	N	
SO130	XTD	Ashford (Jn with Canterbury Line) – Saltwood Jn	56	35	66	38	N	N	N	N	N	N	
SO130	XTD	Saltwood Jn – Folkestone Central	66	38	69	73	N	N	N	N	N	N	
SO130	XTD	Folkestone Central – Folkestone East Staff Halt	69	73	70	73	N	N	N	N	N	N	
SO130	XTD	Folkestone East Staff Halt – Dover Substation	70	73	76	45	N	N	N	N	N	N	
SO140	SBJ	Swanley Jn (SO110) – Otford Jn	17	46	24	53	N	N	N	N	N	N	
SO140	OJS	Otford Jn – Sevenoaks Jn	24	53	26	58	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	158	159	165	165 RHM	166 RHM	Note
SO140	SBJ	Oxford Jn – Jn with Maidstone line	24	53	58	61	N	N	N	N	N	N	
SO150	WMS	Western Jn (SO110) – Middle Jn	43	70	44	13	N	N	N	N	N	N	
SO150	SEJ1	Eastern Jn (SO110) – Middle Jn	0	00	0	23	N	N	N	N	N	N	
SO150	SEJ2	Middle Jn – Sheerness on Sea	44	13	51	19	N	N	N	N	N	N	
SO160	FDM	Faversham Jn (SO110) – Buckland Jn	52	13	76	32	N	N	N	N	N	N	
SO160	FDM	Buckland Jn – Change of mileage	76	32	77	76	N	N	N	N	N	N	
SO160	FDM	Change of mileage – Dover Substation	76	53	76	45	N	N	N	N	N	N	
SO170	TTH	Tonbridge East Jn (SO130) – Tunbridge Wells	29	55	34	32	N	N	N	N	N	N	
SO170	TTH	Tunbridge Wells – Bo Peep Jn	34	32	60	69	N	N	N	N	N	N	
SO180	PWS1	Paddock Wood – Maidstone West Change of Mileage	34	67	44	56	N	N	N	N	N	N	
SO210	APL	Appledore (SO600) – Dungeness Ground Frame	64	50	73	65	N	N	N	N	N	N	
SO220	ACR	Ashford (Jn with Canterbury line (SO130)) – Hitachi Depot (Access)	56	35	57	05	N	N	N	N	N	N	
SO220	ACR	Hitachi Depot (Access) – Minster West Jn	57	05	81	69	N	N	N	N	N	N	
SO220	ACR	Minster West Jn – Minster East Jn	81	69	82	17	N	N	N	N	N	N	
SO220	ACR	Minster East Jn – Ramsgate Substation	82	17	85	22	N	N	N	N	N	N	
SO230	FFH2	Folkstone East Jn (SO130) – Folkstone Harbour	71	08	72	13	N	N	N	N	N	N	
SO240	BME2	Buckland Jn – Sandwich	99	05	86	46	N	N	N	N	N	N	
SO240	BME2	Sandwich – Minster South	86	46	82	21	N	N	N	N	N	N	
SO240	MSW	Minster South Jn – Minster West Jn	82	12	81	64	N	N	N	N	N	N	
SO240	BME1	Minster South Jn – Minster East Jn	0	23	0	00	N	N	N	N	N	N	
SO250	BSF	Battersea Pier Jn – Connection to Battersea Reversible	0	71	1	18	N	N	N	N	N	N	
SO250	BSF	Connection to Battersea Reversible – Stewarts Lane Jn	1	18	1	36	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	158	159	165	165 RHM	166 RHM	Note
SO250	BSF	Stewarts Lane Jn – Factory Jn	1	36	1	61	N	N	N	N	N	N	
SO250	BSP1	Battersea Pier Jn – Connection to Stewarts Lane Up and Down lines (via Battersea Reversible)	0	71	1	33	N	N	N	N	N	N	
SO250	BSP1	Connection to Stewarts Lane Up and Down lines (via Battersea Reversible) – Longhedge Jn (via Battersea Reversible)	1	33	1	66	N	N	N	N	N	N	
SO250	BSP2	Longhedge Jn – Pouparts Jn	1	66	2	19	N	N	N	N	N	N	
SO250	FLL2	Longhedge Jn – Route Boundary (SW100) (Ludgate Jn)	1	66	1	77	N	N	N	N	N	N	
SO250	CKL	Longhedge Jn – Latchmere Jn No.3	1	66	2	39	N	N	N	N	N	N	
SO250	SCC	Latchmere Jn No.3 – Route Boundary (SW100) (West London Jn)	3	45	3	30	N	Y	Y	N	N	N	
SO250	CKL	Latchmere Jn No.3 – Latchmere Jn No.1 [Duplicated in SW220]	2	39	2	50	Y	Y	Y	N	N	N	
SO250	WLL	Latchmere Jn No.1 – Latchmere Jn No.2 [Duplicated in SW220]	0	63	0	68	Y	Y	Y	N	N	N	
SO250	CJL	Latchmere Jn No.2 – Route Boundary (SW100) (Ludgate Jn)	0	68	0	47	Y	Y	Y	N	N	N	
SO250	WLL	Latchmere Jn No.2 – Kensington Olympia [Duplicated in SW220]	0	71	3	42	Y	Y	Y	N	N	N	
SO250	WLL	Kensington Olympia – Northbound AC/DC changeover	3	42	5	16	Y	Y	Y	N	N	N	
SO250	WLL	Northbound AC/DC changeover – Southbound AC/DC changeover	5	16	5	43	Y	Y	Y	N	N	N	
SO250	WLL	Southbound AC/DC changeover – Route Boundary (MD166) (Mitre Bridge Jn)	5	43	5	65	Y	Y	Y	N	N	N	
SO260	CAT	Brixton Jn – Canterbury Road Jn	3	08	3	24	N	N	N	N	N	N	
SO260	CAT	Canterbury Road Jn – Cambria Jn	3	24	3	68	N	N	N	N	N	N	
SO260	CAT	Cambria Jn – Nunhead Jn	3	68	6	09	N	N	N	N	N	N	
SO260	CAT	Nunhead Jn – Ravensbourne Jn	6	09	10	44	N	N	N	N	N	N	
SO260	RVC	Ravensbourne Jn – Shortlands Jn via Ravensbourne Chord	0	00	0	48	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	158	159	165	165 RHM	166 RHM	Note
SO260	CAT	Ravensbourne Jn – Shortlands Jn	10	44	10	73	N	N	N	N	N	N	
SO280	MCL	Route Boundary (LN3213) (Kentish Town Jn) – ELR change (Former Farringdon Jn)	0	66	0	00	N	N	N	N	N	N	
SO280	FTL	ELR change (Former Farringdon Jn) – Snow Hill Tunnel (Change of Mileage)	0	00	0	39	N	N	N	N	N	N	
SO280	HHH	Snow Hill Tunnel (Change of Mileage) – Blackfriars	0	21	0	35	N	N	N	N	N	N	
SO280	HHH	Blackfriars – Blackfriars Jn	0	35	0	63	N	N	N	N	N	N	
SO280	BMJ	Blackfriars Jn – Metropolitan Jn	0	63	1	14	N	N	N	N	N	N	
SO280	HHH	Blackfriars Jn – Loughborough Jn	0	63	3	36	N	N	N	N	N	N	
SO280	LTC	Loughborough Jn – Cambria Jn	3	34	3	62	N	N	N	N	N	N	
SO280	LOC	Loughborough Jn – Canterbury Road Jn	3	39	3	79	N	N	N	N	N	N	
SO280	HHH	Loughborough Jn – Herne Hill North Jn	3	36	4	30	N	N	N	N	N	N	
SO290	NKL	North Kent East Jn (SO130) – Charlton Jn	4	25	7	35	N	N	N	N	N	N	
SO290	NKL	Charlton Jn – Charlton	7	35	7	44	N	N	N	N	N	N	
SO290	NKL	Charlton – Slade Green Jn	7	44	15	36	N	N	N	N	N	N	
SO290	NKL	Slade Green Jn – Crayford Creek Jn	15	36	15	66	N	N	N	N	N	N	
SO290	NKL	Crayford Creek Jn – Crayford Spur 'A' Jn	15	66	16	42	N	N	N	N	N	N	
SO290	NKL	Crayford Spur 'A' Jn – Dartford Jn	16	42	16	75	N	N	N	N	N	N	
SO300	BEX	Lewisham Jn – Blackheath Jn	5	74	7	14	N	N	N	N	N	N	
SO300	BTC	Blackheath Jn – Charlton Jn	7	14	8	67	N	N	N	N	N	N	
SO300	BEX	Blackheath Jn – Perry Street Fork Jn	7	14	15	07	N	N	N	N	N	N	
SO300	PSF	Perry Street Fork Jn – Slade Green Jn	15	07	15	31	N	N	N	N	N	N	
SO300	BEX	Perry Street Fork Jn – Crayford Creek Jn	15	07	15	66	N	N	N	N	N	N	
SO310	HDR	Hither Green Jn (SO290) – Lee Loop Jn	7	16	7	29	N	N	N	N	N	N	
SO310	LEE	Lee Loop Jn – Lee Spur Jn	0	00	0	29	N	N	N	N	N	N	
SO310	HDR	Lee Loop Jn – Lee	7	29	7	66	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	158	159	165	165 RHM	166 RHM	Note
SO310	HDR	Lee – Crayford Spur 'B' Jcn	7	66	16	11	N	N	N	N	N	N	
SO310	CRA	Crayford Spur 'B' Jn – Crayford Spur 'A' Jn	16	11	16	43	N	N	N	N	N	N	
SO310	HDR	Crayford Spur 'B' Jcn – Dartford Jn	16	11	16	75	N	N	N	N	N	N	
SO310	HDR	Dartford Jn – Hoo Jn	16	75	27	19	N	N	N	N	N	N	
SO310	HDR	Hoo Jn – Strood Jn	27	19	31	16	N	N	N	N	N	N	
SO310	HDR	Strood Jn – Rochester Bridge Jn	31	16	31	34	N	N	N	N	N	N	
SO310	PWS2	Strood Jn – Maidstone West Change of Mileage	31	16	42	41	N	N	N	N	N	N	
SO320	HTG	Hoo Jn – Grain LC and Sidings beyond	27	19	38	22	N	N	N	N	N	N	
SO330	NTL	Nunhead Jn (SO260) – Lewisham Jn	6	09	7	58	N	N	N	N	N	N	
SO330	LVT	Tanners Hill Jn (SO130) – Lewisham Jn	5	29	5	55	N	N	N	N	N	N	
SO330	BEX	St Johns Jn (SO130) – Lewisham Jn	5	54	5	74	N	N	N	N	N	N	
SO330	LCH	Lewisham Jn – Courthill Loop North Jn	5	72	6	21	N	N	N	N	N	N	
SO330	NCS	Courthill Loop North Jn – Courthill Loop South Jn	6	21	6	43	N	N	N	N	N	N	
SO330	LCH	Courthill Loop North Jn – Ladywell Jn	6	21	6	41	N	N	N	N	N	N	
SO330	LCH	Ladywell Jn – New Beckenham Jn	6	41	9	51	N	N	N	N	N	N	
SO330	NBB	New Beckenham Jn – Beckenham Jn	9	51	10	04	N	N	N	N	N	N	
SO330	LCH	New Beckenham Jn – Hayes	9	51	14	32	N	N	N	N	N	N	
SO350	BNG	Grove Park (SO130) – Bromley North	8	87	10	47	N	N	N	N	N	N	
SO500	VTB1	Victoria platforms 9-19 – Battersea Pier Jn	0	00	0	71	N	N	N	N	N	N	
SO500	VTB1	Battersea Pier Jn – Battersea Park Jn	0	71	1	13	N	N	N	N	N	N	
SO500	VTB1	Battersea Park Jn – Pouparts Jn	1	13	2	03	N	N	N	N	N	N	
SO500	VTB1	Pouparts Jn – Falcon Jn	2	03	2	66	N	N	N	N	N	N	
SO500	WLL	Falcon Jn – Latchmere No1 Jn via Clapham Jn platforms 16 and 17	0	00	0	63	R1	N	N	N	N	N	R1 OPPOS applies between crossover VC289 points and Falcon Jn VC290/292 points
SO500	VTB1	Falcon Jn – Balham Jn	2	66	4	69	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	158	159	165	165 RHM	166 RHM	Note
SO500	VTB1	Balham Jn – Streatham North Jn	4	69	6	14	N	N	N	N	N	N	
SO500	SNS	Streatham North Jn – Streatham South Jn via Reversible Fast Spur	6	16	6	35	N	N	N	N	N	N	
SO500	SLJ	Streatham North Jn – Streatham South Jn via Slow Spurs	6	14	6	38	N	N	N	N	N	N	
SO500	VTB1	Streatham North Jn – Selhurst Jn	6	14	9	43	N	N	N	N	N	N	
SO500	WCS	Selhurst Jn – Gloucester Road Jn	9	44	9	62	N	N	N	N	N	N	
SO500	VTB1	Selhurst Jn – Windmill Bridge Jn	9	43	10	12	N	N	N	N	N	N	
SO500	VTB2	Windmill Bridge Jn – South Croydon Jn	9	69	11	29	N	N	N	N	N	N	
SO500	VTB2	South Croydon Jn – Stoats Nest Jn	11	29	14	20	N	N	N	N	N	N	
SO500	RED1/2	Stoats Nest Jn – Redhill	14	20	22	40	N	N	N	N	N	N	
SO500	RED1/2	Redhill – Change of Mileage (Redhill / Slow lines) Via Redhill	22	40	23	00	N	N	N	Y	Y	Y	
SO500	VTB2	Stoats Nest Jn – Change of Mileage (Quarry / Fast lines)	14	20	23	21	N	N	N	N	N	N	
SO500	VTB3	Change of Mileage (Quarry / Fast lines) – Three Bridges	21	15	29	21	N	N	N	R1 R2	Y	R1 R2 R3	R1 20mph Three Bridges platforms 2, 4 and 5 R2 Prohibited Three Bridges platform 3 R3 Prohibited Haslett Avenue Bridge No.125 Up line
SO500	VTB3	Three Bridges – Copyhold Jn	29	21	36	73	N	N	N	N	N	N	
SO500	CJA1	Copyhold Jn – Change of Mileage	36	73	36	33	N	N	N	N	N	N	
SO500	CJA2	Change of Mileage – Ardingly Sidings	0	00	0	70	N	N	N	N	N	N	
SO500	VTB3	Copyhold Jn – Keymer Jn	36	73	40	69	N	N	N	N	N	N	
SO500	VTB3	Keymer Jn – Preston Park Jn	40	69	49	43	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	158	159	165	165 RHM	166 RHM	Note
SO500	PPH	Preston Park Jn – Hove Jn	49	21	50	44	Y	R1 R2	R1 R2	N	R3 R4	R3	R1 70mph Preston Park platform 2 R2 Prohibited Preston Park platform 3 R3 OPPOS between Preston Park Jn and Hove Jn R4 Prohibited Hove Carriage Sidings (all lines)
SO500	VTB3	Preston Park Jn – Brighton	49	43	50	49	Y	R1	R1	N	R2 R3	R2 R3	R2 Prohibited Brighton platform 8 R3 Prohibited Brighton platforms 5 with crush deflated suspension R4 OPPOS between Preston Park and Brighton
SO510	LBW	London Bridge platforms 10-15 – Bricklayers Arms Jn	0	00	2	12	N	N	N	N	N	N	
SO510	LBW	Bricklayers Arms Jn – New Cross Gate Up Jn	2	12	2	60	N	N	N	N	N	N	
SO510	ELL1	New Cross Gate Up Jn – Network Rail Boundary / Up ELL	5	51	5	49	N	N	N	N	N	N	
SO510	LBW	New Cross Gate Up Jn – New Cross Gate Down Jn	2	60	3	10	N	N	N	N	N	N	
SO510	ELL1	New Cross Gate Down Jn – Network Rail Boundary / Down ELL	6	02	5	79	N	N	N	N	N	N	
SO510	LBW	New Cross Gate Down Jn – Sydenham Down Jn	3	10	6	51	N	N	N	N	N	N	
SO510	LBW	Sydenham Down Jn – Norwood Jn	6	51	8	55	N	N	N	N	N	N	
SO510	LBW	Norwood Jn – Norwood Fork Jn	8	55	9	33	N	N	N	N	N	N	
SO510	LBW	Norwood Fork Jn – Cottage Jn / Windmill Bridge Jn	9	33	9	64	N	N	N	N	N	N	
SO510	NFE	Norwood Fork Jn – Sutton	9	33	14	75	N	N	N	N	N	N	
SO510	NFE	Sutton – Epsom Downs	14	75	18	60	N	N	N	N	N	N	
SO520	TBH1	Three Bridges – Crawley	29	21	30	49	N	N	N	N	N	N	
SO520	TBH1	Crawley – Horsham Jn	30	49	37	39	N	N	N	N	N	N	
SO520	TBH1	Horsham Jn – Horsham	37	39	37	56	N	N	N	N	N	N	
SO520	TBH1	Horsham – Billingshurst	37	56	44	71	N	N	N	N	N	N	
SO520	TBH1	Billingshurst – Arundel Jn	44	71	59	75	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	158	159	165	165 RHM	166 RHM	Note
SO520	TBH2	Arundel Jn – Barnham	19	01	22	29	Y	Y	Y	N	Y	Y	
SO520	TBH2	Barnham – Route Boundary (SW110) (Havant Jn)	22	29	35	35	Y	Y	Y	N	R2	R1	R1 Prohibited Chichester Up West Sidings R2 Prohibited Chichester West Sidings
SO520	TBH2	Route Boundary Sussex (Barnham) – Havant Jn [Duplicated on SW110]	35	35	37	24	Y	Y	Y	N	Y	Y	
SO520	WPH2	Havant Jn – Farlington Jn [Duplicated on SW110]	37	24	40	33	Y	Y	Y	N	Y	Y	
SO520	WPH2	Farlington Jn – Portcreek Jn [Duplicated on SW110]	40	33	41	03	Y	Y	Y	N	Y	Y	
SO520	WPH2	Portcreek Jn – Blackfriars Jn [Duplicated on SW110]	41	03	44	50	Y	Y	Y	N	Y	Y	
SO520	WPH2	Blackfriars Jn – Portsmouth and Southsea High Level [Duplicated on SW110]	44	26	44	50	Y	Y	Y	N	R1	Y	R1 Prohibited Portsmouth & Southsea platform 1 Up Main Fast line with air bags deflated / failed secondary suspension
SO520	PAS	Blackfriars Jn – Portsmouth and Southsea Low Level [Duplicated on SW110]	44	26	44	50	Y	Y	Y	N	Y	Y	
SO520	WPH2	Portsmouth and Southsea High Level – Portsmouth Harbour *platforms 4 and 5 RA7 *platforms 1 and 3 RA4 [Duplicated on SW110]	44	50	45	36	Y	Y	Y	N	R2	R1 R2	R1 Prohibited Portsmouth & Southsea platform 1 Up Main Fast line with air bags deflated / failed secondary suspension R2 Prohibited Portsmouth Harbour platforms 3 & 5
SO530	SCU1	South Croydon Jn (SO600) – Sanderstead	11	29	12	23	N	N	N	N	N	N	
SO530	SCU1	Sanderstead – Hurst Green Jn	12	23	21	35	N	N	N	N	N	N	
SO530	HGG1	Hurst Green Jn – End of Line beyond East Grinstead	21	35	30	12	N	N	N	N	N	N	
SO540	SCU1	Hurst Green Jn – Uckfield	21	35	46	08	N	N	N	N	N	N	
SO550	RTT	Redhill (SO500) – Tonbridge	22	40	42	16	N	N	N	N	N	N	
SO560	RSJ	Redhill – Reigate	22	40	24	27	N	N	N	Y	Y	Y	
SO560	RSJ	Reigate – Route Boundary (SW300) (Shalford Jn)	24	27	33	10	N	N	N	Y	Y	Y	
SO590	KJE1	Keymer Jn – Lewes	40	69	49	74	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	158	159	165	165 RHM	166 RHM	Note
SO590	KJE1/2	Lewes – Southerham Jn [Duplicated on SO620]	49	74	51	11	N	N	N	N	N	N	
SO590	KJE3	Southerham Jn – Willingdon Jn	9	14	21	39	N	N	N	N	N	N	
SO590	KJE3	Willingdon Jn – Eastbourne	21	39	23	75	N	N	N	N	N	N	
SO600	WJB	Willingdon Jn – Connection - St Leonards LMD	20	36	32	21	N	N	N	N	N	N	
SO600	WJB	Connection - St Leonards LMD – Bo Peep Jn	32	21	32	76	N	N	N	N	N	N	
SO600	TTH	Bo Peep Jn – Hastings	60	69	62	33	N	N	N	N	N	N	
SO600	ATH	Hastings – Ore Start / End of Electrification	82	34	81	42	N	N	N	N	N	N	
SO600	ATH	Ore Start / End of Electrification – Jn with Hastings line	81	42	56	20	N	N	N	N	N	N	
SO620	BTL	Montpelier Jn – Lewes	0	14	7	77	N	N	N	N	N	N	
SO620	KJE1/2	Lewes – Southerham Jn [Duplicated on SO590]	49	74	51	11	N	N	N	N	N	N	
SO620	STS	Southerham Jn – Newhaven Harbour Jn	51	11	56	55	N	N	N	N	N	N	
SO620	NHB	Newhaven Harbour Jn – Wharf Road (Newhaven Marine)	56	55	57	78	N	N	N	N	N	N	
SO620	STS	Newhaven Harbour Jn – Seaford	56	55	58	77	N	N	N	N	N	N	
SO630	BLI1	Brighton platforms 1 and 2 – Hove Jn	0	00	1	28	Y	Y	Y	N	Y	Y	
SO630	BLI1	Hove Jn – Hove platforms 2 and 3	1	28	1	35	Y	Y	Y	N	Y	Y	
SO630	PPH	Hove Jn – Hove Up platform loop via platform 1	50	48	51	02	Y	Y	Y	N	R1	R1 R2	R1 Prohibited Hove Carriage Sidings R2 OPPOS between Hove Jn and Hove
SO630	BLI1	Hove Up platform loop and platforms 2, and 3 – Arundel Jn	1	28	19	01	Y	Y	Y	N	Y	Y	
SO630	BLI1	Arundel Jn – Littlehampton Jn (Change of Mileage)	19	01	19	25	N	N	N	N	N	N	
SO630	FJL	Littlehampton Jn – Ford Jn	60	57	60	26	N	N	N	N	N	N	
SO630	BLI2	Littlehampton Jn (Change of Mileage) – Littlehampton	60	57	62	03	N	N	N	N	N	N	
SO640	BBR	Barnham – Bognor Regis	22	29	25	75	N	N	N	N	N	N	
SO645	ATL	Battersea Park – Factory Jn	7	27	6	67	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	158	159	165	165 RHM	166 RHM	Note
SO645	ATL	Factory Jn – Wandsworth Road Jn	6	67	6	53	N	N	N	N	N	N	
SO645	ATL	Wandsworth Road Jn – Shepherds Lane Jn	6	53	5	68	N	N	N	N	N	N	
SO645	ATL	Shepherds Lane Jn – Crofton Road Jn	5	68	3	67	N	N	N	N	N	N	
SO645	ATL	Crofton Road Jn – Peckham Rye Jn	3	67	3	47	N	N	N	N	N	N	
SO650	BBJ	Balham Jn (SO500) – Leigham Jn	4	69	6	31	N	N	N	N	N	N	
SO650	BBJ	Leigham Jn – West Norwood Jn	6	31	6	58	N	N	N	N	N	N	
SO650	BBJ	West Norwood Jn – Crystal Palace platforms 1 and 2	6	58	8	56	N	N	N	N	N	N	
SO650	SCP	Crystal Palace platforms 3 - 6 – Sydenham Up Jn	7	52	6	49	N	N	N	N	N	N	
SO650	BBJ	Crystal Palace platforms 1 and 2 – Bromley Up Jn	8	56	9	36	N	N	N	N	N	N	
SO650	BJN1	Bromley Up Jn – Norwood North Jn	9	36	9	75	N	N	N	N	N	N	
SO650	BBJ	Bromley Up Jn – Bromley Down Jn	9	36	9	48	N	N	N	N	N	N	
SO650	BJN2	Bromley Down Jn – Norwood North Jn	9	48	9	75	N	N	N	N	N	N	
SO650	BBJ	Bromley Down Jn – Beckenham Jn	9	48	11	62	N	N	N	N	N	N	
SO660	PAT	Purley (S0500) – Caterham	15	13	19	70	N	N	N	N	N	N	
SO660	TAT	Purley (S0500) – Tattenham Corner	15	13	23	37	N	N	N	N	N	N	
SO680	BTH1	South Bermondsey Jn (SO510) – Old Kent Road Jn	1	49	2	32	N	N	N	N	N	N	
SO680	BTH1	Old Kent Road Jn – Peckham Rye Jn	2	32	3	47	N	N	N	N	N	N	
SO680	BTH1	Peckham Rye Jn – Tulse Hill North Jn	3	47	6	07	N	N	N	N	N	N	
SO680	WTH	Tulse Hill – West Norwood Jn	6	14	6	41	N	N	N	N	N	N	
SO680	LTH	Tulse Hill – Leigham Jn	6	20	6	40	N	N	N	N	N	N	
SO680	BTH1	Tulse Hill North Jn – Streatham Jn	6	07	7	57	N	N	N	N	N	N	
SO680	SSC	Streatham Jn – Streatham Common Jn	7	57	8	10	N	N	N	N	N	N	
SO680	BTH1	Streatham Jn – Streatham South Jn (a)	7	57	8	09	N	N	N	N	N	N	
SO680	BTH1	Streatham South Jn (a) – Streatham South Jn (b)	8	09	8	12	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	150	158	159	165	165 RHM	166 RHM	Note
SO680	BTH1	Streatham South Jn (b) – Streatham South Jn (c)	8	12	8	15	N	N	N	N	N	N	
SO680	BTH1	Streatham South Jn (c) – Change of Mileage	8	15	13	45	N	N	N	N	N	N	
SO680	BTH2	Change of Mileage – Route Boundary Wessex (Epsom)	14	66	17	33	N	N	N	N	N	N	
SO680	BTH2	Route Boundary Sussex (Ewell East) – Epsom (Change of ELR) [Duplicated in SW180]	17	33	18	73	N	N	N	N	N	N	
SO680	BTH3	Epsom (Change of ELR) – Leatherhead [Duplicated in SW180]	14	27	18	02	N	N	N	N	N	N	
SO680	BTH3	Leatherhead – Route Boundary Sussex (Horsham) [Duplicated in SW180]	18	02	21	09	N	N	N	N	N	N	
SO680	BTH3	Route Boundary Sussex (Leatherhead) – Horsham Jn [Duplicated in SW180]	21	09	35	34	N	N	N	N	N	N	
SO700	SMS1	Streatham South Jn (c) – Wimbledon platforms 9 and 10	0	00	3	07	N	N	N	N	N	N	
SO700	SMS2	Wimbledon platforms 9 and 10 – Wimbledon West Jn	7	21	7	51	N	N	N	N	N	N	
SO700	SMS2	Wimbledon West Jn – Sutton	7	51	12	50	N	N	N	N	N	N	

Table D1B – Route clearance of diesel multiple units

Last Updated: 19/11/2022

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description					170	171	172	220	221	Notes
			M	Ch	M	Ch						
SO110	VIR	Victoria platforms 1-8 – Battersea Pier Jn	0	00	0	70	N	N	N	N	N	
SO110	BSP1	Battersea Pier Jn – Connection to Stewarts Lane Up and Down lines (via Battersea Reversible)	0	71	1	33	E	Y	N	N	N	
SO110	VIR	Battersea Pier Jn – Linford Street Jn	0	70	1	45	N	N	N	N	N	
SO110	AHG	Linford Street Jn – Route Boundary (SW100) (Nine Elms Jn)	2	50	2	00	N	N	N	N	N	
SO110	VIR	Linford Street Jn – Factory Jn	1	45	1	61	N	N	N	N	N	
SO110	FLL1	Factory Jn – Longhedge Jn	0	40	0	03	N	Y	N	Y	Y	
SO110	VIR	Factory Jn – Shepherds 5Lane Jn	1	61	2	70	N	N	N	Y	Y	
SO110	VIR	Shepherds Lane Jn – Brixton Jn	2	70	3	08	N	N	N	Y	Y	
SO110	VIR	Brixton Jn – Herne Hill North Jn	3	08	3	70	N	N	N	Y	Y	
SO110	VIR	Herne Hill North Jn – Herne Hill South Jn	3	70	4	06	N	N	N	Y	Y	
SO110	HHT	Herne Hill South Jn – Route Boundary Sussex (Tulse Hill)	4	06	4	63	N	N	N	Y	Y	
SO110	HHT	Route Boundary Kent (Herne Hill South Jn) – Tulse Hill North Jn	4	63	4	76	N	N	N	Y	Y	
SO110	HHT	Route Boundary Kent (Herne Hill South Jn) – Tulse Hill Substation via platforms 1 and 2	4	63	5	15	N	N	N	Y	Y	
SO110	VIR	Herne Hill South Jn – Beckenham Jn	4	06	8	43	N	N	N	N	N	
SO110	VIR	Beckenham Jn – Shortlands Jn	8	43	9	57	N	N	N	N	N	
SO110	VIR	Shortlands Jn – Bickley Jn	9	57	12	38	N	N	N	N	N	
SO110	TLP1	Bickley Jn – Petts Wood (Fast Tonbridge Loop)	12	38	13	29	N	N	N	N	N	
SO110	TLP2	Bickley Jn – Petts Wood (Slow Tonbridge Loop)	12	49	13	35	N	N	N	N	N	

Table D3A – Route clearance of coaching stock**Last Updated: 25/04/2026**

To be read in conjunction with General Notes.

Network Rail documentation may refer to either Mark 1-3 stock or C1-3 gauge as detailed below:

C1 = standard passenger coaching stock gauge for Mark 1 and Mark 2 coaches with 9'0" wide bodywork and 64'6" or (57') long underframes.

C3 = standard passenger coaching stock gauge for Mark 3 coaches which are 23 metres (75') long overall.

Mk3 (MOD) = Mk 3 coaches (Modified) and refers to Mk 3 coaches which have been fitted with powered bodyside plug doors.

Mk3 DVT (MOD) = Mk3 DVT (Modified) and refers to Mk3 DVTs that have had centre pivot lateral bump stops modified to ESG-S-MO15, reducing lateral body movement.

Mk4 DVTs can operate over all routes cleared for Mark 4 coaching stock. Any restrictions applied to Mk4 coaching stock also apply to Mk 4 DVTs.

Mk3 coaches used with Class 43 power cars and fitted with external power-operated sliding doors, manufactured by Vapor Stone Rail Systems, and CET are compatible with all routes shown as cleared for Mk3 coaches.

Line of route	ELR	Line of Route / Sector Description	C1		C3		MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	Notes
			M	Ch	M	Ch								
SO110	VIR	Victoria platforms 1-8 – Battersea Pier Jn	0	00	0	70	Y	Y	R1	N	N	N	N	R1 Prohibited Victoria platforms 4 and 6
SO110	BSP1	Battersea Pier Jn – Connection to Stewarts Lane Up and Down lines (via Battersea Reversible)	0	71	1	33	Y	Y	Y	N	N	N	N	
SO110	VIR	Battersea Pier Jn – Linford Street Jn	0	70	1	45	Y	Y	Y	N	N	N	N	
SO110	AHG	Linford Street Jn – Route Boundary (SW100) (Nine Elms Jn)	2	50	2	00	Y	Y	Y	N	N	N	N	
SO110	VIR	Linford Street Jn – Factory Jn	1	45	1	61	Y	Y	Y	N	N	N	N	
SO110	FLL1	Factory Jn – Longhedge Jn	0	40	0	03	Y	Y	Y	N	N	N	N	
SO110	VIR	Factory Jn – Shepherds Lane Jn	1	61	2	70	Y	Y	Y	N	N	N	N	
SO110	VIR	Shepherds Lane Jn – Brixton Jn	2	70	3	08	Y	Y	Y	N	N	N	N	
SO110	VIR	Brixton Jn – Herne Hill North Jn	3	08	3	70	Y	Y	Y	N	N	N	N	
SO110	VIR	Herne Hill North Jn – Herne Hill South Jn	3	70	4	06	Y	Y	Y	N	N	N	N	
SO110	HHT	Herne Hill South Jn – Route Boundary Sussex (Tulse Hill)	4	06	4	63	Y	Y	Y	N	N	N	N	
SO110	HHT	Route Boundary Kent (Herne Hill South Jn) – Tulse Hill North Jn	4	63	4	76	Y	Y	Y	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	oo	oo	oo	oo	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	Notes
			M	Ch	M	Ch								
SO110	HHT	Route Boundary Kent (Herne Hill South Jn) – Tulse Hill Substation via platforms 1 and 2	4	63	5	15	Y	Y	Y	N	N	N	N	
SO110	VIR	Herne Hill South Jn – Beckenham Jn	4	06	8	43	Y	Y	Y	N	N	N	N	
SO110	VIR	Beckenham Jn – Shortlands Jn	8	43	9	57	Y	Y	Y	N	N	N	N	
SO110	VIR	Shortlands Jn – Bickley Jn	9	57	12	38	Y	Y	Y	N	N	N	N	
SO110	TLP1	Bickley Jn – Petts Wood (Fast Tonbridge Loop)	12	38	13	29	Y	Y	Y	N	N	N	N	
SO110	TLP2	Bickley Jn – Petts Wood (Slow Tonbridge Loop)	12	49	13	35	Y	Y	Y	N	N	N	N	
SO110	CSM3	Hawkwood Jn (Up Chatham Loop) – St Mary Cray Jn	11	66	12	30	Y	Y	N	N	N	N	N	
SO110	VIR	Bickley Jn – St Mary Cray Down Jn	12	38	12	79	Y	Y	N	N	N	N	N	
SO110	VIR	St Mary Cray Down Jn – St Mary Cray Up Jn	12	79	13	17	Y	Y	N	N	N	N	N	
SO110	VIR	St Mary Cray Up Jn – Swanley Jn	13	17	17	46	Y	Y	N	N	N	N	N	
SO110	VIR	Swanley Jn – Fawkham Jn	17	46	22	49	Y	Y	N	N	N	N	N	
SO110	VIR	Fawkham Jn – CTRL	22	49	0	00	N	N	N	N	N	N	N	
SO110	VIR	Fawkham Jn – Rochester Bridge Jn	22	49	33	01	Y	Y	N	N	N	N	N	
SO110	VIR	Rochester Bridge Jn – Gillingham	33	01	35	75	Y	Y	N	N	N	N	N	
SO110	VIR	Gillingham – Western Jn	35	75	43	70	Y	Y	N	N	N	N	N	
SO110	VIR	Western Jn – Eastern Jn	43	70	44	18	Y	Y	N	N	N	N	N	
SO110	VIR	Eastern Jn – Faversham Jn	44	18	52	13	Y	Y	N	N	N	N	N	
SO110	VIR	Faversham Jn – Ramsgate Station	52	13	79	21	Y	Y	N	N	N	N	N	
SO110	ACR	Ramsgate Station – Ramsgate Substation	85	67	85	22	Y	Y	N	N	N	N	N	
SO130	XTD	Charing Cross – Metropolitan Jn	0	00	1	31	Y	Y	Y	N	N	N	N	
SO130	CBM	Cannon Street – Cannon Street Substation	0	00	0	20	Y	Y	N	N	N	N	N	
SO130	CSW	Cannon Street Sub Station – Metropolitan Jn (via Metropolitan Reversible line)	1	53	1	33	Y	Y	Y	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	00	00	00	00	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	Notes
			M	Ch	M	Ch								
SO220	ACR	Hitachi Depot (Access) – Minster West Jn	57	05	81	69	Y	Y	N	N	N	N	N	
SO220	ACR	Minster West Jn – Minster East Jn	81	69	82	17	Y	Y	N	N	N	N	N	
SO220	ACR	Minster East Jn – Ramsgate Substation	82	17	85	22	Y	Y	N	N	N	N	N	
SO230	FFH2	Folkstone East Jn (SO130) – Folkstone Harbour	71	08	72	13	Y	Y	N	N	N	N	N	
SO240	BME2	Buckland Jn – Sandwich	99	05	86	46	Y	Y	N	N	N	N	N	
SO240	BME2	Sandwich – Minster South	86	46	82	21	Y	Y	N	N	N	N	N	
SO240	MSW	Minster South Jn – Minster West Jn	82	12	81	64	Y	Y	N	N	N	N	N	
SO240	BME1	Minster South Jn – Minster East Jn	0	23	0	00	Y	Y	N	N	N	N	N	
SO250	BSF	Battersea Pier Jn – Connection to Battersea Reversible	0	71	1	18	Y	Y	Y	N	N	N	N	
SO250	BSF	Connection to Battersea Reversible – Stewarts Lane Jn	1	18	1	36	Y	Y	N	N	N	N	N	
SO250	BSF	Stewarts Lane Jn – Factory Jn	1	36	1	61	Y	Y	Y	N	N	N	N	
SO250	BSP1	Battersea Pier Jn – Connection to Stewarts Lane Up and Down lines (via Battersea Reversible)	0	71	1	33	Y	Y	Y	N	N	N	N	
SO250	BSP1	Connection to Stewarts Lane Up and Down lines (via Battersea Reversible) – Longhedge Jn (via Battersea Reversible)	1	33	1	66	Y	Y	Y	N	N	N	N	
SO250	BSP2	Longhedge Jn – Poupart Jn	1	66	2	19	Y	Y	Y	N	N	N	N	
SO250	FLL2	Longhedge Jn – Route Boundary (SW100) (Ludgate Jn)	1	66	1	77	Y	Y	Y	N	N	N	N	
SO250	CKL	Longhedge Jn – Latchmere Jn No.3	1	66	2	39	Y	Y	Y	N	N	N	N	
SO250	SCC	Latchmere Jn No.3 – Route Boundary (SW100) (West London Jn)	3	45	3	30	Y	Y	Y	N	N	N	N	
SO250	CKL	Latchmere Jn No.3 – Latchmere Jn No.1 [Duplicated in SW220]	2	39	2	50	Y	Y	Y	N	N	N	N	
SO250	WLL	Latchmere Jn No.1 – Latchmere Jn No.2 [Duplicated in SW220]	0	63	0	68	Y	Y	Y	N	N	N	N	
SO250	CJL	Latchmere Jn No.2 – Route Boundary (SW100) (Ludgate Jn)	0	68	0	47	Y	Y	Y	N	N	N	N	
SO250	WLL	Latchmere Jn No.2 – Kensington Olympia [Duplicated in SW220]	0	71	3	42	Y	Y	Y	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	oo oo M	oo oo Ch	oo oo M	oo oo Ch	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	Notes
SO250	WLL	Kensington Olympia – Northbound AC/DC changeover	3	42	5	16	Y	Y	Y	N	N	N	N	
SO250	WLL	Northbound AC/DC changeover – Southbound AC/DC changeover	5	16	5	43	Y	Y	Y	N	N	N	N	
SO250	WLL	Southbound AC/DC changeover – Route Boundary (MD166) (Mitre Bridge Jn)	5	43	5	65	Y	Y	Y	N	N	N	N	
SO260	CAT	Brixton Jn – Canterbury Road Jn	3	08	3	24	Y	Y	N	N	N	N	N	
SO260	CAT	Canterbury Road Jn – Cambria Jn	3	24	3	68	Y	Y	N	N	N	N	N	
SO260	CAT	Cambria Jn – Nunhead Jn	3	68	6	09	Y	Y	R1	N	N	N	N	R1 20mph Peckham Rye platform 4 Down Catford Loop line
SO260	CAT	Nunhead Jn – Ravensbourne Jn	6	09	10	44	Y	Y	N	N	N	N	N	
SO260	RVC	Ravensbourne Jn – Shortlands Jn via Ravensbourne Chord	0	00	0	48	Y	Y	N	N	N	N	N	
SO260	CAT	Ravensbourne Jn – Shortlands Jn	10	44	10	73	Y	Y	N	N	N	N	N	
SO280	MCL	Route Boundary (LN3213) (Kentish Town Jn) – ELR change (Former Farringdon Jn)	0	66	0	00	N	N	N	N	N	N	N	
SO280	FTL	ELR change (Former Farringdon Jn) – Snow Hill Tunnel (Change of Mileage)	0	00	0	39	N	N	N	N	N	N	N	
SO280	HHH	Snow Hill Tunnel (Change of Mileage) – Blackfriars	0	21	0	35	Y	Y	N	N	N	N	N	
SO280	HHH	Blackfriars – Blackfriars Jn	0	35	0	63	Y	Y	N	N	N	N	N	
SO280	BMJ	Blackfriars Jn – Metropolitan Jn	0	63	1	14	Y	Y	Y	N	N	N	N	
SO280	HHH	Blackfriars Jn – Loughborough Jn	0	63	3	36	Y	Y	Y	N	N	N	N	
SO280	LTC	Loughborough Jn – Cambria Jn	3	34	3	62	Y	Y	N	N	N	N	N	
SO280	LOC	Loughborough Jn – Canterbury Road Jn	3	39	3	79	Y	Y	Y	N	N	N	N	
SO280	HHH	Loughborough Jn – Herne Hill North Jn	3	36	4	30	Y	Y	Y	N	N	N	N	
SO290	NKL	North Kent East Jn (SO130) – Charlton Jn	4	25	7	35	Y	Y	N	N	N	N	N	
SO290	NKL	Charlton Jn – Charlton	7	35	7	44	Y	Y	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	00	00	00	00	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	Notes
			M	Ch	M	Ch								
SO500	VTB3	Change of Mileage (Quarry / Fast lines) – Three Bridges	21	15	29	21	Y	Y	Y	N	N	N	N	
SO500	VTB3	Three Bridges – Copyhold Jn	29	21	36	73	Y	Y	Y	N	N	N	N	
SO500	CJA1	Copyhold Jn – Change of Mileage	36	73	36	33	Y	Y	Y	N	N	N	N	
SO500	CJA2	Change of Mileage – Ardingly Sidings	0	00	0	70	Y	Y	Y	N	N	N	N	
SO500	VTB3	Copyhold Jn – Keymer Jn	36	73	40	69	Y	Y	Y	N	N	N	N	
SO500	VTB3	Keymer Jn – Preston Park Jn	40	69	49	43	Y	Y	Y	N	N	N	N	
SO500	PPH	Preston Park Jn – Hove Jn	49	21	50	44	Y	Y	Y	N	N	N	N	
SO500	VTB3	Preston Park Jn – Brighton	49	43	50	49	Y	Y	Y	N	N	N	N	
SO510	LBW	London Bridge platforms 10-15 – Bricklayers Arms Jn	0	00	2	12	Y	Y	Y	N	N	N	N	
SO510	LBW	Bricklayers Arms Jn – New Cross Gate Up Jn	2	12	2	60	Y	Y	Y	N	N	N	N	
SO510	ELL1	New Cross Gate Up Jn – Network Rail Boundary / Up ELL	5	51	5	49	N	N	N	N	N	N	N	
SO510	LBW	New Cross Gate Up Jn – New Cross Gate Down Jn	2	60	3	10	Y	Y	Y	N	N	N	N	
SO510	ELL1	New Cross Gate Down Jn – Network Rail Boundary / Down ELL	6	02	5	79	N	N	N	N	N	N	N	
SO510	LBW	New Cross Gate Down Jn – Sydenham Down Jn	3	10	6	51	Y	Y	Y	N	N	N	N	
SO510	LBW	Sydenham Down Jn – Norwood Jn	6	51	8	55	Y	Y	Y	N	N	N	N	
SO510	LBW	Norwood Jn – Norwood Fork Jn	8	55	9	33	Y	Y	Y	N	N	N	N	
SO510	LBW	Norwood Fork Jn – Cottage Jn / Windmill Bridge Jn	9	33	9	64	Y	Y	Y	N	N	N	N	
SO510	NFE	Norwood Fork Jn – Sutton	9	33	14	75	Y	Y	Y	N	N	N	N	
SO510	NFE	Sutton – Epsom Downs	14	75	18	60	Y	Y	Y	N	N	N	N	
SO520	TBH1	Three Bridges – Crawley	29	21	30	49	Y	Y	Y	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	00	00	00	00	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	Notes
			M	Ch	M	Ch								
SO520	TBH1	Crawley – Horsham Jn	30	49	37	39	Y	Y	R1	N	N	N	N	R1 20mph Faygate Down platform Down Horsham line
SO520	TBH1	Horsham Jn – Horsham	37	39	37	56	Y	Y	Y	N	N	N	N	
SO520	TBH1	Horsham – Billingshurst	37	56	44	71	Y	Y	Y	N	N	N	N	R1 20mph Billingshurst platform 1
SO520	TBH1	Billingshurst – Arundel Jn	44	71	59	75	Y	Y	Y	N	N	N	N	R1 50mph Arundel Up platform
SO520	TBH2	Arundel Jn – Barnham	19	01	22	29	Y	Y	Y	N	N	N	N	
SO520	TBH2	Barnham – Route Boundary (SW110) (Havant Jn)	22	29	35	35	Y	Y	R1	N	N	N	N	R1 Prohibited Barnham Up Sidings
SO520	TBH2	Route Boundary Sussex (Barnham) – Havant Jn [Duplicated on SW110]	35	35	37	24	Y	Y	Y	N	N	N	N	
SO520	WPH2	Havant Jn – Farlington Jn [Duplicated on SW110]	37	24	40	33	Y	Y	Y	N	N	N	N	
SO520	WPH2	Farlington Jn – Portcreek Jn [Duplicated on SW110]	40	33	41	03	Y	Y	Y	N	N	N	N	
SO520	WPH2	Portcreek Jn – Blackfriars Jn [Duplicated on SW110]	41	03	44	50	Y	Y	Y	N	N	N	N	
SO520	WPH2	Blackfriars Jn – Portsmouth and Southsea High Level [Duplicated on SW110]	44	26	44	50	Y	Y	Y	N	N	N	N	
SO520	PAS	Blackfriars Jn – Portsmouth and Southsea Low Level [Duplicated on SW110]	44	26	44	50	Y	Y	Y	N	N	N	N	
SO520	WPH2	Portsmouth and Southsea High Level – Portsmouth Harbour *platforms 4 and 5 RA7 *platforms 1 and 3 RA4 [Duplicated on SW110]	44	50	45	36	Y	Y	Y	N	N	N	N	
SO530	SCU1	South Croydon Jn (SO600) – Sanderstead	11	29	12	23	Y	Y	Y	N	N	N	N	
SO530	SCU1	Sanderstead – Hurst Green Jn	12	23	21	35	Y	Y	N	N	N	N	N	
SO530	HGG1	Hurst Green Jn – End of Line beyond East Grinstead	21	35	30	12	Y	Y	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	00	00	00	00	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	Notes
			M	Ch	M	Ch								
SO540	SCU1	Hurst Green Jn – Uckfield	21	35	46	08	Y	Y	N	N	N	N	N	
SO550	RTT	Redhill (SO500) – Tonbridge	22	40	42	16	Y	Y	R1	N	N	N	N	R1 30mph Leigh Up platform
SO560	RSJ	Redhill – Reigate	22	40	24	27	Y	Y	R1	N	N	N	N	R1 – Prohibited Redhill – Redhill South Jn
SO560	RSJ	Reigate – Route Boundary (SW300) (Shalford Jn)	24	27	33	10	Y	Y	Y	N	N	N	N	
SO590	KJE1	Keymer Jn – Lewes	40	69	49	74	Y	Y	N	N	N	N	N	
SO590	KJE1/2	Lewes – Southerham Jn [Duplicated on SO620]	49	74	51	11	Y	Y	N	N	N	N	N	
SO590	KJE3	Southerham Jn – Willingdon Jn	9	14	21	39	Y	Y	N	N	N	N	N	
SO590	KJE3	Willingdon Jn – Eastbourne	21	39	23	75	Y	Y	N	N	N	N	N	
SO600	WJB	Willingdon Jn – Connection - St Leonards LMD	20	36	32	21	Y	Y	N	N	N	N	N	
SO600	WJB	Connection - St Leonards LMD – Bo Peep Jn	32	21	32	76	Y	Y	N	N	N	N	N	
SO600	TTH	Bo Peep Jn – Hastings	60	69	62	33	Y	Y	R1	N	N	N	N	R1 30mph Leigh Up platform
SO600	ATH	Hastings – Ore Start / End of Electrification	82	34	81	42	Y	Y	N	N	N	N	N	
SO600	ATH	Ore Start / End of Electrification – Jn with Hastings line	81	42	56	20	Y	Y	R1	N	N	N	N	R1 Prohibited between Ore start / end of electrification and Appledore
SO620	BTL	Montpelier Jn – Lewes	0	14	7	77	Y	Y	N	N	N	N	N	
SO620	KJE1/2	Lewes – Southerham Jn [Duplicated on SO590]	49	74	51	11	Y	Y	N	N	N	N	N	
SO620	STS	Southerham Jn – Newhaven Harbour Jn	51	11	56	55	Y	Y	N	N	N	N	N	
SO620	NHB	Newhaven Harbour Jn – Wharf Road (Newhaven Marine)	56	55	57	78	Y	Y	N	N	N	N	N	
SO620	STS	Newhaven Harbour Jn – Seaford	56	55	58	77	Y	Y	N	N	N	N	N	
SO630	BLI1	Brighton platforms 1 and 2 – Hove Jn	0	00	1	28	Y	Y	N	N	N	N	N	
SO630	BLI1	Hove Jn – Hove platforms 2 and 3	1	28	1	35	Y	Y	Y	N	N	N	N	
SO630	PPH	Hove Jn – Hove Up platform loop via platform 1	50	48	51	02	Y	Y	Y	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	oo	oo	oo	oo	MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	Notes
			M	Ch	M	Ch								
SO630	BLI1	Hove Up platform loop and platforms 2, and 3 – Arundel Jn	1	28	19	01	Y	Y	R1 R2	N	N	N	N	R1 20mph Shoreham-by-Sea Up platform R2 20mph Goring-by-Sea Down platform
SO630	BLI1	Arundel Jn – Littlehampton Jn (Change of Mileage)	19	01	19	25	Y	Y	N	N	N	N	N	
SO630	FJL	Littlehampton Jn – Ford Jn	60	57	60	26	Y	Y	N	N	N	N	N	
SO630	BLI2	Littlehampton Jn (Change of Mileage) – Littlehampton	60	57	62	03	Y	Y	N	N	N	N	N	
SO640	BBR	Barnham – Bognor Regis	22	29	25	75	Y	Y	N	N	N	N	N	
SO645	ATL	Battersea Park – Factory Jn	7	27	6	67	Y	Y	N	N	N	N	N	
SO645	ATL	Factory Jn – Wandsworth Road Jn	6	67	6	53	Y	Y	Y	N	N	N	N	
SO645	ATL	Wandsworth Road Jn – Shepherds Lane Jn	6	53	5	68	Y	Y	Y	N	N	N	N	
SO645	ATL	Shepherds Lane Jn – Crofton Road Jn	5	68	3	67	Y	Y	Y	N	N	N	N	
SO645	ATL	Crofton Road Jn – Peckham Rye Jn	3	67	3	47	Y	Y	Y	N	N	N	N	
SO650	BBJ	Balham Jn (SO500) – Leigham Jn	4	69	6	31	Y	Y	Y	N	N	N	N	
SO650	BBJ	Leigham Jn – West Norwood Jn	6	31	6	58	Y	Y	Y	N	N	N	N	
SO650	BBJ	West Norwood Jn – Crystal Palace platforms 1 and 2	6	58	8	56	Y	Y	Y	N	N	N	N	
SO650	SCP	Crystal Palace platforms 3 - 6 – Sydenham Up Jn	7	52	6	49	Y	Y	Y	N	N	N	N	
SO650	BBJ	Crystal Palace platforms 1 and 2 – Bromley Up Jn	8	56	9	36	Y	Y	Y	N	N	N	N	
SO650	BJN1	Bromley Up Jn – Norwood North Jn	9	36	9	75	Y	Y	Y	N	N	N	N	
SO650	BBJ	Bromley Up Jn – Bromley Down Jn	9	36	9	48	Y	Y	Y	N	N	N	N	
SO650	BJN2	Bromley Down Jn – Norwood North Jn	9	48	9	75	Y	Y	Y	N	N	N	N	
SO650	BBJ	Bromley Down Jn – Beckenham Jn	9	48	11	62	Y	Y	Y	N	N	N	N	
SO660	PAT	Purley (S0500) – Caterham	15	13	19	70	Y	Y	Y	N	N	N	N	
SO660	TAT	Purley (S0500) – Tattenham Corner	15	13	23	37	Y	Y	Y	N	N	N	N	
SO680	BTH1	South Bermondsey Jn (SO510) – Old Kent Road Jn	1	49	2	32	Y	Y	Y	N	N	N	N	
SO680	BTH1	Old Kent Road Jn – Peckham Rye Jn	2	32	3	47	Y	Y	Y	N	N	N	N	

Table D1A – Route clearance of diesel multiple units

Last Updated: 14/03/2026

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	150	153	156	158	159	165	165 RHM	Notes
SW100	JAT	Waterloo platforms 20-24 – International Jn	00	00	0	38	Y	N	N	N	N	N	N	N	
SW100	RDG1	Waterloo platforms 12-19 – International Jn (Windsor lines)	0	00	0	38	Y	Y	N	N	R1	R1	N	N	R1 Prohibited Waterloo platform 19
SW100	RDG1	International Jn – Carlisle Lane Jn (Windsor lines)	0	38	0	42	Y	Y	N	N	Y	Y	N	N	
SW100	RDG1	Carlisle Lane Jn – Nine Elms Jn (Windsor lines)	0	42	2	00	Y	Y	N	N	Y	Y	N	N	
SW100	BML1	Waterloo platforms 1-11 – International Jn (Main lines)	0	00	0	38	Y	Y	N	N	R1 R2	R1 R2	N	N	R1 Prohibited Waterloo platforms 1, 2, 3 and 4 R2 Access to Waterloo platforms 5, 6 and 7 via Up Main Fast line only
SW100	BML1	International Jn – Carlisle Lane Jn (Main lines)	0	38	0	42	Y	Y	N	N	Y	Y	N	N	
SW100	BML1	Carlisle Lane Jn – Nine Elms Jn (Main lines)	0	42	2	00	Y	Y	N	N	Y	Y	N	N	
SW100	AHG	Nine Elms Jn – Route Boundary (Kent SO110) (Lindford Street Jn)	2	00	2	44	Y	N	N	N	N	N	N	N	
SW100	RDG1	Nine Elms Jn – West London Jn (Windsor lines)	2	00	3	17	Y	Y	N	N	Y	Y	N	N	
SW100	BML1	Nine Elms Jn – Crossovers at 2m 65ch (Main lines)	2	00	2	65	Y	Y	N	N	Y	Y	N	N	
SW100	BML1	Crossovers at 2m 65 – West London Jn (Main lines)	2	65	3	17	Y	Y	N	N	Y	Y	N	N	
SW100	SCC	West London Jn – Route Boundary (Sussex SO250) (Lathmere Jn No.3)	3	17	3	30	Y	N	N	N	Y	Y	N	N	
SW100	RDG1	West London Jn – Ludgate Jn (Windsor lines)	3	17	3	57	Y	Y	N	N	Y	Y	N	N	
SW100	BML1	West London Jn – Ludgate Jn (Main lines)	3	17	3	57	Y	Y	N	N	Y	Y	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	150	153	156	158	159	165	165 RHM	Notes
SW100	FLL2/3	Route Boundary (Sussex SO250) (Longhedge Jn) – Ludgate Jn	1	77	3	57	Y	N	N	N	N	N	N	N	
SW100	CJL	Ludgate Jn – Route Boundary (Sussex SO250) (Latchmere Jn No.2)	0	30	0	47	Y	Y	N	N	N	N	N	N	
SW100	RDG1	Ludgate Jn – Clapham Jn (Windsor lines)	3	57	3	74	Y	R1	N	N	Y	Y	N	N	R1 Prohibited Clapham platforms 2, 3, 4, 5 and 6
SW100	BML1	Ludgate Jn – Clapham Jn (Main lines)	3	57	3	74	Y	Y	N	N	Y	Y	N	N	
SW105	BML1	Clapham Jn – Wimbledon platforms 5, 6, 7 and 8	3	74	7	19	Y	Y	N	N	Y	Y	N	N	
SW105	PPW	Wimbledon North Jn – Wimbledon platforms 1, 2, 3 and 4 (District line)	8	26	8	47	R1	R1	N	N	R1	R1	N	N	R1 Prohibited Wimbledon platforms 1, 2, and 3
SW105	BML1	Wimbledon platforms 5, 6, 7 and 8 – Wimbledon West Jn	7	19	7	49	Y	Y	N	N	Y	Y	N	N	
SW105	BML1	Wimbledon West Jn – Hampton Court Jn	7	49	13	27	Y	Y	N	N	Y	Y	N	N	
SW105	BML1	Hampton Court Jn – Woking	13	27	24	27	Y	Y	N	N	Y	Y	N	N	
SW105	BML1	Woking – Basingstoke	24	27	47	61	Y	Y	N	N	Y	Y	R1 R2 R3 R4 R5	R6 R7 R8 R9 R10	R1 20mph over bridge 85 (24m 40ch) (Up Fast) (between Woking and Brookwood) R2 40mph over bridge 107b (34m 10ch) (Up Slow) (between Fleet and Farnborough) R3 40mph Winchfield Up Slow platform R4 30mph Brookwood Up Slow platform R5 50mph Winchfield Down Slow platform R6 Prohibited Woking Down Bay platform 5 with crush deflated suspension R7 Permissible Speed Warning Indicator with Directional Arrow Hook Station Up Slow line 41m 75ch with crush deflated suspension R8 Prohibited Basingstoke Down Slow platform 1 with crush deflated suspension R9 Prohibited Basingstoke Down platform 2 R10 40mph Basingstoke Down Slow platform 1

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	150	153	156	158	159	165	165 RHM	Notes
SW105	BML1	Basingstoke – Eastleigh West Jn	47	61	73	42	Y	Y	N	Y	Y	Y	N	R1 R2 R3 R4 R5	R1 Prohibited Worthing Jn to Eastleigh West Jn R2 Prohibited Sign Post 48m 67ch between Basingstoke and Worthing Jn Up Slow line with crush deflated suspension R3 Prohibited Eastleigh platforms 2 & 3 with air bags deflated / failed secondary suspension R4 40mph Basingstoke Down Slow platform 1 R5 40mph Speed Board 48m 67ch between Basingstoke and Worthing Jn Up Fast line
SW105	BML1	Eastleigh West Jn – St Denys	73	42	77	10	Y	Y	N	Y	Y	Y	N	Y	
SW105	BML1	St Denys – Northam Jn	77	10	78	15	Y	Y	N	Y	Y	Y	N	Y	
SW105	BML2	Northam Jn – Redbridge Jn	78	15	81	78	Y	R1 R2	R3 R4	Y	Y	Y	N	R5	R1 Prohibited with deflated suspension R2 Prohibited Southampton Central Down Bay Siding and Bay Siding East R3 20mph Southampton Central platform 1 R4 30mph Southampton Central platform 3 R5 Prohibited Southampton Central platform 4 with crush deflated suspension
SW105	BML2	Redbridge Jn – Worgret Jn	81	78	121	77	Y	R1 R2	N	Y	R3 R4	R3 R4	N	N	R1 Prohibited between Redbridge and Worgret Jn on the Down line R2 Prohibited between Redbridge and Worgret Jn on the Up line when laden, additionally 10mph through station platforms R3 30mph Totton Up platform R4 20mph Sway Down platform
SW105	FUR	Worgret Jn – Network Rail Boundary (Swanage Railway)	126	30	126	61	N	N	N	N	Y	Y	N	N	
SW105	BML2	Worgret Jn – Dorchester Jn	121	77	136	15	Y	E R1 R2 R3	N	Y	Y	Y	N	N	R1 Prohibited on the Down line R2 10mph through station platforms R3 Prohibited with deflated suspension

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	150	153	156	158	159	165	165 RHM	Notes
SW105	BML3	Dorchester Jn – Weymouth	162	14	168	63	Y	Y	Y	Y	Y	Y	N	Y	
SW110	WPH1	Woking Jn – Guildford	24	62	30	27	Y	N	N	N	R1 R2	R1 R2	R3 R4	R5	R1 15mph Worplesdon Up platform 1 R2 30mph Worplesdon Down platform 2 R3 10mph through Worplesdon R4 Prohibited Guildford platform 1 R5 40mph Worplesdon platform 1
SW110	WPH1	Guildford – Shalford Jn	30	27	31	42	Y	N	N	N	Y	Y	Y	Y	
SW110	WPH1	Shalford Jn – Haslemere	31	42	42	79	Y	N	N	N	Y	Y	N	N	
SW110	WPH1	Haslemere – Havant Jn	42	79	66	17	Y	N	N	N	Y	Y	N	N	
SW110	TBH2	Route Boundary (Sussex SO250) (Barnham) – Havant Jn [Duplicated on SO520]	35	35	37	25	Y	N	N	N	Y	Y	N	Y	
SW110	WPH2	Havant Jn – Farlington Jn [Duplicated on SO520]	37	24	40	33	Y	Y	N	Y	Y	Y	N	Y	
SW110	WPH2	Farlington Jn – Portcreek Jn [Duplicated on SO520]	40	33	41	03	Y	Y	N	Y	Y	Y	N	Y	
SW110	WPH2	Portcreek Jn – Blackfriars Jn [Duplicated on SO520]	41	03	44	50	Y	Y	N	Y	Y	Y	N	Y	
SW110	PAS	Blackfriars Jn – Portsmouth and Southsea Low Level [Duplicated on SO520]	44	26	44	50	Y	Y	N	Y	Y	Y	N	Y	
SW110	WPH2	Blackfriars Jn – Portsmouth and Southsea High Level [Duplicated on SO520]	44	26	44	50	Y	Y	N	Y	Y	Y	N	R1	R1 Prohibited Portsmouth & Southsea platform 1 Up Main Fast line with air bags deflated / failed secondary suspension
SW110	WPH2	Portsmouth and Southsea High Level – Portsmouth Harbour * platforms 4 and 5 RA7 * platforms 1 and 3 RA4 [Duplicated on SO520]	44	50	45	36	Y	Y	N	Y	Y	Y	N	R1	R1 Prohibited Portsmouth Harbour platforms 3 & 5
SW115	BAE1	Worting Jn – Connection to Ludgershall Branch line	51	15	66	27	Y	N	N	Y	Y	Y	N	Y	
SW115	LUD1	Connection to main Up line (BAE1) – Red Post Jn	66	27	67	61	N	N	N	N	N	N	N	N	
SW115	LUD2	Red Post Jn – Ludgershall	0	00	5	64	N	N	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	150	153	156	158	159	165	165 RHM	Notes
SW115	BAE1	Connection to Ludgershall Branch line – Laverstock North Jn	66	27	82	05	Y	N	N	Y	Y	Y	N	Y	
SW115	LAV	Laverstock North Jn – Laverstock South Jn	82	05	82	39	Y	N	N	Y	Y	Y	N	Y	
SW115	BAE1	Laverstock North Jn – Salisbury Tunnel Jn	82	05	82	36	Y	N	N	Y	Y	Y	N	Y	
SW115	BAE1	Salisbury Tunnel Jn – Fisherton Short Mile Change of Mileage	82	36	83	72	Y	Y	Y	Y	Y	Y	N	R1	R1 Prohibited Salisbury Bay platform 5
SW115	BAE2	Fisherton Short Mile Change of Mileage – Wilton Jn	84	00	85	37	Y	Y	R1 R2	Y	Y	Y	N	Y	R1 15mph Salisbury platform 3 R2 20mph Salisbury platform 4
SW115	BAE2	Wilton Jn – Gillingham	85	37	105	23	Y	Y	Y	Y	Y	Y	N	N	
SW115	BAE2	Gillingham – Yeovil Jn	105	23	122	48	Y	Y	Y	Y	Y	Y	N	N	
SW115	BAE2	Yeovil Jn – Route Boundary (GW610) (Exeter St Davids Jn)	122	48	164	30	Y	Y	Y	Y	Y	Y	N	N	
SW120	PAA1	Pirbright Jn – Ash Vale Jn	29	39	32	30	Y	N	N	N	N	N	N	N	
SW120	PAA1	Ash Vale Jn – Change of ELR	32	30	36	75	Y	N	N	N	N	N	N	N	
SW120	PAA2	Change of ELR – Connection to Farnham Depot	39	22	42	70	Y	N	N	N	N	N	N	N	
SW120	PAA2	Connection to Farnham Depot – Alton	42	70	49	13	Y	N	N	N	N	N	N	N	
SW125	BKE	Route Boundary GW500 (Southcote Jn) – Basingstoke	37	76	51	39	Y	Y	N	E	Y	Y	Y	Y	
SW130	ECR	Eastleigh East Jn – Romsey	73	35	80	47	Y	Y	Y	Y	Y	Y	N	Y	
SW135	ETF	Eastleigh West Jn – Fareham	73	42	84	21	Y	Y	N	Y	Y	Y	N	Y	
SW140	SDP1	St Denys – Change of ELR	1	59	14	15	Y	Y	N	Y	Y	Y	N	Y	
SW140	SDP2	Change of ELR – Fareham	84	10	84	21	Y	Y	N	Y	Y	Y	N	Y	
SW140	SDP2	Fareham – Quay Viaduct	84	21	84	77	Y	Y	N	Y	Y	Y	N	Y	
SW140	SDP2	Quay Viaduct – Cosham	84	77	90	06	Y	Y	N	Y	Y	Y	N	Y	
SW140	SDP2	Cosham – Cosham Jn	90	06	90	43	Y	Y	N	Y	Y	Y	N	Y	
SW140	SDP2	Cosham Jn – Portcreek Jn	90	43	91	01	Y	Y	N	Y	Y	Y	N	Y	
SW140	FJJ	Cosham Jn – Farlington Jn	90	43	91	14	Y	Y	N	Y	Y	Y	N	Y	
SW145	SOY	Northam Jn – Canute Road LC (AOCL) (Eastern Docks)	78	15	79	02	Y	N	N	N	N	N	N	N	
SW150	RTJ1	Redbridge Jn – Romsey Jn	23	32	18	16	Y	Y	Y	Y	Y	Y	N	Y	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	150	153	156	158	159	165	165 RHM	Notes
SW150	RTJ2	Romsey Jn – Salisbury Tunnel Jn	80	35	96	05	Y	Y	Y	Y	Y	Y	N	Y	
SW155	TTF	Totton – Marchwood	82	43	86	10	Y	N	N	N	N	N	N	N	
SW155	TTF	Marchwood – Fawley GF	86	10	91	42	Y	N	N	N	N	N	N	N	
SW160	BLP	Brockenhurst – Lymington Pier	92	66	98	15	Y	N	N	N	R1	R1	N	N	R1 Must stop 30m (32 yards) short of Stop light at Lymington Pier
SW165	HAG	Hamworthy – Hamworthy Goods (Stop board)	115	77	118	05	Y	N	N	N	N	N	N	N	
SW170	SAL	Wilton Jn – Route Boundary Western (GW5001) (Westbury South Jn)	132	33	115	40	Y	Y	Y	Y	Y	Y	N	Y	
SW175	WEY	Route Boundary (GW500) (Castle Cary Jn) – Yeovil Pen Mill Jn	130	00	141	35	Y	Y	Y	Y	Y	Y	N	Y	
SW175	YJP	Yeovil Pen Mill Jn – Yeovil Jn	1	42	0	00	Y	Y	Y	Y	Y	Y	N	N	
SW175	WEY	Yeovil Pen Mill Jn – Dorchester Jn	141	35	162	14	Y	Y	Y	Y	Y	Y	N	Y	
SW180	RPE	Raynes Park – Epsom (Change of ELR)	8	51	14	18	Y	N	N	N	N	N	N	N	
SW180	BTH2	Route Boundary Sussex (Ewell East) – Epsom [Duplicated in SO680]	17	33	18	73	Y	N	N	N	N	N	N	N	
SW180	BTH3	Epsom (Change of ELR) – Leatherhead [Duplicated in SO680]	14	27	18	02	Y	N	N	N	N	N	N	N	
SW180	BTH3	Leatherhead – Route Boundary Sussex (Horsham) [Duplicated in SW180]	18	02	21	09	Y	N	N	N	N	N	N	N	
SW180	BTH3	Route Boundary Sussex (Leatherhead) – Horsham jn (SO520) [Duplicated in SO680]	21	09	35	34	Y	N	N	N	N	N	N	N	
SW185	MPC	Motspur Park – Chessington South	9	57	13	73	Y	N	N	N	N	N	N	N	
SW190	NMS1	New Malden – Fulwell Jn	9	62	14	53	Y	N	N	N	N	N	N	N	
SW190	NMS2	Fulwell Jn – Shepperton	12	56	18	73	Y	N	N	N	N	N	N	N	
SW195	HAM	Hampton Court Jn – Hampton Court Up line	13	27	14	76	Y	N	N	N	N	N	N	N	
SW195	HAM	Hampton Court Jn – Hampton Court Down line	13	27	14	76	Y	N	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	150	153	156	158	159	165	165 RHM	Notes
SW200	NGL	Hampton Court Jn – Effingham Jn	13	27	21	04	Y	N	N	N	N	N	N	N	
SW200	NGL	Effingham Jn – Guildford	21	04	29	70	Y	N	N	N	N	N	N	R1 R2 R3	R1 Prohibited Effingham Jn to 29m 40ch R2 Prohibited Guildford platform 1 with crush deflated suspension R3 Prohibited Ministure Speed Board 29m 77ch Guildford platform 2
SW205	LEJ	Leatherhead – Effingham Jn	18	02	22	15	Y	N	N	N	N	N	N	N	
SW210	RDG1	Clapham Jn – Point Pleasant Jn	3	74	5	09	Y	N	N	N	Y	Y	Y	N	
SW210	RDG1	Point Pleasant Jn – Richmond	5	09	9	57	Y	N	N	N	R1 R2 R3	R1 R2 R3	Y Y		R1 40mph North Sheen (Up direction) R2 40mph Mortlake (Up direction) R3 30mph Richmond (Up direction)
SW210	RDG1	Richmond – Virginia Water	9	57	23	15	Y	N	N	N	R1 R2 R3 R4 R5 R6 R7	R1 R2 R3 R4 R5 R6 R7	Y Y		R1 50mph Egham (Up direction) R2 40mph Ashford (Up direction) R3 30mph St Margarets (Up direction) R4 20mph Twickenham (Down direction) R5 50mph Feltham (Down direction) R6 50 mph Ashford (Down direction) R7 20mph Staines (Down direction)
SW210	RDG1	Virginia Water – Wokingham Jn	23	15	36	35	Y	N	N	N	R1 R2 R3 R4	R1 R2 R3 R4	Y Y		R1 50mph between Virginia Water and Wokingham R2 20mph Ascot station Down line R3 Prohibited through Ascot on the Up line R4 20mph Bracknell station Down line
SW210	RDG2	Wokingham Jn – Reading Spur Jn	61	72	67	76	Y	N	N	N	Y	Y	R1	Y	R1 Wokingham permitted on the Up line (towards Bracknell) clear of position light signal WM15 for movements back over crossover
SW210	RNJ	Reading Spur Jn – Route Boundary (GW190) (Reading New Jn)	67	76	68	00	Y	N	N	N	Y	Y	Y	Y	
SW210	RDG2	Reading Spur Jn – Reading Southern Jn	67	76	68	25	Y	N	N	N	Y	Y	Y	Y	
SW210	RLL	Route Boundary Western (Reading East Main Jn) – Reading Southern Jn	35	35	0	00	N	Y	N	N	Y	Y	Y	Y	

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Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	121	150	153	156	158	159	165	165 RHM	Notes
SW210	RDG2	Reading Southern Jn – Reading platforms 4, 5 and 6	68	25	68	68	Y	N	N	N	Y	Y	Y	Y	
SW220	CKL	Latchmere Jn No.3 – Latchmere Jn No.1 [Duplicated in SO250]	2	39	2	50	Y	Y	N	N	Y	Y	N	N	
SW220	WLL	Latchmere Jn No.1 – Latchmere Jn No.2 [Duplicated in SO250]	0	63	0	68	Y	Y	N	N	Y	Y	N	N	
SW220	WLL	Latchmere Jn No.2 – Kensington Olympia [Duplicated in SO250]	0	71	3	42	Y	Y	N	N	Y	Y	N	N	
SW225	PPW	Point Pleasant Jn – Network Rail Boundary (TfL – District Line)	5	09	5	67	Y	N	N	N	Y	Y	N	N	
SW225	PPW	Network Rail Boundary (TfL – District Line) – Wimbledon North Jn (TfL infrastructure)	5	67	8	26	Y	N	N	N	R1	R1	N	N	R1 10mph Wimbledon Park Down platform
SW230	HOU	Barnes – New Kew Jn	7	07	9	34	Y	N	N	N	Y	Y	N	N	
SW230	NKE2	New Kew Jn – Route Boundary (EA1330) (Kew East Jn)	9	34	9	64	Y	N	N	N	N	N	N	N	
SW230	HOU	New Kew Jn – Old Kew Jn	9	34	10	01	Y	N	N	N	Y	Y	N	N	
SW230	BOK5	Old Kew Jn – Route Boundary (EA1330) (Kew East Jn)	3	69	3	61	Y	N	N	N	N	N	N	N	
SW230	HOU	Old Kew Jn – Hounslow Jn	10	01	14	09	Y	N	N	N	R1	R1	N	N	R1 30mph Isleworth Up platform
SW230	HJW	Hounslow Jn – Whitton Jn	14	09	14	39	Y	N	N	N	N	N	N	N	
SW230	HOU	Hounslow Jn – Feltham Jn	14	09	14	38	Y	N	N	N	Y	Y	N	N	
SW245	TSJ	Jn (Twickenham) – Strawberry Hill Jn	11	48	12	27	Y	N	N	N	N	N	N	N	
SW245	SHF	Strawberry Hill Jn – Fulwell Jn	12	27	12	56	Y	N	N	N	N	N	N	N	
SW245	TSJ	Strawberry Hill Jn – Shacklegate Jn	12	27	12	58	Y	N	N	N	N	N	N	N	
SW250	SWE	Staines – Windsor and Eton Riverside	19	02	25	48	Y	N	N	N	N	N	N	N	
SW255	VWW	Virginia Water Jn – Addlestone Jn	24	73	19	74	Y	N	N	N	Y	Y	N	N	
SW255	AJB	Addlestone Jn – Byfleet Jn	0	00	0	67	Y	N	N	N	Y	Y	N	N	
SW255	VWW	Addlestone Jn – Weybridge	19	74	19	12	Y	N	N	N	Y	Y	N	N	
SW260	AAV	Ascot – Ash Vale Jn	28	79	40	57	Y	N	N	N	N	N	N	N	
SW265	GTW1	Guildford – Change of ELR	30	27	35	50	Y	N	N	N	Y	Y	R1	Y	R1 Prohibited Guildford platform 1
SW265	GTW2	Change of ELR – Aldershot South Jn	48	34	50	01	Y	N	N	N	Y	Y	Y	Y	
SW265	NSA	Aldershot South Jn – Aldershot North Jn	50	01	50	43	Y	N	N	N	N	N	N	N	
SW265	GTW2	Aldershot South Jn – Wokingham Jn	50	01	61	74	Y	N	N	N	Y	Y	Y	Y	
SW300	RSJ	Route Boundary (Sussex SO560) (Redhill) – Shalford Jn	33	10	41	62	Y	N	N	N	N	N	Y	Y	

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Table D3 – Route clearance of coaching stock

Last Updated: 25/04/2026

To be read in conjunction with General Notes.

Network Rail documentation may refer to either Mark 1-3 stock or C1-3 gauge as detailed below:

C1 = standard passenger coaching stock gauge for Mark 1 and Mark 2 coaches with 9'0" wide bodywork and 64'6" or (57') long underframes.

C3 = standard passenger coaching stock gauge for Mark 3 coaches which are 23 metres (75') long overall.

Mk3 (MOD) = Mk 3 coaches (Modified) and refers to Mk 3 coaches which have been fitted with powered bodyside doors

Mk3 DVT (MOD) = Mk3 DVT (Modified) and refers to Mk3 DVTs that have had centre pivot lateral bump stops modified to ESG-S-MO15, reducing lateral body movement.

Mk4 DVTs can operate over all routes cleared for Mark 4 coaching stock. Any restrictions applied to Mk4 coaching stock also apply to Mk 4 DVTs.

All coaching stock operating over routes detailed in this table are prohibited from operating unless fitted with short swing links

Line of route	ELR	Line of Route / Sector Description	0000		0000		MK1	MK2	MK3	MK3 MOD	MK3 DVT	MK3 DVT MOD	MK4	Notes
			M	Ch	M	Ch								
SW100	JAT	Waterloo platforms 20-24 – International Jn	00	00	0	38	N	N	N	N	N	N	N	
SW100	RDG1	Waterloo platforms 12-19 – International Jn (Windsor lines)	0	00	0	38	Y	Y	Y	N	N	N	N	
SW100	RDG1	International Jn – Carlisle Lane Jn (Windsor lines)	0	38	0	42	Y	Y	Y	N	N	N	N	
SW100	RDG1	Carlisle Lane Jn – Nine Elms Jn (Windsor lines)	0	42	2	00	Y	Y	Y	N	N	N	N	
SW100	BML1	Waterloo platforms 1-11 – International Jn (Main lines)	0	00	0	38	Y	Y	Y	N	N	N	N	
SW100	BML1	International Jn – Carlisle Lane Jn (Main lines)	0	38	0	42	Y	Y	Y	N	N	N	N	
SW100	BML1	Carlisle Lane Jn – Nine Elms Jn (Main lines)	0	42	2	00	Y	Y	Y	N	N	N	N	
SW100	AHG	Nine Elms Jn – Route Boundary (Kent SO110) (Lindford Street Jn)	2	00	2	44	Y	Y	Y	N	N	N	N	
SW100	RDG1	Nine Elms Jn – West London Jn (Windsor lines)	2	00	3	17	Y	Y	Y	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	0000		0000		MK1	MK2	MK3	MK3 MOD	MK3 DVT	MK3 DVT MOD	MK4	Notes
			M	Ch	M	Ch								
SW100	BML1	Nine Elms Jn – Crossovers at 2m 65ch (Main lines)	2	00	2	65	Y	Y	Y	N	N	N	N	
SW100	BML1	Crossovers at 2m 65 – West London Jn (Main lines)	2	65	3	17	Y	Y	Y	N	N	N	N	
SW100	SCC	West London Jn – Route Boundary (Sussex SO250) (Lathmere Jn No.3)	3	17	3	30	Y	Y	Y	N	N	N	N	
SW100	RDG1	West London Jn – Ludgate Jn (Windsor lines)	3	17	3	57	Y	Y	Y	N	N	N	N	
SW100	BML1	West London Jn – Ludgate Jn (Main lines)	3	17	3	57	Y	Y	Y	N	N	N	N	
SW100	FLL2/3	Route Boundary (Sussex SO250) (Longhedge Jn) – Ludgate Jn	1	77	3	57	Y	Y	Y	N	N	N	N	
SW100	CJL	Ludgate Jn – Route Boundary (Sussex SO250) (Lathmere Jn No.2)	0	30	0	47	Y	Y	Y	N	N	N	N	
SW100	RDG1	Ludgate Jn – Clapham Jn (Windsor lines)	3	57	3	74	Y	Y	Y	N	N	N	N	
SW100	BML1	Ludgate Jn – Clapham Jn (Main lines)	3	57	3	74	Y	Y	Y	N	N	N	N	
SW105	BML1	Clapham Jn – Wimbledon platforms 5, 6, 7 and 8	3	74	7	19	Y	Y	Y	N	N	N	N	
SW105	PPW	Wimbledon North Jn – Wimbledon platforms 1, 2, 3 and 4 (District line)	8	26	8	47	Y	Y	R1	N	N	N	N	R1 Prohibited Wimbledon platforms 1, 2, 3 and 4
SW105	BML1	Wimbledon platforms 5, 6, 7 and 8 – Wimbledon West Jn	7	19	7	49	Y	Y	Y	N	N	N	N	
SW105	BML1	Wimbledon West Jn – Hampton Court Jn	7	49	13	27	Y	Y	Y	N	N	N	N	
SW105	BML1	Hampton Court Jn – Woking	13	27	24	27	Y	Y	Y	N	N	N	N	
SW105	BML1	Woking – Basingstoke	24	27	47	61	Y	Y	Y	N	N	N	N	
SW105	BML1	Basingstoke – Eastleigh West Jn	47	61	73	42	Y	Y	Y	N	N	N	N	
SW105	BML1	Eastleigh West Jn – St Denys	73	42	77	10	Y	Y	Y	N	N	N	N	R1 20mph Swaythling Down Platform line
SW105	BML1	St Denys – Northam Jn	77	10	78	15	Y	Y	Y	N	N	N	N	
SW105	BML2	Northam Jn – Redbridge Jn	78	15	81	78	Y	Y	Y	N	N	N	N	
SW105	BML2	Redbridge Jn – Worgret Jn	81	78	121	77	Y	Y	Y	N	N	N	N	
SW105	FUR	Worgret Jn – Network Rail Boundary (Swanage Railway)	126	30	129	55	Y	Y	Y	N	N	N	N	

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			M	Ch	M	Ch								
SW105	BML2	Worgret Jn – Dorchester Jn	121	77	136	15	Y	Y	Y	N	N	N	N	
SW105	BML3	Dorchester Jn – Weymouth	162	14	168	63	Y	Y	Y	N	N	N	N	
SW110	WPH1	Woking Jn – Guilford	24	62	30	27	Y	Y	Y	N	N	N	N	
SW110	WPH1	Guilford – Shalford Jn	30	27	31	42	Y	Y	Y	N	N	N	N	
SW110	WPH1	Shalford Jn – Haslemere	31	42	42	79	Y	Y	Y	N	N	N	N	
SW110	WPH1	Haslemere – Havant Jn	42	79	66	17	Y	Y	Y	N	N	N	N	
SW110	TBH2	Route Boundary (Sussex SO250) (Barnham) – Havant Jn [Duplicated on SO520]	35	35	37	25	Y	Y	N	N	N	N	N	
SW110	WPH2	Havant Jn – Farlington Jn [Duplicated on SO520]	37	24	40	33	Y	Y	Y	N	N	N	N	
SW110	WPH2	Farlington Jn – Portcreek Jn [Duplicated on SO520]	40	33	41	03	Y	Y	Y	N	N	N	N	
SW110	WPH2	Portcreek Jn – Blackfriars Jn [Duplicated on SO520]	41	03	44	50	Y	Y	Y	N	N	N	N	
SW110	PAS	Blackfriars Jn – Portsmouth and Southsea Low Level [Duplicated on SO520]	44	26	44	50	Y	Y	Y	N	N	N	N	
SW110	WPH2	Blackfriars Jn – Portsmouth and Southsea High Level [Duplicated on SO520]	44	26	44	50	Y	Y	Y	N	N	N	N	
SW110	WPH2	Portsmouth and Southsea High Level – Portsmouth Harbour * platforms 4 and 5 RA7 * platforms 1 and 3 RA4 [Duplicated on SO520]	44	50	45	36	Y	Y	Y	N	N	N	N	
SW115	BAE1	Worting Jn – Connection to Ludgershall Branch line	51	15	66	27	Y	Y	Y	N	N	N	N	
SW115	LUD1	Connection to main Up line (BAE1) – Red Post Jn	66	27	67	61	Y	Y	Y	N	N	N	N	
SW115	LUD2	Red Post Jn – Ludgershall	0	00	5	64	Y	Y	Y	N	N	N	N	R1 Prohibited between ¾ mile post and Ludgershall
SW115	BAE1	Connection to Ludgershall Branch line – Laverstock North Jn	66	27	82	05	Y	Y	Y	N	N	N	N	

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			M	Ch	M	Ch								
SW115	LAV	Laverstock North Jn – Laverstock South Jn	82	05	82	39	Y	Y	Y	N	N	N	N	
SW115	BAE1	Laverstock North Jn – Salisbury Tunnel Jn	82	05	82	36	Y	Y	Y	N	N	N	N	
SW115	BAE1	Salisbury Tunnel Jn – Fisherton Short Mile Change of Mileage	82	36	83	72	Y	Y	Y	N	N	N	N	
SW115	BAE2	Fisherton Short Mile Change of Mileage – Wilton Jn	84	00	85	37	Y	Y	Y	N	N	N	N	
SW115	BAE2	Wilton Jn – Gillingham	85	37	105	23	Y	Y	Y	N	N	N	N	
SW115	BAE2	Gillingham – Yeovil Jn	105	23	122	48	Y	Y	Y	N	N	N	N	
SW115	BAE2	Yeovil Jn – Route Boundary (GW610) (Exeter St Davids Jn)	122	48	164	30	Y	Y	Y	N	N	N	N	
SW120	PAA1	Pirbright Jn – Ash Vale Jn	29	39	32	30	Y	Y	N	N	N	N	N	
SW120	PAA1	Ash Vale Jn – Change of ELR	32	30	36	75	Y	Y	N	N	N	N	N	
SW120	PAA2	Change of ELR – Connection to Farnham Depot	39	22	42	70	Y	Y	N	N	N	N	N	
SW120	PAA2	Connection to Farnham Depot – Alton	42	70	49	13	Y	Y	N	N	N	N	N	
SW125	BKE	Route Boundary GW500 (Southcote Jn) – Basingstoke	37	76	51	39	Y	Y	Y	N	N	N	N	
SW130	ECR	Eastleigh East Jn – Romsey	73	35	80	47	Y	Y	Y	N	N	N	N	
SW135	ETF	Eastleigh West Jn – Fareham	73	42	84	21	Y	Y	Y	N	N	N	N	
SW140	SDP1	St Denys – Change of ELR	1	59	14	15	Y	Y	Y	N	N	N	N	
SW140	SDP2	Change of ELR – Fareham	84	10	84	21	Y	Y	Y	N	N	N	N	
SW140	SDP2	Fareham – Quay Viaduct	84	21	84	77	Y	Y	Y	N	N	N	N	
SW140	SDP2	Quay Viaduct – Cosham	84	77	90	06	Y	Y	Y	N	N	N	N	
SW140	SDP2	Cosham – Cosham Jn	90	06	90	43	Y	Y	Y	N	N	N	N	
SW140	SDP2	Cosham Jn – Portcreek Jn	90	43	91	01	Y	Y	Y	N	N	N	N	
SW140	FJJ	Cosham Jn – Farlington Jn	90	43	91	14	Y	Y	Y	N	N	N	N	
SW145	SOY	Northam Jn – Canute Road LC (AOCL) (Eastern Docks)	78	15	79	02	Y	Y	Y	N	N	N	N	
SW150	RTJ1	Redbridge Jn – Romsey Jn	23	32	18	16	Y	Y	Y	N	N	N	N	

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			M	Ch	M	Ch								
SW150	RTJ2	Romsey Jn – Salisbury Tunnel Jn	80	35	96	05	Y	Y	R1	N	N	N	N	R1 OPPOS applies between Laverstock South Jn and Salisbury Tunnel Jn
SW155	TTF	Totton – Marchwood	82	43	86	10	Y	Y	Y	N	N	N	N	
SW155	TTF	Marchwood – Fawley GF	86	10	91	42	Y	Y	Y	N	N	N	N	
SW160	BLP	Brockenhurst – Lymington Pier	92	66	98	15	Y	Y	N	N	N	N	N	
SW165	HAG	Hamworthy – Hamworthy Goods (Stop board)	115	77	118	05	Y	Y	N	N	N	N	N	
SW170	SAL	Wilton Jn – Route Boundary Western (GW5001) (Westbury South Jn)	132	33	115	40	Y	Y	Y	N	N	N	N	
SW175	WEY	Route Boundary (GW500) (Castle Cary Jn) – Yeovil Pen Mill Jn	130	00	141	35	Y	Y	Y	N	N	N	N	
SW175	YJP	Yeovil Pen Mill Jn – Yeovil Jn	1	42	0	00	Y	Y	Y	N	N	N	N	
SW175	WEY	Yeovil Pen Mill Jn – Dorchester Jn	141	35	162	14	Y	Y	R1	N	N	N	N	R1 40mph maximum speed
SW180	RPE	Raynes Park – Epsom (Change of ELR)	8	51	14	18	Y	Y	Y	N	N	N	N	
SW180	BTH2	Route Boundary Sussex (Ewell East) – Epsom [Duplicated in SO680]	17	33	18	73	Y	Y	Y	N	N	N	N	
SW180	BTH3	Epsom (Change of ELR) – Leatherhead [Duplicated in SO680]	14	27	18	02	Y	Y	Y	N	N	N	N	
SW180	BTH3	Leatherhead – Route Boundary Sussex (Horsham) [Duplicated in SW180]	18	02	21	09	Y	Y	Y	N	N	N	N	
SW180	BTH3	Route Boundary Sussex (Leatherhead) – Horsham jn (SO520) [Duplicated in SO680]	21	09	35	34	Y	Y	Y	N	N	N	N	
SW185	MPC	Motspur Park – Chessington South	9	57	13	73	Y	Y	Y	N	N	N	N	
SW190	NMS1	New Malden – Fulwell Jn	9	62	14	53	Y	Y	Y	N	N	N	N	
SW190	NMS2	Fulwell Jn – Shepperton	12	56	18	73	Y	Y	Y	N	N	N	N	
SW195	HAM	Hampton Court Jn – Hampton Court Up line	13	27	14	76	Y	Y	Y	N	N	N	N	
SW195	HAM	Hampton Court Jn – Hampton Court Down line	13	27	14	76	Y	Y	Y	N	N	N	N	
SW200	NGL	Hampton Court Jn – Effingham Jn	13	27	21	04	Y	Y	Y	N	N	N	N	

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			M	Ch	M	Ch								
SW200	NGL	Effingham Jn – Guilford	21	04	29	70	Y	Y	Y	N	N	N	N	
SW205	LEJ	Leatherhead – Effingham Jn	18	02	22	15	Y	Y	N	N	N	N	N	
SW210	RDG1	Clapham Jn – Point Pleasant Jn	3	74	5	09	Y	Y	Y	N	N	N	N	
SW210	RDG1	Point Pleasant Jn – Richmond	5	09	9	57	Y	Y	Y	N	N	N	N	
SW210	RDG1	Richmond – Virginia Water	9	57	23	15	Y	Y	Y	N	N	N	N	
SW210	RDG1	Virginia Water – Wokingham Jn	23	15	36	35	Y	Y	Y	N	N	N	N	
SW210	RDG2	Wokingham Jn – Reading Spur Jn	61	72	67	76	Y	Y	Y	N	N	N	N	
SW210	RNJ	Reading Spur Jn – Route Boundary (GW190) (Reading New Jn)	68	00	67	76	Y	Y	Y	N	N	N	N	
SW210	RDG2	Reading Spur Jn – Reading Southern Jn	67	76	68	25	Y	Y	Y	N	N	N	N	
SW210	RLL	Route Boundary Western (Reading East Main Jn) – Reading Southern Jn	35	35	0	00	Y	Y	Y	N	N	N	N	
SW210	RDG2	Reading Southern Jn – Reading platforms 4, 5 and 6	68	25	68	68	Y	Y	Y	N	N	N	N	
SW220	CKL	Latchmere Jn No.3 – Latchmere Jn No.1 [Duplicated in SO250]	2	39	2	50	Y	Y	Y	N	N	N	N	
SW220	WLL	Latchmere Jn No.1 – Latchmere Jn No.2 [Duplicated in SO250]	0	63	0	68	Y	Y	Y	N	N	N	N	
SW220	WLL	Latchmere Jn No.2 – Kensington Olympia [Duplicated in SO250]	0	71	3	42	Y	Y	Y	N	N	N	N	
SW225	PPW	Point Pleasant Jn – Network Rail Boundary (TfL – District Line)	5	09	5	67	Y	Y	Y	N	N	N	N	
SW225	PPW	Network Rail Boundary (TfL – District Line) – Wimbledon North Jn (TfL infrastructure)	5	67	8	26	Y	Y	R1	N	N	N	N	R1 10mph Wimbledon Park Down platform
SW230	HOU	Barnes – New Kew Jn	7	07	9	34	Y	Y	Y	N	N	N	N	
SW230	NKE2	New Kew Jn – Route Boundary (EA1330) (Kew East Jn)	9	34	9	64	Y	Y	Y	N	N	N	N	R1 OPPOS applies between New Kew Jn and Kew East Jn
SW230	HOU	New Kew Jn – Old Kew Jn	9	34	10	01	Y	Y	Y	N	N	N	N	