NETWORK RAIL

Kent, Sussex & Wessex Routes

Week No.

KSW

23

PERIODICAL OPERATING NOTICE

CONTAINING

AMENDMENTS TO NATIONAL OPERATIONS PUBLICATIONS
INCLUDING NATIONAL OPERATING INSTRUCTIONS

MISCELLANEOUS INSTRUCTIONS AND NOTICES

INCORPORATING

SUPPLEMENT NO. 76 TO THE KSW ROUTE
SECTIONAL APPENDIX

SATURDAY 05 SEPTEMBER 2026
to
FRIDAY 04 DECEMBER 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/141GBPTP1

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. 76 to the KSW Route Sectional Appendix effective from Saturday 05 September 2026 to Friday 04 December 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. 76 and is dated 05 September 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@rssb.co.uk

RECORDING OF CONVERSATIONS

Telephone calls to Network Signalling Locations, Electrical Controls and Operations 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:

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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 **05 September 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 *'Working single and bi-directional lines by pilot'*.
TS4 Electric token block regulations	8.1.1 8.1.2 8.2.1 8.2.2 8.2.3 8.5 8.6.1 8.6.2 8.7 8.8	Amend 'pilotman' to 'pilot'
TS5 Tokenless block regulations	8.1 8.2	Amend title of module P2 to read *'Working single and bi-directional lines by pilot'*
TS5 Tokenless block regulations	8 8.1 8.2 8.3 8.4 8.5 8.5.2	Amend 'pilotman' to 'pilot'
TS7 No-signaller token regulations	2.2 8.1.1 8.2.1 8.3.1	Amend title of module P2 to read *'Working single and bi-directional lines by pilot'*

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

Handbook 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

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

Amend: the following as shown:

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

Add: the following new entries:

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

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

Part E - Amendments summary

GERT8000 Rule Book

Module, Issue and Section amended	Number	Published
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/Elp/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 remians 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 *(Elmstead Woods - Hildenborough)*	AD	0330 8531285 0330 8531286	085 31285 085 31286	74 2253 01
Workstation 2 *(Hildenborough to Staplehurst including Tonbridge to Godstone and Paddock Wood to Beltring)*	AD	0330 8531287 0330 8531288	085 31287 085 31288	74 2254 01
Workstation 3 *(Ashford to Rye)*	AD	0330 8531289 0330 8531290	085 31289 085 31290	74 2255 01
Workstation 4 *(Staplehurst to Westenhanger)*	AD	0330 8531291 0330 8531305	085 31291 085 31305	74 2256 01
Workstation 5 *(Westenhanger to Folkestone/Eurotunnel interface)*	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 *(Norbiton/Shepperton to Strawberry hill including depot)* *(Richmond to Whitton)*	BEF	0330 8543012	085 43012	74 3371 01
Staines Workstation 2 *(Whitton to Egham) (Chiswick to Hounslow) (Staines to Windsor & Eaton Riverside)*	BEF	0330 8543014	085 43014	74 4102 01
Ascot Workstation 3 (Rusham CCTV to Earley) (Virginia Water to Addlestone) (Ascot to Frimley)) (Farnborough North to Wokingham Junction)	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 *(Chertsey CCTV Grove Park CCTV Wood Lane CCTV Star Lane CCTV Wokingham CCTV*	BEF	0330 8543015	085 43015	
Level Crossing Workstation 2 *(Thorpe Lane CCTV Pooley Green CCTV Egham CCTV Rusham CCTV)*	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, Ashust 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		
Guildford (North end) to Worplesdon/ Bookham/Farnborough North *Guildford (South end) to Farncombe/Gomshall*			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	HT	023 8075 6181	07 56181	74 4225 01
(Petersfield exc/ Emsworth/ Fareham exc to Hilsea)				
Portsmouth Workstation	HT	023 8075 6185	07 56185	74 4226 01
(Hilsea exc to Portsmouth Harbour)				
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 *(Norwood Junction to Norwood Fork Junction)*	T	01293 621374	00 61751	74 3280 01
Panel 1b *(Windmill Bridge Junction/Cottage Junction to South Croydon South Croydon to Upper Warlingham)*	T	01293 621375	00 61760	74 3281 01
Panel 1c *(Thornton Heath to Selhurst.* *Norwood Fork Junction (excl) to West Croydon)*	T	01293 621376	00 21002	74 2102 01
Panel 2 *(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)*	T	01293 621377	00 61752	74 3283 01
Panel 3 *(Quarry Tunnel/Merstham Tunnel (incl) to Salfords (incl). Redhill to Godstone)*	T	01293 621378	00 61753	74 3284 01
Panel 4 *(Horley (incl) to Balcombe Tunnel Jn (incl) and* *Three Bridges to Crawley)*	T	01293 621379	00 61754	74 3285 01
Panel 5 *(Balcombe Tunnel Jn (excl) to Patcham Tunnel (incl). Keymer Jn to Plumpton (incl). Ardingly Branch)*	T	01293 621380	00 61755	74 3286 01

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

Signal Box	Prefix	External No	Internal No	GSMR No
Panel 6 *(Patcham Tunnel (excl) to Brighton/Hove).* *Brighton to Falmer*	T	01293 621381	00 61756	74 3287 01
Panel 7 *Horsham station area (Billingshust (exclusive) and Three Bridges (exclusive)*	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 *(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)*	VS	0330 8553307	08553307	74 3109 01
Panel 8 *(Between Ravensbourne and Loughborough Jn via Nunhead (Catford Loop)* *Between Shepherds Lane Jn and Peckham Rye on the Atlantic Lines)*	VS	0330 8553308	08553308	74 3110 01
Panel 9 *(Between Beckenham Jn and Herne Hill via main line)*	VS	0330 8553309	08553309	74 3111 01
Panel 10 *(Between Bat and Ball/Kemsing and Swanley via Otford. Between Longfield and Ravensbourne via Swanley,* *Bickley / Bromley South)and Shortlands*	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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Handbook 8 - IWA, COSS or PC blocking a line / TS1 General Signalling Regulations 13.2.3

Protecting a stabled train on a platform line

(Duplication of Anglia Sectional Appendix)

A platform line on which a train is stabled may be blocked under the arrangements shown in this handbook, but only if protection is provided to stop a train making an unauthorised movement.

When a platform line is to be blocked and a train is stabled on that line, the IWA, COSS or PC must place the following train protection equipment on the train before allowing the work to start:

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

<u>The arrangements shall apply at the following locations</u>

1. **on platform lines at terminal stations**

2. on dead end bay platforms at through stations

3. **on running lines shown in “Stabling of trains” – within General Instructions of Anglia Route Sectional Appendix**

Note:

Drivers are permitted to enter the driving cab for the purposes of preparing the train in accordance with their company instructions.

Unless permits are issued, the traction current must always be treated as being live.

This instruction is applicable to the East London Line (SO511 Highbury & Islington to New Cross / New Cross Gate ELL) between Highbury & Islington and Dalston West Curve.

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

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

Wessex 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
SW105 Clapham Junction to Weymouth	
Moreton Woodsford No.37	Up line Single line
SW115 Worting Junction to Exeter St Davids	
Crewkerne	Single line
SW150 Redbridge to Salisbury Tunnel Junction	
Kimbridge Dunbridge	Up line Down line
SW170 Westbury to Wilton Junction	
Upton Lovell Wylye	Down line Down line
SW210 Clapham Junction to Reading	
Waterloo	Down line

South East (Kent, Sussex, Wessex) Territory GI - Dated: 01/08/2026

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 Competent person
Cliffe (NK509) & Grain	Cliffe (NK509)	Train Crew
Cliffe (NK509) & Grain	Grain Crossing	Crossing Keeper

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221	05 June 2021
222	05 June 2021
223	28 November 2020
224	28 November 2020
225	04 December 2021
226	04 December 2021
227	**05 September 2026**
228	**05 September 2026**
229	06 June 2026
230	06 June 2026
231	04 December 2021
232	04 December 2021
233	04 December 2021
234	04 December 2021
235	03 March 2018
236	03 March 2018
237	03 March 2018
238	03 March 2018
239	06 December 2025
240	06 December 2025
241	06 December 2025
242	06 December 2025
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
250	06 June 2015
251	01 June 2024
252	01 June 2024
253	01 December 2018
254	01 December 2018
255	01 December 2018
256	01 December 2018
257	05 December 2015
258	05 December 2015
259	03 September 2022
260	03 September 2022

Page	Date Last Changed
261	06 December 2025
262	06 December 2025
263	29 February 2020
264	29 February 2020
265	29 February 2020
266	29 February 2020
267	29 February 2020
268	29 February 2020
269	05 June 2021
270	05 June 2021
271	02 March 2019
272	02 March 2019
273	02 June 2018
274	02 June 2018
275	06 June 2026
276	06 June 2026
277	06 June 2015
278	06 June 2015
279	07 September 2024
280	07 September 2024
281	06 September 2025
282	06 September 2025
283	06 June 2015
284	06 June 2015
285	07 December 2024
286	07 December 2024
287	07 December 2024
288	07 December 2024
289	07 March 2026
290	07 March 2026
291	02 March 2024
292	02 March 2024
293	01 March 2025
294	01 March 2025
295	07 December 2024
296	07 December 2024
297	02 March 2024
298	02 March 2024
299	03 March 2018
300	03 March 2018
301	03 March 2018
301A	03 March 2018
301B	02 March 2024
302	02 March 2024
303	07 June 2025
304	07 June 2025
305	02 March 2024
306	02 March 2024
307	03 September 2011
308	03 September 2011
309	03 September 2011
310	03 September 2011
311	02 June 2018
312	02 June 2018
313	29 August 2020
314	29 August 2020

Page	Date Last Changed
315	05 March 2022
316	05 March 2022
317	03 September 2022
317A	03 September 2022
317B	03 September 2022
318	03 September 2022
318A	03 March 2018
318B	03 March 2018
319	03 March 2018
320	03 March 2018
321	03 September 2011
322	03 September 2011
323	02 June 2018
324	02 June 2018
325	02 June 2018
325A	02 June 2018
325B	05 June 2021
326	05 June 2021
327	02 December 2023
328	02 December 2023
329	04 March 2023
329A	04 March 2023
329B	03 March 2018
330	03 March 2018
331	06 September 2025
332	06 September 2025

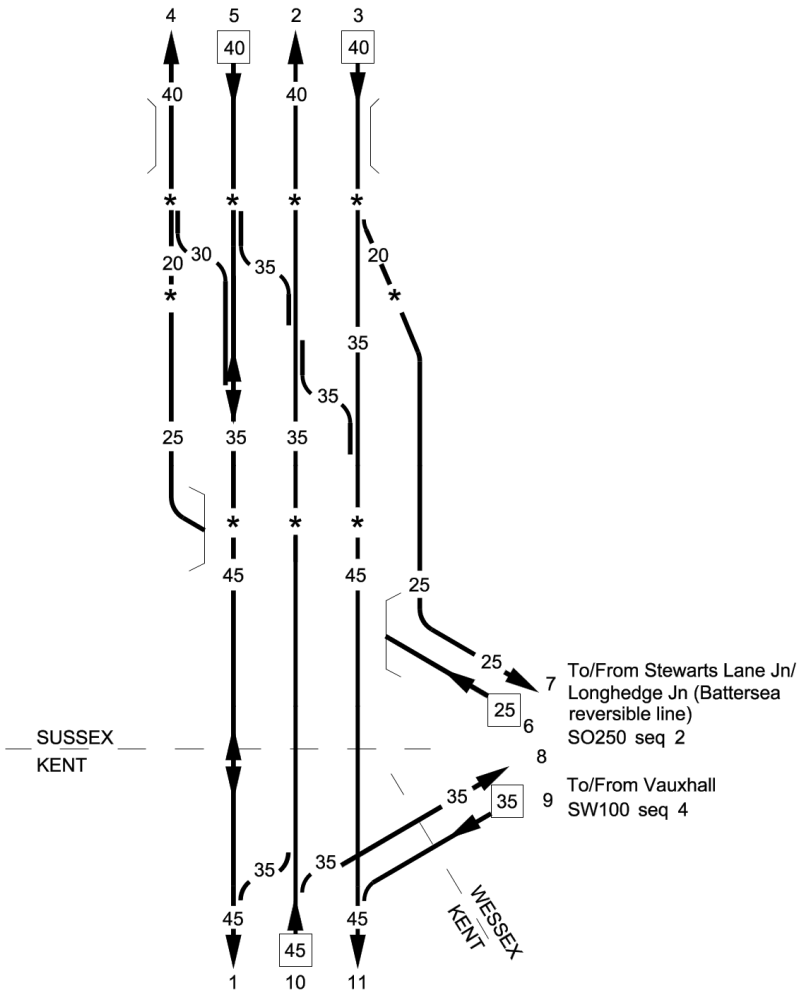
Page	Date Last Changed
332A	05 March 2022
332B	05 March 2022
333	07 December 2024
334	07 December 2024
335	04 June 2016
336	04 June 2016
337	04 June 2016
338	04 June 2016
339	**05 September 2026**
340	**05 September 2026**
341	07 March 2015
342	07 March 2015
343	**05 September 2026**
344	**05 September 2026**
345	**05 September 2026**
346	**05 September 2026**
346A	**05 September 2026**
346B	**05 September 2026**
346C	**05 September 2026**
346D	**05 September 2026**
347	**05 September 2026**
348	**05 September 2026**
349	02 December 2023
350	02 December 2023
351	02 December 2023
352	02 December 2023

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	MAXIMUM PERMISSIBLE SPEED BETWEEN VICTORIA AND ST. MARY CRAY JUNCTION - 60 MPH ON CHATHAM LINES 45 MPH ON ATLANTIC LINES ST. MARY CRAY JUNCTION AND RAMSGATE - 90 MPH	TCB Three Bridges (ROC) Victoria Eastern W/S (TVS) RA8 DC: Lewisham GSM-R 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. Platforms 1-8 PP
	00 20 *		A.W.S not provided at signals VS23, VS25, and VS27. A.W.S not provided for emergency and temporary speed restrictions.
	00 40 *	To/From Up & Down Brighton slows. SO500 seq 2 Grosvenor Carriage Shed Victoria Eastern Wall Siding	
Victoria Substation	00 56		1 Up Chatham Slow 2 Down Chatham Slow 3 Up Chatham Fast 4 Down Chatham Fast 5 Down Brighton Slow

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO110	002	Victoria to Ramsgate (via Herne Hill and Chatham)	VIR	Kent / Sussex	25/07/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	00 57		TCB Three Bridges (ROC) Victoria Eastern W/S (TVS) RA8 DC: Lewisham
Grosvenor Bridge	0 58		GSM-R
	to		
	0 70		
Battersea Pier Jn	(0 71) *		A.W.S not provided for emergency and temporary speed restrictions.
	0 73 *		TCB Victoria SB (VS)
	1 16 *		
Route Boundary	1 41	SUSSEX / KENT	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
(Nine Elms Jn)	(2 00)		
Linford Street TP Hut	1 44		
Linford Street Jn	1 45		
	(2 50)		
Route Boundary	(2 44)		
	1 60		

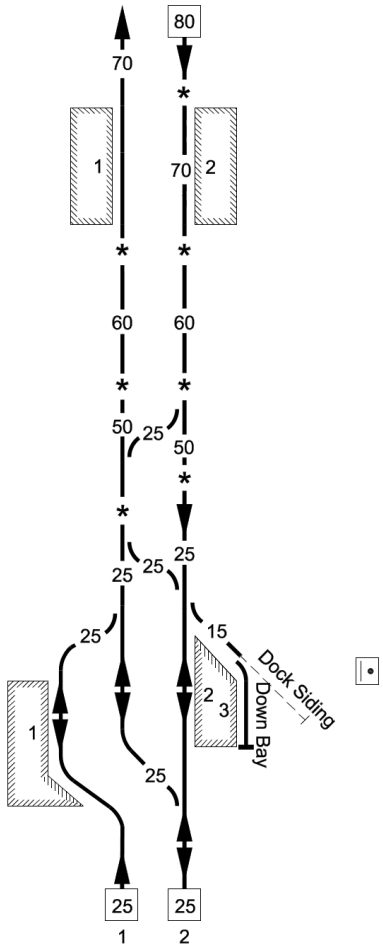


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO140	004	Swanley to Ashford	SBJ	Kent / Sussex	01/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Maidstone East SB (ME) RA8 DC: Paddock Wood
	30 65 *	70 * 80 / 70 * 80	
	31 13 *		
Wrotham Heath Substation	31 37		
	32 75 *		
Church Road Substation	33 07		
	33 40 *		
Ryarsh Lane FP (R/G-X)	34 03	70 70	
West Malling Substation	34 55		
WEST MALLING	34 61	1 2	
EAST MALLING	35 64	1 2	Horn Code - Down trains 1S when leaving platform. CTLP-KNT-Kent-75-SBJ-32m1406yds
	35 72 *		
Ditton Substation	36 29	80 / 70	1 Up Maidstone 2 Down Maidstone
		1 2	

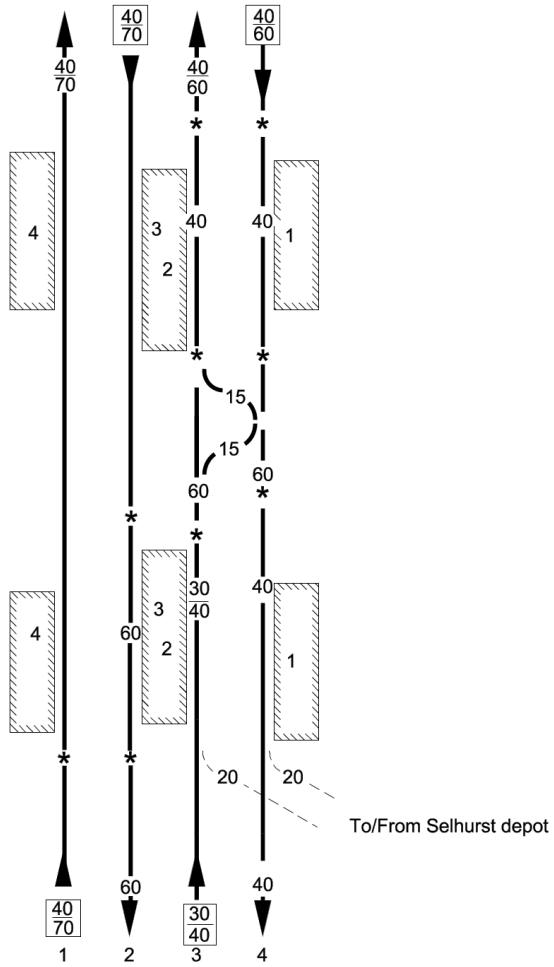
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO140	005	Swanley to Ashford	SBJ	Kent / Sussex	25/11/2023

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Maidstone East SB (ME) RA8 DC: Paddock Wood GSM-R
	36 65 *		
BARMING	37 43		
	38 00 *		
Barming Substation	38 05		
	39 25 *		
Maidstone Substation	39 55 *		
	39 59 *		
Maidstone East SB (ME)	39 72		Platform 3 PP-A (Attaching only possible through Shunting)
MAIDSTONE EAST	39 76		1 Up Maidstone 2 Down Maidstone



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO500	007	Victoria to Brighton	VTB1	Kent / Sussex	15/08/2026

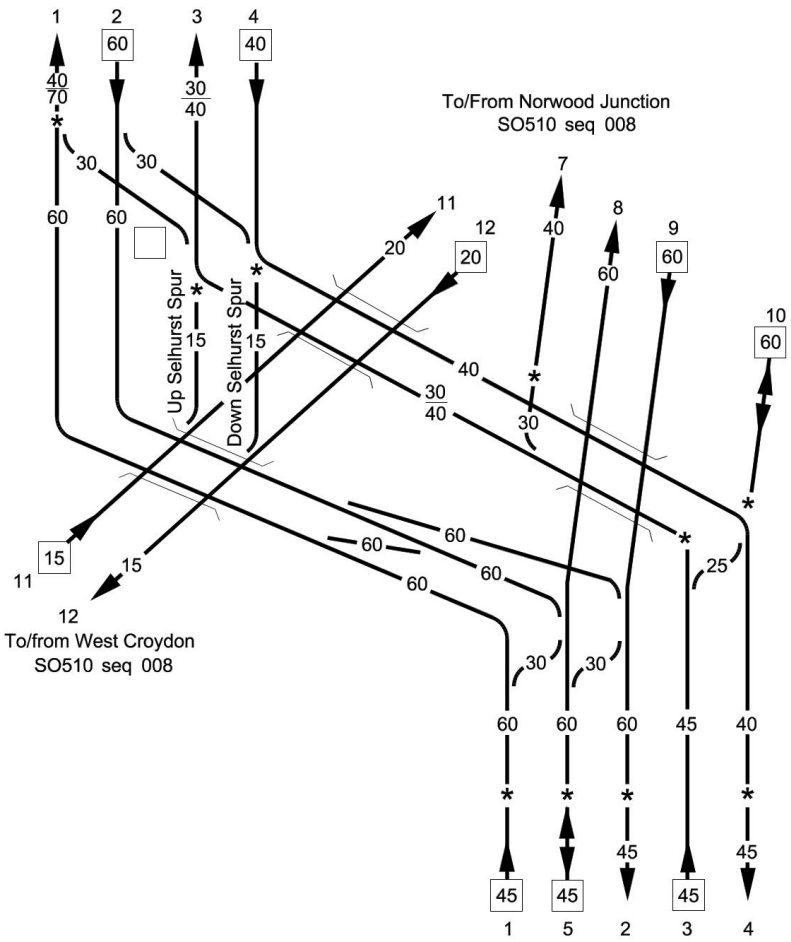
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	08 32		TCB Three Bridges SB (T) RA8 DC: Brighton GSM-R
Belle Vue Substation	8 46 *		
THORNTON HEATH	8 64		
	8 67 *		
	9 22 *		
	9 24 *		
	9 26 *		
SELHURST	9 31		
Bridge 57 Selhurst Road	9 36 *		OPPOS Restriction on the Fast Lines for Freight Trains over Bridge 57 at Selhurst - Full Details shown in Sectional Appendix Local Instructions SO500 Selhurst and RA Tables - This is a STNC which expires 31/03/2027 1 Up Fast 2 Down Fast 3 Up Slow 4 Down Slow
	09 40		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO500	008	Victoria to Brighton	VTB1	Kent / Sussex	18/11/2023

Location	Mileage M Ch
Selhurst Jn	9 43 *
Selhurst Substation "A"	9 48
Cottage Jn	(9 48) *
	9 64
	(9 52)
(Gloucester Road Jn)	(9 65)
Windmill Bridge Jn	10 02 *
	(9 59)
	10 07 *

Running lines & speed restrictions



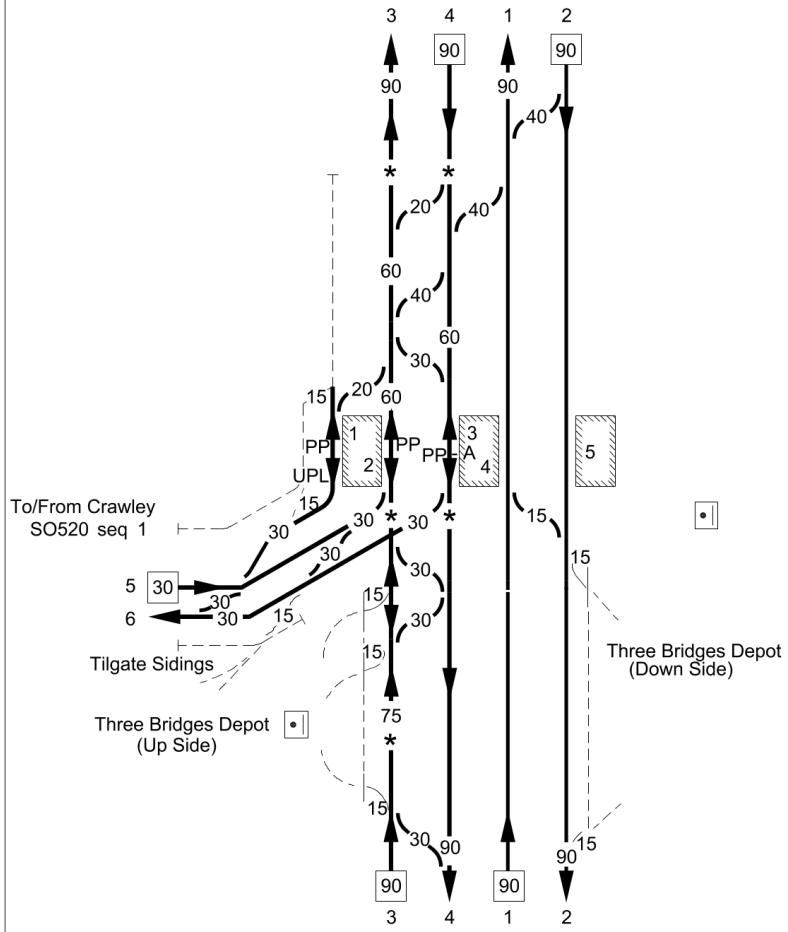
Signalling & Remarks

GSM-R

TCB	Three Bridges SB (T)
RA8	DC: Brighton

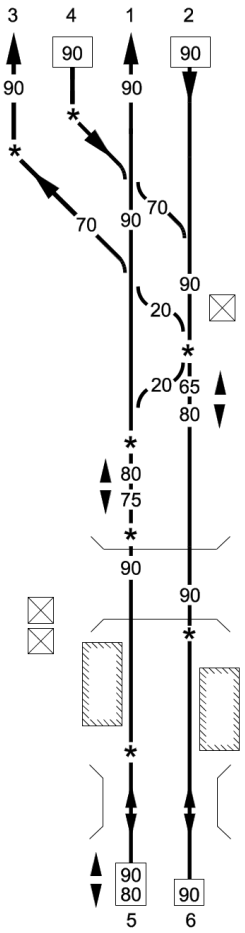
1 Up Fast
2 Down Fast
3 Up Slow
4 Down Slow
5 Fast Reversible
7 Up London Bridge Slow
8 Up London Bridge Fast
9 Down London Bridge Fast
10 Down London Bridge Slow
11 Up Wallington
12 Down Wallington

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO500	019	Victoria to Brighton	VTB3	Kent / Sussex	27/02/2021

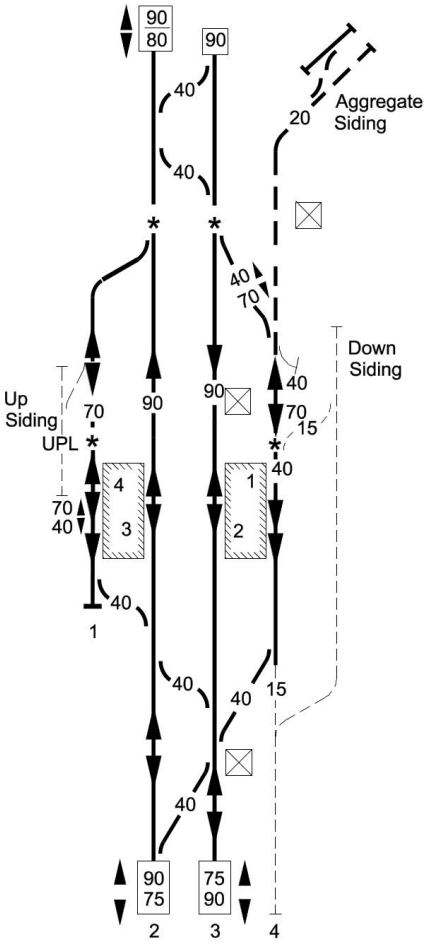
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Three Bridges SB (T) RA8 DC: Brighton GSM-R
	29 00 *		
			UPL 28 (Reversible)
THREE BRIDGES	29 21		PP - Platforms 1 & 2 PP-A Platform 3
Three Bridges Signal Box (T)	29 28 *		
Williams Way Substation	29 39		
	30 00 *		1 Up Fast 2 Down Fast 3 Up Slow 4 Down Slow 5 Up Horsham 6 Down Horsham

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO500	020	Victoria to Brighton	VTB3	Kent / Sussex	27/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Three Bridges SB (T) RA8 DC: Brighton
T288/T286	30 37		
Balcombe Tunnel Jn	31 28		PLOD at 31m 35ch
	31 36 *		
	31 40 *		
Balcombe Tunnel Substation	31 55		
Balcombe Tunnel (1141 yards)	32 01 *	T	
	to		
	32 54	T	
	32 69		
Redbridge TP Hut	33 28		PLODs at 33m 56ch
BALCOMBE	33 64		
Ouse Valley Substation	34 67	T	
	35 05 *		
Ouse Valley Viaduct (482 yards)	35 37		
	to		
	35 59		1 Up Fast 2 Down Fast 3 Up Slow 4 Down Slow 5 Up Main 6 Down Main
Ouse Valley Viaduct C/E	35 59		

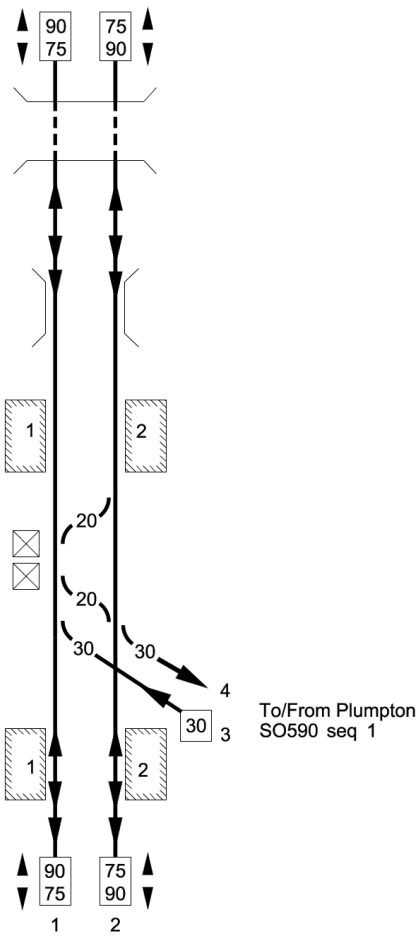


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO500	021	Victoria to Brighton	VTB3 CJA1 CJA2	Kent / Sussex	27/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Ouse Valley Viaduct C/E	35 59		GSM-R TCB Three Bridges SB (T) RA8 DC: Brighton
Ardingly Sidings	(0 70)		
(Ardingly branch) (Change of mileage)	36 33.5 (0 00)		Copyhold Jn, to Ardingly (goods line) One train working without train staff applies. Direction is down from Copyhold Jn to Ardingly.
Copyhold Jn TP Hut	(36 42)		
Copyhold Jn	36 73 *		PLOD at 36m 66ch
	37 52 *		PLOD at 37m 47ch
HAYWARDS HEATH	37 59		Platform 1 PP-A Platform 2 PP-A (detaching only) Platform 3 PP-A Platform 4 PP-A (Up Direction) Platform 4 PP-A (Down Direction Detaching only)
Haywards Heath Substation	37 66		
			PLOD at 37m 75ch
1797 Points (Up Main)	38 04		1 Up Loop 2 Up Main 3 Down Main 4 Down Loop

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO500	022	Victoria to Brighton	VTB3	Kent / Sussex	27/06/2026

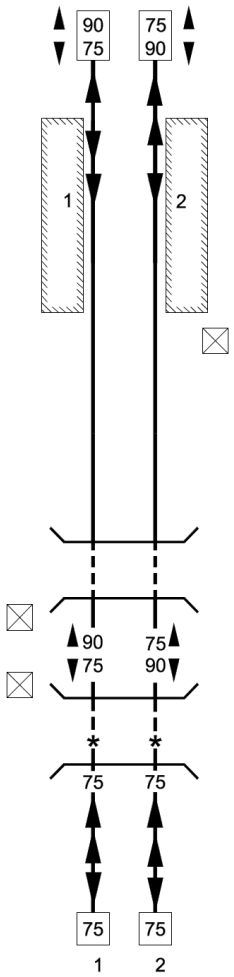
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Three Bridges SB (T) RA8 DC: Brighton
1797 Points (Up Main)	38 04		
Haywards Heath Tunnel (249 yards)	38 05 to 38 17	T	
Folly Hill TP Hut	39 31		
Vale Viaduct	39 59		
	39 62.5		
WIVELSFIELD	40 52		
			PLODs at 40m 65ch
Keymer Jn	40 69		
Keymer Jn Substation	40 78		
BURGESS HILL	41 39		
Burgess Hill TP Hut	42 25		
T380/T385	42 52		



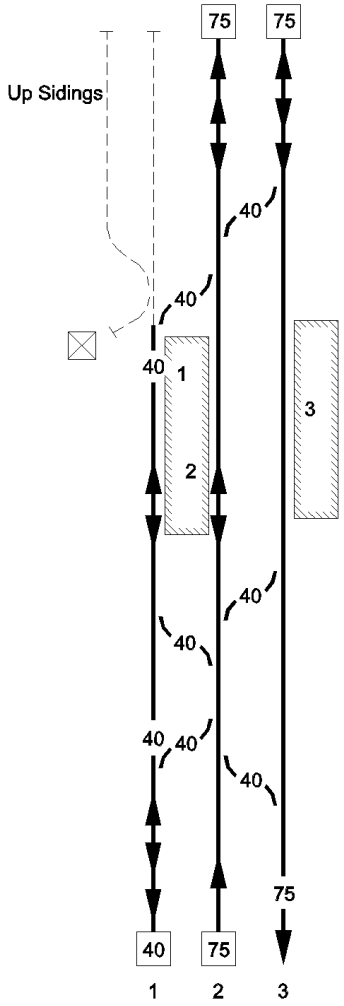
1 Up Main
2 Down Main
3 Up Lewes
4 Down Lewes

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO500	023	Victoria to Brighton	VTB3	Kent / Sussex	27/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
T380/T385	42 52		TCB Three Bridges SB (T) RA8 DC: Brighton GSM-R
HASSOCKS	43 42		PLOD at 43m 59ch
Hassocks Substation	43 65		
	44 40	T	
Clayton Tunnel (1 mile 499 yards)	44 44 to	T	
	45 66	T	
	45 67	T	PLOD at 45m 67ch
Pangdean Substation	46 31		
Patcham Substation	47 50 47 51	T	PLOD at 47m 62ch
Patcham Tunnel (492 yards)	47 65 48 00 *		
	48 07	T	Note:- Warning indicator placed at London end of tunnel.
Preston Park Substation	48 72		1 Up Main 2 Down Main



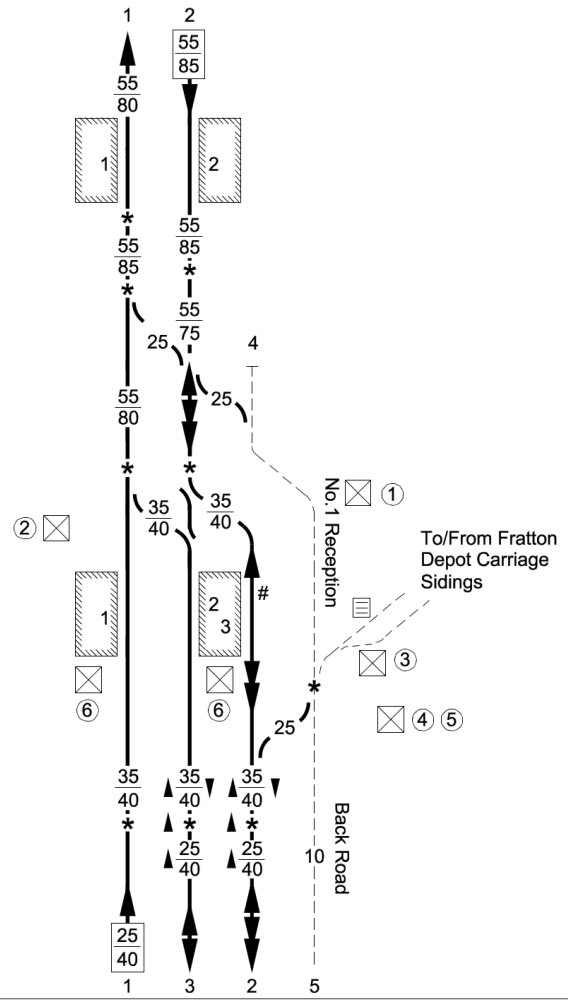
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO500	024	Victoria to Brighton	VTB3	Kent / Sussex	02/05/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
PRESTON PARK	49 21		TCB Three Bridges SB (T) RA8 DC: Brighton GSM-R PLOD at 49m 14ch 1 Up Loop 2 Up Main 3 Down Main

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO520	016	Three Bridges to Portsmouth Harbour	WPH2	Kent / Sussex	02/02/2013

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	37 76 *		TCB Havant SB (HT) RA8 DC: Eastleigh GSM-R CSR 91
Bedhampton LC (CCTV)	38 10		
BEDHAMPTON	38 14		Axle Counter area
	38 28 * 38 29 *		
	38 60 *		
Farlington Jn	40 33 (91 14)		
	(91 00) *		
	(91 00) *	To/From Cosham Jn 41m 04ch / (90m 43ch) SW140 seq 8	
	40 38 *		
	(90 75) *		
	(90 75) *		
Portcreek Jn	41 03 *		
	(91 01)		
	41 08 *		
	41 24 *		1 Up Main 2 Down Main 3 Up Branch 4 Down Branch 5 Down Spur 6 Up Spur

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SO520	017	Three Bridges to Portsmouth Harbour	WPH2	Kent / Sussex	25/07/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
HILSEA	41 41		TCB Havant SB (HT) RA8 DC: Eastleigh GSM-R Axle Counter area
	42 33 *		
	43 16 * 43 23 *		
Fratton East	43 33		# TRTS refer to Local Instructions
	43 41 *		① PLOD at 43m 47ch Down Main - Fratton to Blackfriars Jn Up and Down Fratton - Fratton to Blackfriars Jn ② PLOD at 43m 49ch Up Main - Fratton to Blackfriars
FRATTON Fratton Depot Ground Frame	43 64 43 67	Ⓢ	③ PLOD at 43m 70ch Back Road - Fratton Depot to Fratton Bridge (HT552 ground signal)
	43 77 *		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
	44 13 *		⑥ PLOD repeater instruments
			1 Up Main 2 Down Main 3 Up & Down Fratton 4 No.1 Reception 5 Back Road

SO500 - VICTORIA TO BRIGHTON

Star Lane Substation

Because of limited sighting of approaching trains in the Star Lane sub-station area persons going to or from Star Lane sub-station must telephone the Signaller at Three Bridges before crossing the railway to obtain an assurance that it is safe to do so; a dial telephone is provided adjacent to each line. The down side telephone is adjacent to signal T181 and the up side telephone is opposite signal T181. When the person requiring to cross the railway asks the Signaller for an assurance that it is safe to cross they will either be told that they may cross or to ring again after the passage of a train(s). After the person(s) has crossed the line they need not advise the Signaller that they have done so.

The telephone number for the Three Bridges Signaller is 00 61752.

Note
The Signaller will not block the lines to trains when he gives the assurance that it is safe to cross but he will ensure that there is sufficient time for the person(s) to cross the lines.

Dated: 02/12/06

SO500 - VICTORIA TO BRIGHTON

REDHILL

Permissive Working Platform Sharing in Platform 0 & 2.

All terminating services must pull up and stop at the 6 Car Mark on platforms 0 and 2 at Redhill. Three Bridges ASC must ensure that the terminating service has stopped in the correct location.

Dated: 08/03/2022

SO500 - VICTORIA TO BRIGHTON

GATWICK AIRPORT

Up sidings.
When a train is ready to depart the conductor (Driver of a DOO train) or Shunter must operate the 'Train Ready To Start' plunger no less than 2 minutes before departure.

Dated: 20/09/08

SO500 - VICTORIA TO BRIGHTON

GATWICK AIRPORT

No. 6 platform line (Reversible Loop).
Locomotive hauled coaching stock, not exceeding 11 vehicles, may be berthed provided at least one brake vehicle is included in the formation. A lamp displaying a red aspect must be placed at each end of the train.

Dated: 28/12/13

SO500 - VICTORIA TO BRIGHTON

Selhurst

Due to structural issues on - Bridge 57 Selhurst Road @ 9m 36ch, Down & Up Fast Lines Country end of Selhurst, there is currently an OPPOS restriction for movements of Loco Hauled trains or Light Loco's (either single or multiple Loco's).

During movements of Loco Hauled train on the Down Fast the OPPOS restriction will apply to the Up Fast with protecting Signals T70 Up Fast / T74 Up Slow / T72 Up Selhurst Spur.

During movements of Loco Hauled train on the Up Fast the OPPOS restriction will apply to the Down Fast with protecting Signal T67.

There are no restrictions for On Track Machines, MPV's, MMT & RHTT.

This instruction is subject to a STNC which will be removed on or before 31/03/27.

Dated: 15/08/2026

SO500 - VICTORIA TO BRIGHTON

GATWICK AIRPORT

Trip wires

Trip wires, 12 feet high, are provided on both sides of the railway extending for the width of the flight path and these will be broken if an aircraft approaches at a dangerously low level when taking off or landing. In addition, two red beacons on posts are provided, one 13 feet in height on the down side near the points leading from the down platform loop to the down through line, and the other 18 feet in height on the up side near the hand points that lead from the shunt neck to Nos. 2 and 3 sidings. 'Crash warning' sirens are provided.

The breakage of the trip wires will have the following effect:-

1. The crash warning sirens will sound.
2. The red beacons will commence to flash.
3. The undermentioned signals will be placed or maintained at danger:-
   T237, T239, T241, T243, T245, T246, T247, T249, T251, T256, T260, T262, T264 and T266.
4. Traction current will be automatically switched off between Great Lake Farm sub station, and Balcombe Tunnel Junction/Crawley station.

Dated: 28/12/13

SO500 - VICTORIA TO BRIGHTON

CRAWLEY NEW YARD

Crawley New Yard. Arrival of trains.

Trains arriving from Down Brighton Slow (T1182 signal) - The Person in Charge (PIC) will, once completing the pre-arrival yard checks, contact the Three Bridges Signaller to inform them that they are on site (Booking on) and that the PIC can accept their train into Crawley New Yard.

Down trains will stop clear of 1182 signal. On the clearance of 1182 signal the driver will have permission to propel from the Down Slow Line from position light signal 1182 into Number 1 Reception Road. A repeater position light signal (1182R) is provided 320m (50 SLUs) in rear of position light signal 1182. When the train is in clear of 1179 signal the driver will bring the train to a stand.

Light engines arriving from the Down Brighton Slow (T1182 signal) - It is permissible for light engines to arrive from the London direction without a PIC being present, draw behind 1182 signal, driver change ends and check their own route into the Number 1 Reception Road before proceeding beyond 1182 signal.

Trains arriving from Up Brighton Slow (T270 signal) - It is permissible for trains to arrive at Crawley New Yard without a Person in Charge (PIC) being present. The driver must check their own route into the Number 1 Reception Road.

Number 1 Reception Road is provided with a track circuit between position light signal 1179 and the 'stop' boards located at the London end. The normal position for the hand points is for Number 1 Reception Road.

On arrival the Shunter will hand the Driver a back to back shunting radio and job briefing can take place.

Instruction for all shunting staff and maintenance staff, on departure of Crawley New Yard the hand points must be set for Reception 1 Road. You must inform the signaller if the points to Reception 1 Road cannot be set or if there are any wagons stabled on Reception 1 Road.

Dated: 13/06/20

SO500 - VICTORIA TO BRIGHTON

Ardingly Sidings

Copyhold Junction to Ardingly (Goods line)

The Freight Guard or Shunter must contact the Signaller on arrival of a train from Ardingly at signal T331.

Dated: 20/09/08

SO510 - LONDON BRIDGE TO EPSOM DOWNS

LONDON BRIDGE To ANERLEY

The Signalling in this area is controlled by the Three Bridges Rail Operating Centre (TBROC) - London Bridge Central Workstation.

The workstation is will be operated by TWO Signallers, the Signallers will be identified as:

'Signaller TBROC-London Bridge Central Workstation London End'

and

'Signaller TBROC-London Bridge Central Workstation Country End'

The area of responsibility is divided as shown below:

TBROC-London Bridge Central Workstation London End:

		Bricklayers Arms Jn/ New Cross Gate		South Bermondsey Stn	
		Down (inc)	Up (inc)	Down (inc)	Up (inc)
London Bridge Station end of Workstation	and	TL4017 TL4449 TL4133 TL4615	TL4444 TL4016 TL4620	TL4219	TL4216 TL4218

TBROC-London Bridge Central Workstation Country End:

Bricklayers Arms Jn/ New Cross Gate		South Bermondsey Stn			
Down (inc)	Up (inc)	Down (inc)	Up (inc)		
TL4019 TL4451 TL4621	TL4018 TL4446	TL4221	TL4220	and	Country end of Workstation

Dated: 01/01/2018

SO510 - LONDON BRIDGE TO EPSOM DOWNS

NEW CROSS GATE To ANERLEY

Control of the Signalling in this area has been transferred to the Three Bridges Rail Operating Centre (TBROC) and is controlled by the TBROC-London Bridge Central Workstation. Signals and associated signalling equipment identity numbers in this area, previously prefixed as 'L' have been changed to the new prefix of 'TL'.

All signal plates have been changed to prefix 'TL'. If a label showing prefix 'L' is found on any other signalling equipment in this area, it should be read as prefix 'TL' i.e. on a signal post replacement switch.

Dated: 29/12/2014

SO510 - LONDON BRIDGE TO EPSOM DOWNS

Selhurst Depot

Speed restrictions

Speed must not exceed 15 mph.

Passenger trains routed via depot arrival or departure roads.

In emergency, or when specially authorised, passenger trains may be routed from Norwood Junction to Selhurst, and vice-versa;

- via the Departure road or Arrival road, or
- via Norwood Junction gullet and the departure road or arrival road.

Unless details of movements from Norwood Junction to Selhurst have been published by Special Notice, the Signaller will arrange for Drivers to be advised of the circumstances. Drivers of movements from Selhurst to Norwood Junction (and vice-versa) will receive instructions from the Signaller on each occasion.
Handsignallers will not be provided at either Norwood Junction or Selhurst stations and Drivers are authorised to proceed on clearance of the appropriate position light signal.

Dated: 02/12/06

SO510 - LONDON BRIDGE TO EPSOM DOWNS

Norwood Down Yard

Goods Road – Electrified Siding

The Windmill Bridge Junction end of the Down Yard has been electrified to enable 12 coach trains to recess. Trains will normally recess during times of perturbation or late running only. To enable Drivers to change ends safely, short platforms and suitable lighting have been provided.

There is no authorised walking route to/from the siding, as it is not the intention to berth traffic for a long period of time.

The electrified siding is under the control of the Signaller at Three Bridges Signalling Centre.

The electrified siding will be protected under Rule Book Handbook 13 for engineering work.

Dated: 11/06/11

SO510 - LONDON BRIDGE TO EPSOM DOWNS

EPSOM DOWNS

The Driver must operate the 'Train Ready To Start' plunger whilst changing cabs.

Dated: 02/12/06

SO510 - LONDON BRIDGE TO EPSOM DOWNS

Up Sussex Loop

Where empty coaching stock movements are using the Up Sussex Loop to reverse, 4-car, 5-car, 8-car, 10-car and 12-car stopping marks are provided to indicate that the respective movement is in clear of the main line and associated points.

The Driver of a train involved in permissive working must inform the signaller that the train is at a stand, the length of the train and the stop car mark the train is stopped at, as soon as the movement has been completed.

Dated: 29/12/14

SO511 – HIGHBURY & ISLINGTON TO NEW CROSS / NEW CROSS GATE (ELL)

CANONBURY TO DALSTON JUNCTION

Due to reduced clearances the driving cab windows on Class 378 units must be kept closed when passing through Dalston Covered Way between Canonbury and Dalston Junction stations.

DATED: 23/05/2026

SO511 – HIGHBURY & ISLINGTON TO NEW CROSS / NEW CROSS GATE (ELL)

Entire Line Of Route

(DUPLICATION OF ANGLIA SECTIONAL APPENDIX)

Transfer line (out of use)

The Transfer line may only be used by engineers trains, on-track machines and on-track plant during possession of the line for engineering work.

Dated: 25/06/2022

SO511 – HIGHBURY & ISLINGTON TO NEW CROSS / NEW CROSS GATE (ELL)

HIGHBURY & ISLINGTON TO HOXTON

DC electrified lines – Substation rectifier failures

In the event of a rectifier failure at Highbury & Islington Substation, drivers will be instructed by the signaller not to use power notches 3 or 4 between Highbury and Islington Station and the RfL/Network Rail boundary at 2 miles 17chains.

In the event of a rectifier failure at (Dalston) Kingsland Substation, drivers will be instructed by the signaller not to use power notches 3 or 4 between the RfL/Network Rail boundary at 2 miles 17 chains and Hoxton Station.

This requirement derives from instructions in the Lewisham ECO instructions Module 7 and 8.

Dated: 25/06/2022

SO511 – HIGHBURY & ISLINGTON TO NEW CROSS / NEW CROSS GATE (ELL)

Entire Line Of Route

London Overground Class 378 units – operation of de-icing equipment

When instructed to operate the de-icing equipment on the above units, drivers must ensure that the equipment on specific de-icer fitted units is switched on or off when stationary at the following stations:-

Down trains

Highbury and Islington	ON
Whitechapel	OFF
Surrey Quays	ON
*Brockley	OFF

*SO510 London Bridge to Epsom Downs line (Network Rail, Kent Route)

Up trains

New Cross Gate (Platform 1 or 5)	ON
New Cross	ON
Surrey Quays	OFF
Whitechapel	ON

Drivers of trains that start at other locations for example when having been terminated short of destination during perturbed or altered working must switch on the de-icing equipment if advised to do so if they are within the section of line where the equipment is required to be 'ON'.

Dated: 25/06/2022

SO511 - HIGHBURY & ISLINGTON TO NEW CROSS / NEW CROSS GATE (ELL)

Entire Line Of Route

FAILURE OF GSM-R FIXED INFRASTRUCTURE EQUIPMENT

Between Whitechapel Station and the Transport for London/Network Rail boundary at Dalston Junction and South of Surrey Quays Station

Driver awareness

In the event of a failure of the GSM-R fixed infrastructure equipment preventing driver to signaller communication and/or vice-versa, trains may continue to operate normally over any affected line until the close of service the same day.

Where there would no train available to examine the line on an adjacent line in the event that a train became an unusually long time in section, the signaller will request Operations Control to arrange for the train concerned to be accompanied by a Competent Person before it is permitted to proceed.

Between Whitechapel Station and Surrey Quays Station

Driver awareness

In the event of a failure of the GSM-R fixed infrastructure equipment preventing driver to signaller communication and/or vice-versa.

- Operations Control will arrange for sufficient Competent Persons to be made available to accompany the driver of each train over any affected line within two hours of the original failure occurring
- The Signaller will permit trains to continue to travel over any affected line without a Competent Person accompanying the driver of each train for a maximum period of two hours from the time the original failure occurred

The applicable arrangements above permitting trains to proceed over any affected line can continue to be applied until the close of service the same day.

Exception

The signaller must request Operations Control to arrange for the train concerned to be accompanied by a Competent Person before it is permitted to proceed if;

- The time has not been reached whereby a Competent Person is required to travel on each train, and
- There would be no train available to examine the line on an adjacent line in the event that a train was an unusually long time in section

If the failure has not been rectified by the start of service the following day, the signaller must ensure that trains are not permitted to travel over any affected line.

Dated: 25/06/2022

SO511 – HIGHBURY & ISLINGTON TO NEW CROSS / NEW CROSS GATE (ELL)

SURREY QUAYS to SHOREDITCH HIGH STREET

Tunnel sections between Surrey Quays and Shoreditch High Street stations

Class 378 units

Failed trains able to contact the signaller

If a train is declared a failure and the driver is able to contact the signaller, the following procedure will apply.

If the signaller establishes that a train has not moved and is able to establish contact with the train, the ELL Failed Train Procedure will apply.

The Rule Book, Module M2, is modified by the following instruction:

- The driver of the assisting train will when required be authorised to enter the tunnel section without picking up the driver of the failed train,
- The driver of the assisting train will not arrive at the assistance protection (not carried out),
- The driver of the assisting train must travel at no more than 3mph whilst proceeding beyond the final signal/station location protecting the failed train,
- The driver of the assisting train must stop 10m from the failed train, and
- Once stopped 10m from the failed train, the driver of the assisting train must contact the signaller who will initiate a 3-way call via the GSM-R radio to arrange the coupling process.

Failed trains able to contact the signaller

If a train is declared a failure and the driver is unable to contact the signaller, the following procedure will apply.

If the driver of a failed train is unable to contact the signaller after three (3) attempts, they shall consider their train a failure and make their way to the rear driving cab of the failed train and await the arrival of an assisting train.

If the signaller establishes that a train has not moved and cannot establish contact with the train, the ELL Tunnel Rescue procedure will apply.

The Rule Book module, TS1 section 21, is superseded by the following instruction:

- Having failed to communicate with the signaller after 3 attempts, the driver of the failed train will make their way to the rear of their train and await the arrival of the assisting train.
- Once stopped 10m from the failed train the driver of the assisting train exhibits their hazard warning lights indicating that they are ready to couple.
- The driver of the failed train (who is in the rear cab) will, when ready, authorise the driver of the assisting train to couple to the failed train by exhibiting their hazard warning lights.
- Confirmation of successful coupling will take place via the cab to cab facility.
- Train movements will then continue in the normal direction subject to signal clearance as far as the next station where communication with the signaller must take place.

Tunnel lights arrangement

5. The tunnel high level lights are off by default
6. When traction current is switched off as a result of being discharged by either ECR or the headwall tunnel telephones, the lights will automatically switch to on state. When the current goes back to on state, the lights will switch to off state.
7. The lighting auto mode above can be overridden manually (for reasons such as emergency access, evacuation etc.) to be in either on or off state regardless of traction current's state. **Therefore, the tunnel lights MUST NOT be seen as an indicator of the traction current's state.**

Tunnel lights arrangement at crossovers at Canada Water and Shadwell

1. As instructed by RfL Operations, the default state of the lights is off state (regardless of the state of the tunnel lights or of the current traction). This also applies to possessions and during maintenance.
2. Lights are controlled and operated manually only, by IMC, when/if required during incident response or for maintenance/engineering works.

Tunnel light switches

Switches are provided in the tunnel headwall telephone cupboard at stations. They operate only the tunnel lights from the station at which the tunnel lighting switch was operated, to the midpoint between that station and the next station. Therefore, the lights must be switched on at the next station too if the whole tunnel section is required to be illuminated.

Speed restrictions

Due to limited space between Shoreditch High Street and Surrey Quays the placement of speed boards is amended as follows:

- The Termination board will be placed on the end of the platform immediately following the end of the restriction;
- The commencement board will be placed on the end of the platform immediately prior to the start of the restriction;
- The warning board will be placed on the end of the platform at the station immediately before the station with the commencement board on;
- Where an emergency speed indicator is needed this will be placed on the start of the same station platform as the warning board.

DATED: 23/05/2026

SO511 – HIGHBURY & ISLINGTON TO NEW CROSS / NEW CROSS GATE (ELL)

Entire Line Of Route

The following instructions and procedures apply on the above line of route, between the Transport for London/ Network Rail bondary at Dalston Junction to the Transport for London/Network Rail boundaries at New Cross Gate.

East London Line SCC Contact Details

	External	Internal
Shift Signaller Manager	0203 356 6772	067 66772
Signaller	0203 356 6773	067 66773
	0203 356 6774	067 66774

Lewisham Electrical Control Room Contact Details

EMERGENCY LINE	GSM-R	INTERNAL NUMBER	EXTERNAL NUMBER	MOBILE (in emergency)
177	1400	00 28400	0208 692 6786	07771 612930

Route Clearance

Before any rolling stock operates on the East London Line Core Route, approval shall be obtained from the London Overground Assurance Board.

FAILURE OF GSM-R FIXED INFRASTRUCTURE EQUIPMENT

Between Whitechapel Station and the Transport for London/Network Rail boundary at Dalston Junction and South of Surrey Quays Station

Driver awareness

In the event of a failure of the GSM-R fixed infrastructure equipment preventing driver to signaller communication and/or vice-versa, trains may continue to operate normally over any affected line until the close of service the same day.Where there would be no train available to examine the line on an adjacent line in the event that a train became an unusually long time in section, the signaller will request Operations Control to arrange for the train concerned to be accompanied by a Competent Person before it is permitted to proceed.

Between Whitechapel Station and Surrey Quays Station

Driver awareness

In the event of a failure of the GSM-R fixed infrastructure equipment preventing driver to signaller communication and/or vice-versa.

- Operations Control will arrange for sufficient Competent Persons to be made available to accompany the driver of each train over any affected line within two hours of the original failure occurring

The Signaller will permit trains to continue to travel over any affected line without a Competent Person accompanying the driver

The applicable arrangements above permitting trains to proceed over any affected line can continue to be applied until the close of service the same day.

Exception

The signaller must request Operations Control to arrange for the train concerned to be accompanied by a Competent Person before it is permitted to proceed if;

- The time has not been reached whereby a Competent Person is required to travel on each train
- There would be no train available to examine the line on an adjacent line in the event that a train was an unusually long time in section

If the failure has not been rectified by the start of service the following day, the signaller must ensure that trains are not permitted to travel over any affected line.

DATED: 23/05/2026

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SO520 - THREE BRIDGES TO PORTSMOUTH HARBOUR

HORSHAM

When trains are required to shunt via the Up line (towards the Limit Of Shunt) or Up Siding South the Signaller must not operate the signal for the movement to commence until the Driver has been informed of the route to be used, using the telephones at the country end of the Platforms.

The Signaller must again inform the Driver if the route has been altered for any reason.

If the Driver of any train booked to shunt at Horsham, except for those booked to the Malthouse Siding, should receive a signal to shunt via the south end without being informed of the route, he should not accept the signal until he has contacted the Signaller for clarification.

The Driver of a train or the Person in Charge of the movement from Malthouse siding must ask the Signaller for permission to draw up to shunt signal No.54.

Dated: 02/12/06

SO520 - THREE BRIDGES TO PORTSMOUTH HARBOUR

ARUNDEL

Traincrew of down trains which terminate must operate ‘the Train Arrived Complete’ plunger.

Dated: 02/12/06

SO520 - THREE BRIDGES TO PORTSMOUTH HARBOUR

FORD

Up passenger trains are authorised to start from the down platform. A Handsignaller will not be provided and Drivers are authorised to proceed when position light signal 53 is cleared. The instruction “Starting of passenger trains where no stop signal is provided” in Section 3 is modified accordingly.

Dated: 02/12/06

SO520 – THREE BRIDGES TO PORTSMOUTH HARBOUR

FRATTON

<u>TRAINS TERMINATING AND RESTARTING IN PLATFORMS 2 AND 3</u>
Trains which terminate and re-start in the Up Direction at Fratton Platforms 2 & 3, must operate the “Train Ready to Start” (TRTS) button for the platform concerned, not more than two minutes before departure. If unable to operate the TRTS button as required, you must use the GSM-R SG to alert the signaller 2 minutes before departure time”.

Dated: 25/07/2026

SO520 - THREE BRIDGES TO PORTSMOUTH HARBOUR

CHICHESTER

When the yard is unstaffed, Guards must:-

1. Berth their trains and operate hand brakes as necessary.
2. Release the locomotive in conjunction with the Signaller.
3. Authorise the driver to pass the 'Stop' board as necessary.
4. Shunt, detach and attach wagons as necessary.
5. Leave the yard points in position as directed by the Signaller.

A board and white light are provided adjacent to No. 1 up west siding and apply to movements in a westerly direction. The board is worded "Stop. Movements along No. 1 siding may proceed when white light shows. For other movements phone the Signaller". Trains entering the up yard at the Chichester station end must stop at the board and, provided the white light is displayed and the Signaller or Shunter has not given instructions to the contrary, may proceed along No. 1 up west siding.

Movements must not pass the board if the white light is not displayed, or enter No. 2 up west siding from the Chichester station end or proceed along that siding in the direction of Fishbourne Crossing, without the Signaller's permission.

Dated: 28/07/07

SO520 - THREE BRIDGES TO PORTSMOUTH HARBOUR

PORTSMOUTH HARBOUR

Platforms 3, 4 and 5 are restricted to 12 cars only and, if there are 12 cars, they must not consist of more than two trains.

Whenever trains are coupled or uncoupled in any platform, the Person in Charge of the platform must advise the Signaller that coupling / uncoupling has taken place and the identity and formation of the trains standing in the platform.

Dated: 02/12/06

SO540 - HURST GREEN JN TO UCKFIELD

ERIDGE

Spa Valley Railway operating over the former down line between Birchden Junction at 34M 56CH and Eridge Station at 35M 53CH.

The Spa Valley Railway (SVR) runs between Birchden Junction at 34m 56ch and Eridge station at 35m 53ch over the former down line which has been renamed to the Tunbridge Wells Line (TWL). The TWL runs adjacent to the Uckfield single line between Birchden Junction and Eridge Station and is bi directional

T3 Possessions or line blockages shall be made through the normal Network Rail planning process, except where it is necessary to take a T3 possession in an urgent situation or a line blockage is required that has not been possible to plan using the normal planning process. In all cases, possession / line blockage arrangements shall then be applied as below.

T3 possessions on the Uckfield line or a line blockage requiring the TWL to be blocked to train movements.

Taking the Possession or Line Blockage

If a T3 possession, is required on the Network Rail Uckfield single line where it runs adjacent to the TWL, the TWL must be blocked to train movements and the following instructions must be applied, similarly, if a line blockage is required on the Uckfield Single Line that will necessitate a blockage of the TWL, these instructions must also be followed as far as they apply to movements on the TWL.

Unless the TWL is already closed to train movements, the following will apply:

1. The signaller will contact the SVR Duty Manager (SVRDM) and request that the TWL be blocked to all train movements between SVR 901 and Eridge station.
2. The SVRDM must ensure the line is clear and arrange for the gate at Birchden Jn to be closed across the TWL . If a train is berthed on the buffer stops on the TWL in Eridge station, the SVRDM will arrange for not to go boards to provided at each end of the train or two red lights, flashing or steady after darkness or during fog or falling snow.

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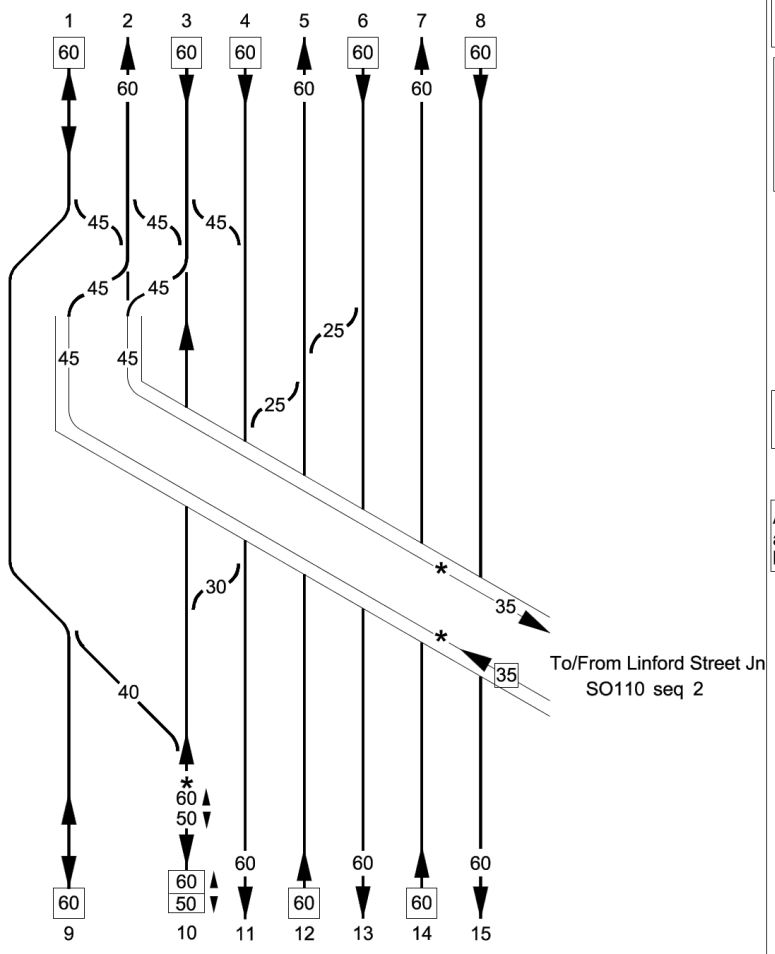
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW100	004	Waterloo to Clapham Junction	RDG1 BML1 AHG	Wessex	25/07/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	01 70		GSM-R TCB Wimbledon SC (W) - Main Line RA4/8 (1) DC: Raynes Park (1) RA4 = Up Main Slow and Down Main Slow from Carlisle Lane Jn 0m 42ch to crossover at 2m 65ch RA8 = All other lines 1 Windsor Reversible 2 Up Windsor 3 Down Windsor Fast 4 Down Windsor Slow 5 Up Main Fast 6 Down Main Fast 7 Up Main Slow 8 Down Main Slow Wimbledon SC (W) - Windsor Lines A.W.S not provided for emergency and temporary speed restrictions between Waterloo and Clapham Jn 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
Nine Elms Jn	01 78		
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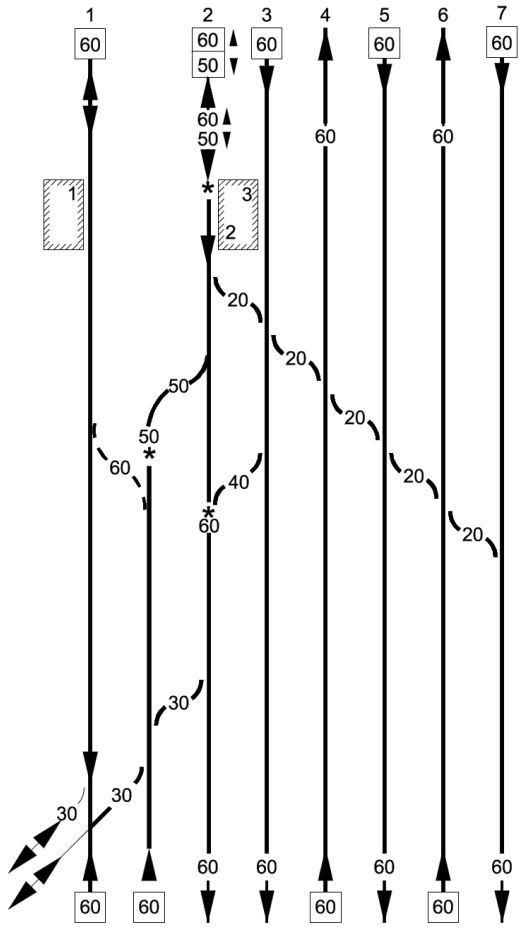
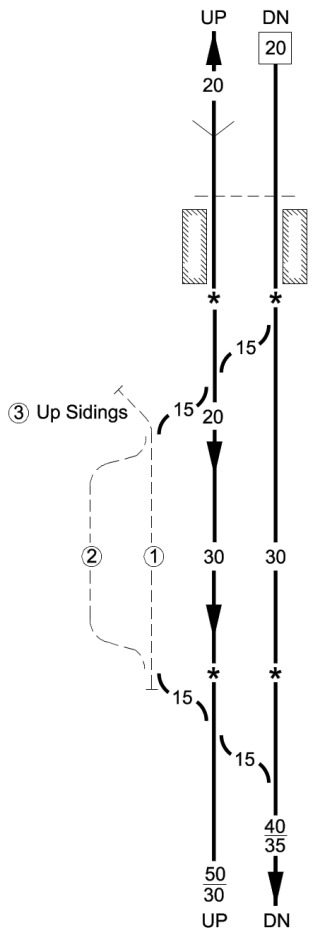
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW100	005	Waterloo to Clapham Junction	RDG1 BML1	Wessex	07/02/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Wheelchex on UMF and UMS lines **QUEENSTOWN ROAD (BATTERSEA)**	02 44 02 48 * 02 50		TCB Wimbledon SC (W) - Main Line RA8 DC: Raynes Park (1) RA4 = Up Main Slow and Down Main Slow from Carlisle Lane Jn 0m 42ch to crossover at 2m 65ch RA8 = All other lines CTLP- WX - CTL- QTRD 2m, 38ch 1 Windsor Reversible 2 Up Windsor 3 Down Windsor 4 Up Main Fast 5 Down Main Fast 6 Up Main Slow 7 Down Main Slow RA8 All lines Wimbledon SC (W) - Windsor Lines A.W.S not provided for emergency and temporary speed restrictions between Waterloo and Clapham Jn 8 Up Windsor Slow 9 Up Windsor Fast 10 Down Windsor Fast 11 Down Windsor Slow 12 Up Main Fast 13 Down Main Fast 14 Up Main Slow 15 Down Main Slow
	02 70 *		
	02 75 *		
West London Jn (SW)	03 17	To/From Latchmere No.3 Jn SW220 seq 001	

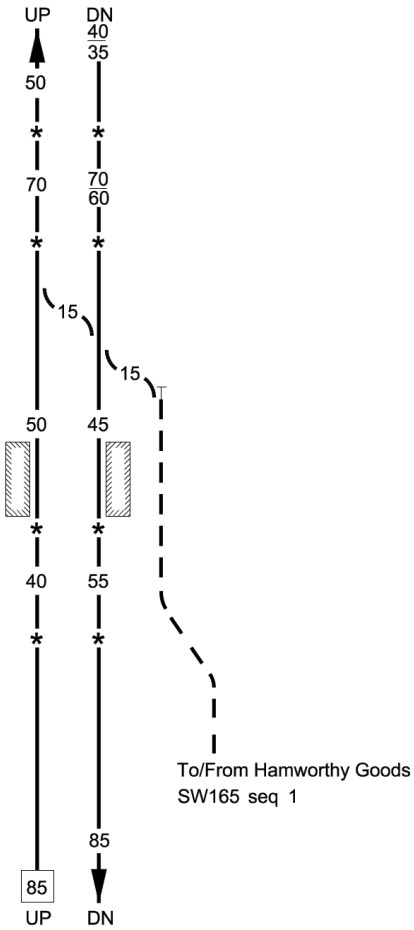
GSM-R

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW105	042	Clapham Junction to Weymouth	BML2	Wessex	25/07/2026

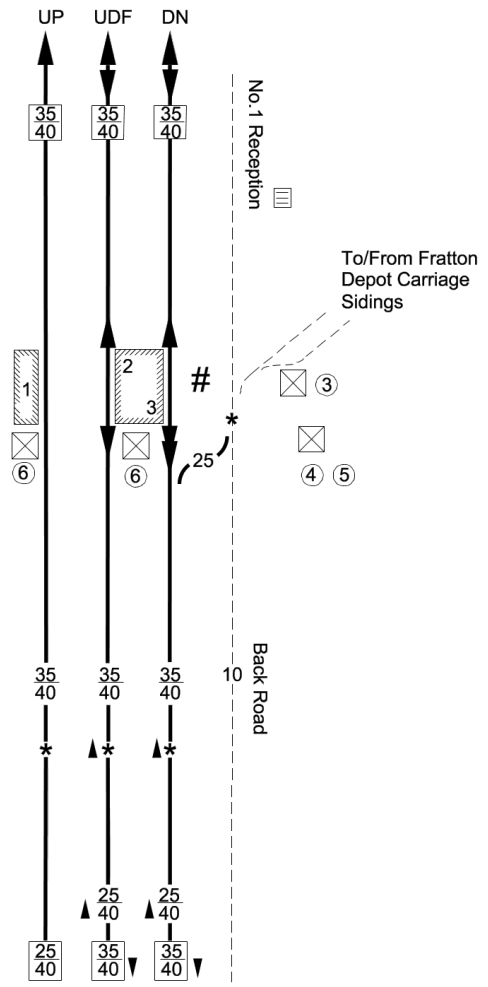
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	113 50		TCB Basingstoke (Pw) RA8 DC:Eastleigh GSM-R CTLP-WX-CTL-PSLE-113m 40ch
Poole (PW) LC (CCTV)	113 50		
POOLE	113 62		
	113 68 *		① - Reception Road ② - Shunting Neck-temporarily out of use (OOU) Until 31/03/2027 via STNC ③ Connection leading to Poole No 1 and No 2 Sidings and Engine Siding
	114 05 *		
Sterte Road Jn	114 20		CTLP-WX-CTL-PSCE-STERTE RD-114m 24ch CTLP-WX-CTL-PSCE-114m 40ch
	114 40		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW105	043	Clapham Junction to Weymouth	BML2 HAG	Wessex	23/12/2023

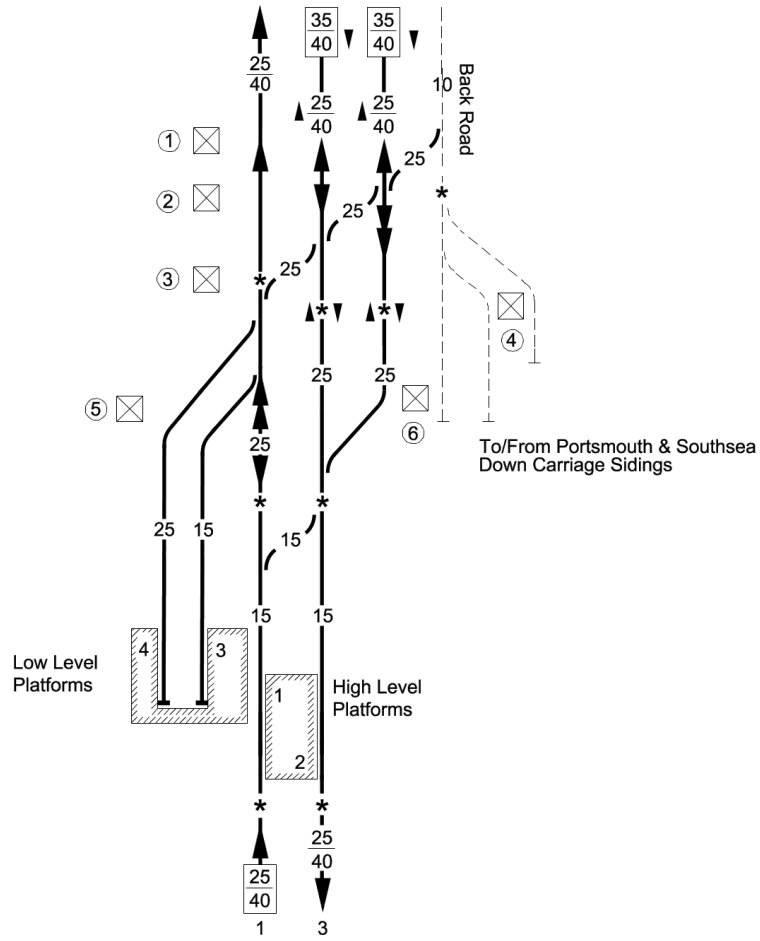
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Basingstoke (PW) RA8 DC:Eastleigh
			AXLE COUNTERS
	114 45 *		
	115 70 *		
Hamworthy Jn	115 60		
HAMWORTHY	115 77 *		
	116 30 *		CTLP-WX-CTL-RVLE 116m 61ch CTLP-WX-CTL-RVCE 116m 79ch



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW110	013	Woking Junction to Portsmouth Harbour	WPH2	Wessex	25/07/2026

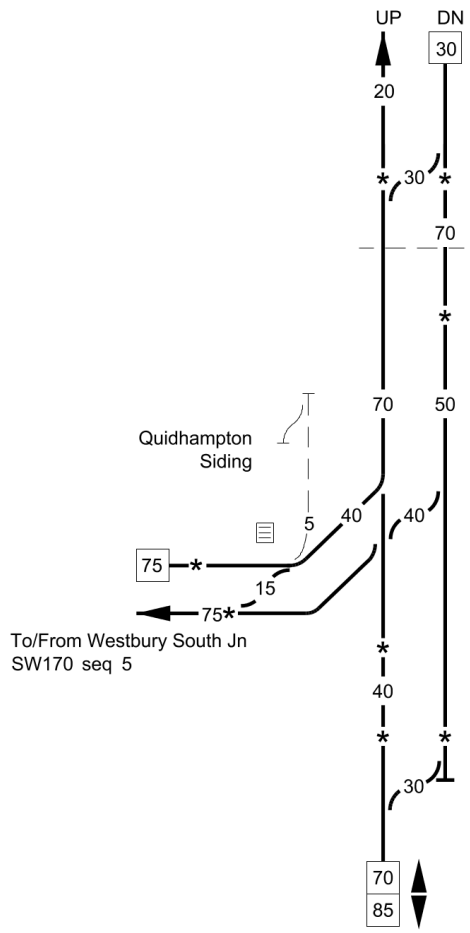
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
FRATTON	43 60 43 64 43 77 * 44 13 * 44 20		GSM-R TCB Havant SB (HT) RA8 DC: Eastleigh Axle Counter area #TRTS refer to Local Instructions ③ PLOD at 43m 70ch Back Road - Fratton Depot to Fratton Bridge (HT552 ground signal) 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

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) **PORTSMOUTH & SOUTHSEA**	44 24 * 44 26 44 28 * 44 29 * 44 39 * 44 50 44 57 *	 	GSM-R TCB Havant SB (HT) RA7 DC: Eastleigh Axle Counter area RA8 Blackfriars Jn (Hampshire) to Portsmouth & Southsea Low Level RA7 Blackfriars jn (Hampshire) to Portsmouth Harbour Platforms 4 & 5 (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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW115	006	Worting Junction to Exeter St. Davids	BAE2 SAL	Wessex	01/04/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Salisbury SB (SY) RA8 Non Electrified GSM-R
			Mileages shown in brackets [ ] apply between Wilton Junction and Quidhampton Siding, and the mileages are via Westbury.
	83 60 *		
Gramshaw Road Crossing	84 22		
	85 23 *		
Quidhampton Siding	[132 54]		
Wilton Jn	85 37 [132 33]		
	[132 01]*		RA7
	[132 17]*		
	85 70 *		
	86 20 *		
Wilton South	86 25		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW115	007	Worting Junction to Exeter St. Davids	BAE2	Wessex	01/08/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	87 00	70 / 85	TB Salisbury SB (SY) RA7 Non Electrified GSM-R
	87 40 *	*	Other crossings also in this area:-
		70	Church Path F/P 90m 48ch Dinton Mill No.1 F/P 90m 69ch Dinton Mill No.2 F/P 91m 10ch
	88 33 *	*	
Hurdcott Lodge LC (R/G)	89 74	T	
Barford F/P Crossing	90 05		
Morris Farm No. 2 Crossing	90 35	T	
Baverstock Navy Siding (Closed)			
Teffont Mill LC (R/G)	92 39	T	
Chilmark Air Siding (Closed)			
		85	
Sweatmans Crossing (R&G-OMSL)	93 22	T	OMSL - See general instruction
	93 33 *	*	
		70	
	94 02 *	*	
	94 40	85	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW115	008	Worting Junction to Exeter St. Davids	BAE2	Wessex	07/04/2014

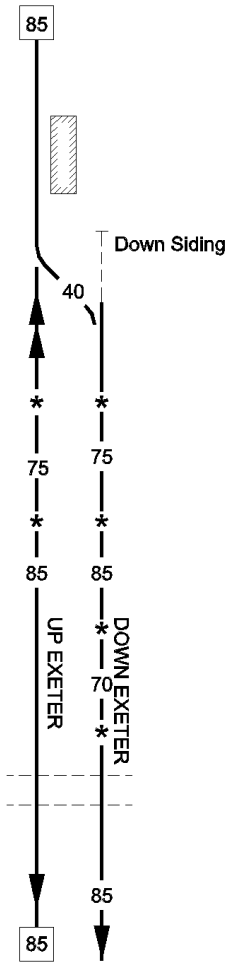
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		85	TB Salisbury SB (SY) RA7 Non Electrified GSM-R
Tisbury Quarry LC (R/G)	94 75	T	
	95 18 *	*	
Mill Path (Footpath)	95 27	75	
	95 52 *	*	
		40	
		85 40	CL 924 ft
		40	TCB Basingstoke (West Of England) RA7 SB (SE)
Chantry (Footpath)	96 10		
TISBURY	96 14		
Tisbury West LC (AHBC)	97 11	T	
Hatch Path	97 50		
	99 40 *	*	
		75	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW115	009	Worting Junction to Exeter St. Davids	BAE2	Wessex	01/08/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	100 00	75 * 85	TCB Basingstoke (West of England) SB (SE) Non Electrified RA7 GSM-R
	100 10 *		OMSL - See general instruction
Hunts Path No. 1 Crossing	103 45		
Hunts Path No. 2 Crossing (R&G-OMSL)	103 52	T	Other Crossings also in this area: Semley gates (Bridleway) 100m 24ch Guest's Path (Footpath) 102m 41ch Humbers (Footpath) 102m 73ch
GILLINGHAM (Dorset)	105 23	25 UP EXETER GILLINGHAM DOWN LOOP	DPL TBC
Gillingham Ground Frame		15 Gillingham Up Siding 25 EXETER MAIN	RA6
Gillingham Tunnel (742 yards)	107 44 to 107 78		
Buckhom Weston (GILLINGHAM) Tunnel Dorset			
	112 00	85	

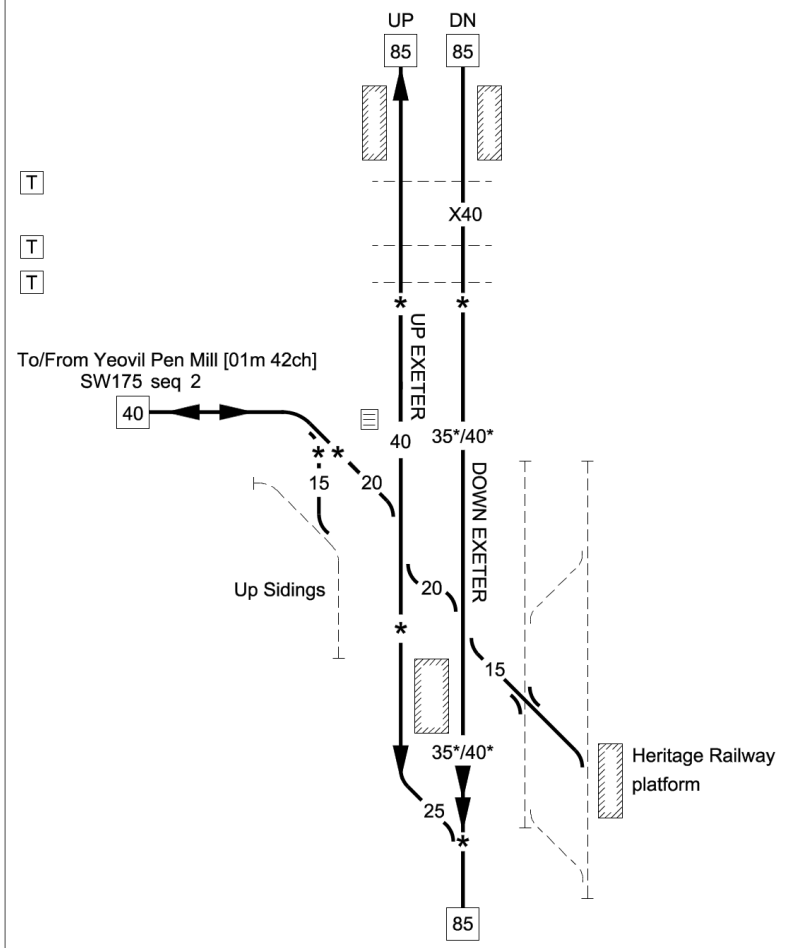
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW115	010	Worting to Exeter St. Davids	BAE2	Wessex	07/04/2014

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Basingstoke (West Of England) RA6 SB (SE) Non Electrified GSM-R
TEMPLECOMBE	112 02		Other Crossings also in this area: Ashford FP 109m 41ch
	112 76 *		
	113 36 *		
	115 35 *		
	115 76 *		
Castleton Farm Crossing	117 31	T	
Sherborne LC (CCTV)	118 00		



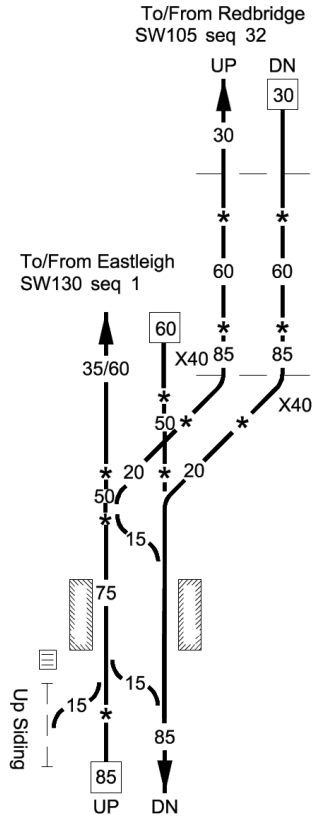
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW115	011	Worting Junction to Exeter St. Davids	YJP BAE2	Wessex	01/08/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	118 00		TCB Basingstoke (West Of England) RA6 SB (SE) Non Electrified GSM-R
SHERBORNE	118 04		OMSL - See general instruction
Lenthay Crossing (R&G-X-OMSL) (tel not available to traincrew)	119 15	T	35*/40* PSR Explanation
Bedmill Farm No.1 Crossing	119 73	T	35 mph for trains in the Up direction and 40mph for trains in the Down direction between 122m 30ch and 122m 58ch on the Down Exeter line only.
Wyke No. 1 Crossing	120 60 122 30 *	T	
Yeovil Jn Up Siding Groundframe	122 30	To/From Yeovil Pen Mill [01m 42ch] SW175 seq 2	
	[0 12]*		Mileages shown in brackets [ ] apply between Yeovil Jn and Yeovil Pen Mill
Yeovil Jn	122 31 [0 00]		
Up sidings			
	122 39 *		
YEOVIL JUNCTION	122 48		
	122 58 *		
	127 00		



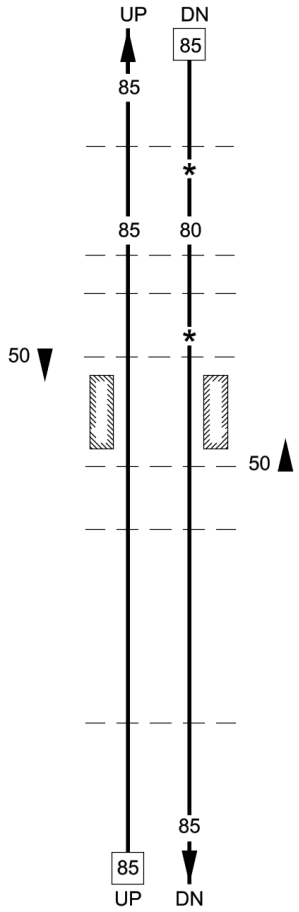
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW150	001	Redbridge to Salisbury Tunnel Junction	RTJ1 RTJ2	Wessex	01/08/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	23 00	MAXIMUM PERMISSIBLE SPEED 85 MPH	TCB Eastleigh SB (E) RA8 Non Electrified GSM-R
Chandlers Crossing	23 2	T	
	23 13 *		
	22 40 *		
Banks Crossing (R&G-X-OMSL)	22 32	T	OMSL - See general instruction
	18 18 *		
	18 16		
	80 35		
ROMSEY	80 47		
	81 5 *		
	81 10		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW150	002	Redbridge to Salisbury Tunnel Junction	RTJ2	Wessex	21/10/2017

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Eastleigh SB (E) RA8 GSM-R
Terrys Crossing	82 30 82 59 *	T	
Thurstons Crossing	82 60	T	
Butlers Crossing	83 5	T	
Kimbridge LC (AHBC)	83 45 *	T	
DUNBRIDGE	84 21		TCB Salisbury SB (SY) RA8 Non Electrified
Dunbridge LC (AHBC)	84 24	T	
Dunbridge Crossing	84 37	T	
Dean Hill LC (MCB-OD)	86 57	T	

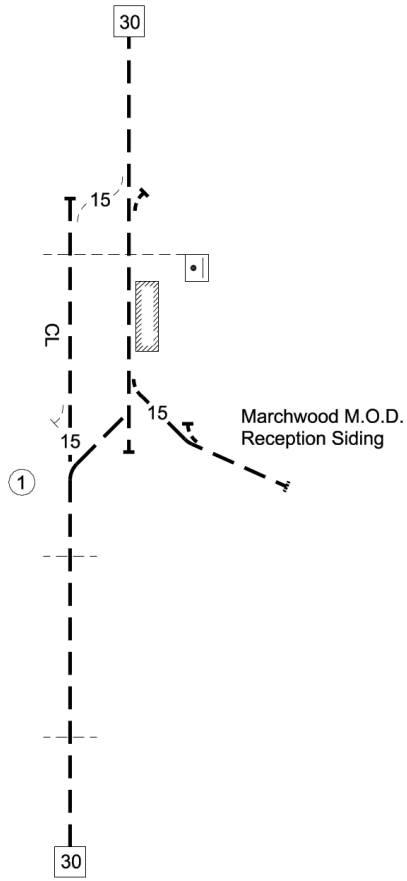


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW155	001	Totton to Fawley (Goods Line)	TTF	Wessex	02/02/2013

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			MAXIMUM PERMISSIBLE SPEED 30 MPH To/From Totton SW105 seq 34 30	TCB Eastleigh SB (E) RA8 Non Electrified GSM-R CSR 28
Jacobs Gutter Lane LC (AHBC)	84	12	T	
Trotts Lane LC (AHBC)	85	11	T	
Tavells Lane LC (AHBC)	85	66	T 30	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW155	002	Totton to Fawley (Goods Line)	TTF	Wessex	06/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	85 70		NO SIGNALMAN TOKEN RA8 Non Electrified GSM-R
Marchwood SB (MW) LC	86 06		
MARCHWOOD	86 10		CL 1659 ft (1) Down Fawley Up Single Line Out of Use (OOU) beyond Marchwood 19pts to Fawley GF 86m 36ch via STNC until 01/01/2028
Pumpfield Farm (R/G)	86 37	T	
Veals Lane LC (AHBC)	86 69	T	
	86 70		



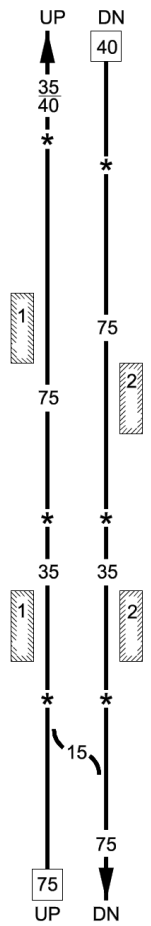
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW155	003	Totton to Fawley (Goods Line)	TTF	Wessex	06/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NO SIGNALMAN TOKEN RA8 Non Electrified GSM-R
		30	
West Street LC (AHBC)	88 38	T	
		X10	
School Road LC	88 68	X10	
Frost Lane LC (AHBC)	89 60	T	
		30	
	89 73 *	*	
		20	
		30	(1) Down Fawley Up Single Line Out of Use (OOU) beyond Marchwood 19pts to Fawley GF 86m 36ch via STNC until 01/01/2028
	90 1 *	*	
		30	
Fawley GF	91 42	(1) To/From Fawley Oil Refinerry	Down: End of GSM-R area at 91m 40ch Up: Start of GSM-R area at 91m 40ch GSM-R

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW160	001	Brockenhurst to Lymington Pier	BLP	Wessex	07/04/2014

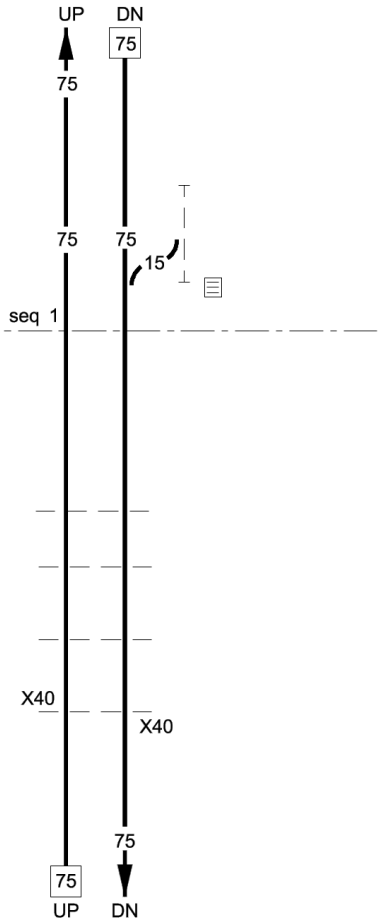
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		MAXIMUM PERMISSIBLE SPEED 60 MPH To/From Brockenhurst SW105 seq 36 45	TCB Brockenhurst SB (BH) RA8 DC: Eastleigh GSM-R
		45	One Train Working between BH 17 signal and Lymington Pier
	93 55 *	*	
		35	
	93 70 *	*	
		45 ▲	OTS
		60 ▼	
	94 31 *	*	
		60	
	95 73 *	*	
		50	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW170	003	Westbury to Wilton Junction	SAL	Wessex	24/01/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Westbury SB (W) RA8 GSM-R
DILTON MARSH	110 40 * 110 28 * 111 11		
WARMINSTER	114 33 * 114 37 114 40 *		

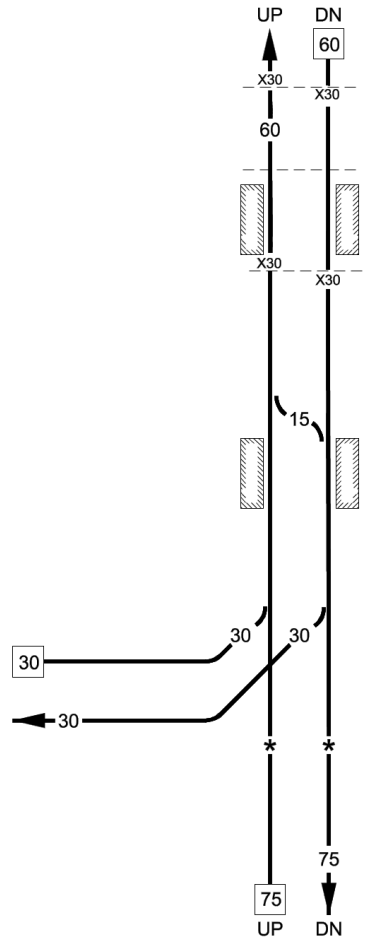
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW170	004	Westbury to Wilton Junction	SAL	Wessex	01/08/2026

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Westbury SB (W) RA8 GSM-R
Beechgrove GF	115	27		
Territory Boundary	115	40	Western GW5001 seq 1 Wessex	Salisbury SB (SY)
Corton Steps Crossing	119	41		
Upton Lovell LC (AHBC)	119	70	T	
Codford LC (AHBC)	120	45	T	
Sherrington Crossing (R&G-X-CMSL)	121	2	T	OMSL - See general instruction



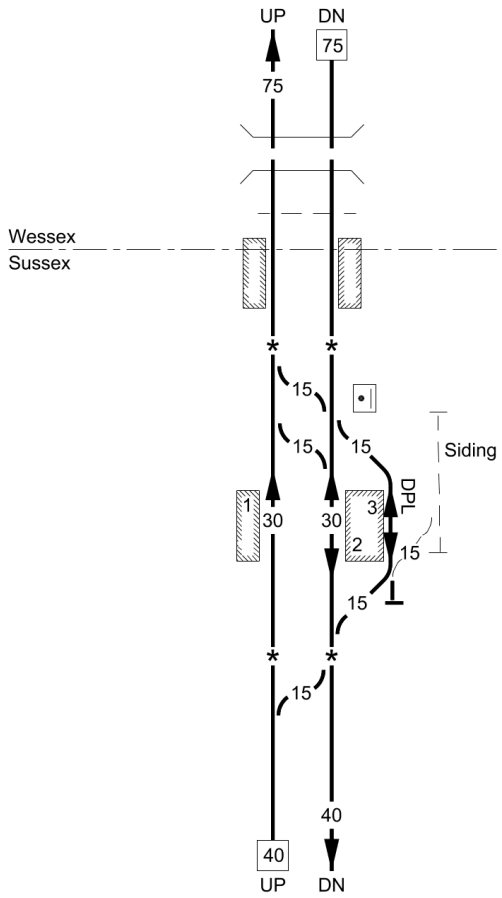
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW180	004	Raynes Park to Horsham	BTH3 LEJ	Wessex	01/08/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	14 20		TCB Wimbledon SB (W) RA8 DC: Raynes Park GSM-R
Lady Howard UI (BW) (R&G-X-OMSL)	15 44		OMSL - See general instruction
Ashtead LC (CCTV)	16 19		
ASHTEAD	16 19		
Green Lane UI (R&G-X-IOMSL)	16 55		
LEATHERHEAD	18 02		
	18 20 *	To/From Effingham Jn SW205 seq 1	
	18 30		

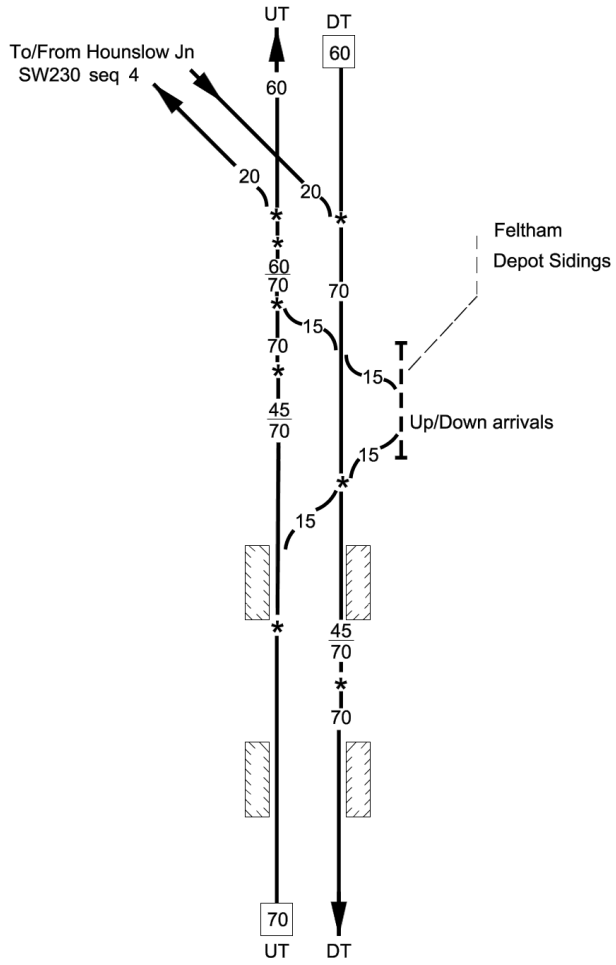


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW180	005	Raynes Park to Horsham	BTH3	Wessex	14/08/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Dorking SB (CBK) RA8 DC: Brighton GSM-R
Mickleham Tunnel 524 Yards	19 55 to 19 78		
Mickleham F/P Crossing Route Boundary **BOX HILL & WESTHUMBLE**	20 14 21 09 21 14		
Dorking SB (CBK)	22 08		
DORKING	22 08		Permissive working authorised on DPL (both directions), Down Main platform line (both directions) and Up Main platform DPL 777 ft
	22 15 *		



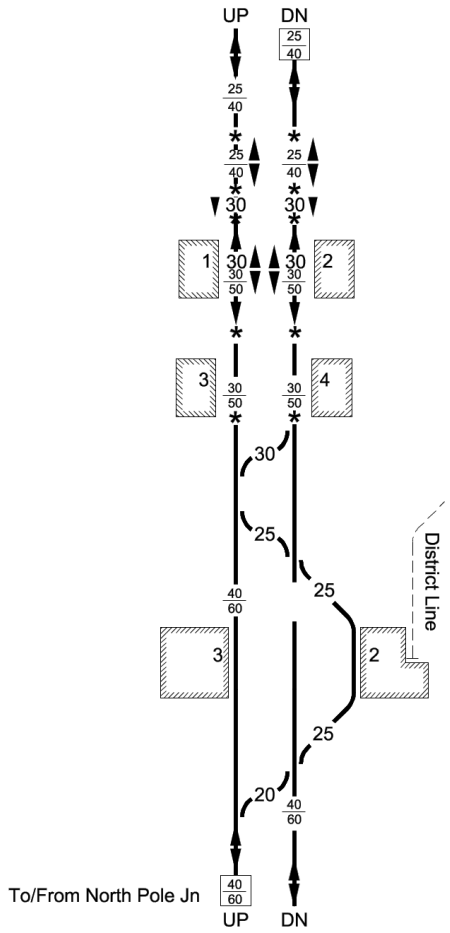
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW210	006	Clapham Junction to Reading	HOU RDG1	Wessex	25/04/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Feltham Jn	13 35 *		TCB Basingstoke ROC (BEF) RA8 DC: Raynes Park GSM-R UT-Up Twickenham DT- Down Twickenham
	13 39 *		
	14 11 *		Up/Down arrivals Operational length Metres: 527 Feet 1729
	14 43 *		
	14 60 *		
FELTHAM	14 68		
	14 77 *		
	15 15 *		
ASHFORD (Middlesex)	17 40		

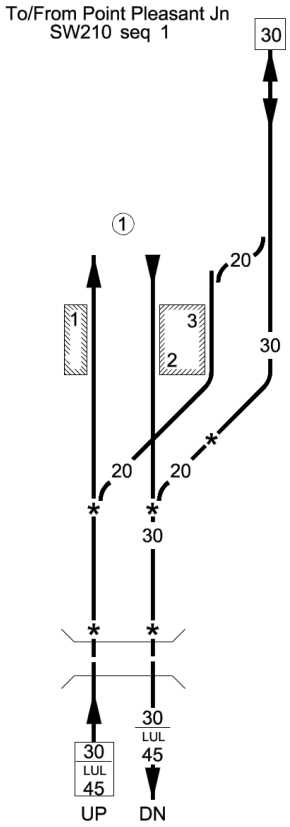
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW210	007	Clapham Junction to Reading	RDG1 SWE	Wessex	06/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	17 50		TCB Basingstoke ROC (BEF) RA8 DC: Raynes Park GSM-R
	18 20 *	UT DT 70 70	UT-Up Twickenham DT- Down Twickenham
Oakmead Crossing	18 30	T 65/70	
	18 60 *	15 USGL 35/40 40 15 15 15	Up Staines Goods Loop USGL Operational length Metres : 403 Feet: 1322 (BEF2178 to BEF2175)
STAINES	19 02 *	35/40 40 To/From Windsor and Eton Riverside SW250 seq 1	Permissive working authorised on Up platform line
	19 20	20 20 UT DT	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW220	002	Latchmere Junction to Kensington Olympia	WLL	Wessex	13/07/2024

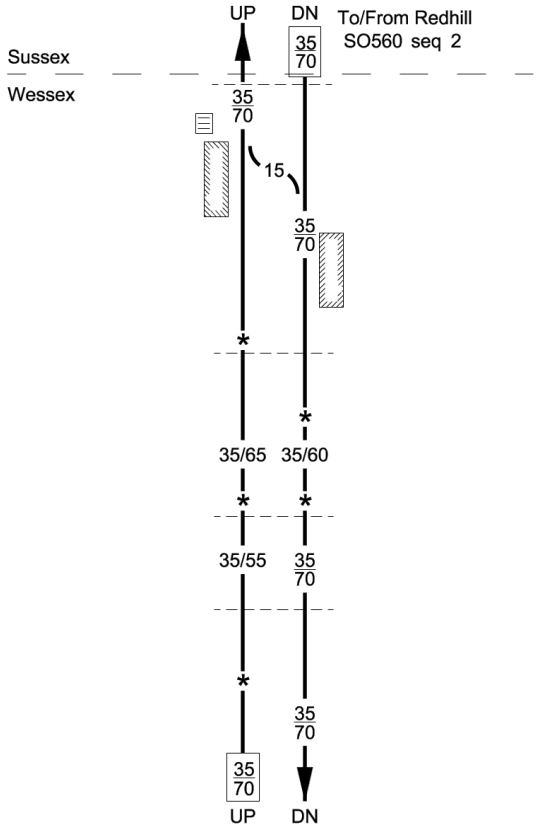
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Three Bridges ROC Clapham W/S (TVC) RA8 DC: Lewisham Note: These Lines are also depicted in SO250 Seq 005 and 006 and should also be updated with any changes.
	1 20 *		
	1 37 *		
IMPERIAL WHARF	1 43		
	1 52 *		
	1 40 *		
WEST BROMPTON	2 43		
	3 20 *		
	3 22 *		
KENSINGTON OLYMPIA	3 42		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW225	001	Point Pleasant Junction to Wimbledon	PPW	Wessex	27/06/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		POINT PLEASANT JUNCTION AND EAST PUTNEY MAXIMUM PERMISSIBLE SPEED 30 MPH EAST PUTNEY AND WIMBLEDON MAXIMUM PERMISSIBLE SPEED 45 MPH	TCB Wimbledon SB (W) RA6 DC: Raynes Park GSM-R
EAST PUTNEY	5 60		A.W.S. not provided for temporary speed restrictions 1 District Line - Communications Based Train Control (CBTC) Transport for London (TFL) London Underground (LU) Limits from PGR03 signal platform 1 and to W359 signal platform 2. CBTC operated & controlled from Hammersmith signal Control centre (HSCC)
East Putney Tunnel 311 Yards	6 3 * to 6 17		Indicator for 30 mph on Up line at 06m 03ch is positioned at the Southfields end of tunnel @ 45mph applies to LUL trains only

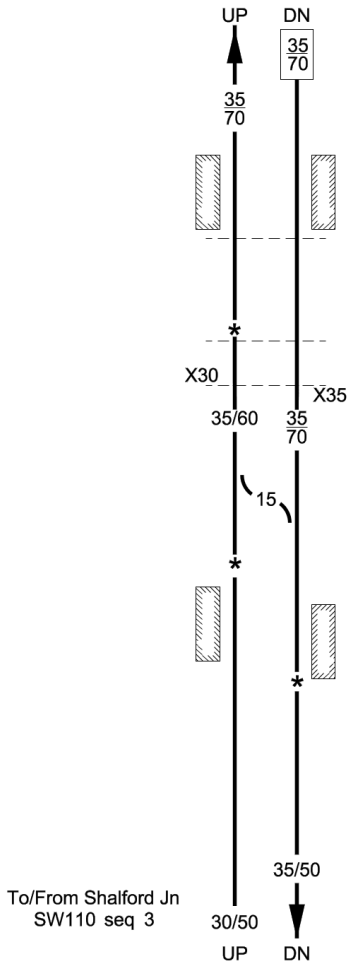
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW300	001	Gomshall to Shalford Junction	RSJ	Wessex	28/09/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Reigate SB (RC) RA8 GSM-R
Route Boundary	33 10		
Hackhurst Lane BW	34 57		
GOMSHALL	35 21		
Burrows Lane LC (MCB-OD)	35 60 *	T	TCB Guildford SB (GD)
	36 60 *		Axle Counter Area Down 35m 40ch Up 35m 59ch
Brook LC (MCB-OD)	37 19 *	T	
Ford Crossing	37 70	T	
	38 03 *		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW300	002	Gomshall to Shalford Junction	RSJ	Wessex	01/08/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Guildford SB (GD) RA8 GSM-R
CHILWORTH	39 15		
Chilworth LC (CCTV)	39 15		
Tangley LC (CCTV)	39 48 *		OMSL - See general instruction
East Shalford Crossing (R&G-X-OMSL)	40 20	T	Axle Counter Area Down 40m 21ch Up 40m 06ch
	41 01 *		
SHALFORD	41 02		



SW110 - WOKING JUNCTION TO PORTSMOUTH HARBOUR

WOKING

WOKING DOWN YARD

Propelling Movements from WK610 to Woking down yard.
The Shunter or designated person in charge of the movement will obtain confirmation from the Signaller that WK610 signal has been cleared before giving the Driver permission to commence the propelling movement, All movements must be controlled by radio handsets.

Propelling Movements from WK511 Woking down yard to WK803 down Guildford line.
The Shunter or designated person in charge of the movement will obtain confirmation from the Signaller that WK511 signal has been cleared and the route is clear up to and including the overlap track circuit of WK805 signal before giving the Driver permission to commence the propelling movement, All movements must be controlled by radio handsets.

Dated: 08/10/16

SW110 - WOKING JUNCTION TO PORTSMOUTH HARBOUR

GUILDFORD

Before a shunting movement is made from one platform to another the platform staff or the Signaller must inform the Driver whether it will be signalled via the tunnel or via the London end of the station. ,

Movements to and from Guildford Carriage Sidings

Inwards movements - The Signaller must obtain the permission of the Person in Charge before operating signal GD1305 or GD635.

Outwards movements - The Person in Charge must inform the Signaller when a movement is ready to depart from the sidings.

Dated: 27/09/08

SO110 – THREE BRIDGES TO PORTSMOUTH HARBOUR

FRATTON

TRAINS TERMINATING AND RESTARTING IN PLATFORMS 2 AND 3
Trains which terminate and re-start in the Up Direction at Fratton Platforms 2 & 3, must operate the "Train Ready to Start" (TRTS) button for the platform concerned, not more than two minutes before departure. If unable to operate the TRTS button as required, you must use the GSM-R SG to alert the signaller 2 minutes before departure time".

Dated: 25/07/2026

SW110 - WOKING JUNCTION TO PORTSMOUTH HARBOUR
PORTSMOUTH HARBOUR

Platforms 3, 4 and 5 are restricted to 12 cars only and, if there are 12 cars, they must not consist of more than two trains.

Whenever trains are coupled or uncoupled in any platform, the Person in Charge of the platform must advise the Signaller that coupling / uncoupling has taken place and the identity and formation of the trains standing in the platform.

Dated: 02/12/06

SW115 - WORTING JUNCTION TO EXETER ST. DAVIDS

LUDGERSHALL BRANCH LINE:

ANDOVER UP YARD SIDINGS AND LUDGERSHALL BRANCH

Protection Arrangements – If movements can enter from either end:

The PICOS/IWA/COSS/SWL or PICOP are responsible when arranging protection in connection with a Sidings Possession, Line Blockage, or T3 Possession, to consider and place suitable protection beyond BE464 Stop Board (*Andover end branch line*) to prevent any movements entering any lines that are being protected.

BE471/BE466 Stop Boards Start/End of Section (One Tran Working – OTW) to Ludgershall

The Annett's key for the Ludgershall Branch line is kept locked in a box on a post adjacent to the former ground frame at Andover Up Yard Sidings. The key which is required to open the box is a BR1 key.

For a movement onto the Ludgershall Branch line beyond BE471 Stop Board the Shunter or Nominated Person in Charge (PIC) must hand the Annett's key to the Driver

The Signaller at Basingstoke Main ASC (BE) must be advised when the train is ready to proceed towards the Ludgershall Branch line with the Annett`s key.

NOTE: IT IS THE RESPONSIBILITY OF THE SHUNTER / NOMINATED PERSON IN CHARGE (see table D page 138) TO CHECK THAT THERE ARE NO OTHER CONFLICTING MOVEMENTS, ALL HAND POINTS ARE IN THE REQUIRED POSITION BEFORE AUTHORISING THE MOVEMENT TO PASS ANY STOP BOARDS VIA ANDOVER UP YARD SIDINGS TOWARDS THE LUDGERSHALL BRANCH LINE AND BE471 START OF SECTION (OTW)

For a movement leaving the Ludgershall Branch line, the Shunter / Nominated PIC must obtain the Annett's key from the Driver and when the train is clear of the Ludgershall Branch line and returned to Andover secure it in the box .The Signaller at Basingstoke Main ASC (BE) must be advised when the train is clear of the Ludgershall Branch line and the Annetts Key returned to the box. Any instructions or information regarding the train and further movements must be provided to the signaller where required.

Ludgershall Loop:

NOTE: Duties shown to be carried out by the Shunter in this instruction must be carried out by the Nominated Person in Charge in the case of D.O. trains, light locomotives and other trains including MPVs operating over the branch line where no Shunter is provided.

Inbound trains. After passing the `Check Hand Points` board the Shunter must check that the handpoints are correctly set for the movement before proceeding towards the Stop Board on the approach to the MOD Depot end of the loop.

Trains for MOD Depot:

Before any movement passes the Stop Board `Await instructions from MOD control`, the Shunter must have obtained the authority from the MOD control or the MOD Nominated Person in Charge.

When a locomotive that has worked a train to the Ludgershall Loop has been detached to proceed or has proceeded into the MOD Depot, it is permitted on the authority of the Shunter for the MOD Depot locomotive to proceed when clear via the other available loop line to the rear of the train, attach and propel the train into the MOD Depot.

Other Trains Reversing or Running Round Towards the MOD Depot Gates:

Before any movement passes the Stop Board `Await instructions from MOD control`, the Shunter must have obtained the authority from the MOD control or the MOD Nominated Person in Charge. If this is not possible, then the Shunter in this circumstance is permitted to check that the handpoints beyond the Stop Board are correctly set, confirm that no conflicting movement is in progress and check the MOD gates are closed, then the movement is authorised to pass the Stop Board.

SW120 - PIRBRIGHT JN TO ALTON

ALTON

When Station staff are not in attendance a member of the Traincrew must operate the “Train Ready to Start” plunger immediately prior to the booked departure time or, in the case of late running, when the train is ready to depart.

Application of hand brakes at oil/chemical depots/sidings

Clauses D3.3, D4.2 (b) and D5.1 Pink Pages, refer, handbrakes must be applied on each group of wagons left in the undermentioned sidings as follows:-

Holybourne first 3 wagons

Dated: 02/12/06

SW135 - EASTLEIGH TO FAREHAM

BOTLEY

When operational necessary it is permitted for a single locomotive to proceed on to the single line from Botley in order to run round it’s train when a T3 Possession has been granted beyond E480 points.

The following instructions must be adhered to:-

An entry will be published in the WON under the appropriate item number to advise that this process is to apply.

- The possession must be planned to be a T3 Possession ahead of E480 points.
- The detonator protection and possession limit board must be in placed beyond 79M 48ch before these instructions can apply
- The Possession may not be sub-standard at Botley.

PICOP may give the Signaller permission to allow a movement to take place towards the Protection point only when the following applies:-

- The Protection is placed beyond 79M 48ch towards Fareham.
- The protection is not in the process of being placed or removed.
- No on track movement is being made with ¼ mile of the protection (where necessary confirmation must be received form ES that all movements are at a stand)

When the PICOP has given permission for a locomotive movement towards the detonator protection, you must not allow any rail movement to be made towards the protection until the Signaller has confirmed to you that the locomotive movement has been completed.

Dated: 05/07/15

SW135 - EASTLEIGH TO FAREHAM

Entire Line Of Route

Electric trains must not exceed a conductor rail index of 14.

Dated: 02/12/06

SW140 - ST. DENYS TO PORTCREEK JUNCTION

FAREHAM

All drivers of terminating trains which require shunting via either the Up Netley or Up Portsmouth lines, must contact the signaller before any movement is made, even if a signal is already cleared. This is to ensure that the signaller is aware of and has a clear understanding of the movement to be made.

Dated: 02/12/06

SW140 - ST. DENYS TO PORTCREEK JUNCTION

Entire Line Of Route

Electric trains must not exceed a conductor rail index of 14.

Drivers of trains hauled by more than one Class 73 locomotive must work under series-only conditions when on electric power.

Dated: 27/09/08

SW150 - REDBRIDGE TO SALISBURY TUNNEL JUNCTION

Dunbridge LC (AHBC)

A Box locked with a BR 1 key are provided on the Down Dean platform 2 at Dunbridge adjacent to signal SY1. If it is necessary for the signal to be passed at Danger, the Signaller will additionally instruct the driver to open the box and depress the plunger to lower the level crossing barriers. The Driver must close and lock the box before returning to their train.

Dated: 01/08/2026

SW155 - TOTTON TO FAWLEY (GOODS LINE)

Fawley GF

No movement must be made beyond the railway boundary gate over the Esso road level crossing into the Hardley siding until permission to proceed has been received from the firm's Shunter, who will be responsible for the safety of movements over the crossing.

Traffic will be exchanged at the locomotive restriction board situated at the far side of the Esso road crossing. Train locomotives must not pass beyond the locomotive restriction board.

This siding may be worked by special trip, without a brakevan, propelling from Fawley over the single line to the connection at the Fawley end of the siding and hauled back to Fawley. A key token must be withdrawn for the movement. Propelled movements must not exceed 10 vehicles.

Application of hand brakes at oil/chemical depots/sidings

Clauses D3.3, D4.2 (b) and D5.1 Pink Pages, refer, handbrakes must be applied on each group of wagons left in the undermentioned sidings as follows:-

Fawley - Cadlands Exchange Sidings first 3 wagons and last three wagons on each train

Dated: 02/12/06

SW160 - BROCKENHURST TO LYMINGTON PIER

Entire Line Of Route

Electric trains working onto the Single line, which commences at signal BH17, must not exceed 4 cars or a conductor rail index of 8. If a train has a conductor rail index greater than 4 the Driver must work under series-only conditions.

Drivers of trains hauled by more than one Class 73 locomotive must work under series-only conditions when on electric power.

Dated: 27/09/08

LIST OF MODULE PAGES AND DATES

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1	**05 September 2026**
2	**05 September 2026**
2A	06 June 2026
2B	06 June 2026
3	06 September 2014
4	06 September 2014
5	04 September 2021
6	04 September 2021
7	06 June 2026
8	06 June 2026
9	06 June 2026
10	06 June 2026
11	06 June 2026
12	06 June 2026
13	06 June 2026
14	06 June 2026
15	06 June 2026
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16A	06 June 2026
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16C	06 June 2026
16D	06 June 2026
16E	29 February 2020
16F	29 February 2020
16G	04 March 2023
16H	04 March 2023
16I	02 March 2024
16J	02 March 2024
16K	29 February 2020
16L	29 February 2020
16M	30 May 2020
16N	30 May 2020
16O	29 February 2020
16P	29 February 2020
17	07 March 2026
18	07 March 2026
19	07 March 2026
20	07 March 2026
21	07 March 2026
22	07 March 2026
23	07 March 2026
24	07 March 2026
24A	07 March 2026
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24E	07 March 2026
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25	01 June 2024
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36C	06 December 2025
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36I	06 December 2025
36J	06 December 2025
36K	02 December 2023
36L	02 December 2023
36M	02 December 2023
36N	02 December 2023
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36P	02 December 2023
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44E	07 June 2014
44F	07 June 2014
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47	04 September 2021
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49	03 June 2017
50	03 June 2017
51	02 March 2024
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53	03 March 2018
54	03 March 2018
54A	03 June 2023
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54D	07 June 2014
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57	04 September 2021
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59	03 June 2017

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65	30 May 2020
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66A	07 June 2014
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67A	03 June 2023
67B	04 September 2021
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67H	03 June 2023
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67N	29 February 2020
67O	29 February 2020
67P	29 February 2020
67Q	29 February 2020
67R	02 March 2024
67S	02 March 2024
67T	05 June 2021
67U	04 December 2021
67V	04 December 2021
67W	05 June 2021
67X	31 August 2019
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87	03 December 2016
88	03 December 2016
88A	30 May 2020
88B	30 May 2020
88C	04 June 2016
88D	04 June 2016
88E	03 December 2016
88F	03 December 2016
88G	02 March 2024
88H	02 March 2024
88I	04 December 2021
88J	04 December 2021
88K	01 December 2018
88L	01 December 2018
88M	06 September 2014
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89	06 September 2014
90	06 September 2014
91	**05 September 2026**
92	**05 September 2026**
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94	**05 September 2026**
95	**05 September 2026**
96	**05 September 2026**
97	06 June 2026
98	06 June 2026
98A	06 June 2026
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99	31 August 2024
100	31 August 2024
101	29 February 2020
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115	01 June 2024

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123	06 June 2026
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130	03 June 2023
131	02 March 2024
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133	02 June 2018
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135	30 May 2020
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137	07 December 2024
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139	07 September 2024
140	07 September 2024
141	02 June 2018
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154	02 December 2023
155	02 March 2024
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157	03 March 2018
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159	07 December 2024
160	07 December 2024
161	04 June 2022
162	04 June 2022
163	03 March 2018
164	03 March 2018
165	04 June 2022
166	04 June 2022
167	03 March 2018
168	03 March 2018
169	03 December 2016
170	03 December 2016
171	02 March 2024
172	02 March 2024
173	02 March 2024
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Table D1A – Route clearance of diesel multiple units

Last Updated: 30/05/2026

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	

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

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 Worting 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	E 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

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	N	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	

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	E	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	E 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	N	Y	Y	Y	N	N	
SW115	BAE2	Gillingham – Yeovil Jn	105	23	122	48	Y	Y	N	Y	Y	Y	N	N	
SW115	BAE2	Yeovil Jn – Route Boundary (GW610) (Exeter St Davids Jn)	122	48	164	30	Y	Y	N	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	E	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	E	Y	Y	Y	N	Y	

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	E	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	E	Y	Y	Y	N	Y	
SW175	WEY	Route Boundary (GW500) (Castle Cary Jn) – Yeovil Pen Mill Jn	130	00	141	35	Y	Y	N	Y	Y	Y	N	Y	
SW175	YJP	Yeovil Pen Mill Jn – Yeovil Jn	1	42	0	00	Y	Y	N	Y	Y	Y	N	N	
SW175	WEY	Yeovil Pen Mill Jn – Dorchester Jn	141	35	162	14	Y	Y	N	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	