## 34<sup>th</sup> Supplemental Agreement

between

# NETWORK RAIL INFRASTRUCTURE LIMITED as Network Rail

and

#### FIRST GREATER WESTERN LIMITED as Train Operator

relating to the Track Access Contract (Passenger Services) dated 4<sup>th</sup> March 2016

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#### THIS 34TH SUPPLEMENTAL AGREEMENT is dated 16<sup>th</sup> October 2024 and made

#### **BETWEEN:**

- (1) **NETWORK RAIL INFRASTRUCTURE LIMITED**, a company registered in England under number 2904587 having its registered office at 1 Eversholt Street, London NW1 2DN ("Network Rail"); and"
- (2) **<u>FIRST GREATER WESTERN LIMITED</u>**, (the "Train Operator"), a company registered in England under number 05113733 having its registered office at Milford House, 1 Milford Street, Swindon SN1 1HL.

#### WHEREAS:

- (A) The parties entered into a Track Access Contract (Passenger Services) dated 4<sup>th</sup> March 2016 on terms approved, and pursuant to directions issued, by ORR under section 17 of the Act.
- (B) The parties propose to enter into this Supplemental Agreement in order to make amendments to Annex B to Part 3 of Schedule 4 Lookup Table for EBM Weights, and Appendix 7C of Schedule 7 Default Train Consist data.

#### IT IS HEREBY AGREED as follows:

#### 1. INTERPRETATION

In this Supplemental Agreement:

- (A) Words and expressions defined in and rules of interpretation set out in the Contract shall have the same meaning and effect when used in this Supplemental Agreement except where the context requires otherwise;
- (B) "Effective Date" means 0200 hours on Sunday 15th December 2024.

## 2. EFFECTIVE DATE AND TERM

The amendments made to the Contract as set out in this Supplemental Agreement shall have effect from the Effective Date and shall cease to have effect at the Expiry Date or earlier termination of the Contract.

## 3. ORR – GENERAL APPROVAL

This Supplemental Agreement is entered into pursuant to the Passenger Access (Short Term Timetable and Miscellaneous Changes) General Approval 2023

## 4. AMENDMENTS TO THE CONTRACT

- **4.1** Annex B to Part 3 of Schedule 4 Lookup Table for EBM Weights shall be deleted in its entirety and replaced with the entry set out in Annex 1.
- **4.2** Appendix 7C of Schedule 7 Default Train Consist Data shall be deleted in its entirety and replaced with the entry set out in Annex 2.

## 5. GENERAL

The parties agree that the Contract, as amended by this Supplemental Agreement, shall remain in full force and effect in accordance with its terms, and during the period in which the amendments made by this Supplemental Agreement are to have effect, all references in the Contract to "the contract" or, as the case may be, the "Agreement", "herein", "hereof", "hereunder" and other similar expressions shall, unless the context requires otherwise, be read and construed as a reference to the Contract as amended by this Supplemental Agreement.

## 6. THIRD PARTY RIGHTS

No person who is not a party to this Supplemental Agreement shall have any right under the Contracts (Rights of Third Parties) Act 1999 to enforce any term of this Supplemental Agreement.

## 7. LAW

This Supplemental Agreement shall be governed by, construed and given effect to in all respects in accordance with English Law.

## 8. COUNTERPARTS

This Supplemental Agreement may be executed in two counterparts which, taken together, shall constitute one and the same document. Either party may enter into this Supplemental Agreement by signing either of such counterparts.

IN WITNESS of which the duly authorised representatives of Network Rail and the Train Operator have executed this Supplemental Agreement on the date first above written.

SIGNED by.....

Marcus Jones Print name..... Duly authorised for and on behalf of **NETWORK RAIL INFRASTRUCTURE LIMITED** 

SIGNED by.....

Richard Rowland

Print name..... Duly authorised for and on behalf of FIRST GREATER WESTERN LIMITED

ANNEX 1

Annex to Part 3 of Schedule 4 – Lookup Table for EBM Weights

| Viable<br>Transfer            | Viable<br>Transfer          | Applicabl<br>e                                   | Other<br>Operati                  | S4CS       | Description of   | Other<br>VTPs to | Servi<br>ce | %              | FUL           |           | Replace<br>10%) | ment       | PA       |    | . Bus R<br>50% x X | eplacem<br>K%) | nent            | No bus<br>replacem<br>ent | EB<br>Ms  |
|-------------------------------|-----------------------------|--|-----------------------------------|------------|--|------------------|-------------|----------------|---------------|-----------|-----------------|------------|----------|----|--------------------|----------------|-----------------|---------------------------|-----------|
| Point<br>[VTP]                | Point<br>[VTP]              | Infrastruct<br>ure Rules                         | ng<br>Rules                       | Code       | Possession<br>Response   | conside<br>r     | Grou<br>p   | Applica<br>ble | Fro<br>m      | То        | Mile<br>s       | Trai<br>ns | Fro<br>m | То | Mil<br>es          | Trai<br>ns     | %<br>Trai<br>ns | 0%                        | Tota<br>I |
| GW103 Pade                    | dington to Uff              | ington   |                                   |            |  |                  |             |                |               |           | -               | -          | -        |    |                    |                | -               |                           |           |
|                               |                             | Two tracks                                       |                                   |            | EF01,02,03,04,<br>05: Reduced  |                  |             |                |               |           |                 |            |          |    |                    |                |                 | 0                         | 0         |
|                               |                             | available<br>(ML or                              |                                   | FGW0<br>01 | timetable  |                  |             |                |               |           |                 |            |          |    |                    |                |                 | 0                         | 0         |
|                               |                             | `RL).  |                                   | -          | operates, no bus replacement.  |                  |             |                |               |           |                 |            |          |    |                    |                |                 | 0                         | 0         |
|                               |                             |  | LUL                               |            |  |                  |             |                |               |           |                 |            |          |    |                    |                |                 | 0                         | 0         |
|                               |                             | Access to  | operati<br>ng                     |            | EF01,02,03,04,   |                  |             |                |               |           |                 |            |          |    |                    |                |                 | 0                         | 0         |
|                               |                             | Old Oak<br>Common                                | betwee<br>n                       | FGW0       | 05: LUL London<br>to Ealing  |                  |             |                |               |           |                 |            |          |    |                    |                |                 | 0                         | 0         |
|                               |                             | depot & 4<br>platforms<br>at Ealing<br>Broadway. | London<br>and<br>Ealing<br>Broadw | 02         | Broadway,<br>trains restart at<br>Ealing<br>Broadway.  |                  |             |                |               |           |                 |            |          |    |                    |                |                 |                           |           |
|                               |                             |  | ay.                               |            | EF05: No bus   |                  |             |                |               |           |                 |            |          |    |                    |                |                 | 0                         | 0         |
|                               |                             |  | FMSW                              |            | replacement,   |                  |             |                |               |           |                 |            |          |    |                    |                |                 | 0                         | 0         |
|                               |                             |  | T<br>operati                      |            | trains restart at<br>Ealing  |                  |             |                |               |           |                 |            |          |    |                    |                |                 | 0                         | 0         |
| London<br>Paddington<br>(PAD) | Ealing<br>Broadway<br>(EAB) |  | Waterlo<br>o to<br>Readin<br>g.   | FGW0<br>03 | Broadway.<br>EF01,02,03,04:<br>FMSWT<br>London to<br>Reading, trains<br>restart at<br>Reading. |                  |             |                |               |           |                 |            |          |    |                    |                |                 | 0                         | 0         |
|                               |                             |  |                                   |            |  |                  | EF01        | 100%           | PA<br>D       | EAB       | 5.75            | 0          |          |    |                    |                |                 | 0                         | 0         |
|                               |                             |  | FMSW                              |            | EF05: No bus replacement,  |                  | EF01        | 100%           | EAB           | HA<br>H   | 5.00            | 0          |          |    |                    |                |                 | 0                         | 0         |
|                               |                             |  | T not<br>operati                  |            | trains restart at<br>Ealing  |                  | EF01        | 100%           | HA<br>H       | SLO       | 7.75            | 0          |          |    |                    |                |                 | 0                         | 0         |
|                               |                             |  | ng<br>Waterlo                     | FGW0       | Broadway.<br>EF01,02,03,04:  |                  | EF01        | 100%           | SLO           | MAI       | 5.75            | 0          |          |    |                    |                |                 | 0                         | 0         |
|                               |                             |  | o to<br>Readin                    | 04         | Bus<br>replacement   |                  | EF01        | 100%           | MAI           | TW<br>Y   | 6.75            | 0          |          |    |                    |                |                 | 0                         | 0         |
|                               |                             |  | g, or<br>after                    |            | Paddington to<br>Reading, trains   |                  | EF01        | 100%           | TW<br>Y<br>PA | RD<br>G   | 5.00            | 0          |          |    |                    |                |                 | 0                         | 0         |
|                               |                             |  | 19.00.                            |            | restart at Reading.  |                  | EF02        | 100%           | D<br>D        | EAB<br>HA | 5.75            | 0          |          |    |                    |                |                 | 0                         | 0         |
|                               |                             |  |                                   |            |  |                  | EF02        | 100%           | EAB           | H         | 5.00            | 0          |          |    |                    |                |                 | 0                         | 0         |

|          |            |                         |               |            |                                   |  |      |      | HA        |           |      |   |      |  |   |   |   |
|----------|------------|-------------------------|---------------|------------|-----------------------------------|--|------|------|-----------|-----------|------|---|------|--|---|---|---|
|          |            |                         |               |            |                                   |  | EF02 | 100% | H         | SLO       | 7.75 | 0 |      |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  | EF02 | 100% | SLO       | MAI       | 5.75 | 0 |      |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  | EF02 | 100% | MAI       | TW<br>Y   | 6.75 | 0 |      |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  |      |      | TW        | RD        |      | 0 |      |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  | EF02 | 100% | Y<br>PA   | G         | 5.00 | 0 |      |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  | EF03 | 100% | D         | EAB       | 5.75 | 0 |      |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  | EF03 | 100% | EAB       | HA<br>H   | 5.00 | 0 |      |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  |      |      | HA        |           |      | 0 |      |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  | EF03 | 100% | Н         | SLO       | 7.75 | 0 |      |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  | EF03 | 100% | SLO       | MAI<br>TW | 5.75 | 0 |      |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  | EF03 | 100% | MAI       | Y         | 6.75 | 0 |      |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  | EF03 | 100% | TW<br>Y   | RD<br>G   | 5.00 | 0 |      |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  | EFUS | 100% | PA        |           |      | 0 | <br> |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  | EF04 | 100% | D         | EAB       | 5.75 | 0 |      |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  | EF04 | 100% | EAB       | HA<br>H   | 5.00 | 0 |      |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  | EF04 | 100% | HA<br>H   | SLO       | 7.75 | 0 |      |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  | EF04 | 100% | SLO       | MAI       | 5.75 | 0 | <br> |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  |      |      | 310       | TW        |      | 0 | <br> |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  | EF04 | 100% | MAI<br>TW | Y<br>RD   | 6.75 | 0 |      |  |   | 0 | 0 |
|          |            |                         |               |            |                                   |  | EF04 | 100% | Y         | G         | 5.00 | 0 |      |  |   | 0 | 0 |
|          |            | Ture treates            |               |            | EF01,02,03,04,                    |  |      |      |           |           |      |   |      |  |   | 0 | 0 |
|          |            | Two tracks<br>available |               | FGW0       | 05: Reduced timetable             |  |      |      |           |           |      |   |      |  |   | 0 | 0 |
|          |            | (ML or<br>RL).          |               | 05         | operates, no bus                  |  |      |      |           |           |      |   |      |  |   | 0 | 0 |
|          |            | κ <b>ι</b> ).           |               |            | replacement.                      |  |      |      |           |           |      |   |      |  |   | 0 | 0 |
| Ealing   | Hayes &    |                         |               |            | EF05: No bus                      |  |      |      |           |           |      |   |      |  |   | 0 | 0 |
| Broadway | Harlington |                         | FMSW<br>T     |            | replacement,<br>trains restart at |  |      |      |           |           |      |   |      |  |   | 0 | 0 |
| (EAB)    | (HAH)      |                         | operati       |            | Hayes &<br>Harlington.            |  |      |      |           |           |      |   |      |  |   | 0 | 0 |
|          |            |                         | ng<br>Waterlo | FGW0<br>06 | EF01,02,03,04:                    |  |      |      |           |           |      |   |      |  |   |   |   |
|          |            |                         | o to          | 00         | FMSWT<br>London to                |  |      |      |           |           |      |   |      |  |   |   |   |
|          |            |                         | Readin<br>g.  |            | Reading, trains                   |  |      |      |           |           |      |   |      |  |   |   |   |
|          |            |                         | у.            |            | restart at<br>Reading.            |  |      |      |           |           |      |   |      |  |   | 0 | 0 |
|          |            | 1                       |               | 1          | Reaulity.                         |  | 1    |      | 1         |           | 1    |   |      |  | 1 | U | 0 |

|        | 1 |                | 1    |                                   | 1 | 1    |      |           |           |      |   | <br>- | 1 |   | - |
|--------|---|----------------|------|-----------------------------------|---|------|------|-----------|-----------|------|---|-------|---|---|---|
|        |   |                |      |                                   |   | EF01 | 100% | PA<br>D   | EAB       | 5.75 | 0 |       |   | 0 | 0 |
|        |   |                |      |                                   |   | EF01 | 100% | EAB       | HA<br>H   | 5.00 | 0 |       |   | 0 | 0 |
|        |   |                |      |                                   |   |      |      | HA        |           |      |   | <br>  |   |   |   |
|        |   |                |      |                                   |   | EF01 | 100% | H         | SLO       | 7.75 | 0 |       |   | 0 | 0 |
|        |   |                |      |                                   |   | EF01 | 100% | SLO       | MAI<br>TW | 5.75 | 0 |       |   | 0 | 0 |
|        |   |                |      |                                   |   | EF01 | 100% | MAI<br>TW | Y<br>RD   | 6.75 | 0 |       |   | 0 | 0 |
|        |   |                |      |                                   |   | EF01 | 100% | Y         | G         | 5.00 | 0 |       |   | 0 | 0 |
|        |   |                |      |                                   |   | EF02 | 100% | PA<br>D   | EAB       | 5.75 | 0 |       |   | 0 | 0 |
|        |   |                |      |                                   |   | EF02 | 100% | EAB       | HA<br>H   | 5.00 | 0 |       |   | 0 | 0 |
|        |   |                |      |                                   |   |      |      | HA        |           |      |   |       |   |   |   |
|        |   |                |      | EF05: No bus                      |   | EF02 | 100% | H         | SLO       | 7.75 | 0 |       |   | 0 | 0 |
|        |   | FMSW<br>T not  |      | replacement,<br>trains restart at |   | EF02 | 100% | SLO       | MAI<br>TW | 5.75 | 0 | <br>  |   | 0 | 0 |
|        |   | operati        |      | Hayes &                           |   | EF02 | 100% | MAI<br>TW | Y<br>RD   | 6.75 | 0 |       |   | 0 | 0 |
|        |   | ng<br>Waterlo  | FGW0 | Harlington.<br>EF01,02,03,04:     |   | EF02 | 100% | Y         | G         | 5.00 | 0 |       |   | 0 | 0 |
|        |   | o to<br>Readin | 07   | Bus<br>replacement                |   | EF03 | 100% | PA<br>D   | EAB       | 5.75 | 0 |       |   | 0 | 0 |
|        |   | g, or<br>after |      | Paddington to Reading, trains     |   | EF03 | 100% | EAB       | HA<br>H   | 5.00 | 0 |       |   | 0 | 0 |
|        |   | 19.00.         |      | restart at                        |   |      |      | HA        |           |      |   |       |   | - |   |
|        |   |                |      | Reading.                          |   | EF03 | 100% | Н         | SLO       | 7.75 | 0 |       |   | 0 | 0 |
|        |   |                |      |                                   |   | EF03 | 100% | SLO       | MAI<br>TW | 5.75 | 0 |       |   | 0 | 0 |
|        |   |                |      |                                   |   | EF03 | 100% | MAI<br>TW | Y<br>RD   | 6.75 | 0 |       |   | 0 | 0 |
|        |   |                |      |                                   |   | EF03 | 100% | Y         | G         | 5.00 | 0 |       |   | 0 | 0 |
|        |   |                |      |                                   |   | EF04 | 100% | PA<br>D   | EAB       | 5.75 | 0 |       |   | 0 | 0 |
|        |   |                |      |                                   |   | EF04 | 100% | EAB       | HA<br>H   | 5.00 | 0 |       |   | 0 | 0 |
|        |   |                |      |                                   |   |      |      | HA        |           |      |   |       |   |   |   |
|        |   |                |      |                                   |   | EF04 | 100% | Н         | SLO       | 7.75 | 0 |       |   | 0 | 0 |
|        |   |                |      |                                   |   | EF04 | 100% | SLO       | MAI<br>TW | 5.75 | 0 |       |   | 0 | 0 |
|        |   |                |      |                                   |   | EF04 | 100% | MAI       | Y         | 6.75 | 0 | <br>  |   | 0 | 0 |
|        |   |                |      |                                   |   | EF04 | 100% | TW<br>Y   | RD<br>G   | 5.00 | 0 |       |   | 0 | 0 |
| Slough |   |                |      |                                   |   |      |      |           |           |      |   |       |   | 0 | 0 |

|                                | (SLO) |  |  |            | EF01,02,03,04,   |      |      |         |           |      |   |      |  | 0 | 0 |
|--------------------------------|-------|--|--|------------|--|------|------|---------|-----------|------|---|------|--|---|---|
|                                | ( /   | Two tracks                             |  | FGW0       | 05: Reduced  |      |      |         |           |      |   |      |  | 0 | 0 |
|                                |       | available(<br>ML or RL).               |  | 08         | timetable<br>operates, no bus  |      |      |         |           |      |   |      |  | 0 | 0 |
|                                |       | ···· ································· |  |            | replacement.   |      |      |         |           |      |   |      |  | 0 | 0 |
|                                |       |  |  |            | EF05: Full bus<br>replacement  | EF05 | 100% | HA<br>H | SLO       | 7.75 | 0 |      |  | 0 | 0 |
|                                |       |  | FMSW   |            | Hayes &<br>Harlington to   |      |      |         |           |      |   |      |  | 0 | 0 |
|                                |       |  | T  |            | Slough, trains   |      |      |         |           |      |   |      |  | 0 | 0 |
|                                |       |  | operati<br>ng<br>Waterlo<br>o to<br>Readin<br>g. | FGW0<br>09 | restart at Hayes<br>& Harlington and<br>Slough.<br>EF01,02,03,04:<br>FMSWT<br>London to<br>Reading, trains<br>restart at |      |      |         |           |      |   |      |  |   |   |
|                                |       |  |  |            | Reading.   |      |      |         |           |      |   |      |  | 0 | 0 |
|                                |       |  |  |            |  | EF01 | 100% | PA<br>D | EAB       | 5.75 | 0 |      |  | 0 | 0 |
|                                |       |  |  |            |  | EF01 | 100% | EAB     | HA<br>H   | 5.00 | 0 |      |  | 0 | 0 |
| Hayes &<br>Harlington<br>(HAH) |       |  |  |            |  | EF01 | 100% | HA<br>H | SLO       | 7.75 | 0 |      |  | 0 | 0 |
|                                |       |  |  |            |  | EF01 | 100% | SLO     | MAI       | 5.75 | 0 |      |  | 0 | 0 |
|                                |       |  |  |            | EF05: Full bus<br>replacement<br>Hayes &   | EF01 | 100% | MAI     | TW<br>Y   | 6.75 | 0 |      |  | 0 | 0 |
|                                |       |  | FMSW<br>T not                                    |            | Harlington,<br>trains restart at   | EF01 | 100% | TW<br>Y | RD<br>G   | 5.00 | 0 |      |  | 0 | 0 |
|                                |       |  | operati<br>ng                                    |            | Hayes &<br>Harlington and  | EF02 | 100% | PA<br>D | EAB       | 5.75 | 0 |      |  | 0 | 0 |
|                                |       |  | Waterlo<br>o to                                  | FGW0<br>10 | Slough.  | EF02 | 100% | EAB     | HA<br>H   | 5.00 | 0 |      |  | 0 | 0 |
|                                |       |  | Readin   | _          | EF01,02,03,04:<br>Bus  |      |      | HA      |           |      |   |      |  |   |   |
|                                |       |  | g, or<br>after                                   |            | replacement  | EF02 | 100% | Н       | SLO       | 7.75 | 0 |      |  | 0 | 0 |
|                                |       |  | 19.00.   |            | Paddington to Reading, trains  | EF02 | 100% | SLO     | MAI<br>TW | 5.75 | 0 | <br> |  | 0 | 0 |
|                                |       |  |  |            | restart at   | EF02 | 100% | MAI     | Y         | 6.75 | 0 |      |  | 0 | 0 |
|                                |       |  |  |            | Reading.   | EF02 | 100% | TW<br>Y | RD<br>G   | 5.00 | 0 |      |  | 0 | 0 |
|                                |       |  |  |            |  | EF03 | 100% | PA<br>D | EAB       | 5.75 | 0 |      |  | 0 | 0 |
|                                |       |  |  |            |  | EF03 | 100% | EAB     | HA<br>H   | 5.00 | 0 |      |  | 0 | 0 |
|                                |       |  |  |            |  | EF03 | 100% | HA<br>H | SLO       | 7.75 | 0 |      |  | 0 | 0 |

|        |                |                    |                |            |                               |      |       | 1       |           | 1    |   | 1  | 1   |     |   | 1   |   |   |
|--------|----------------|--------------------|----------------|------------|-------------------------------|------|-------|---------|-----------|------|---|----|-----|-----|---|-----|---|---|
|        |                |                    |                |            |                               | EF03 | 100%  | SLO     | MAI       | 5.75 | 0 |    |     |     |   |     | 0 | 0 |
|        |                |                    |                |            |                               | EF03 | 100%  | MAI     | TW<br>Y   | 6.75 | 0 |    |     |     |   |     | 0 | 0 |
|        |                |                    |                |            |                               | EF03 | 100%  | TW<br>Y | RD<br>G   | 5.00 | 0 |    |     |     |   |     | 0 | 0 |
|        |                |                    |                |            |                               |      |       | PA      |           |      |   |    |     |     |   |     |   |   |
|        |                |                    |                |            |                               | EF04 | 100%  | D       | EAB<br>HA | 5.75 | 0 |    |     |     |   |     | 0 | 0 |
|        |                |                    |                |            |                               | EF04 | 100%  | EAB     | H         | 5.00 | 0 |    |     |     |   |     | 0 | 0 |
|        |                |                    |                |            |                               | EF04 | 100%  | HA<br>H | SLO       | 7.75 | 0 |    |     |     |   |     | 0 | 0 |
|        |                |                    |                |            |                               | EF04 | 100%  | SLO     | MAI       | 5.75 | 0 |    |     |     |   |     | 0 | 0 |
|        |                |                    |                |            |                               | EF04 | 100%  | MAI     | TW<br>Y   | 6.75 | 0 |    |     |     |   |     | 0 | 0 |
|        |                |                    |                |            |                               |      |       | TW      | RD        |      |   |    |     |     |   |     |   |   |
|        |                |                    |                |            |                               | EF04 | 100%  | Y<br>HA | G         | 5.00 | 0 |    |     |     |   |     | 0 | 0 |
|        |                |                    |                |            |                               | EF05 | 100%  | Н       | SLO       | 7.75 | 0 |    |     |     |   |     | 0 | 0 |
|        |                |                    |                |            |                               |      |       |         |           |      |   |    |     |     |   |     | 0 | 0 |
|        |                | Two tracks         |                |            | EF01,02,03,04,<br>05: Reduced |      |       |         |           |      |   |    |     |     |   |     | 0 | 0 |
|        |                | available          |                | FGW0<br>11 | timetable                     |      |       |         |           |      |   |    |     |     |   |     | 0 | 0 |
|        |                | (RL).              |                |            | operates, no bus replacement. |      |       |         |           |      |   |    |     |     |   |     | 0 | 0 |
|        |                |                    |                |            | EF01,02,03,04,                |      |       |         |           |      |   | SL |     | 5.7 |   |     |   |   |
|        |                |                    |                |            | 05: Reduced timetable         | EF05 | 100%  |         |           |      |   | 0  | MAI | 5   | 0 | 50% | 0 | 0 |
|        |                | Two tracks         |                | FGW0       | operates, no bus              |      |       |         |           |      |   |    |     |     |   |     | 0 | 0 |
|        |                | available<br>(ML). |                | 12         | replacement.<br>EF05: Partial |      |       |         |           |      |   |    |     |     |   |     | 0 | 0 |
| Slough | Maidenhea<br>d | (ME).              |                |            | Slough to<br>Maidenhead for   |      |       |         |           |      |   |    |     |     |   |     |   |   |
| (SLO)  | (MAI)          |                    |                |            | intermediate stations.        |      |       |         |           |      |   |    |     |     |   |     | 0 | 0 |
|        |                |                    |                |            | EF05: Full bus                | EF05 | 100%  | SLO     | MAI       | 5.75 | 0 |    |     |     |   |     | 0 | 0 |
|        |                |                    | FMSW           |            | replacement<br>Slough to      | L105 | 10070 | 010     |           | 5.75 | 0 |    |     |     |   |     | 0 | 0 |
|        |                |                    | T<br>operati   |            | Maidenhead,                   |      |       |         |           |      |   |    |     |     |   |     | 0 | 0 |
|        |                |                    | 'ng<br>Waterlo | FGW0<br>13 | trains restart at Slough &    |      |       |         |           |      |   |    |     |     |   |     | - |   |
|        |                |                    | o to           | 10         | Maidenhead.<br>EF01,02,03,04: |      |       |         |           |      |   |    |     |     |   |     |   |   |
|        |                |                    | Readin<br>g.   |            | FMSWT                         |      |       |         |           |      |   |    |     |     |   |     |   |   |
|        |                |                    | _              |            | London to<br>Reading, trains  |      |       |         |           |      |   |    |     |     |   |     | 0 | 0 |

|                 |            | restart at Reading.           |      |      |           |           |      |   |  |  |   |   |
|-----------------|------------|-------------------------------|------|------|-----------|-----------|------|---|--|--|---|---|
|                 |            |                               | EF01 | 100% | PA<br>D   | EAB       | 5.75 | 0 |  |  | 0 | 0 |
|                 |            |                               | EF01 | 100% | EAB       | HA<br>H   | 5.00 | 0 |  |  | 0 | 0 |
|                 |            |                               | EF01 | 100% | HA<br>H   | SLO       | 7.75 | 0 |  |  | 0 | 0 |
|                 |            |                               | EF01 | 100% | SLO       | MAI<br>TW | 5.75 | 0 |  |  | 0 | 0 |
|                 |            |                               | EF01 | 100% | MAI       | Y         | 6.75 | 0 |  |  | 0 | 0 |
|                 |            |                               | EF01 | 100% | TW<br>Y   | RD<br>G   | 5.00 | 0 |  |  | 0 | 0 |
|                 |            |                               | EF02 | 100% | PA<br>D   | EAB       | 5.75 | 0 |  |  | 0 | 0 |
|                 |            |                               | EF02 | 100% | EAB       | HA<br>H   | 5.00 | 0 |  |  | 0 | 0 |
| FMSW            |            | EF05: Full bus<br>replacement | EF02 | 100% | HA<br>H   | SLO       | 7.75 | 0 |  |  | 0 | 0 |
| T not           |            | Slough to<br>Maidenhead,      | EF02 | 100% | SLO       | MAI<br>TW | 5.75 | 0 |  |  | 0 | 0 |
| operati<br>ng   | 5014/0     | trains restart at<br>Slough & | EF02 | 100% | MAI       | Y<br>RD   | 6.75 | 0 |  |  | 0 | 0 |
| Waterlo<br>o to | FGW0<br>14 | Maidenhead.<br>EF01,02,03,04: | EF02 | 100% | TW<br>Y   | G         | 5.00 | 0 |  |  | 0 | 0 |
| Readin<br>g, or |            | Bus<br>replacement            | EF03 | 100% | PA<br>D   | EAB       | 5.75 | 0 |  |  | 0 | 0 |
| after<br>19.00. |            | Paddington to Reading, trains | EF03 | 100% | EAB       | HA<br>H   | 5.00 | 0 |  |  | 0 | 0 |
|                 |            | restart at Reading.           | EF03 | 100% | HA<br>H   | SLO       | 7.75 | 0 |  |  | 0 | 0 |
|                 |            |                               | EF03 | 100% | SLO       | MAI<br>TW | 5.75 | 0 |  |  | 0 | 0 |
|                 |            |                               | EF03 | 100% | MAI<br>TW | Y<br>RD   | 6.75 | 0 |  |  | 0 | 0 |
|                 |            |                               | EF03 | 100% | Y         | G         | 5.00 | 0 |  |  | 0 | 0 |
|                 |            |                               | EF04 | 100% | PA<br>D   | EAB       | 5.75 | 0 |  |  | 0 | 0 |
|                 |            |                               | EF04 | 100% | EAB       | HA<br>H   | 5.00 | 0 |  |  | 0 | 0 |
|                 |            |                               | EF04 | 100% | HA<br>H   | SLO       | 7.75 | 0 |  |  | 0 | 0 |
|                 |            |                               | EF04 | 100% | SLO       | MAI<br>TW | 5.75 | 0 |  |  | 0 | 0 |
|                 |            |                               | EF04 | 100% | MAI       | Y         | 6.75 | 0 |  |  | 0 | 0 |

|            |         |                         |                                       |            |   |      |      | TW      | RD        |      |   |  |  |   |   |
|------------|---------|-------------------------|---------------------------------------|------------|---|------|------|---------|-----------|------|---|--|--|---|---|
|            |         |                         |                                       |            |   | EF04 | 100% | Y       | G         | 5.00 | 0 |  |  | 0 | 0 |
|            |         |                         |                                       |            |   | EF05 | 100% | SLO     | MAI       | 5.75 | 0 |  |  | 0 | 0 |
|            |         |                         |                                       |            |   |      |      |         |           |      |   |  |  | 0 | 0 |
|            |         | Two tracks<br>available |                                       | FGW0       | EF01,02,03,04,<br>05: Reduced   |      |      |         |           |      |   |  |  | 0 | 0 |
|            |         | (ML or<br>RL).          |                                       | 15         | timetable<br>operates, no bus   |      |      |         |           |      |   |  |  | 0 | 0 |
|            |         |                         |                                       |            | replacement.  |      |      |         |           |      |   |  |  | 0 | 0 |
|            |         |                         |                                       |            | EF05,06: Full<br>bus replacement<br>Maidenhead to   | EF05 | 100% | MAI     | TW<br>Y   | 6.75 | 0 |  |  | 0 | 0 |
|            |         |                         | FMSW<br>T                             |            | Twyford, trains   |      |      |         |           |      |   |  |  | 0 | 0 |
|            |         |                         | operati                               |            | restart at<br>Maidenhead &  |      |      |         |           |      |   |  |  | 0 | 0 |
|            |         |                         | ng<br>Waterlo<br>o to<br>Readin<br>g. | FGW0<br>16 | Twyford.<br>EF01,02,03,04:<br>FMSWT<br>London to<br>Reading, trains<br>restart at<br>Reading. |      |      |         |           |      |   |  |  | 0 | 0 |
| Maidenhea  | Twyford |                         |                                       |            |   | EF01 | 100% | PA<br>D | EAB       | 5.75 | 0 |  |  | 0 | 0 |
| d<br>(MAI) | (TŴY)   |                         |                                       |            |   | EF01 | 100% | EAB     | HA<br>H   | 5.00 | 0 |  |  | 0 | 0 |
|            |         |                         |                                       |            | EF05: Full bus replacement  | EF01 | 100% | HA<br>H | SLO       | 7.75 | 0 |  |  | 0 | 0 |
|            |         |                         | FMSW                                  |            | Maidenhead to   | EF01 | 100% | SLO     | MAI       | 5.75 | 0 |  |  | 0 | 0 |
|            |         |                         | T not<br>operati                      |            | Twyford, trains restart at  | EF01 | 100% | MAI     | TW<br>Y   | 6.75 | 0 |  |  | 0 | 0 |
|            |         |                         | ng                                    | FCWO       | Maidenhead &  | EF01 | 100% | TW<br>Y | RD<br>G   | 5.00 | 0 |  |  | 0 | 0 |
|            |         |                         | Waterlo<br>o to                       | FGW0<br>17 | Twyford.<br>EF01,02,03,04:  | EFUI | 100% | PA      |           |      | 0 |  |  | 0 | 0 |
|            |         |                         | Readin<br>g, or                       |            | Bus<br>replacement  | EF02 | 100% | D       | EAB<br>HA | 5.75 | 0 |  |  | 0 | 0 |
|            |         |                         | after                                 |            | Paddington to   | EF02 | 100% | EAB     | па<br>Н   | 5.00 | 0 |  |  | 0 | 0 |
|            |         |                         | 19.00.                                |            | Reading, trains<br>restart at   | EF02 | 100% | HA<br>H | SLO       | 7.75 | 0 |  |  | 0 | 0 |
|            |         |                         |                                       |            | Reading.  | EF02 | 100% | SLO     | MAI       | 5.75 | 0 |  |  | 0 | 0 |
|            |         |                         |                                       |            |   | EF02 | 100% | MAI     | TW<br>Y   | 6.75 | 0 |  |  | 0 | 0 |
|            |         |                         |                                       |            |   | EF02 | 100% | TW<br>Y | RD<br>G   | 5.00 | 0 |  |  | 0 | 0 |

PΑ EF03 100% D EAB 5.75 0 0 0 HA EF03 100% EAB 0 0 Н 5.00 0 HA EF03 100% н SLO 7.75 0 0 0 EF03 100% SLO MAI 5.75 0 0 0 ΤW EF03 0 100% MAI Υ 6.75 0 0 ΤW RD 0 0 EF03 100% Υ G 5.00 0 PA D 0 0 EF04 100% EAB 5.75 0 HA EF04 EAB 100% 5.00 0 0 Н 0 HA EF04 100% Н SLO 7.75 0 0 0 EF04 100% SLO MAI 5.75 0 0 0 ΤW EF04 100% MAI Y 6.75 0 0 0 RD ΤW EF04 100% 5.00 0 0 Υ G 0 TW EF05 100% MAI Υ 6.75 0 0 0 0 0 EF01,02,03,04, 0 0 Two tracks Reduced 05: available FGW0 0 0 timetable (ML or 18 0 0 operates, no bus RL). replacement. 0 0 EF05: Full bus TW RD replacement EF05 100% G 5.00 0 0 0 Υ Twyford to FMSW 0 0 Reading, trains Twyford Reading Т restart at 0 0 (RDG) (TWY) operati Twyford & FGW0 ng Reading. Waterlo 19 EF01,02,03,04: o to FMSWT Readin London to g Reading, trains restart at 0 0 Reading. FMSW FGW0 EF05: Full bus PA T not 20 EF01 100% D EAB 5.75 0 0 0 replacement

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|  | operati         | Maidenhead to                    |      |       |         | HA      |      |   |  | 1 |   |   |
|--|-----------------|----------------------------------|------|-------|---------|---------|------|---|--|---|---|---|
|  | ng              | Twyford, trains                  | EF01 | 100%  | EAB     | Н       | 5.00 | 0 |  |   | 0 | 0 |
|  | Waterlo<br>o to | restart at<br>Maidenhead &       | EF01 | 100%  | HA<br>H | SLO     | 7.75 | 0 |  |   | 0 | 0 |
|  | Readin<br>g, or | Twyford.<br>EF01,02,03,04:       | EF01 | 100%  | SLO     | MAI     | 5.75 | 0 |  |   | 0 | 0 |
|  | after<br>19.00. | Bus<br>replacement               | EF01 | 100%  | MAI     | TW<br>Y | 6.75 | 0 |  |   | 0 | 0 |
|  |                 | Paddington to<br>Reading, trains | EF01 | 100%  | TW<br>Y | RD<br>G | 5.00 | 0 |  |   | 0 | 0 |
|  |                 | restart at Reading.              | EF02 | 100%  | PA<br>D | EAB     | 5.75 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF02 | 100%  | EAB     | HA<br>H | 5.00 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF02 | 100%  | HA<br>H | SLO     | 7.75 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF02 | 100%  | SLO     | MAI     | 5.75 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF02 | 100%  | MAI     | TW<br>Y | 6.75 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF02 | 100%  | TW<br>Y | RD<br>G | 5.00 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF03 | 100%  | PA<br>D | EAB     | 5.75 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF03 | 100%  | EAB     | HA<br>H | 5.00 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF03 | 100%  | HA<br>H | SLO     | 7.75 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF03 | 100%  | SLO     | MAI     | 5.75 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF03 | 100%  | MAI     | TW<br>Y | 6.75 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF03 | 100%  | TW<br>Y | RD<br>G | 5.00 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF04 | 100%  | PA<br>D | EAB     | 5.75 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF04 | 100%  | EAB     | HA<br>H | 5.00 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF04 | 100%  | HA<br>H | SLO     | 7.75 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF04 | 100%  | SLO     | MAI     | 5.75 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF04 | 100%  | MAI     | TW<br>Y | 6.75 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF04 | 100%  | TW      | RD<br>G | 5.00 | 0 |  |   | 0 | 0 |
|  |                 |                                  | EF05 | 100%  | TW<br>Y | RD<br>G | 5.00 | 0 |  |   | 0 | 0 |
|  |                 |                                  | 2100 | 10070 |         |         | 0.00 |   |  |   | 0 | 0 |

|                  |                 | Two tracks              |            | EF01,02,03,04,<br>05,07: Reduced                   |          |      |       |           |     |           |   |         |         |           |   |          | 0 | 0 |
|------------------|-----------------|-------------------------|------------|--|----------|------|-------|-----------|-----|-----------|---|---------|---------|-----------|---|----------|---|---|
|                  |                 | available<br>(RL).      | FGW0<br>21 | timetable<br>operates, no bus                      |          |      |       |           |     |           |   |         |         |           |   |          | 0 | 0 |
|                  |                 |                         |            | replacement.                                       |          |      |       |           |     |           |   |         |         |           |   |          | 0 | 0 |
|                  |                 |                         |            | EF01,02,03,04:<br>Reduced                          |          | EF05 | 100%  |           |     |           |   | RD<br>G | DID     | 17.<br>25 | 0 | 100<br>% | 0 | 0 |
|                  |                 |                         |            | timetable<br>operates, no bus                      |          | EF07 | 100%  |           |     |           |   | RD<br>G | DID     | 17.<br>25 | 0 | 100<br>% | 0 | 0 |
|                  |                 | Two tracks<br>available | FGW0<br>22 | replacement.<br>EF05,07: Partial                   |          | LIUI | 100 % |           |     |           |   | 0       | סוס     | 25        | 0 | 70       | 0 | 0 |
|                  |                 | (ML).                   | 22         | Reading to<br>Didcot for<br>intermediate           |          |      |       |           |     |           |   |         |         |           |   |          |   |   |
|                  |                 |                         |            | stations.<br>EF01,02,04:                           |          |      |       |           |     |           |   | RD      |         | 17.       |   | 100      | 0 | 0 |
|                  |                 |                         |            | Divert via B&H,<br>partial bus                     |          | EF01 | 100%  |           |     |           |   | G       | DID     | 25        | 0 | %        | 0 | 0 |
|                  |                 |                         |            | Reading to   |          | EF01 | 100%  |           |     |           |   | DID     | SW<br>I | 24.<br>00 | 0 | 100<br>% | 0 | 0 |
|                  |                 | Exclusive               |            | Swindon. Train shuttle operates                    |          | EF02 | 100%  |           |     |           |   | RD<br>G | DID     | 17.<br>25 | 0 | 100<br>% | 0 | 0 |
| Reading<br>(RDG) | Didcot<br>(DID) | of Reading<br>Westbury  |            | Bristol to<br>Swindon.                             |          | EF02 | 100%  |           |     |           |   | DID     | SW      | 24.<br>00 | 0 | 100<br>% | 0 | 0 |
|                  |                 | Jn. Able<br>to divert   |            | EF03: Bus replacement                              |          | EF04 | 100%  |           |     |           |   | RD<br>G | DID     | 17.<br>25 | 0 | 100<br>% | 0 | 0 |
|                  |                 | trains via              | FGW0<br>23 | Reading to<br>Didcot /                             |          |      |       |           |     |           |   |         | SW      | 24.       |   | 100      |   |   |
|                  |                 | B&H to<br>Bath. Not     |            | Swindon, trains restart at                         |          | EF04 | 100%  | RD        |     | 17.2      |   | DID     | 1       | 00        | 0 | %        | 0 | 0 |
|                  |                 | blocked<br>Swindon to   |            | Reading and<br>Didcot /                            |          | EF03 | 100%  | G         | DID | 5<br>24.0 | 0 |         |         |           |   |          | 0 | 0 |
|                  |                 | Bath Spa.               |            | Swindon.   |          | EF03 | 100%  | DID<br>RD | SWI | 0         | 0 |         |         |           |   |          | 0 | 0 |
|                  |                 |                         |            | EF05,07: Bus replacement                           |          | EF07 | 100%  | G         | DID | 5         | 0 |         |         |           |   |          | 0 | 0 |
|                  |                 |                         |            | Reading to<br>Didcot, trains<br>restart at Didcot. |          | EF05 | 100%  | RD<br>G   | DID | 17.2<br>5 | 0 |         |         |           |   |          | 0 | 0 |
|                  |                 | Exclusive<br>of Reading |            | EF01,04: Divert<br>via B&H, partial                |          | EF01 | 100%  |           |     |           |   | RD<br>G | DID     | 17.<br>25 | 0 | 100<br>% | 0 | 0 |
|                  |                 | Westbury<br>Jn. Able    | FGW0       | bus Reading to<br>Bath Spa.                        |          | EF01 | 100%  |           |     |           |   | DID     | SW      | 24.<br>00 | 0 | 100<br>% | 0 | 0 |
|                  |                 | to divert<br>trains via | 24         | EF02: Divert via<br>B&H, partial bus               |          | EF01 | 100%  |           |     |           |   | SWI     | CP      | 16.<br>75 | 0 | 100<br>% | 0 | 0 |
|                  |                 | B&H to                  |            | Reading to   |          |      |       |           |     |           |   | CP      | M<br>BT | 13.       |   | 100      | - |   |
|                  |                 | Bath. Also              |            | Bristol Parkway.                                   | <u> </u> | EF01 | 100%  |           |     |           |   | М       | Н       | 00        | 0 | %        | 0 | 0 |

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|        |         | blocked<br>Swindon to |      | EF03: Bus<br>replacement          |                     | EF04         | 100%   |         |      |           |   | RD<br>G   | DID       | 17.<br>25 | 0 | 100<br>% | 0 | 0 |
|--------|---------|-----------------------|------|-----------------------------------|---------------------|--------------|--------|---------|------|-----------|---|-----------|-----------|-----------|---|----------|---|---|
|        |         | Bath Spa.             |      | Reading to                        |                     | L1 04        | 10070  |         |      |           |   | 0         | SW        | 24.       | 0 | 100      | 0 | 0 |
|        |         |                       |      | Didcot /                          |                     | EF04         | 100%   |         |      |           |   | DID       | I         | 00        | 0 | %        | 0 | 0 |
|        |         |                       |      | Swindon, trains restart at        |                     | <b>FF0</b> 4 | 4000/  |         |      |           |   | 0.4/1     | CP        | 16.       | 0 | 100      | 0 |   |
|        |         |                       |      | Reading and                       |                     | EF04         | 100%   |         |      |           |   | SWI<br>CP | M<br>BT   | 75<br>13. | 0 | %<br>100 | 0 | 0 |
|        |         |                       |      | Didcot /                          |                     | EF04         | 100%   |         |      |           |   | Μ         | H         | 00        | 0 | %        | 0 | 0 |
|        |         |                       |      | Swindon.<br>EF05,07: Bus          |                     |              |        |         |      |           |   | RD        |           | 17.       | _ | 100      |   |   |
|        |         |                       |      | replacement                       |                     | EF02         | 100%   |         |      |           |   | G         | DID<br>SW | 25<br>24. | 0 | %<br>100 | 0 | 0 |
|        |         |                       |      | Reading to                        |                     | EF02         | 100%   |         |      |           |   | DID       | 300       | 24.<br>00 | 0 | 100<br>% | 0 | 0 |
|        |         |                       |      | Didcot, trains restart at Didcot. |                     |              |        |         |      |           |   |           | BP        | 34.       |   | 100      | - |   |
|        |         |                       |      |                                   |                     | EF02         | 100%   |         |      | 1= 0      |   | SWI       | W         | 50        | 0 | %        | 0 | 0 |
|        |         |                       |      |                                   |                     | EF03         | 100%   | RD<br>G | DID  | 17.2<br>5 | 0 |           |           |           |   |          | 0 | 0 |
|        |         |                       |      |                                   |                     | 21 00        | 10070  | -       |      | 24.0      |   |           |           |           |   |          | Ű |   |
|        |         |                       |      |                                   |                     | EF03         | 100%   | DID     | SWI  | 0         | 0 |           |           |           |   |          | 0 | 0 |
|        |         |                       |      |                                   |                     | EF07         | 100%   | RD<br>G | DID  | 17.2<br>5 | 0 |           |           |           |   |          | 0 | 0 |
|        |         |                       |      |                                   |                     | LFUI         | 100 /6 | RD      | סוס  | 17.2      | 0 |           |           |           |   |          | 0 | 0 |
|        |         |                       |      |                                   |                     | EF05         | 100%   | G       | DID  | 5         | 0 |           |           |           |   |          | 0 | 0 |
|        |         |                       |      | EF01,02,04:<br>Bus                |                     | EF01         | 100%   | RD<br>G | DID  | 17.2<br>5 | 0 |           |           |           |   |          | 0 | 0 |
|        |         |                       |      | replacement                       |                     | EFUI         | 100%   | 6       | טוט  | 24.0      | 0 |           |           |           |   |          | 0 | 0 |
|        |         |                       |      | Reading to                        |                     | EF01         | 100%   | DID     | SWI  | 0         | 0 |           |           |           |   |          | 0 | 0 |
|        |         |                       |      | Swindon, trains restart at        |                     |              | 4000/  | RD      |      | 17.2      |   |           |           |           |   |          | 0 |   |
|        |         |                       |      | Reading and                       | Cas also            | EF02         | 100%   | G       | DID  | 5<br>24.0 | 0 |           |           |           |   |          | 0 | 0 |
|        |         |                       |      | Swindon.                          | See also<br>Reading | EF02         | 100%   | DID     | SWI  | 0         | 0 |           |           |           |   |          | 0 | 0 |
|        |         | Full<br>blockage,     |      | EF03: Bus<br>replacement          | to                  |              |        | RD      |      | 17.2      |   |           |           |           |   |          |   |   |
|        |         | no                    | FGW0 | Reading to                        | Newbury<br>&        | EF04         | 100%   | G       | DID  | 5<br>24.0 | 0 |           |           |           |   |          | 0 | 0 |
|        |         | diversionar           | 25   | Didcot /                          | Reading             | EF04         | 100%   | DID     | SWI  | 24.0      | 0 |           |           |           |   |          | 0 | 0 |
|        |         | y routes available.   |      | Swindon, trains restart at        | to                  |              |        | RD      |      | 17.2      |   |           |           |           |   |          |   |   |
|        |         |                       |      | Reading and                       | Basingst<br>oke     | EF03         | 100%   | G       | DID  | 5         | 0 |           |           |           |   |          | 0 | 0 |
|        |         |                       |      | Didcot /<br>Swindon.              | OKC                 | EF03         | 100%   | DID     | SWI  | 24.0<br>0 | 0 |           |           |           |   |          | 0 | 0 |
|        |         |                       |      | EF05,07: Bus                      |                     | 21 00        | 10070  | RD      | 0111 | 17.2      |   |           |           |           |   |          |   |   |
|        |         |                       |      | replacement                       |                     | EF07         | 100%   | G       | DID  | 5         | 0 |           |           |           |   |          | 0 | 0 |
|        |         |                       |      | Reading to<br>Didcot, trains      |                     |              |        | RD      |      | 17.2      |   |           |           |           |   |          |   |   |
|        |         |                       |      | restart at Didcot.                |                     | EF05         | 100%   | G       | DID  | 5         | 0 |           |           |           |   |          | 0 | 0 |
| Didcot | Swindon | Exclusive             | FGW0 | EF01,02,04:                       |                     |              |        |         |      |           |   |           | SW        | 24.       |   | 100      | _ |   |
| (DID)  | (SWI)   | of                    | 26   | Divert via B&H,                   |                     | EF01         | 100%   |         |      |           |   | DID       | I         | 00        | 0 | %        | 0 | 0 |

|            |            | Westbury<br>Jn. Able                                      |            | partial bus<br>Didcot to  |                       | EF02 | 100% |      |         |           |   | DID       | SW<br>I | 24.<br>00 | 0 | 100<br>% | 0 | 0 |
|------------|------------|---|------------|---|-----------------------|------|------|------|---------|-----------|---|-----------|---------|-----------|---|----------|---|---|
|            |            | to divert<br>trains via                                   |            | Swindon. Train shuttle operates   |                       | EF04 | 100% |      |         |           |   | DID       | SW<br>I | 24.<br>00 | 0 | 100<br>% | 0 | 0 |
|            |            | B&H to<br>Bath. Not<br>blocked<br>Swindon to<br>Bath Spa. |            | Bristol to<br>Swindon.<br>EF03: Bus<br>replacement<br>Didcot to<br>Swindon, trains<br>restart at Didcot<br>& Swindon.                       |                       | EF03 | 100% | DID  | SWI     | 24.0<br>0 | 0 |           |         |           |   |          | 0 | 0 |
|            |            |   |            | EF01,02,04:<br>Divert via B&H,  |                       | EF01 | 100% | DID  | SWI     | 24.0<br>0 | 0 |           |         |           |   |          | 0 | 0 |
|            |            |   |            | partial bus<br>Didcot to  |                       | EF02 | 100% | DID  | SWI     | 24.0<br>0 | 0 |           |         |           |   |          | 0 | 0 |
|            |            | Full<br>blockage,   |            | Swindon. Train shuttle operates   |                       | EF04 | 100% | DID  | SWI     | 24.0<br>0 | 0 |           |         |           |   |          | 0 | 0 |
|            |            | no<br>diversionar<br>y routes<br>available.               | FGW0<br>27 | Bristol to<br>Swindon.<br>EF03: Bus<br>replacement<br>Didcot to<br>Swindon, trains<br>restart at Didcot<br>& Swindon.<br>Uphill Jn via West |                       | EF03 | 100% | DID  | SWI     | 24.0<br>0 | 0 |           |         |           |   |          | 0 | 0 |
| GW105 Unit |            | ale via BOX / G   |            | ophin on via west   |                       |      |      |      |         |           |   |           | СР      | 16.       |   | 100      |   |   |
|            |            |   |            | EF01,04: Divert<br>via Bristol  |                       | EF01 | 100% |      |         |           |   | SWI<br>CP | M<br>BT | 75<br>13. | 0 | %<br>100 | 0 | 0 |
|            |            |   |            | Parkway, partial  |                       | EF01 | 100% |      |         |           |   | М         | н       | 00        | 0 | %        | 0 | 0 |
|            |            | Exclusive   |            | bus Swindon to<br>Bristol Temple  |                       | EF01 | 100% |      |         |           |   | BT<br>H   | BT<br>M | 11.<br>50 | 0 | 100<br>% | 0 | 0 |
|            |            | of Swindon<br>to Wootton                                  | FGW0<br>28 | Meads.<br>EF13: Bus   |                       | EF04 | 100% |      |         |           |   | SWI       | CP<br>M | 16.<br>75 | 0 | 100<br>% | 0 | 0 |
| Swindon    | Chippenha  | Basset Jn.  |            | replacement<br>Swindon to   |                       | EF04 | 100% |      |         |           |   | CP<br>M   | BT<br>H | 13.<br>00 | 0 | 100<br>% | 0 | 0 |
| (SWI)      | m<br>(CPM) |   |            | Chippenham,<br>trains restart at  |                       | EF04 | 100% |      |         |           |   | BT<br>H   | BT<br>M | 11.<br>50 | 0 | 100<br>% | 0 | 0 |
|            |            |   |            | Chippenham.   |                       | EF13 | 100% | SWI  | CP<br>M | 16.7<br>5 | 0 | - 11      | 171     | 50        | 0 | /0       | 0 | 0 |
|            |            | Inclusive   |            | EF01,04: Divert<br>via B&H, partial   | See also              | EF01 | 100% | 3001 | IVI     | 5         | 0 | RD<br>G   | DID     | 17.<br>25 | 0 | 100<br>% | 0 | 0 |
|            |            | of Swindon<br>to Wootton                                  | FGW0<br>29 | bus Reading to<br>Bath Spa.   | Swindon<br>to Bristol | EF01 | 100% |      |         |           |   | DID       | SW      | 24.<br>00 | 0 | 100<br>% | 0 | 0 |
|            |            | Basset Jn.  | 20         | EF13: Bus<br>Swindon to   | Parkway.              | EF01 | 100% |      |         |           |   | SWI       | CP<br>M | 16.<br>75 | 0 | 100<br>% | 0 | 0 |

| 1          |          |                      |            | Chippenham,                          |              |        |         |      | 1         |   | CP  | BT        | 13.       |   | 100      |   |   |
|------------|----------|----------------------|------------|--------------------------------------|--------------|--------|---------|------|-----------|---|-----|-----------|-----------|---|----------|---|---|
|            |          |                      |            | trains restart at                    | EF01         | 100%   |         |      |           |   | M   | Н         | 00        | 0 | %        | 0 | 0 |
|            |          |                      |            | Chippenham.                          |              |        |         |      |           |   | RD  |           | 17.       |   | 100      |   |   |
|            |          |                      |            |                                      | EF04         | 100%   |         |      |           |   | G   | DID       | 25        | 0 | %        | 0 | 0 |
|            |          |                      |            |                                      | <b>FF0</b> ( | 1000/  |         |      |           |   |     | SW        | 24.       |   | 100      |   |   |
|            |          |                      |            |                                      | EF04         | 100%   |         |      |           |   | DID | CP        | 00<br>16. | 0 | %<br>100 | 0 | 0 |
|            |          |                      |            |                                      | EF04         | 100%   |         |      |           |   | SWI | M         | 75        | 0 | 100<br>% | 0 | 0 |
|            |          |                      |            |                                      |              | 10070  |         |      |           |   | CP  | BT        | 13.       |   | 100      | • | Ŭ |
|            |          |                      |            |                                      | EF04         | 100%   |         |      |           |   | М   | Н         | 00        | 0 | %        | 0 | 0 |
|            |          |                      |            |                                      |              |        |         | CP   | 16.7      | _ |     |           |           |   |          |   |   |
|            |          |                      |            |                                      | EF13         | 100%   | SWI     | М    | 5         | 0 |     | 0.0       | 4.0       |   | 100      | 0 | 0 |
|            |          |                      |            | EF01: Divert via<br>Bristol Parkway, | EF01         | 100%   |         |      |           |   | SWI | CP<br>M   | 16.<br>75 | 0 | 100<br>% | 0 | 0 |
|            |          |                      |            | partial bus                          | LIUI         | 100 /0 |         |      |           |   | CP  | BT        | 13.       | 0 | 100      | 0 | 0 |
|            |          |                      |            | replacement                          | EF01         | 100%   |         |      |           |   | M   | H         | 00        | 0 | %        | 0 | 0 |
|            |          |                      |            | Swindon to                           |              |        |         |      |           |   | BT  | BT        | 11.       |   | 100      |   |   |
|            |          |                      |            | Bristol Temple<br>Meads.             | EF01         | 100%   |         |      |           |   | Н   | М         | 50        | 0 | %        | 0 | 0 |
|            |          | Exclusive            |            | EF04: Divert via                     | <b>FF0</b> 4 | 4000/  |         |      |           |   | RD  |           | 17.       | 0 | 100      | 0 | 0 |
|            |          | of<br>Dethemate      | FGW0       | B&H, partial bus                     | EF04         | 100%   |         |      |           |   | G   | DID<br>SW | 25<br>24. | 0 | %<br>100 | 0 | 0 |
|            |          | Bathampto<br>n Jn to | 30         | replacement                          | EF04         | 100%   |         |      |           |   | DID | 300       | 24.<br>00 | 0 | 100      | 0 | 0 |
|            |          | Bath.                |            | Reading to Bath.                     |              | 10070  |         |      |           |   | 010 | CP        | 16.       | Ŭ | 100      |   | Ŭ |
|            |          |                      |            | EF13: Bus replacement                | EF04         | 100%   |         |      |           |   | SWI | М         | 75        | 0 | %        | 0 | 0 |
|            |          |                      |            | Chippenham to                        |              |        |         |      |           |   | CP  | ΒT        | 13.       |   | 100      |   |   |
|            |          |                      |            | Bath Spa, trains                     | EF04         | 100%   |         |      |           |   | М   | Н         | 00        | 0 | %        | 0 | 0 |
| Chippenha  | Bath Spa |                      |            | restart at                           |              |        |         |      |           |   |     |           |           |   |          |   |   |
| m<br>(CPM) | (BTH)    |                      |            | Chippenham &                         | EF13         | 100%   | CP<br>M | BTH  | 13.0<br>0 | 0 |     |           |           |   |          | 0 | 0 |
|            |          |                      |            | Bath Spa.                            | EFIS         | 100%   | IVI     | ып   | 0         | 0 |     | СР        | 16.       |   | 100      | 0 | 0 |
|            |          |                      |            | EF01,04: Divert                      | EF01         | 100%   |         |      |           |   | SWI | M         | 75        | 0 | %        | 0 | 0 |
|            |          |                      |            | via Bristol                          |              |        |         |      |           |   | CP  | BT        | 13.       |   | 100      | - |   |
|            |          |                      |            | Parkway, partial bus Swindon to      | EF01         | 100%   |         |      |           |   | Μ   | Н         | 00        | 0 | %        | 0 | 0 |
|            |          |                      |            | Bristol Temple                       | 5504         | 1000/  |         |      |           |   | BT  | BT        | 11.       |   | 100      |   |   |
|            |          |                      | FGW0       | Meads.                               | EF01         | 100%   |         |      |           |   | Н   | M<br>CP   | 50        | 0 | %        | 0 | 0 |
|            |          |                      | FGW0<br>31 | EF13: Bus                            | EF04         | 100%   |         |      |           |   | SWI | M         | 16.<br>75 | 0 | 100<br>% | 0 | 0 |
|            |          |                      | 51         | replacement                          |              | 10070  |         |      |           |   | CP  | BT        | 13.       | 0 | 100      | U | 0 |
|            |          |                      |            | Chippenham to<br>Bath Spa, trains    | EF04         | 100%   |         |      |           |   | M   | Н         | 00        | 0 | %        | 0 | 0 |
|            |          |                      |            | restart at                           |              |        |         |      |           |   | BT  | BT        | 11.       |   | 100      |   |   |
|            |          |                      |            | Chippenham &                         | EF04         | 100%   |         |      |           |   | Н   | М         | 50        | 0 | %        | 0 | 0 |
|            |          |                      |            | Bath Spa.                            | <b>FF4</b> 0 | 4000/  | CP      | ידים | 13.0      | 0 |     |           |           |   |          | 0 | 0 |
| Bath Spa   | Bristol  | Exclusive            | FGW0       | EF01: Divert via                     | EF13         | 100%   | М       | BTH  | 0         | 0 |     | СР        | 16.       |   | 100      | 0 | 0 |
| (BTH)      | Temple   | of Bristol           | -GW0<br>32 | Bristol Parkway,                     | EF01         | 100%   |         |      |           |   | SWI | M         | 75        | 0 | 100<br>% | 0 | 0 |
|            | 10111010 | 51 8110101           | 01         | Enotor randidy,                      |              | 10070  |         |      | 1         |   | 5   |           |           | v | /0       | v | v |

| l                 | Meads<br>(BTM)      | East Jn to<br>Bristol |      | partial bus replacement            | EF01         | 100%  |          |         |           |   | CP<br>M | BT<br>H   | 13.<br>00 | 0 | 100<br>% | 0 | 0 |
|-------------------|---------------------|-----------------------|------|------------------------------------|--------------|-------|----------|---------|-----------|---|---------|-----------|-----------|---|----------|---|---|
|                   | (BTW)               | Temple                |      | Swindon to                         | LIVI         | 10070 |          |         |           |   | BT      | BT        | 11.       | 0 | 100      | 0 |   |
|                   |                     | Meads.                |      | Bristol Temple                     | EF01         | 100%  |          |         |           |   | Н       | М         | 50        | 0 | %        | 0 | 0 |
|                   |                     |                       |      | Meads.<br>EF04: Divert via         | <b>FF0</b> 4 | 4000/ |          |         |           |   | RD      |           | 17.       | 0 | 100      | 0 |   |
|                   |                     |                       |      | B&H, partial bus                   | EF04         | 100%  |          |         |           |   | G       | DID<br>SW | 25<br>24. | 0 | %<br>100 | 0 | 0 |
|                   |                     |                       |      | replacement                        | EF04         | 100%  |          |         |           |   | DID     | 1         | 24.<br>00 | 0 | %        | 0 | 0 |
|                   |                     |                       |      | Reading to<br>Taunton.             |              |       |          |         |           |   |         | CP        | 16.       |   | 100      |   |   |
|                   |                     |                       |      | EF10,13: Bus                       | EF04         | 100%  |          |         |           |   | SWI     | M         | 75        | 0 | %        | 0 | 0 |
|                   |                     |                       |      | replacement                        | EF04         | 100%  |          |         |           |   | CP<br>M | BT<br>H   | 13.<br>00 | 0 | 100<br>% | 0 | 0 |
|                   |                     |                       |      | Bath Spa to<br>Bristol Temple      | 2104         | 10070 |          |         |           |   | BT      | BT        | 11.       |   | 100      | 0 | Ŭ |
|                   |                     |                       |      | Meads, trains                      | EF04         | 100%  |          |         |           |   | Н       | Μ         | 50        | 0 | %        | 0 | 0 |
|                   |                     |                       |      | restart at Bath                    |              | 4000/ |          |         |           |   | BT      | TA<br>U   | 45.       | 0 | 100      | 0 |   |
|                   |                     |                       |      | Spa & Bristol<br>Temple Meads      | EF04         | 100%  |          | BT      | 11.5      |   | Μ       | U         | 50        | 0 | %        | 0 | 0 |
|                   |                     |                       |      | Temple Meaus                       | EF10         | 100%  | BTH      | M       | 0         | 0 |         |           |           |   |          | 0 | 0 |
|                   |                     |                       |      |                                    |              |       |          | BT      | 11.5      |   |         |           |           |   |          |   |   |
|                   |                     |                       |      |                                    | EF13         | 100%  | BTH      | M<br>BT | 0<br>11.5 | 0 |         |           |           |   |          | 0 | 0 |
|                   |                     |                       |      |                                    | EF01         | 100%  | BTH      | M       | 11.5<br>0 | 0 |         |           |           |   |          | 0 | 0 |
|                   |                     |                       |      | EF01,10,13:                        |              |       | <u> </u> |         | Ű         | 0 | RD      |           | 17.       |   | 100      | 0 |   |
|                   |                     |                       |      | Bus                                | EF04         | 100%  |          |         |           |   | G       | DID       | 25        | 0 | %        | 0 | 0 |
|                   |                     |                       |      | replacement                        | EF04         | 100%  |          |         |           |   | DID     | SW        | 24.<br>00 | 0 | 100<br>% | 0 | 0 |
|                   |                     |                       |      | Bath Spa to<br>Bristol Temple      | EF04         | 100%  |          |         |           |   | טוט     | CP        | 16.       | 0 | 100      | 0 | 0 |
|                   |                     |                       |      | Meads, trains                      | EF04         | 100%  |          |         |           |   | SWI     | M         | 75        | 0 | %        | 0 | 0 |
|                   |                     |                       | FGW0 | restart at Bath                    |              |       |          |         |           |   | СР      | BT        | 13.       | _ | 100      | - |   |
|                   |                     |                       | 33   | Spa & Bristol<br>Temple Meads.     | EF04         | 100%  |          |         |           |   | M<br>BT | H<br>BT   | 00<br>11. | 0 | %<br>100 | 0 | 0 |
|                   |                     |                       |      | EF04: Divert via                   | EF04         | 100%  |          |         |           |   | Н       | М         | 50        | 0 | 100<br>% | 0 | 0 |
|                   |                     |                       |      | B&H, partial bus                   |              |       |          |         |           |   | BT      | TA        | 45.       |   | 100      |   |   |
|                   |                     |                       |      | replacement<br>Reading to          | EF04         | 100%  |          |         |           |   | М       | U         | 50        | 0 | %        | 0 | 0 |
|                   |                     |                       |      | Taunton.                           | EF10         | 100%  | BTH      | BT<br>M | 11.5<br>0 | 0 |         |           |           |   |          | 0 | 0 |
|                   |                     |                       |      |                                    |              | 10070 | DIII     | BT      | 11.5      | 0 |         |           |           |   |          | 0 |   |
|                   |                     |                       |      |                                    | EF13         | 100%  | BTH      | Μ       | 0         | 0 |         |           |           |   |          | 0 | 0 |
|                   |                     |                       |      | EF01,10,13:                        | <b>FF0</b> 4 | 4000/ | BT       | WS      | 19.0      | 0 |         |           |           |   |          | 0 |   |
| Driatal           |                     |                       |      | Bus<br>replacement                 | EF01         | 100%  | М        | Μ       | 0         | 0 | RD      |           | 17.       |   | 100      | 0 | 0 |
| Bristol<br>Temple | Weston-             |                       | FGW0 | Bristol Temple                     | EF04         | 100%  |          |         |           |   | G       | DID       | 25        | 0 | 100<br>% | 0 | 0 |
| Meads             | super-Mare<br>(WSM) |                       | 34   | Meads to                           |              |       |          |         |           |   |         | SW        | 24.       |   | 100      |   |   |
| (BTM)             | (******)            |                       |      | Weston-super-<br>Mare, trains      | EF04         | 100%  |          |         |           |   | DID     |           | 00        | 0 | %        | 0 | 0 |
|                   |                     |                       |      | Mare, trains<br>restart at Bristol | EF04         | 100%  |          |         |           |   | SWI     | CP<br>M   | 16.<br>75 | 0 | 100<br>% | 0 | 0 |

|            |                     |                     |            | Temple Meads<br>& Weston-            |                 | EF04 | 100% |         |         |           |   | CP<br>M | BT<br>H | 13.<br>00 | 0 | 100<br>%       | 0 | 0 |
|------------|---------------------|---------------------|------------|--------------------------------------|-----------------|------|------|---------|---------|-----------|---|---------|---------|-----------|---|----------------|---|---|
|            |                     |                     |            | super-Mare.<br>EF04: Divert via      |                 | EF04 | 100% |         |         |           |   | BT<br>H | BT<br>M | 11.<br>50 | 0 | 70<br>100<br>% | 0 | 0 |
|            |                     |                     |            | B&H, partial bus                     |                 |      |      |         |         |           |   | BT      | TA      | 45.       |   | 100            |   |   |
|            |                     |                     |            | replacement<br>Reading to            |                 | EF04 | 100% | BT      | WS      | 19.0      |   | M       | U       | 50        | 0 | %              | 0 | 0 |
|            |                     |                     |            | Taunton.                             |                 | EF10 | 100% | Μ       | Μ       | 0         | 0 |         |         |           |   |                | 0 | 0 |
|            |                     |                     |            |                                      |                 | EF13 | 100% | BT<br>M | WS<br>M | 19.0<br>0 | 0 |         |         |           |   |                | 0 | 0 |
|            |                     |                     |            |                                      |                 | EF01 | 100% | WS<br>M | TAU     | 25.5<br>0 | 0 |         |         |           |   |                | 0 | 0 |
|            |                     |                     |            | EF01,10,13:<br>Bus                   |                 | EF04 | 100% |         |         |           |   | RD<br>G | DID     | 17.<br>25 | 0 | 100<br>%       | 0 | 0 |
|            |                     |                     |            | replacement<br>Weston-super-         |                 | EF04 | 100% |         |         |           |   | DID     | SW<br>I | 24.<br>00 | 0 | 100<br>%       | 0 | 0 |
|            |                     | Exclusive           |            | Mare to<br>Taunton, trains           |                 | EF04 | 100% |         |         |           |   | SWI     | CP<br>M | 16.<br>75 | 0 | 100<br>%       | 0 | 0 |
|            |                     | of Cogload          | FGW0       | restart at                           |                 |      |      |         |         |           |   | CP      | BT      | 13.       |   | 100            |   |   |
|            |                     | Jn to<br>Taunton.   | 35         | Weston-super-<br>Mare & Taunton.     |                 | EF04 | 100% |         |         |           |   | M<br>BT | H<br>BT | 00<br>11. | 0 | %<br>100       | 0 | 0 |
| Weston-    |                     |                     |            | EF04: Divert via<br>B&H, partial bus |                 | EF04 | 100% |         |         |           |   | H<br>BT | M<br>TA | 50<br>45. | 0 | %<br>100       | 0 | 0 |
| super-Mare | Taunton<br>(TAU)    |                     |            | replacement                          |                 | EF04 | 100% |         |         |           |   | M       | U       | 45.<br>50 | 0 | %              | 0 | 0 |
| (WSM)      |                     |                     |            | Reading to Taunton.                  |                 | EF10 | 100% | WS<br>M | TAU     | 25.5<br>0 | 0 |         |         |           |   |                | 0 | 0 |
|            |                     |                     |            |                                      |                 | EF13 | 100% | WS<br>M | TAU     | 25.5<br>0 | 0 |         |         |           |   |                | 0 | 0 |
|            |                     |                     |            | EF01,04,10,13:<br>Bus                |                 | EF01 | 100% | WS<br>M | TAU     | 25.5<br>0 | 0 |         |         |           |   |                | 0 | 0 |
|            |                     | Inclusive           |            | replacement<br>Weston-super-         | See also        | EF04 | 100% | WS<br>M | TAU     | 25.5<br>0 | 0 |         |         |           |   |                | 0 | 0 |
|            |                     | of Cogload<br>Jn to | FGW0<br>36 | Mare to                              | Westbur<br>v to |      |      | WS      |         | 25.5      |   |         |         |           |   |                |   |   |
|            |                     | Taunton.            |            | Taunton, trains restart at           | Taunton.        | EF10 | 100% | М       | TAU     | 0         | 0 |         |         |           |   |                | 0 | 0 |
|            |                     |                     |            | Weston-super-<br>Mare & Taunton.     |                 | EF13 | 100% | WS<br>M | TAU     | 25.5<br>0 | 0 |         |         |           |   |                | 0 | 0 |
| GW108 Ford | gate to Penza       | ince                |            |                                      |                 |      |      |         |         |           |   |         |         |           |   |                |   |   |
|            |                     |                     |            | EF01,04,10:<br>Bus                   |                 | EF01 | 100% | TAU     | TIV     | 14.2<br>5 | 0 |         |         |           |   |                | 0 | 0 |
| 、          | Tiverton<br>Parkway |                     | FGW0       | replacement<br>Taunton to            |                 | EF04 | 100% | TAU     | TIV     | 14.2<br>5 | 0 |         |         |           |   |                | 0 | 0 |
|            | (TVP)               |                     | 37         | Tiverton<br>Parkway, trains          |                 | EF10 | 100% | TAU     | TIV     | 14.2<br>5 | 0 |         |         |           |   |                | 0 | 0 |
|            |                     |                     |            | restart at<br>Taunton &              |                 |      |      |         |         |           |   |         |         |           |   |                | 0 | 0 |

|                     |                     |  |            | Tiverton<br>Parkway.                             |      |      |         |         |           |   |  |      |       |   |
|---------------------|---------------------|--|------------|--|------|------|---------|---------|-----------|---|--|------|-------|---|
|                     |                     |  |            | EF01,04,10:<br>Bus                               | EF01 | 100% | TVP     | EX<br>D | 16.5<br>0 | 0 |  |      | 0     | 0 |
|                     |                     |  |            | replacement<br>Tiverton                          | EF04 | 100% | TVP     | EX<br>D | 16.5<br>0 | 0 |  |      | 0     | 0 |
| Tiverton<br>Parkway | Exeter St<br>Davids |  | FGW0<br>38 | Parkway to<br>Exeter St<br>Davids, trains        | EF10 | 100% | TVP     | EX<br>D | 16.5<br>0 | 0 |  |      | 0     | 0 |
| (TVP)               | (EXD)               |  | 50         | restart at<br>Tiverton<br>Parkway &<br>Exeter St |      |      |         |         |           |   |  |      |       |   |
|                     |                     |  |            | Davids.<br>EF04,11: Bus                          |      |      | EX      |         | 20.0      |   |  | <br> | 0     | 0 |
|                     |                     |  |            | replacement                                      | EF04 | 100% | D       | NTA     | 0         | 0 |  |      | <br>0 | 0 |
| Exeter St<br>Davids | Newton<br>Abbot     |  | FGW0<br>39 | Exeter St Davids<br>to Newton<br>Abbot, trains   | EF11 | 100% | EX<br>D | NTA     | 20.0<br>0 | 0 |  |      | 0     | 0 |
| (EXD)               | (NTA)               |  | 39         | restart at Exeter                                |      |      |         |         |           |   |  |      | 0     | 0 |
|                     |                     |  |            | St Davids &<br>Newton Abbot.                     |      |      |         |         |           |   |  |      | 0     | 0 |
|                     |                     |  |            | EF04,11: Bus<br>replacement                      | EF04 | 100% | NTA     | тот     | 8.75      | 0 |  |      | 0     | 0 |
| Newton              | Totnes              |  | FGW0       | Newton Abbot to                                  | EF11 | 100% | NTA     | тот     | 8.75      | 0 |  |      | 0     | 0 |
| Abbot<br>(NTA)      | (TOT)               |  | 40         | Totnes, trains<br>restart at                     |      |      |         |         |           |   |  |      | 0     | 0 |
|                     |                     |  |            | Newton Abbot & Totnes.                           |      |      |         |         |           |   |  |      | 0     | 0 |
|                     |                     |  |            | EF04,11: Bus                                     | EF04 | 100% | тот     | PLY     | 23.2<br>5 | 0 |  |      | 0     | 0 |
| Totnes<br>(TOT)     | Plymouth<br>(PLY)   |  | FGW0<br>41 | replacement<br>Totnes to<br>Plymouth, trains     | EF11 | 100% | тот     | PLY     | 23.2<br>5 | 0 |  |      | 0     | 0 |
| (101)               | (FLT)               |  | 41         | restart at Totnes                                |      |      |         |         |           |   |  |      | 0     | 0 |
|                     |                     |  |            | & Plymouth.                                      |      |      |         |         |           |   |  |      | 0     | 0 |
|                     |                     |  |            | EF04,12: Bus<br>replacement                      | EF04 | 100% | PLY     | LSK     | 17.7<br>5 | 0 |  |      | 0     | 0 |
| Plymouth<br>(PLY)   | Liskeard<br>(LSK)   |  | FGW0<br>42 | Plymouth to Liskeard, trains                     | EF12 | 100% | PLY     | LSK     | 17.7<br>5 | 0 |  |      | 0     | 0 |
| (' - ')             |                     |  | 74         | restart at<br>Plymouth &                         |      |      |         |         |           |   |  |      | 0     | 0 |
|                     |                     |  |            | Liskeard.  |      |      |         |         |           |   |  |      | 0     | 0 |
| Liskeard            | St Austell          |  | FGW0       | EF04,12: Bus replacement                         | EF04 | 100% | LSK     | SA<br>U | 21.5<br>0 | 0 |  |      | 0     | 0 |
| (LSK)               | (SAU)               |  | 43         | Liskeard to St<br>Austell, trains                | EF12 | 100% | LSK     | SA<br>U | 21.5<br>0 | 0 |  |      | 0     | 0 |

| I                   | 1              | r                       | 1            | 1          | usataut -1   |            |         |      | 1       |         | 1         |   |         | 1       |           |   | <u> </u> |   |   |
|---------------------|----------------|-------------------------|--------------|------------|--|------------|---------|------|---------|---------|-----------|---|---------|---------|-----------|---|----------|---|---|
|                     |                |                         |              |            | restart at<br>Liskeard & St  |            |         |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                     |                |                         |              |            | Austell.   |            |         |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                     |                |                         |              |            | EF04,12: Bus<br>replacement St   |            | EF04    | 100% | SA<br>U | TR<br>U | 14.5<br>0 | 0 |         |         |           |   |          | 0 | 0 |
| St Austell<br>(SAU) | Truro<br>(TRU) |                         |              | FGW0<br>44 | Austell to Truro,<br>trains restart at                                 |            | EF12    | 100% | SA<br>U | TR<br>U | 14.5<br>0 | 0 |         |         |           |   |          | 0 | 0 |
| (540)               | (11(0)         |                         |              | 44         | St Austell &<br>Truro.   |            |         |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                     |                |                         |              |            | TIUIO.   |            |         |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                     |                |                         |              |            | EF04,12: Bus   |            | EF04    | 100% | TR<br>U | SE<br>R | 20.0<br>0 | 0 |         |         |           |   |          | 0 | 0 |
| Truro               | St Erth        |                         |              | FGW0       | replacement<br>Truro to St Erth,                                       |            | EF12    | 100% | TR<br>U | SE<br>R | 20.0<br>0 | 0 |         |         |           |   |          | 0 | 0 |
| (TRU)               | (SER)          |                         |              | 45         | trains restart at<br>Truro & St Erth.                                  |            |         |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                     |                |                         |              |            | Hulo a or Enn.   |            |         |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                     |                |                         |              |            | EF04,12: Bus   |            | EF04    | 100% | SE<br>R | PNZ     | 5.75      | 0 |         |         |           |   |          | 0 | 0 |
|                     |                | Access to<br>Long       | Mon -<br>Fri | FGW0<br>46 | replacement St<br>Erth to<br>Penzance,                                 |            | EF12    | 100% | SE<br>R | PNZ     | 5.75      | 0 |         |         |           |   |          | 0 | 0 |
|                     |                | Rock.                   |              | 40         | trains restart at  |            |         |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                     |                |                         |              |            | St Erth.   |            |         |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
| St Erth             | Penzance       |                         |              |            | EF12: Bus<br>replacement St  |            | EF04    | 100% | SE<br>R | PNZ     | 5.75      | 0 |         |         |           |   |          | 0 | 0 |
| (SER)               | (PNZ)          |                         |              |            | Erth to Penzance,  |            | EF12    | 100% | SE<br>R | PNZ     | 5.75      | 0 |         |         |           |   |          | 0 | 0 |
|                     |                | No access               | Sat -        | FGW0       | trains restart at<br>St Erth.  |            | EF04    | 100% | TR<br>U | SE<br>R | 20.0<br>0 | 0 |         |         |           |   |          | 0 | 0 |
|                     |                | to Long<br>Rock         | Sun          | 47         | EF04: Bus<br>replacement<br>Truro to<br>Penzance,<br>trains restart at |            |         |      |         |         |           |   |         |         |           |   |          |   |   |
|                     |                |                         |              |            | Truro.   |            |         |      |         | ļ       |           |   |         |         |           |   |          | 0 | 0 |
| GW500 Rea           | ding to Cogloa | ad Jn. via Wes          | stbury and   | I Frome av | voiding lines (Berks.  | . and Hant | s line) |      | r       |         | r         |   |         |         |           | [ |          |   |   |
|                     |                | Exclusive<br>of Reading |              |            | EF04: Divert via<br>Chippenham,  |            | EF04    | 100% |         |         |           |   | RD<br>G | NB<br>Y | 17.<br>00 | 0 | 100<br>% | 0 | 0 |
| Reading             | Newbury        | to Reading<br>West Jn.  |              | FGW0       | partial bus replacement  |            | EF04    | 100% |         |         |           |   | NB<br>Y | WS<br>B | 42.<br>50 | 0 | 100<br>% | 0 | 0 |
| (RDG)               | (NBY)          | Able to<br>divert via   |              | 48         | Reading to<br>Westbury.  |            | EF05    | 100% | RD<br>G | NB<br>Y | 17.0<br>0 | 0 |         |         |           |   |          | 0 | 0 |
|                     |                | Swindon &               |              |            | EF05,07: Bus replacement   |            | EF05    | 100% | NB<br>Y | BE<br>D | 13.5<br>0 | 0 |         |         |           |   |          | 0 | 0 |

|                  |                 | Chippenha<br>m.              |            | Reading to<br>Bedwyn, trains                      | EF07     | 100% | RD<br>G | NB<br>Y | 17.0<br>0 | 0 |         |         |           |   |          | 0 | 0 |
|------------------|-----------------|------------------------------|------------|---|----------|------|---------|---------|-----------|---|---------|---------|-----------|---|----------|---|---|
|                  |                 |                              |            | restart at Reading.                               | EF07     | 100% | NB<br>Y | BE<br>D | 13.5<br>0 | 0 |         |         |           |   |          | 0 | 0 |
|                  |                 |                              |            |   |          |      |         |         |           |   |         |         |           |   |          |   |   |
|                  |                 |                              |            |   |          |      |         |         |           |   |         |         |           |   |          |   |   |
|                  |                 |                              |            |   |          |      |         |         |           |   |         |         |           |   |          |   |   |
|                  |                 |                              |            |   |          |      |         |         |           |   |         |         |           |   |          |   |   |
|                  |                 |                              |            |   |          |      |         |         |           |   |         |         |           |   |          |   |   |
|                  |                 |                              |            |   |          |      |         |         |           |   |         |         |           |   |          |   |   |
|                  |                 |                              |            |   |          |      |         |         |           |   |         |         |           |   |          |   |   |
|                  |                 |                              |            |   |          |      |         |         |           |   |         |         |           |   |          |   |   |
|                  |                 |                              |            |   |          |      |         |         |           |   |         |         |           |   |          |   |   |
|                  |                 |                              |            | EF04: Divert via<br>Chippenham.                   | EF04     | 100% |         |         |           |   | NB<br>Y | WS<br>B | 42.<br>50 | 0 | 100<br>% | 0 | 0 |
|                  |                 |                              |            | Transfer to EF05,07                               | EF05     | 100% | NB<br>Y | BE<br>D | 13.5<br>0 | 0 |         |         |           |   |          | 0 | 0 |
|                  |                 | Able to                      |            | between<br>Reading &                              | EF07     | 100% | NB<br>Y | BE<br>D | 13.5<br>0 | 0 |         |         |           |   |          | 0 | 0 |
|                  |                 | divert via<br>Swindon &      | FGW0<br>51 | Newbury, partial<br>bus replacement<br>Newbury to |          |      |         |         |           |   |         |         |           |   |          |   |   |
|                  |                 | Chippenha<br>m.              |            | Westbury.<br>EF05,07: Bus                         |          |      |         |         |           |   |         |         |           |   |          |   |   |
| Newbury<br>(NBY) | Bedwyn<br>(BDW) |                              |            | replacement<br>Newbury to                         |          |      |         |         |           |   |         |         |           |   |          |   |   |
|                  |                 |                              |            | Bedwyn, trains<br>restart at<br>Newbury.          |          |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                  |                 |                              |            | EF04: Bus<br>replacement                          | EF04     | 100% | NB<br>Y | WS<br>B | 42.5<br>0 | 0 |         |         |           |   |          | 0 | 0 |
|                  |                 | Unable to<br>divert via      | FGW0       | Reading to  | <br>EF05 | 100% | NB<br>Y | BE<br>D | 13.5<br>0 | 0 |         |         |           |   |          | 0 | 0 |
|                  |                 | Swindon &<br>Chippenha<br>m. | 52         | restart at<br>Reading &                           | EF07     | 100% | NB<br>Y | BE<br>D | 13.5<br>0 | 0 |         |         |           |   |          | 0 | 0 |
|                  |                 |                              |            | Westbury.<br>EF05,07: Bus                         |          |      |         |         |           |   |         |         |           |   |          | 0 | 0 |

|                   |                |   |            | replacement<br>Newbury to<br>Bedwyn, trains<br>restart at<br>Newbury.                  |          |      |         |         |           |   |         |         |           |   |          |   |   |
|-------------------|----------------|---|------------|--|----------|------|---------|---------|-----------|---|---------|---------|-----------|---|----------|---|---|
|                   |                | Exclusive<br>of<br>Westbury   |            | EF04: Divert via<br>Chippenham.  | EF04     | 100% |         |         |           |   | NB<br>Y | WS<br>B | 42.<br>50 | 0 | 100<br>% | 0 | 0 |
|                   |                | to<br>Westbury  |            | Transfer to<br>EF05,07   |          |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                   |                | North Jn.<br>Able to<br>divert via<br>Swindon &<br>Chippenha<br>m to<br>Westbury. | FGW0<br>53 | between<br>Reading &<br>Newbury, partial<br>bus replacement<br>Newbury to<br>Westbury. |          |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                   |                | Inclusive   |            |  |          |      |         |         |           |   | NB      | WS      | 42.       |   | 100      |   |   |
| Bedwyn            | Westbury       | of<br>Westbury  |            | EF04: Divert via<br>Bristol. Transfer  | EF04     | 100% |         |         |           |   | Y<br>WS | B<br>CL | 50<br>19. | 0 | %<br>100 | 0 | 0 |
| (BDW)             | (WSB)          | to<br>Westbury  |            | to EF05,07   | EF04     | 100% |         |         |           |   | B<br>CL | C<br>TA | 75<br>27. | 0 | %<br>100 | 0 | 0 |
|                   |                | North Jn.<br>Able to  | FGW0<br>54 | between<br>Reading &   | EF04     | 100% |         |         |           |   | C       | U       | 75        | 0 | %        | 0 | 0 |
|                   |                | divert via<br>Bristol<br>from<br>Reading to<br>Taunton.                           |            | Newbury, partial<br>bus replacement<br>Newbury to<br>Taunton.                          |          |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                   |                | Unable to   |            | EF04: Bus<br>replacement   | EF04     | 100% | NB<br>Y | WS<br>B | 42.5<br>0 | 0 |         |         |           |   |          | 0 | 0 |
|                   |                | divert via<br>Swindon &   | FGW0       | Newbury to<br>Westbury, trains   |          |      |         |         |           | • |         |         |           |   |          | 0 | 0 |
|                   |                | Chippenha   | 55         | restart at   |          |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                   |                | m.  |            | Newbury & Westbury.  |          |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                   |                | Cogload   |            | EF04: Divert via<br>Trowbridge and   | <br>EF04 | 100% |         |         |           |   | WS<br>B | CL<br>C | 19.<br>75 | 0 | 100<br>% | 0 | 0 |
|                   |                | Jn to<br>Taunton  |            | Bristol Temple<br>Meads, partial   |          |      |         |         |           |   | CL<br>C | TA      | 27.       |   | 100      | 0 | 0 |
| Maathar           | En             | available,  | FOMO       | bus replacement  | EF04     | 100% | WS      | FR      |           |   |         | U       | 75        | 0 | %        |   |   |
| Westbury<br>(WSB) | Frome<br>(FRO) | can divert<br>via<br>Trowbridg<br>e & Bristol<br>Temple<br>Meads.                 | FGW0<br>56 | Westbury to<br>Taunton.<br>EF13: Bus<br>replacement<br>Westbury to<br>Frome, trains    | EF13     | 100% | В       | 0       | 5.75      | 0 |         |         |           |   |          | 0 | 0 |
|                   |                |   |            | restart at   |          |      |         |         |           |   |         |         |           |   |          | 0 | 0 |

|               |                  |   |            | Westbury & Frome.   |      |      |         |         |           |   |         |         |           |   |          |   |   |
|---------------|------------------|---|------------|---|------|------|---------|---------|-----------|---|---------|---------|-----------|---|----------|---|---|
|               |                  |   |            | EF04: Bus<br>replacement  | EF04 | 100% | WS<br>B | CLC     | 19.7<br>5 | 0 |         |         |           |   |          | 0 | 0 |
|               |                  |   |            | Westbury to<br>Castle Cary,   | EF13 | 100% | WS<br>B | FR<br>O | 5.75      | 0 |         |         |           |   |          | 0 | 0 |
|               |                  | No  |            | trains restart at Westbury &  |      |      |         |         | 0.1.0     | Ū |         |         |           |   |          | 0 | 0 |
|               |                  | diversion<br>available.                             | FGW0<br>57 | Castle Cary.<br>EF13: Bus<br>replacement<br>Westbury to<br>Frome, trains<br>restart at<br>Westbury &<br>Frome.    |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|               |                  |   |            | EF04: Divert via<br>Trowbridge and  | EF04 | 100% |         |         |           |   | WS<br>B | CL<br>C | 19.<br>75 | 0 | 100<br>% | 0 | 0 |
|               |                  | Cogload<br>Jn to<br>Taunton                         |            | Bristol TM,<br>partial bus  | EF04 | 100% |         |         |           |   | CL<br>C | TA<br>U | 27.<br>75 | 0 | 100<br>% | 0 | 0 |
|               |                  | available,<br>can divert                            | FGW0       | replacement<br>Westbury to  | EF13 | 100% | FR<br>O | CLC     | 14.0<br>0 | 0 |         |         |           |   |          | 0 | 0 |
| Frome         | Castle<br>Cary   | via<br>Trowbridg<br>e & Bristol<br>Temple<br>Meads. | 58         | Taunton.<br>EF13: Bus<br>replacement<br>Frome to Castle<br>Cary, trains<br>restart at Frome<br>& Castle Cary.     |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
| (FRO)         | (CLC)            |   |            | EF04: Bus<br>replacement  | EF04 | 100% | WS<br>B | CLC     | 19.7<br>5 | 0 |         |         |           |   |          | 0 | 0 |
|               |                  |   |            | Westbury to<br>Castle Cary,   | EF13 | 100% | FR<br>O | CLC     | 14.0<br>0 | 0 |         |         |           |   |          | 0 | 0 |
|               |                  | No  | FGW0       | trains restart at Westbury &  |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|               |                  | diversion<br>available.                             | 59         | Castle Cary.<br>EF13: Bus<br>replacement<br>Frome to Castle<br>Cary, trains<br>restart at Frome<br>& Castle Cary. |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
| Castle        |                  | Cogload   |            | EF04: Divert via<br>Trowbridge and  | EF04 | 100% |         |         |           |   | WS<br>B | CL<br>C | 19.<br>75 | 0 | 100<br>% | 0 | 0 |
| Cary<br>(CLC) | Taunton<br>(TAU) | Jn to<br>Taunton                                    | FGW0<br>60 | Bristol Temple<br>Meads, partial  | EF04 | 100% |         |         |           |   | CL<br>C | TA<br>U | 27.<br>75 | 0 | 100<br>% | 0 | 0 |
| (020)         |                  | available.  |            | bus replacement   |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |

|                  |                    |                                 |              | Westbury to Taunton.                     |                     |           |          |      |          |           |   |         |         |           |   |          | 0 | 0 |
|------------------|--------------------|---------------------------------|--------------|--|---------------------|-----------|----------|------|----------|-----------|---|---------|---------|-----------|---|----------|---|---|
|                  |                    |                                 |              | EF04: Bus<br>replacement                 | See also            | EF04      | 100%     | CLC  | TAU      | 27.7<br>5 | 0 |         |         |           |   |          | 0 | 0 |
|                  |                    | No<br>diversion                 | FGW0         | Castle Cary to                           | Weston-<br>super-   |           |          |      |          |           |   |         |         |           |   |          | 0 | 0 |
|                  |                    | available.                      | 61           | Taunton, trains restart at Castle        | Mare to             |           |          |      |          |           |   |         |         |           |   |          | 0 | 0 |
|                  |                    |                                 |              | Cary & Taunton.                          | Taunton             |           |          |      |          |           |   |         |         |           |   |          | 0 | 0 |
| GW600 Woo        | otton Bassett      | Jn to Pilning / GW900 P         | Pilning to F | -  | / GW950 Wh          | itland to | Pembroke | Dock | r –      | 1         | 1 | T       |         |           | T | 100      |   |   |
|                  |                    | Exclusive<br>of Swindon         |              | EF02: Divert via<br>Bristol Temple       |                     | EF02      | 100%     |      |          |           |   | SWI     | BP<br>W | 34.<br>50 | 0 | 100<br>% | 0 | 0 |
|                  |                    | to Wootton<br>Bassett Jn.       |              | Meads from<br>Swindon to                 | See also<br>Bristol |           |          |      |          |           |   |         |         |           |   |          | 0 | 0 |
|                  |                    | Able to                         | FGW0<br>62   | Patchway,                                | Parkway             |           |          |      |          |           |   |         |         |           |   |          | 0 | 0 |
|                  |                    | divert via<br>Bristol<br>Temple |              | partial bus<br>replacement<br>Swindon to | to<br>Newport.      |           |          |      |          |           |   |         |         |           |   |          |   |   |
|                  |                    | Meads.                          |              | Bristol Parkway.                         |                     |           |          |      |          |           |   |         |         |           |   |          | 0 | 0 |
|                  |                    | Exclusive<br>of Swindon         |              | EF02: Divert via                         |                     | EF02      | 100%     |      |          |           |   | SWI     | BP<br>W | 34.<br>50 | 0 | 100<br>% | 0 | 0 |
|                  |                    | to Swindon                      |              | Gloucester from                          | See also            |           |          |      |          |           |   | BP      | NW      | 21.       |   | 100      |   |   |
| Swindon          | Bristol<br>Parkway | Jn. Able to<br>divert from      | FGW0<br>63   | Swindon to Newport, partial              | Bristol<br>Parkway  | EF02      | 100%     |      |          |           |   | W       | Р       | 75        | 0 | %        | 0 | 0 |
| (SWI)            | (BPW)              | Swindon<br>via                  | 05           | bus replacement<br>Swindon to            | to<br>Newport.      |           |          |      |          |           |   |         |         |           |   |          | 0 | 0 |
|                  |                    | Gloucester                      |              | Newport.                                 |                     |           |          |      |          |           |   |         |         |           |   |          | 0 | 0 |
|                  |                    | Exclusive                       |              | EF02: Divert via                         |                     | EF02      | 100%     |      |          |           |   | SWI     | BP<br>W | 34.<br>50 | 0 | 100<br>% | 0 | 0 |
|                  |                    | Patchway                        |              | B&H from<br>Reading to                   | See also            |           |          |      |          |           |   | BP      | NW      | 21.       |   | 100      |   |   |
|                  |                    | to<br>Newport.                  | FGW0         | Patchway (via                            | Bristol             | EF02      | 100%     |      |          |           |   | W<br>RD | Р       | 75<br>17. | 0 | %<br>100 | 0 | 0 |
|                  |                    | Able to<br>divert from          | 64           | Bristol Temple<br>Meads), partial        | Parkway<br>to       | EF02      | 100%     |      |          |           |   | G       | DID     | 25        | 0 | %        | 0 | 0 |
|                  |                    | Reading                         |              | bus replacement<br>Reading to            | Newport.            |           |          |      |          |           |   |         |         |           |   |          |   |   |
|                  |                    | via B&H to<br>Patchway.         |              | Bristol Parkway.                         |                     | EF02      | 100%     |      |          |           |   | DID     | SW<br>I | 24.<br>00 | 0 | 100<br>% | 0 | 0 |
|                  |                    | Two tracks                      |              | EF02: Reduced                            |                     |           |          |      |          |           |   |         |         |           |   |          | 0 | 0 |
|                  |                    | / single<br>line                | FGW0         | timetable operates. No                   |                     |           |          |      |          |           |   |         |         |           |   |          | 0 | 0 |
| Bristol          | Newport            | working                         | 65           | bus                                      |                     |           |          |      | <u> </u> |           |   |         |         |           |   |          | 0 | 0 |
| Parkway<br>(BPW) | (NŴP)              | available.                      |              | replacement.                             |                     |           |          |      |          |           |   |         |         |           |   |          | 0 | 0 |
|                  |                    | Exclusive<br>of                 | FGW0         | EF02: Divert via<br>Bristol Temple       | See also            | EF02      | 100%     |      |          |           |   | SWI     | BP<br>W | 34.<br>50 | 0 | 100<br>% | 0 | 0 |
|                  |                    | Patchway                        | 66           | Meads from                               | Swindon             |           |          |      |          |           |   |         |         |           |   |          | 0 | 0 |

|                  |         | to<br>Novement         |            | Swindon to                          | to Bristol<br>Parkway. |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|------------------|---------|------------------------|------------|-------------------------------------|------------------------|------|------|---------|---------|-----------|---|---------|---------|-----------|---|----------|---|---|
|                  |         | Newport.<br>Able to    |            | Patchway,<br>partial bus            | Parkway.               |      |      |         |         |           |   |         |         |           |   |          |   |   |
|                  |         | divert via<br>Bristol  |            | replacement<br>Swindon to           |                        |      |      |         |         |           |   |         |         |           |   |          |   |   |
|                  |         | Temple                 |            | Bristol Parkway.                    |                        |      |      |         |         |           |   |         |         |           |   |          | _ |   |
|                  |         | Meads.<br>Exclusive    |            |                                     |                        |      |      |         |         |           |   |         | BP      | 34.       |   | 100      | 0 | 0 |
|                  |         | of                     |            | EF02: Divert via<br>B&H from        |                        | EF02 | 100% |         |         |           |   | SWI     | W       | 50        | 0 | %        | 0 | 0 |
|                  |         | Patchway<br>to         |            | Reading to                          | See also               | EF02 | 100% |         |         |           |   | BP<br>W | NW<br>P | 21.<br>75 | 0 | 100<br>% | 0 | 0 |
|                  |         | Newport.<br>Able to    | FGW0<br>67 | Patchway (via<br>Bristol Temple     | Swindon<br>to Bristol  |      |      |         |         |           |   | RD      |         | 17.       |   | 100      |   |   |
|                  |         | divert from            | 67         | Meads), partial<br>bus replacement  | Parkway.               | EF02 | 100% |         |         |           |   | G       | DID     | 25        | 0 | %        | 0 | 0 |
|                  |         | Reading<br>via B&H to  |            | Reading to                          |                        |      |      |         |         |           |   |         | SW      | 24.       |   | 100      |   |   |
|                  |         | Patchway.              |            | Bristol Parkway.                    |                        | EF02 | 100% |         |         |           |   | DID     | 1       | 00        | 0 | %        | 0 | 0 |
|                  |         | Exclusive<br>of Severn |            |                                     |                        | EF02 | 100% |         |         |           |   | SWI     | BP<br>W | 34.<br>50 | 0 | 100<br>% | 0 | 0 |
|                  |         | Tunnel Jn              |            | EF02: Divert via                    |                        |      |      |         |         |           |   | BP      | NW      | 21.       |   | 100      |   |   |
|                  |         | to<br>Newport.         | 5014/0     | Gloucester from<br>Swindon to       | See also               | EF02 | 100% |         |         |           |   | W       | Р       | 75        | 0 | %        | 0 | 0 |
|                  |         | Able to<br>divert from | FGW0<br>68 | Newport, partial<br>bus replacement | Swindon<br>to Bristol  |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                  |         | Swindon                |            | Swindon to                          | Parkway.               |      |      |         |         |           |   |         |         |           |   |          |   |   |
|                  |         | via<br>Gloucester      |            | Newport.                            |                        |      |      |         |         |           |   |         |         |           |   |          |   |   |
|                  |         |                        |            |                                     |                        |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                  |         |                        |            | EF02: Bus<br>replacement            |                        | EF02 | 100% | BP<br>W | NW<br>P | 21.7<br>5 | 0 |         |         |           |   |          | 0 | 0 |
|                  |         | Full                   | FGW0       | Bristol Parkway                     |                        |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                  |         | blockage.              | 69         | to Newport,<br>trains restart at    |                        |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                  |         |                        |            | Bristol Parkway<br>& Newport.       |                        |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                  |         |                        |            |                                     |                        |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                  |         | Two tracks             | FGW0       | EF02,10,13:<br>Reduced              |                        |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                  |         | available.             | 70         | timetable<br>operates, no bus       |                        |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
| Nowport          | Cardiff |                        |            | replacement.                        |                        |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
| Newport<br>(NWP) | (CDF)   |                        |            | EF02,10,13:                         |                        |      |      | NW      | CD      | 11.7      |   |         |         |           |   |          | 0 | 0 |
|                  |         | <b>F</b>               | FCMO       | Bus                                 |                        | EF02 | 100% | P       | F<br>CD | 5         | 0 |         |         |           |   |          | 0 | 0 |
|                  |         | Full<br>blockage.      | FGW0<br>71 | replacement<br>Newport to           |                        | EF10 | 100% | NW<br>P | F       | 11.7<br>5 | 0 |         |         |           |   |          | 0 | 0 |
|                  |         | _                      |            | Cardiff, trains<br>restart at       |                        | EF13 | 100% | NW<br>P | CD<br>F | 11.7<br>5 | 0 |         |         |           |   |          | 0 | 0 |

|                  |                      |                        |            | Newport & Cardiff.                |          |       |         |         |           |   |  |  | 0     | 0 |
|------------------|----------------------|------------------------|------------|-----------------------------------|----------|-------|---------|---------|-----------|---|--|--|-------|---|
|                  |                      |                        |            |                                   |          |       |         |         |           |   |  |  | 0     | 0 |
|                  |                      | Diversion<br>available | FGW0       | EF02: Divert via<br>Barry. No bus |          |       |         |         |           |   |  |  | 0     | 0 |
|                  |                      | via Barry.             | 72         | replacement.                      |          |       |         |         |           |   |  |  | 0     | 0 |
| Cardiff          | Bridgend             |                        |            |                                   |          |       |         |         |           |   |  |  | 0     | 0 |
| (CDF)            | (BGN)                |                        |            | EF02: Bus<br>replacement          | EF02     | 100%  | CD<br>F | BG<br>N | 20.2<br>5 | 0 |  |  | 0     | 0 |
|                  |                      | Full<br>blockage.      | FGW0<br>73 | Cardiff to<br>Bridgend, trains    |          |       |         |         |           |   |  |  | <br>0 | 0 |
|                  |                      | blockage.              | 75         | restart at Cardiff                |          |       |         |         |           |   |  |  | <br>0 | 0 |
|                  |                      |                        |            | & Bridgend.                       |          |       |         |         |           |   |  |  | <br>0 | 0 |
|                  |                      | Diversiona             |            |                                   |          |       |         |         |           |   |  |  | <br>0 | 0 |
|                  |                      | ry route /             | FGW0       | EF02: No bus                      |          |       |         |         |           |   |  |  | <br>0 | 0 |
|                  |                      | single line<br>working | 74         | replacement.                      |          |       |         |         |           |   |  |  | <br>0 | 0 |
| Bridgend         | Port Talbot          |                        |            |                                   |          |       |         |         | 40.0      |   |  |  | <br>0 | 0 |
| (BĞN)            | Parkway<br>(PTA)     |                        |            | EF02: Bus<br>replacement          | EF02     | 100%  | BG<br>N | ΡΤΑ     | 12.2<br>5 | 0 |  |  | 0     | 0 |
|                  |                      | Full<br>blockage.      | FGW0<br>75 | Bridgend to Swansea, trains       | EF02     | 100%  | ΡΤΑ     | SW<br>A | 15.0<br>0 | 0 |  |  | 0     | 0 |
|                  |                      | blockage.              | 75         | restart at<br>Bridgend &          |          |       |         |         |           |   |  |  | 0     | 0 |
|                  |                      |                        |            | Swansea.                          |          |       |         |         |           |   |  |  | 0     | 0 |
|                  |                      | Diversiona             |            |                                   |          |       |         |         |           |   |  |  | 0     | 0 |
|                  |                      | ry route /             | FGW0       | EF02: No bus                      |          |       |         |         |           |   |  |  | 0     | 0 |
|                  |                      | single line<br>working | 76         | replacement.                      |          |       |         |         |           |   |  |  | 0     | 0 |
| Port Talbot      | Swansea              |                        |            |                                   |          |       |         |         |           |   |  |  | <br>0 | 0 |
| Parkway<br>(PTA) | (SWA)                |                        |            | EF02: Bus<br>replacement          | EF02     | 100%  | ΡΤΑ     | SW<br>A | 15.0<br>0 | 0 |  |  | 0     | 0 |
|                  |                      | Full                   | FGW0       | Port Talbot to Swansea, trains    |          |       |         |         |           |   |  |  | 0     | 0 |
|                  |                      | blockage.              | 77         | restart at Port                   |          |       |         |         |           |   |  |  | 0     | 0 |
|                  |                      |                        |            | Talbot & Swansea.                 |          |       |         |         |           |   |  |  | 0     | 0 |
|                  |                      |                        |            | EF02: Bus<br>replacement          | <br>EF02 | 100%  | SW<br>A | CM<br>N | 31.7<br>5 | 0 |  |  | 0     | 0 |
| Swansea<br>(SWA) | Carmarthe<br>n (CMN) | Full<br>blockage.      | FGW0<br>78 | Swansea to                        |          | 10070 |         | 11      |           | 0 |  |  | 0     | 0 |
|                  |                      | Sidenaye.              | 10         | Carmarthen,<br>trains restart at  |          |       |         |         |           |   |  |  | 0     | 0 |

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|                 |                  |                   |                   | Swansea & Carmarthen.                  |                |           |             |         |         |           |        |      |        |         |          |           | 0            | 0   |
|-----------------|------------------|-------------------|-------------------|--|----------------|-----------|-------------|---------|---------|-----------|--------|------|--------|---------|----------|-----------|--------------|-----|
|                 |                  |                   |                   | EF02: Bus<br>replacement               |                | EF02      | 100%        | CM<br>N | PM<br>D | 41.2<br>5 | 0      |      |        |         |          |           | 0            | 0   |
| Carmarthe<br>n  | Pembroke<br>Dock | Full              | FGW0              | Carmarthen to<br>Pembroke Dock,        |                |           |             |         |         |           |        |      |        |         |          |           | 0            | 0   |
| (CMN)           | (PMD)            | blockage.         | 79                | trains restart at                      |                |           |             |         |         |           |        |      |        |         |          |           | 0            | 0   |
|                 |                  |                   |                   | Carmarthen &<br>Pembroke Dock.         |                |           |             |         |         |           |        |      |        |         |          |           | 0            | 0   |
| GW200 Didc      | ot to Heyford    | (excl.) / GW276   | Bicester Eastern  | Perimeter Road LC                      | C (excl.) to C | Oxford No | orth Jn.    |         |         |           |        |      |        |         |          |           |              |     |
|                 |                  |                   |                   |  |                |           |             |         |         |           |        |      |        |         |          |           | 0            | 0   |
|                 |                  | Single line       | FGW0              | EF03,05,07: No<br>bus                  |                |           |             |         |         |           |        |      |        |         |          |           | 0            | 0   |
|                 |                  | working.          | 80                | replacement.                           |                |           |             |         |         |           |        |      |        |         |          |           | 0            | 0   |
| Didcot          | Oxford           |                   |                   |  |                |           |             |         |         |           |        |      |        |         |          |           | 0            | 0   |
| (DID)           | (OXF)            |                   |                   | EF03,05,07:<br>Bus                     |                | EF03      | 100%        | DID     | OX<br>F | 10.2<br>5 | 0      |      |        |         |          |           | 0            | 0   |
|                 |                  | Full              | FGW0              | replacement                            |                | EF05      | 100%        | DID     | OX<br>F | 10.2<br>5 | 0      |      |        |         |          |           | 0            | 0   |
|                 |                  | blockage.         | 81                | Didcot to<br>Oxford, trains            |                |           |             |         | OX      | 10.2      |        |      |        |         |          |           |              |     |
|                 |                  |                   |                   | restart at Didcot<br>& Oxford.         |                | EF07      | 100%        | DID     | F       | 5         | 0      |      |        |         |          |           | 0            | 0   |
|                 |                  |                   |                   |  |                |           |             | OX      | BA      | 19.2      |        |      |        |         |          |           | 0            | 0   |
|                 |                  |                   |                   | EF05,07: Bus<br>replacement            |                | EF05      | 100%        | F<br>OX | N<br>BA | 5<br>19.2 | 0      |      |        |         |          |           | 0            | 0   |
| Oxford<br>(OXF) | Banbury<br>(BAN) | Full<br>blockage. | FGW0<br>82        | Oxford to<br>Banbury, trains           |                | EF07      | 100%        | F       | ВА<br>N | 19.2<br>5 | 0      |      |        |         |          |           | 0            | 0   |
|                 |                  | DIOCKAGE.         | 02                | restart at                             |                |           |             |         |         |           |        |      |        |         |          |           | 0            | 0   |
|                 |                  |                   |                   | Oxford.                                |                |           |             |         |         |           |        |      |        |         |          |           | 0            | 0   |
|                 |                  |                   |                   | EF07: Bus<br>replacement               |                | EF07      | 100%        | OX<br>F | BIT     | 11.7<br>5 | 0      |      |        |         |          |           | 0            | 0   |
| Oxford          | Bicester<br>Town | Full              | FGW0              | Oxford to                              |                |           |             |         |         |           |        |      |        |         |          |           | 0            | 0   |
| (OXF)           | (BIT)            | blockage.         | 83                | Bicester Town,<br>trains restart at    |                |           |             |         |         |           |        |      |        |         |          |           | 0            | 0   |
|                 |                  |                   |                   | Oxford.                                |                |           |             |         |         |           |        |      |        |         |          |           | 0            | 0   |
| GW200 Didc      | ot to Heyford    | (excl.) / GW310   | Wolvercot Jcn. to | Norton Junction.                       | / GW300 Ab     | botswoo   | d Jn. to St |         |         |           | cester | GW34 | 0 Word | ester S | Shrub Hi | ll to She | elwick Junct | ion |
|                 |                  |                   |                   | EF03,07: Bus                           |                | EF03      | 100%        | OX<br>F | CB<br>Y | 13.2<br>5 | 0      |      |        |         |          |           | 0            | 0   |
| Oxford          | Charlbury        | Full              | FGW0              | replacement<br>Oxford to               |                | EF07      | 100%        | OX<br>F | CB<br>Y | 13.2<br>5 | 0      |      |        |         |          |           | 0            | 0   |
| (OXF)           | (CBY)            | blockage.         | 84                | Charlbury, trains<br>restart at Oxford |                | LFUI      | 100 /6      |         |         | 5         | 0      |      |        |         |          |           | 0            | 0   |
|                 |                  |                   |                   | & Charlbury.                           |                |           |             |         |         | 1         |        |      |        |         |          |           | 0            | 0   |

|                      |                     |                   |                |            | EF03,07: Bus replacement       | EF03         | 100% | CB<br>Y | MIM     | 15.0<br>0 | 0 |   |  |  |  | 0     | 0 |
|----------------------|---------------------|-------------------|----------------|------------|--------------------------------|--------------|------|---------|---------|-----------|---|---|--|--|--|-------|---|
| Charlbury            | Moreton-in-         | Full              |                | FGW0       | Charlbury to<br>Moreton-in-    | EF07         | 100% | CB<br>Y | МІМ     | 15.0<br>0 | 0 |   |  |  |  | 0     | 0 |
| (CBY)                | Marsh<br>(MIM)      | blockage.         |                | 85         | Marsh, trains<br>restart at    |              |      |         |         |           |   |   |  |  |  | 0     | 0 |
|                      | ()                  |                   |                |            | Charlbury &                    |              |      |         |         |           |   |   |  |  |  |       |   |
|                      |                     |                   |                |            | Moreton-in-<br>Marsh.          |              |      |         |         |           |   |   |  |  |  | 0     | 0 |
|                      |                     |                   |                |            | EF03,07: Bus<br>replacement    | EF03         | 100% | МІМ     | EVE     | 15.0<br>0 | 0 |   |  |  |  | 0     | 0 |
| Manatan in           |                     |                   |                |            | Moreton-in-                    |              |      |         |         | 15.0      |   |   |  |  |  |       |   |
| Moreton-in-<br>Marsh | Evesham<br>(EVE)    | Full<br>blockage. |                | FGW0<br>86 | Marsh to<br>Evesham, trains    | EF07         | 100% | MIM     | EVE     | 0         | 0 |   |  |  |  | 0     | 0 |
| (MIM)                | (202)               | bioonage.         |                | 00         | restart at<br>Moreton-in-      |              |      |         |         |           |   |   |  |  |  | 0     | 0 |
|                      |                     |                   |                |            | Marsh &<br>Evesham.            |              |      |         |         |           |   |   |  |  |  | 0     | 0 |
|                      |                     |                   |                |            | EF03,07: Bus                   |              |      |         | WO      | 10.0      |   |   |  |  |  |       |   |
|                      |                     |                   |                |            | replacement<br>Evesham to      | EF03         | 100% | EVE     | P<br>WO | 0<br>10.0 | 0 |   |  |  |  | 0     | 0 |
| Evesham              | Worcesters<br>hire  | Full              |                | FGW0       | Worcestershire                 | EF07         | 100% | EVE     | P       | 0         | 0 |   |  |  |  | <br>0 | 0 |
| (EVE)                | Parkway<br>(WOP)    | blockage.         |                | 87         | Parkway, trains<br>restart at  |              |      |         |         |           |   |   |  |  |  | 0     | 0 |
|                      |                     |                   |                |            | Evesham & Worcestershire       |              |      |         |         |           |   |   |  |  |  |       |   |
|                      |                     |                   |                |            | Parkway.                       |              |      |         | 14/0    |           |   |   |  |  |  | 0     | 0 |
|                      |                     |                   |                |            | EF03,07: Bus replacement       | EF03         | 100% | WO<br>P | WO<br>S | 3.75      |   |   |  |  |  | 0     | 0 |
|                      |                     |                   |                |            | Worcester<br>Shrub Hill to     |              |      |         |         |           |   |   |  |  |  |       |   |
| Worcesters<br>hire   | Worcester           | Full              |                | FGW1       | Worcestershire                 |              |      |         |         |           |   |   |  |  |  |       |   |
| Parkway<br>(WOP)     | Shrub Hill<br>(WOS) | Blockage          |                | 50         | Parkway, trains<br>restart at  |              |      |         |         |           |   |   |  |  |  |       |   |
| (WOF)                |                     |                   |                |            | Worcester<br>Shrub Hill &      |              |      |         |         |           |   |   |  |  |  |       |   |
|                      |                     |                   |                |            | Worcestershire                 | <b>FF</b> 07 | 100% | wo      | wo      | 0.75      |   |   |  |  |  | 0     | 0 |
|                      |                     |                   |                |            | Parkway.<br>EF03,07,10:        | EF07         | 100% | P<br>WO | S<br>WO | 3.75      |   |   |  |  |  | 0     | 0 |
|                      |                     |                   | London         |            | Transfer to<br>London Midland  | EF03         | 100% | S<br>WO | F<br>WO | 0.75      | 0 |   |  |  |  | 0     | 0 |
| Worcester            | Worcester           | E.ul              | Midland        |            | from Worcester                 | EF07         | 100% | S       | F       | 0.75      | 0 |   |  |  |  | 0     | 0 |
| Shrub Hill<br>(WOS)  | Foregate<br>Street  | Full<br>blockage. | operati<br>ng  | FGW0<br>88 | Foregate Street to Hereford,   | EF10         | 100% | WO<br>S | WO<br>F | 0.75      | 0 |   |  |  |  | 0     | 0 |
| (1100)               | (WOF)               |                   | WOF to<br>HFD. |            | trains restart at<br>Worcester |              |      |         |         |           |   |   |  |  |  |       |   |
|                      |                     |                   |                |            | Shrub Hill. Bus                |              |      |         |         |           |   |   |  |  |  | 0     | 0 |
| 1                    | I                   |                   | 1              |            | replacement                    |              |      | L       | I       |           |   | L |  |  |  | U     | U |

|                       |                  |                            |            | Worcester<br>Shrub Hill to<br>Worcester<br>Foregate Street. |      |      |         |         |           |   |         |         |           |   |          |   |   |
|-----------------------|------------------|----------------------------|------------|---|------|------|---------|---------|-----------|---|---------|---------|-----------|---|----------|---|---|
|                       |                  |                            |            | EF03,07,10:   | EF03 | 100% | WO<br>S | WO<br>F | 0.75      | 0 |         |         |           |   |          | 0 | 0 |
|                       |                  |                            |            | Bus replacement   | EF03 | 100% | WO<br>F | GM<br>V | 8.00      | 0 |         |         |           |   |          | 0 | 0 |
|                       |                  |                            |            | Worcester<br>Shrub Hill to                                  | EF03 | 100% | GM<br>V | LED     | 7.00      | 0 |         |         |           |   |          | 0 | 0 |
|                       |                  | Full<br>blockage.          | FGW0<br>89 | Worcester<br>Foregate Street                                | EF03 | 100% | LED     | HF<br>D | 13.7<br>5 | 0 |         |         |           |   |          | 0 | 0 |
|                       |                  |                            |            | / Great Malvern /<br>Hereford, trains                       | EF07 | 100% | WO<br>S | WO<br>F | 0.75      | 0 |         |         |           |   |          | 0 | 0 |
|                       |                  |                            |            | restart at<br>Worcester                                     | EF07 | 100% | WO<br>F | GM<br>V | 8.00      | 0 |         |         |           |   |          | 0 | 0 |
|                       |                  |                            |            | Shrub Hill.   | EF10 | 100% | WO<br>S | WO<br>F | 0.75      | 0 |         |         |           |   |          | 0 | 0 |
|                       |                  |                            |            | EF03,07: Bus<br>replacement                                 | EF03 | 100% | WO<br>F | GM<br>V | 8.00      | 0 |         |         |           |   |          | 0 | 0 |
| Worcester<br>Foregate | Great            | Full                       | FGW0       | Worcester<br>Foregate Street                                | EF03 | 100% | GM<br>V | LED     | 7.00      | 0 |         |         |           |   |          | 0 | 0 |
| Street<br>(WOF)       | Malvern<br>(GMV) | blockage.                  | 90         | to Great Malvern<br>/ Hereford, trains                      | EF03 | 100% | LED     | HF<br>D | 13.7<br>5 | 0 |         |         |           |   |          | 0 | 0 |
|                       |                  |                            |            | restart at<br>Worcester<br>Foregate Street.                 | EF07 | 100% | WO<br>F | GM<br>V | 8.00      | 0 |         |         |           |   |          | 0 | 0 |
|                       |                  |                            |            | EF03: Bus   | EF03 | 100% | GM<br>V | LED     | 7.00      | 0 |         |         |           |   |          | 0 | 0 |
| Great<br>Malvern      | Ledbury<br>(LED) | Full<br>blockage.          | FGW0<br>91 | replacement<br>Great Malvern to<br>Hereford, trains         | EF03 | 100% | LED     | HF<br>D | 13.7<br>5 | 0 |         |         |           |   |          | 0 | 0 |
| (GMV)                 |                  | blockage.                  | 51         | restart at Great<br>Malvern.                                |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                       |                  |                            |            | EF03: Bus   |      |      |         | HF      | 13.7      |   |         |         |           |   |          | 0 | 0 |
| Ledbury               | Hereford         | Full                       | FGW0       | replacement<br>Ledbury to                                   | EF03 | 100% | LED     | D       | 5         | 0 |         |         |           |   |          | 0 | 0 |
| (LED)                 | (HFD)            | blockage.                  | 92         | Hereford, trains<br>restart at                              |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
|                       |                  |                            |            | Ledbury.  |      |      |         |         |           |   |         |         |           |   |          | 0 | 0 |
| GW480 Swir            | ndon to Stand    | ish Junction               |            | EE02 Divort via   |      |      | 1       |         |           |   | 1       | KE      | 12        |   | 100      |   |   |
| Swindon               | Kemble           | Diversiona<br>ry route via | FGW0       | EF03: Divert via<br>Bristol Parkway                         | EF03 | 100% |         |         |           |   | SWI     | KE<br>M | 13.<br>75 | 0 | %        | 0 | 0 |
| (SWI)                 | (KEM)            | Bristol                    | 93         | and reverse,<br>partial bus                                 | EF03 | 100% |         |         |           |   | KE<br>M | GC<br>R | 22.<br>75 | 0 | 100<br>% | 0 | 0 |

|                 |                     | Parkway is<br>available.                |             |            | replacement<br>Swindon to<br>Gloucester.<br>EF10: Bus<br>replacement  | EF10 | 100% | SWI     | KE<br>M       | 13.7<br>5         | 0 |         |         |           |   |          | 0 | 0 |
|-----------------|---------------------|---|-------------|------------|---|------|------|---------|---------------|-------------------|---|---------|---------|-----------|---|----------|---|---|
|                 |                     |   |             |            | Swindon to<br>Kemble, trains<br>restart at<br>Kemble.   |      |      |         |               |                   |   |         |         |           |   |          | 0 | 0 |
|                 |                     |   |             |            | EF03,10: Bus<br>replacement   | EF03 | 100% | SWI     | KE<br>M<br>KE | 13.7<br>5<br>13.7 | 0 |         |         |           |   |          | 0 | 0 |
|                 |                     | Full<br>blockage.                       |             | FGW0<br>94 | Swindon to Kemble, trains   | EF10 | 100% | SWI     | M             | 13.7<br>5         | 0 |         |         |           |   |          | 0 | 0 |
|                 |                     |   |             |            | restart at Kemble.  |      |      |         |               |                   |   |         |         |           |   |          | 0 | 0 |
|                 |                     |   |             |            | EF03: Divert via<br>Bristol Parkway   | EF03 | 100% |         |               |                   |   | SWI     | KE<br>M | 13.<br>75 | 0 | 100<br>% | 0 | 0 |
|                 |                     |   |             |            | and reverse,<br>partial bus   | EF03 | 100% |         |               |                   |   | KE<br>M | GC<br>R | 22.<br>75 | 0 | 100<br>% | 0 | 0 |
|                 |                     | Exclusive<br>of                         |             |            | replacement<br>Swindon to   | EF10 | 100% | KE<br>M | GC<br>R       | 22.7<br>5         | 0 |         |         |           |   |          | 0 | 0 |
| Kemble<br>(KEM) | Gloucester<br>(GCR) | Gloucester<br>to<br>Gloucester<br>S Jn. |             | FGW0<br>95 | Gloucester.<br>EF10: Bus<br>replacement<br>Kemble to<br>Gloucester,<br>trains restart at<br>Kemble &<br>Gloucester. |      |      |         |               |                   |   |         |         |           |   |          | 0 | 0 |
|                 |                     |   |             |            | EF03,10: Bus<br>replacement   | EF03 | 100% | KE<br>M | GC<br>R       | 22.7<br>5         | 0 |         |         |           |   |          | 0 | 0 |
|                 |                     | Full<br>blockage.                       |             | FGW0<br>96 | Kemble to<br>Gloucester,  | EF10 | 100% | KE<br>M | GC<br>R       | 22.7<br>5         | 0 |         |         |           |   |          | 0 | 0 |
|                 |                     | blockage.                               |             | 90         | trains restart at<br>Kemble &   |      |      |         |               |                   |   |         |         |           |   |          | 0 | 0 |
| GW400 Barr      | nt Green (excl.     | ) to Westerlei                          | gh Junctior | n via Dur  | Gloucester.   |      |      |         |               |                   |   |         |         |           |   |          | 0 | 0 |
|                 |                     |   | -           |            | EF10: Bus   | EF10 | 100% | WO      | CN            | 22.0              | 0 |         |         |           |   |          | 0 | 0 |
| Worcester       | Cheltenha           |   |             |            | replacement<br>Worcester<br>Shrub Hill to   | EFIU | 100% | S       | М             | 0                 | 0 |         |         |           |   |          | 0 | 0 |
| Shrub Hill      | m Spa               | Full<br>blockage.                       |             | FGW0<br>97 | Cheltenham  |      |      |         |               |                   |   |         |         |           |   |          | 0 | 0 |
| (WOS)           | (CNM)               |   |             |            | Spa, trains<br>restart at<br>Cheltenham<br>Spa.   |      |      |         |               |                   |   |         |         |           |   |          | 0 | 0 |

| 1                  |                    |                         |                   | EF03,10: Bus   |                      |            |      | WO      | CN      | 22.0      |   |  |  |       |   |
|--------------------|--------------------|-------------------------|-------------------|--|----------------------|------------|------|---------|---------|-----------|---|--|--|-------|---|
|                    |                    |                         |                   | replacement  |                      | EF10       | 100% | S       | М       | 0         | 0 |  |  | 0     | 0 |
| Cheltenha<br>m Spa | Gloucester         | Full                    | FGW0              | Worcester<br>Shrub Hill to   |                      | EF10       | 100% | CN<br>M | GC<br>R | 6.50      | 0 |  |  | 0     | 0 |
| (CNM)              | (GCR)              | blockage.               | 98                | Gloucester,<br>trains restart at                                   |                      | EF03       | 100% | CN<br>M | GC<br>R | 6.50      | 0 |  |  | 0     | 0 |
|                    |                    |                         |                   | Gloucester.  |                      |            |      |         |         |           |   |  |  | 0     | 0 |
|                    |                    |                         |                   | EF10: Bus<br>replacement   |                      | EF10       | 100% | GC<br>R | BP<br>W | 22.0<br>0 | 0 |  |  | 0     | 0 |
| Gloucester         | Bristol<br>Parkway | Full                    | FGW0              | Gloucester to<br>Bristol Parkway,                                  |                      |            |      |         |         |           |   |  |  | 0     | 0 |
| (GCR)              | (BPW)              | blockage.               | 99                | trains restart at<br>Gloucester &                                  |                      |            |      |         |         |           |   |  |  | 0     | 0 |
|                    |                    |                         |                   | Bristol Parkway.   |                      |            |      |         |         |           |   |  |  | 0     | 0 |
|                    |                    |                         |                   | EF10: Bus<br>replacement   |                      | EF10       | 100% | BP<br>W | BT<br>M | 5.75      | 0 |  |  | 0     | 0 |
| Bristol            | Bristol            |                         |                   | Bristol Parkway<br>to Bristol                                      | See also<br>Bristol  |            |      |         |         |           |   |  |  | 0     | 0 |
| Parkway            | Temple<br>Meads    | Full<br>blockage.       | FGW1              | Temple Meads,  | Temple               |            |      |         |         |           |   |  |  | 0     | 0 |
| (BPW)              | (BTM)              |                         |                   | trains restart at<br>Bristol Parkway<br>& Bristol Temple<br>Meads. | Meads to<br>Newport. |            |      |         |         |           |   |  |  | 0     | 0 |
| GW454 Seve         | ern Beach to N     | larroways Hill          | Junction / GW450  | Stoke Gifford Jn. to   | o Bristol Ea         | st Junctio | on   |         |         |           |   |  |  |       |   |
|                    |                    |                         |                   | EF10: Bus replacement  |                      | EF10       | 100% | SVB     | AV<br>N | 4.50      | 0 |  |  | 0     | 0 |
| Severn<br>Beach    | Avonmouth          | Full                    | FGW1              | Severn Beach to  |                      |            |      |         |         |           |   |  |  | 0     | 0 |
| (SVB)              | (AVN)              | blockage.               | 01                | Avonmouth,<br>trains restart at                                    |                      |            |      |         |         |           |   |  |  | 0     | 0 |
|                    |                    |                         |                   | Avonmouth.   |                      |            |      |         |         |           |   |  |  | <br>0 | 0 |
|                    | 5.44               |                         |                   | EF10: Bus replacement  |                      | EF10       | 100% | SVB     | AV<br>N | 4.50      | 0 |  |  | 0     | 0 |
| Avonmouth          | Bristol<br>Temple  | Full                    | FGW1<br>02        | Severn Beach to<br>Bristol Temple                                  |                      | EF10       | 100% | AV<br>N | BT<br>M | 9.00      | 0 |  |  | 0     | 0 |
| (AVN)              | Meads<br>(BTM)     | blockage.               | 02                | Meads, trains restart at Bristol                                   |                      |            |      |         |         |           |   |  |  | 0     | 0 |
|                    |                    |                         |                   | Temple Meads.  |                      |            |      |         |         |           |   |  |  | 0     | 0 |
| GW900 Pilni        | ng to Fishgua      | rd Harbour / (          | GW450 Stoke Giffo | rd Jn. to Bristol Eas  | st Junction          |            |      |         |         |           |   |  |  |       |   |
|                    | Bristol            | Exclusive<br>of Cardiff |                   | EF10,13: Bus replacement   |                      | EF10       | 100% | CD<br>F | NW<br>P | 11.7<br>5 | 0 |  |  | 0     | 0 |
| Newport<br>(NWP)   | Temple<br>Meads    | to Filton<br>Abbey      | FGW1<br>03        | Cardiff to Filton<br>Abbey Wood,                                   |                      | EF10       | 100% | NW<br>P | FA<br>W | 22.0<br>0 | 0 |  |  | 0     | 0 |
|                    | (BTM)              | Wood.                   |                   | trains restart at  |                      | EF13       | 100% | CD<br>F | NW<br>P | 11.7<br>5 | 0 |  |  | 0     | 0 |

|             | 1              |                |                    | Filton Abbey                          |                      |        | NW      | FA           | 22.0      |         |        |         |        |           |             |             |   |
|-------------|----------------|----------------|--------------------|---------------------------------------|----------------------|--------|---------|--------------|-----------|---------|--------|---------|--------|-----------|-------------|-------------|---|
|             |                |                |                    | Wood.                                 | EF13                 | 100%   | Р       | W            | 0         | 0       |        |         |        |           |             | 0           | 0 |
|             |                |                |                    |                                       | EF10                 | 100%   | CD<br>F | NW<br>P      | 11.7<br>5 | 0       |        |         |        |           |             | 0           | 0 |
|             |                |                |                    |                                       | EFIU                 | 100%   | NW      | FA           | 22.0      | 0       |        |         |        |           |             | 0           | 0 |
|             |                |                |                    | EF10,13: Bus<br>replacement           | EF10                 | 100%   | Р       | W            | 0         | 0       |        |         |        |           |             | 0           | 0 |
|             |                | Full           | FGW1               | Cardiff to Bristol                    | EF10                 | 100%   | FA<br>W | BT<br>M      | 4.50      | 0       |        |         |        |           |             | 0           | 0 |
|             |                | blockage       | 04                 | Temple Meads,<br>trains restart at    |                      | 10070  | CD      | NW           | 11.7      | 0       |        |         |        |           |             | 0           |   |
|             |                | _              |                    | Bristol Temple                        | EF13                 | 100%   | F       | P            | 5         | 0       |        |         |        |           |             | 0           | 0 |
|             |                |                |                    | Meads.                                | EF13                 | 100%   | NW<br>P | FA<br>W      | 22.0<br>0 | 0       |        |         |        |           |             | 0           | 0 |
|             |                |                |                    |                                       |                      |        | FA      | BT           |           |         |        |         |        |           |             |             |   |
| 014/540.14/ |                |                |                    |                                       | EF13                 | 100%   | W       | М            | 4.50      | 0       |        |         |        |           |             | 0           | 0 |
| GW510 Wes   | toury North J  | n to Bathampto | n Jn / GW523 Thin  | gley Jn to Bradford<br>EF13: Bus      | Junction             |        |         | MC           | 105       |         |        | _       | [      |           | r           | 1           |   |
|             |                |                |                    | replacement                           | EF13                 | 100%   | BTH     | WS<br>B      | 16.5<br>0 | 0       |        |         |        |           |             | 0           | 0 |
| Westbury    | Bath Spa       | Full           | FGW1               | Westbury to                           |                      |        |         |              |           |         |        |         |        |           |             | 0           | 0 |
| (WSB)       | (BTH)          | blockage.      | 05                 | Bath Spa, trains -<br>restart at      |                      |        |         |              |           |         |        |         |        |           |             | 0           | 0 |
|             |                |                |                    | Westbury &                            |                      |        |         |              |           |         |        |         |        |           |             | -           |   |
|             |                |                |                    | Bath Spa.                             |                      |        |         | WS           | 32.5      |         |        |         |        |           |             | 0           | 0 |
|             |                |                |                    | EF13: Bus<br>replacement              | EF13                 | 100%   | SWI     | B            | 32.5<br>0 | 0       |        |         |        |           |             | 0           | 0 |
| Swindon     | Westbury       | Full           | FGW1               | Westbury to                           |                      |        |         |              |           |         |        |         |        |           |             | 0           | 0 |
| (SWI)       | (WSB)          | blockage.      | 06                 | Swindon, trains                       |                      |        |         |              |           |         |        |         |        |           |             | 0           | 0 |
|             |                |                |                    | restart at .<br>Westbury.             |                      |        |         |              |           |         |        |         |        |           |             | 0           |   |
| CWE004 Dev  |                |                | uth lunction / SW/ | · · · · · · · · · · · · · · · · · · · | Wilton Junction / SW | AAEMAN |         | l<br>tion to | Dinhaa    |         | 0 Dadh | ridaa I | unatio | n ta Sali | <br>iahum/T | · ·         | 0 |
| GW3001 Dee  | echigrove GF t |                |                    | EF13: Bus                             | Willon Junction / Sw |        | WS      | WM           | Finnoe    | / 30/13 |        | nage J  | unctio | 1 10 54   |             | unner Junci |   |
|             |                |                |                    | replacement                           | EF13                 | 100%   | В       | N            | 4.75      | 0       |        |         |        |           |             | 0           | 0 |
| Westbury    | Warminster     | Full           | FGW1               | Westbury to Warminster,               |                      |        |         |              |           |         |        |         |        |           |             | 0           | 0 |
| (WSB)       | (WMN)          | blockage.      | 07                 | trains restart at                     |                      |        |         |              |           |         |        |         |        |           |             | 0           | 0 |
|             |                |                |                    | Westbury &                            |                      |        |         |              |           |         |        |         |        |           |             |             |   |
|             |                |                |                    | Warminster.<br>EF13: Bus              |                      |        | WS      | WM           |           |         |        |         |        |           |             | 0           | 0 |
|             |                |                |                    | replacement                           | EF13                 | 100%   | В       | N            | 4.75      | 0       |        |         |        |           |             | 0           | 0 |
| Warminster  | Salisbury      | Full           | FGW1               | Westbury to                           | EF13                 | 100%   | WM<br>N | SAL          | 19.7      | 0       |        |         |        |           |             | 0           | 0 |
| (WMN)       | (SAL)          | blockage.      | 08                 | Salisbury, trains restart at          | EF13                 | 100%   | IN      | SAL          | 5         | U       |        |         |        |           |             | -           | - |
|             |                |                |                    | Westbury &                            |                      |        |         |              |           |         |        |         |        |           |             | 0           | 0 |
|             |                | Full           |                    | Salisbury.                            |                      |        |         |              | 16.5      |         |        |         |        |           |             | 0           | 0 |
| Salisbury   | Romsey         |                | FGW1               | EF13: Bus                             |                      |        |         | RO           |           |         |        |         |        |           |             |             |   |

|  | 1                |                         |                  | Salisbury to                  |             | 1      |             | [        |         |         |   |         |         |          | 1     | I I      |   |   |
|--|------------------|-------------------------|------------------|-------------------------------|-------------|--------|-------------|----------|---------|---------|---|---------|---------|----------|-------|----------|---|---|
|  |                  |                         |                  | Romsey, trains                |             |        |             |          |         |         |   |         |         |          |       |          | 0 | 0 |
|  |                  |                         |                  | restart at<br>Salisbury &     |             |        |             |          |         |         |   |         |         |          |       |          | 0 | 0 |
|  |                  |                         |                  | Romsey.                       |             |        |             |          |         |         |   |         |         |          |       |          | 0 | 0 |
| SW105 Clap                             | ham Junction     | to Weymouth             | / SW140 St Denys | to Portcreek Junct            | ion / SW110 | Woking | Junction to | o Portsi | nouth I | Harbour | • | •       |         |          |       |          |   |   |
|  |                  | Able to                 |                  | EF13: Divert via              |             |        |             |          |         |         |   | RO      | SO      | 8.2      | _     | 100      | _ | _ |
|  |                  | divert via              |                  | Eastleigh<br>between          |             | EF13   | 100%        |          |         |         |   | М       | С       | 5        | 0     | %        | 0 | 0 |
|  |                  | Eastleigh<br>between    | FGW1             | Romsey &                      |             |        |             |          |         |         |   |         |         |          |       |          | 0 | 0 |
|  |                  | Romsey                  | 10               | Southampton,<br>partial bus   |             |        |             |          |         |         |   |         |         |          |       |          | 0 | 0 |
|  | Southampt        | and<br>Southampt        |                  | replacement                   |             |        |             |          |         |         |   |         |         |          |       |          |   |   |
| Romsey<br>(ROM)                        | on Central       | on.                     |                  | Romsey to Southampton.        |             |        |             |          |         |         |   |         |         |          |       |          | 0 | 0 |
|  | (SOC)            |                         |                  | EF13: Bus                     |             |        |             | RO       | SO      |         |   |         |         |          | ł – – |          | 0 | 0 |
|  |                  | Nie                     |                  | replacement                   |             | EF13   | 100%        | М        | С       | 8.25    | 0 |         |         |          |       |          | 0 | 0 |
|  |                  | No<br>diversion         | FGW1             | Romsey to Southampton,        |             |        |             |          |         |         |   |         |         |          |       |          | 0 | 0 |
|  |                  | available.              | 11               | trains restart at             |             |        |             |          |         |         |   |         |         |          |       |          | 0 | 0 |
|  |                  |                         |                  | Romsey & Southampton.         |             |        |             |          |         |         |   |         |         |          |       |          | 0 | 0 |
|  |                  |                         |                  | EF13: Divert via              |             |        |             |          |         |         |   | RO      | SO      | 8.2      |       | 100      |   |   |
|  |                  | Able to                 |                  | Eastleigh<br>between          |             | EF13   | 100%        |          |         |         |   | M<br>SO | C<br>FR | 5<br>14. | 0     | %<br>100 | 0 | 0 |
|  |                  | divert via<br>Eastleigh |                  | Romsey &                      |             | EF13   | 100%        |          |         |         |   | 30<br>C | М       | 50       | 0     | %        | 0 | 0 |
|  |                  | between                 | FGW1<br>12       | Fareham (avoid Southampton),  |             |        |             |          |         |         |   |         |         |          |       |          | 0 | 0 |
|  |                  | Romsey<br>and           | 12               | partial bus                   |             |        |             |          |         |         |   |         |         |          |       |          |   |   |
| Southampt                              | Fareham          | Fareham.                |                  | replacement                   |             |        |             |          |         |         |   |         |         |          |       |          |   |   |
| on Central<br>(SOC)                    | (FRM)            |                         |                  | Romsey to<br>Fareham.         |             |        |             |          |         |         |   |         |         |          |       |          | 0 | 0 |
| (/                                     |                  |                         |                  | EF13: Bus                     |             |        |             | SO       | FR      | 14.5    | - |         |         |          |       |          | _ | _ |
|  |                  | No                      |                  | replacement<br>Southampton to |             | EF13   | 100%        | С        | М       | 0       | 0 |         |         |          |       |          | 0 | 0 |
|  |                  | diversion               | FGW1<br>13       | Fareham, trains               |             |        |             | -        |         |         |   |         |         |          |       |          | 0 | 0 |
|  |                  | available.              | 10               | restart at Southampton &      |             |        |             |          |         |         |   |         |         |          |       |          | 0 | 0 |
|  |                  |                         |                  | Fareham.                      |             |        |             |          |         |         |   |         |         |          |       |          | 0 | 0 |
|  |                  |                         |                  | EF13: Bus                     |             | EF13   | 100%        | FR<br>M  | FTN     | 9.50    | 0 |         |         |          |       |          | 0 | 0 |
|  |                  |                         |                  | replacement<br>Fareham to     |             | EF13   | 100%        | IVI      | PM      | 9.50    | 0 |         |         |          |       |          | U | 0 |
| Fareham<br>(FRM)                       | Fratton<br>(FTN) | Full<br>blockage.       | FGW1<br>14       | Portsmouth                    |             |        | 100%        | FTN      | Н       | 1.75    | 0 |         |         |          |       |          | 0 | 0 |
| (, , , , , , , , , , , , , , , , , , , | (, , , , , ,     | 2100114901              |                  | Harbour, trains restart at    |             |        |             |          |         |         |   |         |         |          |       |          | 0 | 0 |
|  |                  |                         |                  | Fareham.                      |             |        |             |          |         |         |   |         |         |          |       |          | 0 | 0 |

| Fratton<br>(FTN)        | Portsmouth<br>Harbour<br>(PMH) | Full<br>blockage. | FGW1<br>15       | EF13: Bus<br>replacement<br>Fratton to<br>Portsmouth<br>Harbour, trains<br>restart at |          | EF13 | 100%  | FTN     | PM<br>H | 1.75      | 0 |   |   |   | 0 0 0 0 | 0 0 0 |
|-------------------------|--------------------------------|-------------------|------------------|---|----------|------|-------|---------|---------|-----------|---|---|---|---|---------|-------|
|                         |                                |                   |                  | Fratton.  |          |      |       |         | l       |           |   |   |   | l | 0       | 0     |
| SW175 Cast              | le Cary to Dor                 | chester South     | Jn / SW105 Dorcl | nester South Jn to V  | Veymouth |      |       |         |         |           |   |   |   |   |         |       |
| Castle                  | Yeovil Pen                     |                   |                  | EF13: Bus<br>replacement<br>Castle Cary to  |          | EF13 | 100%  | CA<br>C | YVP     | 11.7<br>5 | 0 |   |   |   | 0       | 0     |
| Castle<br>Cary<br>(CAC) | Mill<br>(YVP)                  | Full<br>blockage. | FGW1<br>21       | Yeovil Pen Mill,<br>trains restart at   |          |      |       |         |         |           |   |   |   |   | 0       | 0     |
|                         |                                |                   |                  | Frome & Yeovil<br>Pen Mill.   |          |      |       |         |         |           |   |   |   |   | 0       | 0     |
|                         |                                |                   |                  | EF13: Bus   |          | EF13 | 100%  | YVP     | DC<br>W | 20.5<br>0 | 0 |   |   |   | 0       | 0     |
| Yeovil Pen<br>Mill      | Dorchester<br>West             | Full<br>blockage. | FGW1<br>22       | replacement<br>Yeovil Pen Mill<br>to Weymouth,  |          | EF13 | 100%  | DC<br>W | WE<br>Y | 7.00      | 0 |   |   |   | 0       | 0     |
| (YVP)                   | (DCW)                          | DIOCKAGE.         | 22               | trains restart at<br>Yeovil Pen Mill.   |          |      |       |         |         |           |   |   |   |   | 0       | 0     |
|                         |                                |                   |                  | EF13: Bus   |          |      |       | DC      | WE      |           |   |   |   |   | 0       | 0     |
|                         |                                |                   |                  | replacement<br>Dorchester   |          | EF13 | 100%  | Ŵ       | Y       | 7.00      | 0 |   |   |   | 0       | 0     |
| Dorchester<br>West      | Weymouth                       | Full              | FGW1             | West to   |          |      |       |         |         |           |   |   |   |   | 0       | 0     |
| (DCW)                   | (WEY)                          | blockage.         | 44               | Weymouth.<br>Trains restart at<br>Dorchester  |          |      |       |         |         |           |   |   |   |   | 0       | 0     |
| CW627 St P              | udeaux Jn to                   | Gunnielsko        |                  | West.   |          |      |       |         |         |           |   |   |   |   | 0       | 0     |
| GW037 31.B              |                                | Junnislake        |                  |   |          |      |       |         |         | 15.0      |   |   |   |   |         |       |
|                         | <b>A</b>                       |                   | 50144            | EF12: Bus   |          | EF12 | 100%  | PLY     | GSL     | 0         | 0 |   |   |   | 0       | 0     |
| Plymouth<br>(PLY)       | Gunnislake<br>(GSL)            |                   | FGW1<br>23       | replacement<br>Plymouth to  |          |      |       |         |         |           |   |   |   |   | 0       | 0     |
|                         |                                |                   |                  | Gunnislake.   |          |      |       |         |         |           |   |   |   |   | 0       | 0     |
| GW640 Lisk              | eard to Looe v                 | via Coombe        |                  | 1   | <u> </u> |      |       |         | I       |           |   | 1 | 1 |   | 0       | 0     |
|                         |                                |                   |                  | EF12: Bus   |          | EF12 | 100%  | LSK     | LO<br>O | 8.75      | 0 |   |   |   | 0       | 0     |
| Liskeard<br>(LSK)       | Looe<br>(LOO)                  |                   | FGW1<br>24       | replacement<br>Liskeard to  |          |      | 10070 | LOIX    |         | 0.75      | 0 |   |   |   | 0       | 0     |
| ( -                     | ( /                            |                   |                  | Looe.   |          |      |       |         |         |           |   |   |   |   | 0       | 0     |

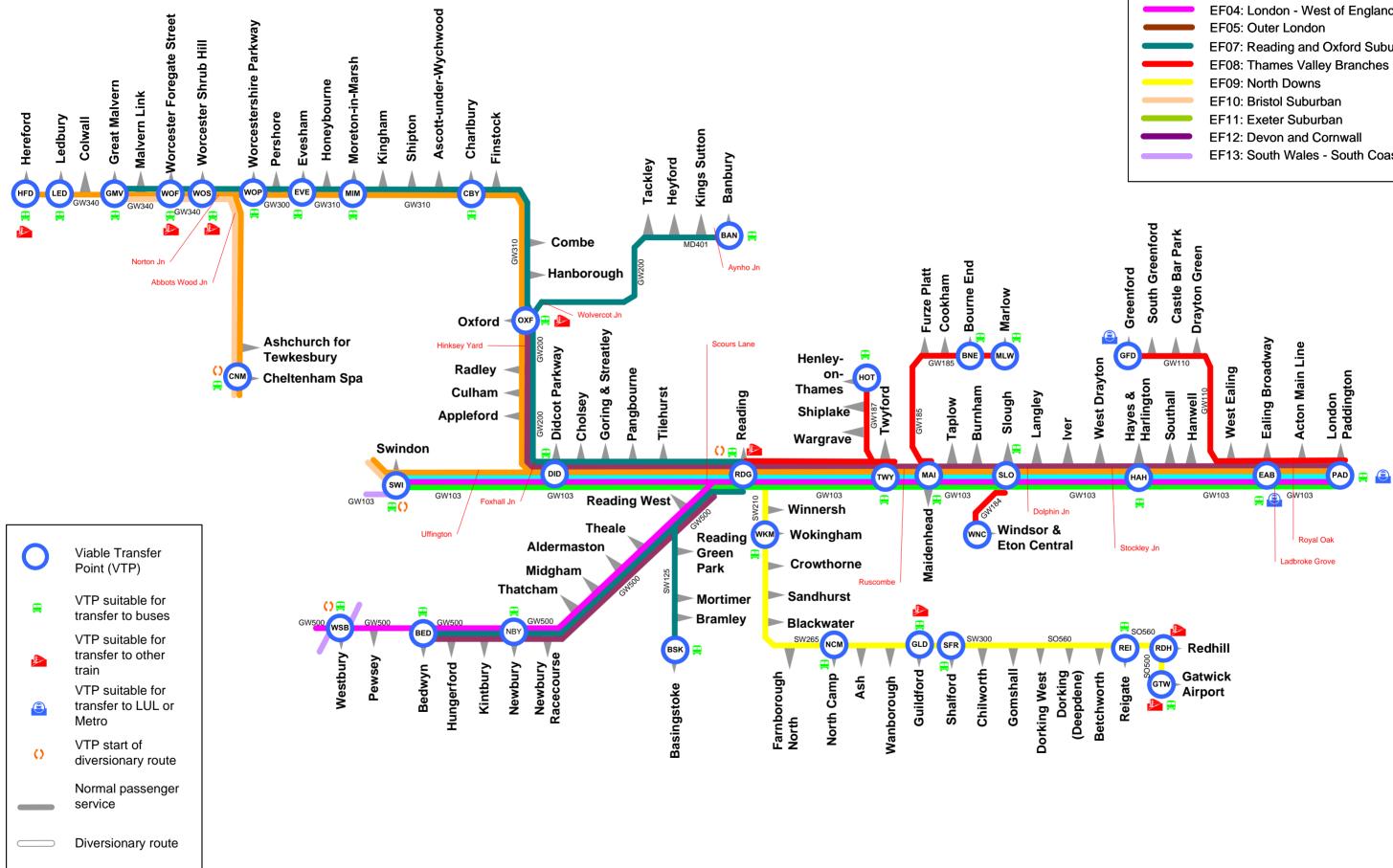
| GW660 Par to Newquay       Par<br>(PAR)     Newquay<br>(NQY)     FGW1     EF12: Bus<br>replacement Par<br>to Newquay.     EF12     100%       GW680 Penwithers Jn to Falmouth<br>(TRU)     Falmouth<br>(FAL)     EF12: Bus<br>FGW1     EF12: 100%  | TR    | 20.7<br>5 0<br>10<br>12.2<br>5 0 |  |   |      | 0<br>0<br>0<br>0<br>0 | 0     |
|--|-------|----------------------------------|--|---|------|-----------------------|-------|
| Par<br>(PAR)     Newquay<br>(NQY)     FGW1     EF12: Bus<br>replacement Par<br>to Newquay.     EF12: 100%       GW680 Penwithers Jn to Falmouth     Image: Comparison of the second se                                   | R Y   | 5 0<br>12.2                      |  |   |      | 0<br>0<br>0           | 0 0 0 |
| Par<br>(PAR)     Newquay<br>(NQY)     FGW1<br>25     EF12: Bus<br>replacement Par<br>to Newquay.     Image: Comparison of the comparison | R Y   | 5 0<br>12.2                      |  |   |      | 0<br>0<br>0           | 0 0 0 |
| Par<br>(PAR)     Newquay<br>(NQY)     FGW1<br>25     replacement Par<br>to Newquay.     Image: Complexity of the second se    |       |                                  |  |   |      | 0                     | 0     |
| (FAR)     (NQT)     23     to Newquay.       GW680 Penwithers Jn to Falmouth     EF12:     Bus       Truro     Falmouth     FGW1     replacement       (TRU)     (FAL)     Z6     Truro  |       |                                  |  |   |      | 0                     | 0     |
| Truro<br>(TRU)Falmouth<br>(FAL)EF12:<br>FGW1<br>26Bus<br>replacement<br>Truro<br>toEF12100%<br>100%  |       |                                  |  |   |      |                       |       |
| Truro<br>(TRU)Falmouth<br>(FAL)EF12:<br>FGW1<br>26Bus<br>replacement<br>Truro<br>toEF12100%<br>100%  |       |                                  |  |   |      | 0                     |       |
| TruroFalmouthFGW1replacement(TRU)(FAL)26Truroto  |       |                                  |  |   |      | 0                     | 0     |
| Truro     Falmouth       (TRU)     (FAL)   |       | 5 0                              |  |   |      |                       |       |
| (TRU) (FAL) 26 Truro to  |       |                                  |  |   |      |                       | 0     |
|  |       |                                  |  |   |      | 0                     | 0     |
| Falmouth.  |       |                                  |  |   | <br> | 0                     | 0     |
| GW690 St. Erth to St.lves  |       |                                  |  |   |      | 0                     | 0     |
|  | SE    |                                  |  |   |      |                       |       |
| EF12: Bus EF12 100%  | R SIV | 4.25 0                           |  |   |      | 0                     | 0     |
| St ErthSt IvesFGW1replacementEF12100%(SER)(SIV)27Plymouth to StEF12100%  | PLY R | 5.75 0                           |  |   |      | 0                     | 0     |
|  |       |                                  |  |   |      | 0                     | 0     |
|  |       |                                  |  |   |      | 0                     | 0     |
| GW610 Crannaford L.C. (incl.) to Exeter St. David's / GW611 Exmouth Jn to Exmouth  |       |                                  |  |   |      |                       |       |
| EF11: Bus EF11 100%  |       | 11.2<br>5 0                      |  |   |      | 0                     | 0     |
| Exercise Exmouth FGW1 Exeter St Davids   |       |                                  |  |   |      | 0                     | 0     |
| (EXD) (EXM) 28 to Exmouth,<br>trains restart at  |       |                                  |  |   |      | 0                     | 0     |
| Exeter.  |       |                                  |  |   |      | 0                     | 0     |
| GW606 Cowley Bridge Jn to Barnstaple   |       |                                  |  | I |      | -                     |       |
| EF11: Bus  | EX    |                                  |  |   |      | _                     |       |
| Exeter St Craditor EF11 100%   | D CDI | 7.00 0                           |  |   | <br> | 0                     | 0     |
| Davids (CPU) 1 Crediton,   |       |                                  |  |   | <br> | 0                     | 0     |
| (EXD) (CDI) 29 trains restart at Exeter and  |       |                                  |  |   | <br> | 0                     | 0     |
| Crediton.  |       |                                  |  |   | <br> | 0                     | 0     |
| EF11 100%  | DI BN | 32.0<br>0 0                      |  |   |      |                       |       |
| Crediton         Barnstaple         FGW1         replacement           (CDI)         (BNP)         49         Credito         to   |       |                                  |  |   |      |                       |       |
| Barnstaple,  |       |                                  |  |   |      |                       |       |

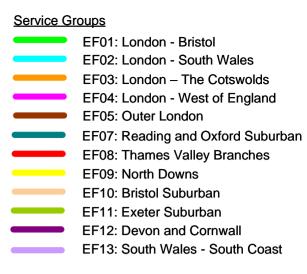
|                    |                     |                   |              |           | trains restart at<br>Crediton    |   |      |      |         |          |           |   |   |   |          |   |   |   |   |
|--------------------|---------------------|-------------------|--------------|-----------|----------------------------------|---|------|------|---------|----------|-----------|---|---|---|----------|---|---|---|---|
| GW608 Cred         | diton to Meldo      | n (Okehampto      | n Line)      |           |                                  |   |      |      |         | <b>I</b> | <b></b>   |   |   |   | <b>I</b> |   |   |   |   |
|                    | Okehampt            |                   |              |           | EF11: Bus                        |   | EF11 | 100% | CDI     | OK<br>E  | 18.0<br>0 | 0 |   |   |          |   |   | 0 | 0 |
| Crediton<br>(CDI)  | on                  | Full<br>blockage. | F            | GW1<br>48 | replacement<br>Crediton to       |   |      |      |         |          |           |   |   |   |          |   |   | 0 | 0 |
| (CDI)              | (OKE)               | DIOCKAYE.         |              | 40        | Okehampton.                      |   |      |      |         |          |           |   |   |   |          |   |   | 0 | 0 |
|                    |                     |                   |              |           |                                  |   |      |      |         |          |           |   |   |   |          |   |   | 0 | 0 |
| GW620 New          | ton Abbot We        | st Jn to Goodr    | ington C.S.  |           |                                  |   | -    |      |         |          |           |   |   |   |          |   |   |   |   |
| Newton             |                     |                   |              |           | EF11: Bus<br>replacement         |   | EF11 | 100% | PG<br>N | NTA      | 8.25      | 0 |   |   |          |   |   | 0 | 0 |
| Abbot              | Paignton<br>(PGN)   |                   | F            | GW1<br>30 | Newton Abbot to Paignton, trains |   |      |      |         |          |           |   |   |   |          |   |   | 0 | 0 |
| (NTA)              |                     |                   |              | 50        | restart at                       |   |      |      |         |          |           |   |   |   |          |   |   | 0 | 0 |
|                    |                     |                   |              |           | Newton Abbot.                    |   |      |      |         |          |           |   |   |   |          |   |   | 0 | 0 |
| GW110 Old          | Oak Common          | West to South     | Ruislip (exc | :l.)      |                                  | 1 | •    |      |         | •        | •         |   | - | - | •        | - | - |   | _ |
|                    |                     |                   |              |           |                                  |   |      |      |         |          |           |   |   |   |          |   |   | 0 | 0 |
| Ealing<br>Broadway | Greenford           |                   |              | GW1       | No Bus (use<br>LUL and local     |   |      |      |         |          |           |   |   |   |          |   |   | 0 | 0 |
| (EAB)              | (GFD)               |                   |              | 31        | buses)                           |   |      |      |         |          |           |   |   |   |          |   |   | 0 | 0 |
|                    |                     |                   |              |           |                                  |   |      |      |         |          |           |   |   |   |          |   |   | 0 | 0 |
| GW184 Slou         | igh to Windso       | r & Eton          |              |           |                                  |   |      |      |         |          |           |   |   |   |          |   |   |   |   |
|                    |                     |                   |              |           | EF08: Bus                        |   | EF08 | 100% | SLO     | WN<br>C  | 2.75      | 0 |   |   |          |   |   | 0 | 0 |
| Slough             | Windsor &<br>Eton C |                   | F            | GW1       | replacement                      |   |      |      |         |          |           |   |   |   |          |   |   | 0 | 0 |
| (SLŐ)              | (WNC)               |                   |              | 32        | Slough and Windsor & Eton.       |   |      |      |         |          |           |   |   |   |          |   |   | 0 | 0 |
|                    |                     |                   |              |           |                                  |   |      |      |         |          |           |   |   |   |          |   |   | 0 | 0 |
| GW185 Maio         | denhead to Ma       | rlow              |              |           |                                  |   |      |      |         |          |           |   |   |   |          |   |   |   |   |
|                    |                     |                   |              |           | EF08: Bus                        |   | EF08 | 100% | BN<br>E | ML<br>W  | 2.75      | 0 |   |   |          |   |   | 0 | 0 |
| Maidenhea<br>d     | Bourne<br>End       |                   |              | GW1<br>33 | replacement<br>Maidenhead to     |   | EF08 | 100% | MAI     | BN<br>E  | 4.5       | 0 |   |   |          |   |   | 0 | 0 |
| (MAI)              | (BNE)               |                   |              | 00        | Marlow.                          |   |      |      |         |          |           |   |   |   |          |   |   | 0 | 0 |
|                    |                     |                   |              |           |                                  |   |      |      |         |          |           |   |   |   |          |   |   | 0 | 0 |
| Bourne             | Marlow              |                   |              | GW1       | EF08: Bus                        |   | EF08 | 100% | MAI     | BN<br>E  | 4.5       | 0 |   |   |          |   |   | 0 | 0 |
| End                | Marlow<br>(MLW)     |                   |              | 34        | replacement<br>Bourne End to     |   |      |      |         |          |           |   |   |   |          |   |   | 0 | 0 |
| (BNE)              |                     |                   |              |           | Marlow, trains                   |   |      |      |         |          |           |   |   |   |          |   |   | 0 | 0 |

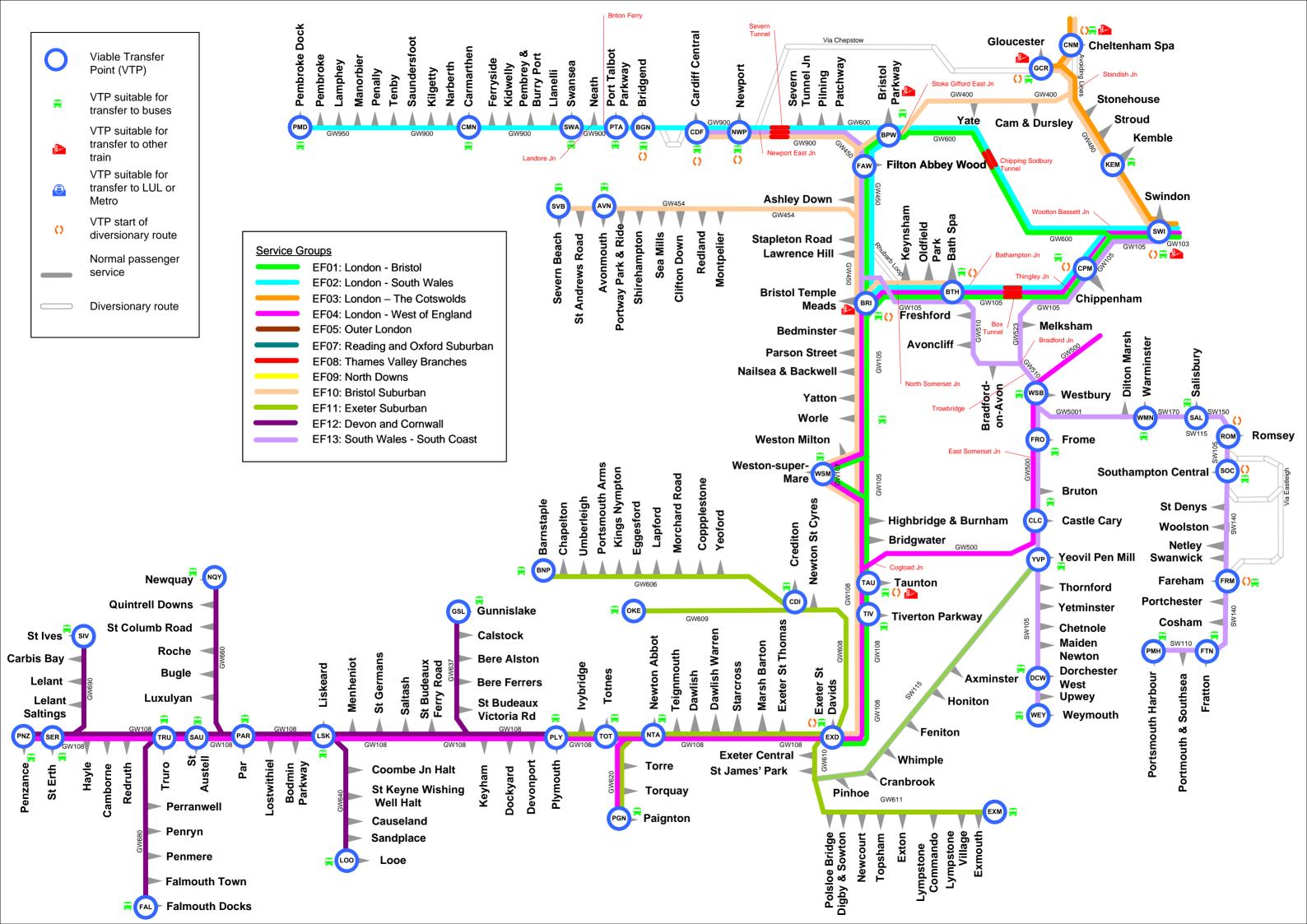
|                    |                      |  |            |            | restart at Bourne<br>End.                            |           |              |              |              |              |           |         |          |      |           |         |         | 0             | 0      |
|--------------------|----------------------|--|------------|------------|--|-----------|--------------|--------------|--------------|--------------|-----------|---------|----------|------|-----------|---------|---------|---------------|--------|
| GW187 Twy          | ford to Henley       | -on-Thames   |            |            |  |           |              |              |              |              |           |         |          | •    | •         | •       | •       |               |        |
| Twyford            | Henley-on-<br>Thames |  |            | FGW1       | EF08: Bus<br>replacement<br>Twyford to<br>Henley-on- |           | EF08         | 100%         | TW<br>Y      | HO<br>T      | 4.5       | 0       |          |      |           |         |         | 0             | 0      |
| (TŴY)              | (HOT)                |  |            | 35         | Thames, trains<br>restart at<br>Twyford.             |           |              |              |              |              |           |         |          |      |           |         |         | 0             | 0<br>0 |
| SW210 Clap         | ham Junction         | to Reading (v  | ia Richmon | nd) / SW2  | 65 Guildford to Wo                                   | kingham / | SW300 G      | omshall to   | Shalfor      | d Junc       | tion / SC | 0560 Re | dhill to | Goms | shall / S | O500 Lo | ondon V | ictoria to Br | ighton |
|                    |                      |  |            |            | EF09: Bus<br>replacement                             |           | EF09         | 100%         | RD<br>G      | WK<br>M      | 6.75      | 0       |          |      |           |         |         | 0             | 0      |
| Reading<br>(RDG)   | Wokingha<br>m        |  |            | FGW1<br>36 | Reading to Wokingham,                                |           |              |              |              |              |           |         |          |      |           |         |         | 0             | 0      |
| (100)              | (WKM)                |  |            | 00         | trains restart at Wokingham.                         |           |              |              |              |              |           |         |          |      |           |         |         | 0             | 0      |
|                    |                      |  |            |            | WOKINGHAITI.   |           |              |              | WK           | NC           | 11.0      |         |          |      |           |         |         | 0             | 0      |
| Wokingha<br>m      | North<br>Camp        |  |            | FGW1       | EF09: Bus<br>replacement                             |           | EF09<br>EF09 | 100%<br>100% | M<br>RD<br>G | M<br>WK<br>M | 0<br>6.75 | 0       |          |      |           |         |         | 0             | 0      |
| (WKM)              | (NCM)                |  |            | 37         | Reading to<br>North Camp.                            |           | L103         | 10078        | 0            | 101          | 0.75      | 0       |          |      |           |         |         | 0             | 0      |
|                    |                      |  |            |            |  |           |              |              |              |              |           |         |          |      |           |         |         | 0             | 0      |
|                    |                      | Normal   |            |            | EF09: Bus  |           | EF09         | 100%         | WK<br>M      | NC<br>M      | 11.0<br>0 | 0       |          |      |           |         |         | 0             | 0      |
| North<br>Camp      | Guildford            | RDG -<br>BAW   |            | FGW1       | replacement<br>Reading to                            |           | EF09         | 100%         | RD<br>G      | WK<br>M      | 6.75      | 0       |          |      |           |         |         | 0             | 0      |
| (NCM)              | (GLD)                | Sometime<br>s RDG -<br>WKM   |            | 38         | Guildford.<br>Trains restart at<br>Guildford         |           | EF09         | 100%         | NC<br>M      | GL<br>D      | 8.25      | 0       |          |      |           |         |         | 0             | 0      |
|                    |                      |  |            |            |  |           |              |              | NO           |              |           |         |          |      |           |         |         | 0             | 0      |
|                    |                      | Blocked at<br>Guildford  |            |            |  |           | EF09         | 100%         | NC<br>M      | GL<br>D      | 8.25      | 0       |          |      |           |         |         | 0             | 0      |
|                    |                      | station up<br>to a<br>maximum  |            |            |  |           | EF09         | 100%         | GL<br>D      | SFR          | 2         | 0       |          |      |           |         |         | 0             | 0      |
| Guildford<br>(GLD) | Shalford<br>(SFR)    | possessio<br>n duration<br>of 4 days<br>(6 if<br>including<br>Christmas<br>Day and<br>Boxing<br>Day) |            | FGW1<br>45 | EF09: Bus<br>replacement<br>Guildford to<br>Shalford |           |              |              |              |              |           |         |          |      |           |         |         | 0             | 0      |

|           | i i              |                           |           |                                       |      |      | 1         |         |           |   |      | 1    | 1 |          |   |
|-----------|------------------|---------------------------|-----------|---------------------------------------|------|------|-----------|---------|-----------|---|------|------|---|----------|---|
|           |                  | Blocked at<br>Guildford   |           |                                       |      |      |           |         |           |   |      | <br> |   | 0        | 0 |
|           |                  | station for               |           |                                       | EF09 | 100% | NC<br>M   | GL<br>D | 8.25      | 0 |      |      |   | 0        | 0 |
|           |                  | a<br>possessio            |           |                                       |      |      | GL        | 055     |           |   |      |      |   | <u>^</u> |   |
|           |                  | n duration<br>of greater  | FGW1      | EF09: Bus<br>replacement              | EF09 | 100% | D         | SFR     | 2<br>16.7 | 0 |      |      |   | 0        | 0 |
|           |                  | than 4                    | 46        | Guildford to                          | EF09 | 100% | SFR       | REI     | 5         | 0 |      |      |   | 0        | 0 |
|           |                  | days (6 if<br>including   |           | Gatwick Airport.                      | EF09 | 100% | REI       | RD<br>H | 1.75      | 0 |      |      |   |          | 0 |
|           |                  | Christmas                 |           |                                       |      |      |           |         |           |   |      |      |   |          |   |
|           |                  | Day and<br>Boxing<br>Day) |           |                                       | EF09 | 100% | RD<br>H   | GT<br>W | 6         | 0 |      |      |   |          | 0 |
|           |                  | Day)                      |           |                                       | EF09 | 100% | GL        | vv      | 0         | 0 |      |      |   |          | 0 |
|           |                  |                           |           | <b>FF00 D</b>                         | EF09 | 100% | D         | SFR     | 2         | 0 |      | <br> |   |          | 0 |
| Shalford  | Reigate          |                           | FGW1      | EF09: Bus<br>replacement              | EF09 | 100% | SFR       | REI     | 16.7<br>5 | 0 |      |      |   | 0        | 0 |
| (SFR)     | (REI)            |                           | 47        | Guildford to<br>Gatwick Airport.      | EF09 | 100% | REI       | RD<br>H | 1.75      | 0 |      |      |   | 0        | 0 |
|           |                  |                           |           | Gatwick Airport.                      |      |      | RD        | GT      |           |   |      | <br> |   |          |   |
|           |                  |                           |           |                                       | EF09 | 100% | H<br>GL   | W       | 6         | 0 | <br> | <br> |   | 0        | 0 |
|           |                  |                           |           | EF09: Bus                             | EF09 | 100% | D         | SFR     | 2         | 0 |      |      |   | 0        | 0 |
|           |                  | Able to                   | FGW1      | replacement<br>Guildford to           | EF09 | 100% | SFR       | REI     | 16.7<br>5 | 0 |      |      |   | 0        | 0 |
|           |                  | access<br>Reigate.        | 40        | Gatwick Airport,                      |      |      |           | RD      | -         |   |      |      |   |          |   |
|           |                  | 3                         |           | trains restart at Reigate.            | EF09 | 100% | REI<br>RD | H<br>GT | 1.75      |   |      |      |   | 0        | 0 |
| Reigate   | Redhill          |                           |           | J                                     | EF09 | 100% | Н         | W       | 6         |   |      |      |   | 0        | 0 |
| (REI)     | (RDH)            |                           |           |                                       | EF09 | 100% | GL<br>D   | SFR     | 2         | 0 |      |      |   | 0        | 0 |
|           |                  | Unable to                 | FGW1      | EF09: Bus<br>replacement              | EF09 | 100% | SFR       | REI     | 16.7<br>5 | 0 |      |      |   | 0        | 0 |
|           |                  | access<br>Reigate.        | 41        | Guildford to                          |      |      |           | RD      | -         |   |      | <br> |   |          |   |
|           |                  | Reigate.                  |           | Gatwick Airport.                      | EF09 | 100% | REI<br>RD | H<br>GT | 1.75      | 0 |      | <br> |   | 0        | 0 |
|           |                  |                           |           |                                       |      |      | Н         | W       | 6         |   |      |      |   | 0        | 0 |
|           |                  |                           |           | EF09: Bus                             | EF09 | 100% | RD<br>H   | GT<br>W | 6         | 0 |      |      |   | 0        | 0 |
| Redhill   | Gatwick          |                           | FGW1      | replacement<br>Redhill to             |      |      |           |         |           |   |      |      |   | 0        | 0 |
| (RDH)     | Airport<br>(GTW) |                           | 42        | Gatwick Airport,<br>trains restart at |      |      |           |         |           |   |      |      |   | 0        | 0 |
|           |                  |                           |           | Redhill.                              |      |      |           |         |           |   |      |      |   | 0        | 0 |
| W125 Sout | hcote Junctio    | on to Basingstoke         | · · · · · |                                       |      |      |           |         |           |   |      |      |   |          |   |

|                  |            |  |      |                          | EF07 | 100% | RD<br>G | BSK | 15.5 | 0 |  |  | 0 | 0 |
|------------------|------------|--|------|--------------------------|------|------|---------|-----|------|---|--|--|---|---|
| Reading<br>(RDG) | Basingstok |  | FGW1 | EF07: Bus<br>replacement |      |      |         |     |      |   |  |  |   |   |
| (RDG)            | e<br>(BSK) |  | 43   | Reading to               |      |      |         |     |      |   |  |  | 0 | 0 |
|                  |            |  |      | Basingstoke              |      |      |         |     |      |   |  |  | 0 | 0 |
|                  |            |  |      |                          |      |      |         |     |      |   |  |  | 0 | 0 |







### ANNEX 2

## Appendix 7C of Schedule 7 – Default Train Consist Data

| Train Service Code | Train Movement   | Default Train Consist Data |
|--------------------|--|----------------------------|
| 25370002           | London Paddington – Bristol / Weston SM / Exeter       | 9 Car 800/2                |
| 25375002           | London Paddington – Cardiff Central / Swansea          | 10 Car 800/2               |
| 25390003           | London Paddington – Cheltenham Spa                     | 5 Car 800/2                |
| 25392003           | London Paddington – Worcester Shrub Hill/ Hereford     | 9 Car 800/2                |
| 25396002           | Sleeper  | 57 +7 Mk3                  |
| 25397003           | London Paddington – Plymouth / Penzance                | 9 Car 800/2                |
| 25506005           | London Paddington - Didcot Parkway                     | 8 Car 387                  |
| 25507005           | London Paddington – Oxford / Banbury                   | 9 Car 800/2                |
| 25517005           | London Paddington – Bedwyn / Newbury                   | 8 Car 387                  |
| 25508006           | West Ealing - Greenford                                | 2 Car 165/1                |
| 25513005           | Oxford - Reading (stopping services)                   | 2 Car 165/1                |
| 25514005           | Oxford - Banbury                                       | 2 Car 165/1                |
| 25518007           | Reading – Basingstoke                                  | 3 Car 165/1                |
| 25519007           | Reading - Newbury                                      | 4 Car 387                  |
| 25509007           | Maidenhead - Bourne End / Marlow                       | 2 Car 165/1                |
| 25510006           | Slough - Windsor & Eton Central                        | 2 Car 165/1                |
| 25511007           | Twyford - Henley-on-Thames                             | 2 Car 165/1                |
| 25521007           | Reading - Gatwick Airport                              | 3 Car 165/1                |
| 25522007           | Reading - Guildford / Redhill                          | 3 Car 165/1                |
| 25460001           | Bristol Temple Meads - Cardiff Central                 | 5 Car 800/2                |
| 25466001           | Bristol Temple Meads - Severn Beach                    | 3 Car 166                  |
| 25467001           | Bristol Temple Meads – Weston-super-Mare / Taunton     | 5 Car 800/2                |
| 25484001           | Bristol Temple Meads - Gloucester/Worcester Shrub Hill | 5 Car 800/2                |
| 25488001           | Bath - Bristol Parkway – Filton Abbey Wood             | 2 Car 166                  |
| 25462001           | Exeter St Davids - Paignton / Plymouth                 | 3 Car 166                  |
| 25480001           | Exeter St Davids – Barnstaple / Crediton               | 3 Car 166                  |

| Train Service Code | Train Movement                                    | Default Train Consist Data |
|--------------------|---|----------------------------|
| 25482001           | Exeter Central – Exmouth                          | 3 Car 166                  |
| 25473001           | Plymouth – Gunnislake                             | 2 Car 150                  |
| 25474001           | Plymouth – Penzance                               | 5 Car 800/2                |
| 25476001           | Liskeard - Looe                                   | 2 Car 150                  |
| 25477001           | Par – Newquay                                     | 2 Car 150                  |
| 25478001           | Truro - Falmouth Docks                            | 2 Car 150                  |
| 25479001           | Penzance - St Erth / St Ives                      | 4 Car 150                  |
| 25470001           | Cardiff Central – Southampton / Portsmouth /      | 4 Car 165                  |
| 25471001           | Cardiff Central / Bristol Temple Meads - Weymouth | 3 Car 166                  |
| 25485001           | Swindon - Westbury                                | 2 Car 158                  |