

NETWORK RAIL

Anglia Route

AR

Week No.

10

PERIODICAL OPERATING NOTICE

CONTAINING

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

INCORPORATING

SUPPLEMENT NO. 75 TO THE ANGLIA ROUTE
SECTIONAL APPENDIX

SATURDAY 06 JUNE 2026
to
FRIDAY 04 SEPTEMBER 2026
Inclusive

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

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

This notice comprises of 30 pages

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

Sectional Appendix Feedback (SAF) Form QR Code



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

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

Examples may include:

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

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

networkrail-networkcapabilityupdatetool.oncreate.app/w/webpage/141GBPTP1

When to use Rail Notices

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

Use Rail Notices for planned changes to infrastructure. Examples:

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

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

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

ACKNOWLEDGEMENT SLIP

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

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

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

Full Name (in capitals): _____

Signature (in full): _____

Location: _____

Date: _____

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Introduction

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

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

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

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

Supplement to the Sectional Appendix

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

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

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

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

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

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

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

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

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

Email: enquirydesk@rssb.co.uk

RECORDING OF CONVERSATIONS

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

This publication is printed and distributed by APS Group

Telephone:

0161 495 4515

E-mail:

nrrons@theapsgroup.com

LATE OR NON-DELIVERY

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

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

Part A - Foreword

A1 Introduction

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

A2 Scope

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

A3 Implementation

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

A4 Technical content

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

A5 Definitions

Material change

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

Minor change

A minor change comprises of one of the following:

- Typographical errors or changes to administrative details such as telephone numbers, or
- Changes for the purpose of clarification, where there is negligible potential for misinterpretation which diminishes safety, or
- Changes to operational documents affecting only one duty holder, provided that the duty holder consents to those changes.

National Operations Publications

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

Periodical Operating Notice

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

Part B - Changes since previous issue

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

Part C - New amendments to National Operations Publications

No new amendments

Part D - Previous amendments to National Operations Publications

GERT8000 Rule Book

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

Explanation of change

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

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

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

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

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

Explanation of change

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

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

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

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

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

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

Explanation of change

The 2023 RID regulations include a number of changes to the details of UN numbers which are as shown below.

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

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

Amend: the following as shown:

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

Add: the following new entry:

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

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

Explanation of change

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

Amend: the following as shown:

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

Add: the following new entries:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
3551	Sodium ion batteries with organic electrolyte	9		
3552	Sodium ion batteries contained in equipment or sodium ion batteries packed with equipment, with organic electrolyte	9		
3553	Disilane	2.1		
3554	Gallium contained in manufactured articles	8		
3555	Trifluoromethyltetrazole-sodium salt in acetone, with not less than 68% acetone, by mass	3		II
3556	Vehicle, lithium ion battery powered	9		
3557	Vehicle, lithium metal battery	9		

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

Part E - Amendments summary

GERT8000 Rule Book

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

DC electrified lines working instructions (NR/WI/ELP/3091) (dated December 2006, issue E2)

Explanation of change

The current instruction 44 temporary isolations has been withdrawn and replaced with a new instruction 44 temporary isolations. The new TI instruction provides a simplified and structured process for the authorisation and circumstances in which TI may be utilised. It details the process for taking and giving up of a temporary isolation and provides for a new role of Person In Charge of Temporary Isolation (PICTI) to clearly define the roles and responsibilities of the staff involved in the temporary isolation process. It also provides clarity that the signal protection provided for the temporary isolation by the PICTI is separate to the protection arrangements that are required to be provided by the COSS.

Signal Protection provided for a TI must never be relied upon to provide staff with a 'Safe system of work when walking or working on or near the line' as required by the Rule Book Module T7.

Pages 58 to 61 inclusive

Delete Instruction 44 – Temporary isolations and replace with the following:

44 Temporary isolations

44.1 General

- 44.1.1 Temporary Isolations (TI) shall only be used to carry out work in order to contain an incident and/or make the railway safe for normal operation. Temporary Isolations shall only be taken by persons competent to do so. Temporary Isolations shall not be used to replace or short cut the normal planning process.

44.2 Persons competent to take temporary isolations

- 44.2.1 Staff or Contractors who undertake Temporary Isolations shall be certified in accordance with the appropriate Network Rail standards.

44.3 Authorising a temporary isolation

44.3.1 Temporary Isolations shall only take place

- (a) with the agreement of the Operations Control for the lines concerned
- (b) at those locations where a traction return rail is adjacent to the conductor rail

- 44.3.2 Short circuiting bars shall not be used where there is a guard board between the conductor rail and the adjacent running rail or where a yellow plastic shroud is fitted to the underside of the conductor rail. In such cases the Temporary Isolation shall not proceed and alternative arrangements shall be made to undertake the activities.

**DC electrified lines working instructions (NR/WI/ELP/3091)
(dated December 2006, issue E2) – Continued**

- 44.3.3 The Person In Charge of the Temporary Isolation (PICTI) shall contact the Operations Control concerned,
- (a) stating their name,
 - (b) job title,
 - (c) employer,
 - (d) the reason for requesting a TI
 - (e) the activity to be undertaken,
 - (f) the exact location,
 - (g) the lines concerned
 - (h) the anticipated duration of the Temporary Isolation required.
- 44.3.4 The Operations Control shall consult with interested parties and determine whether a Temporary Isolation shall be authorised.
- 44.3.5 If the Operations Control do not authorise the proposed TI, alternative arrangements shall be made to undertake the activity.
- 44.3.6 The Operations Control shall advise the PICTI, ECO and Signal Centre(s) of the authorised arrangements as soon as practicable.
- 44.3.7 The Signaller and ECO shall then agree the appropriate protection limits for the proposed electrical isolation.
- 44.3.8 The ECO shall then confirm to the PICTI the isolation arrangements to be applied.

44.4 Taking a Temporary Isolation

- 44.4.1 On request from the PICTI, the ECO shall contact the signaller(s) and request the affected line(s) to be blocked to all trains to protect the isolation. The signaller shall apply any reminder appliances as necessary and record the details in the train register. The signaller shall confirm to the ECO when the line(s) have been blocked to all trains and the ECO shall make an appropriate entry in the ECR log.
- 44.4.2 The ECO shall open the relevant circuit breakers and/or other controlled devices and instruct as necessary the PICTI to operate any relevant switches to the required position.
- 44.4.3 The PICTI shall confirm details of the switches operated to the required position to the ECO, once this has been done.
- 44.4.4 The ECO shall take appropriate action to prevent reclosure of those circuit breakers and/or other controlled devices in accordance with the ECR instructions. The ECO shall record the details in the ECR log.
- 44.4.5 The ECO shall then advise the PICTI that the conductor rail has been switched off and that the conductor rail may now be tested.

**DC electrified lines working instructions (NR/WI/ELP/3091)
(dated December 2006, issue E2) – Continued**

44.5 Testing the conductor rail

44.5.1 The PICTI shall make sure that the section or sub-section is switched off by testing between the conductor rail and the traction return rail adjacent to the conductor rail, using an approved testing device. The use of train line live indicator lamps is not permitted.

44.5.2 If the test proves the conductor rail is live then the ECO shall be informed immediately. The PICTI shall not attempt further switching without the authority of the ECO.

The ECO shall establish the cause of the irregularity and where possible, may agree revised arrangements. The signaller, PICTI and Operations Control shall be informed and where agreed, apply the revised arrangements.

44.5.3 Where it is not possible or practical to apply revised arrangements, the TI shall be cancelled.

44.6 Preventing re-energisation of the isolated section

44.6.1 If the test proves that the conductor rail is switched off re-energisation shall be prevented by the application of a short circuiting bar(s) by a competent person adjacent to the position where the work is to be undertaken. Once short circuiting bars have been applied the TI is established.

44.7 Briefing staff before commencing work

44.7.1 The PICTI shall arrange for all personnel to be briefed on the Safe Working Limits of the TI before any work begins.

44.8 Cancelling the temporary isolation

44.8.1 When work has ceased the PICTI shall confirm that all persons, tools or equipment are clear of the CRE.

44.8.2 Where an electric train is involved the PICTI shall additionally confirm that all persons, tools or equipment are clear of collector shoes, and other exposed parts of electrical equipment on trains

44.8.3 The PICTI shall arrange for all members of any work group to be advised that the CRE is to be recharged.

**DC electrified lines working instructions (NR/WI/ELP/3091)
(dated December 2006, issue E2) – Continued**

- 44.8.4 The short circuiting bar(s) shall then be removed.
- 44.8.5 The PICTI shall then contact the ECO, confirming that they wish to give up the Temporary Isolation,
- (a) stating their name,
 - (b) job title,
 - (c) employer,
 - (d) the activity undertaken,
 - (e) the exact location,
 - (f) the lines concerned
 - (g) confirming that short circuiting bar(s) have been removed
 - (h) and all personnel are clear of the CRE

44.9 Making the conductor rail live

- 44.9.1 The ECO shall upon receiving this request shall take the required actions to recharge the Temporary Isolation, ensuring any switches are operated with the current switched off and the section blocked to traffic (see instruction 15 of this WI). The PICTI shall confirm to the ECO when any relevant switches have been operated. The recharging of the Temporary Isolation shall be recorded in the ECR Log Book.
- 44.9.2 The ECO shall contact the signaller, advising that the CRE has been switched on and request for the block to all trains for the TI (and any additional blocks taken to allow safe closure of switches) be withdrawn.
- 44.9.3 The signaller shall withdraw the block to all trains for the TI (and any additional blocks taken to allow safe closure of switches) and advise the ECO when this has been done and record the details in the train register.
- 44.9.4 The ECO shall advise the PICTI that the isolation has now been restored and that the block to all trains for the TI has been withdrawn.

**DC electrified lines working instructions (NR/WI/ELP/3091)
(dated December 2006, issue E2) – Continued**

Explanation of change:

The current range of forms shown in Appendix B, of the D.C electrified lines working instruction NR/WI/ELP/3091 - issue E2, have been updated and revised into a new Network Rail standard template. The existing forms shall be deleted and the new forms shall be used with effect from the 07th June 2008. These new forms will no longer be published within the work instruction but will be published separately under the new form reference numbers.

Word copies can be found on the Network Rail business standards connect page using the new form reference number.

Reference Appendix B, pages 69 to 80

Delete the following forms:

- Conductor Rail Permit
- Form DA
- Form DS
- Form DP
- Form DE
- Form B1
- Form B2

Replace the forms, reference numbers as below, with the new forms published in the Network rail Business standards page on connect.

- NR/L3/OCS/3091-CRP
- NR/L3/OCS/3091-DA
- NR/L3/OCS/3091-DS
- NR/L3/OCS/3091-DP
- NR/L3/OCS/3091-DE
- NR/L3/OCS/3091-B1
- NR/L3/OCS/3091-B2

Miscellaneous instructions – Signal Box Telephone Numbers

ANGLIA INTEGRATED CONTROL CENTRE (AICC)

In the event of a telecoms failure or in the case of difficulty with any PICOP or Signaller in contacting the AICC, the following emergency numbers should be used:

Post	Telephone
Route Control Manager	Int: 085 73600 Ext: 020 7979 3600
Incident Controller Great Eastern	Int: 085 73609 Ext: 020 7979 3609
Incident Controller West Anglia	Int: 085 73619 Ext: 020 7979 3619
Incident Controller North London Line, East London Line, Thameside	Int: 085 73615 Ext: 020 7979 3615
Train Running Controller Passenger	Int: 085 73603 Ext: 020 7979 3603
Train Running Controller Freight	Int: 085 73613 Ext: 020 7979 3613
Emergency	Ext: 020 7247 1292

GSM-R - OPERATIONS CONTROL CONTACT NUMBERS - ANGLIA

AICC	GSM-R Contact Number
Anglia Route Control (Great Eastern)	74 3091 02
Anglia Route Control (NLL, ELL & Thameside)	74 3092 02
Anglia Route Control (West Anglia)	74 3093 02

GSM-R - ELECTRICAL CONTROL ROOM (ECR) CONTACT NUMBERS - ANGLIA

Electrical Control Room/Operator	ETD Telephone Numbers		STD Telephone Numbers	GSM-R Contact Number
	Short Code – TO BE USED IN AN ELECTRICAL EMERGENCY ONLY	Railway ETD		
Romford	175	085 41101	033 085 41100 (Emergency Only) 033 08541101 01708 730292 01708 730314	74 4091 03
York	174	03 75836 03 75837 03 74902 03 74906 03 75952	0845 6020 174 (Emergency Only) 01904 525836	744081 03
Rugby	172	05 46422 05 46533 05 46547 05 46546	01788 576 256 01788 576 257 (Emergency Only) 01788 555422	744061 03
Didcot	170	085 41051	033 085 41050 (Emergency Only) 033 085 41051 01235 818490	
Raynes Park	178	006 2900 006 2901	07771 613564 (Emergency Only) 020 8545 5900 020 8545 5901	744040 03
Lewisham	177	00 28400	07771 612930 (Emergency Only) 020 8694 4400 020 8692 6786	744021 03
Ashford EMMIS	N/A	085 39300 (Emergency Only) 085 39450 085 39460	01233 739 300 (Emergency Only) 01233 739 450 01233 739 460	744900 03

Miscellaneous instructions – Signal Box Telephone Numbers
ALWAYS TELL THE CONTROLLING SIGNALLER FIRST

Always report any defect, incident etc. which affects the safety of the line and which you think requires traffic to be stopped to the CONTROLLING SIGNALLER and NOT, for example, to your supervisor.
 If for any reason it is not practicable to use a signal post telephone, contact the Signaller from the nearest available fixed or portable telephone.

This applies to everyone - regardless of your job or the company you work for.

Cambridge PSB			
LOCATION	INTERNAL	EXTERNAL	GSM-R
Duty Shift Manager (SSM)	085 25549	0330 8584624	74 9399 01
Cambridge (Workstation 1) <i>(Elsenham - Meldreth – Cambridge South Station)</i>	085 25313	0330 8525313	74 9349 01
Cambridge (Workstation 2) <i>(Addenbrookes Loops (C/End) – Coldham Lane Jn)</i>	085 25312	0330 8525312	74 9370 01
Cambridge (Workstation 3) <i>(Coldham Lane Jn (Excl.) – Westley Rd LX - Bottisham Rd LX)</i>	085 23506	0330 8525306	74 9365 01
Cambridge (Workstation 4) <i>(Bottisham Rd LX – Queen Adelaide LX – New Beford River (EMP))</i>	085 25311	0330 8525311	74 9374 01
Cambridge (Thetford WS) <i>(Mile End LX – Wymondham (Inc Mid-Norfolk Railway))</i>	085 25309	0330 8525309	74 9375 01
Cambridge CCTV	085 25310	0330 8525310	----

Colchester PSB			
LOCATION	INTERNAL	EXTERNAL	GSM-R
Duty Shift Manager	085 25532	0330 8584432	74 9430 01
Colchester (Panel 2 - Colchester) <i>(Marks Tey C/E – Mistley - Bentley LX)</i>	085 84426	0330 8584426	74 9147 01
Colchester (Panel 3 – Ipswich) <i>Bentley LX – Stowmarket C/E – Boss Hall Jn</i>	085 84309	0330 8584309	74 9435 01
Colchester (Panel 4 Norwich) <i>Haughley Jn – Thurston – Norwich Stn – Wensum Jn</i>	085 84948	0330 8584948	74 9434 01
Colchester (Felixstowe WS) <i>Westerfield - Felixstowe</i>	085 84417	033 085 84417	74 9428 01
Colchester (East Gates WS) <i>Hunwick Jn – Colchester Town – Alresford Stn (Up)</i>	085 84423	0330 8584423	74 9432 01
Colchester (Thorpe WS) <i>Alresford Stn (Down) – Clacton – Walton-On-The-Naze</i>	085 84428	0330 8584428	74 9433 01
Colchester (Lowestoft WS) <i>Cantley Stn – Berney Arms – Lowestoft Stn – Oulton Broad South Stn</i>	085 43537	0330 8543537	74 9431 01
Colchester (Brundall WS) <i>Brundall Gardens – Great Yarmouth – Buckenham C/E</i>	085 43536	033 085 43536	74 9429 01

Signalling/Crossing Locations			
LOCATION	INTERNAL	EXTERNAL	GSM-R
Acton Canal Wharf	08526401	033085 26401	74 9124 01
Acton Wells Jn.	08526400	033085 26400	74 9121 01
Bury St. Edmunds Yard	085 25304	0330 8525304	74 9486 01
Chippenham Jn.	085 25317	0330 8525317	74 9487 01
Crown Point	085 84949	0330 8584949	N/A
Downham Market	085 25293	0330 8525293	74 9376 01
Dudding Hill Jn	08526402	033085 26402	74 9122 01
Dullingham	085 25677	0330 8525677	74 9488 01
Elsenham Crossing	08525670	03308525670	N/A
Foxton Crossing	08525337	03308525337	N/A
Ingatestone Crossing	08584611	0207 0846139	N/A
Kings Dyke	085 25344	0330 8525344	74 9485 01
Kings Lynn Jn.	085 25299	0330 8525299	74 9380 01
Littleport	085 84660	0330 8584660	74 9378 01
Lincoln Road Crossing	08525391	03308525391	N/A
Neasden Jn <i>(Diverted to Acton Canal Wharf when closed/light duty working)</i>	08526403	033085 26403	74 9123 01
Magdalen Road	085 25296	0330 8525296	74 9379 01
March East	085 84937	0330 8584937	74 9482 01
March South	085 84941	0330 8584941	74 9481 01
Manea	085 25556	0330 8525556	74 9479 01
Oulton Broad Swingbridge	085 84532	0330 8584532	N/A
Parkeston	085 84448	0330 8584448	74 9437 01
Reedham Swingbridge	085 24530	0330 8584530	74 0201 01
Richmond	08560578	033085 60578	74 9120 01
Romford RCC (Traffic Manager) <i>(Pudding Mill Portal to Westbourne Park Junction)</i>	81021(TfL)	0300 2151021	74 5000 01
Saxmundham	085 25342	0330 8525342	74 9453 01
Somerleyton Swingbridge	085 24528	(033) 085 84528	74 0200 01
South Tottenham Jn	08584712	033085 84712	74 9271 01
Stowmarket Crossing	085 84444	0330 8584444	N/A
Stonea	085 84933	0330 8584933	74 9480 01
Three Horse Shoes	085 25186	0330 8525186	74 9483 01
Trowse Swing Bridge <i>(inc. Whitlingham Jn - Sheringham)</i>	085 84534	0330 8584534	74 9442 01
Trinity Lane Crossing	08584613	03308584613	N/A
Upper Holloway	08520808	033085 20808	74 9272 01
Whittlesea	085 25346	0330 8525346	74 9484 01
Whittlesea Crossing	085 25347	0330 8525347	N/A

Liverpool Street SDC			
LOCATION	INTERNAL	EXTERNAL	GSM-R
Duty Shift Manager - GE	085 43531	0330 854 3531	74 9100 01
Liverpool St (Liverpool St East WS) <i>(Platforms 11-17) to Bethnal Green East Jn. (Main & Elec's)</i>	085 43525	0330 854 3525	74 9141 01
Liverpool St (Liverpool St West WS) <i>(Platforms 1-10) to Cambridge Heath (Sub & Fast lines)</i>	085 43524	0330 854 3524	74 9142 01
Liverpool St (Stratford WS) <i>(Mile End-Forest G. Jn..)</i>	085 43526	0330 854 3526	74 9143 01
Liverpool St (Ilford WS) <i>(Manor Park to Gidea Pk / Upminster)</i>	085 43527	0330 854 3527	74 9144 01
Liverpool St (Shenfield WS) <i>(Harold Wood - Shenfield/ Southend V./Southminster)</i>	085 43528	0330 854 3528	74 9145 01
Liverpool St (Witham WS) <i>(Ingatestone-Marks Tey/ Braintree / Sudbury)</i>	085 43529	0330 854 3529	74 9146 01
Duty Shift Manager - WA	085 43530	0330 854 3530	74 9300 01
Liverpool St (Hackney WS) <i>(Bethnal Green - Rectory Rd. (exclusive)/ Coppermill Jn./Chingford)</i>	085 43520	0330 854 3520	74 9350 01
Liverpool St (Brimmsdown WS) <i>(Coppermill Jn – Cheshunt Rectory Rd - Cheshunt Jn / Enfld Tn)</i>	085 43521	0330 854 3521	74 9396 01
Liverpool St (Harlow WS) <i>(Broxbourne to Elsenham/Herford East/ Stansted Airport)</i>	085 43523	0330 854 3523	74 9347 01
Liverpool St (Temple Mills WS) <i>(Stratford Central Jn East – Coppermill Jn High Meads Jn/Forest G Jn – Woodgrange Park)</i>	08525402	033085 25402	74 9348 01
Liverpool St (CCTV WS)	085 43522	0330 854 3522	N/A

Upminster IECC			
LOCATION	INTERNAL	EXTERNAL	GSM-R
Duty Shift Manager (SSM)	08525031	03308525031	74 9200 01
Upminster (Workstation 1) <i>Fenchurch St – Upminster Stn- Ripple Lane – Chafford Hundred</i>	08525049	033085 25049	74 9201 01
Upminster (Workstation 2) <i>Upminster (Excl Station) – Shoeburyness</i>	08525051	033085 25051	74 9202 01
Upminster (Workstation 3) <i>Ripple Lane – Pitsea – Chafford Hundred</i>	08525377	033085 25377	74 9203 01
Upminster IECC (NLL Eastern Workstation) <i>Stratford 1&2 – High Meads Jn – Highbury & Islington</i>	08525028	033085 25028	74 9262 01
Upminster IECC NLL Central Workstation <i>Highbury & Islington – Willesden High Level Jn</i>	08525026	033085 25026	74 9261 01
Upminster SDS <i>Responsible for the Operational output of the North London Line (NLR) Service Delivery Centre, overseeing the teams of Upminster and Outer box signallers.</i>		0203 034 0489	

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

Section 1, Clause 1.2 - Exceptions

b) Track circuits or signalling equipment failure

Failure of a track circuit or of signalling equipment - Single lines worked by the track circuit block system

Working by pilot is not needed in the locations listed below in one direction only.

Locations	Circumstances / Remarks
EA1013 – Over Trowse Swing Bridge	In the event of a track circuit failure only. (trains may be worked in either direction).
EA1110 – Between Walton-on-the-Naze and Kirby Cross	In the event of a track circuit failure only. (a train may be worked in the Up direction only).
EA1120 – Between Harwich Town and Harwich International Port	In the event of a track circuit failure only. (a train may be worked in the Up direction only).
EA1360 – Between Neasden Jn and Neasden South Jn	Failure of a track circuit, or of signalling equipment
EA1360 – Between Acton Canal Wharf and Willesden Junction (Up and Down Acton Branch)	Failure of a track circuit, or of signalling equipment

Modified working in accordance with Rule Book Module P2 - Section 1.2.1 and section 7 is authorised in the table below

Locations	Remarks
EA1060 between North Fambridge and Southminster	The 3177 forms will be held in cabinets locked with BR No.1 keys at North Fambridge and Southminster stations.
EA1070 between Witham Jn and Braintree	The 3177 forms will be held in cabinets locked with BR No.1 key at Witham Station. Not allowed during complete failure of ARS Not allowed if MW already in force on EA1080
EA1080 between Marks Tey Jn and Sudbury	The 3177 forms will be held in cabinets locked with BR No.1 key at Marks Tey station. Not allowed during complete failure of ARS Not allowed if TAWS is not available Not allowed if MW already in force on EA1070
EA1220 between Tye Green Junction and Coopers Lane Junction at Stanstead Airport Tunnel	Must only be applied when no other modified working has been authorised on the workstation
EA1162 between Littleport and Kings Lynn	The 3177 forms must be given by the Driver to the Signaller at the signal box to which the train is authorised to proceed, immediately upon arrival.
EA1410 between Upminster and Ockendon	NB RB Module P2 1.2.2.2 can also apply where nominated by the Signaller at Upminster Work Station 1. C2C drivers will be issued with a supply of 3177 forms Modified working is only permitted when trains between Ockendon and West Thurrock Jn can be signalled normally.
EA1410 between Ockendon and West Thurrock Jn	NB RB Module P2 1.2.2.2 can also apply where nominated by the Signaller at Upminster Work Station 1. C2C drivers will be issued with a supply of 3177 forms Modified working is only permitted when trains between Ockendon and Upminster can be signalled normally.
EA1430 between Woodbridge & Saxmundham	No further trains must leave Westerfield or Lowestoft until pilot working has been introduced or the failure has rectified.

EA1430 between Halesworth & Beccles	No further trains must leave Westerfield or Lowestoft until pilot working has been introduced or the failure has rectified. The 3177 forms are held in cabinets locked with BR No.1 keys. These are located on the signal posts of ES2056 and ES2058 at Beccles and on the signal posts of ES2045 and ES2047 at Halesworth.
EA1430 between Beccles & Oulton Broad North Junction	No further trains must leave Westerfield or Lowestoft until pilot working has been introduced or the failure has rectified. The 3177 forms are held in cabinets locked with BR No.1 keys. These are located on the YL8394 signal post between Oulton Broad North and Coke Ovens Junctions, or on the ES2066 signal post at Oulton Broad South and on the signal post of ES2057 on Beccles Down Platform.
EA1440 between Westerfield & Derby Road	Must only be applied when no other modified working has been authorised by Felixstowe workstation
EA1440 between Derby Road & Gun Lane Jn	Must only be applied when no other modified working has been authorised by Felixstowe workstation
EA1440 between Trimley & Felixstowe Beach Jn	Must only be applied when no other modified working has been authorised by Felixstowe workstation
EA1440 between Felixstowe Beach Jn & Felixstowe Town	Must only be applied when no other modified working has been authorised by Felixstowe workstation
EA1450 between Trimley & Felixstowe North Quay	Must only be applied when no other modified working has been authorised by Felixstowe workstation
EA1460 between Felixstowe Beach Jn & Felixstowe Beach	Must only be applied when no other modified working has been authorised by Felixstowe workstation
EA1480 between Hoveton & Wroxham and North Walsham	Only to allow a train already in service to complete its journey. No further Sheringham line trains must leave Norwich until pilot working has been introduced or the failure has rectified # The 3177 forms will be located in a cabinet near to the SPT of the appropriate signal.
EA1480 between North Walsham and Cromer	Only to allow a train already in service to complete its journey. No further Sheringham line trains must leave Norwich until pilot working has been introduced or the failure has rectified # The 3177 forms will be located in a cabinet near to the SPT of the appropriate signal.
EA1480 between Cromer and Sheringham	Not allowed during the Working of trains to/from the North Norfolk Railway at Sheringham No further Sheringham line trains must leave Norwich until pilot working has been introduced or the failure has rectified.# The 3177 forms will be located in a cabinet near to the SPT of the appropriate signal
EA1500 between Brundall and Acle	The 3177 forms are held in cabinets locked with BR No.1 keys. These are located on the signal post of YL8327 on Brundall Down Platform and on the signal post of YL8442 at Acle.
EA1500 between Acle and Yarmouth	The 3177 forms are held in cabinets locked with BR No.1 keys. These are located on the YL8349 signal post at Acle and adjacent to the Buffer Stops at Yarmouth.
EA1510 between Yarmouth and Reedham Jn	The 3177 forms are held in cabinets locked with BR No.1 keys. These are located adjacent to the Buffer Stops at Yarmouth and on the YL8353 signal post at Reedham
EA1530 between Coldham Lane Jn and Dullingham	The 3177 forms for Down trains will be held in the special cabinet on CA195 signal post which can be unlocked with a 222A key Up trains must cancel the 3177 form by telephone to the Cambridge Signaller immediately upon arrival at Cambridge station
EA1530 between Dullingham and Chippenham Jn	The 3177 forms must be given by the Driver to the Signaller at the signal box to which the train is authorised to proceed, immediately upon arrival. # - If there are no trains on the Cromer branch at the time of the failure, then one train may be permitted to leave Norwich and return, in order to attempt to reset the axle counters

Anglia Route GI - Dated: 28/03/2026

Rule Book Module S5 - Passing a signal at danger : Part A Passing a signal at danger on the signaller's authority

Section 3 - Authorising the movement

Signal Passed at Danger (SPAD) Indicators

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

Anglia Route GI - Dated: 03/02/07

Rule Book Module S5 – Passing a signal at danger

Section 6 - Temporary block working

Where it is necessary to implement TBW but the signal on the approach to the affected area and/or the signal beyond the affected area is in an area worked by other than TCB Regulations, the Route Operations Manager or his representative may give permission for the Temporary Block section(s) to be extended to include that signal.

Anglia Route GI - Dated: 07/12/13

Stabling of trains

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

Trains must not be stabled on running lines, except:

- On platform lines at terminal stations
- On dead end bay platforms at through stations
- At the following locations shown below

EA1011 Seven Kings to Ipswich

Romford Platform 1 as per Instruction denoted in Separate Appendix Entry

Colchester Up Passenger Loop

Colchester Station Platform 4

Ipswich Station Platform 2

Ipswich Station Platform 4

Shenfield Station Platform 1

Shenfield Station Platform 2

Shenfield Station Platform 3

Shenfield Station Platform 4

Shenfield Station Platform 5

Shenfield Up Passenger Loop.

EA1012 Ipswich to Trowse Jn

Ipswich Down & Up Goods Loop

Ipswich Reception Line

EA1013 Trowse Junction to Norwich

Down and Up Loop

EA1050 Shenfield Jn to Southend Victoria

Billericay Platform 1

Wickford Platform 2

Wickford Platform 3.

EA1060 Wickford Jn to Southminster

North Farnbridge Station, Down platform, (PLT2 on Dn Southminster)

EA1090 Colchester Jn to Clacton

Thorpe-Le-Soken Station, Down Clacton Platform 2

EA1120 Manningtree to Harwich Town

Harwich International Port Station Platform 1

EA1430 East Suffolk Jn to Oulton Broad North

Beccles Up Platform

Beccles Down Platform

Oulton Broad South Platform

EA1161 Bishops Stortford to Ely North Jn

Bishops Stortford Platform 3

Ely Platform 3

EA1325 Highbury and Islington – Dalston West Curve

Highbury and Islington Platform 1 – Terminal Platform

Highbury and Islington Platform 2

EA1390 Fenchurch Street to Shoeburyness

Laindon Station Platform 2

Leigh on Sea Station Platform 2

EA1530 Coldham Lane Jn to Haughley

Bury St Edmunds Down Goods Loop

Weather Forecasts

Lines in the Anglia Route are in three weather forecast areas as follows:

Within the M25 Motorway - GL Area 'Greater London'.

Outside the M25 Motorway, south of Cambridge and Ipswich – EA2 Area 'Anglia South'.

North of and including Cambridge and Ipswich – EA1 area 'Anglia North'.

Anglia Route GI - Dated: 05/08/06

Working of traffic on a reception line/siding

When vehicles are to be placed on a Reception Line/Siding through a connection not operated from a signal box, the person-in-charge must first obtain permission from the Signaller, giving details of the movement involved. Should the movement be contrary to the direction in which trains normally enter the Reception Line/Siding, the Signaller must be advised when the vehicles are at a stand and no further backward movement is to be made. In such circumstances, the Signaller must not allow a train to enter the Reception Line/Siding until he has received this advice.

A tail lamp must be placed on the rearmost vehicle facing the direction from which trains normally enter the Reception Line/Siding. Where a Reception Line/Siding is normally worked in both directions, a tail lamp must be placed at both ends of the vehicles. The lamp must show a red light after sunset and during fog or falling snow.

Anglia Route GI - Dated: 05/08/06

WORKING TRAINS CARRYING PASSENGERS OVER GOODS LINES OR GOODS LOOPS

Track recording or ultrasonics trains running with a Class 1 or 2 reporting number are authorised to run over goods lines, loops and sidings without the requirement to apply the provisions of rule book module TS1/11.

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306TD	04 June 2022
306TE	04 June 2022
306TF	03 June 2023

Page	Date Last Changed
306TG	03 June 2023
306TH	04 December 2021
306TI	04 December 2021
306TJ	04 December 2021
306TK	04 December 2021
306TL	07 September 2024
306TM	07 September 2024
306TN	03 June 2023
306U	03 June 2023
306V	03 June 2023
306W	03 June 2023
306X	04 December 2021
306Y	04 December 2021
306Z	04 December 2021
307	04 December 2021
308	04 December 2021
308A	04 December 2021
308B	04 December 2021
308C	02 December 2017
308D	02 December 2017
309	07 June 2025
310	07 June 2025
311	07 June 2025
312	07 June 2025
313	07 June 2025
313A	07 June 2025
313B	07 June 2025
313C	07 June 2025
314A	05 June 2021
314B	05 June 2021
314C	05 June 2021
314D	05 June 2021
314E	05 June 2021
314F	05 June 2021
314G	06 September 2014
314H	06 September 2014
315	04 June 2022
316	04 June 2022
317	03 December 2022
318	03 December 2022
319	05 June 2021
320	02 September 2023
320A	07 March 2026
320B	07 March 2026
321	02 September 2023
321A	30 May 2020
321B	28 November 2020
322	28 November 2020
323	30 November 2019
324	30 November 2019
325	05 June 2021
325A	05 June 2021
325B	05 June 2021
326	05 June 2021
327	02 March 2024
327A	02 March 2024

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Page	Date Last Changed
328	06 December 2008
329	04 December 2021
329A	04 December 2021
329B	02 March 2024
330	02 March 2024
331	01 June 2024
332	01 June 2024
333	01 June 2024
333A	01 June 2024
333B	28 November 2020
334	28 November 2020
335	03 September 2022
336	03 September 2022
337	06 June 2026
338	06 June 2026
339	03 September 2022

Page	Date Last Changed
340	03 September 2022
341	01 December 2018
342	01 December 2018
343	02 September 2017
344	02 September 2017
345	04 December 2021
346	04 December 2021
347	04 June 2022
348	04 June 2022
349	04 June 2022
350	04 June 2022
351	01 September 2018
352	01 September 2018
353	07 December 2013
354	01 March 2025
355	01 March 2025

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Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1011	004	Seven Kings to Ipswich	LTN1 ROU	Anglia	23/07/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
ROMFORD		12 30			TCB RA8 Liverpool St IECC (L) Ilford workstation AC: Romford GSM-R
Romford Jn.		12 39			
		13 28 *			① Trains formed of the following classes may travel at the higher speed: Class 321, 322, 345, 360,720 & 745 Electric Multiple Units, and 755 Bi-mode Multiple Unit. Class 90 electric locomotive hauling/propelling MK111 coaching stock. Platform 2 - 179m (194yds) Platform 3 - 181m (195yds) Platform 4 - 181m (195yds) Platform 5 - 182m (197yds)
GIDEA PARK		13 41			Platform 1 - 185m (200yds) Platform 2 - 184m (199yds) Platform 3 - 184m (199yds) Platform 4 - 185m (200yds)
		13 54 *			

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1011	005	Seven Kings to Ipswich	LTN1	Anglia	14/03/2026
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Gidea Park Stabling Lines 1 to 4	<p>13 55 *</p> <p>13 68 *</p> <p>14 03</p> <p>14 15 *</p>		<p>TCB RA8</p> <p>Liverpool St IECC (L) Ilford workstation AC: Romford</p> <p>GSM-R</p> <p>① Trains formed of the following classes may travel at the higher speed. Class 321, 322, 345, 360, 720 & 745 Electric Multiple Units, and 755 Bi-mode Multiple Unit. Class 90 electric locomotives hauling/propelling MK111 coaching stock.</p> <p>② Speeds over these connections are:- 25 Up direction 25 Down direction</p> <p>③ Speeds within the Turnback Line are:- 25 Up direction 15 Down direction</p> <p>④ Speeds within Shunt Spur, Up direction, 15 towards Stabling Lines, Down direction 5.</p> <p>⑤ Speeds within Gidea Park Stabling Lines are:- 15 lines 1,2,3 and 4 5 over mid point drivers walkway (denoted by dotted line)</p> <p>TBL = Turnback Line</p>		

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
EA1160	011	Bethnal Green East Jn to Bishops Stortford	BGK	Anglia	30/04/2026		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
					TCB RA8	Liverpool St IECC (L) AC: Romford	
ROYDON		19 40 *			DC - Down Cambridge UC - Up Cambridge		
Roydon Station LC (CCTV)		20 09			Down platform - 170m (184 yd)		
		20 10			Up platform - 172m (185 yd)		
Roydon Lock LC (UWC)		20 28 *					
		20 30					
		20 32 *					
		20 45 *					
Wildes LC (FP-R/G)		21 02					
Camps LC (UWC)		21 23					
Sadlers LC (FP-R/G)		21 45					
Pardon Mill LC (FP)		22 09					
Harlow Town GF		22 40					
		22 45					
HARLOW TOWN		22 59			Platform 1 - 251m (271 yd) Platform 2 - 251m (271 yd) Platform 3 - 251m (271 yd) Platform 4 - 251m (271 yd)		
		22 79			DPL 416m (455yds) UPL 416m (455yds)		

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1160	012	Bethnal Green East Jn to Bishops Stortford	BGK	Anglia	08/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<p>TCB RA8</p> <p>Liverpool St IECC (L) AC: Romford</p> <p>GSM-R </p> <p>DC - Down Cambridge UC - Up Cambridge</p> <p>DGL 564m (616yds) PF</p> <p>Up platform - 168m (182 yd) Down platform - 168m (182 yd)</p>
Harlow Mill GF		23 75			
HARLOW MILL		24 20			
Robarts No 1 LC (UWC)		24 36			
Robarts No 3 LC (UWC)		25 20	T		
		25 63	T		

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	001	Bishops Stortford to Ely North Jn	BGK	Anglia	26/03/2017
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
STANSTED MOUNTFITCHET		33 28	<p>Continued on EA1160 seq 014</p>		<p>GSM-R</p> <p>TCB RA8</p> <p>Liverpool St IECC (L) AC: Romford</p> <p>Up platform - 255m (279yds) Down platform - 255m (279yds)</p> <p>DC - Down Cambridge UC - Up Cambridge UA - Up Airport DA - Down Airport CC - Cambridge Cord</p> <p>DGL 429m (469yds) PF</p> <p>Down Cambridge and Up Cambridge as far as 35 M.P. Down Main and Up Main from 35 M.P.</p>
Stansted South Jn		33 54			
OHNS		34 10			
Stansted North Jn		34 30			
Fullers End Footpath LC (R/G-X)		34 67			

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	002	Bishops Stortford to Ely North Jn	BGK	Anglia	16/05/2026
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
ELSENHAM		35 45			GSM-R TCB RA8 Cambridge SB Workstation 1(CA) AC: Romford
Elsenham LC (MCG)		35 45			Up platform -165m (179 yd)
Elsenham Emergency Hut LC (FPW)		35 63			Down platform -167m (181 yd)
Elsenham GSP		35 64			
Hogs Croft LC (UWC)		38 73			HABD Up main line, near signal CA34 at 39m 48ch
NEWPORT		39 72			Up platform - 168m (182yd) Down platform - 167m (181yd)
Dixies LC (FPS)		40 59	General instruction applies at the following bridges: Newport Viaduct (Bridge 1514) at 40m 36ch. London Road (Bridge 1515) at 40m 42ch.		

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated						
EA1310	004	Camden Road West Junction to Richmond	BOK2 BOK3	Anglia	17/04/2021						
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks						
Kensal Green Junction		5 08 *			TCB RA8 Upminster SCC (NL) NLL Central Workstation AC: Rugby						
		<table border="1"> <tr> <th>CITY LINES</th> <th>NEW LINES</th> </tr> <tr> <td>0 00</td> <td>5 10</td> </tr> <tr> <td>0 21</td> <td>5 25</td> </tr> </table>			CITY LINES	NEW LINES	0 00	5 10	0 21	5 25	U + D New Lines DC (3): Rugby U + D City Lines AC: Rugby
		CITY LINES			NEW LINES						
		0 00			5 10						
		0 21			5 25						
5 29 *	① Willesden Turnback Siding - 20 mph										
5 39	Up Platform 4 - 102m (111yds) Down Platform 5 - 126m (138yds)										
<table border="1"> <tr> <th colspan="2">HIGH LEVEL LINES</th> </tr> <tr> <td>5 48 *</td> <td>0 43 *</td> </tr> <tr> <td>0 00</td> <td>0 09</td> </tr> </table>	HIGH LEVEL LINES		5 48 *	0 43 *	0 00	0 09	0 04				
HIGH LEVEL LINES											
5 48 *	0 43 *										
0 00	0 09										
WILLESDEN JUNCTION HIGH LEVEL					UNL: Up North London DNL: Down North London Axle Counter Area						

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated					
EA1310	005	Camden Road West Junction to Richmond	BOK4 BOK5	Anglia	06/04/2026					
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks					
Former Old Oak Jn Change of Mileage		0 34 0 43			<p>TCB RA8 Acton Wells Jn SB (AW) AC: Rugby</p> <p>GSM-R </p> <p>Change of line designation from Acton Wells Junction U: Up D: Down UNL: Up North London DNL: Down North London UP: Up Poplar DP: Down Poplar U,D,UNL,DNL,UP and DP electrified Rugby ECR controls AC electrification on the Up Poplar and Down Poplar between Acton Wells Jn and Acton Bank Neutral section (see adjoining diagram GW130 seq 001), and all other electrified lines on this diagram.</p> <p>The Down Poplar line - PF ONLY for one light locomotive movement (including locos coupled together described as a light engine) or one DMU movement not conveying passengers (including DMUs coupled together) to FOLLOW a train of class 3 - 8 or 0.</p>					
Acton Wells Jn (AW) SB Acton Wells Jn		0 64 0 66 *								
Acton Wells Jn		0 72								
		<table border="1"> <thead> <tr> <th colspan="2">POPLAR LINES</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>49</td> </tr> <tr> <td>0</td> <td>39</td> </tr> </tbody> </table>	POPLAR LINES		0	49	0	39		
POPLAR LINES										
0	49									
0	39									

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1390	008	Barking Tilbury Line Jn East to Pitsea Jn (via Tilbury)	TLL	Anglia	11/09/2021
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
TILBURY TOWN		21 48			TCB RA8 Upminster IECC (UR) AC: Romford GSM-R
Former Tilbury West Jn		22 06 *			Up Platform - 249 metres (270 yards) Down Platform - 247 metres (269 yards)
Tilbury Riverside International Rail Freight Terminal		22 30 *			
		22 38 *			
		22 46 *			
Walton Common LC		23 40			
No. 168 LC		24 02			
Low Street LC (CCTV)		24 11			
Coal Road LC		24 43			

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1390	009	Barking Tilbury Line Jn East to Pitsea Jn (via Tilbury)	TLL THN	Anglia	16/03/2026
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
EAST TILBURY		25 07			TCB Upminster IECC (UR) RA8 AC: Romford GSM-R UT - Up Tilbury DT - Down Tilbury
East Tilbury LC (CCTV)		25 12			Up Platform 1 - 247.4m (270.5yds) Operational Length = 247.4m (270.5yds) Down Platform 2 - 247.6m (270.7yds) Operational Length = 243.6m (266.4yds)
		25 67 *			
Mucking LC (AHBC) Thames Haven Jn		26 40 * 26 41			Mucking LC is not provided with Treadles
STANFORD-LE-HOPE		27 06			Up Platform 1 - 255.4m (279.3yds) Operational Length = 255m (279yds) Down Platform 2 - 254.4m (278.2yds) Operational Length = 246.6m (269.6yds)
Stanford-le-hope LC (CCTV)		27 13 27 17			
		27 65 *			
Jefferies FP LC (R/G - X)		28 02			
Fobbing LC (AHBC-X)		30 36			Fobbing LC is not provided with Treadles

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1530	001	Coldham Lane Jn to Haughley Jn	CCH BGK	Anglia	05/01/2026
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Coldham Lane Jn		(56 51) 0 23			GSM-R TCB RA8 Cambridge SB Workstation 2 (CA) DGLN - Down Goods Loop North DM - Down Main UM - Up Main = Lockout protection (LOD(T)) is provided Refer to general instructions for detail.
Laundry Lane LC (AOCL+B)		0 29 *			TCB RA8 Cambridge SB Workstation 3 (CA)
		0 46 *			
Cherry Hinton High St. LC (CCTV)		2 17			
Cherry Hinton Bypass LC (CCTV)		2 53			
Teversham LC (AHBC)		3 44			
Coxs Drove LC (FPG)		3 69 T			

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated			
EA1530	002	Coldham Lane Jn to Haughley Jn	CCH	Anglia	16/05/2026			
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
					<table border="1"> <tr> <td>TCB RA8</td> <td>Cambridge SB Workstation 3 (CA)</td> <td>GSM-R</td> </tr> </table>	TCB RA8	Cambridge SB Workstation 3 (CA)	GSM-R
TCB RA8	Cambridge SB Workstation 3 (CA)	GSM-R						
Fulbourne LC (AHBC)		4 36						
Home Farm LC FPS)		5 31						
Hicks LC (UWC)		5 58	T					
Six Mile Bottom LC (AHBC)		7 65						
Brinkley Road LC (AHBC)		7 78						
Westley Road LC (R/G) (UWC)		8 74	T					
Single line		10 07			Up platform - 94m (102 yds) Down platform - 103m (111 yds)			
DULLINGHAM		10 54			<table border="1"> <tr> <td>TB</td> <td>Dullingham SB (DH)</td> </tr> </table>	TB	Dullingham SB (DH)	
TB	Dullingham SB (DH)							
Dullingham (DH) SB		10 54						
Dullingham LC (MCG)		10 56						
Single line		11 09						

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1580	008	Ely North Jn to Trowse Jn	ETN	Anglia	21/02/2026
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Besthorpe LC (FPG R/G-X)		110 32	<p>The diagram shows two main tracks: UM (Up Main) and DM (Down Main). At the top, both tracks have a 75 mph MU (Maximum Speed) and a 90 mph MU. On the UM track, there is a signal X30. On the DM track, there is a signal X30. Between 110m 32 and 111m 26, there are signals X and 1. At 111m 27, there are signals 2 and 1. Between 111m 27 and 112m 30, there are signals X and 2. At 112m 30, there is a signal X30. At 112m 31, there is a signal X30. At 113m 34, there is a signal X. At 113m 72, there is a signal X. At 113m 73, there is a signal X. At 113m 75, there is a signal X. At 114m 06, there is a signal X. The diagram also shows 'Down Sidings' and 'Up Sidings' near Wymondham, and a 'DSU To Dereham (Mid-Norfolk Railway)'.</p>		<p>TCB RA8 Cambridge SB (EN)</p> <p>GSM-R</p> <p>UM - Up Main DM - Down Main DSU - Dn Single Line Up</p> <p>LOD (T) Down Main and Up Main (Spooner Row) at 111m 24ch Down platform 1 - 42m (45yds) Up platform 2 - 48m (50yds)</p> <p>LOD (T) Down Main and Up Main (Wymondham) at 113m 61ch</p> <p>Up platform 2 - 96m (104.9yds) Down platform 1 - 103.56m (113.25yds)</p> <p>General instruction applies at Siifield Road (Bridge 1623) at 113m 72ch</p>
No.80 LC (FPS)		110 62			
Spooner Row LC (MCB-OD)		111 26			
SPOONER ROW		111 27			
		112 15 *			
Suton LC (AHBC-X)		112 30			
Sutton LC (FPS)		112 31			
Park Lane LC (FPW)		113 34			
Wymondham South Jn		113 72			
WYMONDHAM		113 73			
		113 75 *			
		114 06 *			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1580	009	Ely North Jn to Trowse Jn	ETN	Anglia	03/10/2016
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Browick Road LC (AHBC-X)		114 34			TCB RA8 Cambridge SB (EN) 
Spinks Lane LC (R/G-X) (UWC)		115 14	T		Colchester SB (CO) Norwich panel
Hethersett GF		117 77	S		
Intwood LC (AHBC-X)		119 48			

Table D3 – Route clearance of DBSO / coaching stock**Last Updated: 25/04/2026**

To be read in conjunction with General Notes.

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

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

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

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

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

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

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

Line of route	ELR	Line of Route / Sector Description	M		Ch		MK1	MK2	MK3	MK3 (MOD)	MK3 DVT	MK3 DVT (MOD)	MK4	MK5	Notes
			M	Ch	M	Ch									
EA1010	LTN1	Liverpool Street platforms 1-10 – Liverpool St (L) IECC	0	00	0	22	Y	Y	Y	N	N	Y	N		
EA1010	LVS	Liverpool Street platforms 11-17 – Liverpool St (L) IECC	0	00	0	22	Y	Y	Y	N	N	Y	N		
EA1010	LTN1	Liverpool St (L) IECC – Bethnal Green East Jn	0	22	1	10	Y	Y	Y	N	N	Y	N		
EA1010	LTN1	Bethnal Green East Jn – Mile End	1	10	2	02	Y	Y	Y	N	N	Y	N		
EA1010	LTN1	Mile End – Bow Jn	2	02	2	74	Y	Y	Y	N	N	Y	N		
EA1010	LTN1	Bow Jn – Carpenters Road South Jn	2	74	3	54	Y	Y	Y	N	N	Y	N		
EA1010	LTN1	Carpenters Road South Jn – Stratford Central Jn West	3	54	3	70	Y	Y	Y	N	N	Y	N		
EA1010	LTN1	Stratford Central Jn West – Stratford Central Jn East	3	70	3	75	Y	Y	Y	EH	N	Y	N		
EA1010	LTN1	Stratford Central Jn East – Forest Gate Jn	3	75	5	63	Y	Y	Y	EH	N	Y	N		
EA1010	LTN1	Forest Gate Jn – Ilford Depot London End	5	63	7	63	Y	Y	Y	N	N	Y	N	R1	
EA1010	LTN1	Ilford Depot London End – Seven Kings	7	63	8	45	Y	Y	Y	N	N	Y	N		
EA1011	LTN1	Seven Kings – Romford Jn	8	45	12	39	Y	Y	Y	N	N	Y	N		
EA1011	LTN1	Romford Jn – Shenfield Jn	12	39	20	22	Y	Y	R1	N	N	R1	N	R1	R2 Prohibited Harold Wood platform 3 (Up Electric) with deflated suspension

OFFICIAL

EA1011	LTN1	Shenfield Jn – Witham Jn	20	22	38	55	Y	Y	Y	N	N	Y	N		
EA1011	LTN1	Witham Jn – Marks Tey Jn	38	55	46	49	Y	Y	Y	N	N	Y	N		
EA1011	LTN1	Marks Tey Jn – Colchester Jn	46	49	51	65	Y	Y	Y	N	N	Y	N		
EA1011	LTN1	Colchester Jn – Manningtree South Jn	51	65	59	46	Y	Y	Y	N	N	Y	N		
EA1011	LTN1	Manningtree South Jn – Manningtree North Jn	59	46	59	69	Y	Y	Y	N	N	Y	N		
EA1011	LTN1	Manningtree North Jn – Ipswich	59	69	68	59	Y	Y	Y	N	N	Y	N		
EA1012	LTN1	Ipswich – East Suffolk Jn	68	59	69	41	Y	Y	Y	N	N	Y	N		
EA1012	LTN1	East Suffolk Jn – Trowse Jn (EA1013)	69	41	113	68	Y	Y	Y	N	N	Y	N		
EA1013	LTN2	Trowse Jn – Trowse Swing Bridge	123	00	123	37	Y	Y	Y	N	N	Y	N		
EA1013	NCW	Trowse Swing Bridge – Wensum Jn (EA1470 / ELR NOL 0m 60ch) via Through Sidings / Wensum Curve	0	00	0	28	Y	Y	Y	N	N	R1	N	R1	R2 Prohibited from using the last 25 metres at the buffer stop end of Norwich Royal Dock Siding 1
EA1013	LTN2	Trowse Swing Bridge – Norwich	123	37	124	09	Y	Y	Y	N	N	Y	N		
EA1020	CNS	Carpenters Rd South Jn – Carpenters Rd North Jn	1	12	0	70	Y	Y	Y	N	N	Y	N		
EA1030	FGW	Forest Gate Jn – Woodgrange Park Jn	0	00	0	31	Y	Y	Y	N	N	N	N		
EA1040	ROU	Romford – Upminster	0	00	3	30	Y	Y	N	N	N	N	N		
EA1050	SSV	Shenfield Jn – Southend Victoria	20	22	41	42	Y	Y	N	N	N	N	N		
EA1060	WIS	Wickford Jn – Southminster	29	13	45	42	Y	Y	N	N	N	N	N		
EA1070	BRA	Witham – Braintree	24	15	17	71	Y	Y	N	N	N	N	N		
EA1080	SUD	Marks Tey Jn – Sudbury	45	53	58	32	Y	Y	N	N	N	N	N		
EA1090	COC	Colchester Jn – Clacton	52	28	69	56	Y	Y	R1	N	N	N	N		R1 Prohibited East Gate Jn to Clacton
EA1100	STB	East Gate Jn – Colne Jn	53	14	53	30	Y	Y	Y	N	N	N	N		
EA1100	CTH	Hythe Jn – Colne Jn	0	22	0	00	Y	Y	Y	N	N	N	N		
EA1100	STB	Colne Jn – Colchester Town	53	30	53	76	Y	Y	Y	N	N	N	N		
EA1110	TWN	Thorpe-Le-Soken Jn – Walton-On-Naze	65	19	70	15	Y	Y	Y	N	N	Y	N		
EA1120	MAH	Manningtree South Jn – Manningtree East Jn	59	35	59	67	Y	Y	Y	N	N	Y	N		
EA1120	NTE	Manningtree North Jn – Manningtree East Jn	0	00	0	24	Y	Y	Y	N	N	Y	N		
EA1120	MAH	Manningtree East Jn – Harwich International Port	59	67	68	72	Y	Y	Y	N	N	Y	N		
EA1120	MAH	Harwich International Port – Harwich town	68	72	70	61	Y	Y	N	N	N	N	N		
EA1130	GRW	Halifax Jn – Griffin Wharf Boundary	0	00	0	47	Y	Y	Y	N	N	N	N		

OFFICIAL

EA1150	CST	Channelsea South Jn – Stratford Central Jn West	0	29	0	00	Y	Y	Y	EH	N	Y	N		
EA1160	BGK	Bethnal Green East Jn – Reading Lane Jn	1	10	2	55	Y	Y	Y	N	N	N	N		
EA1160	BGK	Reading Lane Jn – Hackney Downs North Jn	2	55	3	04	Y	Y	Y	N	N	N	N		
EA1160	BGK	Hackney Downs North Jn – Coppermill Jn	3	04	4	74	Y	Y	Y	N	N	N	N		
EA1160	BGK	Coppermill Jn – Tottenham South Jn	4	74	5	41	Y	Y	Y	N	N	N	N		
EA1160	BGK	Tottenham South Jn – Bishops Stortford (Cannons Mill Lane Footpath LC (R/G-X)	5	41	31	31	Y	Y	Y	N	N	N	N		
EA1161	BGK	(Cannons Mill Lane Footpath LC (R/G-X) Stansted Mountfitchet – Shepreth Branch Jn	31	31	53	06	Y	Y	Y	N	N	N	N		
EA1161	BGK	Shepreth Branch Jn – Ely Dock Jn	53	06	69	79	Y	Y	Y	N	N	R1	R2	R1	R2 Prohibited Cambridge bay platforms 3 and 6 R3 Permitted for diversionary purposes
EA1161	BGK	Ely Dock Jn – Ely North Jn	69	79	71	68	Y	Y	Y	N	N	Y	R1	R1	R2 Permitted for diversionary purposes
EA1162	BGK	Ely North Jn – Kings Lynn	71	68	96	75	Y	Y	Y	N	N	N	N		
EA1170	HDT	Hackney Downs North Jn – Seven Sisters Jn	3	04	5	70	Y	Y	N	N	N	N	N		
EA1170	HDT	Seven Sisters Jn – Bury Street Jn	5	70	9	20	Y	Y	N	N	N	N	N		
EA1170	ENT	Bury Street Jn – Enfield Town	9	20	10	55	Y	Y	N	N	N	N	N		
EA1180	GRE	Reading Lane Jn – Navarino Road Jn (Graham Rd Curve)	2	55	2	79	Y	Y	Y	N	N	N	N		
EA1190	HDT	Bury Street Jn – Cheshunt Jn	9	20	14	28	Y	Y	N	N	N	N	N		
EA1200	CJC	Clapton Jn – Chingford	4	37	10	33	Y	Y	N	N	N	N	N		
EA1210	HEB	Broxbourne Jn – Hertford East	18	35	24	19	Y	Y	N	N	N	N	N		
EA1220	TLA	Stansted South Jn – Stansted East Jn	33	54	34	26	Y	Y	N	N	N	N	N		
EA1220	TEN	Stansted North Jn – Stansted East Jn	0	00	0	49	Y	Y	N	N	N	N	N		
EA1220	TLA	Stansted East Jn – Stansted Airport	34	26	36	67	Y	Y	N	N	N	N	N		
EA1230	SBR	Route Boundary (LN125) (Royston) – Shepreth Branch Jn	45	60	55	26	Y	Y	Y	N	N	Y	Y		
EA1270	MIT	Kings Lynn Jn – Middleton towers	0	22	3	44	Y	Y	Y	N	N	N	N		
EA1270	MIT	Kings Lynn Jn – Kings Lynn Yard branch end	0	22	0	00	Y	Y	Y	N	N	N	N		
EA1280	SDC	Stratford Central Jn East – Temple Mills East Jn. (Via Platforms 11 & 12 at Stratford)	3	76	4	45	Y	Y	Y	N	N	Y	N		
EA1280	SDC	Temple Mills East Jn – Coppermill Jn	4	45	7	14	Y	Y	Y	N	N	Y	N		

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EA1290	TSE2	Tottenham South Jn – Change of mileage	5	41	5	54	Y	Y	Y	N	N	N	N		
EA1290	TSE1	Change of mileage – South Tottenham East Jn	6	22	5	73	Y	Y	Y	N	N	N	N		
EA1300	SSL	South Tottenham West Jn – Seven Sisters Jn	0	13	0	00	Y	Y	Y	N	N	N	N		
EA1310	BOK2	Camden Road West Jn – Gospel Oak Jn	0	00	1	10	Y	Y	Y	EH	N	Y	EH		
EA1310	BOK2	Gospel Oak Jn – Kensal Green Jn	1	10	5	10	Y	Y	Y	EH	N	Y	EH		
EA1310	KGC	Kensal Green Jn – Route Boundary (MD155) (Harlesden Jn)	0	00	0	21	Y	Y	Y	N	N	Y	N		
EA1310	KGW	Kensal Green Jn – Route Boundary (MD150) (Willesden Suburban Jn)	5	10	5	25	Y	Y	Y	N	N	N	N		
EA1310	BOK3	Kensal Green Jn – Willesden High Level Jn	5	10	5	48	Y	Y	Y	EH	N	Y	EH		
EA1310	WMB	Willesden High Level Jn – Route Boundary (MD160) (Mitre Bridge Jn)	0	43	0	09	Y	Y	Y	N	N	N	N		
EA1310	BOK4	Willesden High Level Jn – Former Old Oak Jn (change of mileage)	0	00	0	34	Y	Y	Y	EH	N	Y	N		
EA1310	BOK4	Former Old Oak Jn (change of mileage) – Acton Wells Jn (Connection EA1360)	0	34	0	66	Y	Y	Y	EH	N	Y	N		
EA1310	BOK5	Acton Wells Jn (Connection to EA1360) – Acton Wells Jn (Connecton to GW130)	0	66	0	72	Y	Y	Y	EH	N	Y	N		
EA1310	AWL	Acton Wells Jn – Route Boundary (GW130) (Acton East Jn)	0	49	0	39	Y	Y	Y	EH	N	Y	N		
EA1310	BOK5	Acton Wells Jn (Connecton to GW130) – Acton Central (Limit of AC)	0	72	1	73	Y	Y	Y	N	N	N	N		
EA1310	BOK5	Acton Central (Limit of AC) – South Acton Jn	1	73	2	52	Y	Y	Y	N	N	N	N		
EA1310	SAR1	South Acton Jn – Gunnersbury Jn	2	52	3	12	Y	Y	N	N	N	N	N		
EA1310	SAR2	Gunnersbury Jn – Richmond	9	72	12	39	Y	Y	N	N	N	N	N		
EA1320	CRC1/2	Route Boundary (MD145) (Camden Jn) – Camden Road West Jn	5	42	5	10	Y	Y	Y	EH R1	N	Y	N	R1	R2 Prohibited with footsteps fitted
EA1320	BOK1	Camden Road West Jn – Camden Road Central Jn	5	10	4	64	Y	Y	Y	EH	N	Y	EH		
EA1320	CRF1	Camden Road Central Jn – Route Boundary (LN115) (North London Incline)	0	51	0	20	Y	Y	Y	EH R1	N	Y	EH	R1	R2 Prohibited with footsteps fitted

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EA1320	BOK1	Camden Road Central Jn – Canonbury West Jn	4	64	3	12	Y	Y	Y	EH	N	Y	N		
EA1320	CFP	Canonbury West Jn – Route Boundary (LN110) (Finsbury Park)	3	12	3	20	Y	Y	Y	N	N	Y	N		
EA1320	BOK1	Canonbury West Jn – Dalston Western Jn	3	12	2	21	Y	Y	Y	EH	N	Y	N		
EA1320	DWW1	Dalston Western Jn - Navarino Road Jn (Change of Mileage)	2	21	1	52	Y	Y	Y	EH	N	Y	N		
EA1320	DWW2	Navarino Road Jn (Change of Mileage) – Lea Jn	1	11	3	19	Y	Y	Y	EH	N	Y	N		
EA1320	DWW2	Lea Jn – Channelsea North Jn	3	19	3	32	Y	Y	Y	EH	N	Y	N		
EA1320	DWW2	Channelsea North Jn – Channelsea South Jn	3	32	3	33	Y	Y	Y	EH	N	Y	N		
EA1320	DWW2	Channelsea South Jn – Stratford	3	33	3	74	N	N	Y	N	N	N	N		
EA1325	BOK1	Limit of reversible working DNL – Network Rail Boundary (TFL ELL)	3	38	2	17	R1 R2 R3	R1 R2 R3	N	N	N	N	N	R1	R2 Can only run as part of the Track Recording Unit R3 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice R4 15mph through platforms and not to exceed 20mph on the Infrastructure
EA1325	ELL1	Network Rail Boundary (TFL ELL) – Canal Jn (TFL Infrastructure)	2	17	5	21	R1 R2 R3 R4	R1 R2 R3 R4	EH EH EH EH EH	EH EH EH EH EH	EH EH EH EH EH	N	R1	NR2 Can only run as part of the Track Recording Unit R3 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice R4 Train not to enter Dalston Junction platform 2 or 3 R5 15mph through platforms and not to exceed 20mph on the Infrastructure R6 Prohibited North of EL264 (5M9Ch) R7 Not to exceed 25mph, 10mph on sections EL266-EL264 (UP) and EL264-Canal Jn (DN) R8 Must be double headed	

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EA1325	ELL1	Canal Jn – TFL / Network Rail Boundary (SO510) (Via Up East London Line) (TFL Infrastructure)	5	21	5	52	R1 R2 R3	R1 R2 R3	EH R2 R4 R5	EH R2 R4 R5	EH R2 R4 R5	EH R2 R4 R5	N	R1	NR2 R3 R4 R5 R6	Can only run as part of the Track Recording Unit Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice 15mph through platforms and not to exceed 20mph on the Infrastructure Not to exceed 25mph Must be double headed
EA1325	ELL1	Canal Jn – TFL / Network Rail Boundary (SO510) (Via Down East London Line) (TFL Infrastructure)	5	21	5	73	R1 R2 R3	R1 R2 R3	EH R2 R4 R5	EH R2 R4 R5	EH R2 R4 R5	EH R2 R4 R5	N	R1	NR2 R3 R4 R5 R6	Can only run as part of the Track Recording Unit Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice 15mph through platforms and not to exceed 20mph on the Infrastructure Not to exceed 25mph, 5mph through station platform and 10mph on section Canal Jn-131points (DN)) Must be double headed
EA1325	ELL2	Canal Jn – Lewisham (TFL Infrastructure)	5	21	5	78	R1 R2 R3 R4	R1 R2 R3 R4	N N N N	N N N N	N N N N	N N N N	N	R1	R2 R3 R4 R5	Can only run as part of the Track Recording Unit Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice 15mph through platforms and not to exceed 20mph on the Infrastructure Not to enter New Cross station platform (details contained in STN)
EA1327	ELL3	Silwood Jn – ELL/Network Rail Boundary (TFL Infrastructure)	4	66	5	51	N	N	N	N	N	N	N			
EA1327	ELL4	ELL/Network Rail Boundary – Old Kent Road Jn (SO680)	2	23	2	32	N	N	N	N	N	N	N			
EA1330	BOK 5	South Acton Jn – Kew East Jn	2	52	3	27	Y	Y	Y	N	N	N	N			
EA1330	NKE1	Kew East Jn – Route Boundary (SW230) (New Kew Jn)	3	27	3	39	Y	Y	R1	N	N	N	N	R1	R2	OPPOS applies between Kew East Jn and New Kew Jn
EA1330	BOK5	Kew East Jn – Route Boundary (SW230) (Old Kew Jn)	3	27	3	61	Y	Y	Y	N	N	N	N			

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EA1340	LLS2	Lea Jn – High Meads Jn	0	51	0	65	Y	Y	Y	N	N	N	N		
EA1350	CHM	Channelsea North Jn – High Meads Jn	0	00	0	15	Y	Y	Y	N	N	Y	N		
EA1350	LLS1	High Meads Jn – Temple Mills East Jn	0	15	0	59	Y	Y	Y	N	N	Y	N		
EA1360	CAW	Route Boundary (LN3219) (Cricklewood Curve Jn) – Dudding Hill Jn	5	72	6	04	Y	Y	Y	N	N	N	N		
EA1360	BDH	Route Boundary (LN3222) (Brent Curve Jn) – Dudding Hill Jn	0	54	1	03	Y	Y	Y	N	N	N	N		
EA1360	CAW	Dudding Hill Jn – Neasden Jn	6	04	7	02	Y	Y	Y	N	N	N	N		
EA1360	NJN	Neasden Jn – Route Boundary (MD715) (Neasden South Jn)	6	56	6	51	Y	Y	Y	N	N	Y	N		
EA1360	CAW	Neasden Jn – Acton Canal Wharf Jn	7	02	8	45	Y	Y	Y	N	N	R1	N	R1	R2 5mph CAW/11 Acton Lane down (8m 03ch)
EA1360	ACW	Acton Canal Wharf Jn – Route Boundary (MD170) (Willesden Jn)	0	35	0	11	Y	Y	Y	EH R1	N	Y	N	R1	R2 Prohibited with footsteps fitted
EA1360	CAW	Acton Canal Wharf Jn – Acton Wells Jn (Change of Mileage)	8	45	8	77	Y	Y	Y	N	N	R1 R2	N	R1	
EA1360	WAW	Acton Wells Jn (Change of Mileage) – Route Boundary (MD167) Willesden West London Jn)	6	19	6	76	Y	Y	Y	EH R1	N	Y	N	R1	R2 Prohibited with footsteps fitted
EA1360	CAW	Acton Wells Jn (Change of Mileage) – Acton Wells Jn	0	63	0	66	Y	Y	Y	N	N	Y	N		
EA1370	GOJ	Gospel Oak Jn – Junction Rd Jn	0	00	0	58	Y	Y	Y	N	N	N	EH		
EA1370	JRT2	Junction Rd Jn – Route Boundary (LN3210) (Carlton Rd Jn)	2	42	2	38	Y	Y	N	N	N	N	N		
EA1370	TAH1	Junction Rd Jn – Harringay Park Jn	2	42	4	15	Y	Y	R1 Y	N	N	N	EH	R1	R2 Prohibited Upper Holloway Down platform with deflated suspension
EA1370	HPW	Harringay Park Jn – Route Boundary (LN165) (Harringay Jn)	0	25	0	14	Y	Y	Y	N	N	N	EH		
EA1370	TAH1	Harringay Park Jn – South Tottenham West Jn	4	15	5	65	Y	Y	Y	N	N	N	N		
EA1370	TAH1	South Tottenham West Jn – South Tottenham East Jn	5	65	5	73	Y	Y	Y	N	N	N	N		
EA1370	TAH2	South Tottenham East Jn – Woodgrange Park Jn	5	73	11	79	Y	Y	N	N	N	N	N		
EA1370	TAH3	Woodgrange Park Jn – Barking Station Jn	11	79	13	12	Y	Y	N	N	N	N	N		
EA1370	TAH3	Barking Station Jn – Barking Tilbury Jn West	13	12	13	42	Y	Y	N	N	N	N	N		

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EA1370	TAH4	Barking Station Jn – Barking Platform 1	13	12	13	62	Y	Y	N	N	N	N	N		
EA1380	FSS1	Fenchurch Street – Gas Factory Jn	0	00	2	57	Y	Y	N	N	N	N	N		
EA1380	FSS1	Gas Factory Jn – East Ham Depot	2	57	6	18	Y	Y	N	N	N	N	N		
EA1380	FSS1	East Ham Depot – Barking Tilbury Jn West	6	18	7	33	Y	Y	N	N	N	N	N		
EA1380	FSS2	Barking Tilbury Jn West – Barking Tilbury Jn East	7	33	7	60	Y	Y	N	N	N	N	N		
EA1380	FSS2	Barking Tilbury Jn East – Upminster	7	60	15	20	Y	Y	N	N	N	N	N		
EA1380	FSS2	Upminster – Southend Central	15	20	35	55	Y	Y	N	N	N	N	N		
EA1380	FSS3	Southend Central – Shoeburyness	35	55	39	40	Y	Y	N	N	N	N	N		
EA1390	TLL	Barking Tilbury Line Jn East – Former Tilbury West Jn	7	60	22	06	Y	Y	N	N	N	N	N		
EA1390	TLL	Former Tilbury West Jn – Pitsea Jn	22	06	32	43	Y	Y	N	N	N	N	N		
EA1400	GFB	Gas Factory Jn – Bow Jn	2	57	3	47	Y	Y	Y	N	N	N	N		
EA1410	FSS2	Upminster – Upminster East Jn	15	20	15	39	Y	Y	N	N	N	N	N		
EA1410	UPG	Upminster East Jn – West Thurrock Jn	0	00	6	56	Y	Y	N	N	N	N	N		
EA1420	THN	Thames Haven Jn – Thames Haven	26	41	30	18	Y	Y	R1	N	N	N	N		R1 Prohibited NWR / London Gateway Boundary to Thames Haven
EA1430	ESK	East Suffolk Jn – Westerfield Jn	69	41	73	23	Y	Y	Y	N	N	N	N		
EA1430	ESK	Westerfield Jn – Oulton Broad North Jn	73	23	116	27	Y	Y	Y	N	N	N	N		
EA1440	FEL	Westerfield Jn – Felixstowe Beach Jn	73	23	83	57	Y	Y	Y	N	N	N	N		
EA1440	FEL	Felixstowe Beach Jn – Felixstowe town	83	57	84	30	Y	Y	Y	N	N	N	N		
EA1450	TFN	Trimley – Port of Felixstowe North Quay Terminal	0	00	0	18	Y	Y	Y	N	N	N	N		
EA1460	FED	Felixstowe Beach Jn – Felixstowe Beach	83	57	86	34	Y	Y	Y	N	N	N	N		
EA1470	NOL	Thorpe Jn – Limit of Electrification	0	09	0	79	Y	Y	Y	N	N	Y	N		
EA1470	NOL	Limit of Electrification – Reedham Jn	0	79	12	34	Y	Y	Y	N	N	R1	N	R1	
EA1470	NOL	Reedham Jn – Lowestoft	12	34	23	41	Y	Y	R1	N	N	R1	N	R1	R2 15mph Oulton Broad North up platform
EA1480	WHC1	Whitlingham Jn – North Walsham (End of Station Loop)	1	69	16	30	Y	Y	N	N	N	N	N		
EA1480	WHC1	North Walsham (End of Station Loop) – Change of Mileage (Site of Former Roughton Road Jn)	16	30	24	00	Y	Y	N	N	N	N	N		
EA1480	WHC2	Change of Mileage (Site of Former Roughton Road Jn) – Change of Mileage (Site of Former Runton East Jn)	11	54	13	48	Y	Y	N	N	N	N	N		

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EA1480	WHC3	Change of Mileage (Site of Former Runton East Jn) – Cromer	45	64	46	42	Y	Y	N	N	N	N	N		
EA1490	CRS	Cromer Jn – Network Rail Boundary (North Norfolk Railway)	46	27	42	69	Y	Y	Y	N	N	N	N		
EA1500	NAY	Brundall Jn – Yarmouth Via Acle	5	72	18	29	Y	Y	Y	N	N	Y	N		
EA1500	RBV	Breydon Access No24 LC (EA1510) – Yarmouth	19	13	20	45	Y	Y	Y	N	N	Y	N		
EA1510	RBV	Reedham Jn – Breydon Access No24 LC	12	34	19	13	Y	Y	Y	N	N	Y	N		
EA1520	SIZ	Saxmundham Jn – Sizewell	91	40	95	79	Y	Y	Y	N	N	N	N		
EA1530	CCH	Coldham Lane Jn – Haughley Jn	0	23	40	49	Y	Y	Y	N	N	Y	N		
EA1540	SOB1	Chippenham Jn – Site of Former Snailwell Jn	0	63	0	00	Y	Y	Y	N	N	Y	N		
EA1540	SOB2	Site of Former Snailwell Jn – Ely Dock Jn	1	54	12	33	Y	Y	Y	N	N	Y	N		
EA1550	EWC	Ely North Jn – Ely West Jn (Ely West Curve)	71	63	72	63	Y	Y	Y	N	N	N	N		
EA1560	EMP	Ely North Jn – Ely West Jn	71	63	72	39	Y	Y	Y	N	N	Y	R1	R1	R2 Permitted for diversionary purposes
EA1560	EMP	Ely West Jn – Route Boundary (LN135) (Peterborough)	72	39	98	40	Y	Y	Y	N	N	Y	R1 R2	R1	R2 Permitted for diversionary purposes R3 50mph over Harts Bridge No 1833 (Centre Girder Underbridge) Down Main (94m 75ch)
EA1570	WIG	March East Jn – Whitemoor Jn	85	78	86	18	Y	Y	Y	N	N	N	N		
EA1570	MWL	March West Jn – Whitemoor Jn	0	00	0	13	Y	Y	Y	N	N	N	N		
EA1570	WIG	Whitemoor Jn – Wisbech	86	18	93	60	N	N	N	N	N	N	N		Line out of use (temporarily)
EA1580	ETN	Ely North Jn – Trowse Jn	71	72	123	00	Y	Y	Y	N	N	Y	N		
EA1744	BFC	Europa Jn – Boss Hall Jn	0	00	0	63	Y	Y	Y	N	N	N	N		

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EA1325 - HIGHBURY & ISLINGTON TO NEW CROSS/NEW CROSS GATE (ELL)

Entire Line Of Route

East London Line SCC Contact Details

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

Lewisham Electrical Control Room Contact Details

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

Route Clearance

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

Dated: 16/05/2026

EA1325 - HIGHBURY & ISLINGTON TO NEW CROSS/NEW CROSS GATE (ELL)

Entire Line Of Route

(DUPLICATION OF SUSSEX SECTIONAL APPENDIX)

Transfer line (out of use)

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

Dated: 16/05/2026