NETWORK RAIL
Anglia Route

Week No.

AR 50

PERIODICAL OPERATING NOTICE

CONTAINING

AMENDMENTS TO NATIONAL OPERATIONS PUBLICATIONS
INCLUDING NATIONAL OPERATING INSTRUCTIONS

MISCELLANEOUS INSTRUCTIONS AND NOTICES

INCORPORATING

SUPPLEMENT NO. 74 TO THE ANGLIA ROUTE
SECTIONAL APPENDIX

SATURDAY 07 MARCH 2026
to
FRIDAY 05 JUNE 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 32 pages

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

Published on behalf of the Route Managing Director – Anglia

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. 74 to the Anglia Route Sectional Appendix effective from Saturday 07 March 2026 to Friday 05 June 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. 74 and is dated 07 March 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 **07 March 2026**.

A4 Technical content

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

A5 Definitions

Material change

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

Minor change

A minor change comprises of one of the following:

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

National Operations Publications

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

Periodical Operating Notice

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

Part B - Changes since previous issue

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

Part C - New amendments to National Operations Publications

No new amendments

Part D - Previous amendments to National Operations Publications

GERT8000 Rule Book

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

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

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

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

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

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

Explanation of change

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

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

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

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

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

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

Explanation of change
The 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 powered	9		

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

Part E - Amendments summary

GERT8000 Rule Book

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

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 (Panel A) *(Elsenham LX – Meldreth - Shepreth B. Jn)*	085 25313	0330 8525313	74 9349 01
Cambridge (Panel B) *(Dukes No2 LX – Barnwell Jn – Coldham Lane Jn)*	085 25312	0330 8525312	74 9370 01
Cambridge (North Panel) *(Barnwell Jn – Bottisham Rd LX)*	085 23506	0330 8525306	74 9365 01
Cambridge (Panel C) *(Bottisham Rd LX – Queen Adeladie LX – New Bedford River (EMP) – Mile End LX (ETN) – Former Snailwell Jn (CCH))*	085 25311	0330 8525311	74 9374 01
Cambridge (Thetford WS) *(Mile End LX – Wymondham (Inc Mid-Norfolk Railway)*	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) *(Marks Tey C/E – Mistley - Bentley LX)*	085 84426	0330 8584426	74 9147 01
Colchester (Panel 3 – Ipswich) *Bentley LX – Stowmarket C/E – Boss Hall Jn*	085 84309	0330 8584309	74 9435 01
Colchester (Panel 4 Norwich) *Haughley Jn – Thurston – Norwich Stn – Wensum Jn*	085 84948	0330 8584948	74 9434 01
Colchester (Felixstowe WS) *Westerfield - Felixstowe*	085 84417	033 085 84417	74 9428 01
Colchester (East Gates WS) Hunwick Jn – Colchester Town – Alresford Stn (Up)	085 84423	0330 8584423	74 9432 01
Colchester (Thorpe WS) *Alresford Stn (Down) – Clacton – Walton-On-The- Naze*	085 84428	0330 8584428	74 9433 01
Colchester (Lowestoft WS) Cantley Stn – Berney Arms – Lowestoft Stn – Oulton Broad South Stn	085 43537	0330 8543537	74 9431 01
Colchester (Brundall WS) *Brundall Gardens – Great Yarmouth – Buckenham C/E*	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 *(Diverted to Acton Canal Wharf when closed/light duty working)*	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 *(Pudding Mill Portal to Westbourne Park Junction)*	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 *(inc. Whitlingham Jn - Sheringham)*	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) *(Platforms 11-17) to Bethnal Green East Jn. (Main & Elec's)*	085 43525	0330 854 3525	74 9141 01
Liverpool St (Liverpool St West WS) *(Platforms 1-10) to Cambridge Heath (Sub & Fast lines)*	085 43524	0330 854 3524	74 9142 01
Liverpool St (Stratford WS) *(Mile End-Forest G. Jn..)*	085 43526	0330 854 3526	74 9143 01
Liverpool St (Ilford WS) *(Manor Park to Gidea Pk / Upminster)*	085 43527	0330 854 3527	74 9144 01
Liverpool St (Shenfield WS) *(Harold Wood - Shenfield/ Southend V./Southminster)*	085 43528	0330 854 3528	74 9145 01
Liverpool St (Witham WS) *(Ingatestone-Marks Tey/ Braintree / Sudbury)*	085 43529	0330 854 3529	74 9146 01
Duty Shift Manager - WA	085 43530	0330 854 3530	74 9300 01
Liverpool St (Hackney WS) *(Bethnal Green - Rectory Rd. (exclusive)/ Coppermill Jn./Chingford)*	085 43520	0330 854 3520	74 9350 01
Liverpool St (Brimsdown WS) *(Coppermill Jn – Cheshunt Rectory Rd - Cheshunt Jn / Enfld Tn)*	085 43521	0330 854 3521	74 9396 01
Liverpool St (Harlow WS) *(Broxbourne to Elsenham/Hertford East / Stansted Airport)*	085 43523	0330 854 3523	74 9347 01
Liverpool St (Temple Mills WS) *(Stratford Central Jn East – Coppermill Jn High Meads Jn/Forest G Jn – Woodgrange Park)*	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) *Fenchurch St – Upminster Stn- Ripple Lane – Chafford Hundred*	08525049	033085 25049	74 9201 01
Upminster (Workstation 2) *Upminster (Excl Station) – Shoeburyness*	08525051	033085 25051	74 9202 01
Upminster (Workstation 3) *Ripple Lane – Pitsea – Chafford Hundred*	08525377	033085 25377	74 9203 01
Upminster IECC (NLL Eastern Workstation) *Stratford 1&2 – High Meads Jn – Highbury & Islington*	08525028	033085 25028	74 9262 01
Upminster IECC NLL Central Workstation *Highbury & Islington – Willesden High Level Jn*	08525026	033085 25026	74 9261 01
Upminster SDS *Responsible for the Operational output of the North London* Line (NLR) Service Delivery Centre, overseeing the teams of Upminster and Outer box signallers.		0203 034 0489	

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Description of the DLR system

The DLR works automatically without lineside signals, using Driverless trains which approach in either direction travelling at a maximum speed of 50 m.p.h. Each train conveys a member of DLR staff called a 'Train Captain'.
DLR trains will not sound an audible warning to persons on or near the line and employees on or near Network Rail lines must not, therefore, except in emergency, go onto the DLR.
If employees called by the Signaller to work on the line consider that they cannot work safely with trains running on the adjoining DLR line, they must not commence work until an assurance has been received from the Signaller that DLR trains have been stopped.
If an emergency/mishap occurs on Network Rail lines that requires the stopping of DLR trains, then one of the emergency stop buttons must be pressed. These buttons are coloured red, in red cases with a clear perspex cover, located on posts a metre high. They are situated between the Network Rail and DLR lines at approximately 100 metre intervals.

Traincrew required to work on outside of train

Traincrew must not commence work on the side of a train where there are marker posts or a white board between the Network Rail line and the adjoining DLR line unless they have received an assurance from the Signaller that trains on the adjoining DLR line have been stopped.

Between Bow Jn & Stratford, and between Christian Street Jn. & Limehouse

Between Bow Jn. and Stratford, and between Christian Street Jn. and Limehouse in the vicinity of the closed Shadwell station, marker posts are provided in the 10-foot between the Network Rail line and the adjacent DLR line to identify the point beyond which employees must not proceed. When employees stand clear of the Network Rail line they must stand against one of these posts.

- Between Christian Street Jn. and Limehouse (except in the vicinity of the closed Shadwell Station), the only position of safety is on the north (Down) side of the viaduct and, on the approach of a train on the up or down Fenchurch St to Shoeburyness lines, employees must immediately proceed to the north side.
- Between Christian Street Jn. and Limehouse persons must not, except in emergency, cross the white board between the Network Rail and DLR lines. If unavoidable circumstances compel employees to remain between the Network Rail and DLR lines when trains pass, they must lie down against the Network Rail side of the board. It is important that this instruction is observed as the collector shoes of DLR trains pass in close proximity to the DLR side of the board.

Flooding of Permanent Way

Any person becoming aware of an LUL or DLR line becoming flooded above sleeper level, must telephone the Signaller at Liverpool Street SDC., Upminster I.E.C.C. or the Electrical Control Operator at Romford directly or on BT 0330 854110, who will then arrange for the relevant LUL or DLR control to be advised.

All concerned are warned that when flood water is lying on the surface of the permanent way, they must take care not to step into the water, as it may be highly charged with electricity.
Where circumstances arise causing it to be necessary for any person to step into the water, the conductor rail must be isolated before he does so.
All concerned must observe the provisions of Rule Book Module M3 – Managing incidents, floods and snow concerning the movement of trains over lines which are flooded.

Detraining of Passengers in an Emergency

Should it be necessary for passengers to be detrained, other than at a platform, any conductor rails alongside or over which the passengers may have to walk must be isolated.

Dangerous to touch Collector Shoes

Collector shoes of a D.C. electrical multiple unit are connected together by cables and whether in contact with the conductor rail or not must be considered dangerous to life.

Anglia Route GI - Dated: 07/06/2014

LOCKOUT PROTECTION SYSTEMS ANGLIA ROUTE

STAFF PROTECTION SYSTEMS (LOCKOUT)

The provision and application of Staff Protection Systems (often referred to as Lockouts), are of the following types: -

A LOD (E) system inhibits moves in both directions on a section of line including moves into and out of the Protected Area and is a Captive Key system where the key is normally retained in the instrument.

A LOD (K) system prevents signalled moves into the Protected Area and is a Captive Key system where the key is normally retained in the instrument.

A LOD (T) system prevents signalled moves into the Protected Area and is a Key Enabled system where the authorised user must obtain the key before operation can commence.

LOD (P), system prevents signalled moves against one direction of traffic on a Bi-directional line, enabling staff to utilise lookout protection for a single direction. It is a Key Enabled system where the authorised user must obtain the key before operation can commence.

The LOD (E), LOD (K), LOD (T), equipment may be used as an alternative to the protection arrangements outlined in Rule Book Modules TS1, Regulation 13, and Handbook 8, however all relevant Rules for establishing a Safe System Of Work must be complied with.

The person requesting protection using the above equipment must be either a certified “Controller of Site Safety” (COSS), an “Individual Working Alone” (IWA), ‘’Safe Work Leader’’ (SWL), or a “Protection Controller” (PC) who has been trained and authorised to use the specific lockout and if it is a Key(s) Enabled System, issued with the appropriate key(s). LOD (E) systems may also be used by authorised TOC & FOC staff, where appropriate and Staff have been trained.

In this instruction, where the instruction refers to the COSS, the instruction also applies to an IWA/ SWL/ PC/ TOC & FOC Staff, where appropriate and Staff have been trained.

Only in exceptional circumstances may the COSS hand over to relief provided they advise the signaller of their name, employer, location and contact telephone number.

The area of protection provided by the lockout system is normally displayed and clearly defined in the lockout cabinets. The COSS should ensure the area of protection provided by the lockout provides adequate protection for the activity / work. When required, permission may be requested for the use of more than 1 lockout system and / or may cover more that one line. All communications regarding the protection arrangements must be made directly between the Signaller and the authorised COSS.

The Signaller must, before granting any lockout protection, ensure that protecting signals are placed and maintained at Danger and routes leading to the protected area are cancelled and the protected area is clear of trains. The Signaller should not authorise any un-signalled moves into the area covered by the lockout(s) when in use. The COSS must advise the signaller of any failure of operation of the lockout unit / system, or if a lockout key is lost / damaged, immediately considering the protection as no longer in place. Signallers when making entries in the TRB need not issue authority numbers unless specifically outlined in local instructions.

Other instructions, variations to the above instructions and alternative local protection systems are covered in the Local Instructions sections and / or Signal Box Local Instructions.

Obtaining permission to use a LOD (E), or a LOD (K)

The COSS must telephone the Signaller giving their Name, Employer, location and contact telephone number. They must state which “lockout” section(s) they require to be protected and for how long. If use of the “lockout” is agreed, the Signaller must record these details in the train register book and repeat them back to the COSS who must confirm they are correct. Then the Signaller may operate the Key release and instruct the COSS to remove the Lockout Key.

When permission to use the LOD (E), or LOD (K) is to be given up

When the protected area(s) is/are clear and safe for trains to run on, the COSS must advise the Signaller of his/her Name, Employer and location. When advised to do so by the Signaller, the COSS must replace the Key, and return it to the locked “traffic” position. The Signaller must be advised and he/she must check that the normal indication has been restored, advising the COSS person and make an entry in the train register.

Obtaining permission to use a LOD (T)

The COSS must telephone the Signaller giving their Name, Employer, location and contact telephone number. They must state which “lockout” section(s) they require to be protected and for how long. If use of the “lockout” is agreed, the Signaller must record these details in the train register book and repeat them back to the COSS who must confirm they are correct. The Signaller should then instruct the COSS to insert the Key and turn it to the operate position, the signaller will then operate the release and instruct the COSS to operate the “locked out” button / switch. The COSS should then observe the “locked out” indication has illuminated correctly and advise the signaller, then turn the key to the normal position and remove the KEY.

When permission to use the LOD (T) is to be given up

When the protected area(s) is/are clear and safe for trains to run on, the COSS must advise the Signaller of his/her Name, Employer and location. When advised to do so by the Signaller, the COSS must insert the Key, turn it to the “operate” position and observes the “locked out” indication illuminates. The signaller then operates the “Traffic Cancel Control” and COSS operates the “Traffic” button / switch to return it to the “traffic” position. The COSS should then observe the “traffic” indication has illuminated correctly and advise the signaller then turn the key to the normal position and extract the Key. The Signaller must be advised and they must check that the normal indication has been restored, advising the COSS and make an entry in the train register.

Obtaining permission to use a LOD (P)

The COSS must telephone the Signaller giving their Name, Employer, location and contact telephone number. They must state which “lockout” section(s) they require to be protected and for how long. The COSS should be aware and record clearly on the SSOW briefing pack that traffic will still be able to be signalled and run normally in one direction within the protected area and confirms this with the signaller. If use of the “lockout” is agreed, the Signaller must record these details in the train register book and repeat them back to the COSS who must confirm they are correct. The Signaller should then instruct the COSS to insert the Key and turn it to the operate position, the signaller will then operate the release and

instruct the COSS to operate the “Patrol” button / switch. The COSS should then observe the “Patrol” indication has illuminated correctly and advise the signaller, then turn the key to the normal position and remove the KEY.

When permission to use the LOD (P) is to be given up

When the protected area(s) is to be given up, the COSS must advise the Signaller of his/her Name, Employer and location. When advised to do so by the Signaller, the COSS must insert the Key, turn it to the “operate” position and observes the “Patrol” indication illuminates. The signaller then operates the “Traffic Cancel Control” and COSS operates the “traffic” button / switch to return it to the “traffic” position. The COSS should then observe the “traffic” indication has illuminated correctly and advise the signaller then turn the key to the normal position and extract the Key. The Signaller must be advised and they must check that the normal indication has been restored, advising the COSS and make an entry in the train register.

Lockout systems are provided between the following locations: -

Line of Route	Sections of line equipped	Type of LOD	Lockout ID	Additional Information
EA1161 Bishops Stortford to Ely North Jn	Shelford (Up Main)	LOD(T)	5114	CA102 > CA92 signals
	Shelford (Down Main)	LOD(T)	5115	CA91 > CA99 signals
	Shepreth Branch Junction (Up Main)	LOD(T)	5119	1314 points > CA102 signal
	Cambridge South Station (Down Main & Down Addenbrookes Loop)	LOD(T)	5117	1313 points > 1047 points
	Cambridge South (Down Slow)	LOD(T)	5118	See diagram in LOD unit
	Shepreth Branch Junction (Down Main)	LOD(T)	5116	CA831 / 1042 points > 1313 points
	Cambridge South Station (Up Main & Up Addenbrookes Loop)	LOD(T)	5120	CA842 signal > 1314 points
	Coldham Lane Junction (Down Main, Up Main and Newmarket Single)	LOD(T)	5128	Immediate area around Coldham lane Junction points.
	Cambridge Station (Platform Line & Through Line)	LOD(T)	5129	Entirety of Platforms 1 and 4, and Through line between CA156 and CA177 signals.
EA1230 Royston to Shepreth Branch Jn	Shepreth Branch Junction (Down Royston)	LOD(T)	5154	CA119 signal > CA831 signal
	Foxton and Shepreth (Up Royston)	LOD(T)	5155	CA114 signal > Meldreth Road MCB-CCTV
	Shepreth and Foxton (Down Royston)	LOD(T)	5156	Meldreth Road MCB-CCTV > Foxton MCB
	Shepreth Branch Junction (Up Royston)	LOD(T)	5159	1042 points (exclusive) > CA118 signal

Loram C21 Rail Grinders

General

There are three rail grinding trains in the Loram C21 series, numbered C2101, C2102 and C2103.

Rail grinding train C2101 has a route availability of RA7, rail grinding trains C2102 and C2103 have a route availability of RA6.

All Loram Class C21 rail grinding trains are approved to travel on routes cleared to W6A gauge.

All Loram Class C21 rail grinding trains can be relied upon to operate track circuits.

Where axle counters are used as the primary means of train detection the Special Train Reminder (where provided) procedure is to be used when grinding operations are taking place on lines open for normal working.

Route prohibitions or restrictions

Loram Class C21 rail grinding trains are not permitted to run on the LT&S lines between Fenchurch Street and Gas Factory Junction.

Transit moves

The maximum permitted speed of the rail grinding trains is 55 mph.

Transit over 3rd or 4th rail DC electrified lines is permitted under the following conditions:

- The electrified rails are isolated in accordance with appropriate instructions, OR
- The 'spark blankets' are removed, OR
- The 'spark blankets' are secured within the W6a load gauge.

Grinding Operations

Notification must be given to TOCs and FOCs which operate on the routes where grinding is to take place so that drivers may be informed.

Grinding operations are permitted to take place both within T3 possessions and on lines open for normal working.

The speed when grinding is approximately 5 mph.

Grinding operations are only permitted on jointed or continuously welded plain track; grinding operations on switches and crossings are specifically excluded.

Rail grinding train C2101 is not permitted to grind within tunnels.

Rail grinding trains C2102 and C2103 are permitted to grind within tunnels, subject to the necessary risk assessment by the train operator.

The train operator is responsible for ensuring that grinding equipment does not damage track-mounted equipment or level crossing decks.

Grinding operations over 3rd or 4th rail DC electrified lines are permitted under the following conditions:

- The electrified rails are isolated in accordance with appropriate instructions, **AND**
- The 'spark blankets' are fitted

Rail grinding trains are equipped with on-board damping water spray and fire fighting water cannon.

All staff on or about the line are prohibited to be within 10m (approximately 10 yards) of the train whilst grinding operations are being carried out due to the danger of objects being emitted beyond the machine's shields. The machine operator will look out for any staff on or about the line who may be within this distance and cease operations if this is the case. Similarly, any person on a station platform will cause grinding operations to cease.

Grinding operations on lines open for normal working with Simplified Bi-directional Signalling (SIMBIDS) in operation on the opposite line

If the rail grinding train is to operate on lines open for normal working with SIMBIDS in operation on the opposite line, the signal applying to the line on which the rail grinding train is operating and which protects the crossover at the end of the grinding site, and through which trains from the line being used for SIMBIDS are being returned to the proper line, must be fitted with an operational TPWS train stop (TSS)

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268	01 June 2024
269	03 September 2022
270	03 September 2022
271	06 September 2025
272	06 September 2025
273	03 December 2022
274	03 December 2022
274A	03 December 2022
274B	03 December 2022
274C	03 December 2022
274D	03 December 2022
275	03 December 2016
276	03 December 2016
277	06 September 2014
278	06 September 2014
279	04 June 2022
280	04 June 2022
281	04 December 2021
282	04 December 2021
283	04 December 2021
284	04 December 2021
284A	04 June 2022
284B	04 June 2022
284C	04 December 2021
284D	04 December 2021
285	**07 March 2026**
286	**07 March 2026**
287	**07 March 2026**
288	**07 March 2026**
289	07 September 2024
290	07 September 2024
290A	04 December 2021
290B	04 December 2021
290C	04 December 2021
290D	04 December 2021
291	06 December 2025
292	06 December 2025
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294	06 December 2025
295	06 December 2025
296	06 December 2025
296A	06 December 2025
296B	06 December 2025
296C	06 December 2025

Page	Date Last Changed
296D	06 December 2025
297	02 December 2023
298	02 December 2023
299	02 December 2023
300	02 December 2023
301	02 December 2023
302	02 December 2023
302A	02 December 2023
302B	02 December 2023
302C	02 December 2023
302D	02 December 2023
302E	06 December 2025
302F	06 December 2025
302G	06 December 2025
302H	06 December 2025
302I	02 December 2023
302J	02 December 2023
302K	06 December 2025
302L	06 December 2025
302M	01 March 2025
302N	01 March 2025
302O	02 December 2023
302P	02 December 2023
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304	03 June 2023
305	04 December 2021
305A	04 December 2021
305B	04 December 2021
305C	04 December 2021
305D	03 September 2022
305E	03 September 2022
305F	04 December 2021
306	04 December 2021
306A	03 June 2023
306B	03 June 2023
306C	03 June 2023
306D	03 June 2023
306E	03 June 2023
306F	03 June 2023
306G	05 March 2022
306GA	05 March 2022
306GB	03 June 2023
306GC	03 June 2023
306N	01 June 2024
306O	01 June 2024
306P	01 June 2024
306Q	01 June 2024
306R	04 December 2021
306S	05 March 2022
306T	03 June 2023
306TA	03 June 2023
306TB	04 December 2021
306TC	04 December 2021
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

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	03 September 2022
338	03 September 2022
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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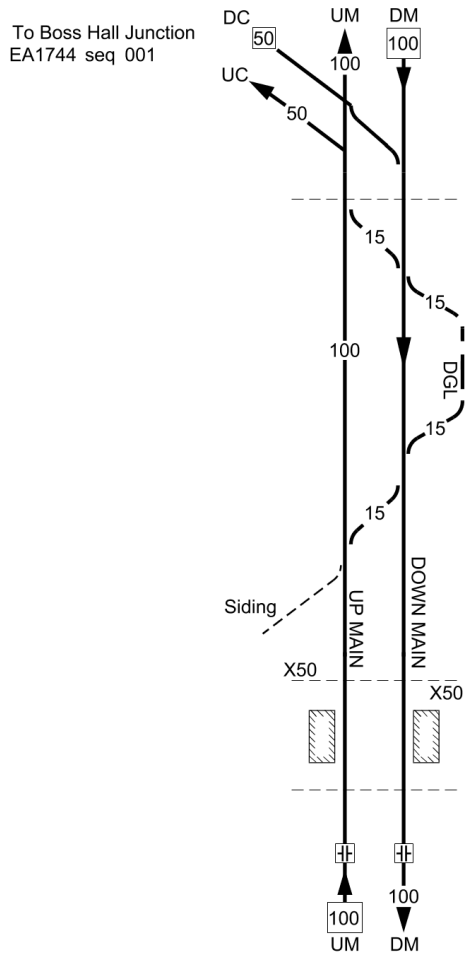
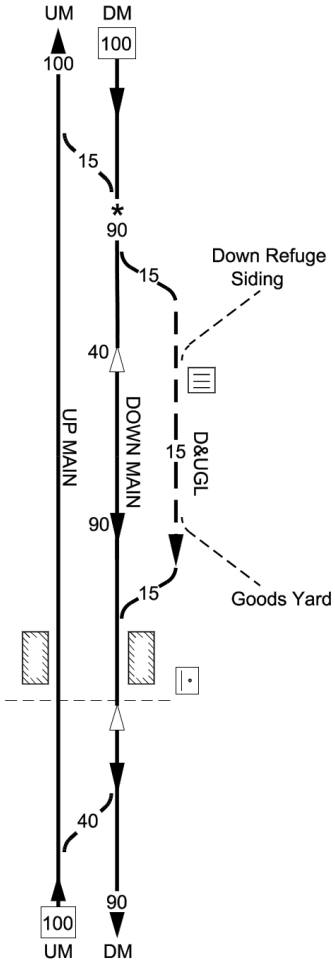
Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1012	002	Ipswich to Trowse Junction	LTN1 BFC	Anglia	23/07/2022

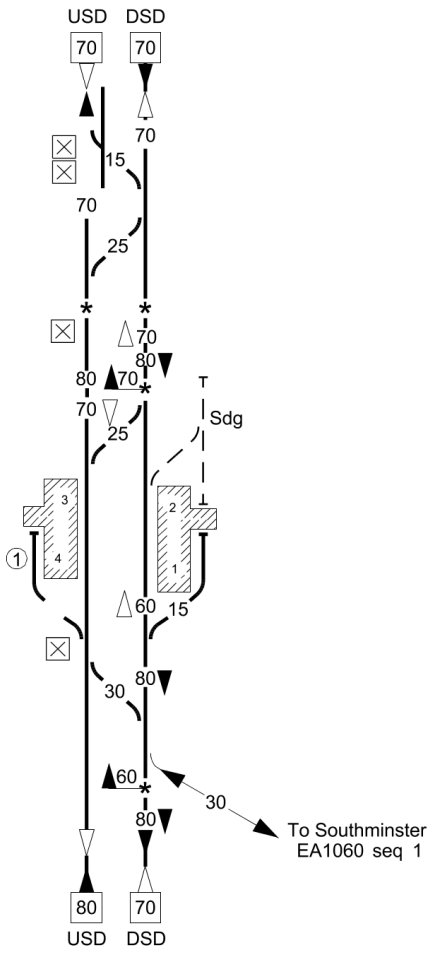
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R 
				TCB Colchester SB (CO) RA8 Ipswich panel AC: Romford
				General instruction applies at Ship Lane (Bridge 255) at 71m 17ch
Europa Jn	70	37		
Claydon LC (CCTV)	73	47		DC - Down Bacon Factory Curve UC - Up Bacon Factory Curve
				DGL 269 metres (294 yards)
Claydon GF	73	70		
Barham sidings	74	12		
Baylam LC (AHBC-X)	75	17		
NEEDHAM MARKET	77	07		Up Platform - 71 metres (72 yards) Down Platform - 84 metres (90 yards)
Gypsy Lane LC (FPW)	77	64		FPW - Footpath with wicket gates
OHNS	79	10		UM = Up Main DM = Down Main

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1012	003	Ipswich to Trowse Junction	LTN1	Anglia	22/11/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Colchester SB (CO) RA8 Ipswich panel AC: Romford
	80 00 *		
Stowmarket DN Refuge GF	80 15		D&UGL 538m (588yds) PF
STOWMARKET	80 46		Up Platform - 250m (270yds) Down Platform - 250m (270yds)
Stowmarket (MCB) LC (Supervised by Stowmarket Gate Box)	80 54		Stowmarket gate box not a block post Colchester SB (CO) Norwich panel

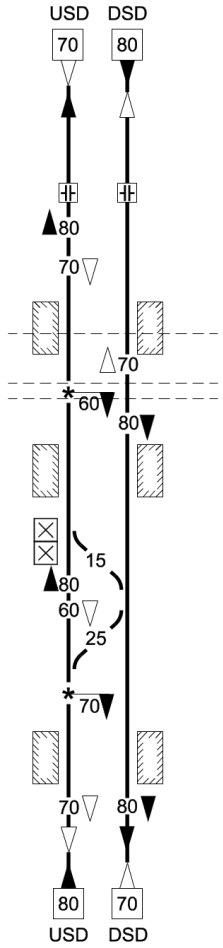
Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1050	002	Shenfield Jn to Southend Victoria	SSV WIS	Anglia	27/08/2022

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Liverpool St IECC (L) RA7 Shenfield workstation AC: Romford USD - Up Southend DSD - Down Southend
	24 33		LOD (P)s (Mountnessing Jn/Billericay & Billericay/Wickford) at 24m 33ch
	26 60 *		General instruction applies at Church Road bridge (No 763) at 27m 14ch
	28 64 *		LOD (P) (Billericay/Wickford) at 28m 60ch
WICKFORD	29 02		Platform 1 - 122.1m (133.5yd) Platform 2 - 248m (268yd) Platform 3 - 252m (273yd) Platform 4 - 106m (113yd)
			LOD (P) (Wickford/Hockley) at 29m 12ch
			① See Local Instruction
Wickford Jn	29 13		
	30 05 *		

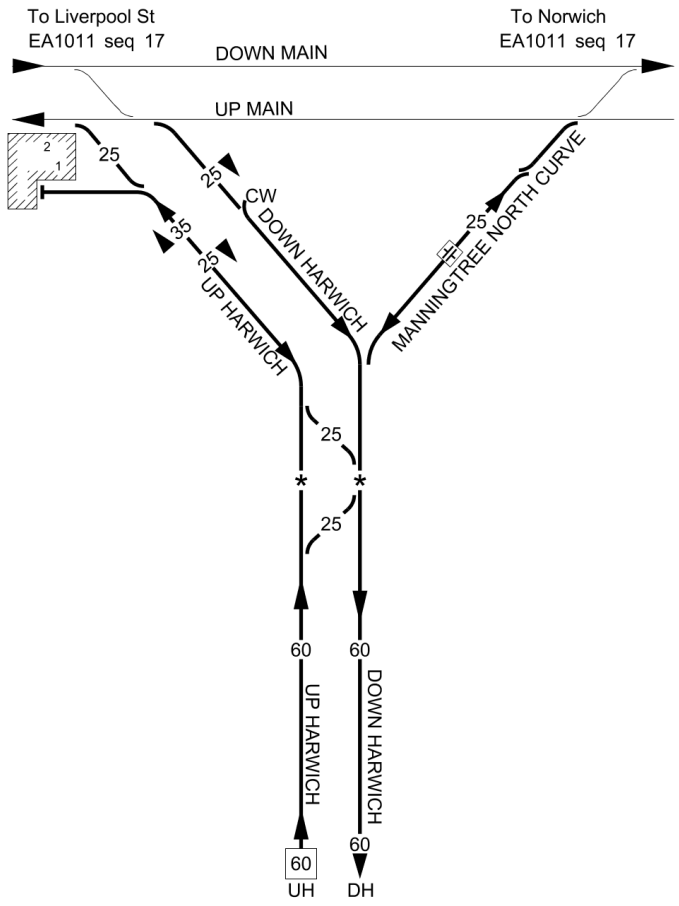
Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1050	003	Shenfield Jn to Southend Victoria	SSV	Anglia	23/11/2025

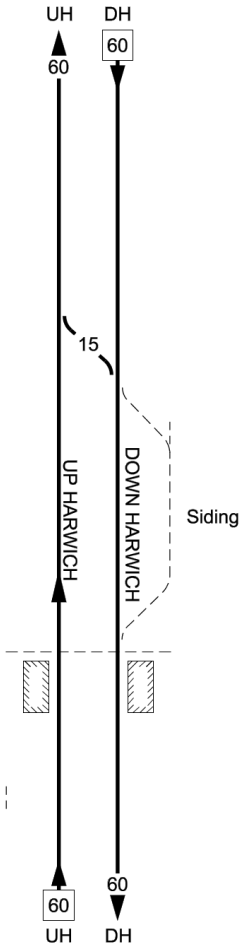
Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Liverpool St IECC (L) RA7 Shenfield workstation AC: Romford USD - Up Southend DSD - Down Southend
OHNS	32	79			
RAYLEIGH	33	09			Up platform - 249m (269yds) Down platform - 250m (270yds)
NORMAN CRESCENT (FP-R/G)	34	18			
BLOUNTS WOOD FP (R/G-X)	34	45			General instruction applies at Hambro Hill Bridge (No777) at 33m 76ch
BLOUNTS FARM (FP-R/G)	34	65			
	35	20	*		
HOCKLEY	36	10			Up platform - 250m (270yds) Down platform - 250m (270yds)
					LOD (P)s (Wickford/Hockley & Hockley/Southend Vic.) at 36m 3ch
	36	29	*		
ROCHFORD	38	54			Up platform - 249m (269yds) Down platform - 249m (269yds)

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1120	001	Manningtree to Harwich Town	MAH NTE LTN1	Anglia	27/08/2022

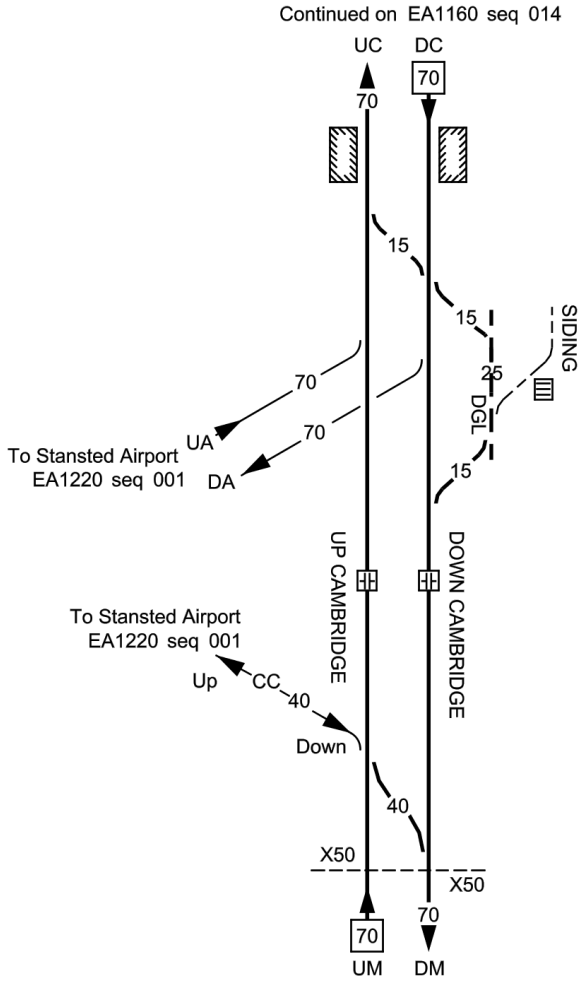
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Colchester SB (CO) RA8 Colchester workstation AC: Romford
	HL / MNC		HL - Harwich Lines MNC - Manningtree North Curve
Manningtree North Jn	MNC 0 00		
MANNINGTREE	HL 59 35		Manningtree Platform 1 - 108m (177yds) PP
Manningtree South Jn	HL 59 45		
CW	HL 59 47		CW. 326 yards before reaching signal CO209
OHNS	MNC 0 06		
Manningtree East Jn	HL 59 67 / MNC 0 24		
	59 74 *		General instruction applies at Station Road (Bridge 1043) at 59m 67ch
			DH - Down Harwich UH - Up Harwich

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1120	002	Manningtree to Harwich Town	MAH	Anglia	22/11/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Colchester SB (CO) RA8 Colchester workstation AC: Romford DH - Down Harwich UH - Up Harwich
Mistley Footpath LC (R/G)	61 10		
MISTLEY	61 14		Up Platform - 91m (99 yd) Down Platform - 89m (97 yd)

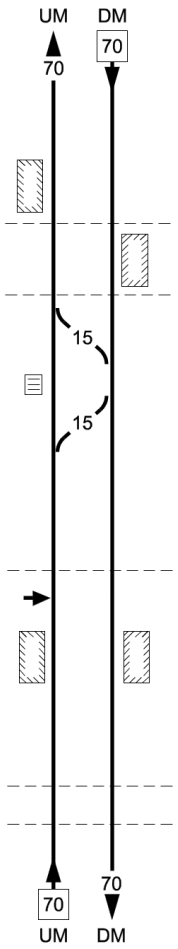
Anglia Route Sectional Appendix Module AR2

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
			GSM-R TCB Liverpool St IECC (L) RA8 AC: Romford
STANSTED MOUNTFITCHET	33 28		Up platform - 255m (279yds) Down platform - 255m (279yds)
			DC - Down Cambridge UC - Up Cambridge UA - Up Airport DA - Down Airport CC - Cambridge Cord
Stansted South Jn	33 54		DGL 429m (469yds) PF
OHNS	34 10		
Stansted North Jn	34 30		
Fullers End Footpath LC (R/G-X)	34 67		Down Cambridge and Up Cambridge as far as 35 M.P. Down Main and Up Main from 35 M.P.

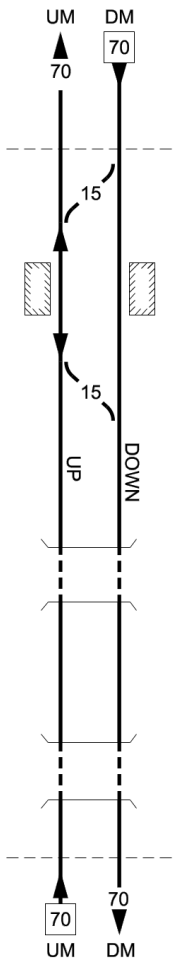
Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	002	Bishops Stortford to Ely North Jn	BGK	Anglia	31/01/2026

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Cambridge SB Workstation 1(CA) RA8 AC: Romford
ELSENHAM	35	45		Up platform -165m (179 yd)
Elsenham LC (MCG)	35	45		
				Down platform -167m (181 yd)
Elsenham Emergency Hut LC (FPW)	35	63		
Elsenham GSP	35	64		
Hogs Croft LC (UWC)	38	73	T	HABD Up main line, near signal CA34 at 39m 48ch
NEWPORT	39	72		Up platform - 168m (182yd) Down platform - 167m (181yd)
Elephants LC (FPS)	40	13		General instruction applies at the following bridges: Newport Viaduct (Bridge 1514) at 40m 36ch.
Dixies LC (FPS)	40	59		London Road (Bridge 1515) at 40m 42ch.

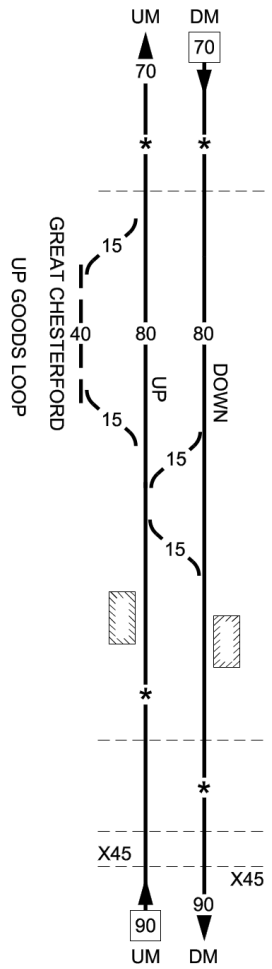
Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	003	Bishops Stortford to Ely North Jn	BGK	Anglia	31/01/2026

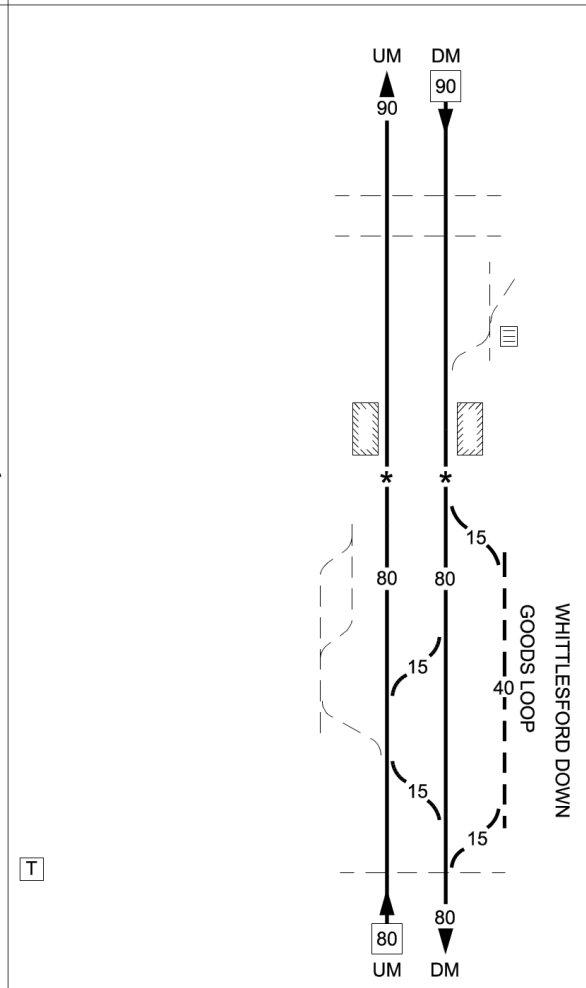
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Cambridge SB Workstation 1(CA) RA8 AC: Romford
Trees LC (CCTV)	41 31		
AUDLEY END	41 55		Up platform - 248m (268yd) Down platform - 248m (268yd)
Audley End Tunnel (456 yards)	42 70 to 43 11		General instruction for broken rails applies at Audley End & Littlebury Tunnels
Littlebury Tunnel (407 yards)	43 27 to 43 46		
Littlebury Gate House LC (FPW)	43 60		

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	004	Bishops Stortford to Ely North Jn	BGK	Anglia	31/01/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Cambridge SB Workstation 1 (CA) RA8 AC: Romford
	43 50 *		
Fairheads LC (UWC R/G)	45 06 T		
			UGL 512m (560yds) PF
GREAT CHESTERFORD	45 56		Up platform - 167m (180yd) Down platform - 167m (180yd)
	45 60 *		
Ickleton Rd LC (CCTV)	45 75		General instruction applies at Ickleton Rd bridge (1530) at 45m 76ch
	46 20 *		
Kings LC (UWC)	46 36 T		
Ickleton Mill Lane LC (FPW) (R/G)	46 65		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	005	Bishops Stortford to Ely North Jn	BGK	Anglia	31/01/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Cambridge SB Workstation 1(CA) RA8 AC: Romford
Hinxton LC (MCB-OD)	47 11		
Duxford LC (AHBC)	47 62		
Duxford CIBA Geigy sidings	48 00		
WHITTLESFORD PARKWAY	49 01		Up platform -254m (275 yd) Down platform -254m (275 yd)
	49 04 *		
Whittlesford Up Sidings			DGL 512m (560yds) PF
Crossover	49 46		
Della LC (UWC)	49 54	T	

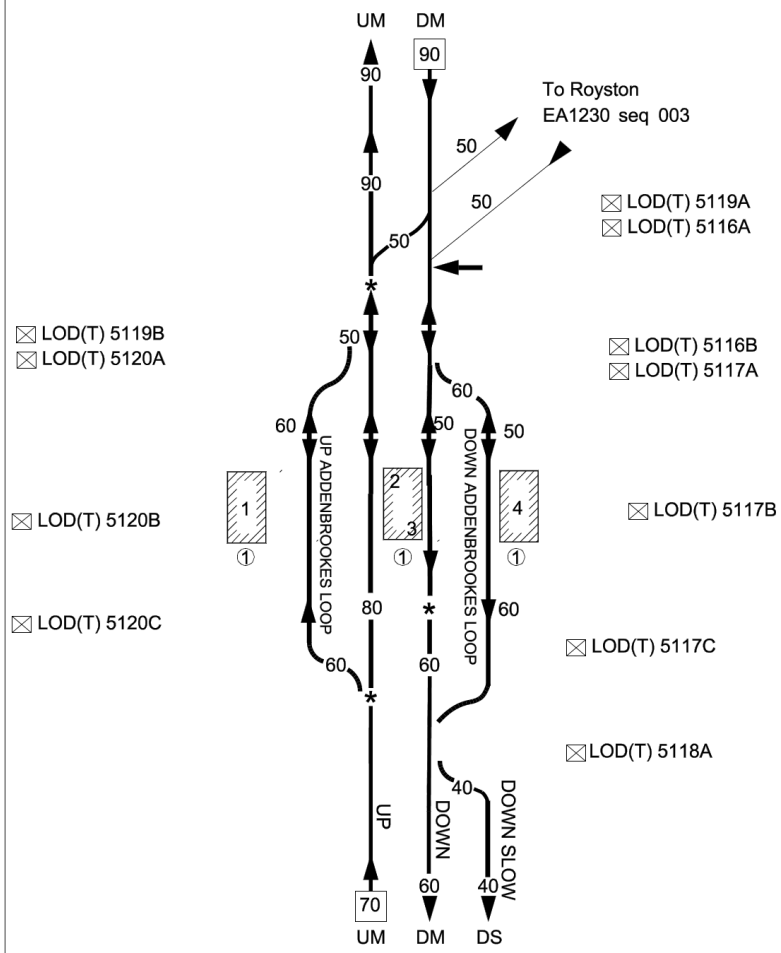
Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	006	Bishops Stortford to Ely North Jn	BGK	Anglia	31/01/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		UM DM 80 80 ☒ LOD(T) 5114C ☒ LOD(T) 5115C	GSM-R TCB Cambridge SB Workstation 1 (CA) RA8 AC: Romford
	49 60 *	* *	
Sawston LC (UWC)	49 75	T	
Sawston LC (CCTV)	50 46		
		☒ LOD(T) 51148 ☒ LOD(T) 51158	
Dernford LC (UWC R/G-X)	51 36	X40 X40	
Shelford LC (CCTV)	52 32		
SHELFORD	52 36		Up platform - 180m (195 yd) Down platform - 180m (195 yd)
		90 90 ☒ LOD(T) 5114A ☒ LOD(T) 5115A	
Granhams LC (CCTV)	52 64		
OHNS	52 69		
		90 90 UM DM	☒ = Lockout protection (LOD(T)) is provided refer to general instructions for detail.

Anglia Route Sectional Appendix Module AR2

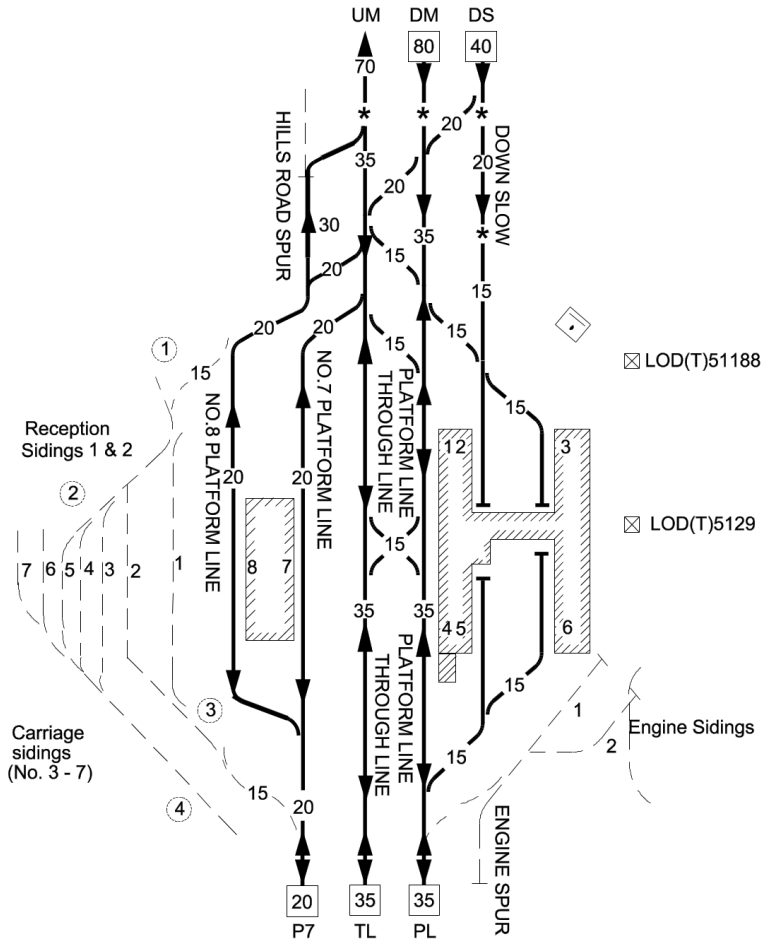
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	007	Bishops Stortford to Ely North Jn	BGK	Anglia	05/01/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Shepreth Branch Jn	53 32		GSM-R TCB Cambridge SB (CA) RA8 AC: Romford
	53 67 *		HABD Down Main line at 53m 33ch
CAMBRIDGE SOUTH	54 11		① Cambridge South Southern under construction Platform lengths shown for emergency reference only.
	54 21 *		Platform 1- 254m (277 yds) Platform 2- 254m (277yds) Platform 3- 254m (277yds) Platform 4- 254m (277 yds)
	54 30 *		Cambridge PSB Workstation 2 (CA)

☒ = Lockout protection (LOD(T)) is provided refer to general instrcutions for detail.

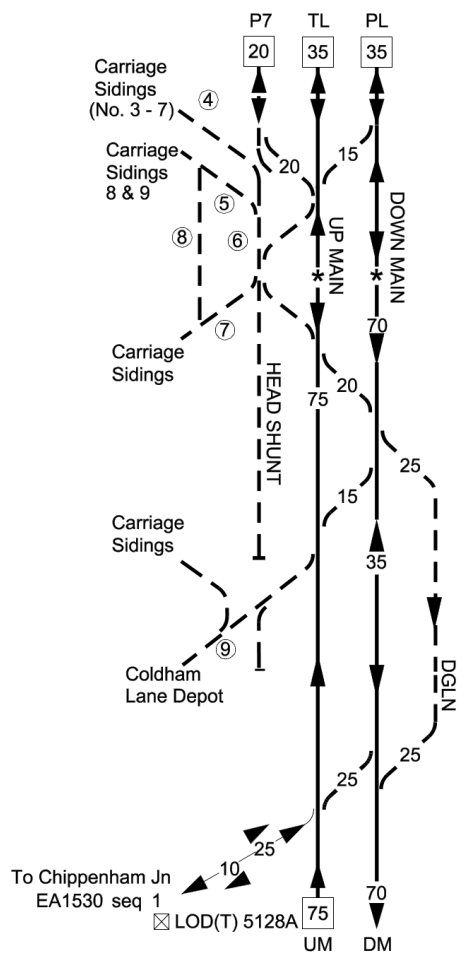
Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	008	Bishops Stortford to Ely North Jn	BGK	Anglia	05/01/2026

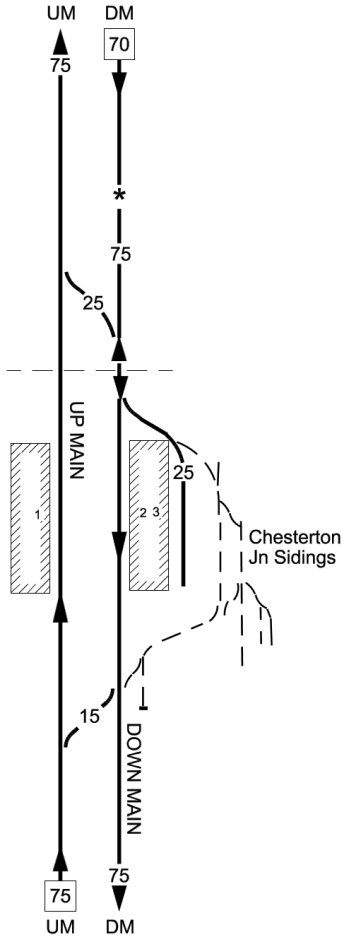
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Cambridge (CA) SB	55 22 *		TCB Cambridge SB Workstation 2 (CA) RA8 AC: Romford GSM-R
	55 30 *		(1) Reception South (2) Post Office Ladder
	55 35		
CAMBRIDGE	55 52		Platform 1 - 255m (278 yd) PP-A Platform 2 - 207m (224 yd) PP Platform 3 - 166m (179 yd) PP Platform 4 - 260m (284 yd) PP-A Platform 5 - 121m (132 yd) PP Platform 6 - 145m (157 yd) PP Platform 7 - 270m (295 yd) PP-A Platform 8 - 270m (295 yd) PP-A (3) Reception North (4) Fletchers Terrace Ladder ☒ = Lockout protection (LOD(T)) is provided refer to general instructions for detail. P7 - Platform 7 line

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	009	Bishops Stortford to Ely North Jn	BGK	Anglia	31/01/2026

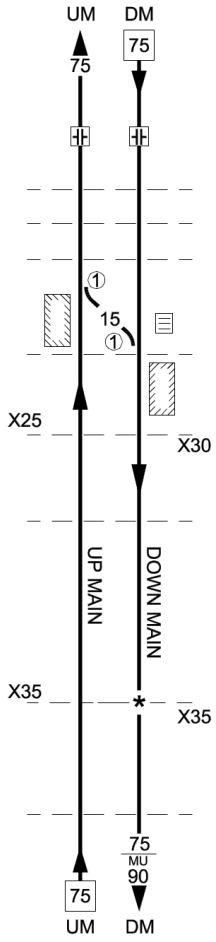
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	56 03 *		GSM-R TCB Cambridge SB Workstation 2 (CA) RA8 AC: Romford P7 - Platform 7 line ④ Fletchers Terrace Ladder ⑤ Chisholm Line ⑥ Bypass Road ⑦ Cavendish Road Ladder ⑧ Wash Road
Coldham Lane Jn	56 51		⑨ Coldham Lane Ladder DGLN 522m (570yds) ☒ = Lockout protection (LOD(T)) is provided refer to general instructions for detail. DGLN = Down Goods Loop North

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	010	Bishops Stortford to Ely North Jn	BGK	Anglia	31/01/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Cambridge SB Workstation 2(CA) AC Romford
	57 10 *		Cambridge SB Workstation 3 (CA)
Chesterton LC (CCTV)	57 54		
Chesterton Jn	57 56		
CAMBRIDGE NORTH	57 75		Platform 1 - 254m (278 yd) Platform 2 - 254m (278yd) Platform 3 - 254m (278 yd) PP

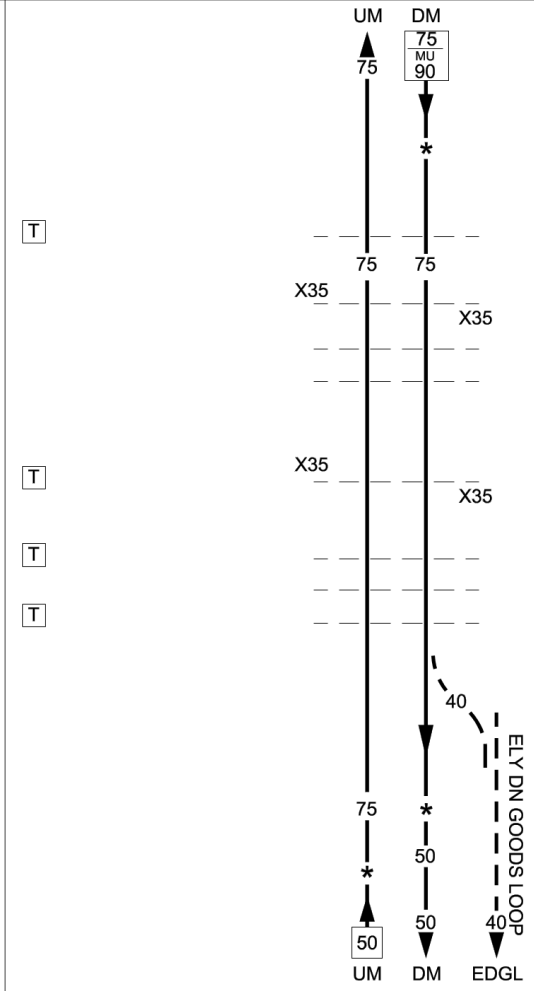
Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	011	Bishops Stortford to Ely North Jn	BGK	Anglia	31/01/2026

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					GSM-R TCB Cambridge SB Workstation 3 (CA) RA8 AC: Romford ① All movements proceeding from the Up Main to the Down Main through the Waterbeach GSP crossover must not proceed at more than 15 m.p.h. until clear of Burgess Drove LC (R/G-X)
OHNS	58	71			
Milton Fen LC (AHBC)	59	10			
Wilsons LC (UWC)	59	30			
Goodens No 1 LC (UWC)	59	40	T		
Waterbeach GSP	60	78			Up platform - 167m (183 yds)
Waterbeach LC (AHBC)	61	00			
WATERBEACH	61	01			Down platform - 167m (183 yds)
Burgess Drove LC (R/G-X)	61	20	T		
Bottisham Road LC (AHBC)	61	48			
Bannolds LC (AHBC-X)	62	70	*		
Jack O'Tell (UWC)	64	45	* T		

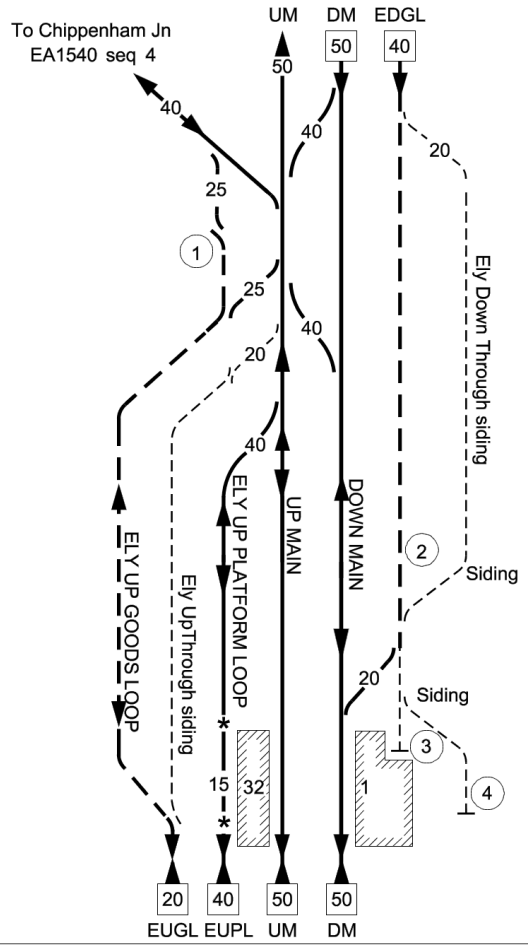
Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	012	Bishops Stortford to Ely North Jn	BGK	Anglia	31/01/2026

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Cambridge SB Workstation 4 (CA) RA8 AC: Romford
	65	40 *		
Nairns (No.117) LC (UWC)	65	46 T		
Dimmocks Cote LC (AHBC-X)	66	25		
Hopkins Celery LC (FPO)	66	55		
Stretham LC (FPS)	67	22		
(Formerly: West River Bridge)				
Ely West River LC (R/G-X) (UWC)	68	13 T		
Bedford (No.124) LC (UWC)	69	08 T		
Braham Farm LC (FPS)	69	16		
Bedford (No.125) LC (UWC)	69	20 T		
	69	33		
	69	67 *		Ely Down Goods Loop - PF
	69	70 *		Note- Between 69m 68ch and 70m 17ch on the Ely Down Goods Loop, signal spacing is insufficient for classes of train operating with Braking performance in accordance to requirements in GKRT0075 Appendix B and GM/RT2045 Curves V or A1

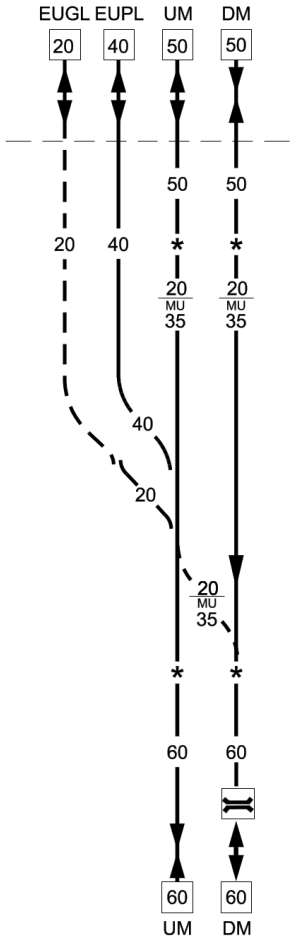
Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	013	Bishops Stortford to Ely North Jn	BGK	Anglia	31/01/2026

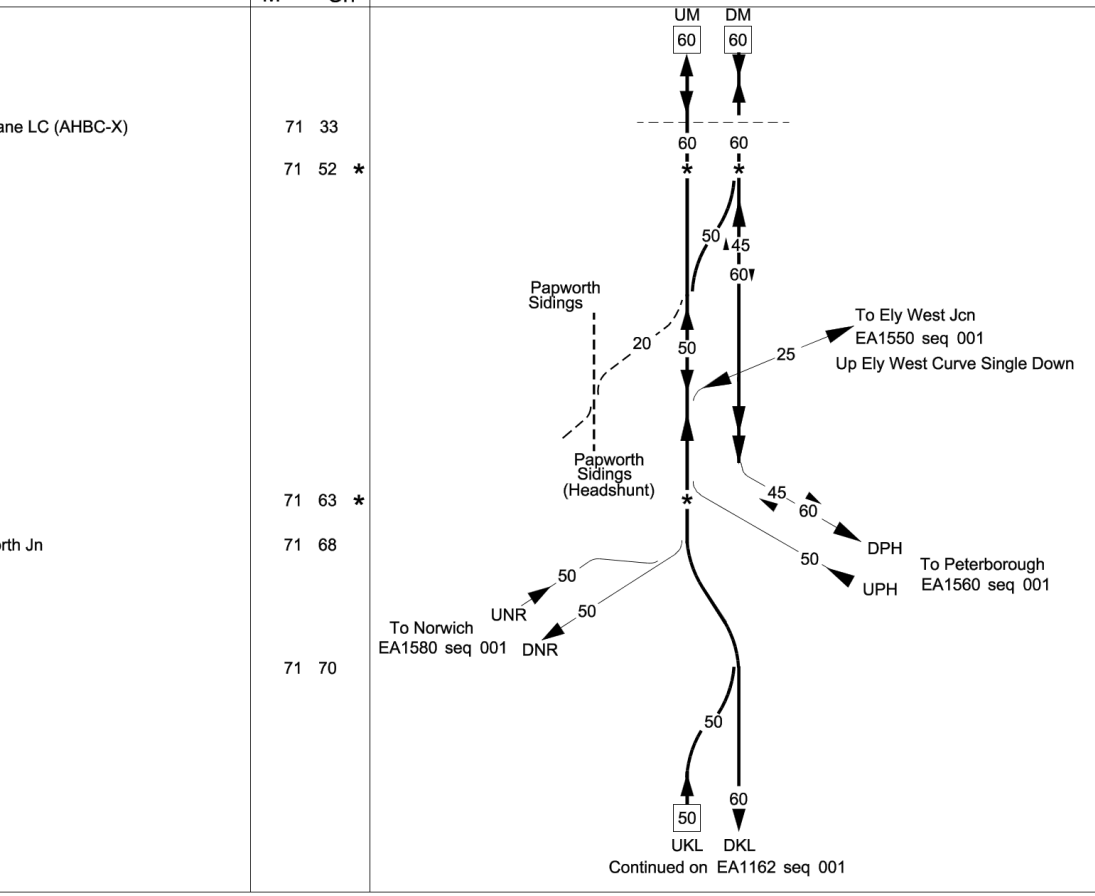
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Ely Dock Jn	69 79		GSM-R TCB Cambridge SB workstation 4 (CA) RA8 AC: Romford 1 Note- Between 70m 05ch and 69m 76ch on the Ely up goods loop signal spacing is insufficent for classes of train operating with braking perfomance in accordance to requirements in GKRT0075 Appendix B and GM/RT2045 Curves V or A1 2 Note- Between 69m 68ch and 70m 17ch on the Ely down goods loop signal spacing is insufficent for classes of train operating with braking perfomance in accordance to requirements in GKRT0075 Appendix B and GM/RT2045 Curves V or A1 3 Ely Cripple Siding 4 Ely engineers Siding Platform 1 - 256m (277 yd) PP Platform 2 - 256m (277 yd) PP Platform 3 - 256m (277 yd) PP
	70 20 *		
ELY	70 30		
	70 35 *		

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	014	Bishops Stortford to Ely North Jn	BGK	Anglia	31/01/2026

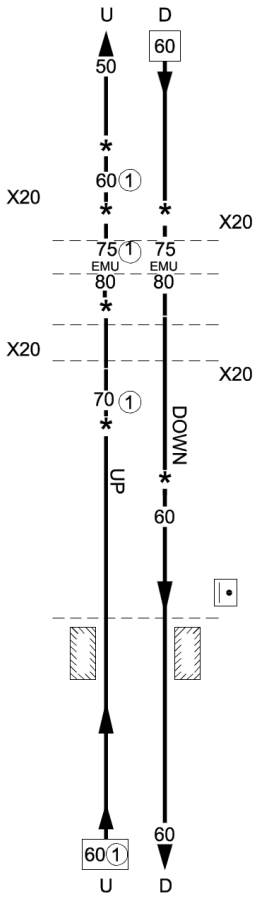
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Cambridge SB workstation 4(CA) RA8 AC: Romford
Ely station North LC (CCTV) ①	70	38		
				General instruction applies at Stuntney Road, Ely Station (1568) at 70m 36ch
	70	40 *		
				① Out of use
	70	70 *		
MPCO Zone Commencement DM	71	09		MPCO (See General Instructions)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	015	Bishops Stortford to Ely North Jn	BGK	Anglia	31/01/2026

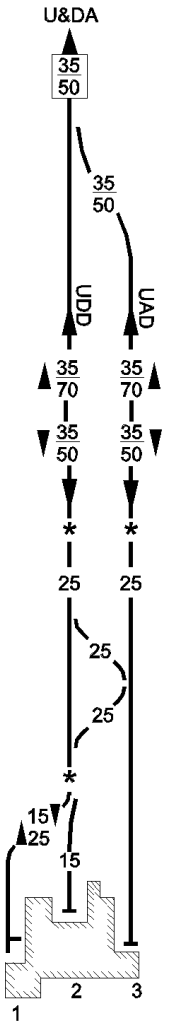
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Cambridge SB workstation 4(CA) RA8 AC: Romford
Kiln Lane LC (AHBC-X)	71 33		UPH - Up Peterborough DPH - Down Peterborough UNR - Up Norwich DNR - Down Norwich UKL - Up Kings Lynn DKL - Down Kings Lynn
	71 52 *		
			FWS (SATWS) provided between BGK 71m 10ch and EA1550 EWC EA1560 EMP EA1580 ETN EA1162 BGK
	71 63 *		
Ely North Jn	71 68		Up Kings Lynn line becomes Up Main line at 71m 68ch
	71 70		Down Main Line becomes Down Peterborough line at 71m 52ch

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1162	001	Ely North Jn to Kings Lynn	BGK	Anglia	27/12/2024

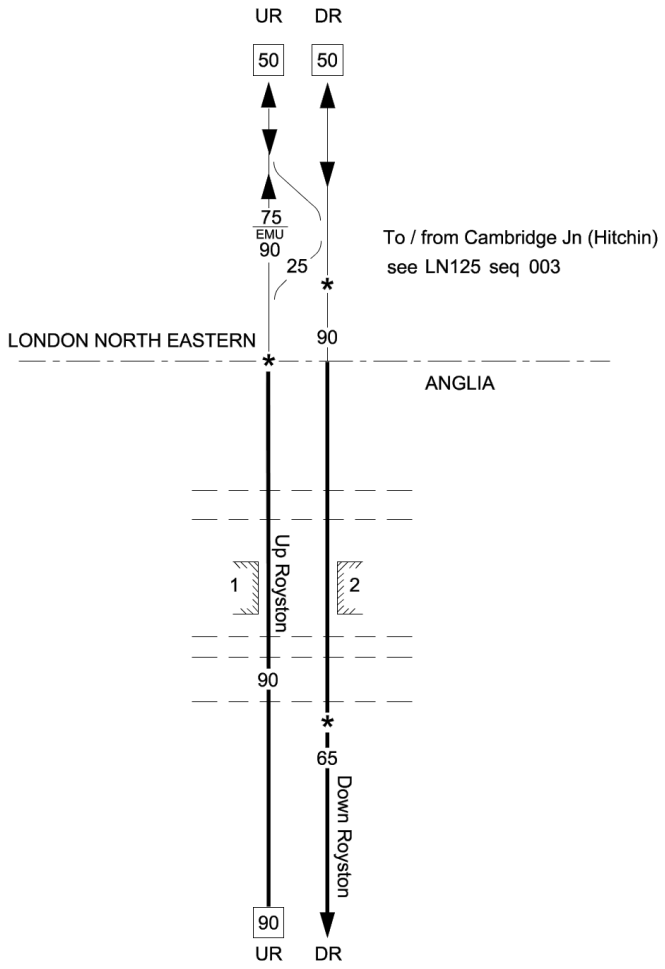
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		Continued on EA1161 seq 15	GSM-R TCB Cambridge SB Workstation 4 (CA) RA8 AC: Romford
			FWS (SATWS) provided from BGK (UP) 72m 66ch and EA1550 EWC EA1560 EMP EA1580 ETN EA1161 BGK 1 Up trains conveying vehicles with 15 feet wheelbase or less not to exceed 35 m.p.h.
	71 75 *		
Queen Adelaide LC (AHBC-X)	**72 18 ***		
Adelaide LC (FP)	72 71		
Cross Keys LC (FP)	73 18		
	75 23 *		
Clayway (FP)	75 25		Littleport SB (L)
Sandhill LC (AHBC-X)	75 35		
	75 70 *		
	75 71 *		
Littleport (L) SB	75 79		
Littleport LC (MCG)	76 00		
LITTLEPORT	76 00		Up platform - 86m (93 yd) Down platform - 167m (183 yd)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1220	002	Stansted South & North Jn's to Stansted Airport	TLA	Anglia	06/06/2015

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Coopers Lane Jn	36 57 *		GSM-R TCB Liverpool St IECC (L) RA8 AC: Romford U&DA - Up & Down Airport UAD - Up Arrival Down UDD - Up Departure Down
	36 62 *		
STANSTED AIRPORT	36 67	Platform 1 Buffer Stop position 37m 04ch (101yds)	Platform 1 - 359 metres (393yds) PP Platform 2 - 106 metres (117yds) PP Platform 3 - 291 metres (315yds) PP

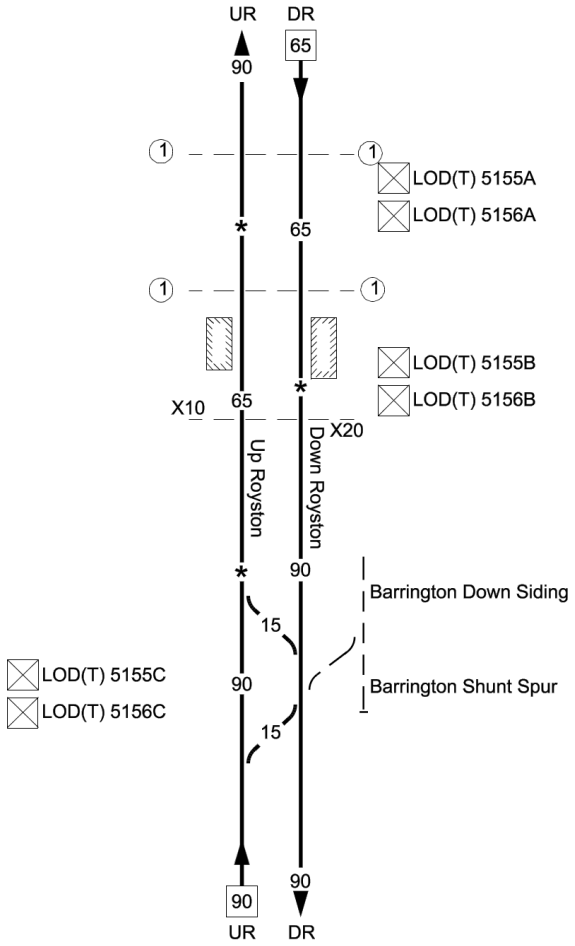
Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1230	001	Royston to Shepreth Branch Jn	SBR	Anglia	05/01/2026

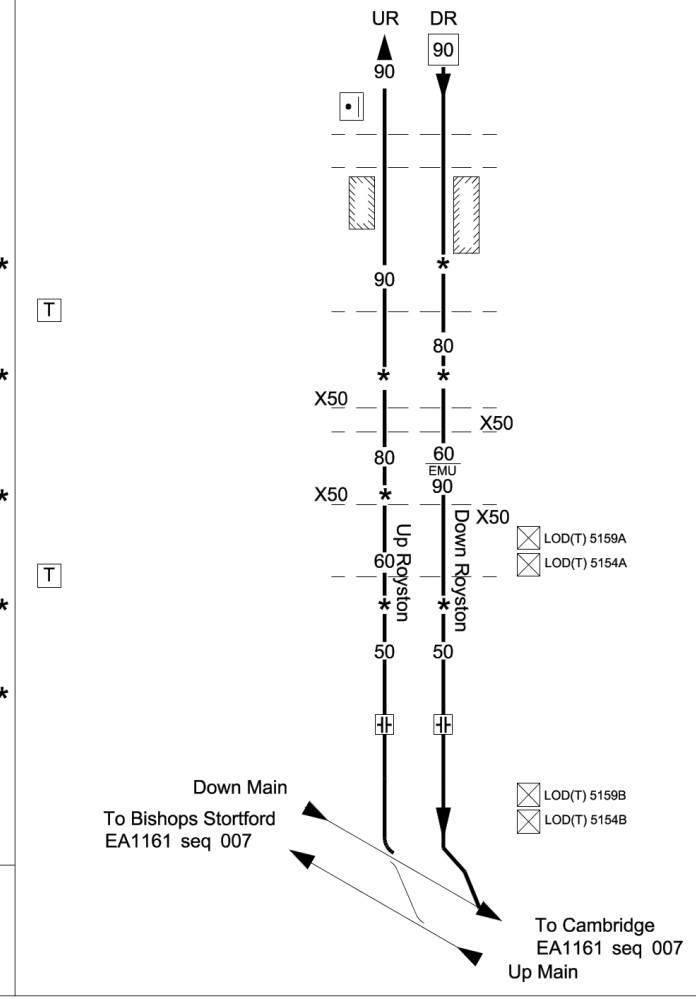
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB York ROC (K) RA9 Hitchin Workstation AC: York UR = Up Royston DR = Down Royston
	45 26 *		
ROUTE BOUNDARY	45 60		
	45 60 *		Cambridge SB Worlstation 1 (CA)
No Name 20 LC (FPS)	47 51		
MELDRETH	47 75		Up platform - 128m (138yds) Down platform - 128m (138yds)
Flambards LC (FP)	48 12		
College Farm LC (UWCT)	48 53	T	
Cam Farm LC (UWCT)	48 70	T	
	49 22 *		

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1230	002	Royston to Shepreth Branch Jn	SBR	Anglia	05/01/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Meldreth Road LC (CCTV)	49 37		GSM-R TCB Cambridge SB Workstation 1 (CA) RA9 AC: York
	49 40 *		
Shepreth LC (CCTV)	49 63		(1) Supervised from Foxton Gate Box
SHEPRETH	49 67		Up platform - 97m (105yds) Down platform - 171m (187yds)
	50 00 *		
Angle Lane LC (FP R/G-X)	50 05		
	50 15 *		☒ = Lockout protection 9LOD(T)) is provided Refer to general instructions for detail.

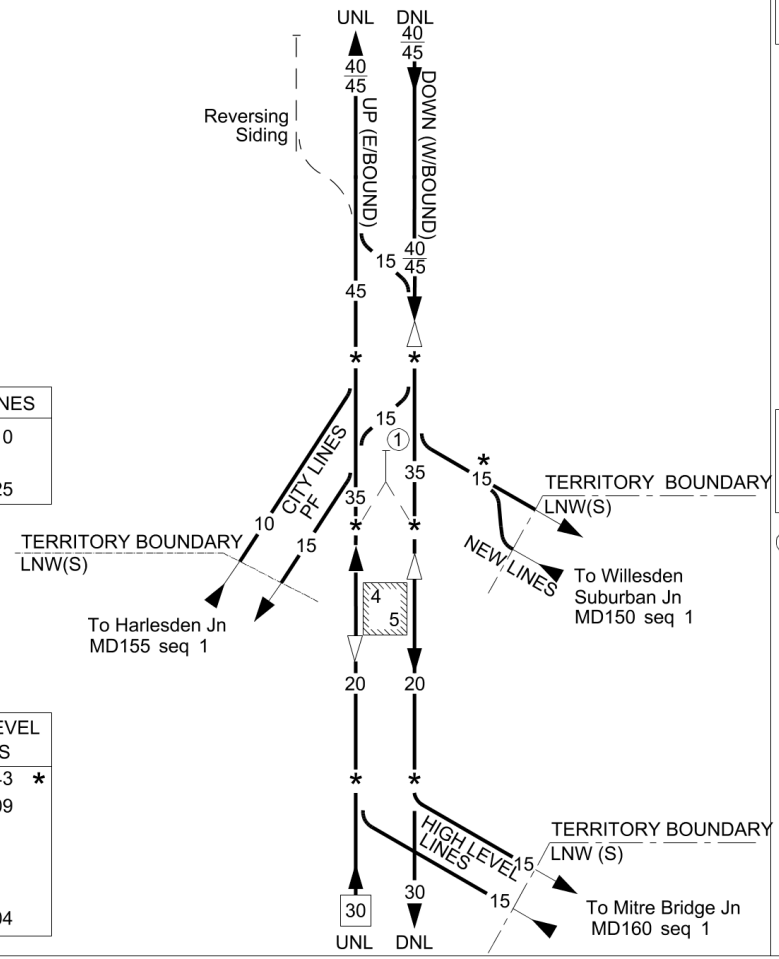
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1230	003	Royston to Shepreth Branch Jn	SBR BGK	Anglia	05/01/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Foxton Gate Box	50 73		TCB Cambridge SB Workstation 1 (CA) RA9 AC: York GSM-R
Barrington LC (FPW)	50 73		
Foxton LC (MCB)	50 74		Foxton Gate Box not a Block Post
FOXTON	50 77		Up platform - 105m (113yds) Down platform - 174m (190yds)
	51 60 *		
Hayes LC (UWC)	52 02	T	
	52 40 *		
Harston LC (AHBC-X)	52 46		
No Name 37 LC (FPW)	52 75		
	53 78 *		
Hauxton LC (AHBC-X)	54 01		
Rectory Farm LC (UWC)	54 45	T	
	54 72 *		
	55 18 *		
OHNS	55 20		
Shepreth Branch Jn.	55 51		☒ = Lockout protection (LOD(T)) is provided Refer to general instructions for detail.
	53 32		AC: Romford

Anglia Route Sectional Appendix Module AR2

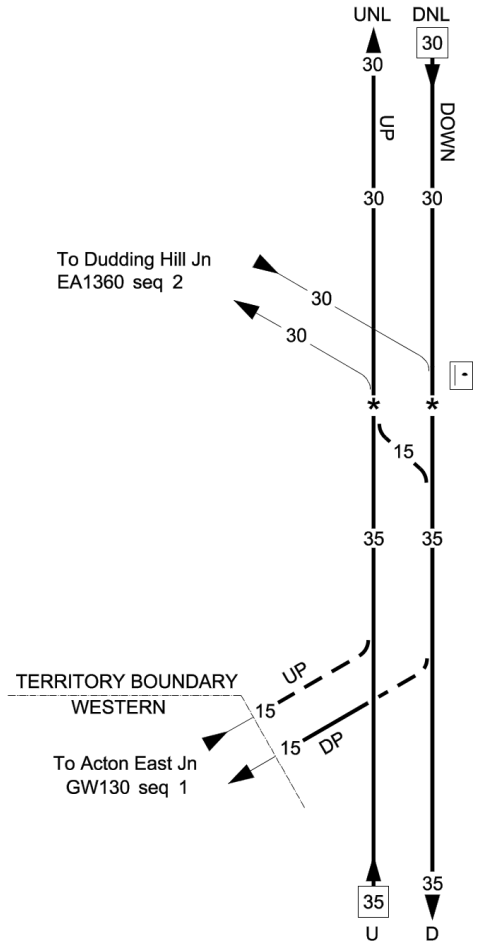
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1310	004	Camden Road West Junction to Richmond	BOK2 BOK3	Anglia	17/04/2021

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Kensal Green Junction	5 08 *	CITY LINES: 0 00 / 0 21; NEW LINES: 5 10 / 5 25	GSM-R TCB Upminster SCC (NL) RA8 NLL Central Workstation AC: Rugby
WILLESDEN JUNCTION HIGH LEVEL	5 29 * / 5 39	HIGH LEVEL LINES: 0 43 * / 0 09 / 0 04	U + D New Lines DC (3): Rugby U + D City Lines AC: Rugby ① Willesden Turnback Siding - 20 mph Up Platform 4 - 102m (111yds) Down Platform 5 - 126m (138yds)
	5 48 * / 0 00		UNL: Up North London DNL: Down North London Axle Counter Area



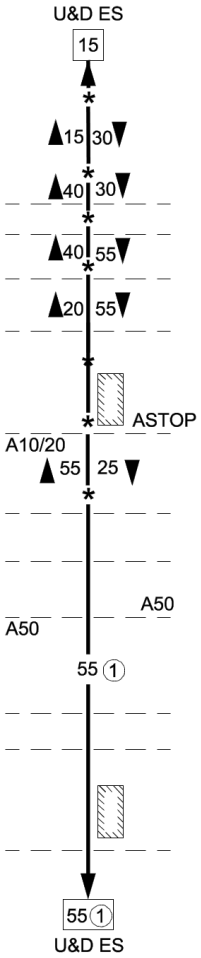
Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1310	005	Camden Road West Junction to Richmond	BOK4 BOK5	Anglia	27/12/2025

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Former Old Oak Jn	0 34		GSM-R
Change of Mileage	0 43		TCB Acton Wells Jn SB (AW) RA8 AC: Rugby
Acton Wells Jn (AW) SB	0 64		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
Acton Wells Jn	0 66 *		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 GW103 seq 001), and all other electrified lines on this diagram.
			No electric traction to be operated on Poplar lines until further notice.
			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.
		POPLAR LINES	
Acton Wells Jn	0 72	0 49	
		0 39	

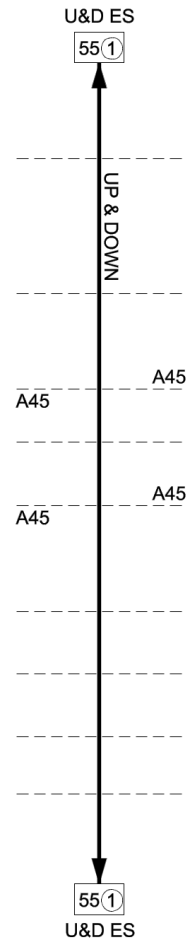
Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1430	005	East Suffolk Jn to Oulton Broad North	ESK	Anglia	26/01/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Saxmundham SB (ES) RA7 U&D ES - Up & Down East Suffolk (1) Where permissible, Nuclear Flask trains may run at a maximum speed of 40mph, providing braking distances as per Railway Group Standard GK/RT0075 Appendix B are met, but not exceed 20mph when approaching an automatic level crossing. Other freight trains not to exceed 20mph.
	79 32 *		
	79 39 *		
Maltings LC (UWC-R/G)	79 42	T	
	79 43 *		
Melton Sewage LC (UWC-R/G)	79 54	T	
	80 05 *		
Dock Lane LC (UWC-R/G)	80 06	T	
Bloss LC (UWC)	80 15	T	
	80 25 *		
MELTON	80 30 *		Platform - 66m (56m (60 yds) stop)
Melton LC (AOCL+B)	80 31		
	80 45 *		
Ellingers LC (UWC - R/G)	80 46	T	
Melton Bromswell LC (FPS)	81 60		
Ufford LC (ABCL)	81 60		
Pettistree LC (FPS)	83 11		
Orchard LC (FPS)	84 17		
WICKHAM MARKET	84 43		Platform - 161m (80m (86 yds))
Wickham Market LC (FPS)	84 64		
Pettistree LC (FPS)	83 11		

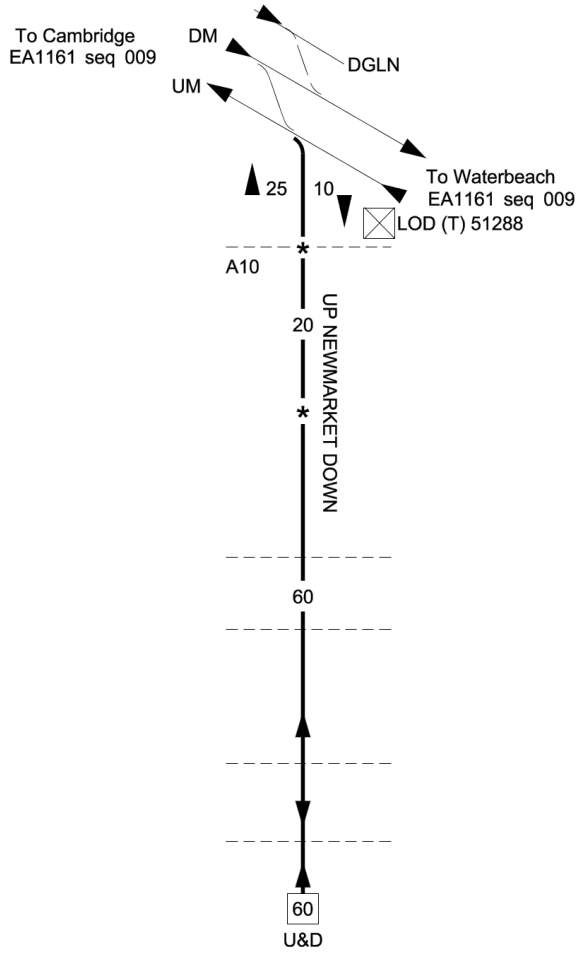
Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1430	006	East Suffolk Jn to Oulton Broad North	ESK	Anglia	24/01/2026

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			GSM-R TCB Saxmundham SB (ES) RA7 U&D ES - Up & Down East Suffolk
Blackstock LC (UWC)	85 29	T	
Red House Farm LC (UWC)	85 45	T	① Where Permissible, Nuclear flask trains may run at a maximum speed of 40mph, providing braking distances as per Railway Group Standard GK/RT0075 Appendix B are met, but not exceeded 20mph when approaching an automatic level crossing other freight trains not to exceed 20mph
Blaxhall LC (AOCL+B)	86 31		
Blaxhall LC (FPS)	86 76		
Beversham LC (ABCL)	87 15		
Snape LC (UWC)	88 22	T	
Farnham LC (FPS)	88 42		
Benhall LC (FP - R/G)	90 08		
Brick Kiln LC (UWC- R/G)	90 30	T	

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 Cambridge SB Workstation 2 (CA) RA8 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 *		
	0 46 *		TCB Cambridge SB Workstation 3 (CA) RA8
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		

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	01/02/2025

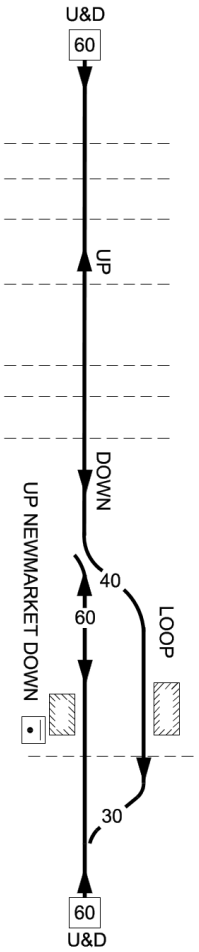
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				GSM-R TCB Cambridge SB Workstation 3 (CA) RA8
Fulbourne LC (AHBC)	4	36		
Home Farm LC FPS)	5	31		
Hicks LC (UWC)	5	58	T	
Six Mile Bottom LC (AHBC)	7	65		
Brinkley Road LC (AHBC)	7	78		
Cassells LC (FPG)	8	05		
Westley 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		TB Dullingham SB (DH)
Dullingham (DH) SB	10	54		
Dullingham LC (MCG)	10	56		
Single line	11	09		

Table D1B – Route clearance of diesel multiple units

Last Updated: 07/02/2026

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	171	172	175	180	220	221	222	Notes	
EA1010	LTN1	Liverpool Street platforms 1-10 – Liverpool St (L) IECC	0	00	0	22	N	N	N	N	N	N	E R1	R1	Prohibited Liverpool Street platform 2
EA1010	LVS	Liverpool Street platforms 11-17 – Liverpool St (L) IECC	0	00	0	22	N	N	N	N	N	N	E R1	R1	Liverpool Street Platforms 11-18 diesel traction see Sectional Appendix Local Instructions
EA1010	LTN1	Liverpool St (L) IECC – Bethnal Green East Jn	0	22	1	10	N	N	N	N	N	N	E R1	R1	Prohibited Bishopsgate Tunnel down suburban line
EA1010	LTN1	Bethnal Green East Jn – Mile End	1	10	2	02	N	N	N	N	N	N	E		
EA1010	LTN1	Mile End – Bow Jn	2	02	2	74	N	N	N	N	N	N	E		
EA1010	LTN1	Bow Jn – Carpenters Road South Jn	2	74	3	54	N	N	N	N	N	N	E		
EA1010	LTN1	Carpenters Road South Jn – Stratford Central Jn West	3	54	3	70	N	N	N	N	N	N	E		
EA1010	LTN1	Stratford Central Jn West – Stratford Central Jn East	3	70	3	75	N	Y	N	N	N	E	E		
EA1010	LTN1	Stratford Central Jn East – Forest Gate Jn	3	75	5	63	N	R1 R2 R3	N	N	N	E	E	R1 R2 R3	Laden services between Stratford Central Jn East and Stratford ECS between Stratford and Forest Gate Prohibited Maryland platform 3 with footsteps fitted
EA1010	LTN1	Forest Gate Jn – Ilford Depot London End	5	63	7	63	N	E R1	N	N	N	E R2 R3	E R2 R3	R1 R2 R3	Prohibited Ilford Depot roads 10 and 11 Prohibited Ilford platform 4 (Down Electric) with deflated suspension Prohibited Manor Park platform 2 (Down Electric) with deflated suspension
EA1010	LTN1	Ilford Depot London End – Seven Kings	7	63	8	45	N	N	N	N	N	E R1	E R1	R1	Prohibited Seven Kings platform 1 (Up Main) with deflated suspension
EA1011	LTN1	Seven Kings – Romford Jn	8	45	12	39	N	N	N	N	N	N	N		
EA1011	LTN1	Romford Jn – Shenfield Jn	12	39	20	22	N	N	N	N	N	N	N		
EA1011	LTN1	Shenfield Jn – Witham Jn	20	22	38	55	N	N	N	N	N	N	N		

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

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	171	172	175	180	220	221	222	Notes
EA1130	GRW	Halifax Jn – Griffin Wharf Boundary	0	00	0	47	N	N	N	N	N	N	N	
EA1150	CST	Channelsea South Jn – Stratford Central Jn West	0	29	0	00	N	Y	N	N	N	E	Y	
EA1160	BGK	Bethnal Green East Jn – Reading Lane Jn	1	10	2	55	N	N	N	N	N	N	N	
EA1160	BGK	Reading Lane Jn – Hackney Downs North Jn	2	55	3	04	N	N	N	N	N	N	N	
EA1160	BGK	Hackney Downs North Jn – Coppermill Jn	3	04	4	74	N	Y	N	N	N	N	N	
EA1160	BGK	Coppermill Jn – Tottenham South Jn	4	74	5	41	N	R1	N	N	N	N	N	R1 Route prohibited to Class 172/2 and 172/3
EA1160	BGK	Tottenham South Jn – Bishops Stortford (Cannons Mill Lane Footpath LC (R/G-X)	5	41	31	31	N	N	N	N	N	N	N	
EA1161	BGK	(Cannons Mill Lane Footpath LC (R/G-X) Stansted Mountfitchet – Shepreth Branch Jn	31	31	53	06	N	N	N	N	N	N	N	
EA1161	BGK	Shepreth Branch Jn – Ely Dock Jn	53	06	69	79	N	N	N	R1	N	N	R1 R2	R1 Must be planned as a non-stop train between Cambridge and Peterborough R2 Prohibited Cambridge platform 3
EA1161	BGK	Ely Dock Jn – Ely North Jn	69	79	71	68	N	N	N	R1	N	N	R1	R1 Must be planned as a non-stop train between Cambridge and Peterborough
EA1162	BGK	Ely North Jn – Kings Lynn	71	68	96	75	N	N	N	N	N	N	N	
EA1170	HDT	Hackney Downs North Jn – Seven Sisters Jn	3	04	5	70	N	N	N	N	N	N	N	
EA1170	HDT	Seven Sisters Jn – Bury Street Jn	5	70	9	20	N	N	N	N	N	N	N	
EA1170	ENT	Bury Street Jn – Enfield Town	9	20	10	55	N	N	N	N	N	N	N	
EA1180	GRE	Reading Lane Jn – Navarino Road Jn (Graham Rd Curve)	2	55	2	79	N	N	N	N	N	N	Y	
EA1190	HDT	Bury Street Jn – Cheshunt Jn	9	20	14	28	N	N	N	N	N	N	N	
EA1200	CJC	Clapton Jn – Chingford	4	37	10	33	N	N	N	N	N	N	N	
EA1210	HEB	Broxbourne Jn – Hertford East	18	35	24	19	N	N	N	N	N	N	N	
EA1220	TLA	Stansted South Jn – Stansted East Jn	33	54	34	26	N	N	N	N	N	N	N	
EA1220	TEN	Stansted North Jn – Stansted East Jn	0	00	0	49	N	N	N	N	N	N	N	
EA1220	TLA	Stansted East Jn –Stansted Airport	34	26	36	67	N	N	N	N	N	N	N	

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	171	172	175	180	220	221	222	Notes	
EA1230	SBR	Route Boundary (LN125) (Royston) – Shepreth Branch Jn	45	60	55	26	N	N	N	R1	N	N	R1	R1	Must be planned as a non-stop train between Hitchin and Cambridge
EA1270	MIT	Kings Lynn Jn – Middleton towers	0	22	3	44	N	N	N	N	N	N	N		
EA1270	MIT	Kings Lynn Jn – Kings Lynn Yard branch end	0	22	0	00	N	N	N	N	N	N	N		
EA1280	SDC	Stratford Central Jn East – Temple Mills East Jn. (Via Platforms 11 & 12 at Stratford)	3	76	4	45	N	R1	N	N	N	N	N	R1	Route prohibited to Class 172/2 and 172/3
EA1280	SDC	Temple Mills East Jn – Coppermill Jn	4	45	7	14	N	R1	N	N	N	N	N	R1	Route prohibited to Class 172/2 and 172/3
EA1290	TSE2	Tottenham South Jn – Change of mileage	5	41	5	54	N	R1	N	N	N	N	N	R1	Route prohibited to Class 172/2 and 172/3
EA1290	TSE1	Change of mileage – South Tottenham East Jn	6	22	5	73	N	R1	N	N	N	N	N	R1	Route prohibited to Class 172/2 and 172/3
EA1300	SSL	South Tottenham West Jn – Seven Sisters Jn	0	13	0	00	N	N	N	N	N	N	N		
EA1310	BOK2	Camden Road West Jn – Gospel Oak Jn	0	00	1	10	E	Y	N	E	N	N	Y		
EA1310	BOK2	Gospel Oak Jn – Kensal Green Jn	1	10	5	10	E	Y	N	E	N	N	Y		
EA1310	KGC	Kensal Green Jn – Route Boundary (MD155) (Harlesden Jn)	0	00	0	21	N	E R1	N	E	N	N	N	R1	Route prohibited to Class 172/2 and 172/3
EA1310	KGW	Kensal Green Jn – Route Boundary (MD150) (Willesden Suburban Jn)	5	10	5	25	N	R1	N	N	N	N	N	R1	Prohibited to Class 172/2 and 172/3 when laden
EA1310	BOK3	Kensal Green Jn – Willesden High Level Jn	5	10	5	48	E	Y	N	E	N	N	Y		
EA1310	WMB	Willesden High Level Jn – Route Boundary (MD160) (Mitre Bridge Jn)	0	43	0	09	N	Y	N	N	N	N	N		
EA1310	BOK4	Willesden High Level Jn – Former Old Oak Jn (change of mileage)	0	00	0	34	N	Y	N	E	N	N	Y		
EA1310	BOK4	Former Old Oak Jn (change of mileage) – Acton Wells Jn (Connection EA1360)	0	34	0	66	R1	Y	N	E	N	N	Y	R1	Prohibited between Former Old Oak Jn (change of mileage) and Acton Wells Signal Box
EA1310	BOK5	Acton Wells Jn (Connection to EA1360) – Acton Wells Jn (Connecton to GW130)	0	66	0	72	Y	Y	N	E	N	N	Y		

EA1010 - LIVERPOOL STREET TO SEVEN KINGS

Bow Jn to Seven Kings

Due to restricted clearances, traincrew must not put their heads out of the train whilst passing over this route.

Owing to restricted clearances along the route in the vicinity of:

Bridge No. 72 situated at 6 m 23 c to 6 m 24 c Manor Park Station, Down Main & Up Passenger Avoiding Line

Bridge No. 79 situated at 7 m 33 c 7 m 35 c Ilford Station, Up Main

Bridge No. 82 situated at 8 m 32 c, Aldborough Road, L/E Seven Kings Station Down Electric & Up Main

passenger trains composed of rolling stock with opening windows (other than those of the 'ventilator' type) are prohibited from traversing this section of track, except where special authority is granted. When special authority is granted for passenger trains the following conditions apply:

The train must be published in the Special Traffic Notice.

To mitigate the risk of limited clearances while passing through Bridges Nos. 72, 79 and 82:

All passengers must be advised by public address and in writing not to lean out of windows;

The train must be staffed by a Train Manager and Stewards, who will be briefed by the Train Manager;

Prior to passing through bridge Nos. 72, 79 and 82, an announcement must be made using public address not to lean out of the windows during the passage of the train under the bridges. Stewards must pass through all vehicles and repeat the instruction to all passengers.

Dated: 30/11/2025

EA1011 - SEVEN KINGS TO IPSWICH

Romford Engineers Depot

Movements from the Up Main

Drivers must:

- approach the appropriate depot gates cautiously and, when the gates are open, proceed inside and clear of the depot gates
- tell the signaller that the movement is inside the depot gates

Movements from Yard (OTM Compound)

Drivers must contact the signaller at the stop board and obtain authority to proceed towards No 2 Reception line.

Movements from Engineers Depot

Drivers must contact the signaller at the stop board and obtain authority to proceed along No 2 Reception line towards position light signal L5105 or the Yard (OTM Compound).

Drivers must ensure that any hand points are correctly set for the passage of each movement.

Dated: 30/07/11

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