

NETWORK RAIL

Anglia Route

AR

Week No.

23

PERIODICAL OPERATING NOTICE

CONTAINING

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

INCORPORATING

SUPPLEMENT NO. 76 TO THE ANGLIA ROUTE
SECTIONAL APPENDIX

SATURDAY 05 SEPTEMBER 2026
to
FRIDAY 04 DECEMBER 2026
Inclusive

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

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

This notice comprises of 30 pages

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

Sectional Appendix Feedback (SAF) Form QR Code



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

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

Examples may include:

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

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

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

When to use Rail Notices

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

Use Rail Notices for planned changes to infrastructure. Examples:

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

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

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

ACKNOWLEDGEMENT SLIP

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

I, the undersigned, acknowledge receipt of the Periodical Operating Notice and Supplement No. 76 to the Anglia Route Sectional Appendix effective from Saturday 05 September 2026 to Friday 04 December 2026

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

Full Name (in capitals): _____

Signature (in full): _____

Location: _____

Date: _____

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Introduction

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

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

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

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

Supplement to the Sectional Appendix

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

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

The Supplement is identified as Supplement No. 76 and is dated 05 September 2026. In line with current industry standards items published in the Supplement will not appear in future PONs.

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

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

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

**NETWORK RAIL 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 Signalling Locations, Electrical Controls and Operations Controls may be recorded for the purposes of monitoring the quality of safety related information being exchanged and to assist with investigations into incidents.

This publication is printed and distributed by APS Group

Telephone:

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 **05 September 2026**.

A4 Technical content

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

A5 Definitions

Material change

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

Minor change

A minor change comprises of one of the following:

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

National Operations Publications

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

Periodical Operating Notice

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

Part B - Changes since previous issue

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

Part C - New amendments to National Operations Publications

No new amendments

Part D - Previous amendments to National Operations Publications

GERT8000 Rule Book

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

Explanation of change

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

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

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

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

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

Explanation of change

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

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

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

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

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

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

Explanation of change

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

Part E - Amendments summary

GERT8000 Rule Book

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

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

Explanation of change

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

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

Pages 58 to 61 inclusive

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

44 Temporary isolations

44.1 General

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

44.2 Persons competent to take temporary isolations

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

44.3 Authorising a temporary isolation

44.3.1 Temporary Isolations shall only take place

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

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

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

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

44.4 Taking a Temporary Isolation

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

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

44.5 Testing the conductor rail

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

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

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

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

44.6 Preventing re-energisation of the isolated section

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

44.7 Briefing staff before commencing work

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

44.8 Cancelling the temporary isolation

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

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

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

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

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

44.9 Making the conductor rail live

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

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

Explanation of change:

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

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

Reference Appendix B, pages 69 to 80

Delete the following forms:

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

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

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

Miscellaneous instructions – Signal Box Telephone Numbers

ANGLIA INTEGRATED CONTROL CENTRE (AICC)

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

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

GSM-R - OPERATIONS CONTROL CONTACT NUMBERS - ANGLIA

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

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

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

Miscellaneous instructions – Signal Box Telephone Numbers

ALWAYS TELL THE CONTROLLING SIGNALLER FIRST

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

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

Cambridge PSB			
LOCATION	INTERNAL	EXTERNAL	GSM-R
Duty Shift Manager (SSM)	085 25549	0330 8584624	74 9399 01
Cambridge (Workstation 1) (Elsenham - Meldreth – Cambridge South Station)	085 25313	0330 8525313	74 9349 01
Cambridge (Workstation 2) (Addenbrookes Loops (C/End) – Coldham Lane Jn)	085 25312	0330 8525312	74 9370 01
Cambridge (Workstation 3) (Coldham Lane Jn (Excl.) – Westley Rd LX - Bottisham Rd LX)	085 23506	0330 8525306	74 9365 01
Cambridge (Workstation 4) (Bottisham Rd LX – Queen Adelaide LX – New Beford River (EMP) – Mile End LX (ETN) – Kings Sidings (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) <i>(Marks Tey C/E – Mistley - Bentley LX)</i>	085 84426	0330 8584426	74 9147 01
Colchester (Panel 3 – Ipswich) <i>Bentley LX – Stowmarket C/E – Boss Hall Jn</i>	085 84309	0330 8584309	74 9435 01
Colchester (Panel 4 Norwich) <i>Haughley Jn – Thurston – Norwich Stn – Wensum Jn</i>	085 84948	0330 8584948	74 9434 01
Colchester (Felixstowe WS) <i>Westerfield - Felixstowe</i>	085 84417	033 085 84417	74 9428 01
Colchester (East Gates WS) <i>Hunwick Jn – Colchester Town – Alresford Stn (Up)</i>	085 84423	0330 8584423	74 9432 01
Colchester (Thorpe WS) <i>Alresford Stn (Down) – Clacton – Walton-On-The- Naze</i>	085 84428	0330 8584428	74 9433 01
Colchester (Lowestoft WS) <i>Cantley Stn – Berney Arms – Lowestoft Stn – Oulton Broad South Stn</i>	085 43537	0330 8543537	74 9431 01
Colchester (Brundall WS) <i>Brundall Gardens – Great Yarmouth – Buckenham C/E</i>	085 43536	033 085 43536	74 9429 01

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

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

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

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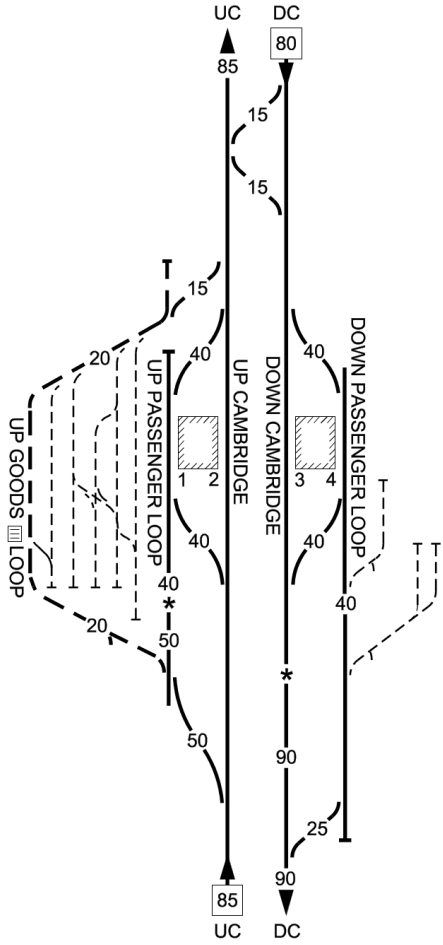
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EA1160	009	Bethnal Green East Jn to Bishops Stortford		BGK	Anglia	30/08/2022
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
BROXBOURNE Broxbourne GF					TCB RA8 Liverpool St IECC (L) AC: Romford GSM-R 	
		17 03			DC - Down Cambridge UC - Up Cambridge	
		17 04				
		17 17			Cross Track Walkway, Platforms 1-4 17m (516 yds) Platform 1 - 244m (266 yds) Platform 2 - 245m (268 yds) Platform 3 - 247m (271 yds) Platform 4 - 244m (266 yds)	
		17 24			DPL 416m (455 yds) UPL 224m (245yds) UGL 416m (455 yds) PF	
		17 30 *				
		17 40 *				
		17 54				

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EA1160	010	Bethnal Green East Jn to Bishop's Stortford			BGK HEB	Anglia	23/05/2026
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Broxbourne Jn		18 38				TCB RA8 Liverpool St IECC (L) AC: Romford GSM-R  DC - Down Cambridge UC - Up Cambridge UH - Up Hertford DH - Down Hertford	
Broxbourne CEGB sidings		18 65					
Creasey's LC (UWC)		19 05 *					
OHNS		19 13					

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	007	Bishops Stortford to Ely North Jn	BGK	Anglia	28/06/2026
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Shepreth Branch Jn		53 32			TCB Cambridge PSB Workstation 1 (CA) RA8 AC: Romford HABD Down Main line at 53m 33ch Platform 1- 254m (277 yds) PP-C Platform 2- 254m (277 yds) PP-C Platform 3- 254m (277 yds) PP-C Platform 4- 254m (277 yds) PP-C Cambridge PSB Workstation 2 (CA) = Lockout protection (LOD(T)) is provided refer to general instructions for detail.
		53 36 *			
		53 40 *			
		54 06 *			
		54 11			
CAMBRIDGE SOUTH		54 21 *			
		25 07			
		54 30 *			

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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 RA8 Cambridge SB Workstation 2 (CA) AC: Romford GSM-R
		55 30 *			① Reception South ② Post Office Ladder
CAMBRIDGE		55 35			③ Reception North ④ Fletchers Terrace Ladder
		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 ⊗ = Lockout protection (LOD(T)) is provided refer to general instructions for detail.
					P7 - Platform 7 line

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EA1430	007	East Suffolk Jn to Oulton Broad North		ESK SIZ	Anglia	08/08/2026
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Single line		90 74			TCB RA7 Saxmundham SB (ES) GSM-R 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. LOD(P) Up East Suffolk Up platform - 108m (117 yds) Down platform - 71m (77 yds) ② Freight train speeds not to exceed 20mph LOD(P) Up East Suffolk DES - Down East Suffolk UES - Up East Suffolk	
Chantry Road LC (RC)		91 02				
Albion Street LC (MCB)		91 04 *				
Saxmundham SB		91 07				
SAXMUNDHAM		91 08				
		91 11				
		91 20				
Saxmundham Jn		91 40				
		91 41				
Carlton Park LC (FPS)		91 46				
		91 50 *				
Kelsale Red House Farm LC (FPS)		92 54				
East Green LC (UWC)		93 06				
		93 26 *				
North Green LC (AOCL+B)		93 27				
Fordly Hall LC (FPS)		93 49				

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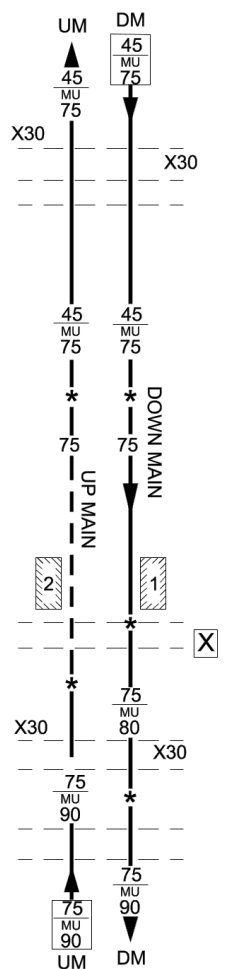
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EA1510	001	Reedham Jn to Yarmouth			RBY	NOL	Anglia	27/08/2022
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks	
Reedham Jn		12 48 * 12 49					Colchester PSB Lowestoft WS (YL) RA7 GSM-R RS - Reedham Single ① Freight trains not to exceed 40 mph Platform - 18m (19 yds) ② Freight trains not to exceed 30 mph	
Church Dam LC (UWC)		12 76	T					
St. John's LC (UWC)		13 35	T					
Beckhithe LC (UWC)		13 69	T					
Wickhampton LC (UWC)		14 34	T					
Long Drain LC (UWC)		15 00	T					
Swans LC (UWC)		15 01	T					
Hunters LC (UWC)		15 21						
Old Lady LC (UWC)		15 60						
BERNEY ARMS		15 71						
Bittern LC (UWC)		16 10						
Beighton Marshes LC (UWC)		16 22						
White Coat LC		17 10	T					
		17 21 *						
Breydon Sluice LC (R/G)		17 29	T					
Lock Gate Mill LC (UWC)		17 44	T					
Wherryman's LC (UWC)		18 32	T					
Banham LC (UWC)		19 13	T					
		19 27 *						

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LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
EA1520	001	Saxmundham Jn to Sizewell			SIZ	ESK	Anglia	13/06/2026
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks	
Saxmundham Jn GF		91 40					Saxmundham SB (ES) RA7	
Bratts Black House LC		92 19						
Knodishall LC (TMO)		92 49						
West House LC (TMO)		93 32						
Saxmundham Road LC (TMO)		94 02						
Future Leiston West Junction		94 28						
Hodgson Avenue (FPS)		94 33						
Summerhill LC (FPW)		94 67						
Leiston Station LC (TMO)		95 15						
Future Leiston East Junction		95 45						
Sizewell LC (TMO)		95 79						
			DES - Down East Suffolk UES - Up East Suffolk					

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
EA1580	002	Ely North Jn to Trowse Jn		ETN	Anglia	20/06/2026
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Pools (No.2) LC (R/G - X) (UWC)		79 16			TCB RA8	Cambridge SB (EN) Thetford workstation
Stallode LC (FPS)		79 42			UM - Up Main DM - Down Main	
Old Lode LC (FPW)		79 66				
		81 56 *				
LAKENHEATH		82 39			Up platform 2 - 119m (130yds) Down platform 1 - 149m (161yds)	
Lakenheath LC (MCB -OD)		82 44 *			LOD (T) Down Main and Up Main (Lakenheath) at 82m 44ch	
Hollow LC (UWC)		83 04				
		83 64 *				
Hiams Fen House No20 LC(R/G-X)(UWC)		83 67				
Sheepwash LC (FPS)		84 45				
		85 32 *				
Parrots No.22 LC (UWC)		85 50				
Parrots No.23 LC (UWC)		85 68				

Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
EA1580	003	Ely North Jn to Trowse Jn		ETN	Anglia	06/08/2023
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
			The diagram illustrates the railway track layout from Ely North Junction to Trowse Junction. It features two main tracks: Up Main (UM) and Down Main (DM). Key elements include: - At Ely North Junction, UM has a 75 MU 90 limit and DM has a 75 MU 90 limit. - A crossing point (X) is located near Brandon LC (MCB-OD), with a 15/25 mph restriction. - A platform area (2) is shown near Brandon LC, with a 25 mph restriction. - A siding (1) branches off the DM track, labeled 'Down Siding'. - The DM track continues as 'DOWN MAIN' with a 15 mph restriction. - A 'DGL (PF)' (Down Goods Loop / Platform) branches off the DM track with a 15 mph restriction. - Near Forestry LC (UWC), there is a 25 mph restriction on the UM track and a 15 mph restriction on the DM track. - At Trowse Junction, UM has a 75 MU 85 limit and DM has a 75 MU 90 limit. - Specific locations marked include Brandon LC (MCB-OD), Brandon, DGL, and Forestry LC (UWC). - A 'T' symbol is present near Forestry LC (UWC).		TCB Cambridge SB (EN) GSM-R UM - Up Main DM - Down Main DGL - Down Goods Loop LOD (T) Down Main and Up Main (Brandon) at 86m 25ch Up platform 2 - 93m (101.7yds) Down platform 1 - 94m (102.8yds) DGL 480 m (525 yds) PF	
Brandon LC (MCB-OD)		86 29				
BRANDON		86 32				
DGL		86 52				
DGL		87 16				
Forestry LC (UWC)		87 10				
		87 50 *				

Table D5A– Route Clearance of Freight Containers / Swap Bodies

Last Updated: 20/06/2026

To be read in conjunction with General Notes.

The notations (used in these tables) are explained as follows for freight vehicles or loads conforming to the Group Standards:

Y Permitted to operate over the route without restriction.

R Permitted to operate over part or all of the route but restrictions apply. See “Notes” column for details.

S Permitted for, or prohibited to, specific traffic. See “Notes” column for details.

* Route does not conform to Group Standard W6A Lower Gauge as defined in GE/RT8073. Certain W6A vehicles are prohibited from all or part of the route; these restrictions are detailed on the Summary of Compatibility for the vehicles concerned.

N Prohibited from operating over the route

Conditions of Operation

- When operating within a possession the notations detailed within the table may not apply subject to a risk assessment and the application of appropriate control measures (in accordance with company and Group Standards).
- Freight traffic, other than containers/swap bodies, which exceed W6A gauge shall only operate in accordance with GORT3056-K
- Vehicles conveying containers/swap bodies are also subject to the procedure detailed in GO/RM3056, Section J Intermodal Traffic.
- Temporary authority for a specific wagon and container/swapbody combination may be granted by the Infrastructure Manager's Gauging Engineer. This authority shall be detailed and issued on an RT3973/CON form.

Note

GO/RM3056 Section J Intermodal Traffic contains details of the wagon type (by TOPS code) and container/swapbody (by height, width and/or size code) combinations that conform to the gauges shown as column headings in this table.

Line of Route	Line of Route / Sector Description	Gauge											Notes	
		GB1/ 2	W6A	W7	W7a	W8	W8a	W9	W9a	W10	W10A	W12		
EA1010	Liverpool Street – Mile End	N	Y *	N	N	N	N	N	N	N	N	N		

Line of Route	Line of Route / Sector Description	Gauge											Notes	
		GB1/2	W6A	W7	W7A	W8	W8A	W9	W9A	W10	W10A	W12		
EA1010	Mile End – Stratford Central Jn East	N	Y *	Y	R2	Y	R2	R1	N	N	N	N	R1 R2	W9 between Bow Depot Jn and Carpenters Road South Jn only Prohibited Mile End to Bow Jn
EA1010	Stratford Central Jn East – Forest Gate Jn	N	Y *	Y	Y	Y	Y	Y	Y	R1	N	N	R1	W10 Prohibited on Up and Down Electric between Maryland East Crossovers and Stratford Central Jn West.
EA1010	Forest Gate Jn – Seven Kings	N	Y *	Y	Y	Y	Y	Y	N	Y	N	N		
EA1011	Seven Kings – Ipswich	N	Y *	Y	Y	Y	Y	Y	N	Y	N	N		
EA1012	Ipswich – Trowse Jn	N	Y *	Y	Y	Y	Y	Y	R1	R1	N	N	R1	W10 Between Ipswich and Haughley Jn only.
EA1013	Trowse Jn – Norwich	N	Y *	Y	Y	Y	Y	N	N	N	N	N		
EA1013	Trowse Swing Bridge – Wensum Jn (EA1470) via Wensum Curve	N	Y	Y	Y	Y	Y	N	N	N	N	N		
EA1020	Carpenters Rd South Jn – Carpenters Rd North Jn	N	Y	Y	Y	Y	Y	Y	N	N	N	N		
EA1030	Forest Gate Jn – Woodgrange Park Jn	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N		
EA1040	Romford – Upminster	N	Y *	N	N	N	N	N	N	N	N	N		
EA1050	Shenfield Jn – Southend Victoria	N	Y *	N	N	N	N	N	N	N	N	N		
EA1060	Wickford Jn – Southminster	N	Y *	N	N	N	N	N	N	N	N	N		
EA1070	Witham – Braintree	N	Y *	N	N	N	N	N	N	N	N	N		
EA1080	Marks Tey Jn – Sudbury	N	Y *	N	N	N	N	N	N	N	N	N		
EA1090	Colchester Jn – Clacton	N	Y *	N	N	N	N	N	N	N	N	N		
EA1100	East Gate Jn & Hythe Jn – Colchester town	N	Y *	N	N	N	N	N	N	N	N	N		
EA1110	Thorpe-Le-Soken – Walton-On-Naze	N	Y *	N	N	N	N	N	N	N	N	N		
EA1120	Manningtree (North & South Jns) – Harwich Town	N	Y *	Y	Y	Y	Y	N	R1	Y	N	N	R1	Prohibited Parkston West LC to Harwich Town
EA1130	Griffin Wharf Branch	N	Y	Y	Y	Y	Y	Y	N	Y	N	N		
EA1150	Channelsea South Jn – Stratford Central Jn West	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N		

Line of Route	Line of Route / Sector Description	Gauge											Notes	
		GB1/2	W6A	W7	W7A	W8	W8A	W9	W9A	W10	W10A	W12		
EA1160	Bethnal Green East Jn – Coppermill Jn	N	Y *	Y	N	Y	N	N	N	N	N	N		
EA1160	Coppermill Jn – Tottenham South Jn	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N		
EA1160	Tottenham South Jn – Bishops Stortford	N	Y *	Y	Y	Y	Y	N	N	N	N	N		
EA1161	Bishops Stortford – Ely Dock Jn	N	Y *	Y	Y	Y	Y	N	N	N	N	N		
EA1161	Ely Dock Jn – Ely North Jn	N	Y *	Y	Y	Y	Y	Y	Y	Y	N	N		
EA1162	Ely North Jn – Kings Lynn	N	Y	Y	Y	Y	Y	N	N	N	N	N		
EA1170	Hackney Downs North Jn – Bury Street Jn	N	Y *	Y	N	Y	N	N	N	N	N	N		
EA1180	Reading Lane Jn – Navarino Road Jn (Graham Rd Curve)	N	Y	N	N	N	N	N	N	N	N	N		
EA1190	Bury Street Jn – Cheshunt Jn	N	Y *	Y	N	Y	N	N	N	N	N	N		
EA1200	Clapton Jn – Chingford	N	Y *	N	N	N	N	N	N	N	N	N		
EA1210	Broxbourne Jn – Hertford East	N	Y *	N	N	N	N	N	N	N	N	N		
EA1220	Stansted (South & North Jns) – Stansted Airport	N	Y *	N	N	N	N	N	N	N	N	N		
EA1230	Royston – Shepreth Branch Jn	N	Y	Y	Y	Y	Y	N	N	N	N	N		
EA1270	Kings Lynn Jn – Middleton Towers	N	Y	Y	Y	Y	Y	Y	N	Y	Y	Y		
EA1270	Kings Lynn Jn – Kings Lynn Yard branch end	N	Y	Y	N	Y	N	Y	N	Y	Y	Y		
EA1280	Stratford Central Jn East – Coppermill Jn	N	Y	Y	Y	Y	Y	Y	R1	Y	N	N	R1	Prohibited Stratford Central Jn East to Temple Mills East Jn
EA1290	Tottenham South Jn – South Tottenham East Jn	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N		
EA1300	South Tottenham West Jn – Seven Sisters Jn	N	Y	Y	Y	Y	Y	N	N	N	N	N		
EA1310	Camden Road West Jn – Gospel Oak	N	Y *	Y	Y	Y	Y	Y	Y	Y	N	N		
EA1310	Gospel Oak – Kensal Green Jn	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N		
EA1310	Kensal Green Jn – Harlesden Jn	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N		

Line of Route	Line of Route / Sector Description	Gauge											Notes	
		GB1/2	W6A	W7	W7A	W8	W8A	W9	W9A	W10	W10A	W12		
EA1310	Kensal Green Jn – Willesden High Level Jn	N	Y *	Y	Y	Y	Y	Y	Y	Y	N	N		
EA1310	Willesden High Level Jn – Mitre Bridge Jn	N	Y	Y	Y	Y	Y	S1	Y	Y	N	N	S1	Transfesa Swapbodies in the number range TF001 – TF480 on IFA & IFB wagons permitted only.
EA1310	Willesden High Level Jn – Acton Wells Jn	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N		
EA1310	Acton Wells Jn – Acton East Jn	N	Y	Y	Y	Y	Y	Y	Y	R1	R1	R1	R1	Acton Wells to Route Boundary
EA1310	Acton Wells Jn – South Acton Jn	N	Y	Y	Y	Y	Y	Y	N	R1	R1	R1	R1	Acton Wells Jnto Acton Wells Jn
EA1320	Territory Boundary – Channelsea South Jn	N	Y *	Y	Y	Y	Y	Y	Y	R1	N	N	R1 R2	W10 Prohibited between Kings Cross Freight Terminal Jn and Camden Road Central Jn. Prohibited Overbridge 144a/145 Dalston Kingsland Up line (02m 09ch)
EA1325	Limit of reversible working DNL – Network Rail Boundary (TFL ELL)	N	Y	N	N	N	N	N	N	N	N	N		
EA1327	ELL/Network Rail Boundary – Old Kent Road Jn (SO680)	N	Y	N	N	N	N	N	N	N	N	N		
EA1330	South Acton Jn – Old Kew Jn & New Kew Jn	N		Y	R2 R3	Y	R2 R3	R1	N	N	N	N	R1 R2 R3	W9 Prohibited between Kew East Jn and Old Kew Jn. Prohibited South Acton Jn to Kew East Jn Prohibited Route Boundary to Old Kew Jn & New Kew Jn
EA1340	Lea Jn – High Meads Jn	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N		
EA1350	Channelsea North Jn – Temple Mills East Jn	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N		
EA1360	Dudding Hill Jn – Neasden Jn	N	Y	S1	N	N	N	N	N	N	N	N	S1	8' 6" high by 8' wide containers can be conveyed on FRA wagons, Deck height 990mm. 8' 6" high by 8' 2.5" wide containers may be conveyed on 825mm bed height Megafrets

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EA1520 - SAXMUNDHAM JN TO SIZEWELL**UP AND DOWN SIZEWELL SIDING**

The Sizewell branch is temporarily designated as the Up and Down Sizewell Siding and will remain under a possession of siding. The method of working for this siding is detailed in the “*Sizewell Siding Method of Working*”, which sets out the procedures for moving trains into and out of the possession.

A copy of this method of working can be obtained from the Great Eastern Outer Operations Manager.

Dated: 27/06/26

EA1530 - COLDHAM LANE JN TO HAUGHLEY JN**NEWMARKET**

Multiple unit trains terminating at Newmarket station are authorised to return to the signalbox in rear. When a Down train, having terminated at Newmarket station is ready to leave in the Up direction, the Driver must, before departure, telephone the Signaller at Chippenham Jn. Accordingly.

Dated: 05/08/06

EA1540 - CHIPPENHAM JN TO ELY DOCK JN**Chippenham Jn To Ely Dock Jn**

Newmarket Bridge level crossing (at 11m 75ch between Chippenham Jn and Ely Dock Jn) is a private user crossing and the gates are padlocked shut. The authorised user is the Middle Fen & Mere Internal Drainage Board and they will contact the Shift Signaller Manager at Cambridge to use the crossing.

Network Rail Operations staff will unlock the crossing only when it needs to be used by road vehicles. Network Rail Operations staff will, before opening the gates to road traffic, obtain permission from the Shift Signaller Manager at Cambridge.

Dated: 07/06/08

EA1560 - ELY NORTH JN TO PETERBOROUGH**March South SB (MS)**Movements into the Up Yard.

When the signal is cleared for a train to set back from the Up Main line to the Up Sidings, or a movement is authorised from the Up Main line to the Up Reception line, the Driver is authorised to commence the setting back movement and the provisions of Rule Book, Module SS2, Section 4, Clause 4.1 is modified accordingly. The Driver must proceed cautiously, keeping a sharp lookout and be prepared to act on a handsignal when the Guard or Shunter comes into view.

To assist drivers in setting back into March Up Yard, boards for 20, 30, 40, 50, 60 and 70 SLUs are positioned adjacent to the Up Main line.

Dated: 05/08/06

EA1560 - ELY NORTH JN TO PETERBOROUGH**Eastlea WILD**

Wheel impact load detector (WILD) equipment is installed on both lines in the Eastlea area at 93m 60ch.

The purpose of this equipment is to minimise the possibility of damage to track caused by wheel defects or overloaded vehicles and to provide details of all trains with wheel loads outside acceptable limits.

It measures train / vehicle wheel loads and impact forces and is programmed to alert Anglia Route Control when Alarm levels are generated.

The Network Rail Train Running Controller (Freight) must action the alarms generated by advising the Signaller(s) concerned that trains are to be brought to a stand using the normal signal sequence and further action will depend upon the level of alarm generated.

Dated: 29/07/18

EA1560 - ELY NORTH JN TO PETERBOROUGH**March East Jn**

Trains detained on Down Goods lines Nos. 1 and 2

Drivers of trains detained on these lines between March South Jn. and March East Jn. may contact the Signaller at March East Jn. by means of the telephone on the wall of the Goods Shed, adjacent to Down Goods line Nos. 1 and 2.

Dated: 19/11/07

EA1570 - MARCH (EAST & WEST JN S) TO WISBECH**Whitemoor Yard**

On arrival in the yard, the train will be met by a Shunter. The Driver must work to the Shunters instructions.

Dated: 19/11/07

EA1570 - MARCH (EAST & WEST JN S) TO WISBECH**Entire Line Of Route**

Wisbech Branch

The Wisbech Branch is temporarily out of use from 86m 18ch to Wisbech.

Dated: 27/09/08

EA1580 - ELY NORTH JN TO TROWSE JN**THETFORD**

Trains composed of slam door stock must not call at Thetford Down platform unless authorised. When authority is given the following conditions will apply

- Authority is published in accordance with the Sectional appendix General Instruction for the 'Operation of Charter trains over the Anglia Route'.
- The train must be provided with central door locking system
- The central door locking system must be working
- Train doors must not be released until train is at a stand in the platform
- Train must stop clear of area of limited clearance at Up end of platform
- If there is failure of the train central locking system:
 - The train Conductor must make announcement(s) on the public address system warning passengers not to open the train doors until the train has come to a complete stand in the platform and
 - Train Stewards must be instructed to pass through the train reminding passengers that the train doors must not be opened until the train has come to a complete stand in the platform

Dated: 02/08/08

EA1580 - ELY NORTH JN TO TROWSE JN WYMONDHAM

Trains to the Mid Norfolk Railway from Network Rail

Before a train is allowed to enter the Dereham Branch Mid Norfolk Railway, you must ensure that the Mid Norfolk Railway (MNR) Duty Responsible Officer (DRO) is present at EN8221 signal.

The MNR DRO is to contact the Cambridge PSB, Thetford Workstation Signaller and confirm that a suitable overlap is available and on the signallers instruction operate the Shunters Release Switch, to allow EN8236 signal to clear.

The Dereham Branch Mid Norfolk Railway 'Release' will be automatically cancelled after one train movement, or if the Cambridge PSB, Thetford Workstation Signaller cancels the route to the Dereham Branch Mid Norfolk Railway, another 'Release' will need to be obtained, if required.

In the event of an assisting locomotive being required to go onto the MNR, the MNR DRO is to contact the Cambridge PSB, Thetford Workstation Signaller to confirm the arrangements for assistance.

Trains to Network Rail from the Mid Norfolk Railway

Before any train departs from Dereham Branch, Mid Norfolk Railway, you will contact the Cambridge PSB, Thetford Workstation Signaller on the signal post telephone at EN8221 signal, on the single line for instructions. The MNR DRO will accompany the train from EN8221 signal as far as Wymondham Station, Down Platform No1.

If a propelling movement is required from Dereham Branch, Mid Norfolk Railway, onto Network Rail Infrastructure. EN8221 signal will revert to danger upon occupation of ALF(X) Axle Counter Section. LAST WHEEL REPLACEMENT is not provided on EN8221 signal.

Dated: 03/12/12

EA1580 - ELY NORTH JN TO TROWSE JN Hethersett GF

Hethersett - Oil Terminal Ground Frame

When not in use the points for this Ground Frame must be secured by a padlocked point clip, a scotch (screwed to the sleeper or otherwise secured) and a fishplate secured to the sleeper by two screws/fang bolts.

The sidings are not to be used without the authority of the Anglia Route Operations Manager.

Dated: 27/09/08

EA1580 - ELY NORTH JN TO TROWSE JN Entire Line Of Route

Movement of A.C. Electric Locomotives And Multiple Units Between Ely North Jn. and Trowse Jn.

All classes of A.C. Electric locomotives and multiple units (except those listed below) are prohibited in both directions of travel between Ely North Jn. and Trowse Jn.

<u>Class</u>	<u>Restrictions</u>
Class 86/2	20 m.p.h. at 93m 63ch (Bridge 1603) on the Up line only
Class 90	The authorised speed is as required by The Rule Book Module SP
The above units may only travel with pantograph lowered.	

Dated: 07/12/13