

NETWORK RAIL

Anglia Route

AR

Week No.

24

PERIODICAL OPERATING NOTICE

CONTAINING

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

INCORPORATING

SUPPLEMENT NO. 72 TO THE ANGLIA ROUTE
SECTIONAL APPENDIX

SATURDAY 06 SEPTEMBER 2025
to
FRIDAY 05 DECEMBER 2025
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

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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. 72 to the Anglia Route Sectional Appendix effective from Saturday 06 September 2025 to Friday 05 December 2025

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. 72 and is dated 06 September 2025. 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

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LATE OR NON-DELIVERY

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

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

Part A - Foreword

A1 Introduction

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

A2 Scope

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

A3 Implementation

The publication date of this document is **06 September 2025**.

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

Handbook RS523 GSM-R Handbook

8 Broadcast calls

Explanation of change

A GSM-R acknowledged safety broadcast can now be used by a signaller to inform drivers that a warning board or speed indicator for a temporary speed restriction is missing or obscured. Section 8.4 has been amended to include this. (This addition was first published in the December 2017 Periodical Operating Notice).

The '**Poor rail conditions**' section has now been changed to refer to 'reportable' railhead conditions to match the changes that have been made in Rule Book module TW1 'Preparation and movement of trains' to describe rail conditions.

8.4 Acknowledged (safety) broadcast calls

Safety broadcast calls are used to reach a clear understanding by using non verbal acknowledgement.

After listening to the message in its entirety and after the call has been terminated the driver acknowledges their understanding of the message by pressing the **ST** button.

Uses for safety broadcasts

Safety broadcast calls can be used for the following scenarios.

- Poor rail conditions.
- Animals on the line (Not tunnels).
- Defective Emergency Indicators.
- Missing or obscured Temporary Speed Restriction (TSR) board.
- Unusual events (Not Track or Signalling).

Scripts for safety broadcasts

The following scripts set out the content of a pre-recorded safety broadcast:

Poor rail conditions

"This is a safety broadcast from the signaller at _____. There are reportable railhead conditions at/on* the approach to _____. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Delete as appropriate.

Animals on or near the line

"This is a safety broadcast from the signaller at _____. There are animals on or near the line at/between* _____ and* _____, proceed at caution. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Delete as appropriate.

Defective Emergency Indicators

"This is a safety broadcast from the signaller at _____. There is a defective emergency indicator for a _____ mph emergency speed restriction at _____. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

Missing or obscured TSR board

"This is a safety broadcast from the signaller at _____. There is a missing/obscured* warning board or speed indicator* for the _____ mph temporary speed restriction at _____**. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Delete as appropriate

** Insert name or location.

Note: If more than one TSR board is missing or obscured for a speed restriction then a GSM-R berth-triggered broadcast message cannot be used for this purpose.

Unusual events

"This is a safety broadcast from the signaller at _____. * _____. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Insert details of the incident, location and any speed restriction in the main body of the broadcast.

Note: unusual events can include overcrowding on station platforms. The location of the event must be easily identifiable by the signaller and the driver.

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
G1 General safety responsibilities and personal track safety for non-track workers	5.3 5.6	Amend 'pilotman' to 'pilot'
T3 ERTMS Possession of an ERTMS running line for engineering work where lineside signals are not provided.	7.2	Amend 'pilotman' to 'pilot'
TS3 Absolute block regulations	9.1 9.2.2 9.2.4 9.5	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 5 Handsignalling duties	4 6.1	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 9 IWA or COSS setting up safe systems of work within possessions

Explanation of change

As a result of the reissue of Handbooks 6 and 7 the cross-references to those handbooks have now been changed. Sections 3.3, 3.4 and 3.5 are amended as shown below to include the new cross-references. There are no changes to any other part of section 3.

3.3 Safe system of work where all lines are blocked (safeguarded)

Before you can treat your safe system of work as safeguarded, you must agree with the ES or SWL that:

- there will be no train or OTP movements at your site of work, or
- if there are train or OTP movements at your site of work, they will be made at no greater than 5 mph (10 km/h).

You must make sure that any other line at your site of work that is not inside the work site is blocked as shown in section 4.2 of handbook 6 or 4.3 of handbook 7.

3.4 Safe system of work using a safety barrier (fenced)

Before you can treat your safe system of work as fenced, there must be a safety barrier as described in section 3.3 of handbook 6 or section 6.5 of handbook 7 between your site of work and any open line.

You must also:

- reach a clear understanding with the ES or SWL that there will be no train or OTP movements at your site of work, or
- if there are train or OTP movements at your site of work, they will be made at no greater than 5 mph (10 km/h).

3.5 Safe system of work (separated)

Before you can treat your safe system of work as separated, you must carry out the instructions shown in section 6.6 of handbook 7 for any adjacent open line.

You must also:

- reach a clear understanding with the ES or SWL that there will be no train or OTP movements at your site of work, or
- if there are train or OTP movements at your site of work, they will be made at no greater than 5 mph (10 km/h).

A person acting as an IWA cannot use a site warden as part of this safe system of work.

Module TS1 General signalling regulations

Explanation of change

The module published in September 2024 incorrectly included a change to regulation 12.1 which it was finally decided would not be progressed. The wording of this regulation will now revert to that previously published, as shown below. There are no changes to any other part of regulation 12.

12.1 When this general signalling regulation must be used

You must carry out this regulation if you are told that a train cannot be signalled normally because a track circuit actuator (TCA) on the train has become defective.

You must pass on the details to the next signaller who is to signal that train.

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

Explanation of change

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

Amend: the following as shown:

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

Add: the following new entries:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
3551	Sodium ion batteries with organic electrolyte	9		
3552	Sodium ion batteries contained in equipment or sodium ion batteries packed with equipment, with organic electrolyte	9		
3553	Disilane	2.1		
3554	Gallium contained in manufactured articles	8		
3555	Trifluoromethyltetrazole-sodium salt in acetone, with not less than 68% acetone, by mass	3		II
3556	Vehicle, lithium ion battery powered	9		
3557	Vehicle, lithium metal battery powered	9		
3558	Vehicle, sodium ion battery powered	9		
3559	Fire suppressant dispersing devices	9		
3560	Tertramethylammonium hydroxide aqueous solution with not less than 25% tetramethylammonium hydroxide	6	8	I

Part E - Amendments summary

GERT8000 Rule Book

Module, Issue and Section amended	Number	Published
Handbook RS523 GSM-R Handbook, Issue 1, Section 8.4	02/18	June 2018
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
GERT8000-HB9, issue 8, IWA or COSS setting up safe systems of work within possessions, sections 3.3 to 3.5	01/24	December 2024
GERT8000-TS1, issue 18, General signalling regulations, regulation 12.1	02/24	December 2024
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) <i>(Elsenham LX – Meldreth - Shepreth B. Jn)</i>	085 25313	0330 8525313	74 9349 01
Cambridge (Panel B) <i>(Dukes No2 LX – Barnwell Jn – Coldham Lane Jn)</i>	085 25312	0330 8525312	74 9370 01
Cambridge (North Panel) <i>(Barnwell Jn – Bottisham Rd LX)</i>	085 23506	0330 8525306	74 9365 01
Cambridge (Panel C) <i>(Bottisham Rd LX – Queen Adeladie LX – New Bedford River (EMP) – Mile End LX (ETN) – Former Snailwell Jn (CCH))</i>	085 25311	0330 8525311	74 9374 01
Cambridge (Thetford WS) <i>(Mile End LX – Wymondham (Inc Mid-Norfolk Railway))</i>	085 25309	0330 8525309	74 9375 01
Cambridge CCTV	085 25310	0330 8525310	----

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

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

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

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

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RAILWAY CRIME

All railway staff must be vigilant to railway crime and cable theft, and report any suspicious activity on the operational railway, or in the area of electrical substations, to the controlling signaller.

Some examples of suspicious activity could be:

- Anyone not wearing appropriate PPE, or that do not appear to have a safe system of work.
- Anyone not responding to a train drivers warning, or appearing to hide as trains or people approach.
- Vehicles that do not have any company markings or logos
- Signalling location cabinets with doors open or missing, or troughing lids newly disturbed, with no staff nearby.
- People 'loitering' in the area of electrical substations.

In such cases, please inform the controlling signaller as quickly as possible giving precise location details. Drivers do not need to stop their trains immediately to report this, unless they consider it a safety of the line issue.

National GI - Dated: 30/08/14

Sandite application and rail conditioning trains

1. Types of rail conditioning trains
 - 1.1 The Railhead Treatment Train (RHTT) consists of converted and specially-adapted wagons hauled by a locomotive at each end
 - 1.2 The Multi-Purpose Vehicle (MPV) consists of a specially-built unit with driving cabs at each end.
 - 1.3 All types of train carry out conditioning of the railhead during autumn by a combination of water jetting and the application of sandite traction gel.
2. Speed
 - 2.1 The maximum speed of trains when water jetting and applying sandite is 60mph, except for the West Coast South route where the permitted speed is 60mph when water jetting only.
3. Notices
 - 3.1 Notices will be produced detailing the locations where sanditing and water jetting will take place.
 - 3.2 Operations Control must advise signallers of any deviation from the railhead treatment plan which may be agreed to cater for exceptional circumstances or to treat a problem location not normally treated.
 - 3.3 Signallers must pass details of changes to the booked plan to the train if instructed to do so by Operations Control.
4. Signalling arrangements
 - 4.1 Rail conditioning trains will be described, where possible, by train description code 3Jxx when operating water jetting-only diagrams.
 - 4.2 Rail conditioning trains will be described, where possible, by train description code 3Sxx when operating diagrams that apply sandite.
 - 4.3 Where train describers are not in use the rail conditioning train will be described by special bell signal or special Is Line Clear signal 3-4-2.
 - 4.4 All types of rail conditioning trains may be relied upon to operate track circuits whether applying sandite or not. When applying sandite, signallers must specially observe the passage of the train and the next train to follow over track circuits, where provided.
 - 4.5 Signallers must deal with any failure by the train to operate a track circuit correctly by immediately applying Rule Book Module TS11 Section 14 and advising Operations Control of the failure. Rule Book Module TS1, Regulation 12 must be applied to all subsequent trains over the affected portion of line until at least 2 trains have operated the track circuit normally.

National GI - Dated: 10/12/16

Stabling of trains

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

Trains must not be stabled on running lines, except:

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

EA1011 Seven Kings to Ipswich

Romford Platform 1 as per Instruction denoted in Separate Appendix Entry

Colchester Up Passenger Loop

Colchester Station Platform 4

Ipswich Station Platform 2

Ipswich Station Platform 4

Shenfield Station Platform 1

Shenfield Station Platform 2

Shenfield Station Platform 3

Shenfield Station Platform 4

Shenfield Station Platform 5

Shenfield Up Passenger Loop.

EA1012 Ipswich to Trowse Jn

Ipswich Down & Up Goods Loop

Ipswich Reception Line

EA1013 Trowse Junction to Norwich

Down and Up Loop

EA1050 Shenfield Jn to Southend Victoria

Billericay Platform 1

Wickford Platform 2

Wickford Platform 3.

EA1060 Wickford Jn to Southminster

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

EA1090 Colchester Jn to Clacton

Thorpe-Le-Soken Station, Down Clacton Platform 2

EA1120 Manningtree to Harwich Town

Harwich International Port Station Platform 1

EA1430 East Suffolk Jn to Oulton Broad North

Beccles Up Platform

Beccles Down Platform

Oulton Broad South Platform

EA1161 Bishops Stortford to Ely North Jn

Bishops Stortford Platform 3

Ely Platform 3

EA1390 Fenchurch Street to Shoeburyness

Laindon Station Platform 2

Leigh on Sea Station Platform 2

EA1530 Coldham Lane Jn to Haughley

Bury St Edmunds Down Goods Loop

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1011	012	Seven Kings to Ipswich	LTN1	Anglia	14/06/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
OHNS		33 06			<p>TCB RA8</p> <p>Liverpool St SDC (L) Witham workstation AC: Romford</p> <p>UM - Up Main DM - Down Main</p> <p>Up Platform - 250m (271yds) Down Platform - 250m (271yds)</p>
HATFIELD PEVEREL		35 74			



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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1011	013	Seven Kings to Ipswich	LTN1 BRA	Anglia	02/01/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
OHNS		38 12			<p>TCB RA8</p> <p>Liverpool St SDC (L) Witham workstation AC: Romford</p> <p>GSM-R </p> <p>DM - Down Main UM - Up Main DPL - Down Passenger Loop UPL - Up Passenger Loop</p> <p>General instruction applies at Blunts Hall Road (Bridge 174) at 37m 65ch</p> <p>LOD(P) (Witham/Brick House crossovers) at 38m 30ch</p> <p>Platform 1 - 250m (271yds) PP-A Platform 2 - 249m (270yds) Platform 3 - 252m (274yds) Platform 4 - 250m (272yds) PP-A</p> <p>UPL 263m (287yds) DPL 269m (294yds)</p>
WITHAM		38 47			
Witham Jn		38 55			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	003	Bishops Stortford to Ely North Jn	BGK	Anglia	05/07/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Trees LC (CCTV)		41 31			TCB RA8 Cambridge SB (CA) AC: Romford GSM-R
AUDLEY END		41 55			
Audley End Tunnel (456 yards)		42 70 to 43 11			
Littlebury Tunnel (407 yards)		43 27 to 43 46			
Littlebury Gate House LC (FPW)		43 60			
					Up platform - 248m (268yd) Down platform - 248m (268yd) General instruction for broken rails applies at Audley End & Littlebury Tunnels

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	004	Bishops Stortford to Ely North Jn	BGK	Anglia	01/02/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Fairheads LC (R/G) (UWC)		43 50 * 45 06			TCB RA8 Cambridge SB (CA) AC: Romford GSM-R
GREAT CHESTERFORD		45 56			
Ickleton Rd LC (CCTV)		45 60 * 45 75			
Kings LC (UWC)		46 20 *			
Ickleton Mill Lane LC (FPW) (R/G)		46 36 46 65			
			UGL 512m (560yds) PF Up platform - 167m (180yd) Down platform - 167m (180yd) General instruction applies at Ickleton Rd bridge (1530) at 45m 76ch		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	007	Bishops Stortford to Ely North Jn	BGK	Anglia	29/05/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Shepreth Branch Jn	53 32		TCB RA8 Cambridge SB (CA) AC: Romford GSM-R		
	53 33 *		HABD Down Main line at 53m 33ch		
	53 38 *		② S & C Equipment Clipped and Padlocked Out of Use Until Further Notice		
	54 12		① New Cambridge South Station platforms under construction		
	54 28 *		Down Slow Loop 729m (798yds)		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1161	008	Bishops Stortford to Ely North Jn	BGK	Anglia	06/01/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Cambridge (CA) SB		55 20 * 55 30 * 55 35 55 52			<p>TCB RA8 Cambridge SB (CA) AC: Romford</p> <p>GSM-R</p> <p>⑤ S&C equipment Clipped and Padlocked Out Of use Until Further Notice. Shunt Spur extension beyond the existing Buffer Stop to remain Out Of Use Until Further Notice</p> <p>① Reception South ② Post Office Ladder</p> <p>Platform 1 - 255m (278 yd) PP-A Platform 2 - 207m (224 yd) PP Platform 3 - 166m (179 yd) PP Platform 4 - 260m (284.3 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</p> <p>③ Reception North ④ Fletchers Terrace Ladder</p> <p>P7 - Platform 7 line</p>

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1230	002	Royston to Shepreth Branch Jn	SBR	Anglia	31/05/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Meldreth Road LC (AHBC)		49 37			TCB RA9 Cambridge SB (CA) AC: York GSM-R
		49 40 *			
Shepreth LC (CCTV)		49 63			
SHEPRETH		49 67			
Angle Lane LC (R/G)		50 00 *			
		50 05	① Supervised from Foxtan Gate Box Up platform - 97m (105yds) Down platform - 171m (187yds)		
		50 15 *			


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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated			
EA1230	003	Royston to Shepreth Branch Jn	SBR BGK	Anglia	06/01/2025			
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
					<table border="1"> <tr> <td>TCB RA9</td> <td>Cambridge SB (CA) AC: York</td> <td>GSM-R </td> </tr> </table> <p>Foxton Gate Box not a Block Post</p> <p>Up platform - 105m (113yds) Down platform - 174m (190yds)</p>	TCB RA9	Cambridge SB (CA) AC: York	GSM-R
TCB RA9	Cambridge SB (CA) AC: York	GSM-R 						
Foxton Gate Box		50 73						
Barrington LC (FPW)		50 73						
Foxton LC (MCB)		50 74						
FOXTON		50 77						
		51 60 *						
Hayes LC (UWC)		52 02	T					
		52 40 *						
Harston LC (AHBC)		52 46						
No Name 37 LC (FPW)		52 75						
		53 78 *						
Hauxton LC (AHBC)		54 01						
		54 45	T					
Rectory Farm LC (UWC)		54 72 *						
		55 18 *						
OHNS		55 20						
Shepreth Branch Jn.		55 51						
		53 32			AC: Romford			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1530	007	Coldham Lane Jn to Haughley	CCH LTN1	Anglia	12/07/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Hall Farm LC (UWC)		36 59			GSM-R
Hawk End Lane LC (FPS)		37 00			
ELMSWELL		37 11			
Elmswell LC (CCTV)		37 14			
Elmswell GSP		37 20			
Mutton Hall LC (FPS)		38 38			
Base Green (No. 31) LC (UWC)		39 03			
Haughley Green LC (FPW)		39 31			
		39 73 *			
		40 42 *			
		40 45			
Haughley Jn		40 49	C 935 yards before reaching signal CO. 698 FWS (SATWS) provided from CCH 39m 64ch and EA1012 (LTN1)		
		82 79			


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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1540	001	Chippenham Jn to Ely Dock Jn	SOB1 SOB2	Anglia	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Chippenham Jn		(16 04) 00 63			TCB RA8 Chippenham Jn. SB (CM) 
Change of mileage Site of former Snailwell Jn		00 00 * 01 54			Cambridge SB Workstation 4(CA)
Kings Sidings GF		2 64			
Munceys LC		4 16			
Fordham LC (AHBC-X)		4 64			
Cockspin Road LC (AHBC-X)		5 05			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1560	001	Ely North Jn to Peterborough	EMP ETN BGK EWC	Anglia	19/07/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Ely North Jn		71 63			GSM-R TCB RA8 Cambridge SB Workstation 4 (CA)
Ely North Jn LC (FP) Queen Adelaide LC (AHBC-X)		71 72 * 72 01 72 12	Wrong direction controls not provided on down line		
Ely West Jn		72 39 72 40 *	FWS (SATWS) provided from EMP 72m 35ch and EA1550 EWC EA1580 ETN EA1161 BGK EA1162 BGK		
Second Drove LC (FPS) Clayway LC (UWC)		72 55 72 62	DP - Down Peterborough UP - Up Peterborough		
Chettisham LC (MCB-OD)		73 35 * 73 55			
Beald Drove LC (AHBC-X)		74 58			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1560	002	Ely North Jn to Peterborough	EMP	Anglia	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					GSM-R  TCB Cambridge SB Workstation 4 (CA) RA8 DP - Down Peterborough UP - Up Peterborough HABD on Up Line near Second Drove LC
North Fen LC (AHBC-X)		74 79			
Black Bank LC (AHBC-X)		75 24			
Second Drove LC (AHBC-X)		75 58			
Third Drove LC (AHBC-X)		75 76			
Furlong Drove LC (FPG)		76 54			
		78 01 *			
		78 02 *			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1560	007	Ely North Jn to Peterborough	EMP	Anglia	08/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Three Horse Shoes No.1 LC (AHBC-X)		90 03			TCB Three Horse Shoes SB (THS) RA8 UM - Up Main DM - Down Main GSM-R
Three Horse Shoes No.2 LC (AHBC-X)		90 42			
Three Horse Shoes No.3 LC (AHBC-X)		90 76			
Three Horse Shoes SB (THS)		91 05			
		91 12 *			
Burnt House Drove LC (AHBC-X)		91 15			
Baileys LC (UWC)		92 58			
Easterea Cross Drove LC (FPS)		93 05			
Eastrea LC (AHBC-X)		93 28 *			
Brickyard Drove LC (FPS)		93 43			
Eastrea WILD		93 60			
Fen Lots Drove LC (FPW)		93 71	AB Beggars Bridge LC is closed and should be removed		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1560	008	Ely North Jn to Peterborough	EMP	Anglia	27/05/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					GSM-R
		94 40 *			AB Whittlesea SB (W)
		94 43 *			RA8
					UM - Up Main DM - Down Main
Whittlesea SB (W)		94 54			Up platform 2 - 62m (67yds) Down platform 1 - 42m (45yds)
WHITTLESEA		94 60			
Whittlesea LC GF		94 68			
Whittlesea LC (MCG)		94 68			
		94 70 *			
Harts Drove LC (R/G)		95 02			
Ramsey Road LC (AHBC)		95 37			
Blackbush LC (AHBC)		95 51			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
EA1580	008	Ely North Jn to Trowse Jn	ETN	Anglia	17/05/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Besthorpe LC (FPG R/G-X)		110 32			<p>TCB RA8 Cambridge SB (EN) GSM-R</p> <p>UM - Up Main DM - Down Main DSU - Dn Single Line Up</p> <p>LOD (T) Down Main and Up Main (Spooner Row) at 111m 24ch Down platform 1 - 42m (45yds) Up platform 2 - 48m (50yds)</p> <p>LOD (T) Down Main and Up Main (Wymondham) at 113m 61ch</p> <p>① Wymondham Up siding temporarily reduced to a length of 110m (120yds)</p> <p>Up platform 2 - 96m (104.9yds) Down platform 1 - 103.56m (113.25yds)</p> <p>General instruction applies at Siifield Road (Bridge 1623) at 113m 72ch</p>
No.80 LC (FPS)		110 62			
Spooner Row LC (MCB-OD)		111 26			
SPOONER ROW		111 27			
		112 15 *			
Suton LC (AHBC-X)		112 30			
Sutton LC (FPS)		112 31			
Park Lane LC (FPW)		113 34 T			
WYMONDHAM		113 72			
		113 75 *			
		114 06 *			

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