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# Rule Book Module G1 - General safety responsibilities

## Section 5 - Communications procedure

### Using GSM-R berth triggered messages and non-verbal acknowledgement to caution Drivers

It is now authorised to use to caution Drivers via operational safety messages for 5 scenarios using a GSM-R berth-triggered broadcast, with the Driver confirming receipt and acknowledging a clear understanding of the broadcast by using the GSM-R 'ST' acknowledgement button. All GSM-R Fitted Units in the area will receive these Broadcasts. The berth triggered safety broadcasts process can be used for live events for the five scenarios listed:

- Poor railhead conditions.
- Animals on the line.
- Defective Emergency Indicators.
- Wheel Impact Load Detector Activations.
- Unusual events (Not Track or Signalling).

Drivers of services not fitted with version 3.5 software may disregard the GSM-R berth triggered safety broadcast for,

- Poor railhead conditions.
- Animals on the line.
- Defective Emergency Indicators.
- Wheel Impact Load Detector Activations.
- Unusual events (Not Track or Signalling).

The berth trigger broadcasts will be in the following areas:
The berth trigger broadcasts will be on all Anglia Routes, subject to Signal Box Special Instructions.

**Methodology**

1. Signaller records the berth triggered safety broadcast to a set script and stores it on the system.
2. Signaller sets up the berth triggered safety broadcast at the appropriate signal berth.
3. Signaller will maintain the protecting signal at danger. This is the signal where the Signaller would stop and caution the train if the Signaller does not receive the acknowledgement.
4. The safety broadcast will be made automatically to each train occupying the designated berth(s).
5. The Driver acknowledges that the safety broadcast has been received and that it has been understood by pressing the ST Button.
6. The protecting signal is maintained at danger until the signaller has received an acknowledgement from the approaching train. The acknowledgement will be an 'Acknowledgement' (ACK) message from the Driver.
7. The protecting signal may be cleared when the Signaller receives the acknowledgement message.
8. If the acknowledgement message is not received by the Signaller the protecting signal remains at danger and the Driver obeys all signals as normal.
9. When the caution message is received and acknowledged by the Driver they will continue to obey all signals and apply the appropriate rule over the section of line.

## Broadcast Message Content

Poor Railhead

'This is a safety broadcast from the signaller at _____. There are low/exceptionally poor* 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* _____*. 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
*Delete as appropriate

Wheel Impact Load Detection
'This is a safety broadcast from the signaller at _____. There has been a wheel impact load detection alert for your train, continue at __mph and obey all signals. Only acknowledge if you have fully understood this message. To acknowledge, press the ST Button. End of safety broadcast
*Delete as appropriate

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 and structure faults can include overcrowding on station platforms or loose canopy on stations platforms. These locations must be easily identifiable by both the signaller and the driver.

**Trial using GSM-R to advise drivers of speed restrictions due to Critical Rail Temperature (CRT) (heat related speed) Sites and Underline Bridge Strikes between 23/06/19 to 23/12/19.**

A six-month trial is taking place for additional scenarios for GSM-R (Safety) Broadcasts to pass safety critical information to Drivers with the Driver confirming receipt and acknowledging understanding by using the 'acknowledgement' button.

The trial involves *Greater Anglia, MTR, c2c and freight s*ervices only and will be for CRT Sites and Underline Bridge Strikes.

**The trial will be limited to the following areas only:**

Upminster IECC – London Fenchurch St to Shoeburyness inclusive (Thameside)
Liverpool St IECC – London Liverpool St to Shenfield inclusive (Mains and Electric Lines)

**Methodology**

1. Signaller advised/identifies the requirement to caution
2. Signaller decides whether cautioning using GSM-R is possible and the signals where the berth broadcast is to be triggered (these may be predefined for some trial scenarios covering static locations e.g. Bridges)
3. Signaller records the caution message to a set script and stores it on the system *(unless pre-recorded message exists)*
4. The message content shall contain full words and no abbreviations.
5. The message shall be recorded to the set scripts using the 'Safety' identifier.
6. The message shall make it clear that the message is complete.
7. The berth triggered broadcast will be active for a period of four hours and will need to be reset or a new message recorded to supersede it.
8. Only one berth broadcast can be recorded per signaller, but the message can be triggered at separate signal berths on several lines.

9. Signaller sets up the berth triggered broadcast at the correct signal berth(s).
10. Signaller will maintain the protecting signal at danger with a reminder appliance applied. This is the signal where the Signaller would stop and caution the train under current conditions.
11. *Broadcast made automatically to each train occupying the designated berth(s) and is received by the Driver*
12. The Signaller shall monitor GSM-R to determine whether the message has failed, and the failure code is displayed on the fixed terminal.
13. A failed message will have a 'cannot be sent' message or 'failure' message on the fixed terminal.
14. *The message is broadcast automatically over the loud speaker in the Drivers cab*
15. *When the Driver is involved in another call the broadcast will be seen as a call waiting on the cab radio display. If the Driver terminates the call within 20 seconds the message will be broadcast over the loudspeaker.*
16. *The Driver acknowledges that the message has been received and that it has been understood by pressing the ST button on the radio head.*
17. The protecting signal is maintained at danger until the signaller has received an acknowledgement from the approaching train at a signal in rear of the signal being held at danger. The acknowledgement will be a 'acknowledge' message from the Driver.
18. The reminder appliance will be removed, and the protecting signal cleared when the Signaller receives the acknowledgement before the signal being held at danger (see special instructions).
19. If the ST acknowledgement is not received or is received after the set location the signal remains at danger and the Driver obeys all signals as normal.
20. When the train has passed the protecting signal, the protecting signal is replaced to danger and the reminder appliance applied.
21. *When the caution message is received and acknowledged by the Driver they continue without stopping and obey the speed restriction and all signals.*

**Message Content**

**Bridge Strike (Underline Bridge Only)**

"This is a safety broadcast from the Signaller at_____. A Bridge Strike has occurred at _____ (Name) Bridge Number _____ which is situated beyond signal number _____. You must proceed over this Bridge at no more than 20 mph. If understood, press the ST button."

**Critical Rail Temperature Sites**

"This is a safety broadcast from the Signaller at _____. A safety speed of __ mph has been imposed between (Name/Location/Signal) _____ and _____ (Name/Location/Signal). If understood, press the ST button."

**Anglia Route GI - Dated: 29/06/19**

# Rule Book Module P1 - Single line working

Single Line Working terminating at a junction with a Track Circuit Block (TCB) single line

If Single Line Working terminates at a junction with a Track Circuit Block (TCB) single line and it is necessary for a train that has arrived in the wrong direction to pass at Danger the signal controlling entrance to the TCB single line, the Signaller must observe the provisions of Module TS11 Section 9.1 .

The signaller must inform the driver that all track circuits are functioning correctly and instructed to proceed cautiously to the next stop signal.

**Anglia Route GI - Dated: 07/12/13**

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

## Section 1, Clause 1.2 - Exceptions

### b) Track circuits or signalling equipment failure

Failure of a track circuit or of signalling equipment - Single lines worked by the track circuit block system
Working by pilot is not needed in the locations listed below in one direction only.

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

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

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

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

# - If there are no trains on the Cromer branch at the time of the failure, then one train may be permitted to leave Norwich and return, in order to attempt to reset the axle counters

**Anglia Route GI - Dated: 29/05/19**

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

## Section 3 - Authorising the movement

### Signal Passed at Danger (SPAD) Indicators

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

**Anglia Route GI - Dated: 03/02/07**

# Rule Book Module S5 – Passing a signal at danger

## Section 6 - Temporary block working

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

**Anglia Route GI - Dated: 07/12/13**

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# Rule Book Module SP - Speeds : Permissible speeds and enhanced permissible speeds

## Section 2.1 - Permissible speed indicators

This is what the letters mean:

| Letters | Description |
|---|---|
| HST | Class 91 locomotive with mark 4 vehicles and DVT, classes 158, 159, 168, 170, 171, 172, 175, 180, 220, 221, 222, 253, 254 and 373 |
| MU | Multiple Unit Trains |
| DMU | Diesel Multiple Units |
| EMU | Electrical Multiple Units |
| SP | Classes 150, 153, 155, 156, 158, 159, 165, 166, 168, 170 , 171 and 172 |
| CS | Class 67 locomotive |

At locations where more than one speed indicator is displayed, classes listed in more than one speed category shown above, may run at the higher of the speeds displayed.

National exceptions to MU trains

- Class 185 trains are not permitted to run at MU or DMU speeds
- Class 390 trains are not permitted to run at MU or EMU speeds
- Class 253 and 254 trains formed with less than three coaches between the power cars are not permitted to run at MU or DMU speeds

**National GI - Dated: 07/12/13**

# Rule Book Module SP - Speeds : Emergency speed restriction

## Section 4 - Emergency Speed restrictions (ESR) - How emergency speed restrictions are set up

If an emergency speed restriction (ESR) is imposed and before the speed restriction equipment has been set up, the signaller will tell the driver of a train to pass over the ESR the actual speed limit that has been imposed by the engineer. It will no longer be necessary for the drivers of all trains to proceed at no more than 20 mph prior to the erection of the speed restriction equipment but drivers must travel over the restriction at no more than the speed given by the signaller.

This also means that only trains which would normally be running at a speed higher than the ESR to be imposed will need to be cautioned by the signaller. For example, if an ESR of 60 mph is imposed, it will not be necessary to stop and advise the drivers of trains classes 6, 7 or 8.

**National GI - Dated: 07/06/14**

# Rule Book Module SP Section 3 – Temporary Speed Restriction (TSR)

**Trial introducing a new sign similar in its appearance and specification to the existing 'T' indicator but bearing the letter 'A' meaning 'accelerate' located underneath the 'T' indicator for the temporary speed restriction.**

During the trial the Driver will be able to accelerate when the front of the train reaches the 'A' and 'T' indicators. Where the 'A' indicator is not visible the Driver will comply with Rule Book module SP and accelerate when the rear of the train passes the 'T' indicator.

During the trial the 'A' indicator may be removed and the trial suspended if:

- • an ESR is imposed over the same section of line,
- • where there is a consecutive TSR after the trial location or
- • where a complex TSR is introduced.

The trial involves the following level crossings:

**EA1012 Ipswich to Trowse Jn.**

Between Needham Market and Stowmarket

- **Gypsy Lane FP LC – Down Main 77m 64ch**

**EA1580 Ely North Jn to Trowse Jn**

Between Thetford and Harling Road

- **Croxton AHB LC – 96m 44ch**

Between Spooner Row and Wymondham

- **Park Lane FP LC – 113m 34ch**

**Anglia Route GI - Dated: 19/02/22**

# Rule Book Module TS1 - General signalling regulations

## Section 13 - Safety of personnel

**Engineers Possession Reminders**

EPR is authorised to be used as additional protection to protect line blockages in axle counter fitted.in the Locations listed below

The COSS/SWL/PC must reach a clear understanding with the signaller as to the exact limits of the line blockage. The signaller is responsible for identifying the track sections where EPR will be applied as additional protection to protect the work.

**EA1580 - Ely North Jn to Trowse Jn**

EPR Protection can be taken with Thetford Work Station

**Anglia Route GI - Dated: 26/03/22**

# Class 755 Changeover Protection System

In the event of a pantograph automatically lowering on a Class 755, the Driver must ascertain the cause from the Train Control Management System (TCMS). The Driver must inform the Signaller of the reason for the pantograph lowering, who must relay this information to Operations Control.

**If the Changeover Protection system has operated:**

- The Driver must confirm all pantographs are correctly lowered.
- The train may be allowed to continue normally.
- There is no requirement to examine the overhead line equipment.
- Normal working may be resumed.
- Notify Operations Control.

**If the ADD has operated or may have operated, the normal requirements of the Rule Book apply:**

•AC/12 - Driver's instructions following a loss of line light, ADD operation, tripping or damage to the OLE.

•AC/13 - Signaller's instructions following a report of a defect or tripping of the OLE.

**Engineers Possession Reminders**

EPR is authorised to be used as additional protection to protect line blockages in axle counter fitted.in the Locations listed below

The COSS/SWL/PC must reach a clear understanding with the signaller as to the exact limits of the line blockage. The signaller is responsible for identifying the track sections where EPR will be applied as additional protection to protect the work.

**EA1580 - Ely North Jn to Trowse Jn**

EPR Protection can be taken with Thetford Work Station

**Anglia Route GI -Dated: 30/12/2023**

# Rule Book Module T3 - Possession of a running line for engineering work

## Section 2, Clause 2.1 - (PICOP) Confirming the details

At terminal and bay platforms within the Anglia Route the signaller is permitted to grant possession to the PICOP when the platform is occupied by an empty coaching stock train, provided that:

•the platform is equipped with a platform starting signal which has been placed & maintained at Danger,

•the train is berthed at the buffer stop end of the platform

•the arrangements have been published within the possession details.

The signaller must confirm the arrangements with the PICOP before granting the possession.

The Rule Book, module T3 is modified accordingly.

**Anglia Route GI - Dated: 07/06/2014**

# Rule Book Module T3 - Possession of a running line for engineering work

## Section 2, Clause 2.4 - Arranging detonator protection at the standard distance

# Handbook 11 - Duties of the person in charge of the possession

## Section 4, Clause 4.4 - Arranging detonator protection at the standard distance

Detonator protection is not required to be provided where the limit of a possession is shown as being at a Bufferstop.

**Anglia Route GI - Dated: 07/06/2014**

# Rule Book Module TS11 – Failure of, or work on, signalling equipment – signallers regulations

On Network Rail Anglia Route, the Signaller is required to contact the appropriate Incident Controller directly by telephone and obtain a fault number:

- Great Eastern Incident Controllers – 085 73609
- West Anglia Incident Controllers – 085 73619
- North London Line/East London Line/Thameside – 085 73615

For external numbers 0207 979 xxxx (xxxx last 4 digits of above numbers)

**Anglia Route GI - Dated: 07/12/13**

# Rule Book Module TW1 - Preparation and movement of trains :

## Section 5.1 - Broken, distorted or damaged rails and broken fishplates

### Broken or Distorted Rails in Tunnels

This instruction applies only to those tunnels listed below and designated in the Signalling & Remarks column of Table A.

The Rail Defect Examiner or Rail Defect Nominee who is certified competent in examining broken or distorted rails, may authorise trains to proceed over a broken or distorted rail or a rail with broken fishplates in the tunnels listed below and designated in Table A, provided the following conditions are met:-

- All conditions which allow trains to travel over the rail apply.
- The person conducting the examination of the rail is supplied with a torch of sufficient power to effectively examine the rail and a handlamp capable of displaying a red handsignal.
- Where provided, the tunnel lights are switched on.
- The affected line must be blocked to all traffic prior to any examination of the rail taking place.
- The person conducting the examination of the rail, must come to a complete understanding with the Signaller concerned before entering the tunnel.
- During the passage of a train over the rail, the person conducting the examination, MUST be standing in the following positions of safety as listed in the table below:-

| **Tunnel** | **Position of safety during the passage of a train over the broken rail** |
|---|---|
| Bishopsgate,<br>Queens Road,<br>Clapton,<br>Audley End,<br>Littlebury,<br>Stoke Newington,<br>Hoe Street,<br>Hampstead Heath<br>Ipswich<br>Crouch Hill | If possible, outside of the tunnel, or in a refuge on the **opposite side** of the tunnel to the affected line **and** at least 15 yards on the approach to the broken or distorted rail. |
| Stansted Airport**,***<br>Warren Hill,*****<br>Covered Way (Gospel Oak)**.#** | Outside of the tunnel |
| *****This instruction must only be complied with for this tunnel, if the broken or distorted rail is within 250 yards of either tunnel entrance.<br>**.#** This instruction does not apply to the Up & Down lines to/from Carlton Road Jn. | |

The speed restriction of 5 mph over the rail must be imposed from tunnel portal to tunnel portal, except where signals within the tunnel can be used to more clearly define the portion of line concerned.

**NO TRAIN** is allowed to pass over the adjoining line in the tunnel while a train is passing over the broken or distorted rail.

**Anglia Route GI - Dated: 07/12/13**

# Rule Book Module TW1 - Preparation and movement of trains : General

## Section 7 Hauling dead traction units

When more than two locomotives (including hauling and dead locomotives) are to be coupled together, it will not be necessary to obtain the authority provided the conditions in the Route Availability of Diesel and Electric Locomotives booklet are observed.

**Anglia Route GI - Dated: 07/12/13**

# Rule Book Module TW5 - Preparation and movement of trains : Defective or isolated vehicles and on-train equipment -

## Section 25.4 - Moving vehicles with wheelskates

### Instructions to be carried out, and conditions of movement, when a wheelskate is used

Traction units or vehicles fitted with wheelskates must not pass over the following portions of line unless the Signalling Technician is in attendance in order to re-set the axle counter equipment following the passage of the train:-

- EA1310 – Between Camden Road West Junction and beyond Willesden High Level Junction (all lines and connections)
- EA1320 – Between Stratford Platforms 1 & 2/Channelsea South Jn/Temple Mills East Jn to beyond Camden Road West Jn (all lines and connections)
- EA1370 – Between South Tottenham East Junction and Leyton Midland Road station (both Up and Down lines)
- EA1430 – Between Westerfield Junction (excl) and Oulton Broad South (all lines)
- EA1470 – Between Whitlingham Junction and Brundall Junction (both Up and Down lines).
- EA1480 – Between Whitlingham Junction and Cromer (both Up and Down and Single lines).
- EA1580 - Between Ely North Junction and Trowse Junctions (both Up and Down and Single lines).

**Anglia Route GI - Dated: 07/12/13**

# Rule Book Module TW7 - Wrong-direction movements

## Section 1, Clause 1.1 – Authority for a wrong-direction movement

### Station overruns in the area controlled by Liverpool Street IECC

A train will not be authorised to return as a wrong-direction movement in the event of a station overrun between Monday to Friday (between the hours of 0600 and 2100) for services booked to call at stations between the following locations:

- Broxbourne and London Liverpool Street Station via the Lea Valley and Southbury Loop via Seven Sisters
- Witham/Southend Victoria and London Liverpool Street Station

In the event of a station overrun within these areas and times listed above the following instructions are to be followed;

- the Driver and Signaller must always ensure a clear understanding is reached.
- the Signaller must advise Control of all station overrun incidents.
- the affected service will continue forward, calling at its booked stops only, unless authorised otherwise by Control

| Control will not normally authorise Special Stop Orders on subsequent services unless safety will be compromised |
|---|

**Anglia Route GI - Dated: 07/07/12**

# Handbook 8/21& Rule Book Module TS1, Regulation 13.2 – IWA, COSS, PC or SWL blocking a line

Planning and Protection Arrangements

On all lines listed within the Anglia Route Sectional Appendix – line blockages must be planned so as to limit the extent of the blockage to affect no more than two signalboxes at a time. If, due to exceptional circumstances, it becomes necessary to plan a blockage which affects more than two signalbox areas then the authority of the Network Rail Operations Manager or his nominated deputy must be obtained.

Handbook 8, Section 2, Clause 2.3 – Disconnecting signalling equipment
Protection arrangements

For the purposes of this procedure a track circuit may be considered as part of the signalling controls. Points which can be disconnected, maintained, and detected, in one position which could be used to prevent trains approaching may also be considered part of the signalling controls.

Where reliance is placed on the occupancy of a track circuit, signal technicians shall satisfy themselves that the protection is not compromised by the setting of shunt, call-on or warner class routes nor the approach control of main aspects.

**Anglia Route GI – Dated: 06/12/14**

# Handbook 8 / 21 –COSS, IWA, PC or SWL blocking a line

**Rule Book Module TS1, Regulation 13.2 –COSS, IWA, PC or SWL blocking a line**
**Rule Book Module T3, Possession of a running line for engineering work**

**Swing bridges at Trowse, Reedham, Somerleyton and Oulton Broad**

**Rule Book Modules TS1, Regulation 13.2**
When a blockage is to be arranged which will include the signal section that passes over the swing bridge then the COSS/IWA or SWL must come to a clear understanding that either:
the swing bridge will remain closed to river traffic for the duration of the blockage.

OR

the signaller will obtain the COSS/IWA or SWL's authority before opening the bridge to river traffic.

**Rule Book Module T3**

Note: Whenever possible, possessions should always be planned so that the swing bridge is outside the possession limits.

When a T3 possession is to be arranged which includes a swing bridge, and any point within 100 yards/metres of the swing bridge, then one of the following methods of protection must be adopted.

A **When no work is required to take place on or within 100 yards/metres of the swing bridge and no engineering trains or on-track plant is working within the overall possession.**
It is not necessary to provide marker boards to protect the bridge; however, the signaller must obtain the authority of the PICOP to open the bridge to river traffic as required. Where possible, before granting the possession to the PICOP, the signaller will advise the PICOP of any river traffic that may be required to pass the bridge during the possession.

B **When no work is required to take place on or within 300 yards/metres of the swing bridge and engineering trains or on-track plant are working within a worksite which is more than 300 yards/metres from the swing bridge.**
A separate worksite must be created to protect the bridge. When the swing bridge worksite marker boards (Must be positioned 100 yards/metres from either side.) have been put in place and the T3 has been granted, the PICOP must advise the signaller that the bridge may be operated as normal. In these circumstances the PICOP must act as, or appoint an ES or SWL for the bridge worksite

**When an engineering train or on-track plant is required to pass through the swing bridge worksite.**
The PICOP must receive an assurance from the signaller that the swing bridge is closed and secured for rail traffic before arranging with the ES or SWL for the movement to pass the worksite marker board. When the movement has passed clear of the worksite and the marker boards reinstated; the PICOP must advise the signaller that the bridge can again be operated as normal

C **When work is required to take place within 300 yards/metres of the swing bridge and engineering trains or on-track plant is working within 300 yards/metres of the swing bridge.**
In these circumstances, a separate worksite for the swing bridge(s) is not required as the swing bridge(s) will be part of a larger worksite.

The signaller and PICOP must agree prior to the possession being granted that the swing bridge will remain closed to river traffic for the duration of the possession.

If, in unforeseen circumstances, the swing bridge is required to be opened to river traffic. A temporary swing bridge worksite must be created and the conditions as described in B above applied before the bridge is operated. The temporary swing bridge worksite may be withdrawn once the swing bridge is closed, and will no longer be required to operate.

**Anglia Route GI – Dated: 11/08/2018**

# Handbook 8 & HB21- IWA, COSS,PC or SWL blocking a line & Module TS1 – General Signalling Regulations

**Line Blockage Change of COSS**

If you are a new COSS taking duty you must tell the Signaller

If you are the new COSS when a signal box that has been closed is reopened, you must tell the signaller that the COSS has changed.

Where a PC or SWL is appointed, the PC or SWL must carryout the role of the COSS as described above when applicable.

**Anglia Route GI - Dated: 06/12/14**

# • Handbook 8 & HB21 – IWA, COSS,PC or SWL blocking a line

## • Section 2.4/Module TS1, Regulation 13.2.4

- T-CODS are authorised to be used at certain specified locations. These locations are listed in Table T below.
- Care must be taken when placing the T-COD, so that it is not placed near any points or crossovers. T-CODS must not be used where there are check rails or guard rails
- Remote Controlled T-CODS have been installed and are authorised to be used at the locations specified below in Table RCT.
- Please Note that Remote Controlled TCOD have been installed in conjunction with the Registered prohibitions in Table T

**Table T - Sections Of Running Lines Where T-Cods Can Be Used Section 8, Clause 8.2.**

| • **Routes and Locations on which T-COD can be used (subject to the restrictions stated in the remarks column)** | • **Remarks (to include any Locations/Sections where T-COD Cannot be used in Addition to those in Handbooks)** |
|---|---|
| • EA1010 Liverpool Street Platforms | T-CODS must only be placed at the starting Signal at the end of the platform (please refer to local instruction in Section 5). |
| • EA1010 Liverpool Street Country side of 0m 27ch All Lines to Seven Kings | All platform lines at Stratford are prohibited.<br>Connections into and including Aldersbrook Sidings are prohibited<br>Connections into and including Ilford Depot are prohibited |
| • EA1011 Seven Kings to Ipswich | Connections into and including Gidea Park Carriage sidings & shunt spurs are prohibited<br>All platform lines at Shenfield are prohibited<br>Shenfield No.'s 1 & 2 Middle Sidings are prohibited<br>Down Main Between Signals L677 and L712 and Up Main between Signals L714 and L679 (protecting signals for Ingatestone crossing) are prohibited.<br>Down Main Between Signals L685 and L724 and Up Main between Signals L726 and L687 (protecting signals for Church Lane crossing) are prohibited.<br>Platform 1 & 4 at Witham are prohibited<br>Down Main line at Kelvedon between Signals L787 and L801 and Up Main line at Kelvedon between<br>Signals L848 and L834 are prohibited.<br>CO1009 and Up Main line from signal CO1008 to signal CO1006.<br>All platform lines at Colchester Station, connections into and including Colchester carriage sidings and Down sidings and no's 1 & 2 Reception roads are prohibited.<br>Down Main signal CO183 to Ardleigh crossing and Up Main Signal CO184 to Ardleigh crossing are prohibited.<br>Down Main Signal CO191 to Manningtree level crossing and Up Main signals CO198 to Co194 at Manningtree station are prohibited.<br>Down Main line at Bentley between signals CO271 and CO277 and Up Main line at Bentley between signals CO280 and CO274 are prohibited.<br>The Up & Down lines in Ipswich Tunnel are prohibited.<br>All platform lines at Ipswich station are prohibited |

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|---|---|
| • EA1012 Ipswich to Trowse Jn | Connections into and including Ipswich Carriage sidings, Field sidings and no's 1 to 3 Reception roads and Upper yard are prohibited.<br><br>Down line at Claydon between signals CO371 and CO381 including the Down Goods loop and the Up line at Baylham/Claydon between signals CO380 and CO370 including Barham sidings are prohibited.<br><br>The Down and Up Goods Loop and sidings at Stowmarket are prohibited. |
| • EA1012 Ipswich to Trowse Jn, continued | LTN1 Down Main: Cow Green GSP CO415 signal (85m 10ch) to CO423 signal (89m 28ch) T-COD **must** be placed on 8511 track circuit<br><br>LTN1 Down Main: Flordon GSP CO453 signal (106m 48ch) to CO543 signal (112m 52ch) T-COD **must** be placed on 0611 track circuit<br><br>LTN1 Up Main: Gislingham CO422 signal (88m 45ch) to CO416 signal (85m 35ch) T-COD **must** be placed on 8821 track circuit |
| • EA1050 Shenfield Jn. to Southend Victoria. | All platform lines at Southend Victoria station and connections into and including all down and up sidings are prohibited. |
| • EA1060 Wickford Jn. To Fambridge station | The section of line from the 32m post to the 35m post is prohibited. |
| • EA1090 Colchester Jn. To Clacton | Down line from signal CO1105 to Hythe CCTV crossing and Up line from signal CO1104 to Hythe CCTV crossing.<br><br>Down line from signal CO1115 at Alresford to Great Bentley CCTV crossing and Up line from signal CO1128 at Great Bentley to Alresford CCTV crossing.<br><br>Down line from signal CO1177 to Burrs Road CCTV crossing and Up line from signal CO1176 to Burrs Road CCTV crossing. |
| • EA1110 Thorpe-le-Soken to Walton-on-Naze | The section of line from 66m post to Kirby Cross station is prohibited.<br><br>Frinton on Sea CCTV crossing – The section of line between signal CO1165 (Down direction) and signal CO1164 (Up direction). |
| • EA1150 Channelsea South Junction to Stratford Central Junction West | Down Channelsea Curve: Channelsea South Junction to beyond Carpenters Road North Junction (0m 19ch) is prohibited.<br><br>Up Channelsea Loop: Signal NL1292 (0m 17ch) to Channelsea South Junction is prohibited.<br><br>Up Channelsea Curve: Signal NL1294 (0m 19ch) to Channelsea South Junction is prohibited. |

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| • EA1160 Bethnal Green East Jn. to Bishops Stortford | The Down line at Northumberland Park from signals L1017 to L1023 and the Up line at Northumberland Park from signals L1022 to L1020 are prohibited.<br>The Down line at Enfield Lock from signals L1047 to L1049 and the Up line at Enfield Lock from signals L1050 to L1046 are prohibited.<br>Down Cambridge line from signal L1057 to Cheshunt Jn. is prohibited.<br>Down Cambridge line from Cheshunt Jn. to Windmill Lane level crossing including the bay platform at Cheshunt and Up Cambridge line from signal L1062 to Cheshunt Jn. are Prohibited.<br>Up Cambridge line from signal L1090 at Broxbourne Jn. to L1068 signal including Broxbourne loops and sidings and Down Cambridge line from signal L1065 to Broxbourne Jn. including Broxbourne loops and sidings are prohibited.<br>Up Cambridge line at Sawbridgeworth from signals L1142 to L1130 and Down Cambridge line at Sawbridgeworth from signals L1123 to L1131 are prohibited.<br>All platform lines and Up platform loop at Bishops Stortford are prohibited. |
| • EA1161 Bishops Stortford to Great Chesterford | All platform lines and Up platform loop at Bishops Stortford are prohibited.<br>The Down Goods loop at Stansted South Jn. is prohibited.<br>Up Main line at Audley End from signals CA44 to CA42 and Down Main line at Audley End from signals CA43 to CA45 are prohibited.<br>The Up Goods loop at Great Chesterford is prohibited. |
| • EA1170 Hackney Downs North Jn. To Enfield Town | Up & Down platform lines at Seven Sisters are prohibited.<br>Platform Lines at Enfield Town are prohibited. |
| • EA1180 Reading Lane Junction to Navarino Road Junction | Graham Road Curve: 1m 03ch to Navarino Road Junction is prohibited. |
| • EA1190 Bury Street Jn. to Cheshunt Jn. | Down Southbury line from signal L1395 to Cheshunt Jn. is prohibited. |
| • EA1200 Clapton Jn. to Chingford | Chingford platform lines and connections into Chingford Carriage sidings are prohibited. |
| • EA1210 Broxbourne Jn. to Hertford East | Up line from signal L1230 to Broxbourne Jn. is prohibited.<br>Up line at St. Margarets from signals L1242 to L1236 and Down line at St. Margarets from signals L1239 to L1241 are prohibited.<br>Platform lines at Hertford East are prohibited. |
| • EA1220 Stansted North/South Jn. to Stansted Airport | The Single line in Stansted Airport Tunnel is prohibited.<br>All Stansted Airport Station platform lines are prohibited. |
| • EA1280 Stratford Central Jn. to Coppermill North Jn. | The lines through platforms 11 and 12 at Stratford are prohibited. |

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| • EA1310 Camden Road West Junction to Richmond | Down North London: Camden Road West Junction to beyond Willesden High Level Junction (5m 48ch) is prohibited.<br>Up North London: Signal NL1050 (0m 34ch) to Camden Road West Junction is prohibited.<br>Down City: Kensal Green Junction to 0m 28ch is prohibited.<br>Up City: Signal NL1038 (0m 16ch) to Kensal Green Junction is prohibited.<br>Down New: Kensal Green Junction to 5m 17ch is prohibited.<br>Up New: Signal NL1044 (5m 19ch) to Kensal Green Junction is prohibited.<br>Down Main: Signal AW101 to Acton Central is prohibited.<br>Up Main: Signal AW102 to Acton Central LC is prohibited. |
| • EA1320 Camden Road West Junction to Stratford | Up Primrose Hill/Down North London/Down North London Relief: Signal NL1204 (5m 25ch) to Stratford are prohibited.<br>Up North London/Up North London Reversible/Down Primrose Hill: Stratford to beyond Camden Road West Junction (5m 28ch) are prohibited.<br>North London Incline: Camden Road Central Junction (0m 51ch) to 0m 48ch is prohibited.<br>Down/Up Canonbury: Canonbury West Junction (3m 12ch) to 3m 22ch is prohibited. |
| • EA1325 Highbury & Islington to New Cross/New Cross Gate | Prohibited on all lines. |
| • EA1340 Stratford Lea Junction to High Meads Junction | Prohibited on all lines. |
| • EA1350 Channelsea North Junction to Temple Mills East Junction | Down High Meads Loop: Channelsea North Junction to beyond signal S703 (0m 41ch) is prohibited<br>Up High Meads Loop: Signal NL1424 (0m 36ch) to Channelsea North Junction is prohibited. |
| • EA1370 Gospel Oak to Barking Tilbury Junction West | The Up & Down Main lines between Upper Holloway signal box and Wanstead Park station are prohibited.<br>Down T&H: Gospel Oak Junction to beyond signal NL1303 (0m 33ch) is prohibited.<br>Up T&H: Signal NL1306 (0m 28ch) Gospel Oak Junction is prohibited. |

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| • EA1380 Christian Street Junction to Shoeburyness | The Gas Factory Loop and the Up Main line from signals UR130 to UR128 are prohibited.<br>Connections into and including East Ham Depot are prohibited.<br>All platform lines at Barking station, except platform 1, are prohibited.<br>All platform lines at Upminster station and Upminster siding are prohibited<br>All platform lines at Laindon station are prohibited.<br>All platform lines at Pitsea station and Down & Up siding are prohibited.<br>All platform lines at Leigh-on-sea station are prohibited.<br>All platform lines at Southend Central station are prohibited<br>All platform lines at Shoeburyness also connections into and including Shoeburyness Carriage Sidings are prohibited. |
| • EA1390 Barking Tilbury Line Jn. East to Tilbury Town station | Connections into and including Ripple Lane West Yard, Loco Depot and Stora Sidings are prohibited.<br>The Down line from signal UR639 to Rainham level crossing and the Up line from Signals UR644 to UR638 are prohibited.<br>The Down line from signal UR651 to Purfleet Rifle Range level crossing and the Up line from Signal UR654 to Purfleet Rifle Range level crossing are prohibited.<br>The Down line from signals UR673 to UR675 and the Up line from Signal UR674 to Grays level crossing including connection into Seabrook sidings are prohibited. |
| • EA1430 East Suffolk Jn. to Oulton Broad North Jn. | Prohibited on all lines. |
| • EA1440 Westerfield Junction to Felixstowe Town | Prohibited on all lines. |
| • EA1450 Trimley to Port of Felixstowe North Quay Terminal | Prohibited on all lines. |
| • EA1460 Felixstowe Beach Jn. to Felixstowe Beach | Prohibited on all lines. |
| • EA1470 Norwich Thorpe Jn. to Lowestoft | All lines including connections into and including Crown Point Reception roads and Depot are prohibited. |
| • EA1530 Bury St. Edmunds to Haughley Jn. | Up Bury line from signal 692 to 37 mile post and Down Bury line from signal 689 to 38 mile post are prohibited.<br>Down Bury line from 40 mile post to Haughley Jn. is prohibited. |
| • EA1580 Ely North Jn to Trowse Jn | Down Main: Signal EN8019 to signal HR3 are prohibited<br>Up Main: Signal HR24 to signal CA808 are prohibited |

**Table RCT**

| LOR | Location | Line | Protecting Signal | Track Circuit | Additional Signals | ELR |
|---|---|---|---|---|---|---|
| EA1010 | Ilford | Up Passenger Avoiding | L360 | RSL | L5078, L5080, L5082, L5084, L5086, | LTN1 |

| | | | | | | |
|---|---|---|---|---|---|---|
| EA1010 | Ilford | Dn Passenger Avoiding | L329 | REB | | LTN1 |
| EA1011 | Chelmsford | Up Main (Station) | L772 | HHK | L723 L762 | LTN1 |
| EA1011 | Chelmsford | Dn Main (Station) | L711<br>L713<br>L770 | GGE<br>HHC<br>GGL | | LTN1 |
| EA1011 | Chelmsford | Down Loop | L715 | BBD | L5185 and L5186, L770 and L772 | LTN1 |
| EA1011 | Chelmsford | Down Loop | L723 | BBG | | LTN1 |
| EA1011 | Witham | Up Loop | L771 | EEF | L830/L824/L761/L763/L5189/2370 A | LTN1 |
| EA1011 | Witham | Up Loop | L830 | EEJ | | LTN1 |
| EA1011 | Witham (London End) | Up Main | L814 and L763 | MMP | | LTN1 |
| EA1011 | Witham (London End) | Down Main | L759 | LLV | | LTN1 |
| EA1011 | Marks Tey | Up Main | L882 | SSK | L862/L825/L827(2394pts/2389pts) / L819/L876/L878/L5203 | LTN1 |
| EA1011 | Marks Tey | Up Main | L874 | SSE | L876/L878/L862/L829 | LTN1 |
| EA1011 | Marks Tey | Up Main | L864 | SSB | L819/L862 | LTN1 |
| EA1011 | Marks Tey | Down Main | L817 | RRK | | LTN1 |
| EA1011 | Marks Tey | Down Main | L825 | RRM | | LTN1 |
| EA1011 | Marks Tey | Down Main | L884 | RRT | L819/L874/L876/L878 | LTN1 |
| EA1012 | Europa Junction | Down Main | CO367 | 7013 | CO351 | LTN1 |
| EA1012 | Flordon -Diss | Up | CO454 | 0421 | | LTN1 |
| EA1012 | Diss - Flordon | Down Main | CO431 | 9513 | CO433 + CO1409, CO1411 | LTN1 |
| EA1050 | Mountnessing | Up Southend | L560 and L517/L519 | MJ | | SSV |
| EA1050 | Mountnessing | Dn Southend | L517/L519 and L558 | LU | | SSV |
| EA1050 | Billericay (Country End) | Up Southend | L574 and L572 | MZ | L535 | SSV |
| EA1050 | Billericay (Country End) | Dn Southend | L533 and L535 | NX | L572 | SSV |
| EA1050 | Billericay | Dn Southend (Station) | L529 and L572/L574 | NT | | SSV |
| EA1050 | Wickford | Up Southend (Station) | L604 | UB | | SSV |
| EA1050 | Wickford | Dn Southend (Station) | L559 and L553 | RX | L557/L555 | SSV |
| EA1060 | Wickford | Up Southend (Station) and Up & Dn Southminster | L692 and L694 (L596) | AA | L5150 | WIS |
| EA1050 | Hockley Station | Up Southend | L638 | WJ | | SSV |
| EA1050 | Hockley Station | Up Southend | L638 | WK | | SSV |
| EA1050 | Hockley Station | Dn Southend | L597 | VJ | | SSV |
| EA1050 | Southend Vic - Prittlewell | Up Southend | L666/L668/L670/L672/ L674 and L625 | XH | | SSV |

| | | | | | | |
|---|---|---|---|---|---|---|
| EA1050 | Prittlewell - Southend Vic | Dn Southend | L627 | YH | | SSV |
| EA1080 | Sudbury | Branch Line Up | L825 | BBW | L878/L876/L874/L872/L5202 | SUD |
| EA1090 | Clacton - Colchester | Up (UP & DN) Avoiding | CO1092/CO1100 | 5254 | | LTN/COC |
| EA1090 | Colchester - Clacton | Down (UP & DN) Avoiding | CO1067/CO1067 | 5158 | | LTN/COC |
| EA1110 | Kirby Cross - Thorpe Le Soken | Walton Branch (Up) | CO1160 | 6776 | | TWN |
| EA1110 | Walton – Kirby Cross | Walton Branch Up | CO1168 | 6972 | | TWN |
| EA1110 | Thorpe Le Soken Kirby Cross | Walton Branch (Down) | CO1145/CO1147 | 6572 | | TWN |
| EA1110 | Kirby Cross - Walton | Walton Branch Down | CO1159 | 6776 | | TWN |
| EA1120 | Mistley - Manningtree | Up Harwich | CO230 | 6041 | CO762+CO763 (Mistley Loop) | MAH/NTE |
| EA1120 | Manningtree - Mistley | Down Harwich | CO207/CO209 | 5934 | CO762+CO763 (Mistley Loop) | MAH/NTE |
| EA1160 | Clapton Junc | Up Cambridge | L170 | HGE | L1404 | BGK |
| EA1160 | Clapton Junc | Dn Cambridge and Dn Chingford | L167 | GPR | | BGK/CJC |
| EA1161 | Shepreth Junc | Up Cambridge and Up Royston | CA142 | 5321 | | BGK/SBR |
| EA1161 | Shepreth Junc | Dn Cambridge | CA99/CA123 | 5312 | | BGK |
| EA1170 | Bury St Junc | Up Southbury | L1368 and L1350 | XJV | | HDT |
| EA1170 | Bury St Junc | Dn Southbury and Dn Enfield | L1353 | VCY | | HDT/ENT |
| EA1170 | Enfield Branch | Up Enfield | L1360/L1362/L1364 | XKH | L1365 | ENT |
| EA1170 | Enfield Branch | Dn Enfield | L1353 | VDA | | ENT |
| EA1170 | Enfield Station Platforms 1 - 3 | Dn Enfield | L1365 | VDK | Points 2677 | ENT |
| EA1530 | Bury - Haughley | Down Bury | BY17 | 2852 | | CCH |
| EA1530 | Bury - Haughley | Down Bury | CO691 | 3754 | | CCH |
| EA1530 | Haughley - Bury | Up Bury | CO395 | 4041 | | CCH |
| EA1530 | Haughley - Bury | Up Bury | CO692 | 3341 | | CCH |

**Anglia Route GI – Dated: 28/05/22**

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## Handbook 8 - IWA, COSS or PC blocking a line / TS1 General Signalling Regulations 13.2.3

**Protecting a stabled train on a platform line**

A platform line on which a train is stabled may be blocked under the arrangements shown in this handbook, but only if protection is provided to stop a train making an unauthorised movement.

When a platform line is to be blocked and a train is stabled on that line, the IWA, COSS or PC must place the following train protection equipment on the train before allowing the work to start:

1. during daylight: a "**NOT TO BE MOVED**" board, or a **red flag**

2. during **darkness, fog or falling snow: a red light (steady or flashing)**

The IWA, COSS or PC must make sure the protection is displayed on the platform side of the train:

- **1. at the end from which the train is to be driven,**

  **or**

- **2. at both ends of the train if it can be driven from either end**

The arrangements shall apply at the following locations

1. **on platform lines at terminal stations**

2. on dead end bay platforms at through stations

3. **on running lines shown in "Stabling of trains" – within General Instructions of Anglia Route Sectional Appendix**

**Note**:

Drivers are permitted to enter the driving cab for the purposes of preparing the train in accordance with their company instructions.

Unless permits are issued, the traction current must always be treated as being live.

Anglia Route GI – Dated: 25/01/2020

# Handbook 11 – Duties of the person in charge of the possession

## Section 4, Clause 4.1 – Confirming the details with the signaller

At **termina**l and **bay** platforms within the Anglia Route the signaller is permitted to grant possession to the PICOP when the platform is occupied by an empty coaching stock train, provided that:

the platform is equipped with a platform starting signal which has been placed & maintained at Danger

the train is berthed at the buffer stop end of the platform

the arrangements have been published within the possession details

The signaller must confirm the arrangements with the PICOP before granting the possession.

The Rule Book, module T3 is modified accordingly.

**Exception**

**Romford – Upminster Line**

An empty coaching stock train can be stabled in platform 1 at Romford and a possession taken around the train provided that:

- The train is berthed at the buffer stop end of the platform 1 and the pantograph has been lowered
- The arrangements have been published with the possession details
- There is an isolation of the overhead line on the Romford – Upminster branch, for the duration of the possession

The signaller must confirm the arrangements with the PICOP before granting the possession

Additional protection (stop boards and detonators) must be placed at 2219 B points

The Rule Book, module T3 is modified accordingly.

**Anglia Route GI - Dated: 29/08/2015**

# A.C. Electric Locomotives

Class 86 locomotives or class 90 locomotives (fitted with current limiting devices) are the only A.C. electric locomotives permitted to work trains in multiple.
When 2 or more class 86 or 90 electric locomotives are coupled together running as light engines or working a train, no more than 2 pantographs must be in the raised position.
With the exception of the class 86 and class 90 locomotives (fitted with current limiting devices), all other A.C. electric locomotives must run with only 1 pantograph raised.

**Anglia Route GI - Dated:15/06/19**

# ANIMALS ON THE LINE

**NOTICE TO TRAINCREW, SIGNALLERS AND CONTROLLERS**

Where the rules and regulations (General Signalling Regulation 18.2 and Rule Book Module TW1 section 20) require that trains be cautioned because of animals on the line, this procedure need not be applied providing that the animals are:

- domestic, for example, dogs
- deer
- not more than six sheep

However, drivers are still required to make an initial report of the animals being ‘on the line’ and maintenance response teams are mobilised to establish where the animals gained access to the line and where necessary effect repairs.

Once a report is received from a driver, then a general call will be put out via GSM-R / CSR to all trains in the area, advising them of the approximate vicinity of the incursion and that they are not required to stop to report the incident.

Drivers are advised that if they believe the safety of trains is at risk then they are instructed to carry out the relevant provisions of the Rule Book.

**SWANS ON THE LINE**

A train need only be cautioned for a swan on the line if the swan is reported to be within the “four foot” of the line concerned

**Anglia Route GI - Dated: 07/05/16**

# Cab Secure Radio

The following table indicates how to convert a signal number to a radio set-up number (Signal “alias” number).

| Signal box | Signal No. | Radio code | | Signal box | Signal No. | Radio code |
|---|---|---|---|---|---|---|
| Cambridge | CAxx<br>CAxxx | 00xx<br>0xxx | | Littleport | Lx<br>Lxx | 400x<br>40xx |
| Downham Market | DMxx | 36xx | | Magdalen Road | MRx<br>MRxx | 400x<br>40xx |
| King’s Lynn | KLxx | 50xx | | | | |

Examples:

CO20 becomes 0020

CA278 becomes 0278

L5086 becomes 5086

Track circuit failure

During a track circuit failure radio identity of the train will be lost if it does not proceed within twenty minutes from the section of line where the track circuit failure exists.

The Signaller can ascertain whether or not a train is still identified in the radio system by checking the train list.

**Anglia Route GI - Dated: 07/05/16**

# CCTV and AHBC attendants instructions

Historically, Level Crossing Instructions for a person appointed to take local control have been posted at each Level Crossing. However, accommodation for the attendant is not always provided and this has resulted in inconsistency in the distribution arrangements for these instructions.

Attendants instructions for all CCTV and AHBC level crossings within Anglia Route are now published on the Network Rail Internal Portal Knowledge Hub (under Anglia, Operations: References) and will no longer be posted at Level Crossings. It is the responsibility of the Attendant to obtain copies of the instructions for those level crossings for which they are competent. In the event of any difficulty, please speak to your line manager.

Non-Network Rail staff must obtain copies via their Network Rail contact.

**Anglia Route GI - Dated: 20/10/12**

# Class 950 (formerly Class 150) Track Recording Unit (TRU)

### Routes and Restrictions

The Class 950 TRU (formerly Class 150) may be worked over all lines detailed in Table A of the Anglia Route Sectional Appendix subject to the following restrictions:

| Route | Restriction |
|---|---|
| EA1010 Liverpool St – Stratford (Central Jn.) East | Special permission is required for Liverpool Street platforms 11-17, as detailed in the Local Instructions contained within the Anglia Route Sectional Appendix |
| EA1011 Marks Tey Jn – Manningtree North Jn | Restricted to 5mph Colchester platform 5. |
| EA1140 Ipswich Docks Branch | Prohibited |
| EA1220 Stansted (South & North Junctions) – Stansted Airport | Special permission is required for Stansted Airport platforms 1 and 3, as detailed in the Local Instructions contained within the Anglia Route Sectional Appendix |
| EA1330 South Acton Jn – Old & New Kew Jns | Prohibited |
| EA1570 March – Wisbech | Prohibited |

**Anglia Route GI - Dated: 12/04/21**

# Crossing Abuse/Mis-use

**Crossing abuse/mis-use**

You must report any abuse or misuse of crossings to either the Crossing Keeper, Signaller or Network Rail Anglia Integrated Control Centre.

Crossing Keepers and Signallers must forward any reports of mis-use or abuse to the Network Rail Anglia Integrated Control Centre (AICC).

**Anglia Route GI - Dated: 12/01/07**

# Driver Only Operation (Passenger) On London Overground Trains

London Overground passenger services formed of Class 378 units are authorised to operate under the Driver Only Operation (Passenger) method of operation on the North London and West London lines, and also trains formed of Class 172 units on the North London and Tottenham & Hampstead lines between Willesden and Barking.

**Anglia Route GI - Dated: 03/08/14**

# Dynamic Risk Assessment

**Anglia Route**

This notice is to advise that Dynamic Risk Assessment process is authorised for use under trial conditions.

The purpose of DRA is to provide a continuous assessment of risk in the rapidly changing circumstances of an operational incident, in order to implement control measures necessary to make certain of an acceptable level of safety.

Its application should be applied by operational management staff seeking to assess operational system risk, and identify control measures that deliver a safety benefit in rapidly changing operational incidents affecting the normal operation of the railway.

The Scope of DRA is currently restricted for trial purposes to London South Eastern route (Anglia, Kent Sussex), LNW route, Scotland route and Western Route.

DRA can only be facilitated and implemented by those trained to do so.

**Anglia Route GI - Dated: 01/02/14**

# Electric traction operation during strong winds and high air temperatures

Strong Winds

In the event of strong winds it may become necessary to impose speed restrictions applicable to electric traction movements. The Electrification Engineer employed by the appropriate Infrastructure Maintainer is responsible for initiating the imposition of speed restrictions to reduce the risk of damage to OHLE and electric trains. The Electrification Engineer will advise the appropriate Route Manager over which routes the restrictions will be enforced as indicated in the table below.

On notification of adverse conditions which may affect electric traction movements (via the weather forecast or via information from customers, contractors or Network Rail staff) Route Managers must liaise with the Electrification Engineer employed by the appropriate Infrastructure Maintainer and Romford Electrical Control Office as to the need to impose a restriction(s). The final decision will be made by the Electrification Engineer employed by the appropriate Infrastructure Maintainer.

| **Line(s)** | **Emergency Speed Limit** |
|---|---|
| Liverpool Street to Chelmsford (including all branches) | 60 m.p.h. |
| Chelmsford to Norwich (main line) | 80 m.p.h. |
| Clacton and Harwich branches | 60 m.p.h. |
| Bethnal Green to Kings Lynn | 60 m.p.h. |
| Royston to Shepreth Branch Jn. | 60 m.p.h. |
| Fenchurch St to Shoeburyness & branches | 50 m.p.h. |

The Route Manager will arrange to advise all Train Operators, who will ensure that all Drivers are aware of the speed restriction to be observed.

High air temperatures

In the event of high air temperatures, it will become necessary at specific times during the day to impose speed restrictions on certain lines along the GE Main line on the Anglia route, to reduce the risk of damage to OHLE and electric trains, as detailed in the table below. The action necessary to impose these speed restrictions will be initiated by either a forecast of high air temperatures supplied to the Route Control Manager by the Meteorological Office, or by measurements taken from temperature sensors situated at strategic points along the GE Main Line on the Anglia Route at Romford and Stowmarket.

| **Ambient air temperatures** | **Areas affected** | **Line(s) affected** | **Emergency Speed Limit** |
|---|---|---|---|
| 25 - 27°C | Maryland (4m 43ch) – Chelmsford (29m 60ch) | Up & Down Main lines | 80 mph |
| 28°C and above | Liverpool Street - Chelmsford including Shenfield - Southend Victoria | All lines | 60 mph |
| 32°C and above | Liverpool Street - Chelmsford including Shenfield - Southend Victoria | All lines | 60 mph |
| | Colchester - Norwich | Up & Down Main lines | 80 mph |

The Route Control Manager will arrange to advise all Train Operators if blanket ESRs are to be introduced across part of the route by no later than 21:00 the day before the ESR will commence.
The Route Control Manager will arrange to advise all Train Operators if blanket ESRs are to be introduced across the whole of the route by no later than 18:00 the day before the ESR will commence.

**Anglia Route GI - Dated: 14/04/07**

# Engineers gauging train - propelling

An Engineer's gauging train consisting of a locomotive, gauging van, and saloon may be regarded as an Officer's Special Train for the purposes of propelling as provided for in the Rule Book, Module TW1 Section 26, provided the automatic brake is operative and the Guard has access to the automatic brake in the leading compartment, in which he must ride.

**Anglia Route GI - Dated: 07/12/13**

# GSM-R - CAB RADIO REGISTRATION AT MAIN AND POSITION LIGHT SIGNALS – LOCATION CODES

**DRIVERS ARE TO REGISTER USING THE LAST 3 DIGITS OF THE SIGNAL ID, ADDING LEADING ZEROS WHERE REQUIRED (E.G. FOR SIGNAL SN23, REGISTER USING 023) EXCEPT WHERE THE SIGNAL IS LISTED BELOW. IN SUCH CASES, THE CORRESPONDING LOCATION CODE IN THIS SECTION IS TO BE USED**

| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|---|---|---|---|---|---|
| **EA1010 LIVERPOOL STREET TO SEVEN KINGS** | | | | | |
| Carpenters Rd | Up Electric | L5073 | 991 | Liverpool Street IECC Stratford | 74 9143 01 |
| Aldersbrook Sidings | Aldersbrook Sidings | L5078 | 991 | Liverpool Street IECC Ilford | 74 9144 01 |
| Aldersbrook Sidings | Aldersbrook Sidings | L5080 | 991 | Liverpool Street IECC Ilford | 74 9144 01 |
| Aldersbrook Sidings | Aldersbrook Sidings | L5082 | 991 | Liverpool Street IECC Ilford | 74 9144 01 |
| Aldersbrook Sidings | Aldersbrook Sidings | L5084 | 991 | Liverpool Street IECC Ilford | 74 9144 01 |
| Aldersbrook Sidings | Aldersbrook Sidings | L5086 | 991 | Liverpool Street IECC Ilford | 74 9144 01 |
| Canal Junction | Down East London Line (Up direction) | EL3005 | 991 | East London Line SCC Workstation 2 | 74 9267 01 |
| **EA1162 ELY NORTH JN TO KINGS LYNN** | | | | | |
| Kings Lynn | Reversible/Bi-directional – Terminal Bay | KL6A/7A | 006 | Kings Lynn | 74 9380 01 |
| **EA1310 CAMDEN ROAD WEST JUNCTION TO RICHMOND** | | | | | |
| Acton Wells Jn | Up North London (Down direction) | AW373 | 991 | Acton Wells Jn | 74 9121 01 |
| Acton Wells Jn | Down North London (Up direction) | AW372 | 991 | Acton Wells Jn | 74 9121 01 |
| South Acton | Up Kew (Down direction) | AW105 | 991 | Acton Wells Jn | 74 9121 01 |
| Shadwell | Up East London Line (Down dir.) | EL3001 | 991 | East London Line SCC Workstation 1 | 74 9266 01 |
| Canada Water | Down East London Line (Up direction) | EL3002 | 991 | East London Line SCC Workstation 2 | 74 9267 01 |
| **EA1325 HIGHBURY & ISLINGTON TO NEW CROSS / NEW CROSS GATE (ELL)** | | | | | |

| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|---|---|---|---|---|---|
| Shadwell | Up East London Line (Down dir.) | EL3001 | 991 | East London Line SCC Workstation 1 | 74 9266 01 |
| Canada Water | Down East London Line (Up direction) | EL3002 | 991 | East London Line SCC Workstation 2 | 74 9267 01 |
| Canal Junction | Down East London Line (Up direction) | EL3005 | 991 | East London Line SCC Workstation 2 | 74 9267 01 |
| **EA1360 DUDDING HILL JN TO ACTON WELLS JN** | | | | | |
| Dudding Hill Jn | Up Brent Curve (Down direction) | DH3 | 991 | Dudding Hill Jn | 74 9122 01 |
| Dudding Hill Jn | Down Brent Curve (Up direction) | DH11 | 991 | Dudding Hill Jn | 74 9122 01 |
| Acton Canal Wharf Jn | Up Goods (Down direction) | ACW25 MH | 991 | Acton Canal Wharf | 74 9124 01 |
| Acton Canal Wharf Jn | Down Goods (Up direction) | ACW1/4MH | 991 | Acton Canal Wharf | 74 9124 01 |
| **EA1370 GOSPEL OAK TO BARKING TILBURY JN WEST** | | | | | |
| Junction Road Jn | Up T and H line | UH2068 | 991 | Upper Holloway | 74 9272 01 |
| Upper Holloway | Up reception (Down direction) | UH2066 | 991 | Upper Holloway | 74 9272 01 |
| Upper Holloway | Up T and H line (Down direction) | UH2064 | 991 | Upper Holloway | 74 9272 01 |
| Upper Holloway | Down T and H line (Up direction) | UH2061 | 991 | Upper Holloway | 74 9272 01 |
| **EA1380 FENCHURCH STREET TO SHOEBURYNESS** | | | | | |
| Laindon | Platform 1 (Up direction) | UR252 | 237 | Upminster IECC Workstation 2 | 74 9202 01 |
| Pitsea | Platform 2 (Down direction) | UR559 | 274 | Upminster IECC Workstation 2 | 74 9202 01 |
| **EA1430 EAST SUFFOLK JN TO OULTON BROAD NORTH** | | | | | |
| Saxmundham | Up Siding exit stop board | - | 991 | Saxmundham | 74 9453 01 |

| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|---|---|---|---|---|---|
| **EA1470 NORWICH THORPE JN TO LOWESTOFT** | | | | | |
| Lowestoft Carriage Sidings | To Siding 2 or Up Main | L12 | 991 | Lowestoft | 74 9450 01 |
| Lowestoft No.1 Siding | To Up Main | L11 | 991 | Lowestoft | 74 9450 01 |
| Lowestoft No.2 Siding | To Up Main | L10 | 991 | Lowestoft | 74 9450 01 |
| Lowestoft | Platform 4 to Siding 2 or Up Main | L8 | 991 | Lowestoft | 74 9450 01 |
| Lowestoft | Platform 4 to Up Main | L5 | 991 | Lowestoft | 74 9450 01 |
| Lowestoft | To Platform 3 to Up Main | L4 | 991 | Lowestoft | 74 9450 01 |
| Lowestoft | Platform 2 to Up Main | L3 | 991 | Lowestoft | 74 9450 01 |
| **EA1490 CROMER TO SHERINGHAM** | | | | | |
| Sheringham | Platform | - | 031 | Trowse SB | 74 9442 01 |
| **EA1520 SAXMUNDHAM JN TO SIZEWELL** | | | | | |
| Saxmundham | Sizewell Branch (Up direction) | ES2036 (Stop Board) | 991 | Saxmundham | 74 9453 01 |
| Saxmundham | Up Siding exit stop board | - | 991 | Saxmundham | 74 9453 01 |
| **EA1560 ELY NORTH JN TO PETERBOROUGH** | | | | | |
| March South | Up Reception | MSA | 991 | March South Jn | 74 9481 01 |
| March East | Down Goods No.1 | MEI | 991 | March East Jn | 74 9482 01 |
| March East | Down Goods No.2 | MED | 991 | March East Jn | 74 9482 01 |
| March East | Back Road | MEC | 991 | March East Jn | 74 9482 01 |
| March East | Up Goods No.1 | MEE | 991 | March East Jn | 74 9482 01 |

## GSM-R – CAB RADIO REGISTRATION - AREA SPECIFIC 99X LOCATION CODES

When required to use a 99X location code (also known as '*wild card number*') to pre-register or to register the cab radio as shown in the GSM-R user procedures the following area specific location code must be used in the areas covered by this Sectional Appendix:

991 Anglia Route.

**Anglia Route GI - Dated: 28/02/15**

# GSM-R – GENERAL INSTRUCTION

## TW5 SECTION 24 – KNOWN SEARCHING NETWORK LOCATIONS

The locations in the table below have encountered a temporary reduction in radio coverage with the GSM-R system which may result in registration problems and the ability of the driver to contact the signaller. This will be presented to the Driver on the DCP as 'searching for network'.

Driversmust carry out the "Pending Registration" process on the radio and continue their journey.

| Location | Fault Number | Comments | Outcome |
|---|---|---|---|
| Enfield Town | FMS LIV739211 | Interference at Enfield town. | Fixed –Issue caused by fault with site 2011. Reset and cleared fault |
| Chingford | NA | Interference at Chingford | Fixed – Repeater installed |
| Wickford | FMS LIV 203669. | Coverage/interference issues. | Fixed – Repeater installed |
| Gidea Park | FMS LIV202415 | Driver unable to contact signaller | Fixed – Repeater installed |
| Hackney Wick | FMS LIV 206358. | Coverage issues. | Investigation ongoing |

## TW5 SECTION 24 – KNOWN MISROUTED CALL LOCATIONS

The locations in the table below are known areas where calls are frequently misrouted to the wrong signaller. Calls may misroute to the wrong signaller if the 'contact signaller' button is pressed.

Drivers are instructed to use the phone book to contact the signaller from these locations.

| Location | Fault Number | Comments | Outcome |
|---|---|---|---|
| Currently no reported incidents | N/A | N/A | N/A |

## GSM-R FAULTS AND FAILURES RESPONSE

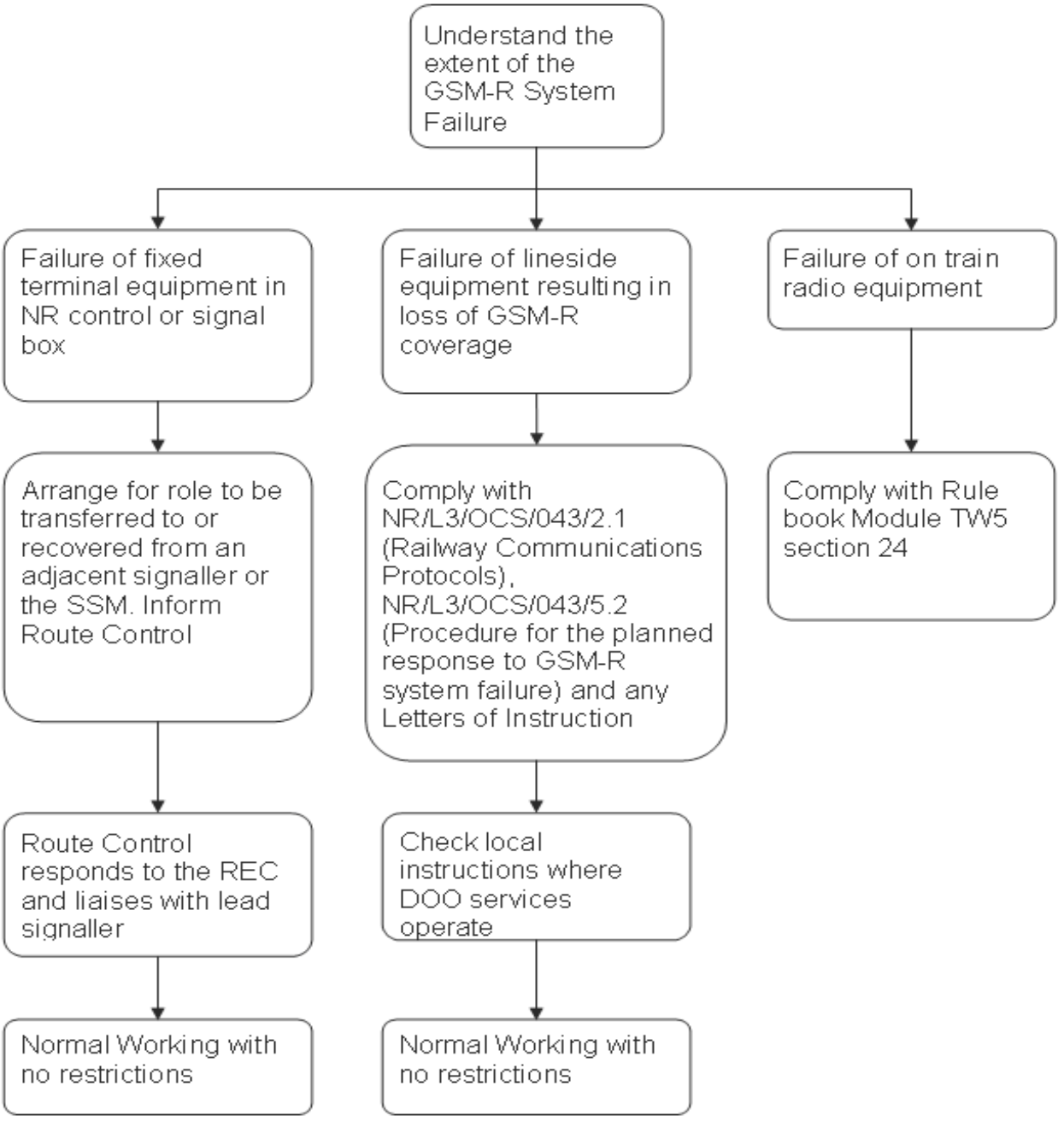
## VERSION 1.1

## PURPOSE

To provide guidance on the response to onboard GSM-R system faults and local/area infrastructure faults. Appendix 1 covers the response to system faults from a single fixed terminal through to failures of the infrastructure resulting in loss of coverage in a geographical area.

**APPENDIX 1**

This chart details the process used by Network Rail Control to determine the operating response to GSM-R service or sub-system failures.




**Anglia Route GI - Dated: 05/09/15**

# INFRASTRUCTURE MONITORING TRAINS

Network Rail own a fleet of specially adapted Infrastructure Monitoring vehicles which operate frequently on most routes on all Network Rail routes, these vehicles are painted yellow and carry Network Rail logos. Trains with these vehicles in them generally operate with a ‘Q’ headcode so as to denote that they are line specific.

During movements, these vehicles can emit a powerful underframe light source which could be mistakenly identified as a binding brake or sparks being emitted from the bogies, and as such, does not require to be reported to the controlling Signaller. However, if in any doubt, then normal operating procedures should be applied.

**Anglia Route GI - Dated: 11/04/15**

# Instructions for working ground frames and ground switch panels released from signal boxes

Except where special instructions are issued, the following instructions apply:-

1. When it is necessary to operate a ground frame or ground switch panel, the operator must advise the Signaller of the intended movements and ask for the release, where necessary operating the Permission or Switch lever. When the ground frame/switch panel is released, it may be operated as required.
2. When the movements have been completed and the ground frame levers/switches have been restored to normal, the operator must advise the Signaller who must then relock the ground frame/switch panel. The operator ,must not leave until he has ascertained that this has been done.
3. Except in track circuit block areas, a train must not be shut inside at an intermediate sidings ground frame/switch panel for other trains to pass except where authorised in the Signallers special Instructions. When it is necessary for a train to be shut inside at an intermediate sidings ground frame/switch panel, the operator must advise the Signaller when the train complete with tail lamp attached has been shunted into the sidings clear of the running line and the ground frame levers/switches have been restored to normal.
4. In the event of any failure of the apparatus, the operator must act in accordance with the instructions given by the Signaller.
5. The operator must advise the Signaller if a mishap occurs which fouls any of the running lines and take whatever action is necessary to protect the obstruction.
6. If the Signaller is unable to obtain a normal indication when the ground frame/switch panel is relocked, he must:-
   - in the case of a ground frame, when the release switch in the signal box is in the normal position, or the release lever in the signal box is in the check lock position, ascertain from the operator if the levers at the ground frame which are released by the signal box are locked in the normal position. If the appropriate levers at the ground frame are locked in the normal position, trains may be allowed to proceed, but the signal immediately in rear of the ground frame must be treated as defective. If the appropriate levers at the ground frame are not locked in the normal position, a train must not be allowed to pass the signal immediately in rear of the ground frame until the points worked from the ground frame have been clipped, padlocked and scotched in the normal position.
   - in the case of a ground switch panel, before each train is authorised to pass the signal immediately in rear of the ground switch panel, obtain an assurance from the operator that the points controlled from the ground switch panel are indicated as being set in the proper position for the passage of the train. Alternatively, the ground switch panel may be left unattended, but a train must not be allowed to pass the signal immediately in rear of the ground switch panel until the points worked from the ground switch panel have been clipped, padlocked and scotched in the normal position.
7. Additional instructions applicable to ground switch panels
   - Before authorising a movement, the operator must check that the indicators show the points to be set in the proper position and if Single Line Working is in operation, place and maintain reminder appliances on the point switches until the movement has passed clear of the points.
   - When a ground switch panel is not in use, or if the operator has to leave the immediate vicinity of the ground switch panel when it is released, the cabinet door must be closed and locked.
   - A crank handle and key is provided at most ground switch panels and must only be used in accordance with the instructions of the Signaller.

**Anglia Route GI - Dated: 05/08/06**

# Instructions relating to the Network Rail D.C. Electrified lines working instructions (NR/WI/ELP/3091)

Instruction 17 - Flooding of Permanent Way

a) If water is more than half-way up either running rail, D.C. electric trains must not exceed a speed of 5 m.p.h. through the flooded section.

b) If water is above the top of either running rail, the passage of D.C. electric trains must be suspended except in the most urgent circumstances and only then on the authority of a Network Rail Production representative on site in consultation with the Network Rail Civil Engineer and Electrical Control Operator.

Instruction A.26 to A.39 (Isolation Procedure A)

These instructions do not apply. All such isolations must be in accordance with Procedure B.

Instruction B.35, clause 35.3

The relevant information referred to in the last sentence must include the names of the Authorised Person, the Electrical Control Operator and the time and date.

**Anglia Route GI - Dated: 04/12/10**

# Line Clear Verification (LCV)

In accordance with Network Rail Standard *"NR/L3/OCS/084 - Line Clear Arrangements Following Engineering Works in Axle Counter areas - Line Clear Verification Process"*, the following must be observed.

The LCV process applies to the following line of routes.

LCV will also apply at any signalling location where part of the applicable possession is within any of the following line of routes listed below:

| **Route** | **Sections of line Equipped** |
|---|---|
| EA1150 Channelsea South Junction to Stratford Central Junction West | Down Channelsea Curve: Channelsea South Junction to beyond Carpenters Road North Junction (0m 19ch)<br>Up Chanelsea Loop: Signal NL1292 (0m 17ch) to Channelsea South Junction<br>Up Channelsea Curve: Signal NL1294 (0m 19ch) to Channelsea South Junction |
| EA1180 Reading Lane Junction to Navarino Road Junction | Graham Road Curve: 1m 03ch to Navarino Road Junction |
| EA1310 Camden Road West Junction to Richmond | Down North London: Camden Road West Junction to beyond Willesden High Level Junction (5m 48ch)<br>Up North London: Signal NL1050 (0m 34ch) to Camden Road West Junction<br>Down City: Kensal Green Junction to 0m 28ch<br>Up City: Signal NL1038 (0m 16ch) to Kensal Green Junction<br>Down New: Kensal Green Junction to 5m 17ch<br>Up New: Signal NL1044 (5m 19ch) to Kensal Green Junction |
| EA1320 Camden Road West Junction to Stratford | Up Primrose Hill/Down North London/Down North London Relief: Signal NL1204 (5m 25ch) to Stratford<br>Up North London/Up North London Reversible/Down Primrose Hill: Stratford to beyond Camden Road West Junction (5m 28ch)<br>North London Incline: Camden Road Central Junction (0m 51ch) to 0m 48ch<br>Down/Up Canonbury: Canonbury West Junction (3m 12ch) to 3m 22ch |

| Route | Sections of line Equipped |
|---|---|
| EA1340 Stratford Lea Junction to High Meads Junction | All lines |
| EA1350 Channelsea North Junction to Temple Mills East Junction | Down High Meads Loop: Channelsea North Junction to beyond signal S703 (0m 41ch)<br>Up High Meads Loop: Signal NL1424 (0m 36ch) to Channelsea North Junction |
| EA1370 Gospel Oak to Barking Tilbury Junction West | Down T&H: Gospel Oak Junction to beyond signal NL1303 (0m 33ch)<br>Up T&H: Signal NL1306 (0m 28ch) Gospel Oak Junction |
| EA1430 East Suffolk Jn to Oulton Broad North Jn | Westerfield Junction (excl) and Oulton Broad North (all lines) |
| EA1430 East Suffolk Jn to Oulton Broad North Jn | Westerfield Junction (excl) and Oulton Broad North (all lines) |
| EA1500 Brundall Jn to Yarmouth | All lines |
| EA1510 Reedham Jn to Yarmouth | All lines |
| EA1580 Ely North Junction to Trowse Junction | Down: Shippea Hill (77m 05ch) to Wymondham (114m 22ch)<br>Up: Wymondham (114m 22ch) to Shippea Hill (76m 60ch) |

Network Rail signalling locations will be managed in accordance with Network Rail Standard:

NR/L3/OCS/084 – Line Clear Arrangements; Following Engineering Works in Axle Counter areas - Line Clear Verification Process.

The LCV process applies to the complete following Line Of Routes (LORs).

| | |
|---|---|
| CCOS LOR: XR001 to CCOS Western LOR: GW103 Network Boundary | All lines |
| CCOS LOR: XR001 to CCOS Anglia LOR: EA1010 Network Boundary | All lines |
| CCOS LOR: XR002 Stepney Green Junction to CCOS South Eastern North Kent Line LOR: SO290 Network Boundary | All lines |

LCV will also apply at any signalling location where part of the applicable possession is within any of the following line of routes listed above.

For the Crossrail Central Operating Section (CCOS) LCV requirements are defined in Rail for London Standard: RFLI-GEN-SG-SDD-0002 – Line Clear Verification.

**Anglia Route GI - Dated: 25/16/2022**

# London Underground Lines (LUL) & Docklands Light Railway (DLR) Lines - Adjacent To Network Rail Lines

This instruction applies to traincrews working trains and other staff concerned between:-

- Bromley-by-Bow & Upminster (adjacent to LUL),
- Stratford station (adjacent to LUL),
- Bow Jn. & Stratford (adjacent to DLR),
- Christian Street Jn. & Limehouse (adjacent to DLR),

General

All concerned must observe the provisions of Rule Book Module D.C and/or Handbook 17 ‘DC. Electrified Lines’

**Switching off Electricity in an Emergency**

LUL lines

Any person becoming aware of a derailment, mishap or other emergency requiring or likely to require, the electricity to be switched off on the LUL, must telephone the Signaller at Stratford (North London), Upminster I.E.C.C., Liverpool Street SDC., or the Electrical Control Operator at Romford directly or on BT 0330 854110, who will then arrange for the relevant LUL control to be advised.

DLR lines

Any person becoming aware of a derailment, mishap or other emergency requiring or likely to require, the electricity to be switched off on the DLR, must telephone the Signaller at Liverpool Street I.E.C.C., Upminster I.E.C.C. or the Electrical Control Operator at Romford directly or on BT 0330 854110, who will then in turn contact the DLR Control Room Supervisor at Poplar Control Centre.

**Description of the DLR system**

The DLR works automatically without lineside signals, using Driverless trains which approach in either direction travelling at a maximum speed of 50 m.p.h. Each train conveys a member of DLR staff called a 'Train Captain'.

DLR trains will not sound an audible warning to persons on or near the line and employees on or near Network Rail lines must not, therefore, except in emergency, go onto the DLR.

If employees called by the Signaller to work on the line consider that they cannot work safely with trains running on the adjoining DLR line, they must not commence work until an assurance has been received from the Signaller that DLR trains have been stopped.

If an emergency/mishap occurs on Network Rail lines that requires the stopping of DLR trains, then one of the emergency stop buttons must be pressed. These buttons are coloured red, in red cases with a clear perspex cover, located on posts a metre high. They are situated between the Network Rail and DLR lines at approximately 100 metre intervals.

Traincrew required to work on outside of train

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

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

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

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

Flooding of Permanent Way

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

All concerned are warned that when flood water is lying on the surface of the permanent way, they must take care not to step into the water, as it may be highly charged with electricity.

Where circumstances arise causing it to be necessary for any person to step into the water, the conductor rail must be isolated before he does so.

All concerned must observe the provisions of Rule Book Module M3 – Managing incidents, floods and snow concerning the movement of trains over lines which are flooded.

Detraining of Passengers in an Emergency

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

Dangerous to touch Collector Shoes

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

**Anglia Route GI - Dated: 07/06/2014**

# NR/SP/ELP/29987 Working on or about 25 kV A.C. Electrified Lines

### NR/BS/LI/131 - Dual Voltage (AC/DC) Electrified Lines

When a section of overhead line is blocked to electric trains the following procedure must be followed before a dual voltage electric train running in DC mode is allowed to pass through the affected section of railway line:

- the train has been brought to a stand at the protecting signal, and
- the Driver advised that the line ahead has been blocked to AC electric trains, giving the limits of the blockage, and
- an assurance obtained from the Driver that the pantograph has been and will remain lowered until the entire train is clear of the area affected.

**Anglia Route GI - Dated: 06/06/09**

# Loram C21 Rail Grinders

**General**

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

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

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

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

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

**Route prohibitions or restrictions**

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

**Transit moves**

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

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

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

**Grinding Operations**

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

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

The speed when grinding is approximately 5 mph.

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

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

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

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

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

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

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

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

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

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

**Anglia Route GI - Dated: 07/06/2014**

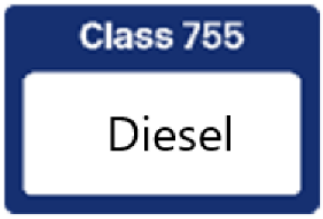
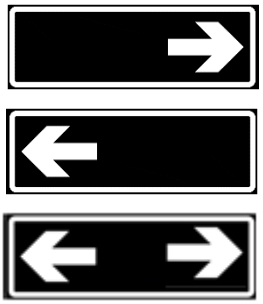
# Manual Power Changeover Sites (MPCO) for Multi-Mode trains

As part of the introduction of Class 755 traction lineside signage has been installed at publicised strategic locations across the Anglia route. This signage is a prompt to the driver to either raise or lower the pantograph, changing between diesel and electric traction modes as appropriate at up to permissible line speed at that location.

The following signs have been provided at the MPCO zones consisting of 3 signs. Signage is currently only applicable to Class 755 traction. Any arrangements for coasting and associated Pantograph raising are to be treated separately from these instructions and signs.

Drivers must adhere to their own specific company operating instructions.

| **Manual Power Changeover Signage – Diesel to Electric Mode (D>E)** | |
|---|---|
| **Sign** | **Action** |
|  | Advance Traction Changeover Sign<br><br>As the train passes the ‘advance traction changeover’ sign the driver must prepare to carry out a dynamic manual changeover (D>E) - this must NOT be done before the front of the train reaches the ‘raise pantograph’ sign. |
|  | Raise Pantograph Sign<br><br>The driver must wait until the front of the train has reached this sign before initiating a dynamic manual changeover (D>E) |
|  | Do NOT Raise Pantograph Sign<br><br>If the pantograph(s) has not been raised by the time the front of the train reaches this sign there must be no attempt made to raise the pantograph(s) / select Electric Mode when speed is in excess of 20mph. The train must continue in Diesel Mode until the train is stopped or speed is reduced to 20mph or less. |

| Manual Power Changeover Signage – Electric to Diesel Mode (E>D) | |
|---|---|
| **Sign** | **Action** |
|  | Advance Traction Changeover Sign<br><br>As the train passes the ‘advance traction changeover’ sign the driver must prepare to carry out a dynamic manual changeover (E>D).<br><br>- Note - the pantograph(s) can be lowered at any time, but the changeover MUST be completed before the front of the train reaches the Lower Pantograph Sign. |
|  | Train Class Specific Instruction Sign<br><br>This sign is a reminder to the driver that diesel mode must be selected for the indicated route.<br><br>- Note - the pantograph(s) can be lowered at any time, but the changeover MUST be completed before the front of the train reaches the Lower Pantograph Sign. |
|  | Lower Pantograph Sign<br><br>The driver MUST have lowered the pantograph(s) and selected Diesel Mode by the time the front of the train reaches this sign.<br><br>The Class 755 Changeover Protection System (COP) will initiate a short distance beyond this point if the pantograph(s) is not in the lowered position. |
|  | Direction Arrow Sign<br><br>These signs are used in conjunction with the signage above to identify the applicable route. |

# On-train emergency sanding equipment

Some trains are fitted with emergency sanding equipment which the Driver will operate when it is necessary to stop the train in emergency or conditions of very low railhead adhesion.

Each driving cab carries one application of sand, and once the equipment has been operated from that cab, the facility will not be available again until the containers have been replaced.

Driver's Actions

When the emergency sanding equipment has been used, the train must be brought to a stand and the Driver must inform the Signaller immediately and report the following:-

That the emergency sanding equipment has been operated.

The location where the equipment was discharged and the current location of the train.

If the signaller cannot be contacted immediately via the signal post telephone, CSR, or GSMR radio, the Driver must place a track circuit operating clip on the line immediately in front of the train. To avoid delay, if the Driver alights to use a signal post telephone, a track circuit operating clip should be taken as well.

The Signaller may instruct the Driver to place a track circuit operating clip on the line immediately in front of the train.

When the Signaller confirms that the train has been protected, the Driver must provide the following additional information:

Why the equipment was operated i.e. whether for a genuine emergency, system fault or operated in error.

The location of poor railhead adhesion (where applicable) which required the sander to be operated.

The units and vehicle number on which the sander was operated.

When the train is ready to proceed, the Driver must obtain the Signaller's authorisation before moving the train. When a track circuit operating clip has been used, the Signaller's permission must be received before removing it from the line.

Signallers Actions

On receipt of a report from a Driver that the emergency sanding equipment has been operated on a unit, the Signaller must immediately:-

Place or maintain the signal in rear of the train at Danger.

If the line on which the unit is standing is track circuited, confirm that the track circuit is showing occupied. Should the track circuit not be showing occupied and the signal in rear cannot be placed to Danger, instruct the Driver to apply a track circuit operating clip immediately in front of the train.

Advise the Driver when the train is protected and record the information provided (on Bi-directional lines, protection must also be applied to prevent the approach of trains in both directions).

When it has been ascertained from the Driver that the train is able to proceed, movements may re-commence. Where applicable, the Signaller must instruct the Driver to remove the track circuit operating clip prior to the train proceeding. The next controlled signal in rear of where the sander was operated must be maintained at Danger behind the first train to proceed through the affected section, until the train has passed clear of the overlap of the signal in advance of where the train stopped and occupied the track circuit ahead. The passage of this first train must be observed to ensure that track circuits work correctly. This method of signalling shall continue until it has been ascertained that the track circuits are working correctly.

Where poor railhead adhesion problems have been reported, the Signaller must also observe Rule Book, Module TW1 – Preparation and movement of trains – General-, TW1 Section 28.1 - Experiencing exceptional rail head conditions

The Signaller must inform Network Rail Control giving details of the unit and vehicle numbers, train running details, time and location of the incident and ensure that all details are recorded (train register/occurrence book) and complete a failure to operate track circuit form if applicable.

**Anglia Route GI - Dated: 07/12/13**

# Operation of Charter trains over the Anglia Route

## General conditions of operation

- Train running must be published in Special Traffic Notice.
- Operational authority subject to the necessary route clearance authority being established and published in the STN.
- The Network Rail Charter Train Planner must obtain the approval of track, structures, signalling, telecom, electrical and plant engineers must be obtained for all train running/movements.
- The provisions of Rule Book Module TS1, Regulation 11 – Working of trains carrying passengers over goods lines and loops must be must be applied at all locations where train is required to move over non-passenger lines conveying passengers. Special Signal Box instructions also apply for passenger trains over the Wensum curve.
- The conditions shown in the Anglia Route Sectional Appendix must be applied for all train running/movements including the restrictions listed for trains and coaching stock in the Route Clearance tables.
- A safe and suitable system of working the train must be introduced to mitigate the risk of passengers alighting with no adjacent platform, at stations where the platform length is insufficient to accommodate the entire length of the train. This will include the following:
    1. Alighting Passengers must be assembled in the front carriages of the train before it stops in the platform
    2. The train Conductor must make announcement(s) on the public address system warning passengers not to open the train doors and/or to alight until the train has come to a complete stand and is adjacent to platform
    3. Train Stewards must be instructed to pass through the train reminding passengers not to open the train doors and/or to alight until the train has come to a complete stand and is adjacent to platform
- Arrangements are made to ensure that all signalboxes en-route are open as required
- Authority when granted will only apply to routes shown in Anglia Route sectional appendix

Additional Instructions for Steam Trains

- There should be sufficient coal forward when working under OHLE.
- If the train is required to enter Liverpool Street Station the Station Manager, Network Rail Liverpool Street Station must be advised and the train must only use the West side Platforms.
- The conditions shown in the following Railway Group and Network Rail Standards must be applied:
    - GO/RT3440
    - NR/L2/OPS/104

| |
|---|
| Specific Instructions relating the passage of Charter trains are published in the Local Instructions |

**Anglia Route GI - Dated: 02/08/08**

# 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

**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

# Weather Forecasts

Lines in the Anglia Route are in three weather forecast areas as follows:
Within the M25 Motorway - GL Area ‘Greater London’.
Outside the M25 Motorway, south of Cambridge and Ipswich – EA2 Area ‘Anglia South’.

North of and including Cambridge and Ipswich – EA1 area ‘Anglia North’.

**Anglia Route GI - Dated: 05/08/06**

# Working of traffic on a reception line/siding

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

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

**Anglia Route GI - Dated: 05/08/06**

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# Explanation of Table A terms and symbols

Index & Key To Symbols

Unless indicated otherwise all information is shown with the Down direction being down the page and the Up direction being up the page.

Location Column

Station names are shown in CAPITALS.

Ground Frames are indicated by the letters GF, Emergency Ground Frames by the letters EGF, Ground Switch Panels by the letters GSP, and Shunt Frames by the letters SF. Where trains may be shut in, a letter "S" in a circle is shown.

Level crossings are indicated by the letters LC and one of the abbreviations below, following the name of the crossing:

- Crossings operated by a Signaller or Crossing Keeper

| | |
|---|---|
| MCG | Manned Level Crossing (gates) operated locally by a signaller or crossing keeper |
| MCB | Manned Level Crossing (full barriers) operated locally by a signaller or crossing keeper |
| CCTV | Manual Level Crossing (full barriers) remotely supervised via closed circuit television |
| RC | Manual Level Crossing (full barriers) remotely controlled |
| OD | Manual Level Crossing (full barriers) normally automatically operated with obstacle detection |

- Automatic Crossings

| | |
|---|---|
| AHBC | Automatic Half-Barrier crossing – monitored by signaller |
| ABCL | Automatic Barrier Crossing - road warning lights and barriers monitored by train crew |
| R/G | Miniature Red/Green Warning Lights (including Miniature Stop Lights) |
| AOCL | Automatic Open Crossing - road warning lights monitored by train crew |
| AOCL+B | Automatic Open Crossing (half barriers) monitored by train crew. The rules applicable to ABCL level crossings apply to this type of crossing. |

X shown after the above abbreviations for level crossing type (e.g. AHBC-X, AOCL-X) indicates that the crossing concerned works automatically for movements in the wrong direction.

- Other crossings

| | |
|---|---|
| TMO | Train Crew Operated |
| OPEN | Open crossing without road warning lights |
| UWC | User Worked Crossing |
| UWB | Crossing with User Worked Barriers |
| [T] | Accommodation / occupation crossing equipped with telephone. |
| UI | Accommodation/occupation or footpath level crossing equipped with User Information equipment |
| BW | Bridleway Crossing |

Token Exchange Points on "Radio Electronic Token Block" lines and "No Signaller Token with Remote Crossing Loops" lines are identified by the letters - TEP.

Overhead Line Neutral Sections are indicated by the letters OHNS.

Mileage Column

Mileage is shown in miles and chains. (1 mile = 1760 yards / 1.6 km, 1 chain = 22 yards / 20.11 metres)

Where the lineside mileage changes, the entry is shown:

$$\frac{47\ \ 02}{0\ \ 00}$$

Running lines & speed restrictions column

This contains a diagrammatic representation of all running lines and associated connection, but is not to scale. Lines are displayed as follows:



| Passenger line | Goods line | Siding | Running line not controlled by Network Rail | Normal direction of travel | Bi-directional line (Double arrow indicates normal direction of travel) | Line equipped with reversible signalling with a white (un-shaded arrow) to indicate wrong direction of travel |
|---|---|---|---|---|---|---|

The following abbreviations are used:-

| | |
|---|---|
| U | Up |
| UM | Up Main |
| UF | Up Fast |
| US | Up Slow |
| UE | Up Electric |
| UR | Up Relief |
| UA | Up Avoiding |
| UG | Up Goods |
| USB | Up Suburban |
| UPL | Up Passenger Loop |
| UGL | Up Goods Loop |
| URS | Up Refuge Siding |
| CL | Crossing Loop in Single Line |

| | |
|---|---|
| D | Down |
| DM | Down Main |
| DF | Down Fast |
| DS | Down Slow |
| DE | Down Electric |
| DR | Down Relief |
| DA | Down Avoiding |
| DG | Down Goods |
| DSB | Down Suburban |
| DPL | Down Passenger Loop |
| DGL | Down Goods Loop |
| DRS | Down Refuge Siding |
| U&D | Up & Down |

Where other abbreviations are in use, details are given in the “Signalling & Remarks” column.

Speed Restrictions

- The maximum permissible speed is shown in miles per hour on each running line.
- The location of a change in maximum permissible speed is indicated by a star.
- The mileage at which the speed change occurs is shown in the mileage column, along with a further star.

On bi-directional lines a star may indicate a change in speed in one direction only. This will be indicated by an arrow next to the star and the speed to which it applies (see diagrammatic explanation of symbols table).

Where a differential speed restriction applies, it is indicated as in the following example:

| Standard differential speed restriction | Non-Standard differential speed restriction |
|---|---|
| 20<br>40 | 20<br>SP<br>40 |

The abbreviation used in the Non-Standard differential speed restrictions is as defined in *Rule Book Module SP, Section 2.5 - Permissible speed indicators with letters*.

The above example of a non-standard differential speed restriction indicates that Sprinter trains are permitted to travel at 40mph and all other trains at 20mph.

On single and bi-directional lines where different speeds apply in each direction the speeds are shown together with an arrow head indicating the direction in which they apply. The arrow head for the Up direction is to the left of the running line, and that for the Down direction to the right.

On single and bi-directional lines where the same speed applies to movements in either direction, no arrows are shown

Unless indicated otherwise by speed signs, the maximum speed over connections to sidings and yards is 15 mph and the maximum speed in Depots and Carriage Sidings is 5 mph.

Where another line or lines lead off from the running line (a loop or additional running line), the speed for that new line will be indicated in the connection and will remain until a change in speed is indicated as normal.

In the Scotland route Sectional Appendix, in accordance with previous signing practices, some speeds may not be indicated on the lineside by a speed sign. Such speeds are therefore prefixed by a small, angled dash to denote that lineside signs **may not** be provided.

Signalling & Remarks column

The “Signalling & Remarks” column contains the following details at the top of each page, and again whenever any of the details therein change:

| Mode of signalling | Controlling Signal Box, type and signal prefix (where relevant, the controlling panel or workstation name). | NRN radio channel number where appropriate | CSR number where appropriate |
|---|---|---|---|




| Where shown, route availability number for the line(s) concerned. | Type of electrification where appropriate and electrical control room responsible for the area. |
|---|---|

GSM-R

There are two types of GSM-R radio system in use:

1. GSM-R train radio which provides drivers, guards and other on-train staff with a secure means of communication with the signaller, operations controller and ECO for use as the normal method of communication. Areas equipped with GSM-R train radio fixed infrastructure are indicated with the symbol shown below (specific details are shown at the top of each page adjacent to or immediately below the controlling signal box information).




2. GSM-R (IVRS) radio which provides users with a direct means of communication with the signaller for emergency use only. The areas covered by GSM-R (IVRS), together with the symbol below, are shown in the Signalling & Remarks column.




Mode of signalling

| | |
|---|---|
| TCB | Track Circuit Block |
| AB | Absolute Block |
| AB (PF) | Permissive Block |
| RETB | Radio Electronic Token Block (including the channel number) |
| ET | Electric Token Block |
| TB | Tokenless Block |
| TB(SC) | Scottish Region Tokenless Block |
| NST | No Signaller Token |
| NSTR | No Signaller Token with Remote Crossing Loops |
| NB | No Block |
| OTS | One Train Working where a staff is provided |
| OTNS | One Train Working where a staff is not provided |
| TST | Train Staff and Ticket (detail in Local instructions where applicable) |
| C2 | Western only (see Western General Instructions for details) |
| ERTMS L2 | European Rail Traffic Management System (Level 2) |

Electrification

| | |
|---|---|
| AC | Electrified with Overhead Line Equipment at 25kV Alternating Current. |
| DC(3) | Electrified with Third Rail at 750 volts Direct Current. |
| DC(4) | Electrified with Fourth Rail at 750 volts Direct Current. |

Note: When Cab Secure / NRN radio channel numbers change, an additional symbol with the new channel number will appear adjacent to the point where the channel changes. The information is read DOWN the page, therefore when a change occurs the new channel number will apply to the area below the additional symbol.

The “Signalling & Remarks” column contains additional information as follows:-

- Special Speed restrictions where denoted by ① (or other number in a circle) in the “Running lines & speed restrictions” column.
- Automatic Staff Warning Systems using the abbreviation FWS - Fixed Warning System (applies to lines as indicated in the “Signalling & Remarks” column).
- AWS - Automatic Warning System. Detail is given for those lines or locations where the system is not fitted.
- TPWS – Train Protection Warning System. Detail is given for those lines of route where the system is not fitted.
- TASS – Tilt Authorisation and Speed Supervision system.

- Loop and Refuge Siding Standage, given in metres / feet or yards / SLU's (1 SLU = 21 feet) (these lengths do NOT take into account defensive driving policy / stand-back from signals).
- Locations of catch points.
- Other additional remarks e.g. telephones where provided for traffic purposes.
- Length of station platforms in metres and yards (these lengths do NOT take into account defensive driving policy / stand-back from signals). Where platform lengths are not given, please refer to the relevant table in the 'General Instructions' section of the Sectional Appendix.
- Local Instructions are referred to where appropriate.
- Locations of Lockout Devices (LOD):
  - LOD (P) - Patrolman's Lockout Device - inhibits movements in one direction only on designated bi-directional line(s)
  - LOD (T) - Traffic Lockout Device - inhibits all movements on designated line(s)
  - NB: Full details of the protection afforded is as defined in the lineside case.
- Locations where Permissive Working is authorised :-
  - PP - Permissive Working - full use for class 1, 2, 3 ECS, 5, 9 and 0 trains.
  - PP-A - Permissive Working - Attaching and Detaching use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.
  - PP-S - Permissive Working - Platform Sharing use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.
  - PP-C - Permissive Working - Contingency use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.
  - PF - Permissive Working for class 3 to 8 and 0 trains.

Additional Layer(s) Table 'A' Symbols




Exceptionally Poor Rail Adhesion Area



Multi SPAD Signals

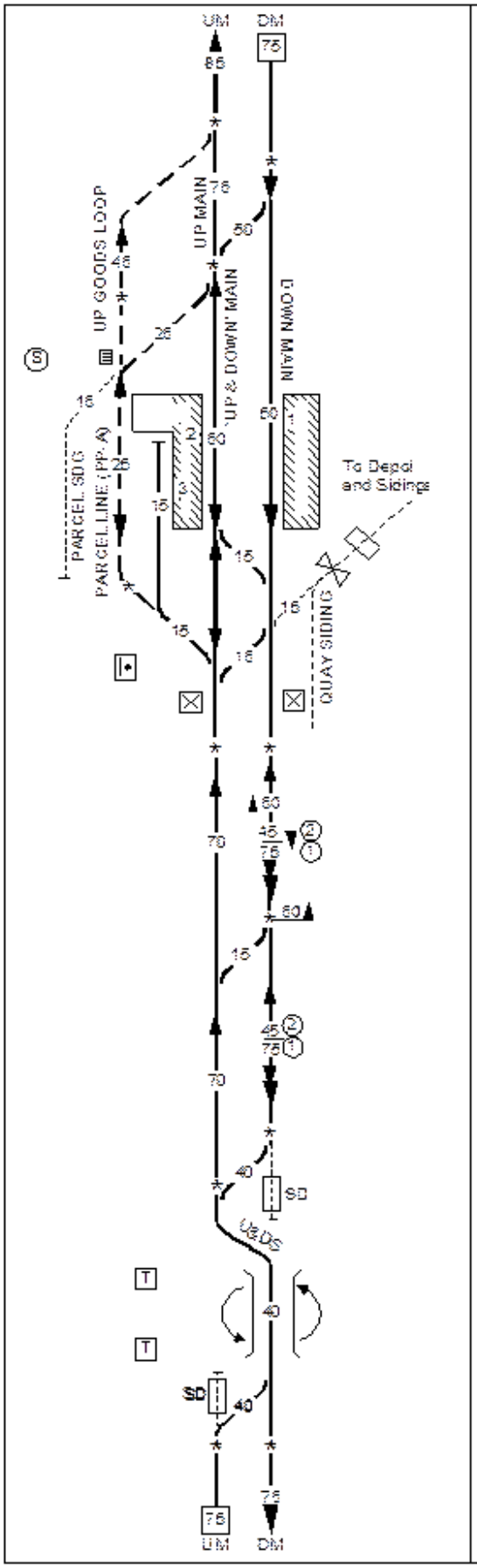



Signal Box Instructions

**NOTE:**

- These symbols are for electronic links to data held in http://OPSweb.co.uk only.
- The additional information obtained via these links is to be used at the users own risk.
- Any further symbols on Table 'A's which are not listed here are in conjunction with further trials as part of the Sectional Appendix + project.

Diagrammatic explanation of symbols




Speed on Down Main line carried forward from previous page.
Speed on Up Main line carried forward to next page.

Permissible speed change, with mileage provided in mileage column.

Crossover with permissible speed of crossover indicated.

Ground Frame, Emergency Ground Frame, Ground Switch Panel or Shunt Frame. Where trains may be shut in, a letter "S" in a circle is shown on the left-hand side of the diagram.

Station platforms, with platform numbers shown where applicable. Platform lengths are shown in the Signalling & Remarks column or as a General Instruction for the Route concerned.

Platforms without any hatching denote parcels platforms

Weighbridge

Gates

Signal box, power signal box, signalling centre.

Patrolman's or Traffic Lookout Device. Type and details of protection defined in the Signalling & Remarks column.

Permissible speed change, with mileage provided in mileage column.

On bi-directional lines, double arrow indicates normal direction of travel

On single or bi-directional lines, different speeds apply depending on direction of travel. Adjacent arrow indicates in which direction the speed applies.

Change of speed applies in the wrong direction.

Differential speed restriction - details provided in Signalling & Remarks column. See also notes on permissible speeds above

On single or bi-directional lines, speed applicable in both directions.

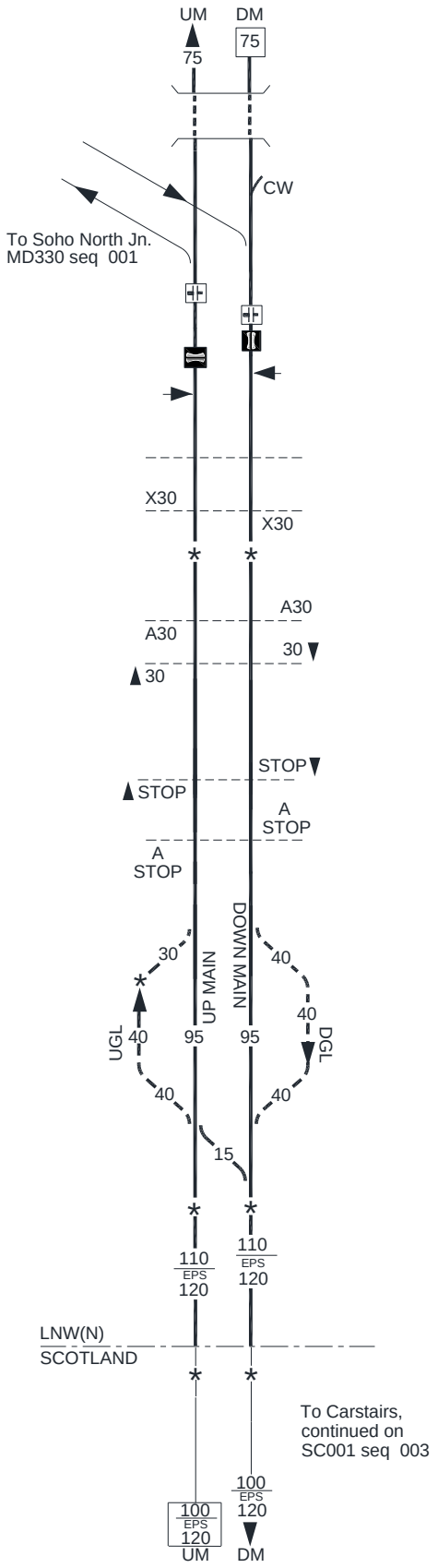
SD: Sand Drag

Lineside telephone.

Moveable (swing or lift) bridge

Lineside telephone.

Speed on Up Main line carried forward from previous page.
Speed on Down Main line carried forward to next page.




Speed on Down Main line carried forward from previous page.
Speed on Up Main line carried forward to next page.

Tunnel: Length is shown in the Location column.

Catch points (C: unworked; CW: worked; D: de-railer). Where appropriate, the distance from fixed signals is shown in the Signalling & Remarks column.

Junction with reference to appropriate Table A page.

Overhead line Neutral Section. OHNS is shown in the Location column.

Automatic Power Change Over - Pantograph Raise

Automatic Power Change Over - Pantograph Lower

Hot Axle Box Detector (HABD), Wheel Impact Load Detector or Wheelcheck Device.

Level crossing.

Level crossing with wrong direction approach speed.

Permissible speed change, with mileage provided in mileage column.

Level crossings with right direction approach speed. An arrow or the prefix 'A' may be used. The previous permissible speed resumes beyond the crossing, unless otherwise shown.

Level crossings where trains must be brought to a stand before proceeding over the crossing. An arrow or the prefix 'A' may be used. The previous permissible speed resumes beyond the crossing, unless otherwise shown.

Permissible speed change, with mileage provided in mileage column.

Non-standard differential permissible speed (in this case, Enhanced Permissible Speed).

Route (or Appendix) boundary, with reference to adjacent Route.

Reference to Table A on which the line is continued.

Speed on Up Main line carried forward from previous page.
Speed on Down Main line carried forward to next page.

**Dated: 18/05/19**

# Index of Locations

| Location | Table A - Module |
|---|---|
| ACLE | EA1500-002-AR2 |
| Acle SB (A) | EA1500-002-AR2 |
| Acton Canal Wharf (ACW) SB | EA1360-002-AR2 |
| Acton Canal Wharf Jn | EA1360-002-AR2 |
| ACTON CENTRAL | EA1310-006-AR2 |
| Acton Central LC (CCTV) | EA1310-006-AR2 |
| Acton Wells Jn | EA1310-005-AR2 |
| Acton Wells Jn SB (AW) | EA1310-005-AR2, EA1360-002-AR2 |
| Albion Street LC (MCB) | EA1430-006-AR2 |
| Aldersbrook Sidings | EA1010-011-AR2 |
| Alexandra Road LC (CCTV) | EA1120-005-AR2 |
| ALRESFORD | EA1090-003-AR2 |
| Alresford LC (CCTV) | EA1090-003-AR2 |
| ALTHORNE | EA1060-003-AR2 |
| Althorne LC (AOCL) | EA1060-003-AR2 |
| Ambrose's LC (UWC) | EA1540-004-AR2 |
| Amwell Marsh LC (UWC) | EA1210-002-AR2 |
| ANGEL ROAD | EA1160-006-AR2 |
| Angle Lane LC (R/G) | EA1230-002-AR2 |
| Arbour Lane Crossover | EA1011-011-AR2 |
| Ardleigh GSP | EA1011-017-AR2 |
| Ardleigh LC (CCTV) | EA1011-017-AR2 |
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| Attleborough LC (MCB-OD) | EA1580-007-AR2 |
| AUDLEY END | EA1161-003-AR2 |
| Audley End (Norfolk) LC (AHBC-X) | EA1012-006-AR2 |
| Audley End Tunnel | EA1161-003-AR2 |
| Badgeney Road LC (AHBC-X) | EA1560-004-AR2 |
| Bailey No1 LC (UWC) | EA1500-002-AR2 |
| Baileys LC | EA1560-007-AR2 |
| Baileys No2 LC (UWC) | EA1500-002-AR2 |
| Baldwin's No.78 LC | EA1580-007-AR2 |
| Ballast Pit LC (UCW) | EA1161-011-AR2 |
| Bannolds LC (AHBC-X) | EA1161-011-AR2 |
| Barham Sidings | EA1012-002-AR2 |
| Barhams LC | EA1430-008-AR2 |
| BARKING | EA1370-005-AR2, EA1380-005-AR2 |
| Barking Flyover | EA1380-005-AR2 |
| Barking GF | EA1370-005-AR2 |
| Barking Station Jn | EA1370-005-AR2 |
| Barking Tilbury Line Jn | EA1380-004-AR2 |
| Barking Tilbury Line Jn East | EA1380-005-AR2, EA1390-001-AR2 |
| Barking Tilbury Line Jn West | EA1370-005-AR2, EA1380-005-AR2 |
| Barnby LC | EA1430-012-AR2 |
| Barn End LC (UWC) | EA1470-003-AR2 |
| Barnwell Jn | EA1161-010-AR2 |
| Barway Sidings LC (AHBC) | EA1540-003-AR2 |
| Base Green No.31 LC | EA1530-007-AR2 |
| BASILDON | EA1380-010-AR2 |
| Basins LC (UWC) | EA1470-004-AR2 |
| Batching Plant Sidings | EA1280-002-AR2 |
| BATTLESBRIDGE | EA1060-001-AR2 |
| Baylam LC (AHBC-X) | EA1012-002-AR2 |
| Beald Drove LC (AHBC-X) | EA1560-001-AR2 |
| Bealings LC (ABCL) | EA1430-002-AR2 |
| Bears Grove LC | EA1480-002-AR2 |

| Location | Table A - Module |
|---|---|
| BECCLES | EA1430-011-AR2 |
| Beccles By-Pass LC (ABCL) | EA1430-012-AR2 |
| Becontree (LUL) | EA1380-007-AR2 |
| Bedford LC (UWC) | EA1161-012-AR2 |
| Bedford No.125 LC (UWC) | EA1161-012-AR2 |
| Bedford No.151A LC | EA1580-001-AR2 |
| Beecroft (Wright's) LC (UWC) | EA1012-005-AR2 |
| Beeston Regis LC (UWC) | EA1490-001-AR2 |
| Belaugh Lane LC | EA1480-003-AR2 |
| Bells LC (UWC) | EA1470-002-AR2 |
| BENFLEET | EA1380-011-AR2 |
| Bentley LC (AHBC-X) | EA1011-018-AR2 |
| BERNEY ARMS | EA1510-001-AR2 |
| BETHNAL GREEN | EA1010-003-AR2, EA1160-001-AR2 |
| Bethnal Green East Jn | EA1010-003-AR2, EA1160-001-AR2 |
| Bethnal Green North Jn | EA1160-001-AR2 |
| Bethnal Green West Jn | EA1010-002-AR2 |
| Beversham LC (ABCL) | EA1430-005-AR2 |
| Big Hill LC (UWC) | EA1060-002-AR2 |
| BILLERICAY | EA1050-001-AR2 |
| BISHOPS STORTFORD | EA1160-014-AR2 |
| Bishopsgate Tunnel | EA1010-001-AR2, EA1010-002-AR2 |
| Bishopsgate Viaduct Northern Limit | EA1325-003-AR2 |
| Bishopsgate Viaduct Southern Limit | EA1325-003-AR2 |
| Black Bank LC (AHBC-X) | EA1560-002-AR2 |
| Black Dam LC | EA1430-012-AR2 |
| Black Horse Drove LC (R/G) | EA1162-002-AR2 |
| Black Mill LC | EA1012-006-AR2 |
| Blackbush LC (AHBC) | EA1560-008-AR2 |
| BLACKHORSE ROAD | EA1370-004-AR2 |
| Blackstock LC | EA1430-005-AR2 |
| Blaxhall LC (AOCL) | EA1430-005-AR2 |
| Blockmore LC (UWC) | EA1540-003-AR2 |
| Bloss LC | EA1430-004-AR2 |
| Blundeston LC (UWC) | EA1470-006-AR |
| Bollo Lane (Kew Line) LC (CCTV) | EA1330-001-AR2 |
| Bollo Lane Junction (Richmond Line) LC (CCTV) | EA1310-007-AR2 |
| Bottisham Road LC (AHBC) | EA1161-011-AR2 |
| Bow Jn | EA1010-005-AR2, EA1400-001-AR2 |
| Bow Road (Closed) | EA1400-001-AR2 |
| Bradfield LC (UWC) (R/G) | EA1120-003-AR2 |
| BRAINTREE | EA1070-001-AR2 |
| BRAINTREE FREEPORT | EA1070-001-AR2 |
| Bramfield LC (ABCL) | EA1430-008-AR2 |
| BRAMPTON | EA1430-010-AR2 |
| Brampton LC (AOCL) | EA1430-010-AR2 |
| BRANDON | EA1580-003-AR2 |
| Brandon LC (MCB-OD) | EA1580-003-AR2 |
| Bratts Black House LC (UWC) | EA1520-001-AR2 |
| BRENTWOOD | EA1011-006-AR2 |
| Breydon Access No.24 LC (UWC) | EA1510-001-AR2 |
| Breydon Access No.51 LC (UWC) | EA1500-002-AR2 |
| Breydon Sluice LC (UWC) | EA1510-001-AR2 |
| Brick House Crossover | EA1011-011-AR2 |
| Brick Kiln LC | EA1430-005-AR2 |
| Bridge No.2314 | EA1570-001-AR2 |
| BRIMSDOWN | EA1160-006-AR2 |
| Brimsdown LC (CCTV) | EA1160-006-AR2 |

| Location | Table A - Module |
|---|---|
| Brinkley Road LC (AHBC) | EA1530-002-AR2 |
| Britannia Farm LC (UWC) | EA1500-002-AR2 |
| Broad Road LC (UWC) | EA1480-004-AR2 |
| Bromley-by-Bow (LUL) | EA1380-003-AR2 |
| BRONDESBURY | EA1310-003-AR2 |
| BRONDESBURY PARK | EA1310-003-AR2 |
| Browick Road LC (AHBC-X) | EA1580-009-AR2 |
| BROXBOURNE | EA1160-009-AR2 |
| Broxbourne CEGB Sidings | EA1160-010-AR2 |
| Broxbourne GF | EA1160-009-AR2 |
| Broxbourne Jn | EA1160-010-AR2, EA1210-001-AR2 |
| BRUCE GROVE | EA1170-002-AR2 |
| BRUNDALL | EA1470-002-AR2 |
| BRUNDALL GARDENS | EA1470-002-AR2 |
| Brundall Jn | EA1470-002-AR2, EA1500-001-AR2 |
| Brundall Jn SB (BL) | EA1470-002-AR2 |
| Brundall LC (MCG) | EA1470-002-AR2 |
| Bryants No.12 LC | EA1580-002-AR2 |
| BUCKENHAM | EA1470-003-AR2 |
| Buckenham LC (UWC) | EA1470-003-AR2 |
| Bungalow Lane LC (R/G-X) | EA1470-002-AR2 |
| BURES | EA1080-002-AR2 |
| Burgess Drove LC (R/G-X) | EA1161-011-AR2 |
| BURNHAM-ON-CROUCH | EA1060-003-AR2 |
| Burnt House Drove LC (AHBC-X) | EA1560-007-AR2 |
| Burnt House LC (UWC) | EA1470-003-AR2 |
| Burrs Road LC (CCTV) | EA1090-006-AR2 |
| Burston LC (AHBC-X) | EA1012-006-AR2 |
| Burts No 1 LC (UWC) | EA1162-006-AR2 |
| BURY ST EDMUNDS | EA1530-005-AR2 |
| Bury St Edmunds Yard (BY) SB | EA1530-005-AR2 |
| Bury Street Jn | EA1170-003-AR2, EA1190-001-AR2 |
| BUSH HILL PARK | EA1170-004-AR2 |
| Cadmore Lane LC (UWC) | EA1160-008-AR2 |
| CALEDONIAN ROAD & BARNSBURY | EA1320-003-AR2 |
| CAMBRIDGE | EA1161-008-AR2 |
| Cambridge (CA) SB | EA1161-008-AR2 |
| CAMBRIDGE HEATH | EA1160-001-AR2 |
| CAMDEN ROAD | EA1320-001-AR2 |
| Camden Road Central Jn | EA1320-001-AR2 |
| Camden Road East Jn | EA1320-002-AR2 |
| Camden Road West Jn | EA1310-001-AR2, EA1320-001-AR2 |
| Camden Road Incline Jn | EA1320-001-AR2 |
| Camps LC (UWC) | EA1160-011-AR2 |
| CANADA WATER | EA1325-004-AR2 |
| Canal Jn | EA1325-005-AR2 |
| Cannons Mill Lane Footpath LC (R/G-X) | EA1160-014-AR2 |
| CANONBURY | EA1320-004-AR2, EA1325-001-AR2 |
| Canonbury West Jn | EA1320-004-AR2 |
| CANTLEY | EA1470-004-AR2 |
| Cantley LC (MWG) | EA1470-004-AR2 |
| Cantley SB (C) | EA1470-004-AR2 |
| Carpenters Rd North Jn | EA1020-001-AR2, EA1150-001-AR2 |
| Carpenters Rd South Jn | EA1010-006-AR2, EA1020-001-AR2 |
| Cathorpe LC (UWC) | EA1500-002-AR2 |
| Chadderton LC (UWC) | EA1500-002-AR2 |
| CHADWELL HEATH | EA1011-002-AR2 |
| CHAFFORD HUNDRED | EA1410-002-AR2 |
| Chain Bridge LC (AHBC) | EA1570-001-AR2 |

| Location | Table A - Module |
|---|---|
| CHALKWELL | EA1380-012-AR2 |
| Channelsea North Jn | EA1320-006-AR2, EA1350-001-AR2 |
| Channelsea South Jn | EA1150-001-AR2, EA1320-006-AR2 |
| Chantry Road LC (RC) | EA1430-006-AR2 |
| Chapel Road LC (MCG) | EA1500-001-AR2 |
| CHAPPEL & WAKES COLNE | EA1080-001-AR2 |
| CHELMSFORD | EA1011-010-AR2 |
| Cherry Hinton Bypass LC (CCTV) | EA1530-001-AR2 |
| Cherry Hinton High St LC (CCTV) | EA1530-001-AR2 |
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| Cheshunt GF | EA1160-008-AR2 |
| Cheshunt Jn | EA1160-008-AR2, EA1190-002-AR2 |
| Chesterton Jn | EA1161-010-AR2 |
| Chesterton LC (CCTV) | EA1161-010-AR2 |
| Chettisham LC (AHBC-X) | EA1560-001-AR2 |
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| Chingford Platform GF | EA1200-003-AR2 |
| Chippenham Jn | EA1530-004-AR2, EA1540-001-AR2 |
| Chippenham Jn SB (CM) | EA1530-004-AR2 |
| Chitts Hill LC (CCTV) | EA1011-014-AR2 |
| Chivers LC (AHBC-X) | EA1580-001-AR2 |
| Christian Street Jn | EA1380-001-AR2 |
| Church Dam LC (UWC) | EA1510-001-AR2 |
| Church House Farm LC | EA1080-001-AR2 |
| Church Lane LC (UWC) | EA1470-002-AR2, EA1510-001-AR2 |
| Church Lane LC (CCTV) | EA1011-009-AR2 |
| Church Road LC (UWC) | EA1470-003-AR2 |
| Church Street LC (AHBC-X) | EA1011-013-AR2 |
| Clacton (C) SB | EA1090-006-AR2 |
| CLACTON-ON-SEA | EA1090-006-AR2 |
| CLAPTON | EA1160-003-AR2 |
| Clapton GF | EA1160-004-AR2 |
| Clapton Jn | EA1160-004-AR2, EA1200-001-AR2 |
| Clapton Tunnel | EA1160-003-AR2 |
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| Clarkes Chase LC (UWC) | EA1162-006-AR2 |
| Claydon GF | EA1012-002-AR2 |
| Claydon LC (CCTV) | EA1012-002-AR2 |
| Clayway LC | EA1560-001-AR2 |
| Coach Road LC (CCTV) | EA1090-003-AR2 |
| Coal Road LC | EA1390-007-AR2 |
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| Coffue Drove LC | EA1560-001-AR2 |
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| Coldham Lane Jn | EA1161-009-AR2, EA1530-001-AR2 |
| Coldham LC (TMO) | EA1570-002-AR2 |
| Colne Jn | EA1100-001-AR2 |
| Coltishall Lane LC | EA1480-003-AR2 |
| Concrete Road LC (UWC) | EA1162-003-AR2 |
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| Copperas Wood LC (UWC) | EA1120-003-AR2 |
| Coppermill Jn | EA1160-004-AR2, EA1280-002-AR2 |
| Cornard LC (ABCL) | EA1080-002-AR2 |
| Cousins No.2 LC (UWC) | EA1070-001-AR2 |
| Covered Way | EA1370-001-AR2 |
| Cow Creek LC (UWC) | EA1012-005-AR2 |

| Location | Table A - Module |
|---|---|
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| Coxes Farm LC | EA1530-001-AR2 |
| Cranbourne LC (R/G-X) | EA1210-001-AR2 |
| Crawford LC (UWC) | EA1470-005-AR2 |
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| Creasey's (Rye Meads) LC (UWC) | EA1160-010-AR2 |
| Cremorne Lane LC | EA1470-001-AR2 |
| Crescent Jn | EA1560-009-AR2 |
| CRESSING | EA1070-001-AR2 |
| Cressing LC (ABCL) | EA1070-001-AR2 |
| Cripple Siding GSP | EA1370-001-AR2 |
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| Cromer Jn | EA1480-006-AR2, EA1490-001-AR2 |
| Cromwell Rd LC (ABCL) | EA1430-010-AR2 |
| CROUCH HILL | EA1370-002-AR2 |
| Crouch Hill Tunnel | EA1370-002-AR2 |
| Crown Point Control Tower | EA1470-001-AR2 |
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| Dawdys LC (AOCL) | EA1430-013-AR2 |
| Dawe's Hall 1 LC (UWC) | EA1470-003-AR2 |
| Days LC (UWC) | EA1550-001-AR2 |
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| Deep Wharf Siding | EA1390-004-AR2 |
| Della LC (UWC) | EA1161-005-AR2 |
| Denver LC (AHBC) | EA1162-003-AR2 |
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| Dernford LC (R/G) (UWC) | EA1161-006-AR2 |
| Dimmocks Cote LC (AHBC-X) | EA1161-012-AR2 |
| DISS | EA1012-005-AR2 |
| Dock Lane LC | EA1430-004-AR2 |
| Doig Overy Farm LC (UWC) | EA1580-006-AR2 |
| Double Crossing LC (UWC) | EA1470-004-AR2 |
| DOVERCOURT | EA1120-005-AR2 |
| Downham Bypass LC (AHBC) | EA1162-003-AR2 |
| DOWNHAM MARKET | EA1162-004-AR2 |
| Downham Market (DM) SB LC and Footpath LC (R/G) (MCB) | EA1162-004-AR2 |
| Downham Market GF | EA1162-004-AR2 |
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| Dudding Hill Jn | EA1360-001-AR2 |
| Dudding Hill Jn (DH) SB | EA1360-001-AR2 |
| Dukes No 2 LC (UWC) | EA1161-007-AR2 |
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| Dullingham (DH) SB | EA1530-002-AR2 |
| Dullingham LC (MCG) | EA1530-002-AR2 |
| Duinston Flixton Mill Pump LC (UWC) | EA1470-006-AR2 |
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| Location | Table A - Module |
|---|---|
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| East Green LC | EA1430-006-AR2 |
| East Ham (LUL) | EA1380-004-AR2 |
| East Suffolk Jn | EA1012-001-AR2, EA1430-001-AR2 |
| EAST TILBURY | EA1390-008-AR2 |
| East Tilbury LC (CCTV) | EA1390-008-AR2 |
| Eastrea LC (AHBC-X) | EA1560-007-AR2 |
| Eastrea WHEELCHEX | EA1560-007-AR2 |
| Eaton LC (R/G-X) | EA1580-010-AR2 |
| ECCLES ROAD | EA1580-006-AR2 |
| Eccles Road LC (MCB-OD) | EA1580-006-AR2 |
| EDMONTON GREEN | EA1170-003-AR2 |
| Elephant LC (UWC) | EA1161-002-AR2 |
| Ellingers LC | EA1430-004-AR2 |
| Elm Park (LUL) | EA1380-007-AR2 |
| Elm Road LC (AHBC) | EA1570-001-AR2 |
| ELMSWELL | EA1530-007-AR2 |
| Elmswell GSP | EA1530-007-AR2 |
| Elmswell LC (CCTV) | EA1530-007-AR2 |
| ELSENHAM | EA1161-002-AR2 |
| Elsenham GSP | EA1161-002-AR2 |
| Elsenham LC (MCG) | EA1161-002-AR2 |
| ELY | EA1161-013-AR2 |
| Ely Dock Jn | EA1161-013-AR2, EA1540-004-AR2 |
| Ely North Jn | EA1161-015-AR2,EA1550-001-AR2,EA1560-001-AR2,EA1580-001-AR2 |
| Ely Station North LC (CCTV) | EA1161-014-AR2 |
| Ely West Jn | EA1550-001-AR2, EA1560-001-AR2 |
| Ely West River LC (R/G-X) (UWC) | EA1161-012-AR2 |
| EMERSON PARK | EA1040-001-AR2 |
| ENFIELD LOCK | EA1160-007-AR2 |
| Enfield Lock LC (CCTV) | EA1160-007-AR2 |
| ENFIELD TOWN | EA1170-004-AR2 |
| Enfield Town Platform GF | EA1170-004-AR2 |
| Esso LC (UWC) | EA1390-004-AR2 |
| Estuary LC | EA1060-002-AR2 |
| Extons Road LC (CCTV) | EA1162-007-AR2 |
| Fairfields LC | EA1162-004-AR2 |
| Fairheads LC (R/G) (UWC) | EA1161-004-AR2 |
| Fairheads No.39 (UWC) | EA1070-001-AR2 |
| Farm Gate LC (UWC) | EA1500-002-AR2 |
| Felixstowe Beach Jn | EA1440-002-AR2, EA1460-001-AR2 |
| Felixstowe Beach LC(CCTV) | EA1460-001-AR2 |
| Felixstowe Dock Jn | EA1460-001-AR2 |
| FELIXSTOWE TOWN | EA1440-002-AR2 |
| FENCHURCH STREET | EA1380-001-AR2 |
| Ferry Lane LC (AOCL) | EA1430-003-AR2 |
| Fieldens LC | EA1430-008-AR2 |
| FINCHLEY ROAD AND FROGNAL | EA1310-002-AR2 |
| Fishers Row LC (UWC) | EA1470-006-AR2 |
| Flatt LC (UWC) | EA1470-006-AR2 |
| Flixton Marshes LC (UWC) | EA1470-006-AR2 |
| Flordon GSP | EA1012-007-AR2 |
| Fobbing LC (AHBC-X) | EA1390-008-AR2 |
| Fordham LC (AHBC-X) | EA1540-001-AR2 |
| FOREST GATE | EA1010-010-AR2 |
| Forest Gate Jn | EA1010-010-AR2, EA1030-001-AR2 |
| Forestry LC | EA1580-003-AR2 |
| Foster Yeoman Sidings | EA1390-004-AR2 |

| Location | Table A - Module |
|---|---|
| Fowlers Lane LC | EA1580-007-AR2 |
| Fowlers LC (UWC) | EA1160-013-AR2 |
| FOXTON | EA1230-003-AR2 |
| Foxton Gate Box | EA1230-003-AR2 |
| Foxton LC (MCB) | EA1230-003-AR2 |
| Frating LC (AHBC-X) | EA1090-004-AR2 |
| Freightliner Depot East End GF | EA1390-002-AR2 |
| Freightliner Depot West End GF | EA1390-001-AR2 |
| Frinton LC (CCTV) | EA1110-002-AR2 |
| FRINTON-ON-SEA | EA1110-002-AR2 |
| Fulbourn LC (AHBC) | EA1530-002-AR2 |
| Fullers End Footpath LC (R/G-X) | EA1161-001-AR2 |
| Funthams Lane LC (CCTV) | EA1560-009-AR2 |
| Fysons LC (UWC) | EA1161-011-AR2 |
| Gadsden LC (UWC) | EA1162-006-AR2 |
| Gamekeepers LC | EA1430-012-AR2 |
| Gardners LC (CCTV) | EA1390-009-AR2 |
| Gas Factory Jn | EA1380-002-AR2, EA1400-001-AR2 |
| GIDEA PARK | EA1011-004-AR2 |
| Gidea Park Carriage Sidings | EA1011-005-AR2 |
| Giles LC (UWC) | EA1090-006-AR2 |
| Girlings LC (R/G-X) | EA1470-001-AR2 |
| Gislingham LC | EA1012-005-AR2 |
| Gissing No.2 LC (AHBC-X) | EA1012-006-AR2 |
| Goldens LC | EA1060-003-AR2 |
| Goldies LC | EA1470-003-AR2 |
| Goodens No 1 LC (UWC) | EA1161-011-AR2 |
| Gooderham's No.41 LC | EA1580-005-AR2 |
| Gooderham's No.42 LC | EA1580-005-AR2 |
| GOODMAYES | EA1011-001-AR2 |
| GOSPEL OAK | EA1310-001-AR2, EA1370-001-AR2 |
| Gospel Oak Jn | EA1310-001-AR2 |
| Government LC (UWC) | EA1160-008-AR2 |
| Grammer School Farm LC (UWC) | EA1480-005-AR" |
| Granhams LC (CCTV) | EA1161-006-AR2 |
| Gravel Dam LC (UWC) | EA1470-006-AR2 |
| Gravel Pit LC (ABCL) | EA1430-013-AR2 |
| GRAYS | EA1390-006-AR2 |
| Grays LC (CCTV) | EA1390-006-AR2 |
| GREAT BENTLEY | EA1090-004-AR2 |
| Great Bentley LC (CCTV) | EA1090-004-AR2 |
| GREAT CHESTERFORD | EA1161-004-AR2 |
| Great Plumstead LC (AHBC-X) | EA1480-001-AR2 |
| Griffin Wharf Boundary | EA1130-001-AR2 |
| Grooms Farm LC (UWC) | EA1060-002-AR2 |
| Grove Road LC (ABCL) | EA1430-011-AR2 |
| Gun Lane LC (UWC) | EA1440-002-AR2 |
| GUNNERSBURY | EA1310-007-AR2 |
| Gunnersbury Jn | EA1310-007-AR2 |
| Gurney Wood LC (UWC) | EA1470-004-AR2 |
| GUNTON | EA1480-005-AR2 |
| Gypsy Lane LC | EA1012-002-AR2 |
| HACKNEY CENTRAL | EA1320-005-AR2 |
| HACKNEY DOWNS | EA1160-002-AR2 |
| Hackney Downs "B" GF | EA1160-002-AR2 |
| Hackney Downs "C" GF | EA1160-002-AR2 |
| Hackney Downs North Jn | EA1160-002-AR2, EA1170-001-AR2 |
| HACKNEY WICK | EA1320-005-AR2 |

| Location | Table A - Module |
|---|---|
| HADDISCOE | EA1470-005-AR2 |
| HAGGERSTON | EA1325-002-AR2 |
| Hales Street LC (AHBC-X) | EA1012-006-AR2 |
| HALESWORTH | EA1430-009-AR2 |
| Halifax Jn | EA1011-018-AR2, EA1130-001-AR2 |
| Hall Farm LC | EA1530-007-AR2 |
| HAMPSTEAD HEATH | EA1310-002-AR2 |
| Hampstead Heath Tunnel | EA1310-002-AR2 |
| Hardmead LC (UWC) | EA1210-002-AR2 |
| Hargham No.1 LC (AHBC) | EA1580-007-AR2 |
| Hargham No.2 LC | EA1580-007-AR2 |
| HARLING ROAD | EA1580-006-AR2 |
| Harling Road LC (MCB-OD) | EA1580-006-AR2 |
| HARLOW MILL | EA1160-012-AR2 |
| Harlow Mill GF | EA1160-012-AR2 |
| HARLOW TOWN | EA1160-011-AR2 |
| Harlow Town GF | EA1160-011-AR2 |
| HAROLD WOOD | EA1011-006-AR2 |
| HARRINGAY GREEN LANES | EA1370-003-AR2 |
| Harringay Park Jn | EA1370-002-AR2 |
| Harston LC (AHBC) | EA1230-003-AR2 |
| Harts Drove LC (R/G) | EA1560-008-AR2 |
| HARWICH INTERNATIONAL PORT | EA1120-004-AR2 |
| HARWICH TOWN | EA1120-005-AR2 |
| HATFIELD PEVEREL | EA1011-011-AR2 |
| Haughley Jn | EA1012-004-AR2, EA1530-007-AR2 |
| Haughley LC (AHBC) | EA1012-004-AR2 |
| Hauxton LC (AHBC) | EA1230-003-AR2 |
| Hawks LC (UWC) | EA1540-004-AR2 |
| Hayes LC (UWC) | EA1230-003-AR2 |
| Haywards LC (AOCL) | EA1430-003-AR2 |
| Heath Farm LC (UWC) | EA1480-004-AR2 |
| Heath No.59 LC | EA1580-006-AR2 |
| Herringfleet LC (UWC) | EA1470-005-AR2 |
| HERTFORD EAST | EA1210-003-AR2 |
| Hethersett GF | EA1580-009-AR2 |
| Hiams Fen House No.20 LC | EA1580-002-AR2 |
| High Meads Jn | EA1340-001-AR2, EA1350-001-AR2 |
| High Meads Loop Enclosure | EA1350-001-AR2 |
| HIGHAMS PARK | EA1200-002-AR2 |
| Highams Park LC (CCTV) | EA1200-002-AR2 |
| HIGHBURY & ISLINGTON | EA1320-003-AR2, EA1325-001-AR2 |
| Highnoon (UCW) | EA1500-001-AR2 |
| Hilgay LC (AHBC) | EA1162-003-AR2 |
| Hill Crest LC (UWC) | EA1470-004-AR2 |
| Hillings Road LC | EA1430-012-AR2 |
| Hinxton LC (AHBC) | EA1161-005-AR2 |
| Hitch's No.12 LC (UWC) | EA1540-002-AR2 |
| Hitch's No.13 LC | EA1540-002-AR2 |
| Hockham Road LC (R/G-X) | EA1580-005-AR2 |
| HOCKLEY | EA1050-003-AR2 |
| Hoe Street Tunnel | EA1200-001-AR2 |
| Hogs Croft LC | EA1161-002-AR2 |
| Hogwell LC (UWC) | EA1060-002-AR2 |
| Hollow LC (UWC) | EA1580-002-AR2 |
| Holme Road LC | EA1162-005-AR2 |
| Holywell Viaduct | EA1325-002-AR2 |
| HOMERTON | EA1320-005-AR2 |
| Hornchurch (LUL) | EA1380-007-AR2 |

| Location | Table A - Module |
|---|---|
| Horse Fen LC (UWC) | EA1540-002-AR2 |
| Horsemoor LC (AHBC-X) | EA1560-004-AR2 |
| HOVETON & WROXHAM | EA1480-002-AR2 |
| HOXTON | EA1325-002-AR2 |
| Hubbards LC | EA1430-008-AR2 |
| Hunters LC (UWC) | EA1510-001-AR2 |
| Hunwick Jn | EA1090-001-AR2 |
| HYTHE | EA1090-002-AR2 |
| Hythe Jn | EA1090-002-AR2, EA1100-001-AR2 |
| Hythe Station LC (CCTV) | EA1090-002-AR2 |
| Ickleton Mill Lane LC (UWC) | EA1161-005-AR2 |
| Ickleton Rd LC (CCTV) | EA1161-004-AR2 |
| ILFORD | EA1010-012-AR2 |
| Ilford Depot London End | EA1010-012-AR2 |
| Ilford Flyover | EA1010-011-AR2 |
| Ingate Street LC (ABCL) | EA1430-011-AR2 |
| INGATESTONE | EA1011-009-AR2 |
| Ingatestone LC (MCB) | EA1011-009-AR2 |
| Intwood LC (AHBC-X) | EA1580-009-AR2 |
| IPSWICH | EA1011-018-AR2 |
| Ipswich Goods Jn | EA1012-001-AR2, EA1140-001-AR2 |
| Ipswich Tunnel | EA1011-018-AR2 |
| Ipswich Upper Yard | EA1012-001-AR2 |
| Jack O'Tell LC (UWC) | EA1161-011-AR2 |
| Jaques Hall LC (UWC) | EA1120-003-AR2 |
| Junction Road Jn | EA1370-001-AR2 |
| Jurgens LC (MCB) | EA1390-004-AR2 |
| Keepers Lane LC (UWC) | EA1440-002-AR2 |
| KELVEDON | EA1011-013-AR2 |
| Kemp LC (UWC) | EA1500-002-AR2 |
| KENNETT | EA1530-004-AR2 |
| Kensal Green Junction | EA1310-004-AR2 |
| KENSAL RISE | EA1310-003-AR2 |
| KENTISH TOWN WEST | EA1310-001-AR2 |
| Kersey No.1 LC (UWC) | EA1380-011-AR2 |
| Kersey No.7 LC (UWC) | EA1380-011-AR2 |
| Keswick LC (AHBC-X) | EA1580-010-AR2 |
| Kew East Jn | EA1330-001-AR2 |
| Kew East Jn (KE) SB | EA1330-001-AR2 |
| KEW GARDENS | EA1310-008-AR2 |
| Kiln Lane LC (AHBC-X) | EA1161-014-AR2 |
| KING S LYNN | EA1162-007-AR2 |
| King's Lynn Jn (KL) SB | EA1162-007-AR2 |
| Kings Dyke LC (MCB) | EA1560-009-AR2 |
| Kings Dyke SB (K) | EA1560-009-AR2 |
| Kings LC (UWC) | EA1161-004-AR2 |
| Kings Lynn Jn | EA1270-001-AR2 |
| Kings Lynn Yard | EA1162-007-AR2 |
| Kings Sidings GF | EA1540-001-AR2 |
| KIRBY CROSS | EA1110-001-AR2 |
| Kisby LC (UWC) | EA1560-006-AR2, EA1161-012 |
| Knodishall LC (TMO) | EA1520-001-AR2 |
| Ladysbridge LC (UWC) | EA1080-002 |
| LaFarge Marine Terminal Sidings | EA1390-004-AR2 |
| LAINDON | EA1380-009-AR2 |
| Lakenham | EA1012-007-AR2 |
| LAKENHEATH | EA1580-002-AR2 |
| Lakenheath LC (MCB-OD) | EA1580-002-AR2 |

| Location | Table A - Module |
|---|---|
| Lakenheath No.8 LC (R/G) | EA1580-002-AR2 |
| Lamarsh School Lane LC (UWC) | EA1080-002 |
| Lambert LC (UWC) | EA1162-005 |
| Landspring Beck LC (UWC) | EA1470-005-AR2 |
| Landspring Dyke LC (UWC) | EA1470-005-AR2 |
| Laundry Lane LC (AOCL) | EA1530-001-AR2 |
| Lea Jn | EA1320-006-AR2, EA1340-001-AR2 |
| LEIGH-ON-SEA | EA1380-011-AR2 |
| Leiston Station LC (TMO) | EA1520-001-AR2 |
| Leonards No.31 LC (UWC) | EA1540-003-AR2 |
| Levington No.6 LC (AHBC) | EA1440-002-AR2 |
| LEYTON MIDLAND ROAD | EA1370-004-AR2 |
| LEYTONSTONE HIGH ROAD | EA1370-004-AR2 |
| Lime Kiln LC (AOCL) | EA1430-003-AR2 |
| LIMEHOUSE | EA1380-002-AR2 |
| Limehouse (DLR) | EA1380-002-AR2 |
| Limpenhoe LC (UWC) | EA1470-004-AR2 |
| Lincoln Road LC (MCG) | EA1170-004-AR2 |
| LINGWOOD | EA1500-001-AR2 |
| Lingwood LC (MCG) | EA1500-001-AR2 |
| Little Hayes LC (UWC) | EA1060-002-AR2 |
| Littlebury Tunnel | EA1161-003-AR2 |
| LITTLEPORT | EA1162-001-AR2 |
| Littleport Bypass LC (AHBC-X) | EA1162-002-AR2 |
| Littleport Footpath LC (R/G) | EA1162-001-AR2 |
| Littleport (L) SB | EA1162-001-AR2 |
| Littleport LC (MCG) | EA1162-001-AR2 |
| LIVERPOOL STREET | EA1010-001-AR2 |
| Liverpool St (L) IECC | EA1010-001-AR2 |
| Lock Gate Mill LC (UWC) | EA1510-001-AR2 |
| LONDON FIELDS | EA1160-001-AR2 |
| London Road LC (ABCL) | EA1430-010-AR2 |
| Long Drain LC (UWC) | EA1510-001-AR2 |
| Long Green FP LC (R/G-X) | EA1011-013-AR2 |
| Low Street LC (CCTV) | EA1390-007-AR2 |
| LOWESTOFT | EA1470-007-AR2 |
| Lowestoft SB (L) | EA1470-007-AR2 |
| Magdalen Road (MR) SB | EA1162-005-AR2 |
| Magdalen Road LC (MCB) | EA1162-005-AR2 |
| Maltings LC (UWC) | EA1210-001-AR2 |
| MANEA | EA1560-003-AR2 |
| Manea LC (MCB) | EA1560-003-AR2 |
| Manea SB (M) | EA1560-003-AR2 |
| MANNINGTREE | EA1011-017-AR2, EA1120-001-AR2 |
| Manningtree East Jn | EA1120-001-AR2 |
| Manningtree North Jn | EA1011-017-AR2, EA1120-001-AR2 |
| Manningtree South Jn | EA1120-001-AR2 |
| Manningtree South Jn LC (CCTV) | EA1011-017-AR2 |
| MANOR PARK | EA1010-011-AR2 |
| Manor Way LC (CCTV) | EA1390-003-AR2 |
| MARCH | EA1560-006-AR2 |
| March East Jn | EA1560-006-AR2, EA1570-001-AR2 |
| March East LC (MCB) | EA1560-005-AR2 |
| March East SB (ME) | EA1560-005-AR2 |
| March South LC (MCB) | EA1560-005-AR2 |
| March South SB (MS) | EA1560-005-AR2 |
| March West Jn | EA1560-006-AR2 |
| March West Jn | EA1570-001-AR2 |

| Location | Table A - Module |
|---|---|
| Margaretting FP LC (R/G) | EA1011-010-AR2 |
| Margaretting WHEELCHEX | EA1011-010-AR2 |
| MARKS TEY | EA1011-014-AR2, EA1080-001-AR2 |
| Marks Tey GF | EA1080-001-AR2 |
| Marks Tey Jn | EA1011-014-AR2, EA1080-001-AR2 |
| Marks Tey Jn Mainline points | EA1080-001-AR2 |
| Marshes LC (UWC) | EA1510-001-AR2 |
| Marsh Lane LC (UWC) | EA1012-004-AR2 |
| Martins LC (UWC) | EA1162-003-AR2 |
| MARYLAND | EA1010-008-AR2 |
| Maryland East Crossovers | EA1010-009-AR2 |
| Mead Lane FP (R/G-X) | EA1210-003-AR2 |
| MELDRETH | EA1230-001-AR2 |
| Meldreth Road LC (AHBC) | EA1230-002-AR2 |
| Mellis LC (AHBC-X) | EA1012-005-AR2 |
| MELTON | EA1430-004-AR2 |
| Melton LC (AOCL) | EA1430-004-AR2 |
| Merrings LC (UWC) | EA1390-009-AR2 |
| Middle Drove LC (R/G) | EA1560-006-AR2 |
| Middlemere LC (AHBC) | EA1540-003-AR2 |
| Middleton LC (ABCL) | EA1430-007-AR2 |
| Middleton Towers | EA1270-001-AR2 |
| Middleton Towers LC No.6 (TMO) | EA1270-001-AR2 |
| Mile End | EA1010-004-AR2 |
| Mile End LC (AHBC-X) | EA1580-001-AR2 |
| Mill Drove LC (AHBC-X) | EA1540-002-AR2 |
| Mill Hill Farm LC (UWC) | EA1470-005-AR2 |
| Milton Fen LC (AHBC) | EA1161-011-AR2 |
| MISTLEY | EA1120-002-AR2 |
| Mistley Footpath LC (R/G) | EA1120-002-AR2 |
| Mistley Up Sidings GF | EA1120-002-AR2 |
| Moores LC | EA1530-002-AR2 |
| Morston Hall LC (AHBC) | EA1440-002-AR2 |
| Moulton LC (AHBC-X) | EA1012-007-AR2 |
| Mount Bures LC (ABCL) | EA1080-001-AR2 |
| Mountnessing Jn | EA1050-001-AR2 |
| Mucking LC (AHBC) | EA1390-008-AR2 |
| Munceys LC | EA1540-001-AR2 |
| Museum GF | EA1080-001-AR2 |
| Nairns (No.117) LC (UWC) | EA1161-012-AR2 |
| Navarino Road Jn | EA1180-001-AR2, EA1320-004-AR2 |
| Neasden Jn | EA1360-001-AR2 |
| Neasden Jn (NJ) SB | EA1360-001-AR2 |
| NEEDHAM MARKET | EA1012-002-AR2 |
| NEW CROSS | EA1325-005-AR2 |
| New Cross Depot | EA1325-005-AR2 |
| NEW CROSS GATE | EA1325-005-AR2 |
| New Cross Gate Down Jn | EA1325-005-AR2 |
| New Cross Gate North Jn | EA1325-005-AR2 |
| New Cross Gate Up Jn | EA1325-005-AR2 |
| New Cut LC (UWC) | EA1470-005-AR2 |
| Newmans LC (UWC) | EA1060-003-AR2 |
| NEWMARKET | EA1530-003-AR2 |
| Newmarket Bridge | EA1540-004-AR2 |
| NEWPORT | EA1161-002-AR2 |
| Newton Flotman LC (AHBC-X) | EA1012-007-AR2 |
| New Road LC (UWC) | EA1162-002-AR2 |
| No.12 LC | EA1430-012-AR2 |

| Location | Table A - Module |
|---|---|
| No.33 LC | EA1580-004-AR2 |
| No.43 Gate LC (TMO) | EA1420-001-AR2 |
| No.79A LC | EA1580-008-AR2 |
| No.93 LC | EA1580-010-AR2 |
| No.168 LC | EA1390-007-AR2 |
| North Cove LC | EA1430-012-AR2 |
| NORTH FAMBRIDGE | EA1060-002-AR2 |
| North Fen LC (AHBC-X) | EA1560-002-AR2 |
| North Green LC (AOCL) | EA1430-006-AR2 |
| NORTH WALSHAM | EA1480-005-AR2 |
| NORTHUMBERLAND PARK | EA1160-006-AR2 |
| Northumberland Park LC (CCTV) | EA1160-006-AR2 |
| Norton Marsh LC (UWC) | EA1470-005-AR2 |
| NORWICH | EA1013-002-AR2 |
| Norwich Road LC (AHBC-X) | EA1480-001-AR2 |
| Norwood Road LC (AHBC) | EA1560-006-AR2 |
| Nursery LC (UWC) | EA1110-001-AR2 |
| OCKENDON | EA1410-001-AR2 |
| Old Hall Mill LC (UWC) | EA1500-002-AR2 |
| Old Kew Jn (to) | EA1330-001-AR2 |
| Old Lady LC (UWC) | EA1510-001-AR2 |
| Old Oak Jn (Former site of) | EA1310-005-AR2 |
| Orient Way Sidings | EA1280-002-AR2 |
| OULTON BROAD NORTH | EA1470-006-AR2 |
| Oulton Broad North Jn | EA1430-013-AR2, EA1470-007-AR2 |
| Oulton Broad North LC (MCB) | EA1470-006-AR2 |
| Oulton Broad North SB (OB) | EA1470-006-AR2 |
| OULTON BROAD SOUTH | EA1430-013-AR2 |
| Oulton Broad Swing Bridge | EA1430-013-AR2 |
| Oulton Broad Swing Bridge GF | EA1430-013-AR2 |
| Palgrave LC (AHBC-X) | EA1012-005-AR2 |
| Palmers No.142 LC | EA1580-001-AR2 |
| Park Lane LC | EA1580-008-AR2 |
| Park Lane LC (MCG) | EA1190-001-AR2 |
| Parkeston East LC (CCTV) | EA1120-004-AR2 |
| Parkeston Goods Jn | EA1120-004-AR2 |
| Parkeston SB (P) | EA1120-004-AR2 |
| Parkeston West (MCB) LC | EA1120-004-AR2 |
| Parkeston Yard | EA1120-004-AR2 |
| Peacocks No 17 LC (UWC) | EA1162-002 |
| Peacocks No 18 LC (UWC) | EA1162-002 |
| PETERBOROUGH | EA1560-009-AR2 |
| Phillpot LC (UWC) (New House Farm No.43) | EA1070-001-AR2 |
| Pitts LC (UCW) | EA1550-001-AR2 |
| PITSEA | EA1380-010-AR2, EA1390-010-AR2 |
| Pitsea Hall LC (CCTV) | EA1390-009-AR2 |
| Pitsea Jn | EA1380-010-AR2, EA1390-010-AR2 |
| Pitmire Lane LC (UWC) | EA1080-002-AR2 |
| Plaistow (LUL) | EA1380-003-AR2 |
| Plantation LC (UWC) | EA1500-002-AR2 |
| Pleasants LC (R/G) (UWC) | EA1162-003-AR2 |
| Pond Street LC (UWC) | EA1480-005-AR2 |
| PONDERS END | EA1160-006-AR2 |
| Pools No.2 LC | EA1580-002-AR2 |
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| 73 | 04 March 2023 |
| 74 | 04 March 2023 |
| 75 | 03 December 2022 |
| 76 | 03 December 2022 |
| 77 | 03 December 2022 |
| 78 | 03 December 2022 |
| 79 | 03 December 2022 |
| 80 | 03 December 2022 |
| 81 | 03 December 2022 |
| 82 | 03 December 2022 |
| 83 | 03 June 2023 |
| 84 | 03 June 2023 |
| 85 | 27 February 2021 |
| 86 | 27 February 2021 |
| 87 | 02 December 2023 |
| 88 | 02 December 2023 |
| 89 | 03 December 2022 |
| 90 | 03 December 2022 |
| 91 | 02 March 2024 |
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| 99 | 03 December 2016 |

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| 101 | 04 December 2021 |
| 102 | 04 December 2021 |
| 103 | 03 June 2023 |
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| **109** | **01 June 2024** |
| **110** | **01 June 2024** |
| 111 | 05 March 2022 |
| 112 | 05 March 2022 |
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| 114 | 27 February 2021 |
| 115 | 02 March 2024 |
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| 118 | 02 March 2024 |
| 119 | 05 March 2022 |
| 120 | 05 March 2022 |
| 121 | 03 December 2016 |
| 122 | 03 December 2016 |
| 123 | 27 February 2021 |
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| 129 | 03 December 2022 |
| 130 | 03 December 2022 |
| 131 | 03 December 2022 |
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| 134 | 03 June 2017 |
| 135 | 03 December 2022 |
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| 137 | 03 December 2022 |
| 138 | 03 December 2022 |
| 139 | 30 November 2019 |
| 140 | 30 November 2019 |
| 141 | 03 December 2022 |
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| 145 | 03 December 2022 |
| 146 | 03 December 2022 |
| 147 | **01 June 2024** |
| 148 | **01 June 2024** |
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| **267** | **01 June 2024** |
| **268** | **01 June 2024** |
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| 271 | 02 December 2023 |
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| 274A | 03 December 2022 |
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| 275 | 03 December 2016 |
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| 281 | 04 December 2021 |
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| 284C | 04 December 2021 |
| 284D | 04 December 2021 |
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| 290A | 04 December 2021 |
| 290B | 04 December 2021 |
| 290C | 04 December 2021 |
| 290D | 04 December 2021 |
| 291 | **01 June 2024** |
| 292 | **01 June 2024** |
| 293 | **01 June 2024** |
| 294 | **01 June 2024** |
| 295 | **01 June 2024** |
| 296 | **01 June 2024** |
| 296A | **01 June 2024** |
| 296B | **01 June 2024** |
| 296C | **01 June 2024** |

| Page | Date Last Changed |
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| 296D | **01 June 2024** |
| 297 | 02 December 2023 |
| 298 | 02 December 2023 |
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| 302D | 02 December 2023 |
| 302E | 02 December 2023 |
| 302F | 02 December 2023 |
| 302G | 02 December 2023 |
| 302H | 02 December 2023 |
| 302I | 02 December 2023 |
| 302J | 02 December 2023 |
| 302K | 02 December 2023 |
| 302L | 02 December 2023 |
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| 302N | 02 December 2023 |
| 302O | 02 December 2023 |
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| 305C | 04 December 2021 |
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| 306O | **01 June 2024** |
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| 306TF | 03 June 2023 |

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| 327A | 02 March 2024 |
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| Page | Date Last Changed |
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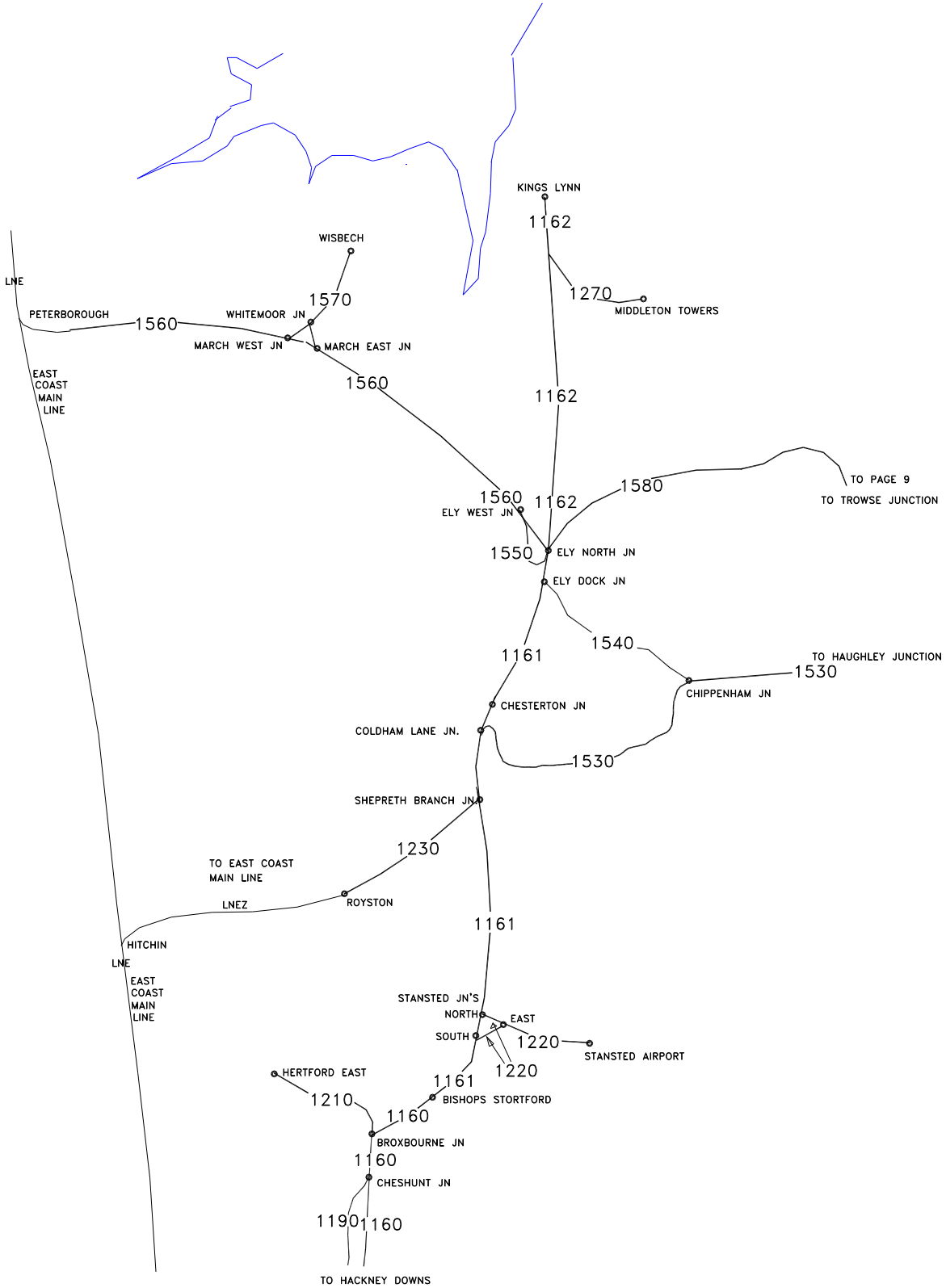
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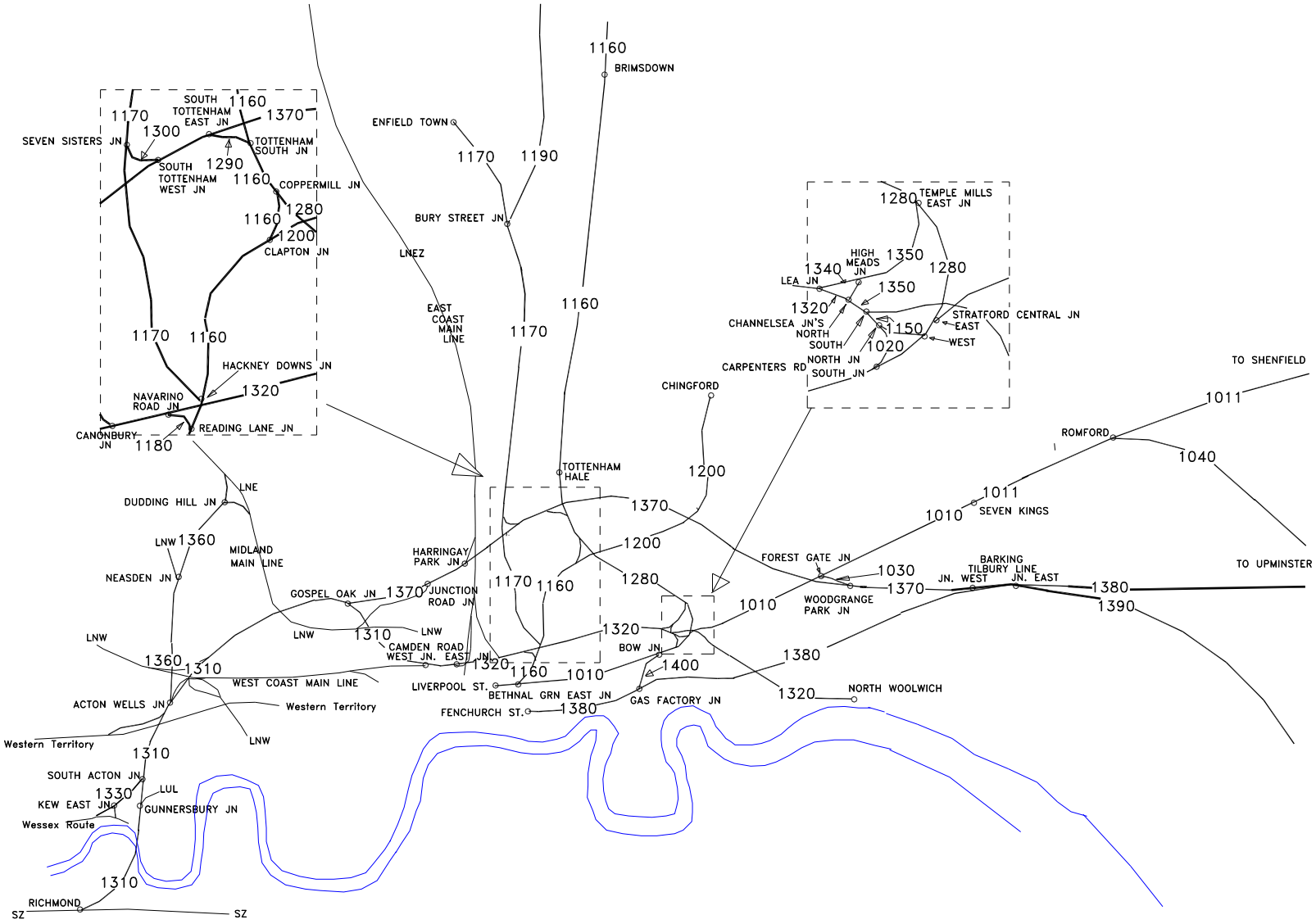
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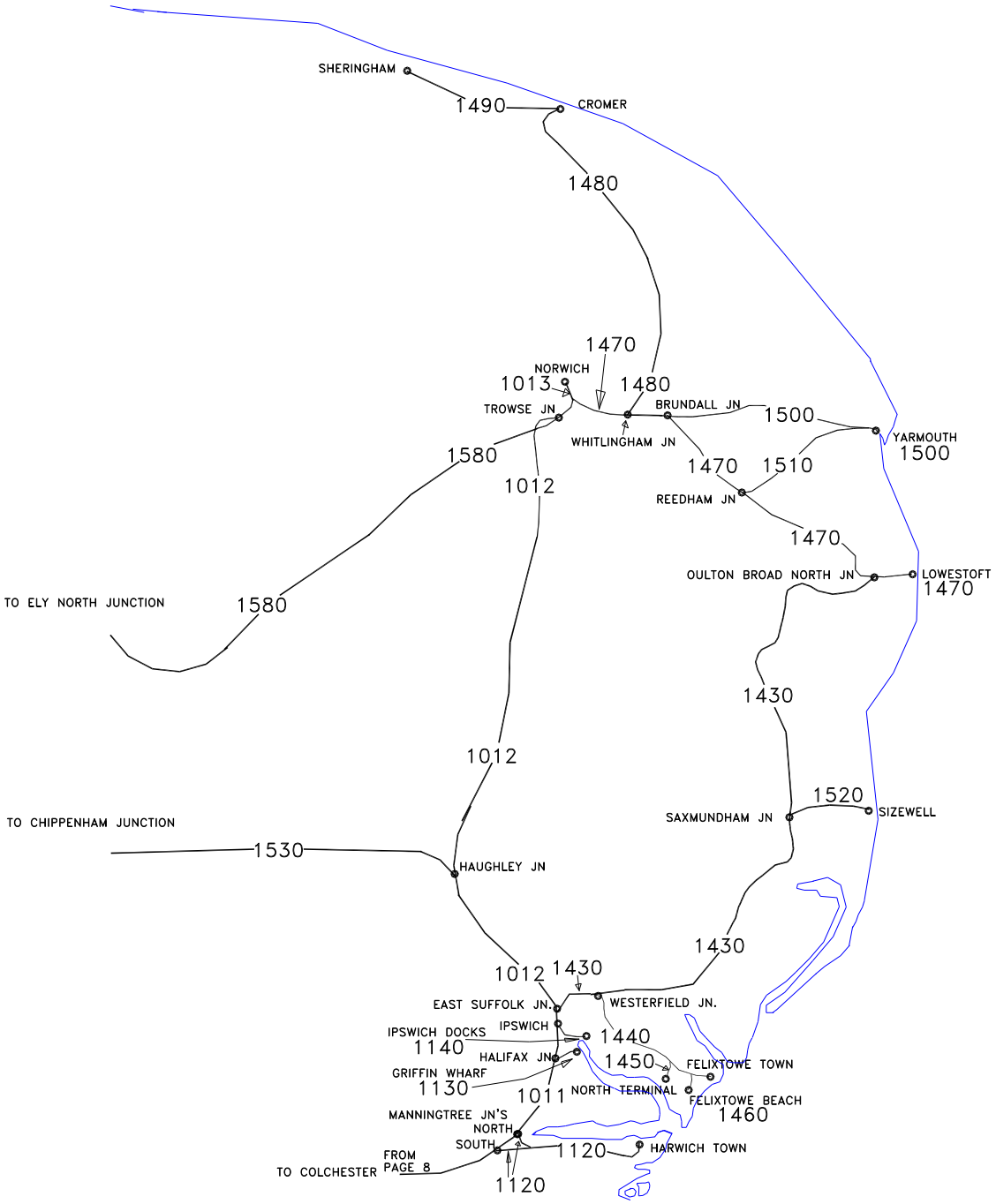
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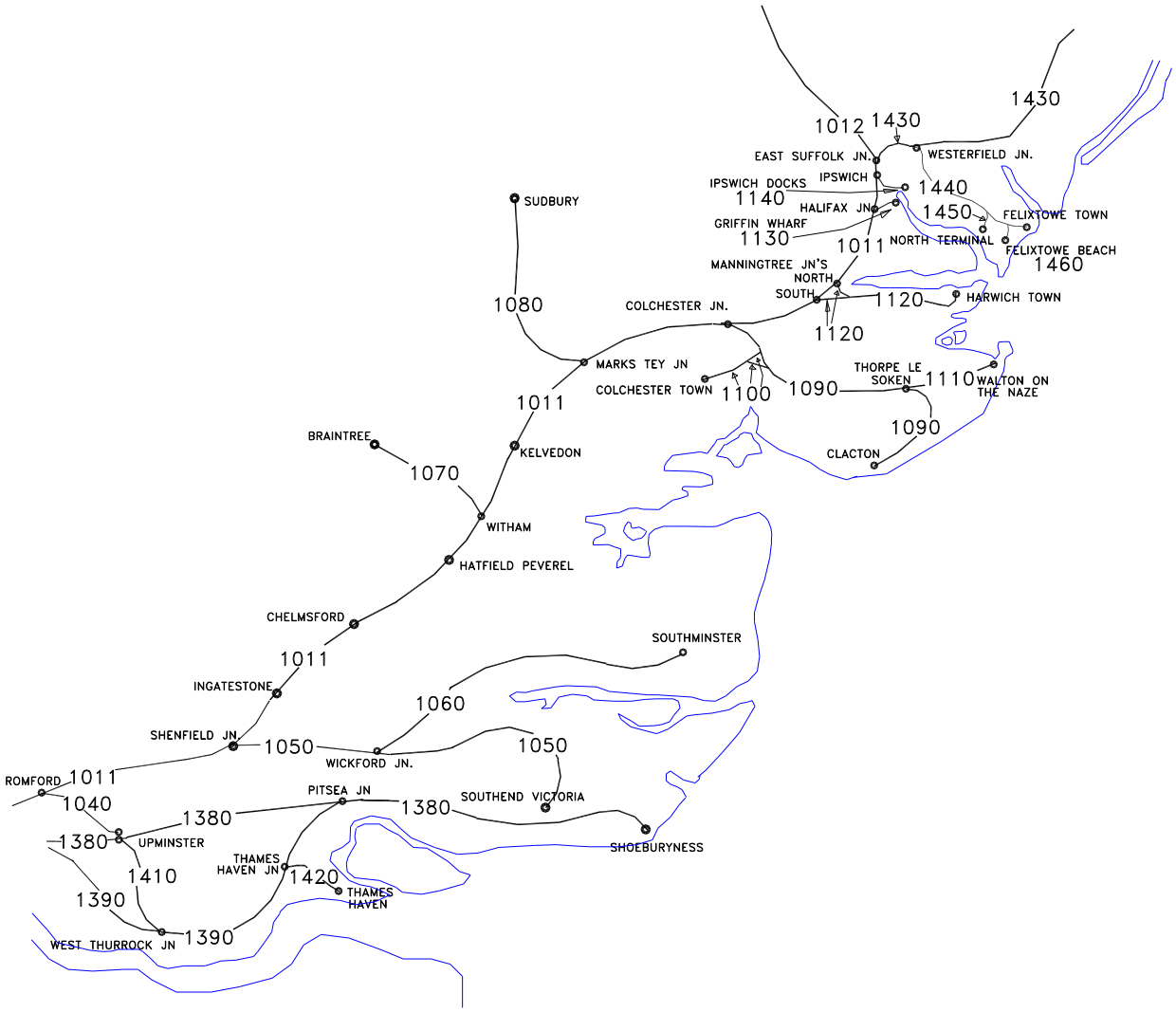
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MARCH WEST JN
MARCH EAST JN
EAST COAST MAIN LINE
1560
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1560
ELY WEST JN
1162
1580
TO PAGE 9
TO TROWSE JUNCTION
1550
ELY NORTH JN
ELY DOCK JN
1540
1161
TO HAUGHLEY JUNCTION
1530
CHIPPENHAM JN
CHESTERTON JN
COLDHAM LANE JN.
1530
SHEPRETH BRANCH JN
1230
TO EAST COAST MAIN LINE
LNEZ
ROYSTON
1161
HITCHIN
LNE
EAST COAST MAIN LINE
STANSTED JN'S
NORTH
EAST
SOUTH
1220
STANSTED AIRPORT
1220
HERTFORD EAST
1161
1210
BISHOPS STORTFORD
1160
BROXBOURNE JN
1160
CHESHUNT JN
1190
1160
TO HACKNEY DOWNS


SEVEN SISTERS JN
SOUTH TOTTENHAM EAST JN
TOTTENHAM SOUTH JN
SOUTH TOTTENHAM WEST JN
COPPERMILL JN
CLAPTON JN
HACKNEY DOWNS JN
NAVARINO ROAD JN
READING LANE JN
CANONBURY JN
ENFIELD TOWN
BRIMSDOWN
BURY STREET JN
LNEZ
EAST COAST MAIN LINE
TOTTENHAM HALE
TEMPLE MILLS EAST JN
HIGH MEADS JN
LEA JN
CHANNELSEA JN'S
NORTH
SOUTH
STRATFORD CENTRAL JN
EAST
WEST
CARPENTERS RD
NORTH JN
SOUTH JN
CHINGFORD
TO SHENFIELD
ROMFORD
SEVEN KINGS
FOREST GATE JN
WOODGRANGE PARK JN
BARKING
TILBURY LINE
JN. WEST
JN. EAST
TO UPMINSTER
DUDDING HILL JN
LNE
LNW
MIDLAND MAIN LINE
NEASDEN JN
HARRINGAY PARK JN
GOSPEL OAK JN
JUNCTION ROAD JN
CAMDEN ROAD
WEST JN. EAST JN.
BOW JN.
LIVERPOOL ST.
BETHNAL GRN EAST JN
FENCHURCH ST.
GAS FACTORY JN
NORTH WOOLWICH
WEST COAST MAIN LINE
ACTON WELLS JN
Western Territory
SOUTH ACTON JN
KEW EAST JN
LUL
GUNNERSBURY JN
Wessex Route
RICHMOND
SZ


SHERINGHAM
1490
CROMER
1480
1470
NORWICH
1013
1480
TROWSE JN
BRUNDALL JN
1500
WHITLINGHAM JN
YARMOUTH
1500
1580
1470
1510
1012
REEDHAM JN
1470
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IPSWICH DOCKS
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FELIXTOWE BEACH
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WESTERFIELD JN.
IPSWICH DOCKS
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1440
HALIFAX JN
1450
FELIXTOWE TOWN
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1011
NORTH TERMINAL
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MANNINGTREE JN'S
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1080
COLCHESTER JN.
1120
MARKS TEY JN
THORPE LE SOKEN
1110
WALTON ON THE NAZE
COLCHESTER TOWN
1100
1090
1011
1090
BRAINTREE
KELVEDON
CLACTON
1070
WITHAM
HATFIELD PEVEREL
CHELMSFORD
SOUTHMINSTER
1011
INGATESTONE
1060
SHENFIELD JN.
1050
1050
WICKFORD JN.
ROMFORD
1011
PITSEA JN
SOUTHEND VICTORIA
1040
1380
1380
1380
UPMINSTER
SHOEBURYNESS
THAMES HAVEN JN
1410
1420
THAMES HAVEN
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1390
WEST THURROCK JN

# EXCEPTIONALLY POOR RAIL ADHESION

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**EA1010 (LIVERPOOL STREET TO SEVEN KINGS)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Forest Gate Station | Up & Down Elec | 04m | 71ch | *to* | 05m | 51Ch |

**Dated: 29/09/07**

**EA1011 (SEVEN KINGS TO IPSWICH)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Brentwood Bank | All | 17m | 16ch | *to* | 19m | 56ch |
| Shenfield | Down | 19m | 00ch | *to* | 20m | 20ch |
| Ingatestone Station | Up | 23m | 20ch | *to* | 24m | 00ch |
| Hatfield Peverel Station | Down | 35m | 44ch | *to* | 35m | 74ch |
| Manningtree | Down | 58m | 60ch | *to* | 59m | 40ch |
| Ipswich Station to Ipswich East Suffolk Jn. | Up & Down | 68m | 60ch | *to* | 69m | 40ch |

**Dated: 30/09/06**

**EA1012 (IPSWICH TO TROWSE JUNCTION)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Swainsthorpe to Lakenham | Up | 110m | 40ch | *to* | 113m | 60ch |

**Dated: 30/09/06**

**EA1040 (ROMFORD TO UPMINSTER)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Complete Branch | Single | 0m | 00ch | *to* | 3m | 30ch |

**Dated: 05/08/06**

**EA1050 (SHENFIELD JN TO SOUTHEND VICTORIA)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Mountnessing | Up & Avoiding Line | 21m | 00ch | *to* | 22m | 00ch |
| Billericay | Up & Down | 23m | 78ch | *to* | 24m | 40ch |
| Wickford | Down | 28m | 00ch | *to* | 29m | 52ch |
| Wickford Station | Up & Down | 28m | 52ch | *to* | 29m | 52ch |
| Rayleigh | Up & Down | 32m | 59ch | *to* | 33m | 39ch |
| Hockley | Up & Down | 35m | 00ch | *to* | 37m | 00ch |
| Rochford | Up & Down | 38m | 24ch | *to* | 39m | 04ch |
| Prittlewell | Up & Down | 40m | 37ch | *to* | 41m | 17ch |

**Dated: 29/09/07**

**EA1060 (WICKFORD JN TO SOUTHMINSTER)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Battles Bridge Station | Single | 31m | 00ch | *to* | 32m | 00ch |
| Woodham Ferrers | Single | 33m | 40ch | *to* | 34m | 40ch |
| Fambridge | Single | 36m | 65ch | *to* | 37m | 65ch |
| Althorne | Single | 39m | 65ch | *to* | 40m | 65ch |
| Burnham On Crouch | Single | 42m | 65ch | *to* | 43m | 65ch |
| Southminster | Single | 44m | 40ch | *to* | 45m | 40ch |

**Dated: 29/09/07**

**EA1070 (WITHAM JN TO BRAINTREE)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Braintree | Single | 18m | 30ch | ***to*** | 17m | 72ch |

**Dated: 05/08/06**

**EA1080 (MARKS TEY JN TO SUDBURY)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Approaches to all stations | Single | 46m | 63ch | ***to*** | 58m | 36ch |

**Dated: 05/08/06**

**EA1090 (COLCHESTER JN TO CLACTON)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Hythe to Wivenhoe | Down | 53m | 38ch | ***to*** | 56m | 20ch |

**Dated: 29/09/07**

**EA1120 (MANNINGTREE (NORTH & SOUTH JNS) TO HARWICH TOWN)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Manningtree East Jn. to Mistley | Up & Down | 59m | 67ch | ***to*** | 61m | 60ch |
| Harwich International to Wrabness | Up | 65m | 00ch | ***to*** | 68m | 00ch |

**Dated: 05/08/06**

**EA1160 (BETHNAL GREEN EAST JN TO BISHOPS STORTFORD)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Clapton | Up & Down | 03m | 66ch | ***to*** | 04m | 24ch |
| Roydon | Up & Down | 19m | 40ch | ***to*** | 20m | 20ch |
| Sawbridgeworth | Up & Down | 26m | 25ch | ***to*** | 27m | 30ch |

**Dated: 30/09/06**

**EA1161 (BISHOPS STORTFORD TO ELY NORTH JN)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Elsenham Station | Up & Down | 35m | 25ch | *to* | 35m | 65ch |
| Audley End | Up & Down | 41m | 25ch | *to* | 42m | 70ch |

**Dated: 29/09/07**

**EA1170 (HACKNEY DOWNS NORTH JN TO ENFIELD TOWN)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Hackney Downs – Bruce Grove | Up & Down | 03m | 07ch | *to* | 06m | 60ch |
| Lower Edmonton – White Hart Lane | Up & Down | 06m | 70ch | *to* | 08m | 70ch |
| Edmonton Green - Enfield | Up & Down | 08m | 40ch | *to* | 10m | 33ch |

**Dated: 30/09/06**

**EA1190 (BURY STREET JN TO CHESHUNT JN)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Southbury | Up & Down | 10m | 12ch | *to* | 10m | 62ch |
| Turkey Street | Up & Down | 11m | 65ch | *to* | 12m | 45ch |
| Theobolds Grove | Up & Down | 13m | 20ch | *to* | 14m | 15ch |

**Dated: 30/09/06**

**EA1200 (CLAPTON JN TO CHINGFORD)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Clapton Jn - Walthamstow Central | Up & Down | 04m | 40ch | *to* | 06m | 45ch |
| Wood Street Station | Up & Down | 06m | 62ch | *to* | 07m | 35ch |
| Highams Park | Up & Down | 08m | 10ch | *to* | 08m | 70ch |
| Chingford | Up & Down | 10m | 00ch | *to* | 10m | 33ch |

**Dated: 30/09/06**

**EA1210 (BROXBOURNE JN TO HERTFORD EAST)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Rye House | Up & Down | 18m | 37ch | *to* | 19m | 15ch |
| St Margarets | Up & Down | 20m | 00ch | *to* | 20m | 75ch |
| Ware | Down | 21m | 11ch | *to* | 22m | 32ch |
| Ware | Up | 22m | 45ch | *to* | 22m | 02ch |
| Hertford East | Up & Down | 23m | 12ch | *to* | 24m | 05ch |

**Dated: 30/09/06**

**EA1220 (STANSTED SOUTH & NORTH JN S TO STANSTED AIRPORT)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Stansted Tunnel to Stansted Nth Jn | Single | 35 m | 15 ch | *to* | 00 m | 00 ch |

**Dated: 30/09/06**

**EA1310 (CAMDEN ROAD WEST JN TO RICHMOND)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Kentish Town West | Up | 00m | 20ch | *to* | 00m | 60ch |
| Hampstead Heath | Up & Down | 01m | 20ch | *to* | 01m | 60ch |
| West Hampstead | Down | 02m | 55ch | *to* | 03m | 00ch |
| Brondesbury & Brondesbury Park | Up & Down | 03m | 00ch | *to* | 04m | 20ch |
| Acton Central | Up & Down | 01m | 00ch | *to* | 02m | 10ch |
| South Acton | Down | 02m | 20ch | *to* | 02m | 48ch |
| Gunnersbury | Up | 10m | 18ch | *to* | 02m | 63ch |

**Dated: 29/09/07**

**EA1320 (CAMDEN ROAD WEST JUNCTION TO STRATFORD)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Highbury & Islington | Up & Down | 03m | 60ch | *to* | 03m | 36ch |
| Canonbury | Up & Down | 02m | 50ch | *to* | 03m | 20ch |
| Dalston Jn | Down No. 2 line | 02m | 33ch | *to* | 02m | 38ch |
| Hackney Central - Homerton | Up & Down | 01m | 00ch | *to* | 02m | 07ch |

**Dated: 29/09//07**

**EA1370 (GOSPEL OAK TO BARKING TILBURY LINE JN WEST)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Crouch Hill | Up & Down | 3m | 28ch | *to* | 4m | 01Ch |
| Blackhorse Road | Up & Down | 7m | 21ch | *to* | 7m | 40Ch |
| Walthamstow Queens Rd. | Up & Down | 7m | 40ch | *to* | 8m | 40Ch |
| Leyton Midland Road | Up & Down | 9m | 22ch | *to* | 9m | 45Ch |

**Dated: 30/09/06**

**EA1380 (FENCHURCH STREET TO SHOEBURYNESS)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Upminster | Up & Down | 14m | 00ch | *to* | 15m | 40ch |
| West Horndon | Up & Down | 18m | 50ch | *to* | 19m | 60ch |
| Basildon | Up & Down | 23m | 75ch | *to* | 24m | 50ch |
| Laindon | Middle Road | 22m | 59ch | *to* | 22m | 79ch |
| Chalkwell | Up & Down | 33m | 50ch | *to* | 34m | 20ch |
| Westcliff | Up | 35m | 00ch | *to* | 34m | 55ch |
| Southend Central | Up & Down | 35m | 35ch | *to* | 35m | 75ch |
| Southend East | Up & Down | 36m | 20ch | *to* | 37m | 00ch |
| Thorpe Bay | Up & Down | 37m | 40ch | *to* | 38m | 20ch |
| Pitsea | Up & Down | 26m | 70ch | *to* | 26m | 35ch |
| Gardeners LC to Vange LC | Down | 30m | 60ch | *to* | 32m | 00ch |
| Stanford-le-Hope | Up & Down Tilbury | 26m | 65ch | *to* | 27m | 35ch |
| Grays to East Tilbury | Up & Dn Tilbury | 19m | 20ch | *to* | 25m | 40ch |
| Purfleet | Up Tilbury | 16m | 15ch | *to* | 15m | 60ch |
| Ockendon | Down | 02m | 70ch | *to* | 03m | 30ch |
| Chafford 100 | Single | 05m | 20ch | *to* | 05m | 60ch |

**Dated: 29/09/07**

**EA1430 (EAST SUFFOLK JN TO OULTON BROAD NORTH JN)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Westerfield | Up | 75m | 65ch | *to* | 72m | 67ch |
| Willow Marsh to Darsham | Up | 96m | 09ch | *to* | 95m | 35ch |
| Middleton | Down | 94m | 27ch | *to* | 94m | 52ch |

**Dated: 30/09/06**

**EA1480 (WHITLINGHAM JN TO CROMER)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Whitlingham Jn | Up & Down | 02m | 04ch | *to* | 01m | 69Ch |
| Worstead | Up & Down | 13m | 61ch | *to* | 13m | 71Ch |
| Roughton Road | Up & Down | 13m | 10ch | *to* | 11m | 54Ch |

**Dated: 30/09/06**

**EA1500 (BRUNDALL JN TO YARMOUTH VIA ACLE)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Brundall Jn. to Lingwood | Single | 5m | 73ch | *to* | 8m | 30ch |

**Dated: 05/08/06**

**EA1530 (COLDHAM LANE JN TO HAUGHLEY JN)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Cherryhinton to Fulbourne | Single | 02m | 67ch | ***to*** | 05m | 30ch |
| Dullingham | Single/Loop | 10m | 07ch | ***to*** | 11m | 20ch |
| Chippenham Jn. | Up, Down & Single | 15m | 01ch | ***to*** | 16m | 10ch |
| Kennett | Up | 18m | 44ch | ***to*** | 19m | 50ch |
| Bury St Edmunds | Up & Down | 27m | 60ch | ***to*** | 29m | 00ch |
| Thurston | Up & Down | 33m | 01ch | ***to*** | 32m | 21ch |
| Elmswell | Up & Down | 36m | 61ch | ***to*** | 37m | 41ch |
| Haughley Jn. | Down | 40m | 12ch | ***to*** | 40m | 42ch |

**Dated: 29/09/07**

**EA1540 (CHIPPENHAM JN TO ELY DOCK JN)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Soham | Single | 7m | 60ch | ***to*** | 8m | 25ch |

**Dated: 30/09/06**

**EA1580 (ELY NORTH JN TO TROWSE JN)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Lakenheath | Down | 81m | 60ch | ***to*** | 82m | 44ch |
| Thetford | Up & Down | 92m | 20ch | ***to*** | 94m | 00ch |
| Attleborough | Up | 108m | 19ch | ***to*** | 108m | 49ch |
| Wymondham | Up | 113m | 70ch | ***to*** | 114m | 20ch |

**Dated: 30/09/06**

# TABLE A DIAGRAM
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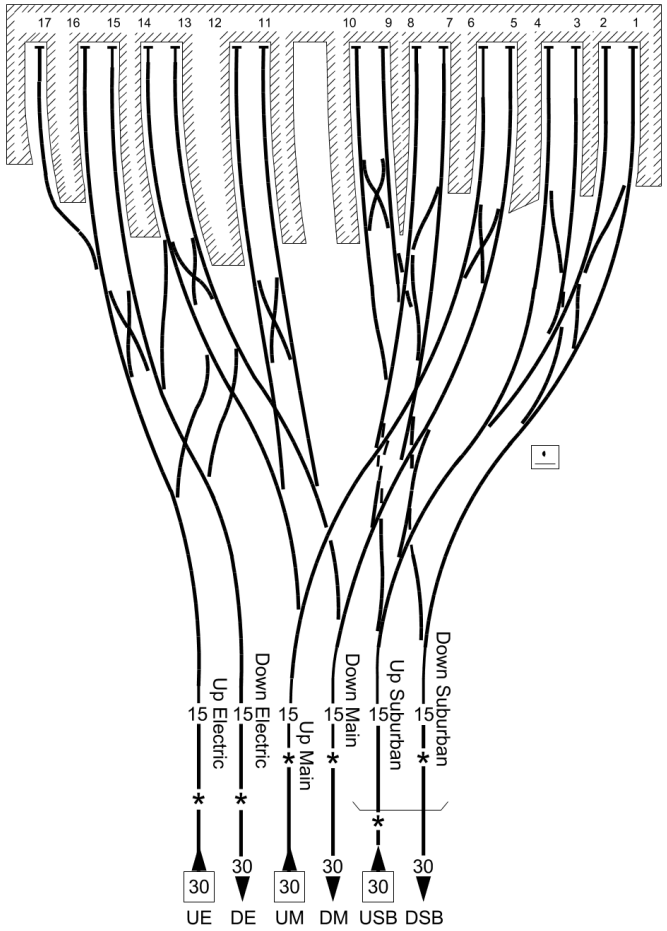

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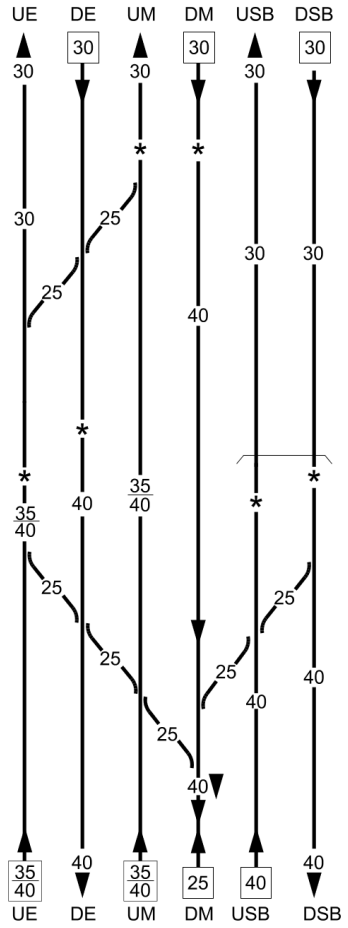
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1010 | 001 | Liverpool Street to Seven Kings | LTN1 LVS | Anglia | 23//07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford |
| **LIVERPOOL STREET** | 0 00 | | Platform 1 - 242m (264yds) PP<br>Platforms 2 to 8 - 252m (275yds) PP<br>Platform 9 - 288m (314yds) PP<br>Platform 10 - 248m (271yds) PP<br>Platform 11 - 261m (285yds) PP<br>Platform 12 - 246m (269yds) PP<br>Platform 13 - 256m (279yds) PP<br>Platforms 14 & 15 - 246m (269yds) PP<br>Platform 16 & 17 - 205m (224yds) PP |
| Liverpool St (L) IECC | 0 22 | | Also in the same building as the I.E.C.C. Stratford (North London) (S) |
| | | | Maximum permissible speed in station area 15mph as far as 0m 25ch on main and surburban lines and 0m 27ch on electric lines |
| | 0 25 * | | AWS not provided between 0m 00ch and 0m 27ch |
| Bishopsgate Tunnel<br>(573m / 627 yards)<br>(Suburban lines only) | 0 27 *<br>0 30 * | | General instruction for broken rails applies at Bishopsgate tunnel. |

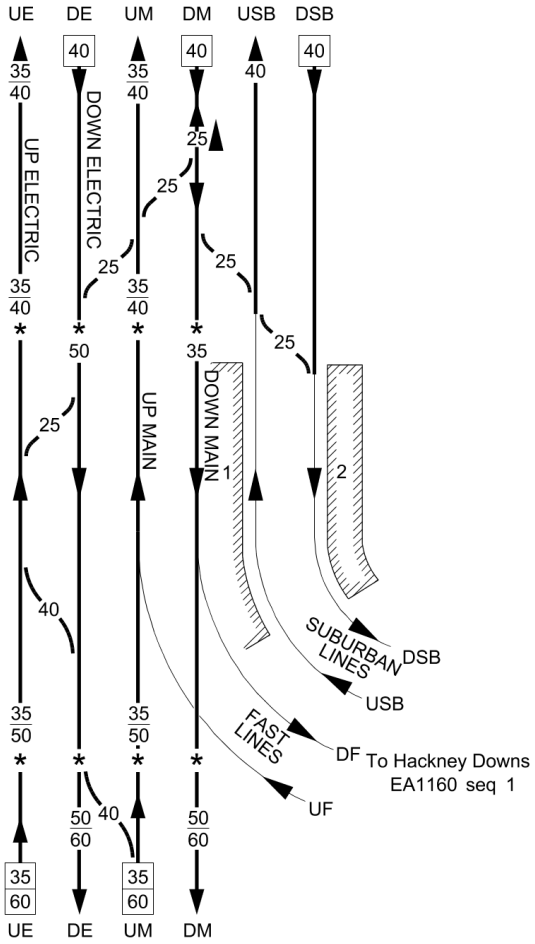
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1010 | 002 | Liverpool Street to Seven Kings | LTN1 | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Bishopsgate Tunnel<br>(573m / 627yds)<br>(Suburban lines only) | 0 40 * |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br><br>General instruction for broken rails applies at Bishopsgate tunnel |
| Wheler Street Jn. | 0 48 | | |
| | 0 59 * | | |
| | 0 57 * | | |
| | 0 61 * | | |
| Bethnal Green West Jn. | 0 62 | | |

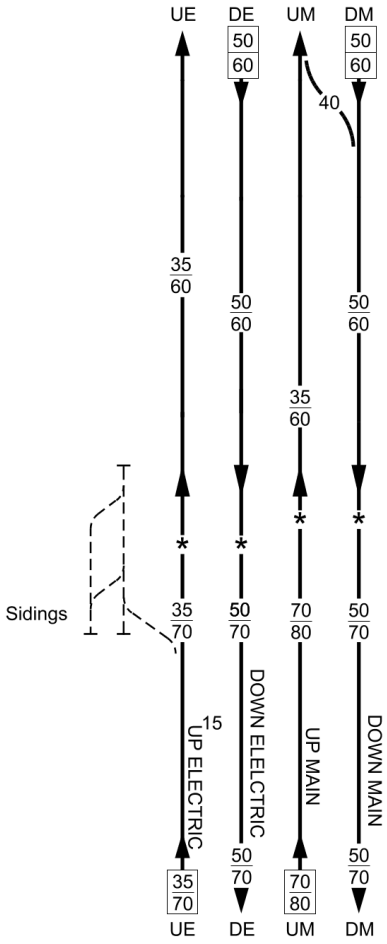
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1010 | 003 | Liverpool Street to Seven Kings | LTN1 BGK | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford |
| | | | General instruction applies at the following bridges:<br>Vallance Road (Bridge 21) at 0m 77ch<br>Hemming Street (Bridge 22) at 0m 79ch |
| | 1 05 * | | |
| **BETHNAL GREEN** | 1 10 | | Up platform - 187m (204yds)<br>Dn platform - 187m (204yds)<br>General instruction applies at the following bridges:<br>Brady Street (Bridge 23) at 1m 10ch<br>Tapp Street (Bridge 25) at 1m 13ch |
| Bethnal Green East Jn | 1 14 | | Collingwood Street (Bridge 26) at 1m 17ch |
| | 1 18 * | | |

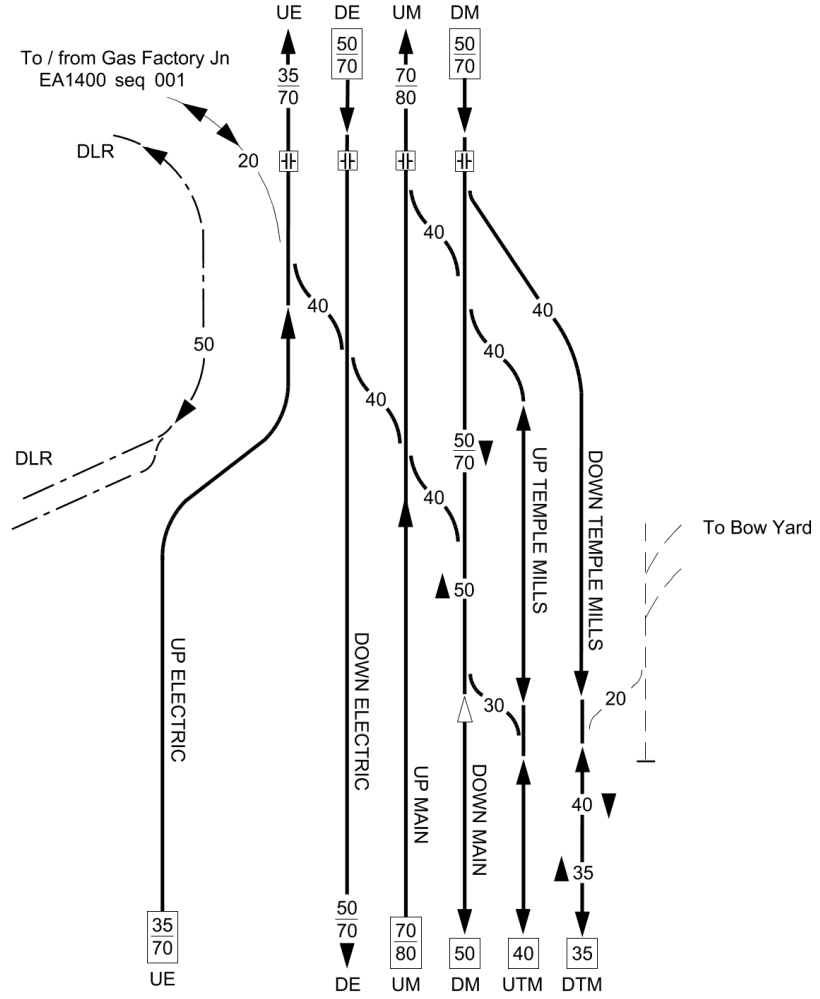
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1010 | 004 | Liverpool Street to Seven Kings | LTN1 | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Mile End | 1 67 *<br>1 68 *<br>2 02 |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br><br>General instruction applies at the following bridges:<br>Coventry Road (Bridge 27) at 1 m 23ch<br><br>Malcolm Road (Bridge 30) at 1m 35ch |

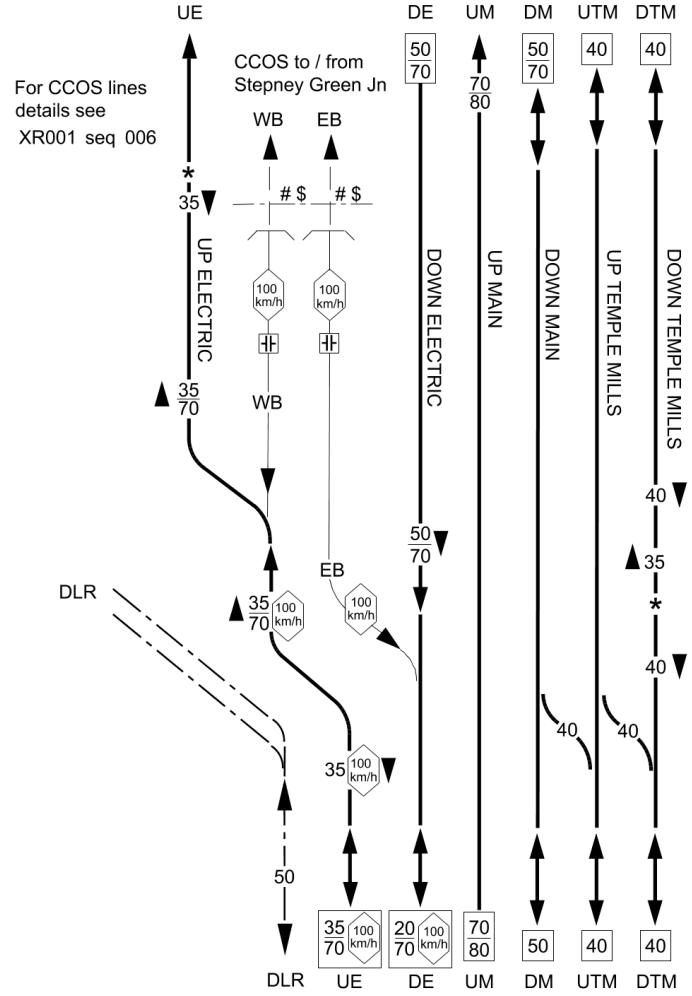
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1010 | 005 | Liverpool Street to Seven Kings | LTN1 BDM | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| OHNS | 2 68 |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br><br>General instruction applies at Fairfield Road (Bridge 46) at 2m 68ch<br><br>UTM - Up Temple Mills<br>DTM - Down Temple Mills<br><br>DLR - Docklands Light Railway, - Automatic Train Operation (ATO), 650v DC 3th rail electrification, emergency telephone 020 7538 3440.<br><br>General instruction applies at the following bridges:<br>Pudding Mill Lane (Bridge 49) at 3m 25ch<br><br>Marshgate Lane (Bridge 51) at 3m 27ch |
| Bow Jn | 2 74 | | |

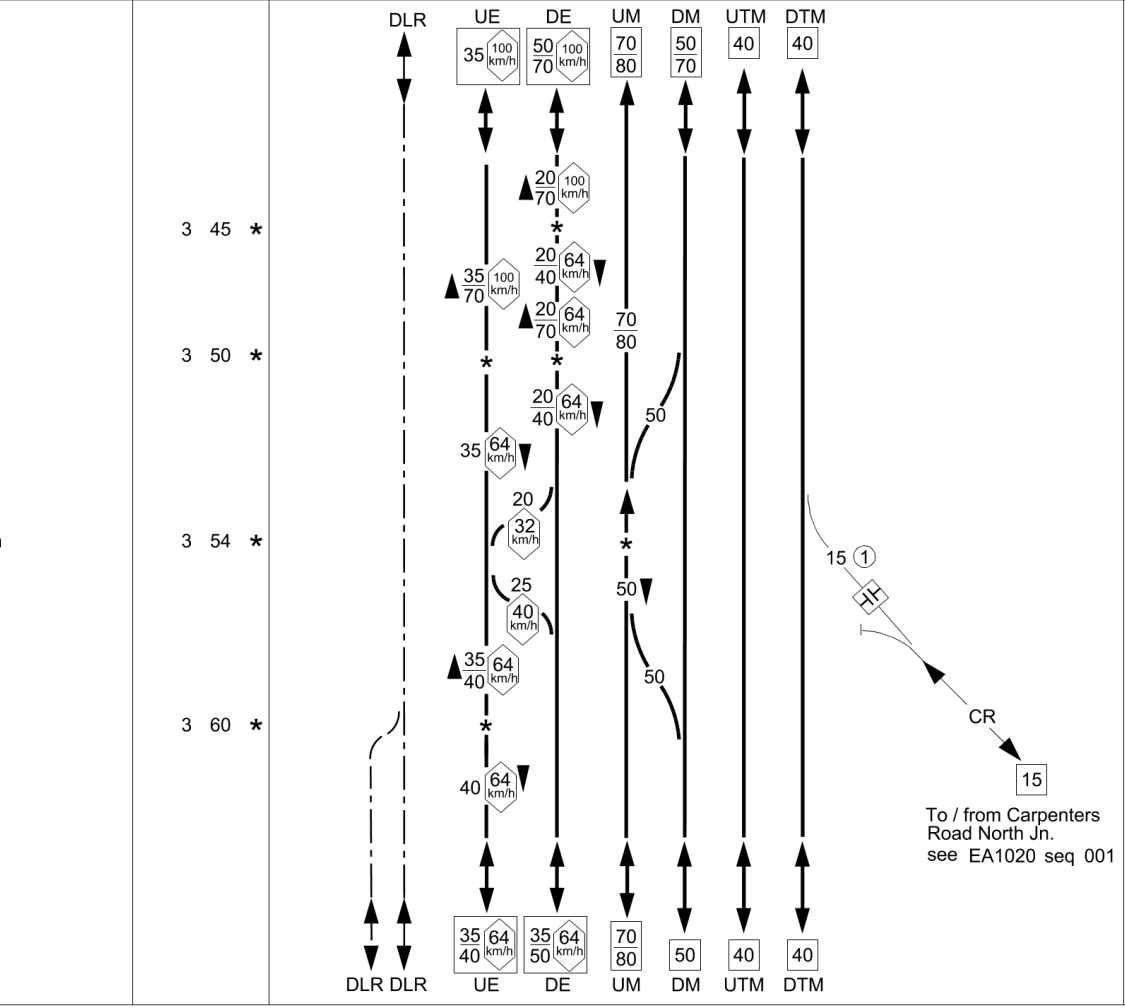
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1010 | 006 | Liverpool Street to Seven Kings | LTN1 | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Pudding Mill Lane Portal CCOS | 3 26 * |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br>CCOS - Crossrail Central Operating Section lines, Operating details CCOS EB & WB lines only : -<br>Communications Based Train Control (CBTC)<br>Rail for London Infrastructure RCC (XR)<br>RA3 AC: ECO RFLI RCC<br>All CCOS lines use COS Rule Book & ELR = XRE Axle Counter area.<br>$ - Railway Group Standard Rule Book boundary: - COS Rule Book / GE/RT8000.<br>EB - CRL Eastbound, WB - CRL Westbound<br>UTM - Up Temple Mills<br>DTM - Down Temple Mills<br>UE - Up Electric<br>DE - Down Electric<br>⊞ - OHL Neutral Section also indicates boundary between OLE feed / control.<br>Communications Based Train Control (CBTC)<br>UE & DE lines only<br>km/h Speeds in kilometers per hour apply to trains operating in CBTC mode only and may vary from the MPH speed on the same line.<br>[ 100 KM/h = approximately 64 mph ]<br>DLR - Docklands Light Railway, - Automatic Train Operation (ATO), 650v DC 3th rail electrification, emergency telephone 020 7538 3440. |
| Pudding Mill Lane OHNS | 3 27 | | |
| | 3 30 | | |
| | 3 40 * | | |

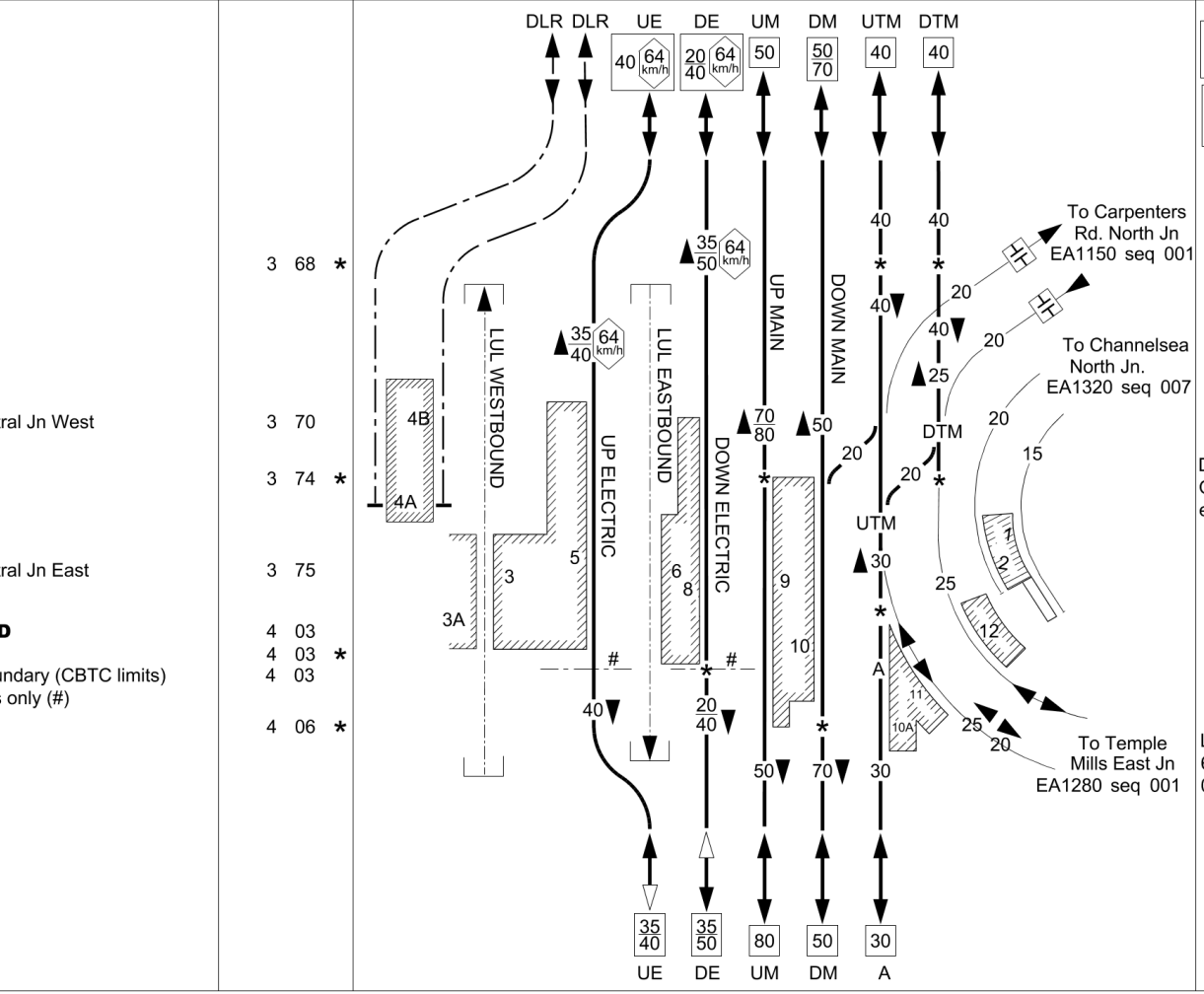
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1010 | 007 | Liverpool Street to Seven Kings | LTN1 CNS | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Carpenters Rd. South Jn | 3 45 *<br>3 50 *<br>3 54 *<br>3 60 * |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br>Communications Based Train Control (CBTC) UE & DE lines only<br>km/h Speeds in kilometers per hour apply to trains operating in CBTC mode only and may vary from the MPH speed on the same line.<br>[ 100 KM/h = approximately 64 mph ]<br>[ 64 KM/h = approximately 40 mph ]<br>UTM - Up Temple Mills<br>DTM - Down Temple Mills<br>UE - Up Electric<br>DE - Down Electric<br>General instruction applies at the following bridges:<br>Warton Road (Bridge 56) at 3m 46ch<br>Carpenters Road (Bridge 57) at 3m 55ch<br>① Coaching stock (including Multiple Units) must not exceed 10mph<br>CR - Carpenters Road Curve<br>DLR - Docklands Light Railway, - Automatic Train Operation (ATO), 650v DC 3th rail electrification, emergency telephone 020 7538 3440. |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1010 | 008 | Liverpool Street to Seven Kings | LTN1 CST SDS | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Stratford Central Jn West | 3 70 |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br>Communications Based Train Control (CBTC)<br>UE & DE lines only to Straford Station platforms # |
| | 3 68 * | | |
| | 3 74 * | | |
| Stratford Central Jn East | 3 75 | | |
| **STRATFORD** | 4 03 | | |
| | 4 03 * | | |
| Signalling Boundary (CBTC limits)<br>UE & DE lines only (#) | 4 03 | | |
| | 4 06 * | | |



Speeds in kilometers per hour apply to trains operating in CBTC mode only and may vary from the MPH speed on the same line (no trackside signs provided).
[ 64 KM/h = approximately 40 mph ]

UTM - Up Temple Mills
DTM - Down Temple Mills
UE - Up Electric
DE - Down Electric

DLR - Docklands Light Railway, - Automatic Train Operation (ATO), 650v DC 3th rail electrification, emergency telephone 020 7538 3440.

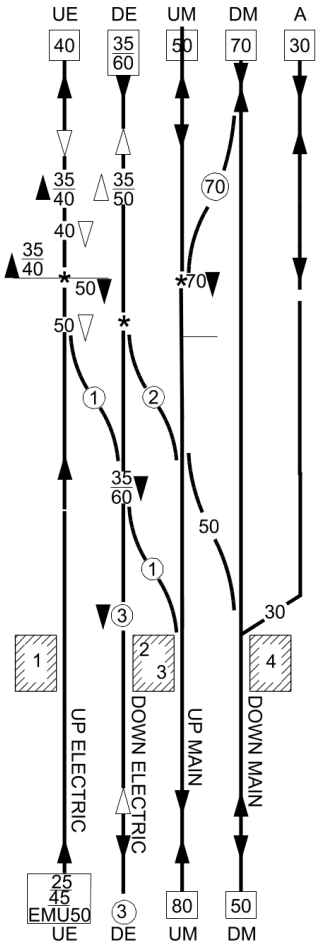
Platform 5 - 253m (271yds) PP-C
Platform 8 - 252m (271yds) PP-C
Platform 9 - 255m (276yds)
Platform 10 - 255m (276yds)
Platform 10A - 215m (233yds)

A - Avoiding line

LUL - London Underground Lines - Central Line, 650v DC 4th rail electrification, emergency telephone 0203 0540020.

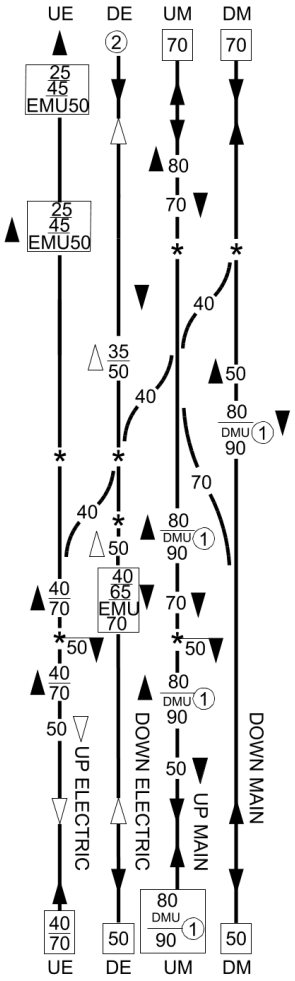
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1010 | 009 | Liverpool Street to Seven Kings | LTN1 | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **MARYLAND** | 4 12 *<br>4 21 *<br>4 39 |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br><br>A - Avoiding line 557m (609yards)<br><br>① - These crossover speeds are: 30/50 Up direction & 50 Down direction<br><br>② - These crossover speeds are: 50 Up direction & 40 Down direction<br><br>③ - The following speeds apply to Down direction movements on the DE 35/60 EMU70<br><br>Platform 1 - 168m (182yds)<br>Platform 2 - 169m (183yds)<br>Platform 3 - 169m (183yds)<br>Platform 4 - 168m (182yds) |

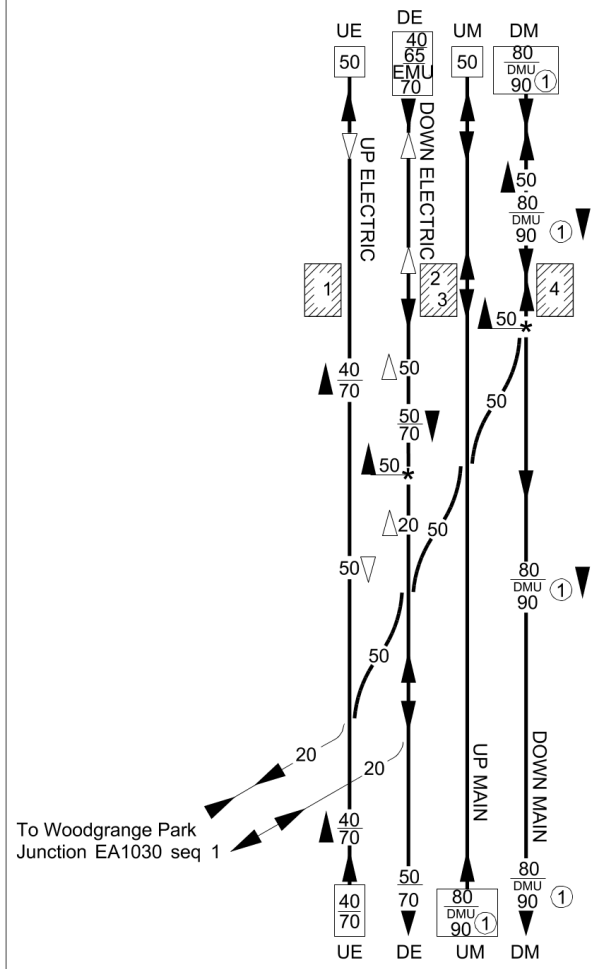
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1010 | 010 | Liverpool Street to Seven Kings | LTN1 | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Maryland East Crossovers | 4 43 *<br>4 56 *<br>4 62 * |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br>① Trains formed of the following classes may travel at the higher speed. Class 321, 322, 345, 360, 720 &745 Electric Multiple Units, and 755 Bi-mode Multiple Unit. Class 90 electric locomotive hauling/propelling MK111 coaching stock.<br>② - The following speeds apply to Down direction movements on the DE 35/60 EMU70 |

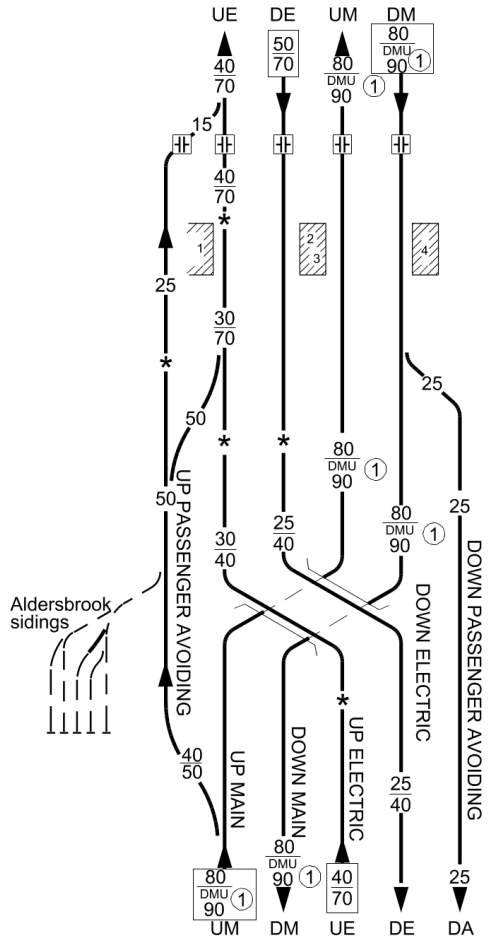
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1010 | 011 | Liverpool Street to Seven Kings | LTN1 FGW | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **FOREST GATE** | 5 21<br>5 37 * |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br><br>Platform 1 - 173m (187yds)<br>Platform 2 - 178m (192yds)<br>Platform 3 - 175m (189yds)<br>Platform 4 - 198m (214yds)<br><br>① Trains formed of the following classes may travel at the higher speed.<br>Class 321, 322, 345, 360, 720 &745 Electric Multiple Units, and 755 Bi-mode Multiple Unit.<br>Class 90 electric locomotive hauling/propelling MK111 coaching stock. |
| | 5 48 * | | |
| Forest Gate Jn | 5 63 | | |

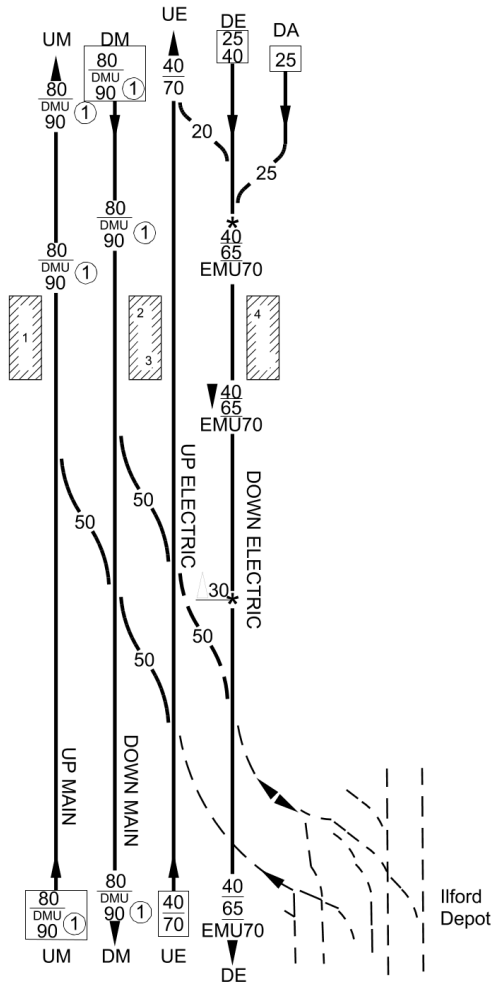
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1010 | 012 | Liverpool Street to Seven Kings | LTN1 | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| OHNS | 5 71 |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford |
| **MANOR PARK** | 6 10 *<br>6 19 | | Platform 1 - 168m (182yds)<br>Platform 2 - 185m (199yds)<br>Platform 3 - 194m (210yds)<br>Platform 4 - 163m (175yds) |
| | 6 40 * | | ① Trains formed of the following classes may travel at the higher speed.<br>Class 321, 322, 345, 360, 720 &745 Electric Multiple Units, and 755 Bi-mode Multiple Unit.<br>Class 90 electric locomotive hauling/propelling MK111 coaching stock. |
| | 6 67 * | | |
| Aldersbrook sidings | | | |
| Ilford Flyover | | | |
| | 7 09 * | | |

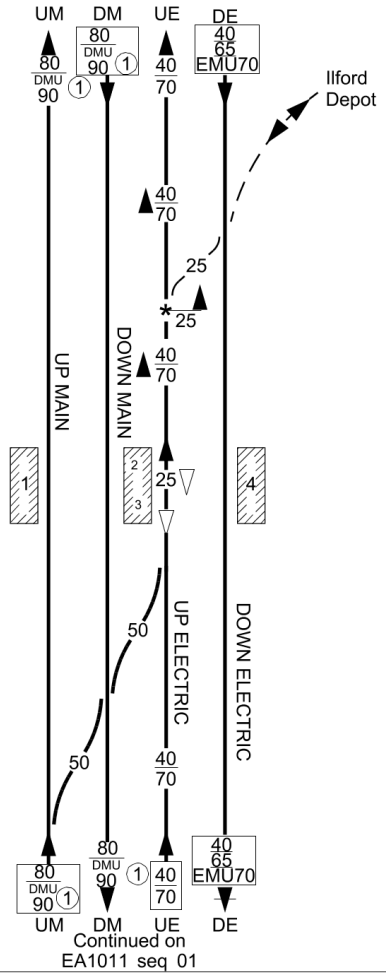
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1010 | 013 | Liverpool Street to Seven Kings | LTN1 ICS | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford |
| | 7 20 * | | |
| **ILFORD** | 7 28 | | Platform 1 - 197m (212yds)<br>Platform 2 - 191m (206yds)<br>Platform 3 - 182m (197yds)<br>Platform 4 - 180m (194yds) |
| | 7 52 * | | ① Trains formed of the following classes may travel at the higher speed.<br>Class 321, 322, 345, 360, 720 &745 Electric Multiple Units, and 755 Bi-mode Multiple Unit.<br>Class 90 electric locomotive hauling/propelling MK111 coaching stock. |
| Ilford Depot London End | 7 63 | | |

Anglia Route Sectional Appendix Module AR2

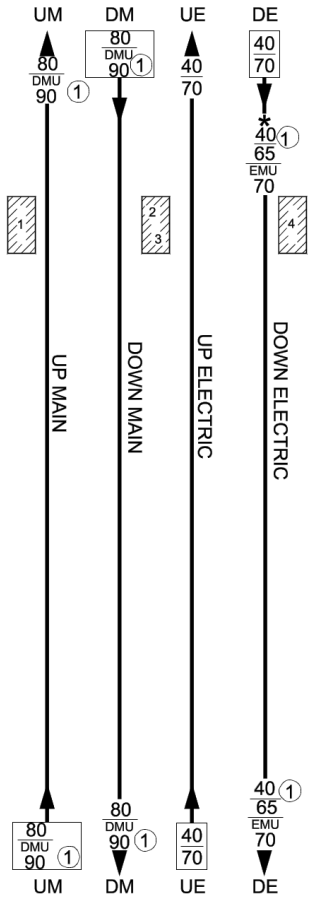
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1010 | 014 | Liverpool Street to Seven Kings | LTN1 ICS | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **SEVEN KINGS** | 8 35 * |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford |
| | 8 45 | | Platform 1 - 180m (194yds)<br>Platform 2 - 180m (194yds)<br>Platform 3 - 187m (202yds)<br>Platform 4 - 187m (202yds) |
| | | | ① Trains formed of the following classes may travel at the higher speed.<br>Class 321, 322, 345, 360, 379, 720 &745 Electric Multiple Units, and 755 Bi-mode Multiple Unit. Class 90 electric locomotive hauling/propelling MK111 coaching stock. |

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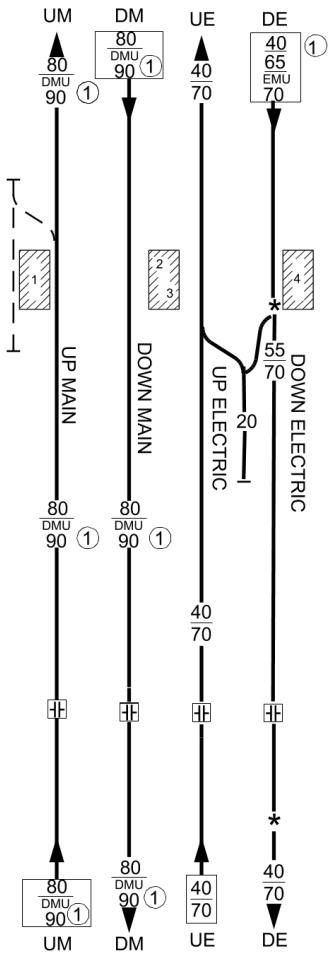
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 001 | Seven Kings to Ipswich | LTN1 | Anglia | 06/04/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **GOODMAYES** | 9 16 *<br>9 23 | Continued on EA1010 seq 014<br>  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 Ilford workstation<br>AC: Romford<br><br>(1) Trains formed of the following classes may travel at the higher EMU/DMU speed: Class 321, 322, 345, 360, 379,720 & 745 Electric Multiple Units, and 755 Bi-mode Multiple Unit. Class 90 electric locomotives hauling/propelling MK111 coaching stock.<br><br>Platform 1 - 185m (200yds)<br>Platform 2 - 184m (198yds)<br>Platform 3 - 184m (198yds)<br>Platform 4 - 184m (198yds) |

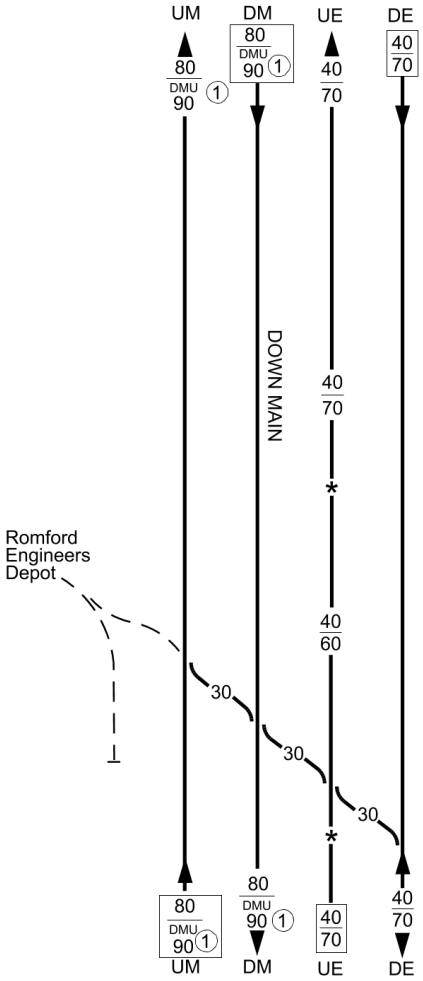
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 002 | Seven Kings to Ipswich | LTN1 | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **CHADWELL HEATH** | 9 79<br>10 08 *<br>10 14 |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 Ilford workstation<br>AC: Romford<br><br>Platforms 1 to 4 - 184m (199yds)<br><br>Chadwell Heath Turn Back LIne<br>205m (224.19yds)<br><br>(1) Trains formed of the following classes may travel at the higher speed:<br>Class 321, 322, 345, 360, 379, 720 & 745 Electric Multiple Units, and Class 755 Bi-mode Multiple Unit. Class 90 electric locomotives hauling/propelling MK111 coaching stock. |
| OHNS | 11 24 | | General instruction applies<br>Jutsums Lane (Bridge 95) at 11m 32ch |
| | 11 41 * | | |

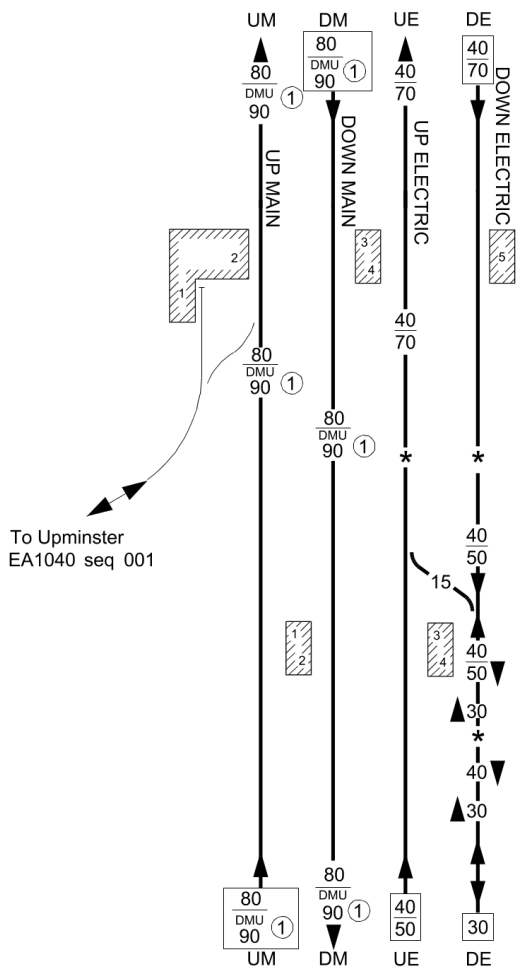
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 003 | Seven Kings to Ipswich | LTN1 | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 11 78 * |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 Ilford workstation<br>AC: Romford<br><br>① Trains formed of the following classes may travel at the higher speed:<br>Class 321, 322, 345, 360, 720 & 745 Electric Multiple Units, and 755 Bi-mode Multiple Unit.<br>Class 90 electric locomotives hauling/propelling MK111 coaching stock. |
| | 12 15 * | | |

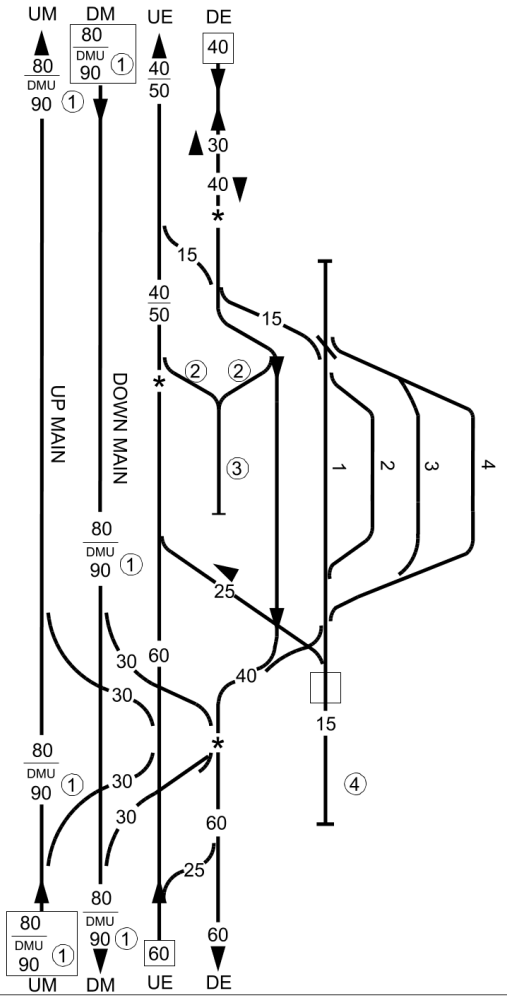
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 004 | Seven Kings to Ipswich | LTN1 ROU | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **ROMFORD** | 12 30 |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 Ilford workstation<br>AC: Romford<br>① Trains formed of the following classes may travel at the higher speed: Class 321, 322, 345, 360,720 & 745 Electric Multiple Units, and 755 Bi-mode Multiple Unit. Class 90 electric locomotive haulin/propelling MK111 coaching stock.<br>Platform 2 - 179m (194yds)<br>Platform 3 - 181m (195yds)<br>Platform 4 - 181m (195yds)<br>Platform 5 - 182m (197yds) |
| Romford Jn. | 12 39 | | |
| | 13 28 * | | |
| **GIDEA PARK** | 13 41 | | Platform 1 - 185m (200yds)<br>Platform 2 - 184m (199yds)<br>Platform 3 - 184m (199yds)<br>Platform 4 - 185m (200yds) |
| | 13 54 * | | |

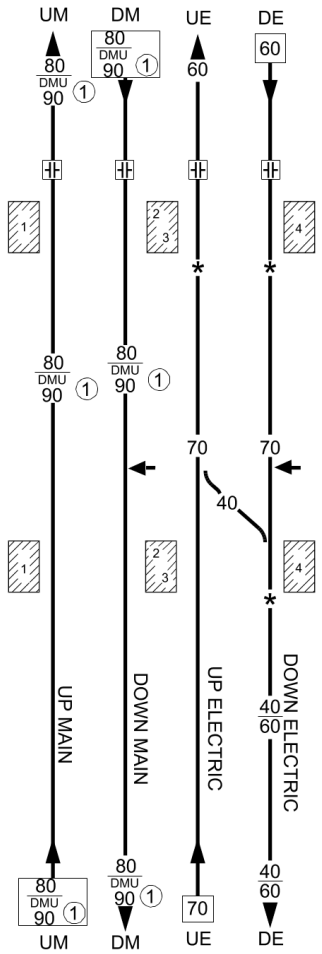
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 005 | Seven Kings to Ipswich | LTN1 | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Gidea Park Stabling Lines 1 to 4 | 13 55 * |  | GSM-R |
| | 13 68 * | | TCB Liverpool St IECC (L)<br>RA8 Ilford workstation<br>AC: Romford |
| | 14 03 | | ① Trains formed of the following classes may travel at the higher speed. Class 321, 322, 345, 360, 720 & 745 Electric Multiple Units, and 755 Bi-mode Multiple Unit. Class 90 electric locomotives hauling/propelling MK111 coaching stock. |
| | 14 15 * | | ② Speeds over these connections are:- 25 Up direction 25 Down direction<br>③ Speeds within the Turnback Line are:- 25 Up direction 15 Down direction<br>④ Speeds within Shunt Spur, Up direction, 15 towards Stabling Lines, Down direction 5.<br>Temporary Carriage Washer situated on the Country End Headshunt (London End). |

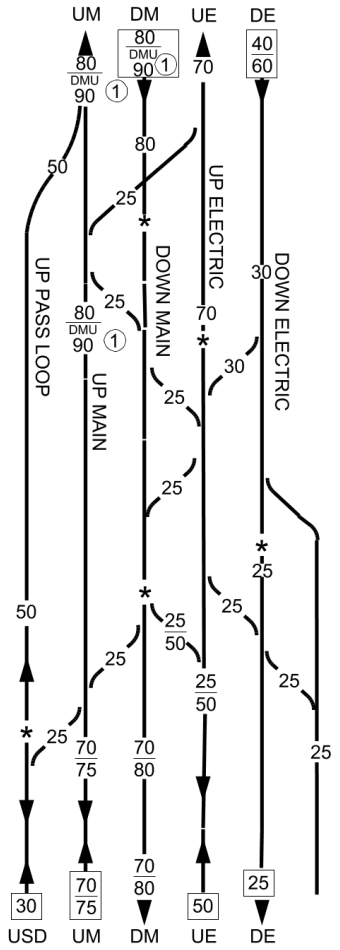
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 006 | Seven Kings to Ipswich | LTN1 | Anglia | 23/072022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| OHNS | 14 45 |  | GSM-R |
| **HAROLD WOOD** | 14 76 | | TCB Liverpool St IECC (L)<br>RA8 Shenfield workstation<br>AC: Romford |
| | 15 07 * | | ① Trains formed of the following classes may travel at the higher speed: Class 321, 322,345, 360, 720 & 745 Electric Multiple Units, and 755 Bi-mode Multiple Unit. Class 90 electric locomotives hauling/propelling MK111 coaching stock. |
| | | | Platform 1 - 169m (183yds)<br>Platform 2 - 236m (258yds)<br>Platform 3 - 214m (234yds)<br>Platform 4 - 170m (184yds) |
| | | | General instruction applies at the following bridges:<br>Nags Head Lane (Bridge 116) at 16m 62ch |
| | | | Kavanaghs Road (Bridge 119) at 17m 59ch |
| | | | HABD near signal L469 (DM)<br>HABD near signal L467 (DE) |
| **BRENTWOOD** | 18 16 | | |
| | 18 24 * | | Platform 1 - 187m (202yds)<br>Platform 2 - 188m (203yds)<br>Platform 3 - 186m (201yds)<br>Platform 4 - 184m (199yds) |

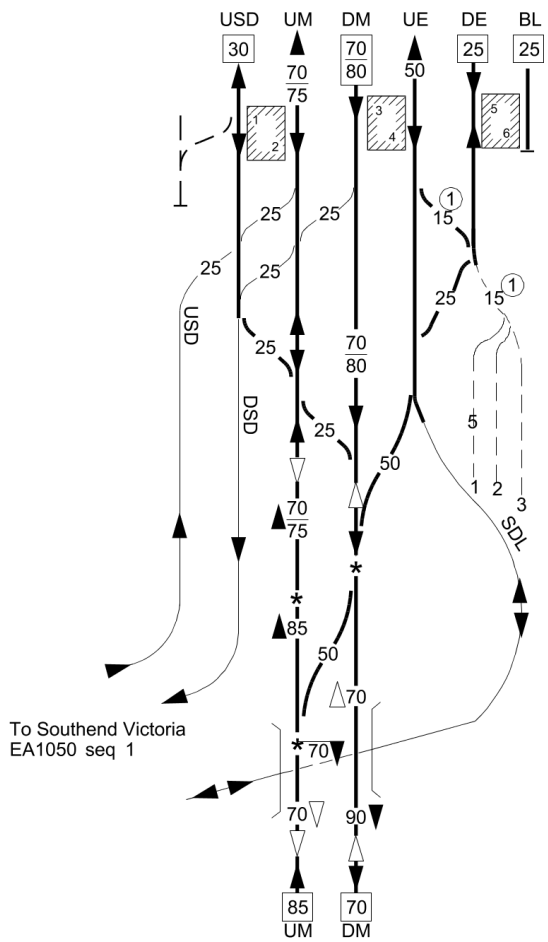
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 007 | Seven Kings to Ipswich | LTN1 | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 19 45<br>19 57 *<br>19 73 *<br>20 00 *<br>20 03 *<br>20 05 * |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 Shenfield workstation<br>AC: Romford<br>① Trains formed of the following classes may travel at the higher speed: Class 321, 322, 345, 360, 720 & 745 Electric Multiple Units and 755 Bi-mode Multiple Unit. Class 90 electric locomotives hauling/propelling MK111 coaching stock.<br>UPL 384m (420yds)<br>USD - Up Southend |

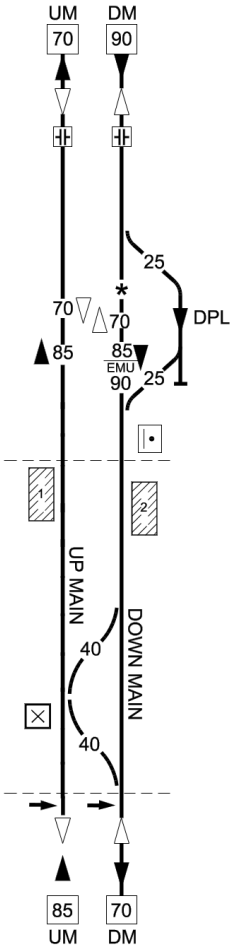
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 008 | Seven Kings to Ipswich | LTN1 SSV | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **SHENFIELD** | 20 16 |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 Shenfield workstation<br>AC: Romford<br><br>Platform 1 - 249m (270yds)<br>Platform 2 - 249m (270yds)<br>Platform 3 - 256m (277yds)<br>Platform 4 - 249m (269yds)<br>Platform 5 -245m (268yds)<br>Platform 6 -209m (229yds) |
| Shenfield Jn | 20 22 | | (1) - Traffic leaving Sidings 1, 2 & 3 can run at 25mph<br>USD - Up Southend<br>DSD - Down Southend |
| Shenfield Stabling Sidings | 20 30 | | SDL - Southend loop |
| | 20 40 * | | |
| | 20 47 * | | |
| | 20 50 * | To Southend Victoria<br>EA1050 seq 1 | General instruction applies at<br>Alexander Lane (Bridge 128) at 20m 47ch |

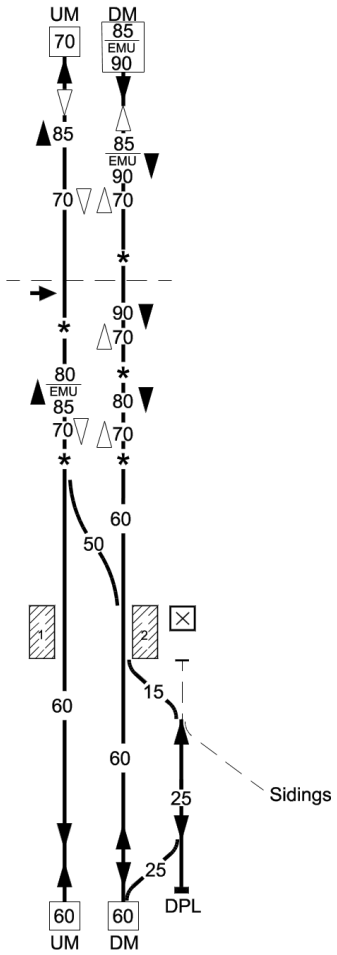
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 009 | Seven Kings to Ipswich | LTN1 | Anglia | 30/09/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 Shenfield workstation<br>AC: Romford |
| OHNS | 20 71 | | General instruction applies at the following bridges:<br>Lower Road - also known as Hutton Lane (Bridge 130) at 21m 44ch<br>Burnthouse Lane (Bridge 133) at 22m 58ch |
| | 23 10 * | | DPL - 436m (476yds) |
| Ingatestone LC (MCB)<br>(supervised by Ingatestone Gate Box.) | 23 39 | | Ingatestone gate box not a block post |
| **INGATESTONE** | 23 50 | | Up Platform 1 - 248m (268yds)<br>Down Platform 2 - 250m (271yds)<br>Liverpool St IECC (L)<br>Witham workstation |
| | 24 60 | | FWS (SATWAS)<br>Provided between<br>24m 41ch & 24m 78ch<br>LOD(P) (Church Lane Crossovers / Shenfield at 24m 60ch |
| Church Lane LC (CCTV)<br>(supervised by Ingatestone Gate Box.) | 24 68 | | |
| Ingatestone WILD | 24 79 | | |

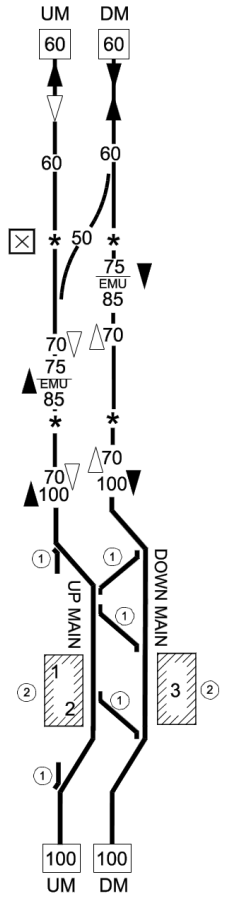
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 010 | Seven Kings to Ipswich | LTN1 CDY | Anglia | 04/11/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 Witham workstation<br>AC: Romford |
| | 25 30 * | | |
| Margaretting (UWC) LC (R/G) | 25 39 | | UM, HABD in rear of signal L726 at 25m 41ch |
| | 26 40 * | | Instruction in section 1 applies at Maldon Road (Bridge 143) at 25m 78ch |
| | 28 00 * | | |
| | 29 27 * | | |
| | | | General instruction applies at Duke St. (Bridge 151) at 29m 53ch |
| **CHELMSFORD** | 29 60 | | LOD(P) (Chelmsford/Church Lane Crossovers) at 29m 56ch<br>Up Platform - 248m (268yds)<br>Down Platform - 248m (268yds) |
| | | | DPL 256m (280yds) PF |
| | 30 20 | | |

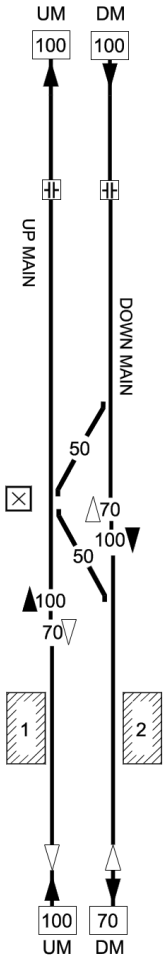
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 011 | Seven Kings to Ipswich | LTN1 | Anglia | 18/02/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Arbour Lane Crossover | 30 30<br>30 32 * |  | GSM-R<br>TCB Liverpool St SDC (L)<br>RA8 Witham workstation<br>AC: Romford<br>UM - Up Main<br>DM - Down Main<br>LOD(P) Up line only (Arbour Lane/ Chelmsford) at 30m 30ch |
| | 30 50 * | | |
| Beaulieu South Junction | 32 03 | | ① S&C Equipment Clipped & Scotched Out of Use until Final Commissioning with temporary instruction on Witham Workstation |
| **BEAULIEU PARK** | 32 30 | | ② Beaulieu Park Station still under construction |
| Beaulieu North Junction | 32 65 | | |

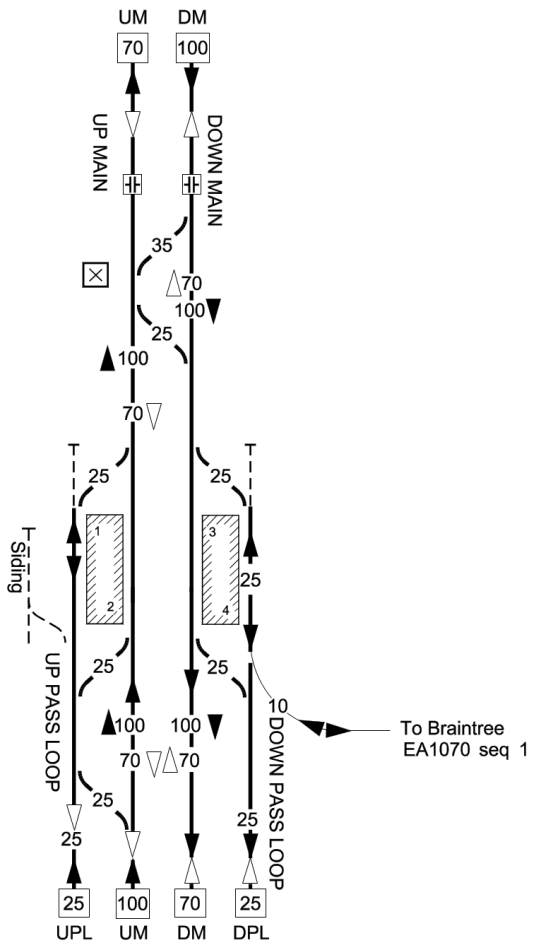
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 012 | Seven Kings to Ipswich | LTN1 | Anglia | 02/01/2023 |

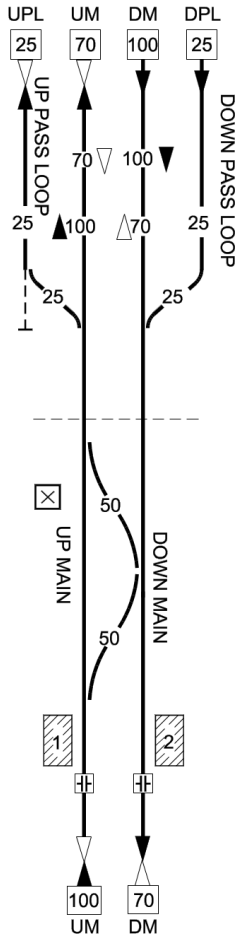
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St SDC (L)<br>RA8 Witham workstation<br>AC: Romford<br>UM - Up Main<br>DM - Down Main |
| OHNS | 33 06 | | |
| Brick House Crossovers | 33 24 | | LOD(P) Up line only (Brick House Crossovers/ Arbour Lane) at 33m 24ch<br>FWS Down and Up Lines<br>33m 24ch & 34m 23ch<br>34m 23ch & 35m 01ch |
| **HATFIELD PEVEREL** | 35 74 | | Up Platform - 250m (271yds)<br>Down Platofrm - 250m (271yds) |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 013 | Seven Kings to Ipswich | LTN1 BRA | Anglia | 02/01/2024 |

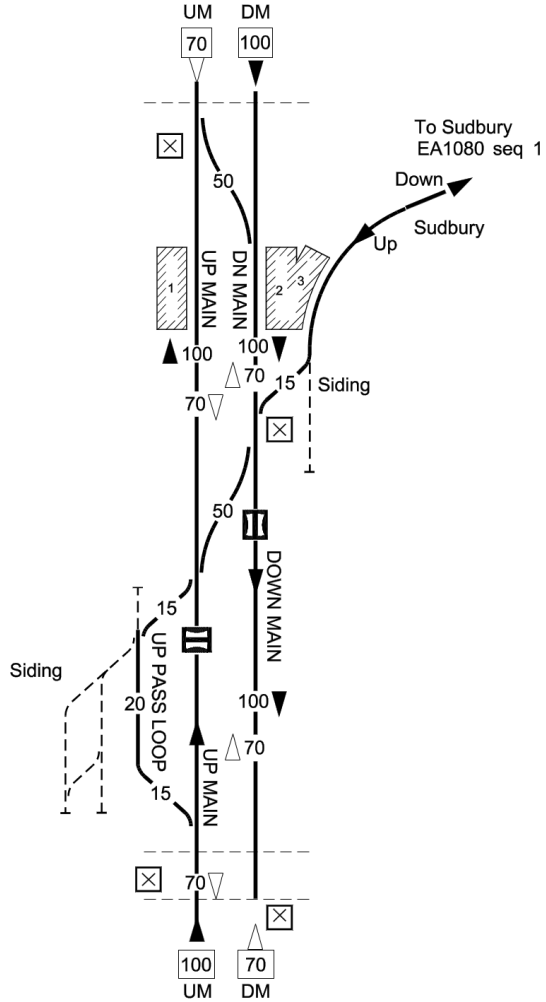
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St SDC (L)<br>RA8 Witham workstation<br>AC: Romford<br>DM - Down Main<br>UM - Up Main<br>DPL - Down Passenger Loop<br>UPL - Up Passenger Loop<br>General instruction applies at Blunts Hall Road (Bridge 174) at 37m 65ch<br>LOD(P) (Witham/Brick House crossovers) at 38m 30ch |
| OHNS | 38 12 | | |
| | 38 34 | | |
| **WITHAM** | 38 47 | | Platform 1 - 250m (271yds) PP-A<br>Platform 2 - 249m (270yds)<br>Platform 3 - 252m (274yds)<br>Platform 4 - 250m (272yds) PP-A |
| Witham Jn | 38 55 | | UPL 263m (287yds)<br>DPL 269m (294yds) |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 014 | Seven Kings to Ipswich | LTN1 | Anglia | 02/01/2024 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Liverpool St SDC (L)<br>RA8 Witham workstation<br>AC: Romford<br>UM - Up Main<br>DM - Down Main<br>UPL - Up Passenger Loop<br>DPL - Down Passenger Loop |
| Church Street LC (AHBC-X) | 41 | 57 | | General instruction applies at<br>Oak Road, (Rivenhall) (Bridge 187) at 39m 77ch |
| | | | | LOD (P) (Kelvedon/Witham) at 41m 73ch |
| | | | | General instruction applies at<br>the following bridges:<br>Station Road, Kelvedon (Bridge 187) at 42m 22ch<br>Feering Road, (Bridge 189) at 43m 00ch |
| **KELVEDON** | 42 | 21 | | Up Platform - 249m (270yds)<br>Down Platform - 257m (277yds) |
| OHNS | 43 | 50 | | |

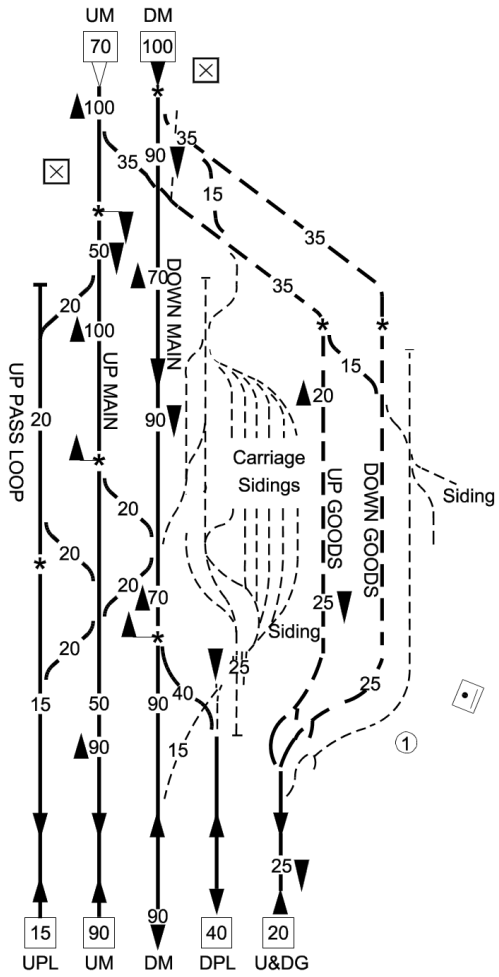
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 015 | Seven Kings to Ipswich | LTN1 SUD | Anglia | 02/01/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Church 1 LC (FPS) | 46 06 |  | GSM-R<br>TCB Liverpool St SDC (L)<br>RA8 Witham workstation<br>AC: Romford<br>UM - Up Main<br>DM - Down Main |
| **MARKS TEY** | 46 49 | | LOD (P) (Marks Tey/Kelvedon) at 46m 32ch<br>Up platform - 177m (191yds)<br>Down platform - 228m (246yds)<br>Sudbury platform - 50m (55yds) |
| Marks Tey Jn | 46 56 | | LOD(P) Down and Up Mains, Up Goods (Marks Tey/Colchester) at 46m 57ch |
| MPCO Zone Commencement DM | 46 75 | | MPCO (See General Instructions) |
| MPCO Zone Commencement DM | 47 59 | | UPL 468m (511yds)<br>Marks Tey Up Passenger Loop<br>PP-A (Class 5 empty coaching stock only), Down direction only<br>LOD(P) Down and Up Mains, Up Goods (Marks Tey/Colchester) at 47m 63ch |
| Church 2 LC (FPS) | 47 43 | | Colchester SB (CO)<br>Colchester workstation |
| Chitts Hill LC (CCTV) | 49 41 | | LOD(P) Down and Up Mains, Up Goods (Marks Tey/Colchester) at 49m 42ch |

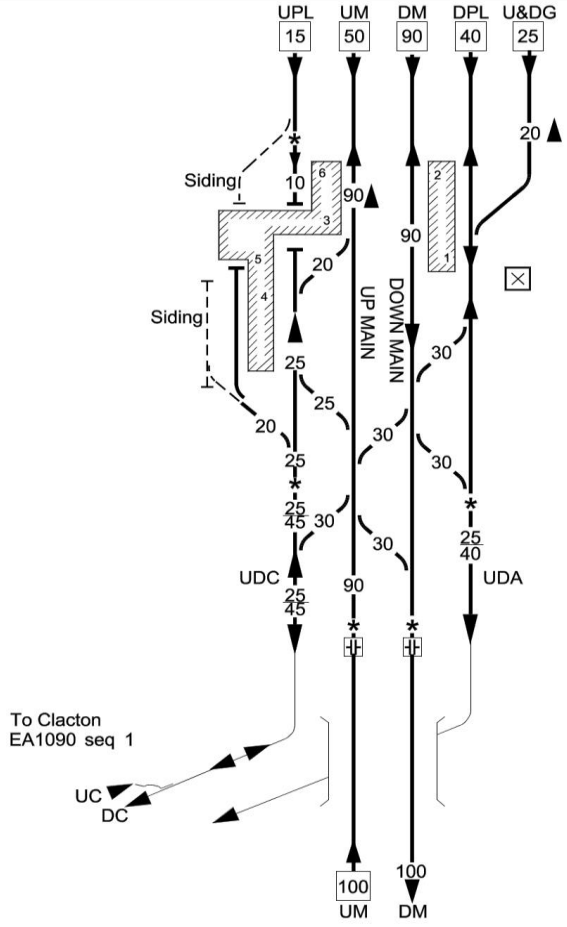
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 016 | Seven Kings to Ipswich | LTN1 | Anglia | 02/01/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Colchester (CO) SB | 50 60 *<br>50 72<br>50 78 *<br>51 00<br>51 16 *<br>51 22 *<br>51 26 *<br>51 32 *<br>51 37 |  | GSM-R<br>TCB Colchester SB (CO)<br>RA8 Colchester workstation<br>AC: Romford<br>UM - Up Main<br>DM - Down Main<br>LOD(P) Up and Down Mains, Up Goods (Marks Tey/Colchester) at 50m 40ch<br>LOD(P) Up and Down Mains, Up Goods (Marks Tey/Colchester) at 50m 73ch<br>UPL 384m (420yds)<br>(1) CW present on all lines |

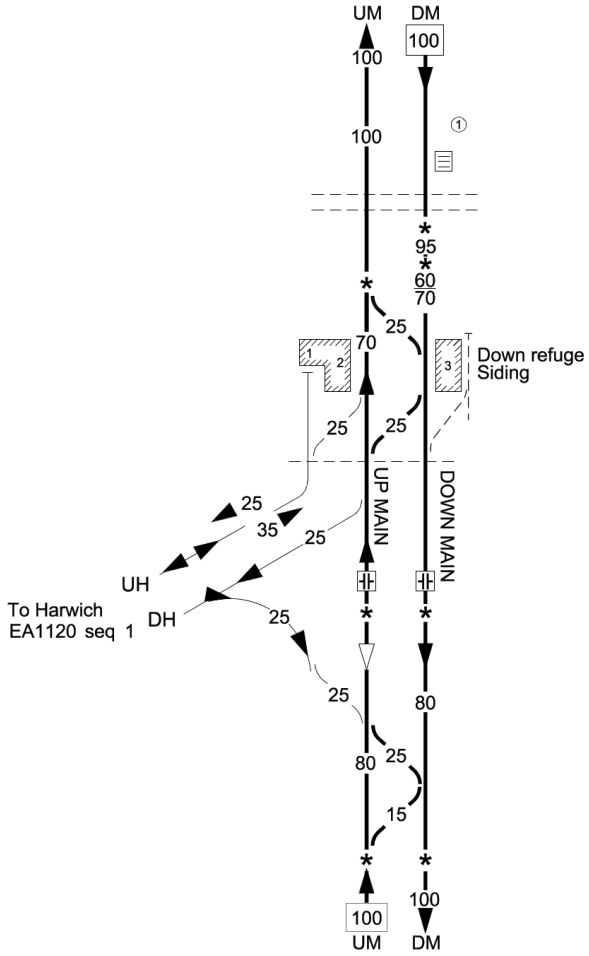
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 017 | Seven Kings to Ipswich | LTN1 COC | Anglia | 02/01/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 51 36 * |  | GSM-R<br>TCB Colchester SB (CO)<br>RA8 Colchester workstation<br>AC: Romford<br>UM - Up Main<br>DM - Down Main<br>UPL - Up Passenger Loop<br>DPL - Down Passenger Loop<br>U&DG - Up and Down Goods Loop<br>Platform 1 - 251m (272yds) PP-A<br>Platform 2 - 260m (281yds) PP-A<br>Platform 3 - 248m (268yds) PP-A<br>Platform 4 - 318m (344yds) PP-A<br>Platform 5 - 220m (238yds) PP<br>Platform 6 - 223m (241yds) PP<br>LOD(P) Up and Down Avoiding line / Down Clacton (Marks Tey/Colchester) at 51m 63ch |
| **COLCHESTER** | 51 52 | | |
| Colchester Jn | 51 65 | | |
| | 51 75 * | | |
| | 51 77 * | | UDC - Up and Down Clacton<br>UDA - Up and Down Avoiding |
| OHNS | 52 20 *<br>52 21 | | UC - Up Clacton<br>DC - Down Clacton |

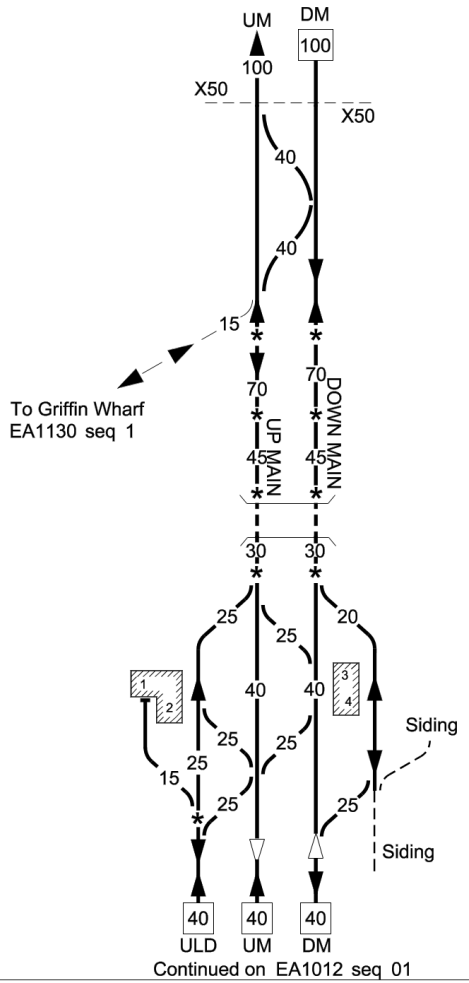
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 018 | Seven Kings to Ipswich | LTN1 MAH NTE | Anglia | 02/01/2024 |

| Location | Mileage M | Mileage Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| Ardleigh GSP | 56 | 00 | |  | GSM-R |
| Ardleigh LC (CCTV) | 56 | 04 | | | TCB Colchester SB (CO)<br>RA8 Colchester workstation<br>AC: Romford |
| Abbotts FP LC | 56 | 17 | | | UM - Up Main<br>DM - Down Main<br>UH - Up Harwich<br>DH - Down Harwich |
| | 57 | 46 | * | | ① S&C Removed & GSP signed Out of Use |
| | 58 | 74 | * | | General instruction applies at<br>Dedham Road (Bridge 223) at 58m 27ch |
| | 59 | 20 | * | | |
| **MANNINGTREE** | 59 | 35 | | | Platform 1 - 108m (117yds)<br>Platform 2 - 245m (265yds)<br>Platform 3 - 245m (265yds) |
| Manningtree South Jn. LC (CCTV) | 59 | 46 | | | General instruction applies at<br>Ipswich Road (Bridge 226) at 59m 42ch |
| OHNS | 59 | 47 | | | |
| | 59 | 60 | * | | |
| Manningtree North Jn | 59 | 69 | | | |
| | 60 | 30 | * | | |

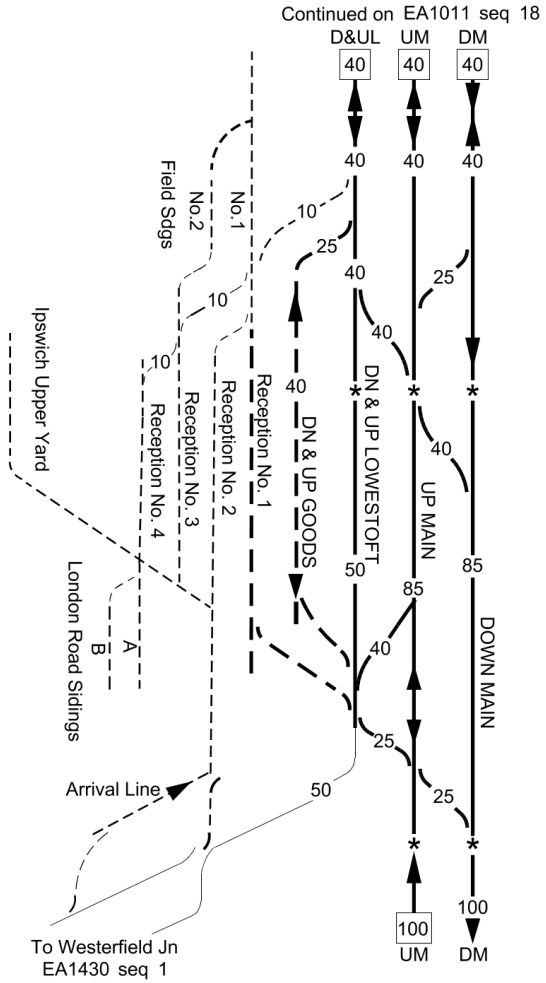
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1011 | 019 | Seven Kings to Ipswich | LTN1 GRW | Anglia | 02/01/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Bentley LC (AHBC-X) | 63 07 |  | GSM-R<br>TCB Colchester SB (CO)<br>RA8 Colchester workstation<br>AC: Romford<br>Colchester SB (CO)<br>Ipswich panel<br>UM - Up Main<br>DM - Down Main<br>ULD - Up Lowestoft Down |
| Halifax Jn | 67 67 | | |
| | 67 74 * | | |
| Ipswich Tunnel (361 yards) | 68 17 * | | |
| | 68 31 * to 68 47 | | FWS on both lines through tunnel<br>General instruction for broken rails applies at Ipswich tunnel |
| | 68 48 * | | |
| **IPSWICH** | 68 59 | | Platform 1 - 95m (103yds) PP<br>Platform 2 - 245m (265yds) PP<br>Platform 3 - 245m (265yds) PP<br>Platform 4 - 245m (265yds) PP |
| | 68 70 * | | |

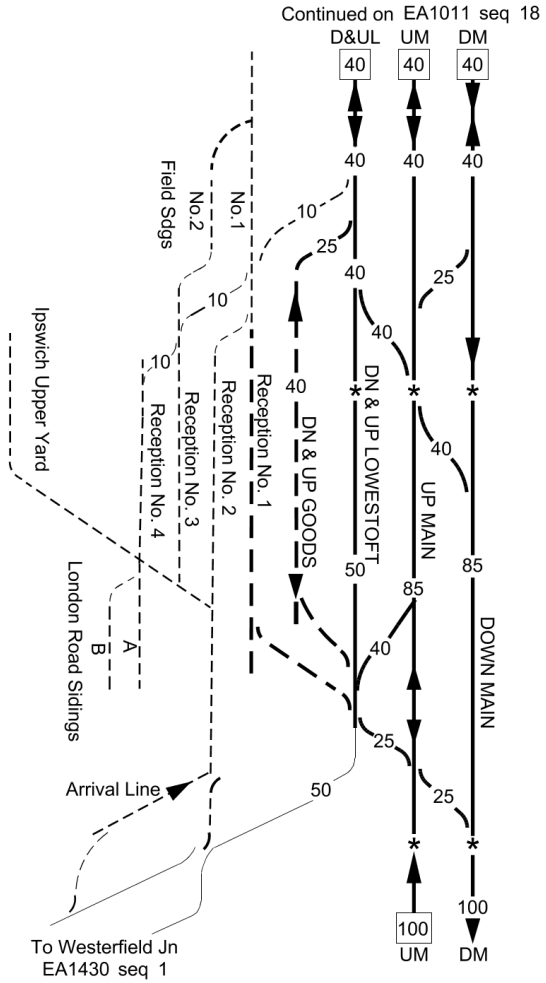
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1012 | 001 | Ipswich to Trowse Junction | LTN1 ESK | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Ipswich Goods Jn | 68 72 |  | GSM-R<br>TCB Colchester SB (CO)<br>RA8 Ipswich panel<br>AC: Romford<br>D & UL - Down & Up Lowestoft |
| Ipswich Upper Yard | 69 04 * | | |
| | 69 26 | | |
| East Suffolk Jn | 69 41 | | |
| | 69 60 * | | |

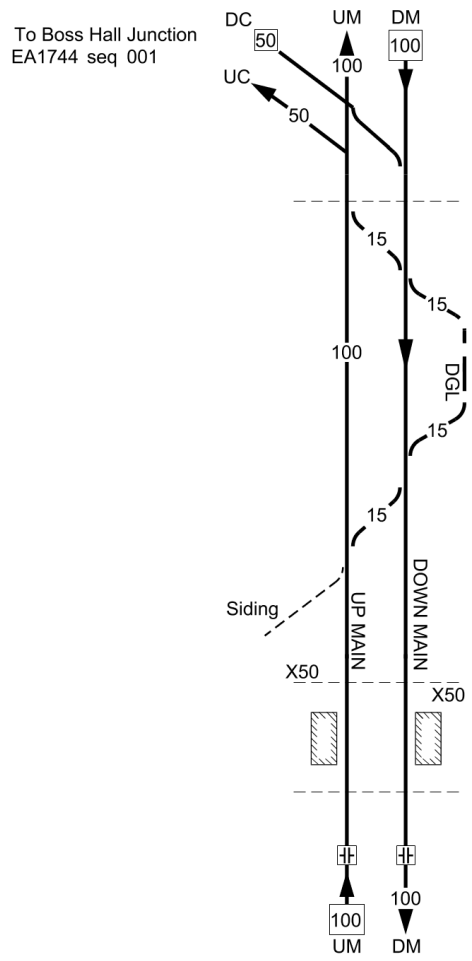
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1012 | 001 | Ipswich to Trowse Junction | LTN1 ESK | Anglia | 23/07/2022 |

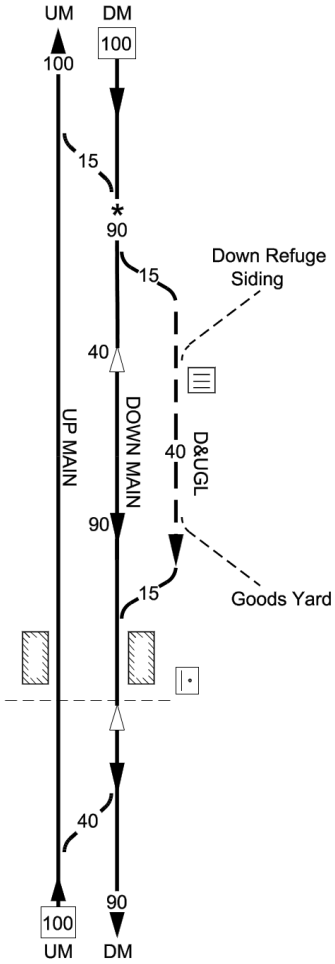
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Ipswich Goods Jn | 68 72 |  | GSM-R<br>TCB Colchester SB (CO)<br>RA8 Ipswich panel<br>AC: Romford<br>D & UL - Down & Up Lowestoft |
| Ipswich Upper Yard | 69 04 * | | |
| | 69 26 | | |
| East Suffolk Jn | 69 41 | | |
| | 69 60 * | | |

Anglia Route Sectional Appendix Module AR2

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

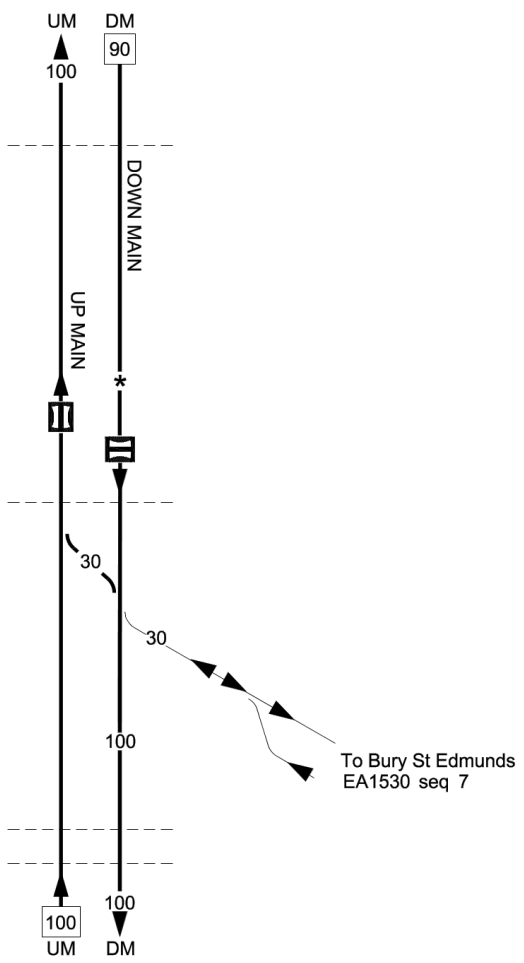
| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R |
| | | | | TCB Colchester SB (CO)<br>RA8 Ipswich panel<br>AC: Romford |
| | | | | General instruction applies at Ship Lane (Bridge 255) at 71m 17ch |
| Europa Jn |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

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1012 | 003 | Ipswich to Trowse Junction | LTN1 | Anglia | 03/02/2024 |

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

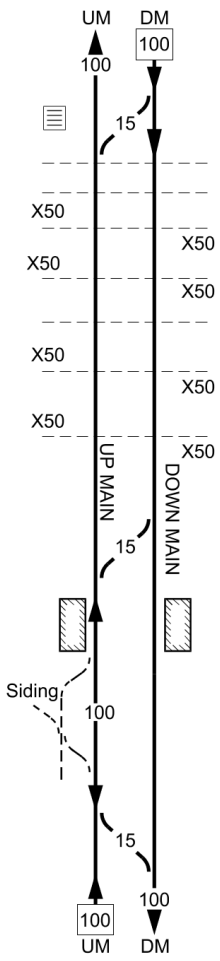
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1012 | 004 | Ipswich to Trowse Junction | LTN1 CCH | Anglia | 08/01/2024 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Colchester SB (CO)<br>RA8 Norwich panel<br>AC: Romford |
| Regent Street LC (CCTV) | 80 | 68 | | |
| | 81 | 52 * | | MPCO (See General Instructions) |
| MPCO Zone Commencement DM | 82 | 55 | | FWS (SATWS) provided from LTN1 Dn 82m 13ch & Up 83m 76ch and EA1530 (CCH) |
| MPCO Zone Commencement DM | 82 | 60 | | |
| Haughley LC (AHBC) | 82 | 70 | | |
| Haughley Jn | 82 | 79 | | Telephone to Colchester signal box provided at all two aspect distant signals between 82m 20ch and 90mp |
| Wassicks LC (AHBC-X) | 83 | 79 | | |
| Gooderhams LC (UWC) | 84 | 77 | T | |

Anglia Route Sectional Appendix Module AR2

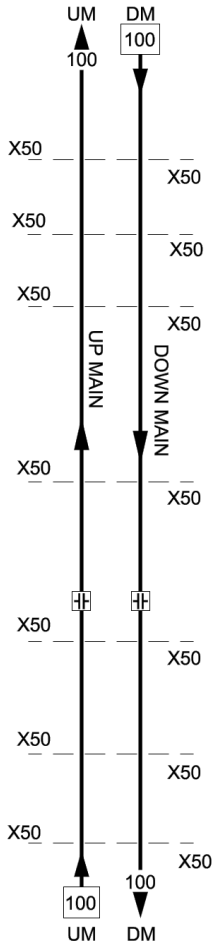
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1012 | 005 | Ipswich to Trowse Junction | LTN1 | Anglia | 23/07/2022 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Colchester SB (CO)<br>RA8 Norwich panel<br>AC: Romford |
| Cow Green GSP | 85 | 20 | | |
| Cow Creek LC | 85 | 24 | T | General instruction applies at<br>Thornham Road (Bridge 302) at 89m 31ch |
| Gislingham LC | 88 | 14 | T | |
| Cow Pasture Lane LC (FP-R/G) | 90 | 60 | | |
| Rectory Rd LC (AHBC-X) | 91 | 05 | | Telephone to Colchester signal box<br>at 92m 77ch (signal CO.424R) |
| Beecroft (Wright's) LC (UWC) | 91 | 16 | | General instruction applies at<br>the following bridges |
| Mellis LC (AHBC-X) | 91 | 34 | | Thrandeston Marsh (Bridge 307) at 93m 05ch |
| Palgrave LC (AHBC-X) | 94 | 04 | T | Sandy Lane (1) (Bridge 315) at 95m 30ch |
| **DISS** | 94 | 79 | | Up Platform - 250m (270yds)<br>Down Platform - 250m (270yds) |

Anglia Route Sectional Appendix Module AR2

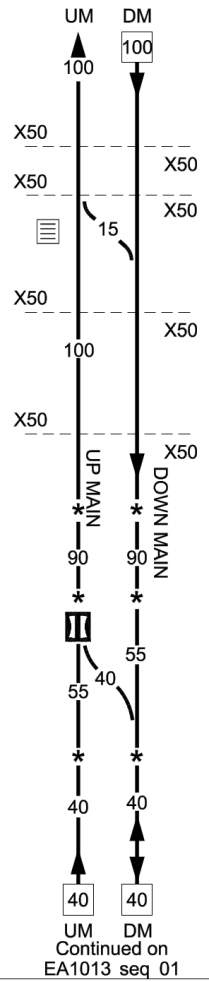
Audley End (Norfolk) LC (AHBC-X) 97 04

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1012 | 006 | Ipswich to Trowse Junction | LTN1 | Anglia | 20/02/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R  TCB Colchester SB (CO) RA8 Norwich panel AC: Romford |
| Audley End (Norfolk) LC (AHBC-X) | 97 04 | | |
| Stiffs FPS (R/G-X) | 97 20 | | |
| Burston LC (AHBC-X) | 97 47 | | |
| Gissing No 2 LC (AHBC-X) | 98 57 | | |
| OHNS | 98 76 | | |
| Hales Street LC (AHBC-X) | 100 26 | | |
| Tivetshall LC (AHBC-X) | 100 43 | | |
| Black Mill LC (UWC R/G) # | 101 01 | T | # R/G operated by VaMoS system |

Anglia Route Sectional Appendix Module AR2

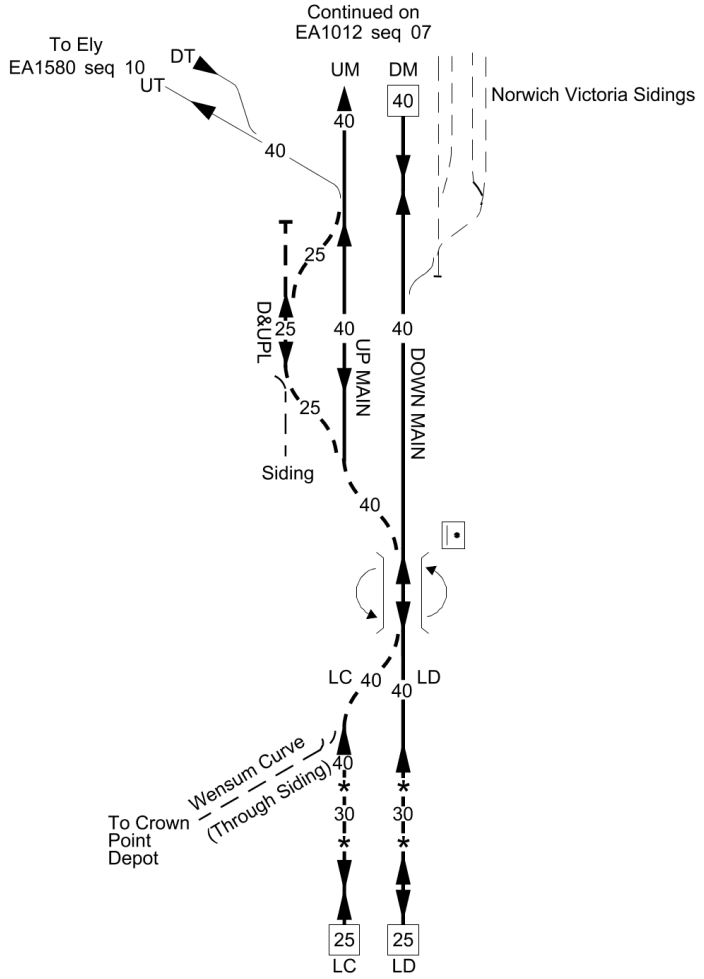
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1012 | 007 | Ipswich to Trowse Junction | LTN1 | Anglia | 23/03/2024 |

| Location | Mileage M | Mileage Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Colchester SB (CO)<br>RA8 Norwich panel<br>AC: Romford |
| Moulton LC (AHBC-X) | 101 | 51 | | | Telephones to Colchester signal box at 104m 41ch (signal CO448R) and at 105m 19ch (signal CO453R) |
| Hallowing FPS (R/G-X) | 102 | 02 | | | |
| Flordon GSP | 106 | 63 | | | General instruction applies at the following bridges:<br>Wash Lane (Bridge 327) at 102m 74ch |
| Newton Flotman LC (AHBC-X) | 108 | 19 | | | Station Road (Bridge 330) at 103m 78ch |
| | | | | | Tharston Mill (Bridge 333) at 105m 57ch |
| Swainsthorpe LC (AHBC-X) | 109 | 54 | | | Turners (Mulbarton Lane) (Bridge 342) at 108m 44ch<br>Brick Kiln Lane (Bridge 343) at 108m 71ch |
| | 111 | 36 | * | | Telephones to Colchester signal box at 110m 16ch (signal CO541R) and at 111m 07ch (signal CO460R) |
| | 112 | 63 | * | | |
| MPCO Zone Commencement UM | 112 | 66 | | | |
| Lakenham | 113 | 32 | | | General instruction applies at the following bridges:<br>Sandy Lane (2) (Bridge 349B) at 112m 70ch |
| | 113 | 62 | * | | Martineau Lane (Bridge 352) at 113m 35ch |
| | | | | | MPCO (See General Instructions) |

Continued on EA1013 seq 01

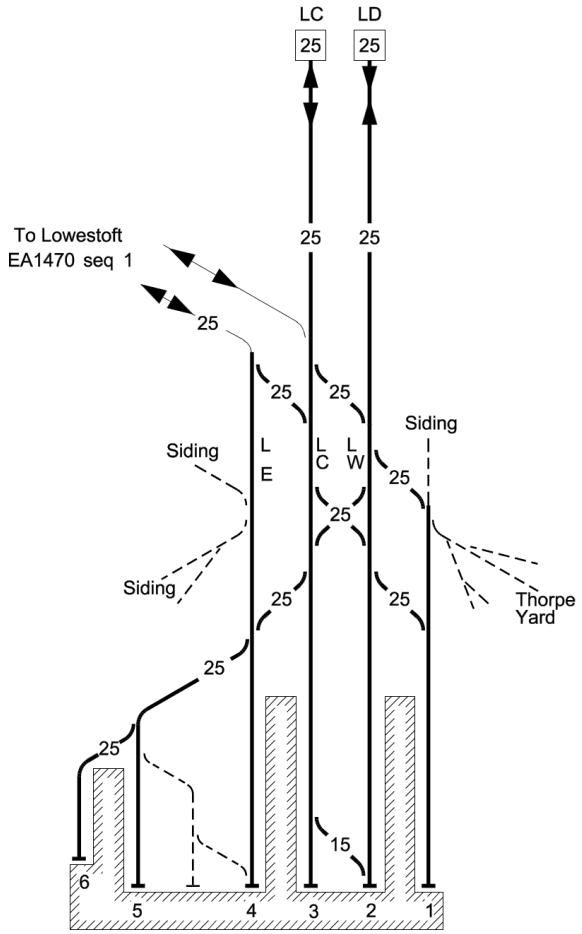
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1013 | 001 | Trowse Jn to Norwich | LTN1 LTN2 ETN NCW | Anglia | 23/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Colchester SB (CO)<br>RA8 Norwich panel<br>AC: Romford<br>UT - Up Thetford<br>DT - Down Thetford |
| Trowse Jn | 113 68 | | |
| Change of mileage | 123 00 | | |
| Trowse Swing Bridge SB (TB) | 123 37 | | Trowse Swing Bridge signal box controls Whitlingham Jn. and the line to Cromer / Sheringham. |
| Trowse Swing Bridge | 123 37 | | |
| | 123 47 * | | |
| | 123 56 * | | LC - Line C<br>LD - Line D |

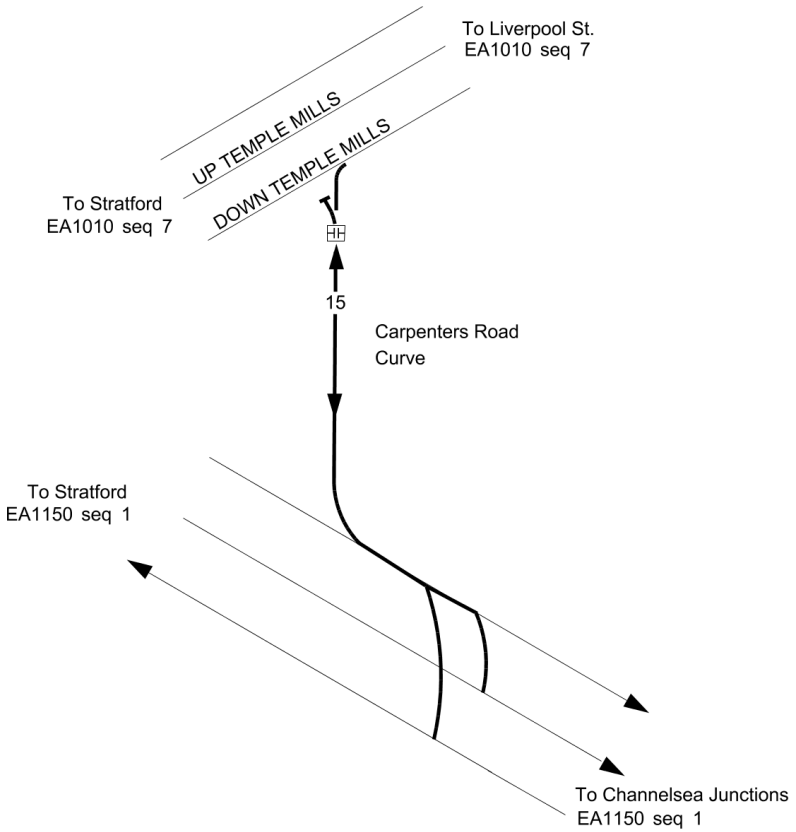
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1013 | 002 | Trowse Jn to Norwich | LTN2 NOL THG | Anglia | 04/11/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Thorpe Jn. | 123 60 |  | GSM-R<br>TCB Colchester SB (CO)<br>RA8 Norwich panel<br>AC: Romford<br>LC - Line C<br>LD - Line D<br>LE - Line E<br>LW - Line W |
| **NORWICH** | 124 09 | | Platform 1 - 298m (318yds) PP<br>Platform 2 - 296m (320yds) PP<br>Platform 3 - 250m (270yds) PP<br>Platform 4 - 255m (275yds) PP<br>Platform 5 - 198m (214yds) PP<br>Platform 6 - 132m (142yds) PP |

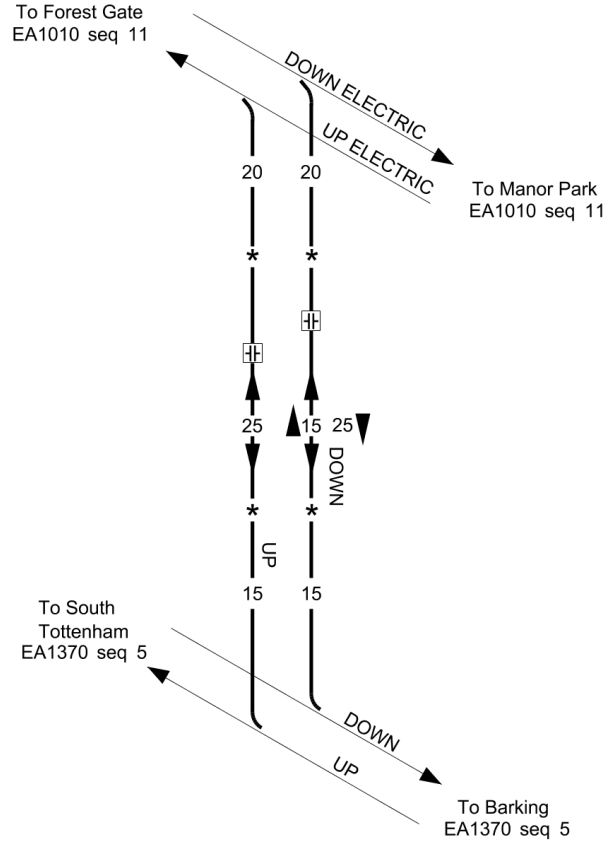
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1020 | 001 | Carpenters Rd South Jn to Carpenters Rd North Jn | CNS | Anglia | 08/05/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Carpenters Rd. South Jn | (3 54) |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br><br>Coaching stock (including multiple Units) must not exceed 10mph in down direction |
| | 1 12 | | |
| OHNS | 1 08 | | |
| Carpenters Rd North Jn | 0 70 | | |
| | (0 25) | | |
| | 0 25 | | |

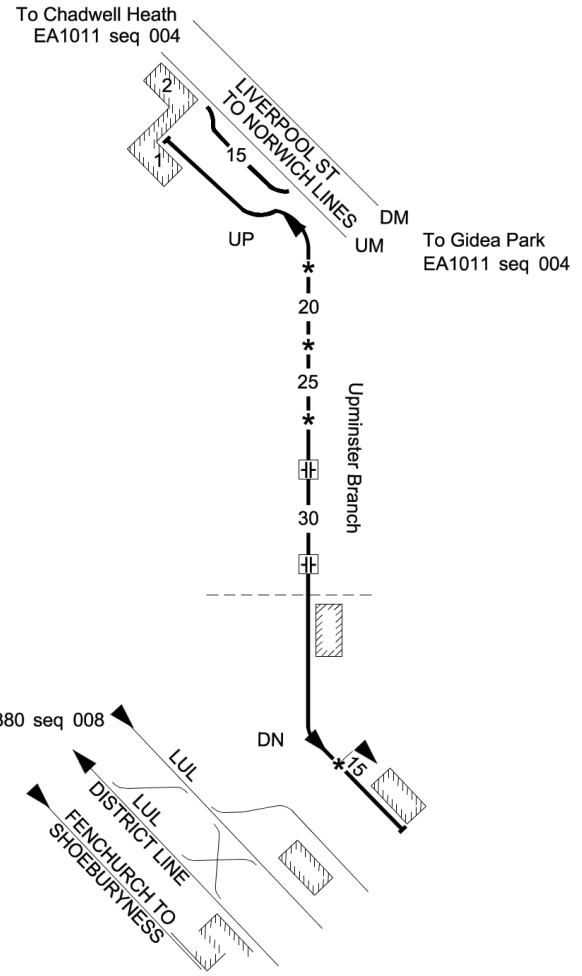
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1030 | 001 | Forest Gate Jn to Woodgrange Park Jn | FGW LTN1 TAH3 | Anglia | 30/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Forest Gate Jn | 0 00 |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford |
| | 0 03 * | | |
| OHNS | 0 12 | | |
| OHNS | 0 14 | | |
| | 0 20 * | | |
| Woodgrange Park Jn | 0 31 | | |
| | (11 79) | | |

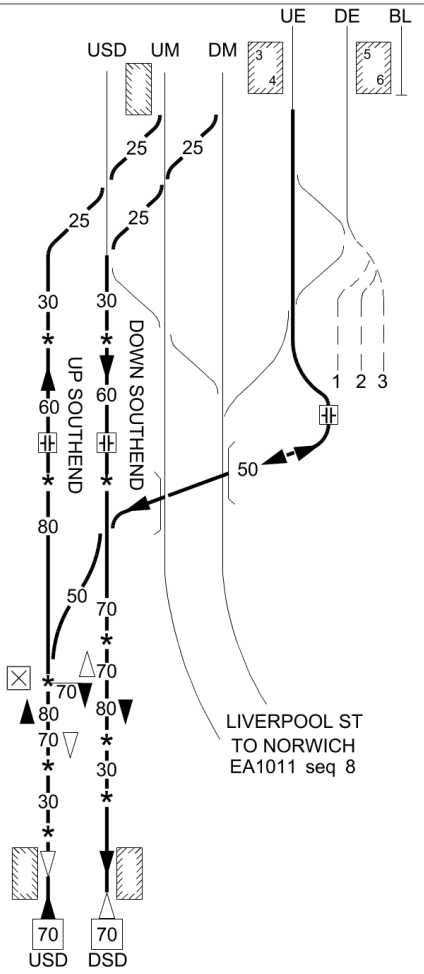
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1040 | 001 | Romford to Upminster | ROU LTN1 FSS2 | Anglia | 24/03/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>OTNS Liverpool St IECC (L)<br>RA8 Ilford workstation<br>AC: Romford |
| **ROMFORD** | 0 00 | | Platform 1 63m (69 yd) |
| | 0 13 * | | |
| | 0 18 * | | |
| | 0 35 * | | |
| OHNS | 0 42 | | |
| OHNS | 0 70 | | |
| Osbourne Road LC (FPS) | 1 19 | | |
| **EMERSON PARK** | 1 64 | | Platform 86m (94 yds) |
| | 3 25 * | | Platform 143m (156 yds) |
| **UPMINSTER** | 3 30 | | |

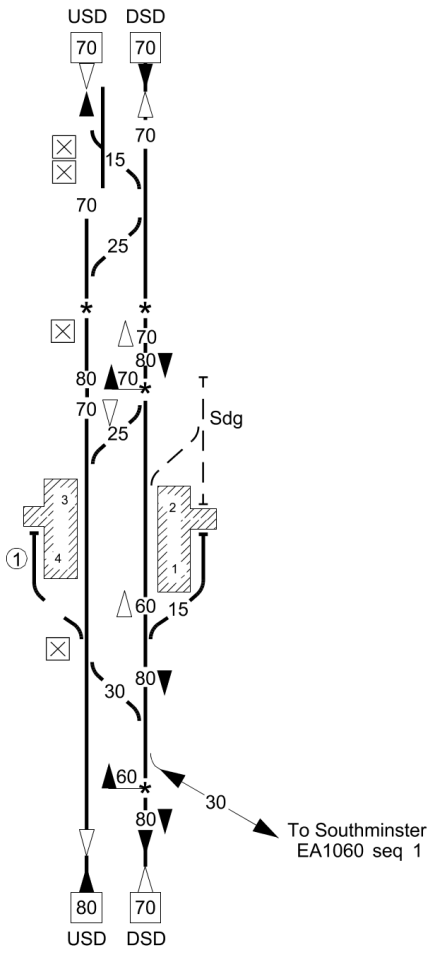
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1050 | 001 | Shenfield Jn to Southend Victoria | SSV LTN1 | Anglia | 27/08/2022 |

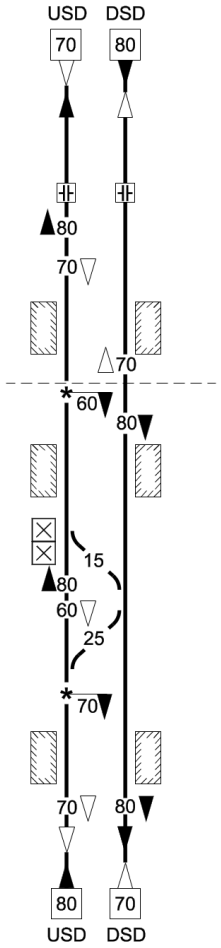
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **SHENFIELD** | 20 16 |  | GSM-R |
| Shenfield Jn | 20 22 | | TCB Liverpool St IECC (L)<br>RA7 Shenfield workstation<br>AC: Romford |
| | | | USD - Up Southend<br>DSD - Down Southend |
| | 20 32 * | | |
| OHNS | 20 65 | | |
| OHNS | 20 72 | | |
| | 21 10 * | | |
| Mountnessing Jn | 21 32 | | |
| | 21 35 * | | |
| | 21 40 * | | LOD(P) (Mountnessing Jn/Billericay) at 21m 40ch |
| | 23 75 * | | |
| | 24 00 * | | |
| | 24 10 * | | |
| | 24 13 * | | |
| **BILLERICAY** | 24 28 | | Up platform - 248m (269yd)<br>Down platform - 249m (270yd) |

Anglia Route Sectional Appendix Module AR2

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

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

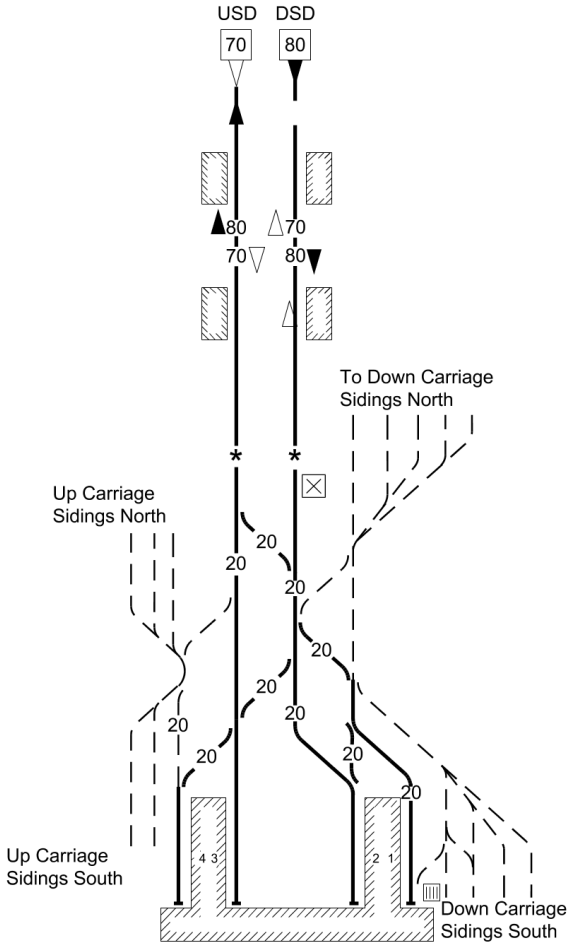
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1050 | 003 | Shenfield Jn to Southend Victoria | SSV | Anglia | 23/03/2024 |

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

Anglia Route Sectional Appendix Module AR2

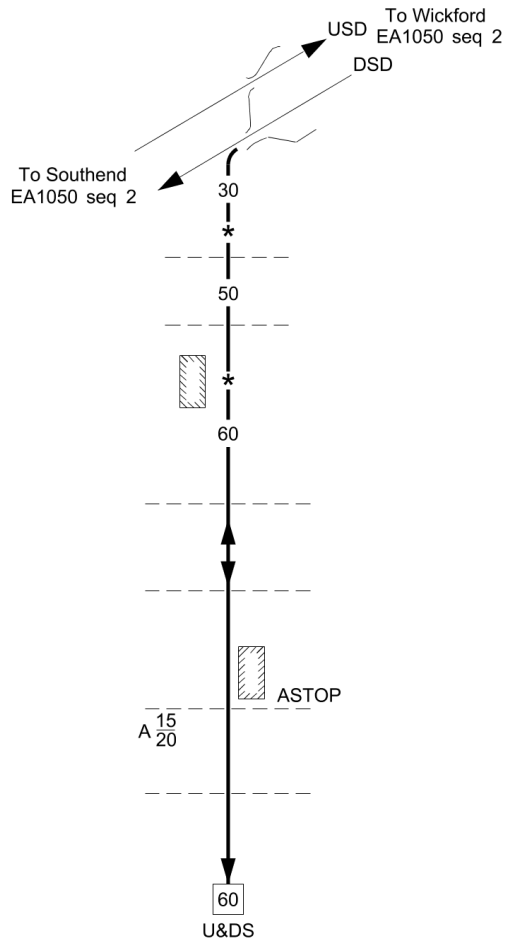
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1050 | 004 | Shenfield Jn to Southend Victoria | SSV | Anglia | 09/05/2021 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | | GSM-R<br>TCB Liverpool St IECC (L)<br>RA7 Shenfield workstation<br>AC: Romford |
| | | | | USD - Up Southend<br>DSD - Down Southend |
| **SOUTHEND AIRPORT** | 39 | 44 | | Up platform - 250m (273yd)<br>Down platform - 250m (273yd) |
| **PRITTLEWELL** | 40 | 67 | | Up platform - 248m (269yd)<br>Down platform - 249m (269yd) |
| | 41 | 11 * | | LOD (P)s (Hockley/Southend Vic.) at 41m 17ch |
| Southend GF | 41 | 41 | | Platform 1 - 247.7m (270.8yd) PP<br>Platform 2 - 254.8m (278.8yd) PP<br>Platform 3 - 254.8m (278.8yd) PP<br>Platform 4 - 249.5m (272.8yd) PP |
| **SOUTHEND VICTORIA** | 41 | 42 | | |



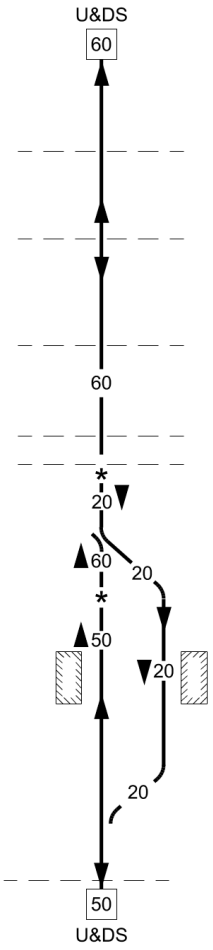
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1060 | 001 | Wickford Jn to Southminster | WIS SSV | Anglia | 27/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA7 Shenfield workstation<br>AC: Romford<br><br>USD - Up Southend<br>DSD - Down Southend |
| Wickford Jn | 29 13 | | |
| | 29 19 * | | |
| Beauchamps LC (FPK) | 30 29 | | |
| Battlesbridge LC (FPW) | 31 20 | | |
| **BATTLESBRIDGE** | 31 40 * | | Platform - 85m (92yd) |
| Tabrums Cross LC (UWC) | 33 38 | T | |
| Woodham Fenn LC (UWC) | 33 56 | T | |
| **SOUTH WOODHAM FERRERS** | 34 00 | | Platform - 264m (286yd) |
| Woodham Ferrers LC (ABCL) | 34 08 | | |
| Stowmaries No.1 LC (UWC) | 34 77 | T | |
| | | | U&DS - Up & Down Southminster |

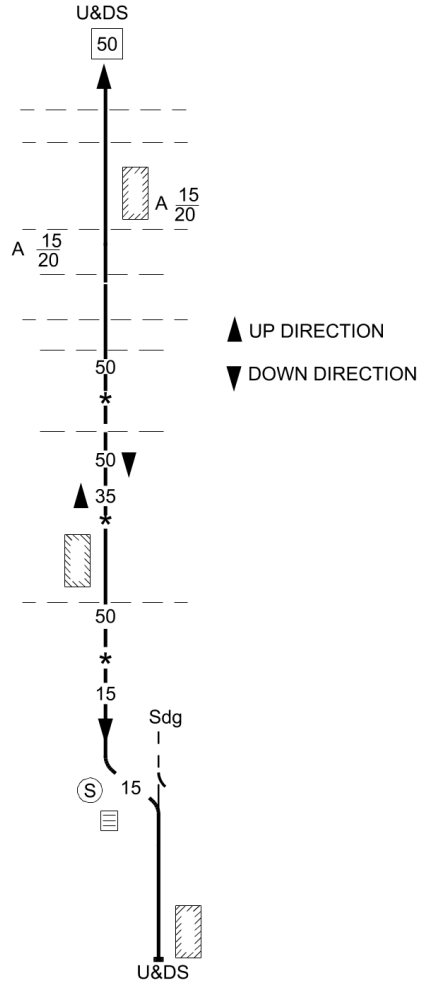
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1060 | 002 | Wickford Jn to Southminster | WIS | Anglia | 09/03/2021 |

| Location | Mileage M | Mileage Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA7 Shenfield workstation<br>AC: Romford |
| Hogwell LC (UWC R/G) | 35 | 32 | | T | |
| Little Hayes LC (UWC R/G) | 35 | 66 | | T | |
| Grooms Farm (UWC) | 36 | 33 | | | |
| Rookery No1 LC (UWC R/G) | 36 | 55 | | T | |
| Stevens LC (FPW) | 36 | 72 | | | |
| | 37 | 03 | * | | CL Down 38<br>CL Up 37 |
| | 37 | 20 | * | | Up platform - 165m (178yd) |
| **NORTH FAMBRIDGE** | 37 | 23 | | | OTNS<br>Down platform - 189m (206yd) |
| Big Hill LC (UWC - R/G) | 38 | 20 | | T | |

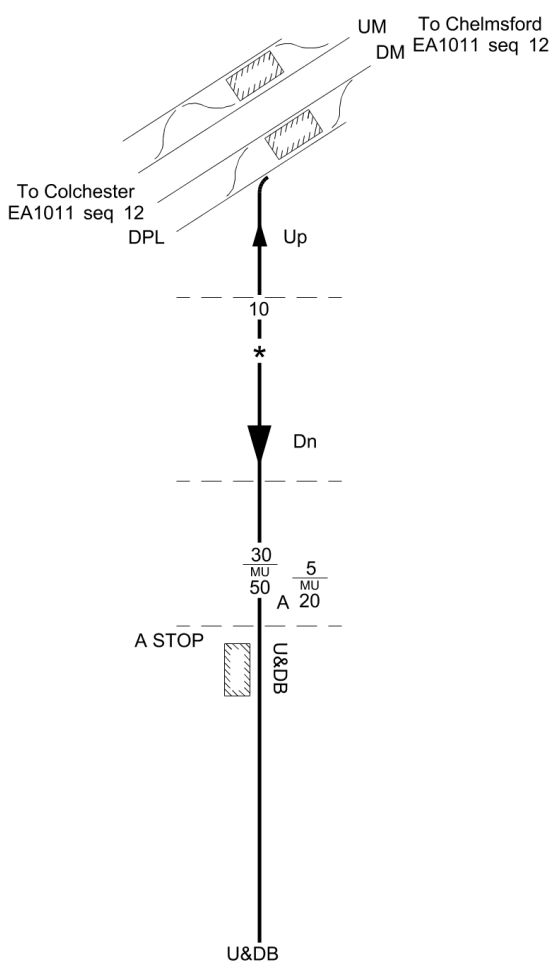
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1060 | 003 | Wickford Jn to Southminster | WIS | Anglia | 17/03/2022 |

| Location | Mileage M | Mileage Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>OTNS Liverpool St IECC (L)<br>RA7 Shenfield workstation<br>AC: Romford<br>U & DS - UP & DOWN SOUTHMINSTER |
| Standford's Farm (R/G) | 39 | 27 | T | | |
| Tyle Hall LC (R/G) | 39 | 58 | T | | |
| **ALTHORNE** | 40 | 27 | | | Platform - 162m (176yd) |
| Althorne LC (AOCL+B) | 40 | 31 | | | |
| Cliffords Farm LC (FPW) | 40 | 63 | | | |
| Stokes Hall LC (R/G) | 41 | 18 | T | | |
| Creaksea Place 1 LC (FPW) | 42 | 42 | | | |
| | 43 | 03 | * | | |
| Chestnut Close LC (FPG-R/G) | 43 | 03 | T | | Platform - 169m (183yd) |
| | 43 | 19 | * | | |
| **BURNHAM-ON-CROUCH** | 43 | 24 | | | |
| Newmans LC (R/G) | 44 | 25 | T | | |
| | 45 | 23 | * | | |
| Southminster GF | 45 | 30 | | | |
| **SOUTHMINSTER** | 45 | 42 | | | Platform - 171m (185yd) |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1070 | 001 | Witham Jn to Braintree | BRA LTN1 | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA6 Witham workstation<br>AC: Romford |
| Witham Jn | (38 55)<br>24 15 | | Note: Miles and chains are distances from Bishop's Stortford |
| Cut Throat Lane LC (R/G) | 24 05 | | U&DB - Up & Down Braintree<br>UM - Up Main<br>DM - Down Main<br>DPL - Down Passenger Loop |
| | 23 75 * | | |
| Essex Way LC (FP) | 21 49 | | |
| White Notley LC (ABCL) | 21 11 | | |
| **WHITE NOTLEY** | 21 10 | | Platform - 249m (272yds) |

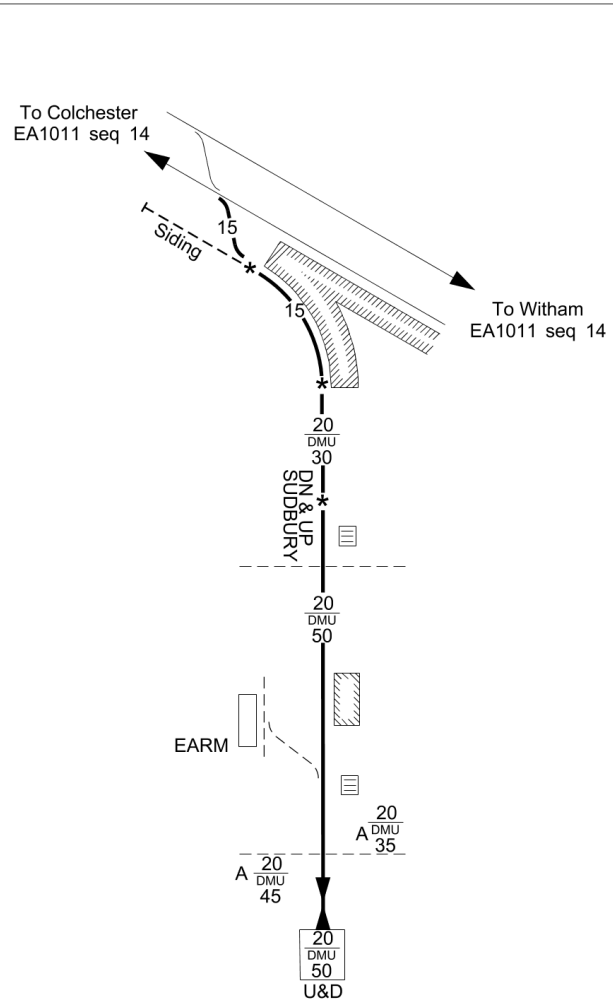
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1070 | 002 | Witham Jn to Braintree | BRA | Anglia | 31/03/2023 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | U&DB | GSM-R<br>TCB Liverpool St IECC (L)<br>RA6 Witham workstation<br>AC: Romford<br>U&DB - Up & Down Braintree |
| Craines No1 LC (FPS) | 20 | 12 | | |
| **CRESSING** | 20 | 00 | | Platform - 178m (192yds) |
| Cressing LC (ABCL) | 19 | 75 | A STOP<br>A 5 MU 20 | |
| Raffels LC (FPS) | 19 | 54 | | |
| Cousins No.2 LC (UWC R/G) | 19 | 18 | T | |
| Cousins No1 LC (FPS) | 19 | 07 | | |
| **BRAINTREE FREEPORT** | 18 | 54 | | Platform - 166m (181yds) |
| | 18 | 27 * | * 30 MU 35 | |
| | 18 | 12 * | * 15 | |
| **BRAINTREE** | 17 | 71 | | Platform - 247m (270yds) |

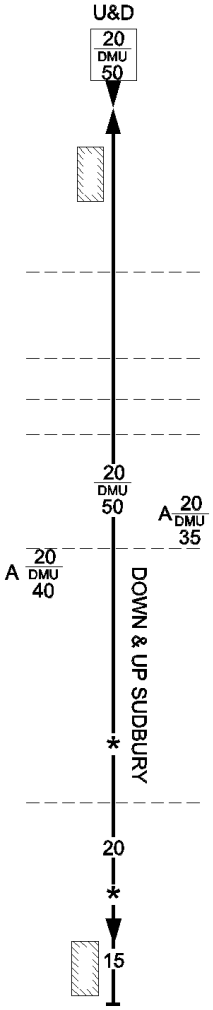
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1080 | 001 | Marks Tey Jn to Sudbury | SUD LTN1 | Anglia | 27/08/2022 |

| Location | Mileage M Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA6 Witham workstation |
| Marks Tey Jn Mainline points | 46 | 56 | | |
| Marks Tey Jn | 46 | 53 | | |
| | 46 | 57 * | | |
| **MARKS TEY** | 46 | 59 | | Platform - 50m (55yds) |
| | 46 | 62 * | | OTNS Marks Tey (L868 Signal at 46m 61ch) to Sudbury |
| | 46 | 66 * | | |
| Marks Tey GF | 47 | 43 | | |
| Church House Farm LC | 47 | 50 | T | |
| **CHAPPEL & WAKES COLNE** | 50 | 18 | | Platform - 107m (116yds) |
| | | | | EARM-East Anglia Railway Musuem |
| Museum GF | 50 | 26 | | |
| Mount Bures LC (ABCL) | 52 | 61 | | |

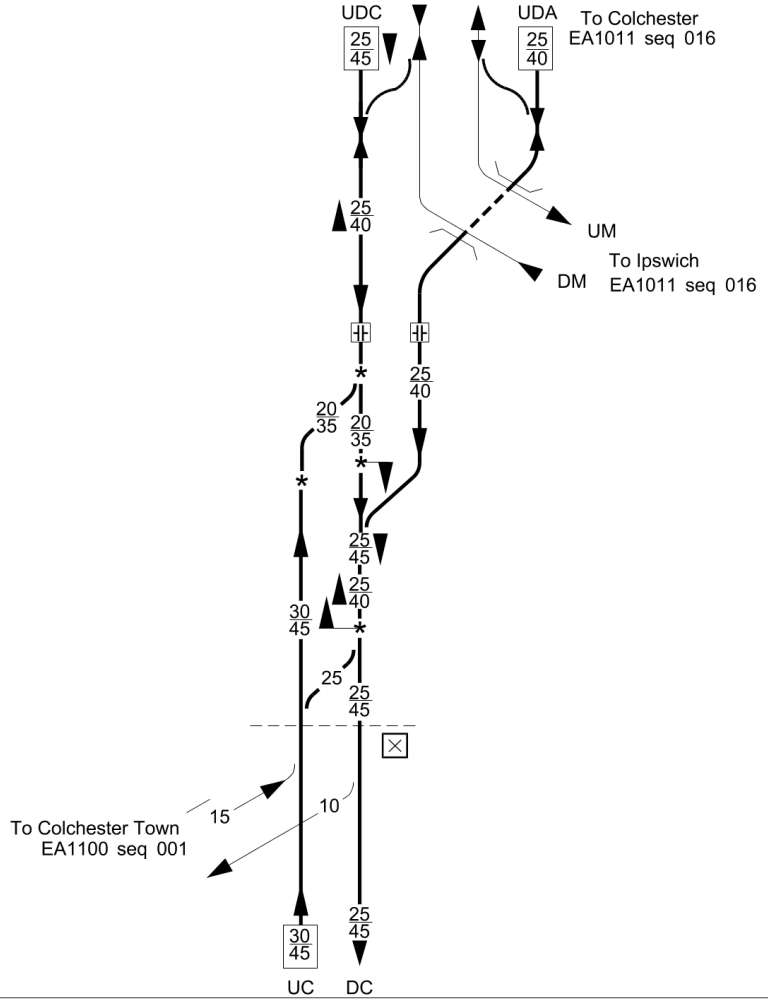
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1080 | 002 | Marks Tey Jn to Sudbury | SUD | Anglia | 06/06/2015 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | OTNS Liverpool St IECC (L)<br>RA6 Witham workstation<br>GSM-R |
| **BURES** | 53 45 | | Platform - 82m (89yds)<br>General instruction applies at<br>Colne Road (Bridge 891) at 53m 47ch |
| Lamarsh School Lane (UWC) | 54 77 | T | |
| Casefield LC (UWC) | 56 36 | T | |
| Sewage Works Lane LC (UWC) | 56 62 | T | |
| Shalfords LC (UWC) | 56 73 | T | |
| Cornard LC (ABCL) | 57 42 | | |
| | 58 22 * | | |
| Sudbury Ladysbridge LC (UWC) | 58 25 | T | |
| | 58 29 * | | |
| **SUDBURY** | 58 32 | | Platform - 52m (57yds) |

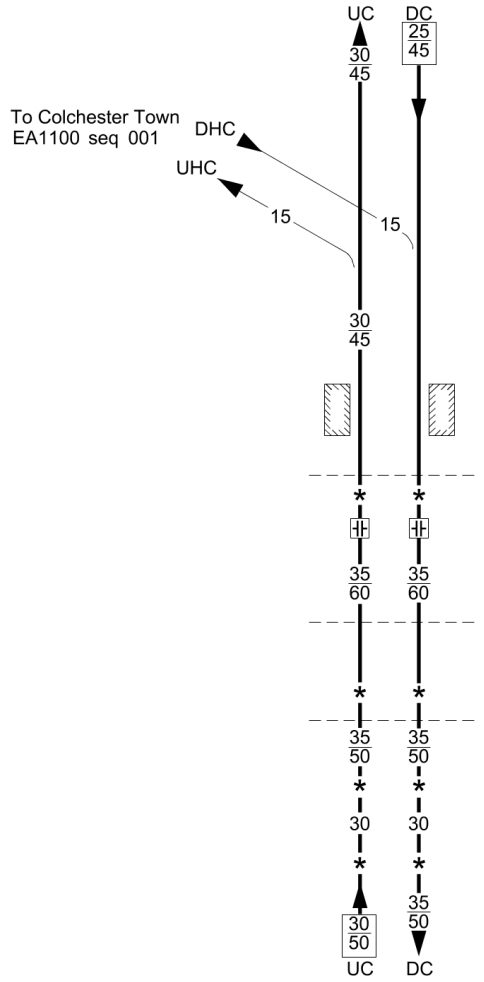
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1090 | 001 | Colchester Jn to Clacton | COC LTN1<br>STB CTH | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Colchester SB (CO)<br>RA7 Colchester workstation<br>AC: Romford<br><br>UDC - Up and Down Clacton<br>UDA - Up and Down Avoiding line<br>DC - Down Clacton<br>UC - Up Clacton<br>UM - Up Main<br>DM - Down Main |
| OHNS | 52 28 | | |
| | 52 33 * | | |
| | 52 56 *<br>52 61 * | | |
| Hunwick Jn | 52 65 | | Colchester SB (CO)<br>East Gate workstation |
| | 53 06 * | | |
| East Gate LC (CCTV) | 53 12 | | LOD(P) Down Clacton, Up and Down Avoiding line (East Gate/Colchester) at 53m 13ch |
| East Gate Jn | 53 14 | | |

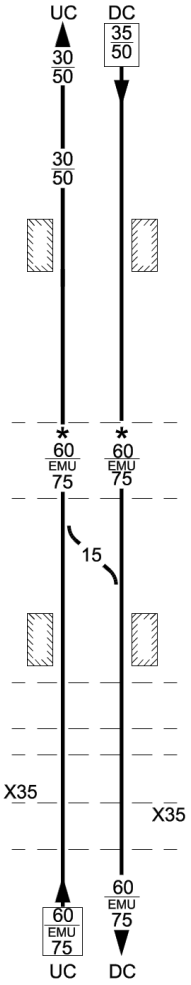
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1090 | 002 | Colchester Jn to Clacton | COC STB CTH | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Colchester SB (CO)<br>RA7 East Gate workstation<br>AC: Romford<br>UC - Up Clacton<br>DC - Down Clacton<br>UHC - Up Hythe Curve<br>DHC - Down Hythe Curve |
| Hythe Jn | 53 36 | | |
| **HYTHE** | 53 49 | | Up platform - 250m (273 yds)<br>Down platform - 272m (297 yds) |
| Hythe Station LC (CCTV) | 53 54 | | |
| | 53 55 * | | |
| OHNS | 54 15 | | |
| Wivenhoe Park LC (UWC) | 54 61 | T | |
| | 55 25 * | | |
| Spring Lane LC (FPS) | 55 34 | | |
| | 55 45 * | | |
| | 55 55 * | | |

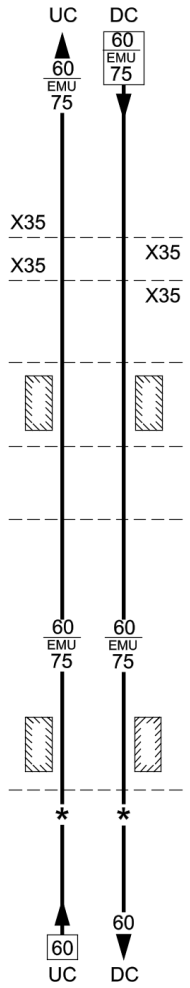
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1090 | 003 | Colchester Jn to Clacton | COC | Anglia | 12/11/2022 |

| Location | Mileage M | Mileage Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Colchester SB (CO)<br>RA7 East Gate workstation<br>AC: Romford<br>DC - Down Clacton<br>UC - Up Clacton |
| **WIVENHOE** | 56 | 00 | | | Up platform - 249m (272 yd)<br>Down platform - 248m (271 yd) |
| Paget LC (FPW) | 56 | 27 | | | |
| | 56 | 60 | * | | |
| Sand Pit LC (FPS) | 57 | 40 | | | |
| **ALRESFORD** | 57 | 63 | | | Up platform - 176m (192 yd)<br>Down platform -176m (192 yd) |
| Alresford LC (CCTV) | 57 | 68 | | | |
| Coach Road LC (CCTV) | 58 | 02 | | | |
| High Elm LC (FPS) | 58 | 32 | | | |
| Hockley LC (FP) (R/G-X) | 58 | 63 | | T | |
| Thorrington LC (CCTV) | 59 | 41 | | | Colchester SB (CO)<br>Thorpe le Soken workstation |

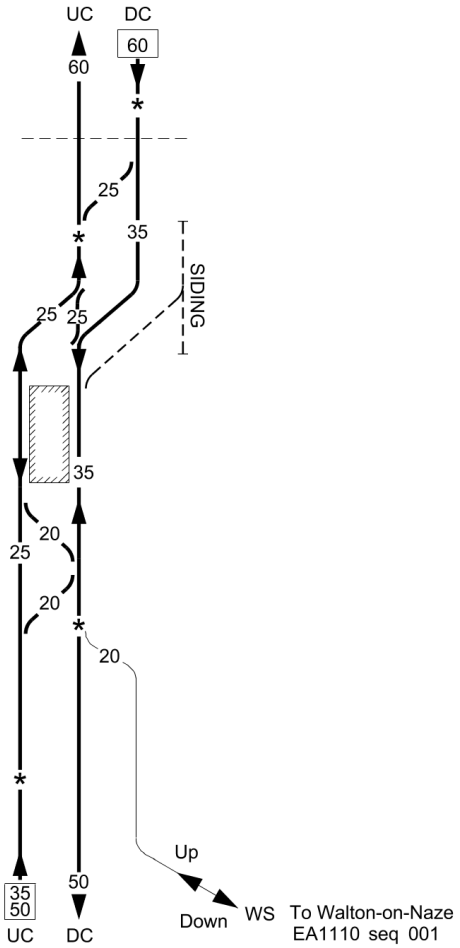
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1090 | 004 | Colchester Jn to Clacton | COC | Anglia | 02/04/2017 |

| Location | Mileage M | Mileage Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Colchester SB (CO)<br>RA7 Thorpe le Soken workstation<br>AC: Romford<br>DC - Down Clacton<br>UC - Up Clacton |
| Frating LC (AHBC-X) | 59 | 74 | | | |
| Frating Abbey<br>FP LC (R/G-X) | 60 | 18 | T | | |
| Great Bentley LC (CCTV) | 60 | 62 | | | |
| **GREAT BENTLEY** | 60 | 66 | | | Up platform - 176m (192 yd)<br>Down platform - 176m (192 yd) |
| Great Bently Station LC (FPS) | 60 | 75 | | | |
| Lords No 1 LC (FPS) | 61 | 07 | | | |
| **WEELEY** | 62 | 78 | | | Up platform - 175m (191 yd)<br>Down platform - 175m (191 yd) |
| Church lane LC (FPW) | 63 | 25 | | | |
| | 63 | 35 | * | | |

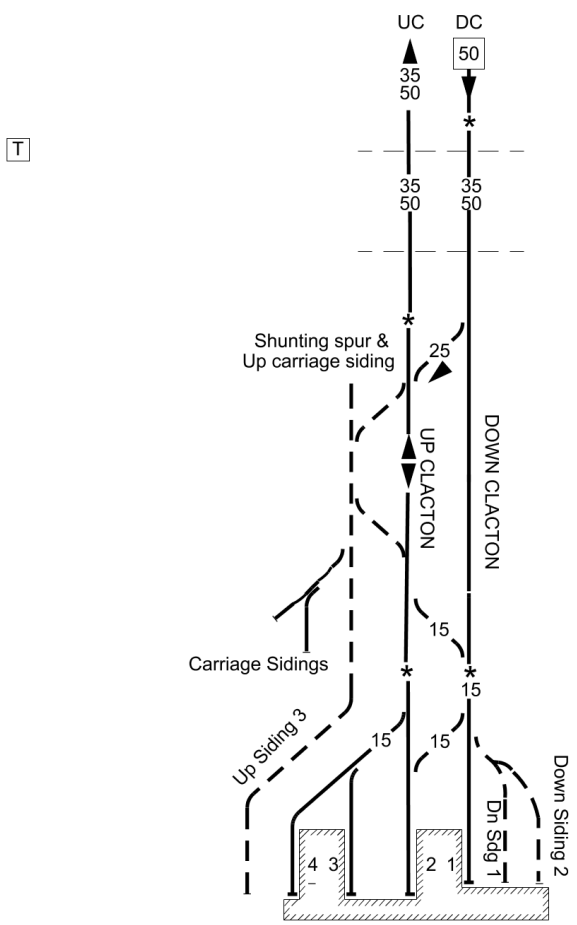
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1090 | 005 | Colchester Jn to Clacton | COC TWN | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Colchester SB (C<br>RA7 Thorpe le Soken workstation<br>AC: Romford<br>DC - Down Clacton<br>UC - Up Clacton |
| | 64 54 * | | |
| Church Path LC (FPS) | 64 55 | | |
| | 64 68 * | | |
| **THORPE-LE-SOKEN** | 65 07 | | Up Platform - 249m (272yd) PP<br>Down Platform - 248m (271yd) PP |
| Thorpe-le-Soken Jn | 65 19 * | | |
| | 65 24 * | | |
| | | | WS - Walton Single |

Anglia Route Sectional Appendix Module AR2

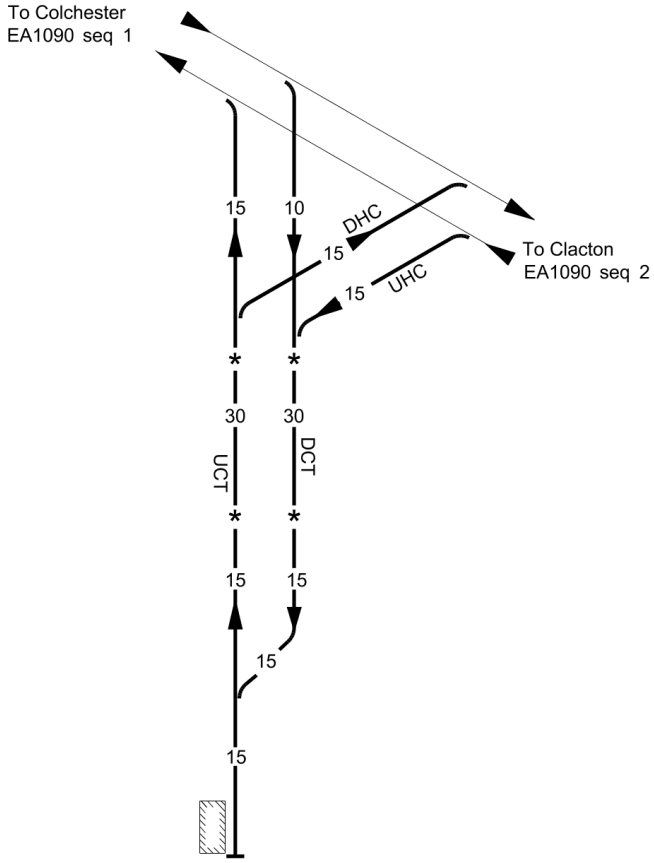
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1090 | 006 | Colchester Jn to Clacton | COC | Anglia | 12/06/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Colchester SB (CO)<br>RA7 Thorpe le Soken workstation<br>AC: Romford<br>DC - Down Clacton<br>UC - Up Clacton |
| | 67 22 * | | |
| Giles LC (UWC) | 67 45 T | | |
| Burrs Road LC (CCTV) | 68 04 | | |
| | 69 22 * | | |
| | 69 38 * | | |
| **CLACTON-ON-SEA** | 69 56 | | Platform 1 - 213m<br>Platform 2 - 259m PP<br>Platform 3 - 197m<br>Platform 4 - 245m PP |

Anglia Route Sectional Appendix Module AR2

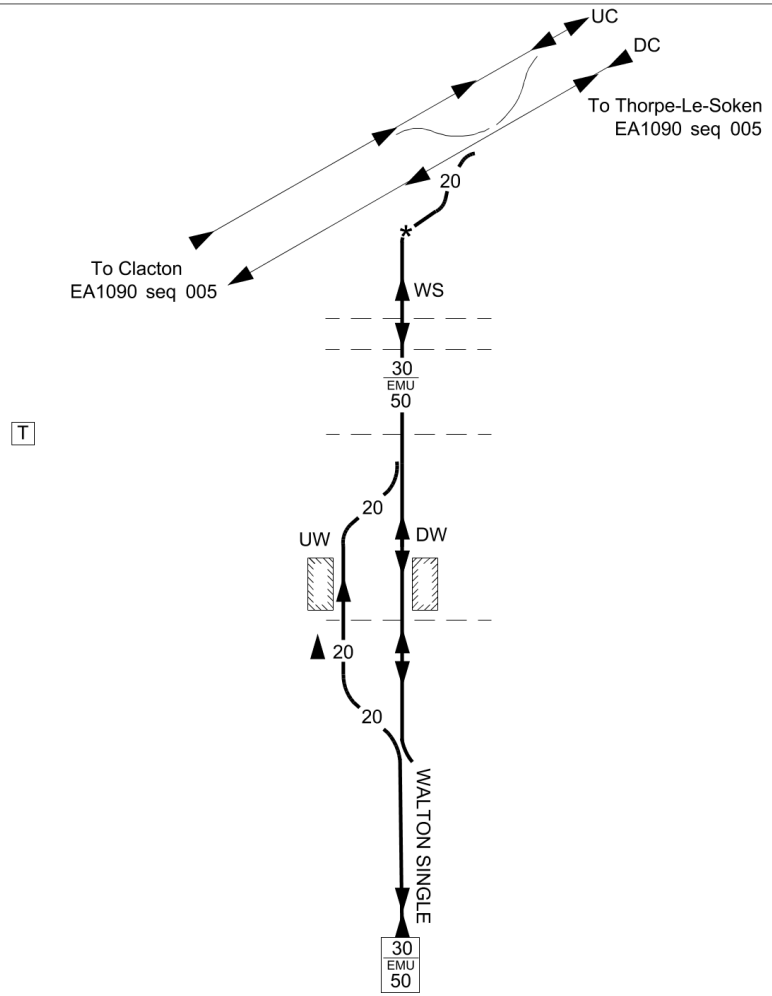
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1100 | 001 | East Gate Jn & Hythe Jn to Colchester Town | STB CTH COC | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| East Gate Jn | 53 14 | | GSM-R<br>TCB Colchester SB (CO)<br>RA7 East Gate workstation<br>AC: Romford<br><br>DHC - Down Hythe Curve<br>UHC - Up Hythe Curve<br>DCT - Down Colchester Town<br>UCT - Up Colchester Town |
| Hythe Jn | 0 22 | | |
| Colne Jn | 53 30 * / 0 00 * | | |
| | 53 59 * | | |
| | 53 63 | | |
| **COLCHESTER TOWN** | 53 76 | | Platform - 256m (280 yd) |

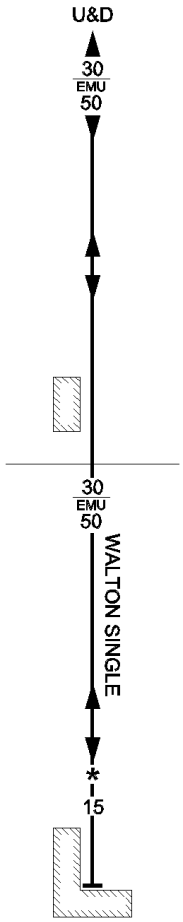


Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1110 | 001 | Thorpe-Le-Soken Jn to Walton-On-Naze | TWN COC | Anglia | 27/08/2022 |

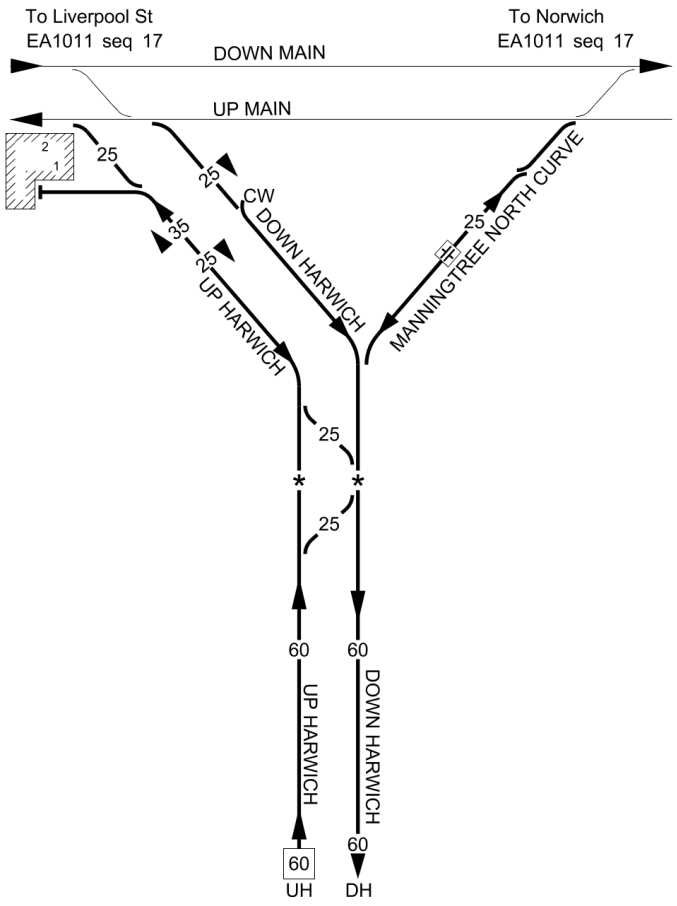
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Colchester SB (CO)<br>RA7 Thorpe le Soken workstation<br>AC: Romford |
| Thorpe-Le-Soken Jn | 65 19 | | UC - Up Clacton<br>DC - Down Clacton |
| | 65 20 * | | |
| | | | WS - Walton Single<br>DW - Down Walton<br>UW - Up Walton |
| Pork Lane LC (AHBC) | 66 65 | | |
| Bluehouse LC (FPS) | 66 78 | | |
| Nursery LC (UWC) | 67 32 | T | |
| **KIRBY CROSS** | 67 55 | | Platforms - 171m (187yrd)<br>(Down Platform Down direction - 167m (182yrd) due to Signal location on platform) |
| Kirby Cross Statin LC (FPW) | 67 56 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1110 | 002 | Thorpe-Le-Soken Jn to Walton-On-Naze | TWN | Anglia | 06/06/2015 |

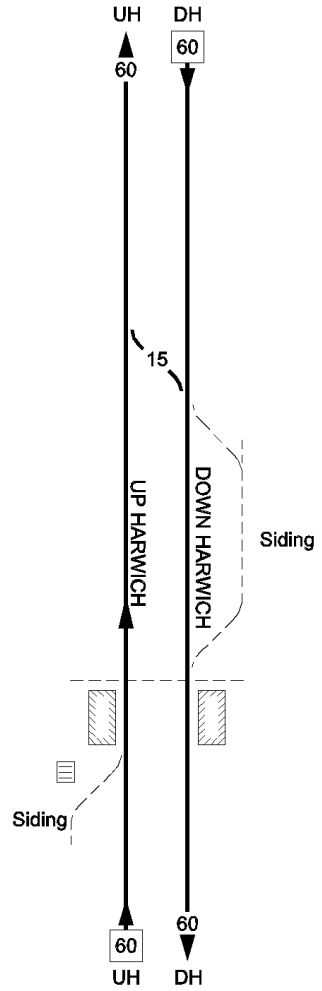
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Colchester SB (CO)<br>RA7 Thorpe le Soken workstation<br>AC: Romford |
| **FRINTON-ON-SEA** | 68 66 | | Platform - 178m (194 yd) |
| Frinton LC (CCTV) | 68 76 | | |
| | 70 05 * | | |
| **WALTON-ON-THE-NAZE** | 70 15 | | Platform - 177m (193yd) |

Anglia Route Sectional Appendix Module AR2

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

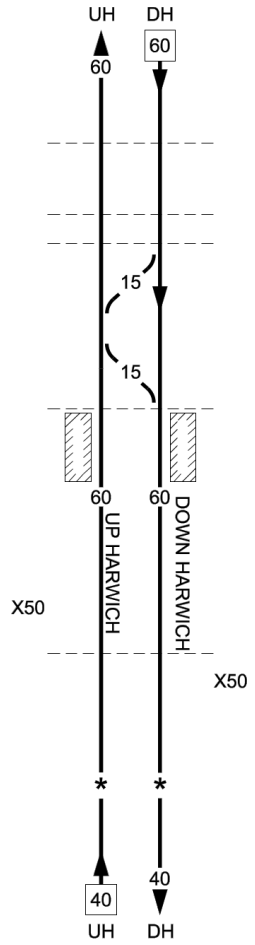
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Colchester SB (CO)<br>RA8 Colchester workstation<br>AC: Romford |
| | HL / MNC | | HL - Harwich Lines<br>MNC - Manningtree North Curve |
| Manningtree North Jn | MNC 0 00 |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

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1120 | 002 | Manningtree to Harwich Town | MAH | Anglia | 06/06/2015 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Colchester SB (CO)<br>RA8 Colchester workstation<br>AC: Romford<br><br>DH - Down Harwich<br>UH - Up Harwich |
| Mistley Footpath LC (R/G) | 61 10 | | |
| **MISTLEY** | 61 14 | | Up Platform - 91m (99 yd)<br>Down Platform - 89m (97 yd) |
| Mistley Up Sidings G/F | 61 19 | | |

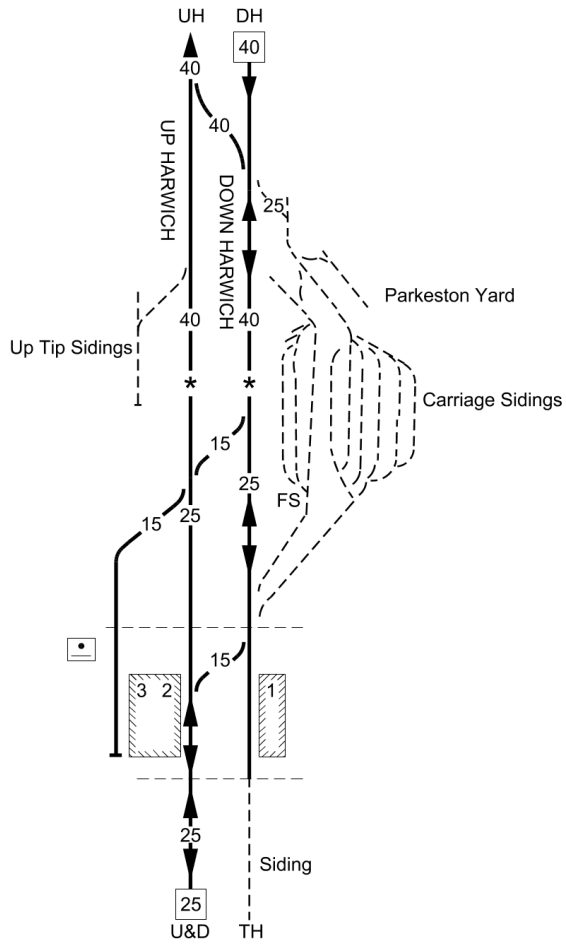
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1120 | 003 | Manningtree to Harwich Town | MAH | Anglia | 14/03/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Parkeston SB (P)<br>RA8 AC: Romford<br><br>DH - Down Harwich<br>UH - Up Harwich |
| Bradfield LC (UWC) (R/G) | 62 37 | | |
| Jaques Hall LC (UWC) | 63 31 | T | |
| Wheatsheaf LC (FPO) | 64 50 | | |
| Wrabness Footpath LC (R/G) | 65 04 | | |
| **WRABNESS** | 65 06 | | Down Platform - 83m (90 yd)<br>Up Platform - 85m (93 yd) |
| Copperas Wood LC (UWC) (R/G) | 66 49 | T | |
| | 67 33 * | | |

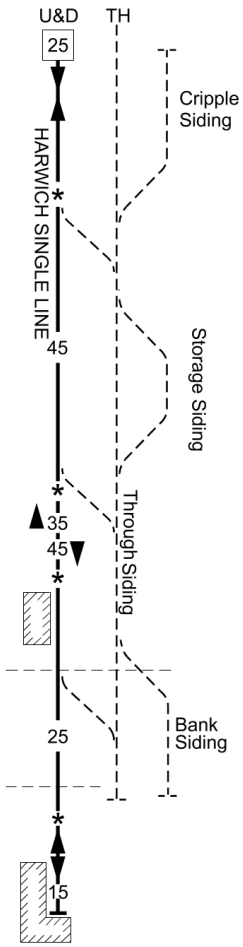
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1120 | 004 | Manningtree to Harwich Town | MAH | Anglia | 16/01/2022 |

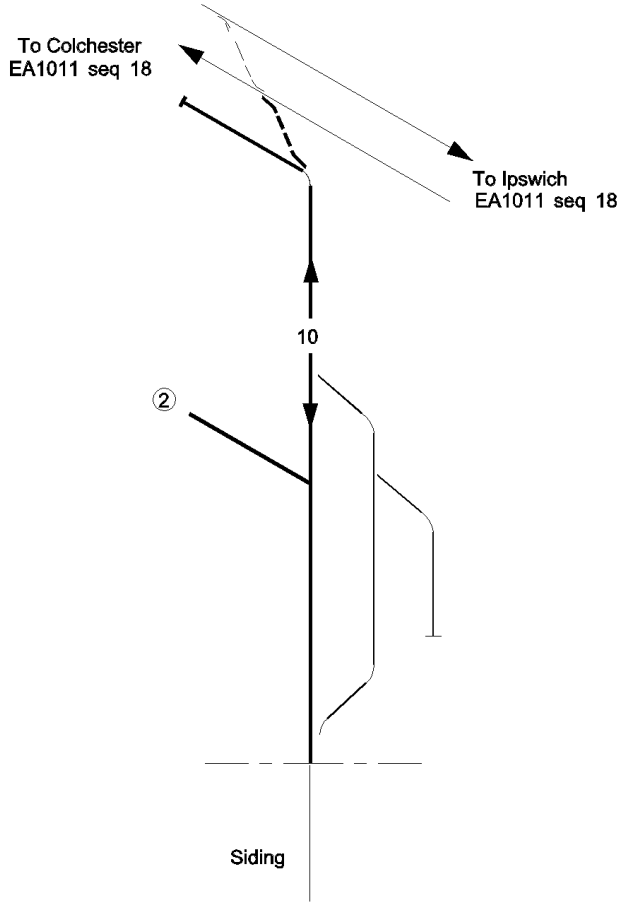
| Location | Mileage M | Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| Parkeston Goods Jn | 68 | 02 | |  | GSM-R<br>TCB Parkeston SB (P)<br>RA8 AC: Romford<br>DH - Down Harwich<br>UH - Up Harwich |
| Parkeston Yard | 68 | 51 | * | | FS - Freight Siding |
| Parkeston West (MCB) LC | 68 | 61 | | | |
| Parkeston SB (P) | 68 | 62 | | | |
| **HARWICH INTERNATIONAL PORT** | 68 | 72 | | | Platform 1 - 262m (286 yds)<br>Platform 2 - 264m (289 yds)<br>Platform 3 - 259m (283 yds) PP<br>PP-C Down direction only (Plat 2) |
| Parkeston East LC (CCTV) | 68 | 79 | | | TH - Through Siding |

Anglia Route Sectional Appendix Module AR2

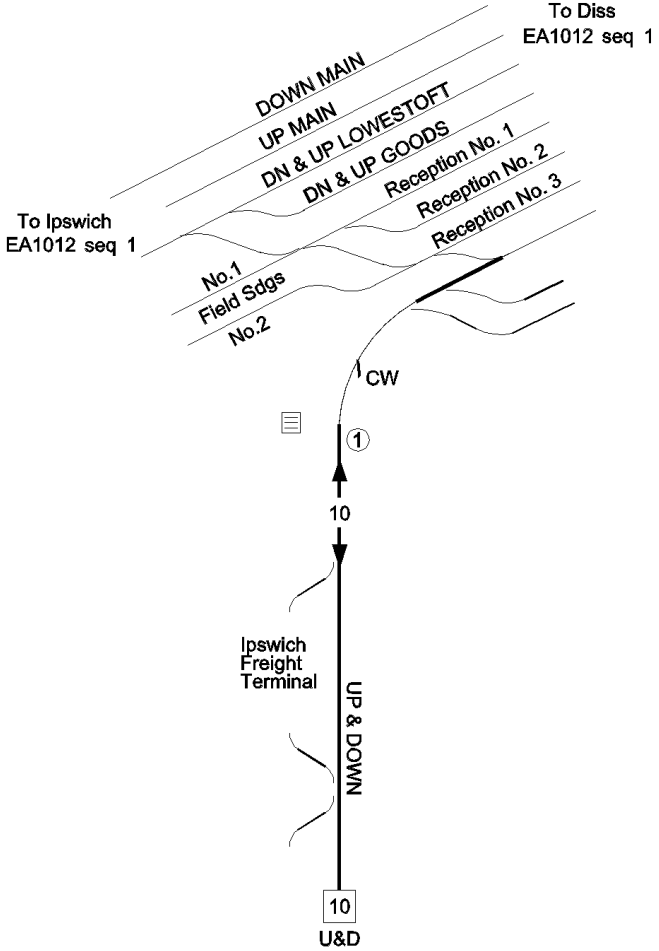
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1120 | 005 | Manningtree to Harwich Town | MAH | Anglia | 10/11/2020 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Parkeston SB (P)<br>RA8 AC: Romford |
| | | | TH - Through Siding |
| | | | TCB Applies on Harwich single line |
| | 69 15 * | | |
| | | | Length between P248 & P259 GPL on Through Siding is 69.7ch (1533.4 Yds) |
| | 69 54 * | | |
| | 70 02 * | | |
| **DOVERCOURT** | 70 19 | | Platform - 167m (180 yds) |
| Alexandra Road LC (CCTV) | 70 37 | | |
| Maria Street LC (FPW) | 70 47 | | |
| | 70 49 * | | |
| **HARWICH TOWN** | 70 61 | | Platform - 169m (183 yds) |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1130 | 001 | Griffin Wharf Branch | GRW | Anglia | 19/01/2013 |

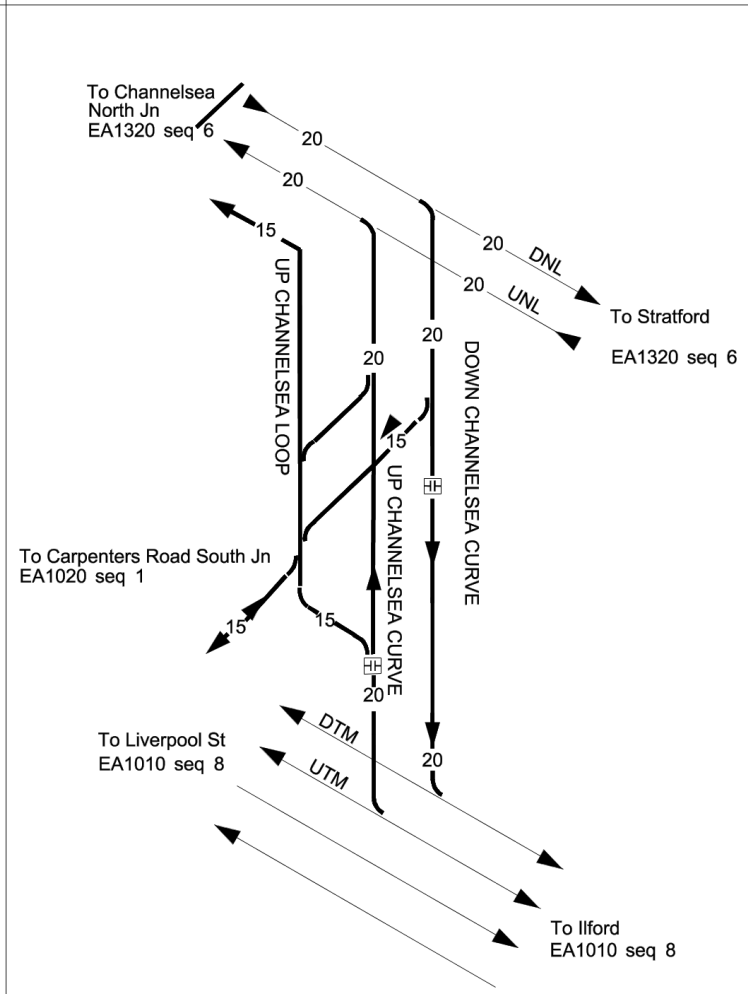
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Halifax Jn | ( 67 72 )<br>0 00 |  | GSM-R<br>OTS ① Colchester SB (CO)<br>RA8 AC: Romford<br><br>TPWS at Halifax Jn only<br>AWS not provided<br><br>① The Signaller at Parkeston is authorised to receive and deliver the train staff |
| West Bank Terminal ② | 0 38 | | |
| Griffin Wharf Boundary | 0 47 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1140 | 001 | Ipswich Docks Branch | IPD | Anglia | 02/02/2013 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Ipswich Goods Jn | 68 72 |  | RA1 |
| | 0 56 | | TPWS is not provided on this route |
| Network Rail Boundary | | | Down: End of GSM-R area at 0m 56ch<br>Up: Start of GSM-R area at 0m 56ch<br>CW - Catch point worked from Ranelagh Rd GF<br>① Branch Permanently out of use from 0m 56ch<br>The area within the Ipswich Freight Terminal is not part of the Network Rail Infrastructure. |

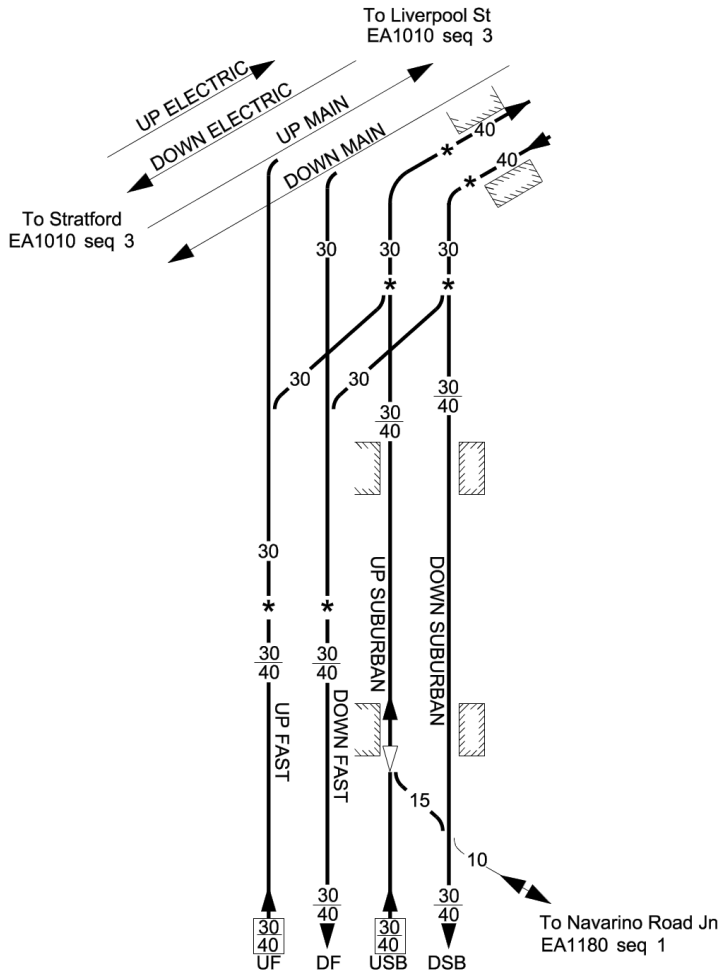
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1150 | 001 | Channelsea South Jn to Stratford Central Jn West | CST LTN1 DWW2 | Anglia | 09/09/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Channelsea South Jn | 0 29 |  | GSM-R<br>TCB Upminster SCC (NL)<br>RA8 NLL Eastern Workstation<br>AC: Romford |
| | 0 29 * | | DNL - Down North London Line<br>UNL - Up North London Line |
| Carpenters Rd North Jn | 0 25 | | |
| | 0 22 | | Channel change |
| OHNS | 0 18 | | |
| | | | Liverpool St IECC (L) |
| OHNS | 0 05 | | |
| Stratford Central Jn West | 0 00 | | DTM - Down Temple Mills<br>UTM - Up Temple Mills |

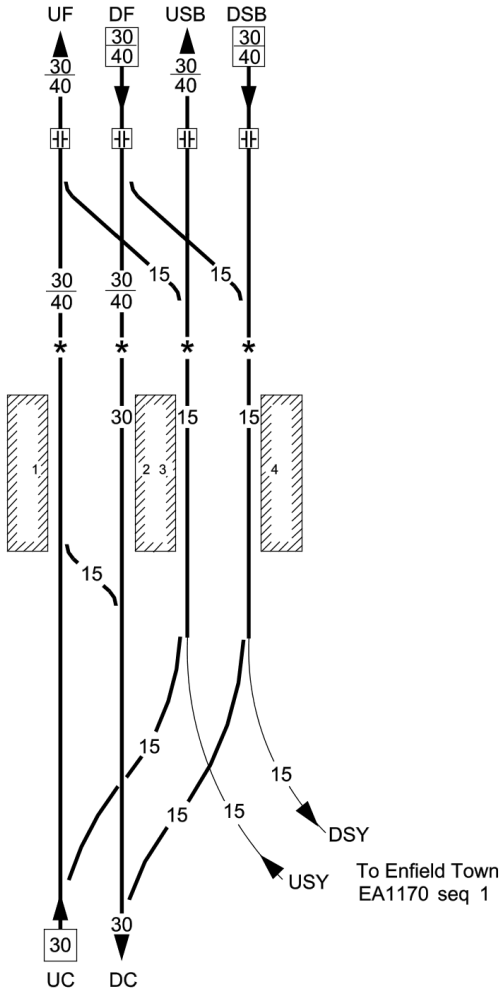
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1160 | 001 | Bethnal Green East Jn to Bishops Stortford | BGK LTN1 GRE | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **BETHNAL GREEN** | 1 10 |  | TCB Liverpool St IECC (L)<br>RA4 AC: Romford<br>GSM-R |
| Bethnal Green East Jn | 1 14 | | |
| | 1 16 * | | General instruction applies at the following bridges: |
| | | | Collingwood Street (Bridge 26) at 1m 17ch |
| | | | Witan Street (Bridge 1339) at 1m 27ch |
| | 1 30 * | | Birbeck Street (Bridge 1340) at 1m 29ch |
| Bethnal Green North Jn | | | West Street (Bridge 1345) at 1m 59ch |
| | | | Hare Row (Bridge 1349) at 1m 70ch |
| **CAMBRIDGE HEATH** | 1 61 | | Up Platform - 185m (200yds)<br>Down Platform - 189m (204yds) |
| | 1 72 * | | General instruction applies at the following bridges:<br>Beck Road (Bridge 1352) at 2m 10ch |
| | | | Helmsley Place (Bridges 1357) at 2m 24ch |
| **LONDON FIELDS** | 2 35 | | Up Platform - 196m (212yd)<br>Down Platform - 197m (213yd) |
| | | | Instructions in Section 1 applies at |
| Reading Lane Jn | 2 55 | | Reading Lane (Bridge 1365) at 2m 52ch |

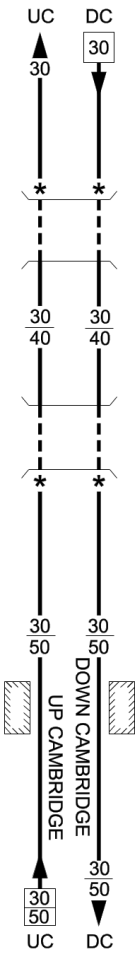
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1160 | 002 | Bethnal Green East Jn to Bishops Stortford | BGK | Anglia | 02/04/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA4 AC: Romford |
| OHNS | 2 65 | | UF - Up Fast<br>DF - Down Fast<br>USB - Up Suburban<br>DSB - Down Suburban |
| Hackney Downs South Jn | | | |
| | 2 72 * | | |
| **HACKNEY DOWNS** | 2 78 | | Up Platform 1 - 214m (215yd)<br>Down Platform 2 - 192m (208yd)<br>Up Platform 3 - 192m (208yd)<br>Down Platform 4 - 186m (201yd) |
| | | | RA8 All lines |
| Hackney Downs North Jn | 3 04 | | |
| | | | USY - Up Southbury<br>DSY - Down Southbury<br>UC - Up Cambridge<br>DC - Down Cambridge |

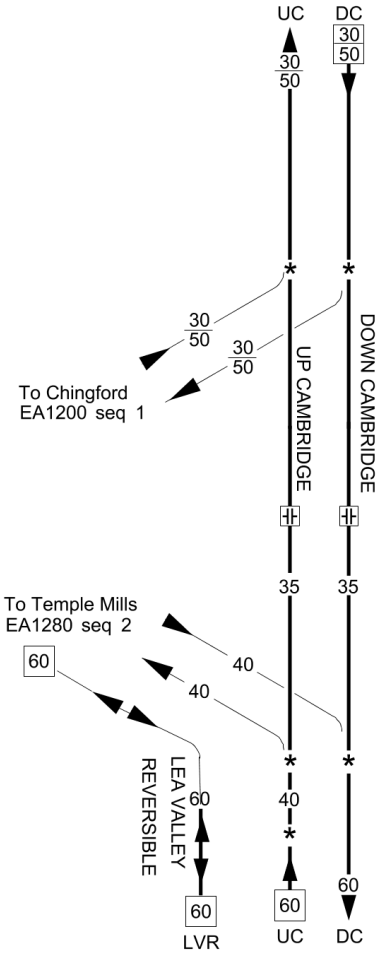
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1160 | 003 | Bethnal Green East Jn to Bishops Stortford | BGK | Anglia | 25/11/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br><br>DC - Down Cambridge<br>UC - Up Cambridge<br><br>General instruction for broken rails applies at Queens Road & Clapton tunnels |
| Queens Road Tunnel (445 yards) | 3 19 * to 3 39 | | |
| Clapton Tunnel (284 yards) | 3 53 to 3 66 * | | |
| **CLAPTON** | 3 78 | | Up Platform - 186m (201yd)<br>Down Platform - 186m (201yd) |

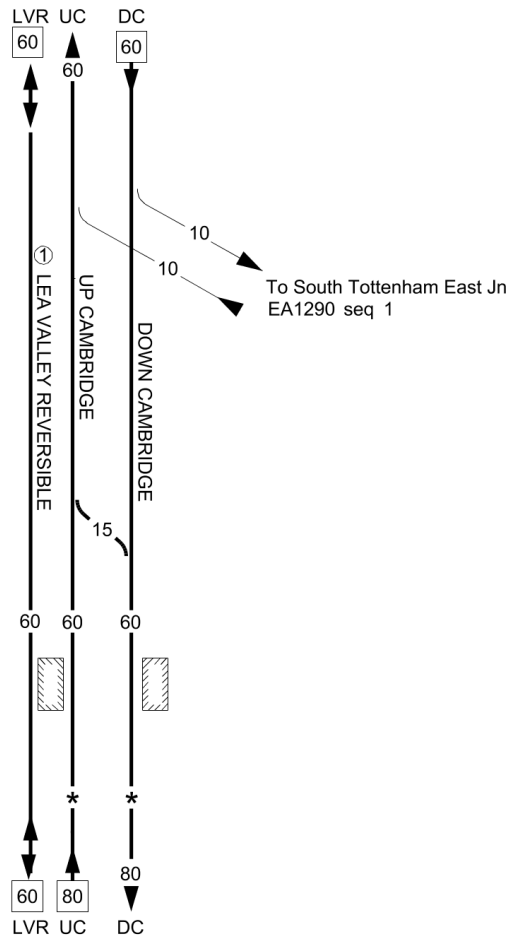
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1160 | 004 | Bethnal Green East Jn to Bishops Stortford | BGK CJC SDC | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Clapton Jn. | 4 38 * |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br><br>DC - Down Cambridge<br>UC - Up Cambridge<br>LVR - Lea Valley Reversible |
| OHNS | 4 66 | | |
| Coppermill Jn | 4 74 * | | |
| | 4 79 * | | |

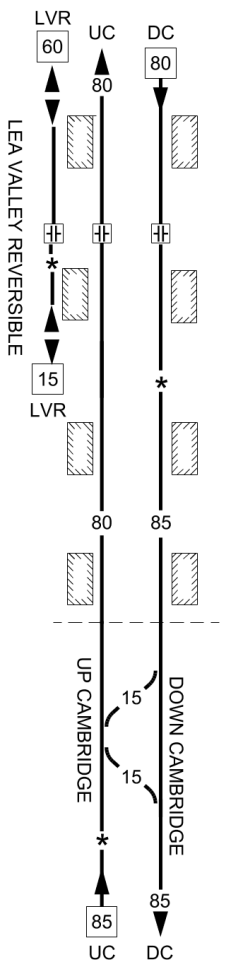
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1160 | 005 | Bethnal Green East Jn to Bishops Stortford | BGK TSE | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Tottenham South Jn | 5 41 |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br><br>DC - Down Cambridge<br>UC - Up Cambridge<br>LVR - Lea Valley Reversible ① |
| **TOTTENHAM HALE** | 6 00 | | Up platform - 254m (275 yd)<br>Down platform - 249m (296 yd)<br>Lea Valley Reversible - 180m (197yd) |
| | 6 12 * | | ① Out Of Use |

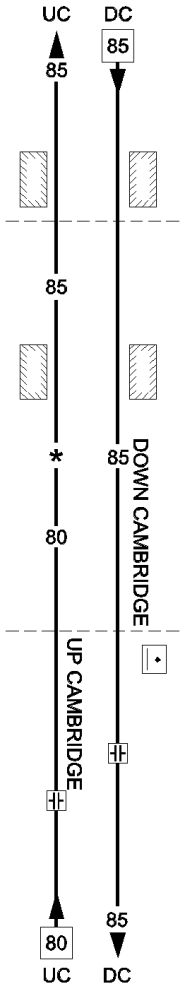
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1160 | 006 | Bethnal Green East Jn to Bishops Stortford | BGK | Anglia | 19/05/2019 |

| Location | Mileage M | Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford |
| **NORTHUMBERLAND PARK** | 6 | 73 | | | Up Platform - 172m (186 yd)<br>Down Platform - 173m (187 yd)<br>Lea Valley Reversible - 193m (211 yd) |
| OHNS | 7 | 15 | | | |
| | 7 | 37 | * | | |
| **MERIDIAN WATER** | 7 | 47 | | | |
| **ANGEL ROAD** ① | 7 | 57 | | | Up Platform - 160m (175 yd)<br>Down Platform - 160m (175 yd)<br>Lea Valley Reversible - 160m (175 yd) |
| | 8 | 00 | * | | ① Angel Road Station is Out Of Use. |
| **PONDERS END** | 9 | 71 | | | Up Platform - 167m (182 yds)<br>Down Platform - 166m (181 yds) |
| **BRIMSDOWN** | 10 | 61 | | | Up Platform - 162.5m (178 yds)<br>Down Platform - 181.5m (198 yds) |
| Brimsdown LC (CCTV) | 10 | 65 | | | |
| | 11 | 00 | * | | DC - Down Cambridge<br>UC - Up Cambridge<br>LVR - Lea Valley Reversible |

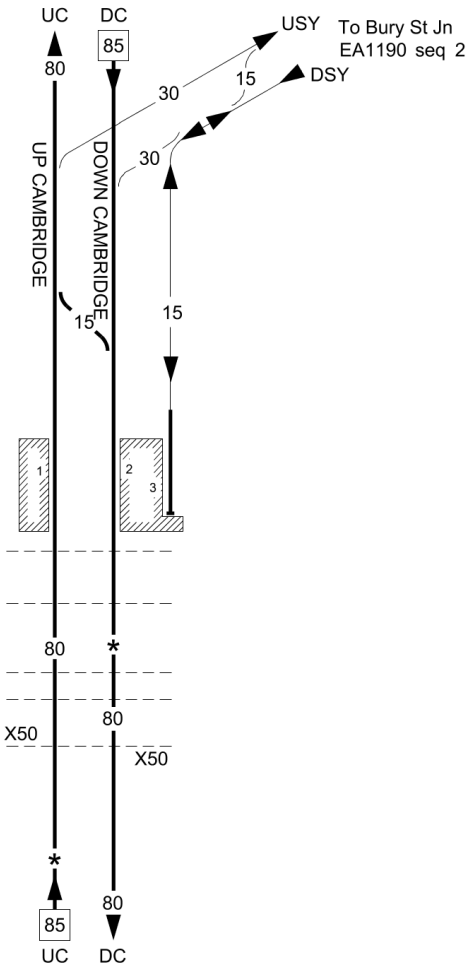
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1160 | 007 | Bethnal Green East Jn to Bishops Stortford | BGK | Anglia | 06/06/2015 |

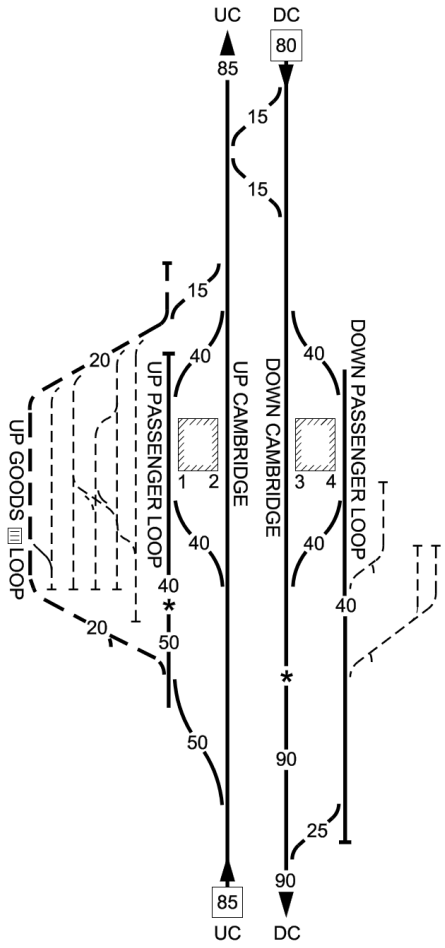
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br>GSM-R |
| **ENFIELD LOCK** | 11 65 | | Up Platform - 167m (182 yds)<br>Down Platform - 165m (180 yds) |
| Enfield Lock LC (CCTV) | 11 70 | | |
| **WALTHAM CROSS** | 12 63 | | Up Platform - 170m (184 yd)<br>Down Platform - 184m (199 yd) |
| | 13 00 * | | DC - Down Cambridge<br>UC - Up Cambridge |
| Trinity Lane LC (MCG) | 13 22 | | Trinity Lane Gate Box not a block post |
| OHNS | 13 50 | | |
| OHNS | 13 67 | | |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1160 | 008 | Bethnal Green East Jn to Bishops Stortford | BGK HDT | Anglia | 20/08/2022 |

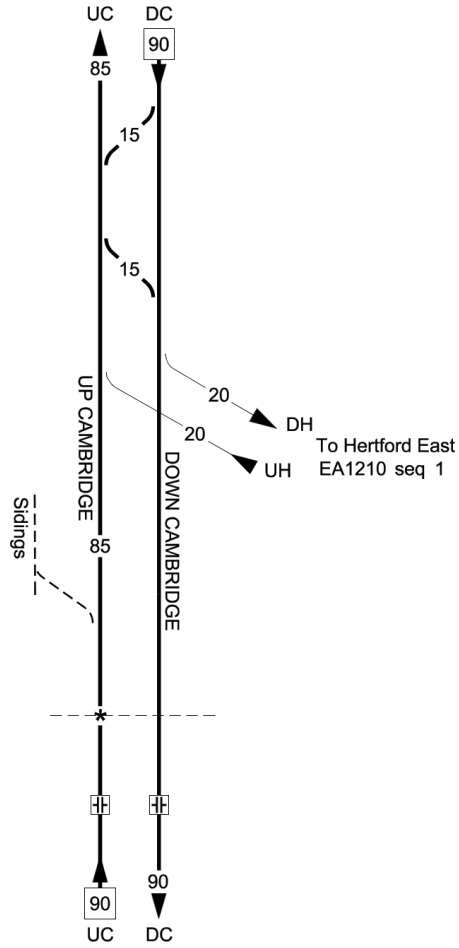
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Cheshunt Jn | 13 71 |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br>DC - Down Cambridge<br>UC - Up Cambridge<br>USY -Up Southbury<br>DSY - Down Southbury |
| | 13 75 | | |
| **CHESHUNT** | 14 01 | | Up Platform - 248m (271 yds)<br>Down Platform - 248m (271 yds)<br>Bay Platform - 168m (178 yds) |
| Windmill Lane LC (CCTV) | 14 07 | | |
| Cadmore Lane LC (UWC) | 14 32 | T | |
| | 15 00 * | | |
| Government LC (UWC) | 15 02 | | |
| Slipe Lane LC (UWC) | 15 65 | T | |
| Wharf Road LC (AHBC-X) | 16 05 | | |
| | 16 65 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| 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** | 17 03<br>17 04<br>17 17 |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br><br>DC - Down Cambridge<br>UC - Up Cambridge<br><br>Cross Track Walkway, Platforms 1-4 17m (516 yds)<br>Platform 1 - 244m (266 yds)<br>Platform 2 - 245m (268 yds)<br>Platform 3 - 247m (271 yds)<br>Platform 4 - 244m (266 yds) |
| Broxbourne GF | 17 24<br>17 30 *<br>17 40 *<br>17 54 | | DPL 416m (455 yds)<br>UPL 224m (245yds)<br>UGL 416m (455 yds) PF |

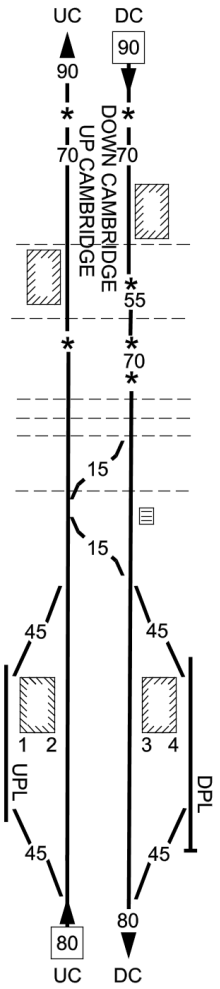
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1160 | 010 | Bethnal Green East Jn to Bishops Stortford | BGK HEB | Anglia | 18/09/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br><br>DC - Down Cambridge<br>UC - Up Cambridge<br><br>UH - Up Hertford<br>DH - Down Hertford |
| Broxbourne Jn | 18 38 | | |
| Broxbourne CEGB sidings | 18 65 | | |
| Creasey's LC (UWC) | 19 05 * | T | |
| OHNS | 19 13 | | |

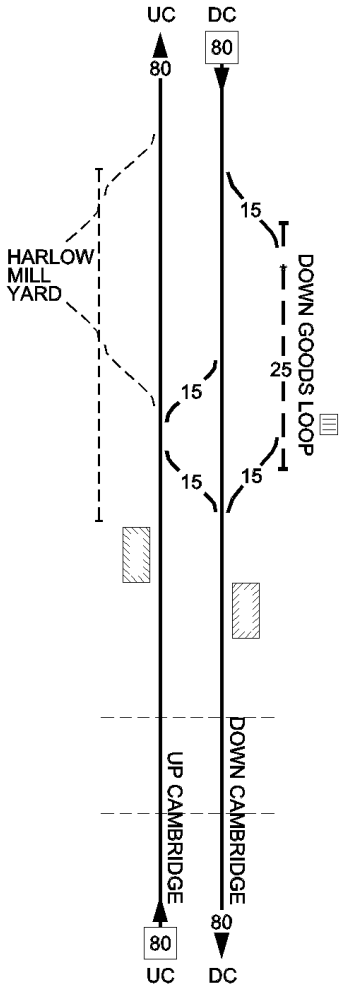
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1160 | 011 | Bethnal Green East Jn to Bishops Stortford | BGK | Anglia | 31/08/2016 |

| Location | Mileage M | Mileage Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford |
| | 19 | 40 | * | | DC - Down Cambridge<br>UC - Up Cambridge |
| **ROYDON** | 20 | 09 | | | Down platform - 170m (184 yd) |
| Roydon Station LC (CCTV) | 20 | 10 | | | |
| | 20 | 28 | * | | Up platform - 172m (185 yd) |
| Roydon Lock LC (UWC) | 20 | 30 | | T | |
| | 20 | 32 | * | | |
| | 20 | 45 | * | | |
| Wildes LC (FPS) | 21 | 02 | | | |
| Camps LC (UWC) | 21 | 23 | | T | |
| Sadlers LC (FPS) | 21 | 45 | | | |
| Pardon Mill LC (FP) | 22 | 09 | | | |
| Harlow Town GF | 22 | 40 | | | |
| | 22 | 45 | | | |
| **HARLOW TOWN** | 22 | 59 | | | Platform 1 - 251m (271 yd)<br>Platform 2 - 251m (271 yd)<br>Platform 3 - 251m (271 yd)<br>Platform 4 - 251m (271 yd)<br><br>DPL 416m (455yds)<br>UPL 416m (455yds) |
| | 22 | 79 | | | |

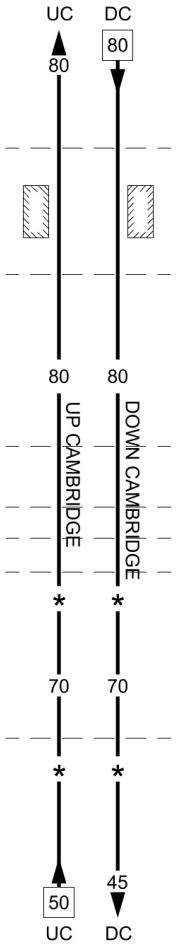
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1160 | 012 | Bethnal Green East Jn to Bishops Stortford | BGK | Anglia | 06/06/2015 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br><br>DC - Down Cambridge<br>UC - Up Cambridge |
| | 23 75 | | |
| | | | DGL 564m (616yds) PF |
| Harlow Mill GF | 24 20 | | |
| **HARLOW MILL** | 24 36 | | Up platform - 168m (182 yd)<br>Down platform - 168m (182 yd) |
| Robarts I LC (UWG) | 25 20 | T | |
| Robarts III LC (UWG) | 25 63 | T | |

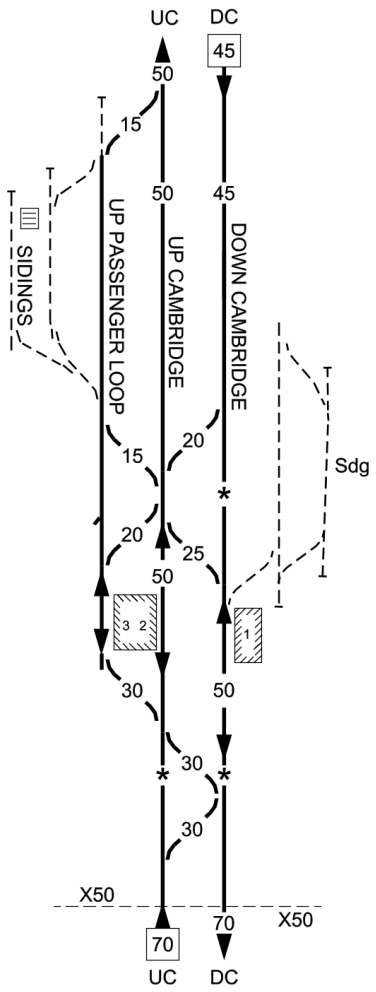
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1160 | 013 | Bethnal Green East Jn to Bishops Stortford | BGK | Anglia | 18/09/2021 |

| Location | Mileage M | Mileage Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford |
| Sawbridgeworth LC (CCTV) | 26 | 53 | | | |
| **SAWBRIDGEWORTH** | 26 | 57 | | | Up platform - 281m (308yds)<br>Down platform - 249m (273yds) |
| Tednambury LC (FP) | 27 | 72 | | | |
| | | | | | DC - Down Cambridge<br>UC - Up Cambridge |
| Spellbrook LC (CCTV) | 28 | 17 | | | |
| Pattens LC (FP) | 28 | 52 | | | |
| Fowlers LC (UWC) | 28 | 73 | | T | |
| Gilston LC (FP) | 28 | 79 | | | |
| | 29 | 17 | * | | |
| Twyford Road LC (FP) | 29 | 61 | | | |
| | 29 | 66 | * | | |

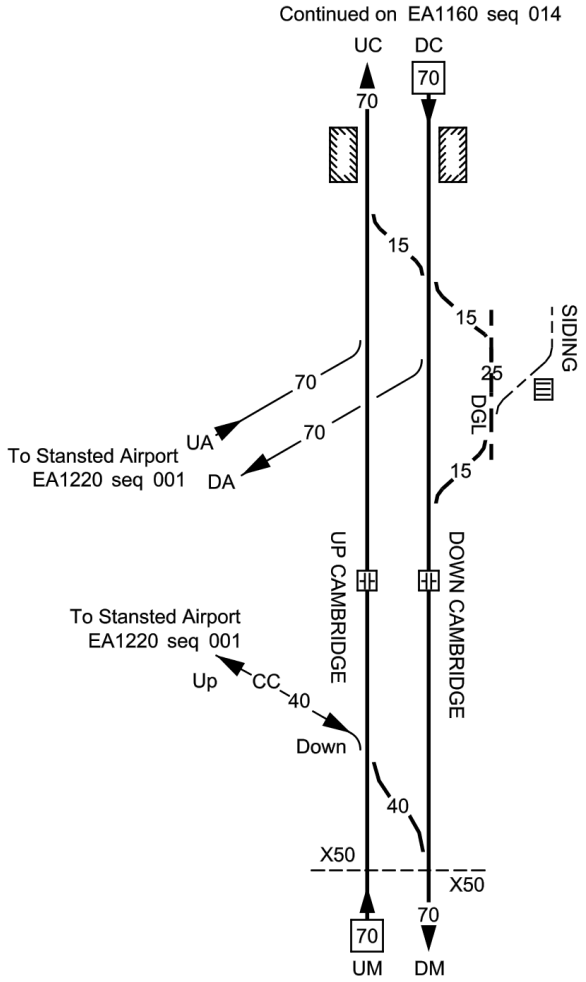
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1160 | 014 | Bethnal Green East Jn to Bishops Stortford | BGK | Anglia | 02/04/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  <br>Continued on EA1161 seq 01 | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford |
| GF | 29 71 | | DC - Down Cambridge<br>UC - Up Cambridge |
| | 30 12 * | | |
| **BISHOPS STORTFORD** | 30 27 | | Platform 1 - 251m (271 yds) PP-A (Down)<br>Platform 2 - 251m (271 yds) PP-A<br>Platform 3 - 251m (271 yds) PP |
| | 30 41 * | | |
| Cannons Mill Lane Footpath LC (R/G-X) | 31 31 | | |

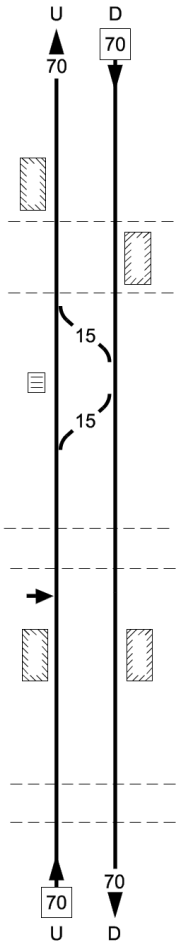
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1161 | 001 | Bishops Stortford to Ely North Jn | BGK | Anglia | 26/03/2017 |

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

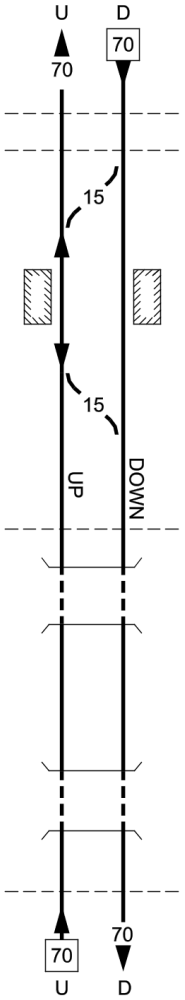
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1161 | 002 | Bishops Stortford to Ely North Jn | BGK | Anglia | 31/03/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8 AC: Romford |
| **ELSENHAM** | 35 45 | | Up platform -165m (179 yd) |
| Elsenham LC (MCG) | 35 45 | | |
| | | | Down platform -167m (181 yd) |
| Elsenham Emergency Hut LC (FPW) | 35 63 | | |
| Elsenham GSP | 35 64 | | |
| Henham LC (FPW) | 37 72 | | |
| Hogs Croft LC (UWC) | 38 73 | T | HABD Up main line, near signal CA34 at 39m 48ch |
| **NEWPORT** | 39 72 | | Up platform - 168m (182yd)<br>Down platform - 167m (181yd) |
| Elephants LC (FPS) | 40 13 | | General instruction applies at the following bridges:<br>Newport Viaduct (Bridge 1514) at 40m 36ch. |
| Dixies LC (FPS) | 40 59 | | London Road (Bridge 1515) at 40m 42ch. |

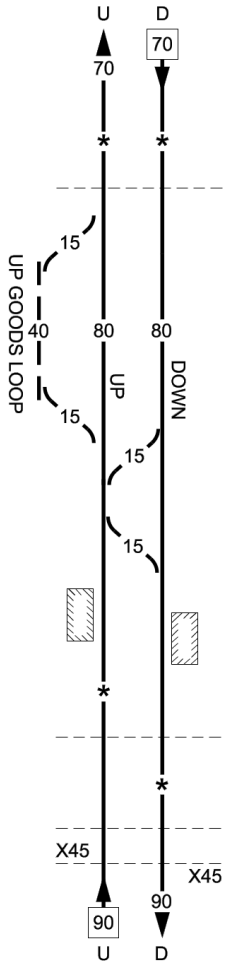
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1161 | 003 | Bishops Stortford to Ely North Jn | BGK | Anglia | 26/03/2017 |

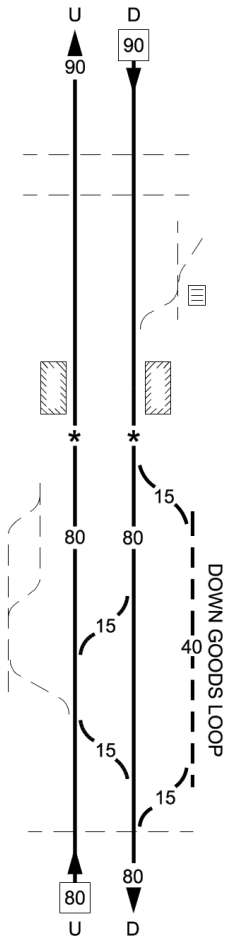
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8 AC: Romford |
| Windmills LC (FPS) | 41 26 | | |
| Trees LC (CCTV) | 41 31 | | |
| **AUDLEY END** | 41 55 | | Up platform - 248m (268yd)<br>Down platform - 248m (268yd) |
| Wallaces LC (FPW) | 42 38 | | |
| Audley End Tunnel (456 yards) | 42 70 to 43 11 | | General instruction for broken rails applies at Audley End & Littlebury Tunnels |
| Littlebury Tunnel (407 yards) | 43 27 to 43 46 | | |
| Littlebury Gate House LC (FPW) | 43 60 | | |

Anglia Route Sectional Appendix Module AR2

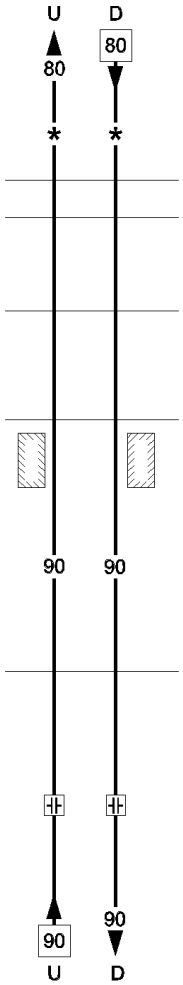
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1161 | 004 | Bishops Stortford to Ely North Jn | BGK | Anglia | 07/02/2023 |

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

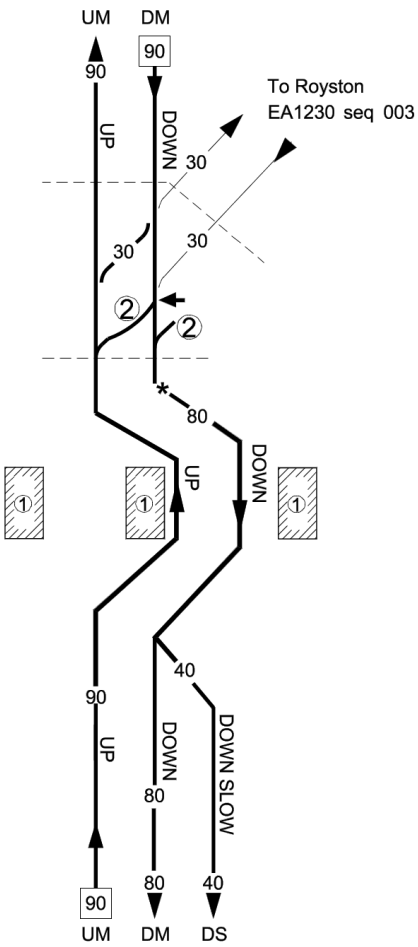
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1161 | 005 | Bishops Stortford to Ely North Jn | BGK | Anglia | 07/02/2023 |

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

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1161 | 006 | Bishops Stortford to Ely North Jn | BGK | Anglia | 02/02/2013 |

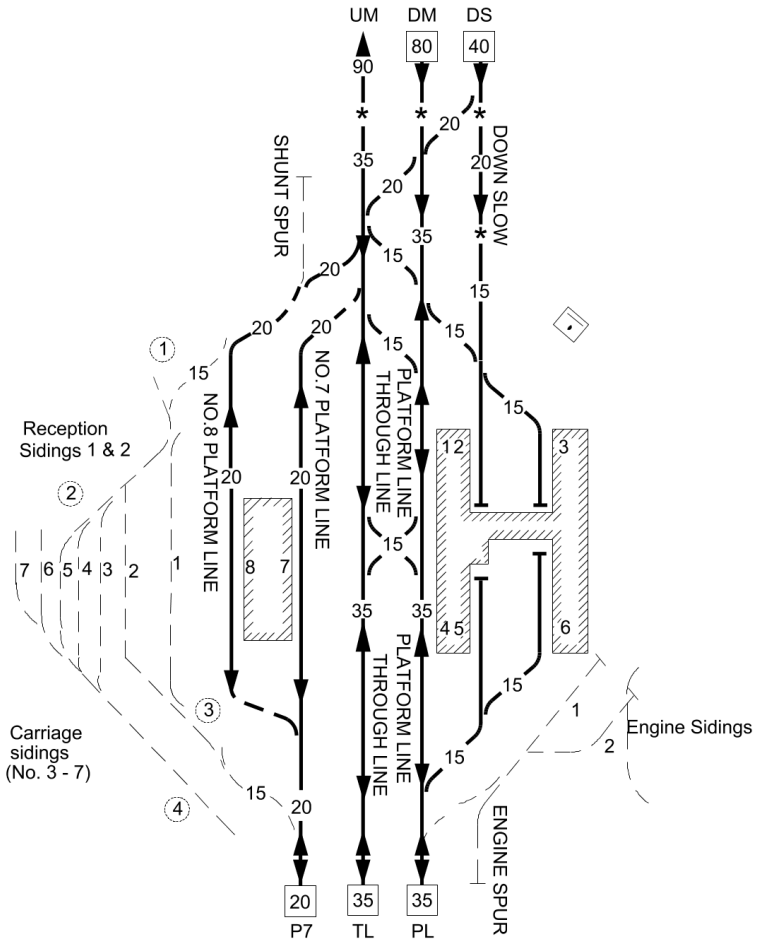
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB Cambridge SB (CA)<br>RA8 AC: Romford<br>GSM-R<br>CSR 49 |
| | 49 60 * | | |
| Sawston LC (UWC) | 49 75 | T | |
| Sawston LC (CCTV) | 50 46 | | |
| Dernford LC (R/G) (UWC) | 51 36 | | |
| Shelford LC (CCTV) | 52 32 | | |
| **SHELFORD** | 52 36 | | Up platform - 180m (195 yd)<br>Down platform - 180m (195 yd) |
| Granhams LC (CCTV) | 52 64 | | |
| OHNS | 52 69 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1161 | 007 | Bishops Stortford to Ely North Jn | BGK | Anglia | 07/05/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8 AC: Romford |
| Websters LC (UWC) | 53 00 | T | |
| Shepreth Branch Jn | 53 06 | | |
| | | | HABD Down Main line, near signal CA141 at 53m 10ch OUT OF USE |
| | | | ② S & C Equitment Clipped and Padlocked Out of Use Until Further Notice |
| Dukes No. 2 LC (UWC) | 53 34 | T | |
| | 53 63 * | | |
| | 54 12 | | ① New Cambridge South Station platforms under construction |
| | | | Down Slow Loop 729m (798yds) |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1161 | 008 | Bishops Stortford to Ely North Jn | BGK | Anglia | 31/05/2020 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Cambridge (CA) SB | 55 20 * |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8 AC: Romford |
| | 55 30 * | | |
| | 55 35 | | |
| **CAMBRIDGE** | 55 52 | | Platform 1 - 255m (278 yd) PP-A<br>Platform 2 - 207m (224 yd) PP<br>Platform 3 - 166m (179 yd) PP<br>Platform 4 - 220m (237 yd) PP-A<br>Platform 5 - 121m (132 yd) PP<br>Platform 6 - 145m (157 yd) PP<br>Platform 7 - 270m (295 yd) PP-A<br>Platform 8 - 270m (295 yd) PP-A |



1 Reception South

2 Post Office Ladder

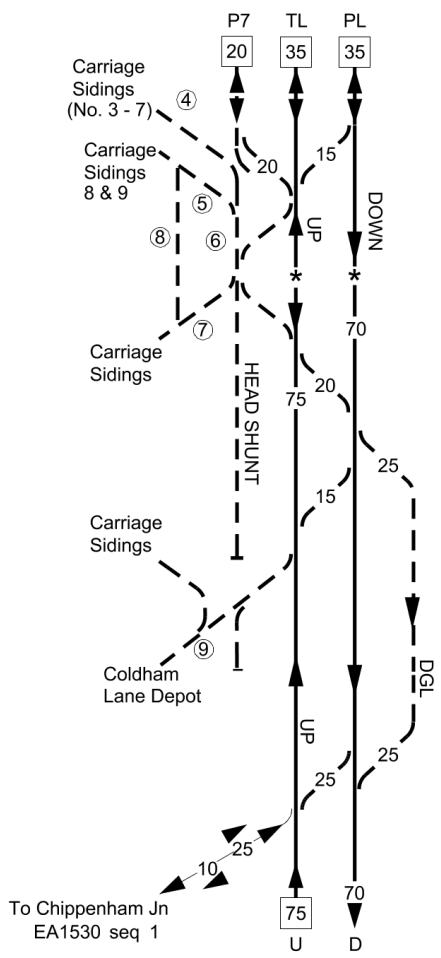
3 Reception North

4 Fletchers Terrace Ladder

P7 - Platform 7 line

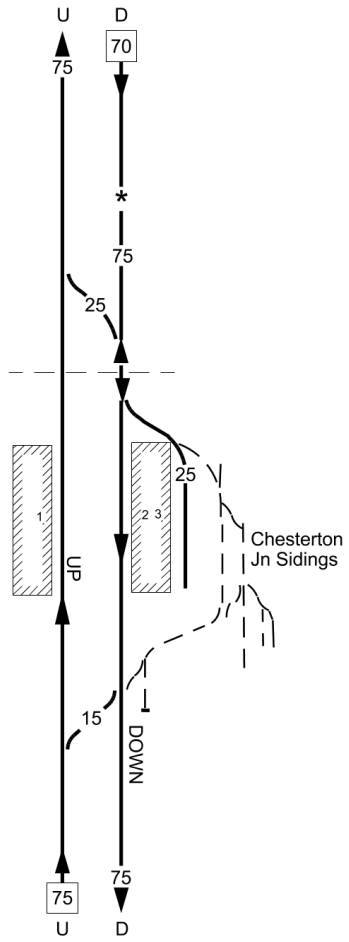
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1161 | 009 | Bishops Stortford to Ely North Jn | BGK | Anglia | 13/12/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8 AC: Romford<br>P7 - Platform 7 line<br>④ Fletchers Terrace Ladder<br>⑤ Chisholm Line<br>⑥ Bypass Road<br>⑦ Cavendish Road Ladder<br>⑧ Wash Road |
| | 56 03 * | | |
| Coldham Lane Jn | 56 51 | | ⑨ Coldham Lane Ladder<br>DGL 570m (623yds) PF |

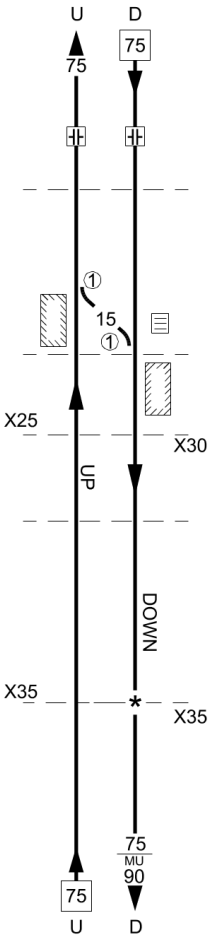
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1161 | 010 | Bishops Stortford to Ely North Jn | BGK | Anglia | 06/09/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8 AC: Romford |
| | 57 10 * | | |
| Chesterton LC (CCTV) | 57 54 | | |
| Chesterton Jn | 57 56 | | |
| CAMBRIDGE NORTH | 57 75 | | Platform 1 - 254m (278 yd)<br>Platform 2 - 254m (278yd)<br>Platform 3 - 254m (278 yd) PP |

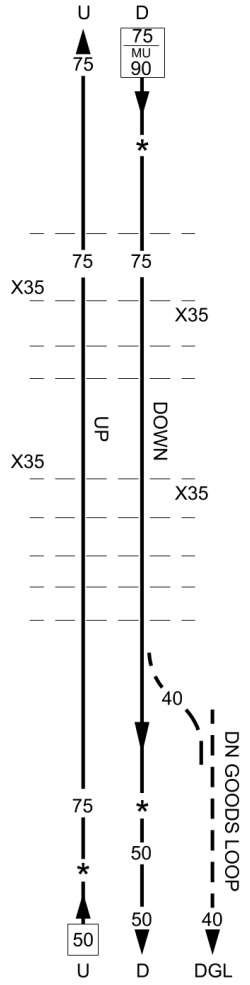
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1161 | 011 | Bishops Stortford to Ely North Jn | BGK | Anglia | 08/11/2020 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8 AC: Romford |
| OHNS | 58 | 71 | | ① All movements proceeding from the Up Main to the Down Main through the Waterbeach GSP crossover must not proceed at more than 15 m.p.h. until clear of Burgess Drove LC (R/G-X) |
| Milton Fen LC (AHBC) | 59 | 10 | | |
| Waterbeach GSP | 60 | 78 | | Up platform - 167m (183 yds) |
| Waterbeach LC (AHBC) | 61 | 00 | | |
| **WATERBEACH** | 61 | 01 | | Down platform - 167m (183 yds) |
| Burgess Drove LC (R/G-X) | 61 | 20 | T | |
| Bottisham Road LC (AHBC) | 61 | 48 | | |
| Bannolds LC (AHBC-X) | 62 | 70 * | | |

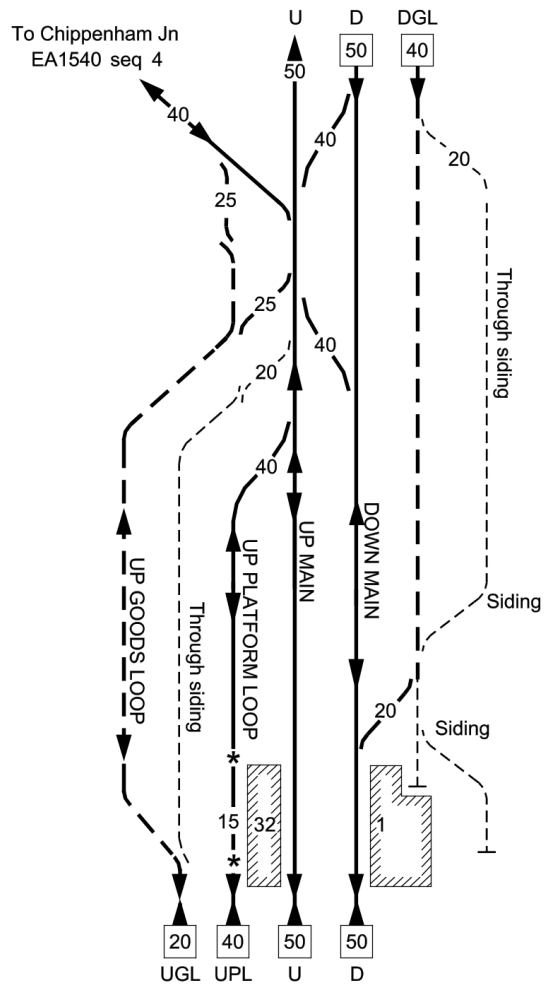
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1161 | 012 | Bishops Stortford to Ely North Jn | BGK | Anglia | 02/02/2019 |

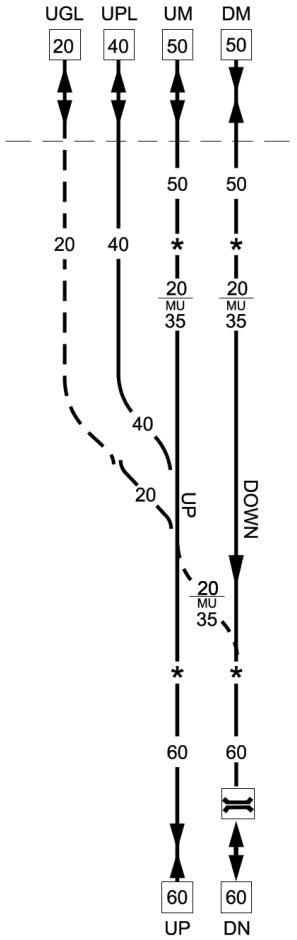
| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8 AC: Romford |
| | 65 | 40 * | | |
| Nairns (No.117) LC (UWC) | 65 | 46 T | | |
| Dimmocks Cote LC (AHBC-X) | 66 | 25 | | |
| Hopkins Celery LC (FPO) | 66 | 55 | | |
| West River Bridge LC (FPS) | 67 | 22 | | |
| Ely West River Bridge LC (R/G-X)(UWC) | 68 | 13 | | |
| Kisby LC (UWC) | 68 | 65 | | |
| Bedford (No.124) LC (UWC) | 69 | 08 T | | |
| Braham Farm LC (FPS) | 69 | 16 | | |
| Bedford (No.125) LC (UWC) | 69 | 20 T | | |
| | 69 | 33 | | |
| | 69 | 67 * | | Down Goods Loop - PF |
| | 69 | 70 * | | |

Anglia Route Sectional Appendix Module AR2

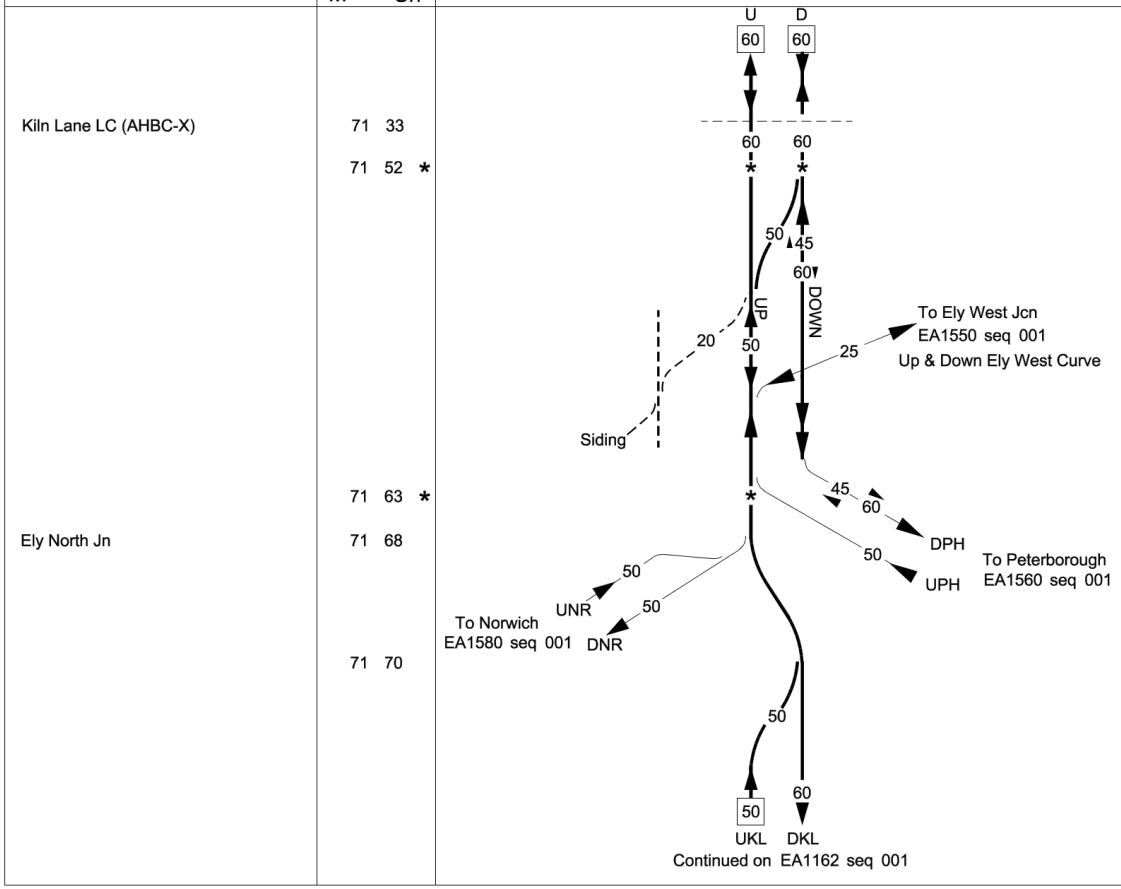
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1161 | 013 | Bishops Stortford to Ely North Jn | BGK | Anglia | 13/05/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Ely Dock Jn | 69 79 |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8 AC: Romford |
| | 70 20 * | | |
| **ELY** | 70 30 | | Platform 1 - 256m (277 yd) PP<br>Platform 2 - 256m (277 yd) PP<br>Platform 3 - 256m (277 yd) PP |
| | 70 35 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1161 | 014 | Bishops Stortford to Ely North Jn | BGK | Anglia | 21/01/2024 |

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

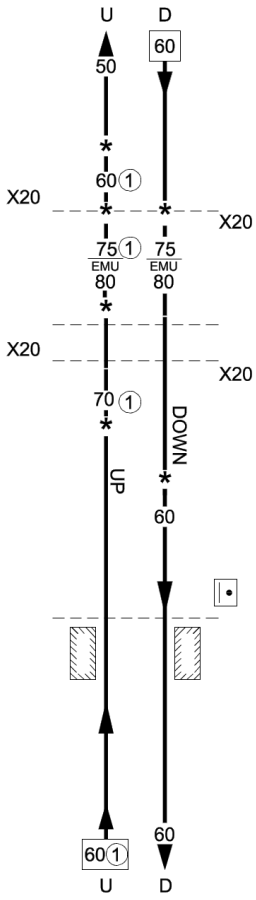
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1161 | 015 | Bishops Stortford to Ely North Jn | BGK | Anglia | 08/01/2024 |

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

Anglia Route Sectional Appendix Module AR2

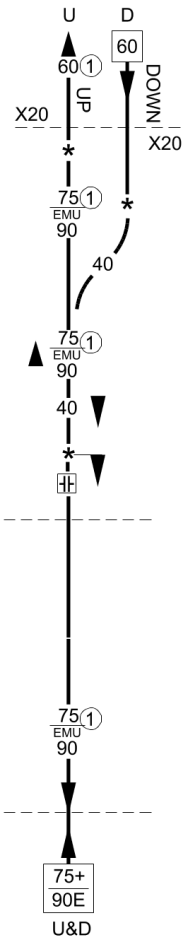
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1162 | 001 | Ely North Jn to Kings Lynn | BGK | Anglia | 08/01/2024 |

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



Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1162 | 002 | Ely North Jn to Kings Lynn | BGK | Anglia | 01/01/2022 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Littleport SB (L)<br>RA8 AC: Romford |
| Littleport Bypass LC (AHBC-X) | 76 | 27 | | |
| | 76 | 28 * | | |
| | 76 | 30 * | | |
| | | | | ① Up trains conveying vehicles with 15 feet wheelbase or less not to exceed 35 m.p.h. |
| Single Line | 76 | 36 | | |
| | 76 | 40 * | | |
| OHNS | 76 | 52 | | |
| Poplar Drove LC | 76 | 71 | T | |
| Black Horse Drove LC (R/G) | 79 | 19 | T | Downham Market SB (DM) |

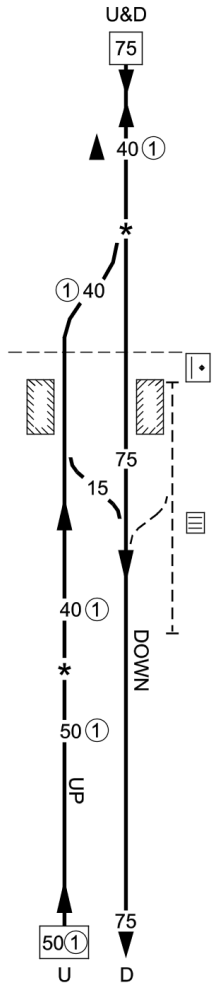
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1162 | 003 | Ely North Jn to Kings Lynn | BGK | Anglia | 12/11/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U&D<br>75 EMU 90<br>75 EMU 90 ①<br>UP & DOWN<br>75 ①<br>75<br>40 ①<br>U&D | GSM-R<br>TCB Downham Market SB (DM)<br>RA8 AC: Romford |
| Hilgay LC (AHBC) | 81 38 | | ① Up trains conveying vehicles with 15 feet wheelbase or less not to exceed 35 m.p.h. |
| Pleasants LC (R/G) (UWC) | 81 57 | | |
| Concrete Road LC (UWC) | 82 29 | T | |
| Martins LC | 82 48 | T | |
| | 82 67 * | * | |
| Denver LC (AHBC) | 84 38 | | |
| | 85 56 * | * | |
| Downham Bypass LC (AHBC) | 85 57 | | |

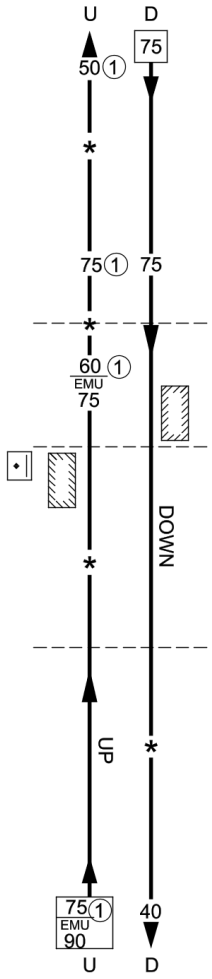
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1162 | 004 | Ely North Jn to Kings Lynn | BGK | Anglia | 12/11/2016 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Downham Market SB (DM)<br>RA8 AC: Romford |
| | 85 | 73 * | | ① Up trains conveying vehicles with 15 feet wheelbase or less not to exceed 35 m.p.h. |
| Downham Market Station LC (MCB)<br>Downham Market (DM) SB | 86 | 04 | | |
| **DOWNHAM MARKET** | 86 | 08 | | Up platform - 183m (198 yd)<br>Down platform - 181m (196 yd) |
| Downham Market GF | 86 | 15 | | |
| | 86 | 16 * | | |
| Fairfields LC | 86 | 31 | T | |

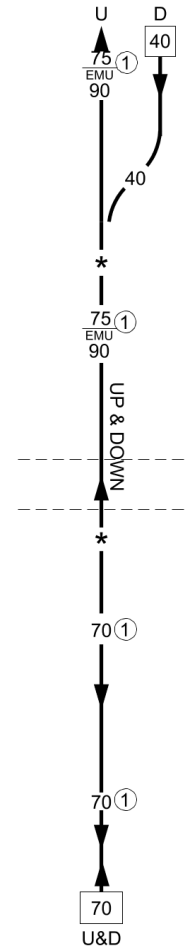
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1162 | 005 | Ely North Jn to Kings Lynn | BGK | Anglia | 12/11/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Magdalen Road SB (MR)<br>RA8 AC: Romford |
| | 87 00 * | | |
| Stow Bardolph LC (CCTV) | 88 31 | | ① Up trains conveying vehicles with 15 feet wheelbase or less not to exceed 35 m.p.h. |
| Holme Road LC | 89 63 * | T | |
| **WATLINGTON** | 90 70 | | |
| Magdalen Road LC (MCB) | 90 73 | | Down platform - 90m (97 yd) |
| Magdalen Road (MR) SB | 90 73 | | |
| | 91 00 * | | Up platform - 106m (114 yd) |
| Watlington Road LC (CCTV) | 91 13 | | |
| | 91 15 * | | |

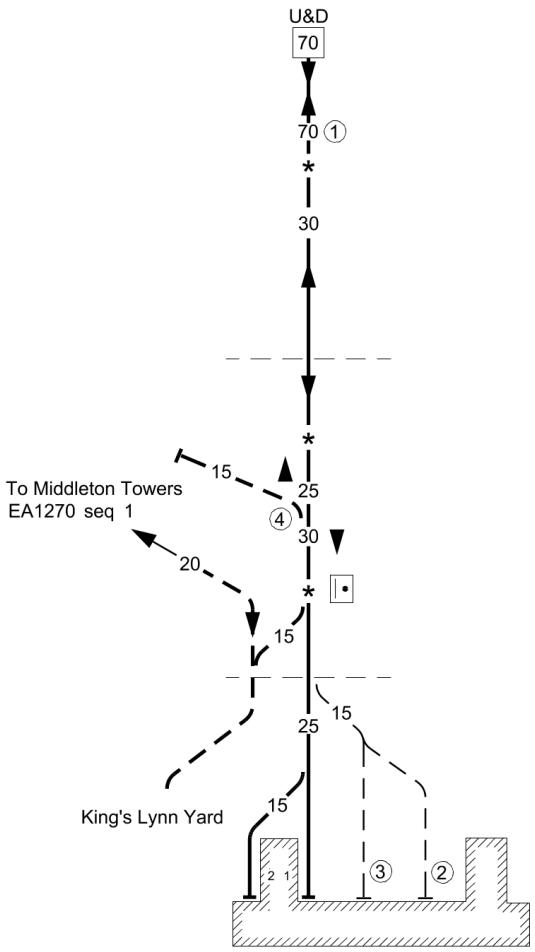
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1162 | 006 | Ely North Jn to Kings Lynn | BGK | Anglia | 07/11/2020 |

| Location | Mileage M Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Magdalen Road SB (MR)<br>RA8 AC: Romford<br>① Up trains conveying vehicles with 15 feet wheelbase or less not to exceed 35 m.p.h. |
| St Germans LC (AHBC) | 92 | 53 | | |
| Hatson LC | 94 | 57 | T | Kings Lynn Jn SB (KL) |
| | 95 | 15 * | | |

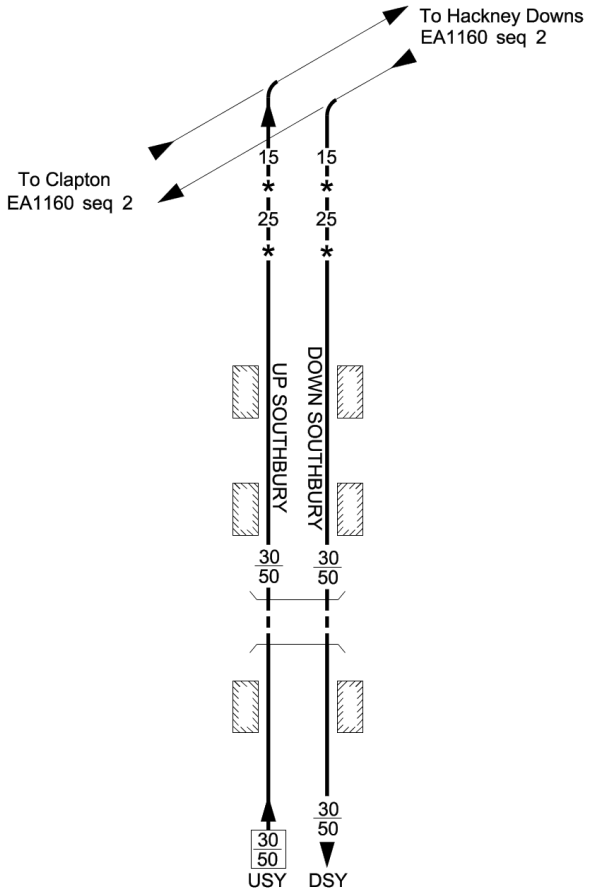
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1162 | 007 | Ely North Jn to Kings Lynn | BGK | Anglia | 01/09/2020 |

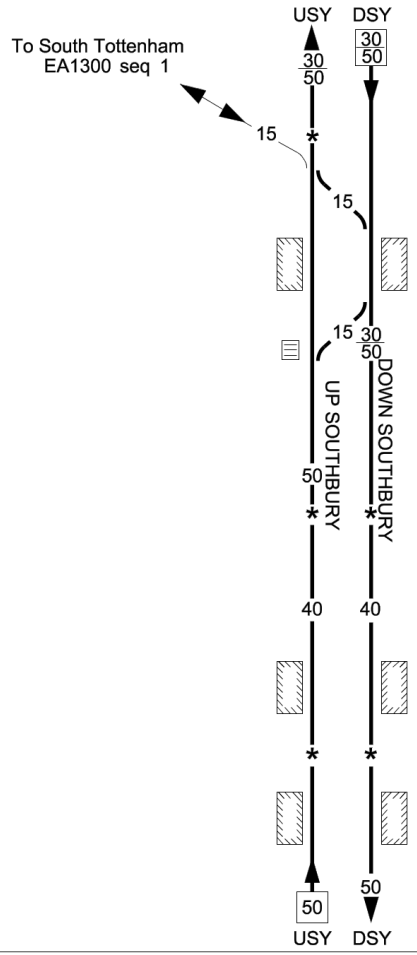
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Kings Lynn Jn SB (KL)<br>RA8 AC: Romford |
| | 96 02 * | | ① Up trains conveying vehicles with 15 feet wheelbase or less not to exceed 35 m.p.h. |
| Extons Road LC (CCTV) | 96 24 | | |
| | 96 44 * | | |
| | | | ④ Stabling Siding 188m (205 yds) |
| King's Lynn Jn (KL) SB | 96 50 * | | |
| Tennyson Avenue LC (MCB) | 96 54 | | |
| Kings Lynn Yard | | | ② Carriage Siding No.1 137m (149 yds)<br>③ Carriage Siding No.2 190m (207 yds) |
| **KING'S LYNN** | 96 75 | | Platform 1 - 227m (248 yds) PP<br>Platform 2 - 183m (200 yds) PP |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1170 | 001 | Hackney Downs North Jn to Enfield Town | HDT BGK | Anglia | 03/09/2022 |

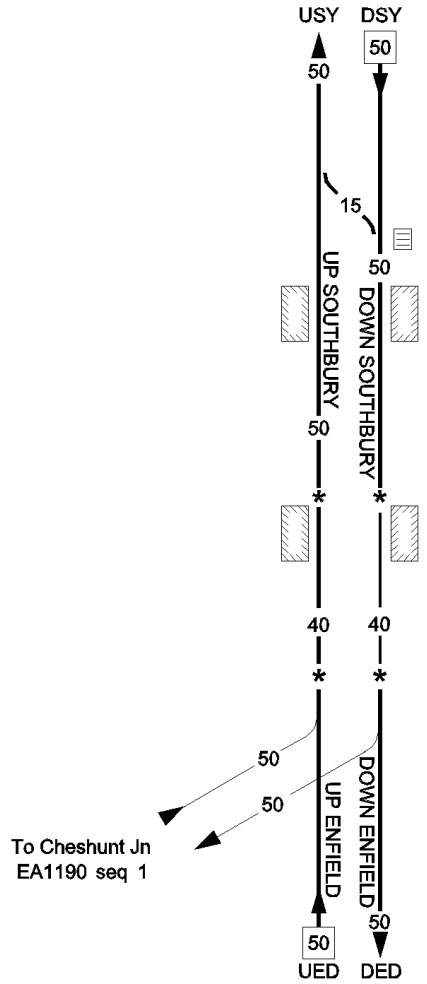
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford |
| Hackney Downs North Jn | 3 04 | | |
| | 3 07 * | | |
| | 3 13 * | | General instruction applies at Downs Road (Bridge 1918) at 3m 42ch |
| **RECTORY ROAD** | 3 64 | | Up platform - 186m (201 yd)<br>Down platform - 187m (202 yd) |
| **STOKE NEWINGTON** | 4 16 | | Up platform - 151m (163 yd)<br>Down platform - 152m (165 yd) |
| Stoke Newington Tunnel (60 yards) | 4 19 to 4 22 | | General instruction for broken rails applies at Stoke Newington tunnel. |
| **STAMFORD HILL** | 5 03 | | Up platform - 187m (202 yd)<br>Down platform - 186m (201 yd) |
| | | | General instruction applies at St. Ann's Road (Bridge 1927) at 5m 16ch |
| | | | USY - Up Southbury<br>DSY - Down Southbury |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1170 | 002 | Hackney Downs North Jn to Enfield Town | HDT SSL | Anglia | 03/09/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford |
| Seven Sisters Jn | 5 39 *<br>5 40 | | USY - Up Southbury<br>DSY - Down Southbury |
| **SEVEN SISTERS** | 5 48 | | Up platform - 188m (203 yd)<br>Down platform - 184m (200 yd) |
| Seven Sisters GF | 5 52 | | |
| | 5 75 * | | General instruction applies at the following bridges:<br>West Green Road (Bridge 1934) at 5m 54ch<br>Forster Rd Bridge (1937) at 6m 19ch<br>St. Loys Road (Bridge 1939) at 6m 24ch<br>Lordship Lane (Bridge 1943) at 6m 59ch<br>Ruskin Road (Bridge 1944) at 6m 70ch |
| **BRUCE GROVE** | 6 28 | | Up platform - 190m (206 yd)<br>Down platform - 190m (206 yd) |
| | 6 43 * | | |
| **WHITE HART LANE** | 7 11 | | Up platform - 186m (201 yd)<br>Down platform - 189m (205 yd)<br>General instruction applies at White Hart Lane Bridge (1950) at 7m 16ch |

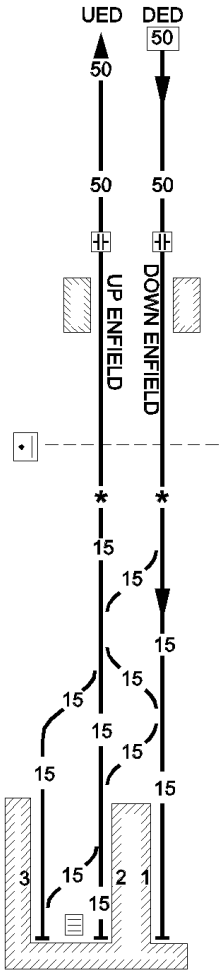
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1170 | 003 | Hackney Downs North Jn to Enfield Town | HDT | Anglia | 06/06/2015 |

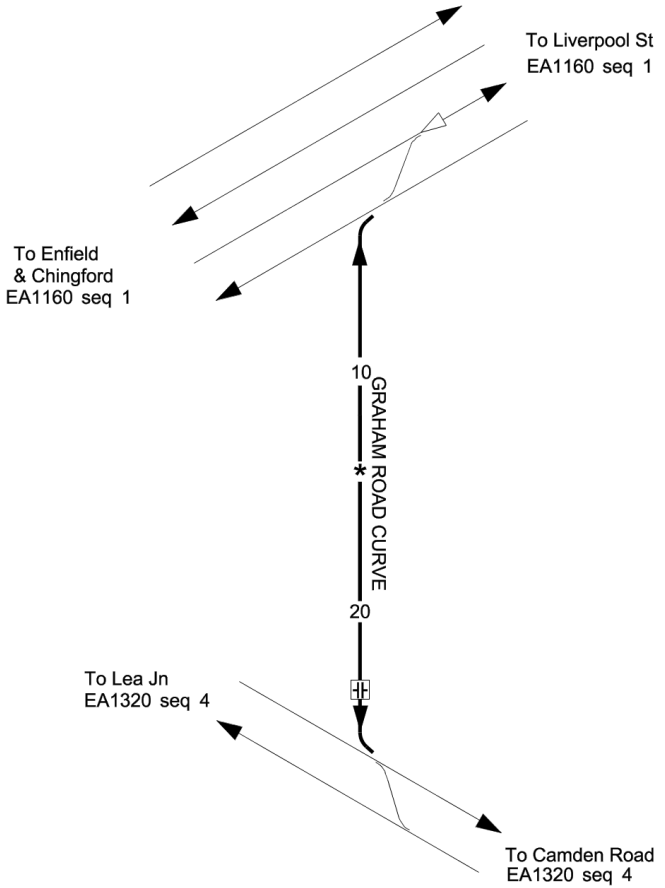
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford |
| | | | USY - Up Southbury<br>DSY - Down Southbury |
| White Hart Lane GF | 7 36 | | |
| **SILVER STREET** | 7 75 | | Up platform - 188m (204 yd)<br>Down platform - 188m (205 yd)<br>Instruction in Section 1 applies at Park Road (Bridge 1956) at 8m 07ch |
| | 8 40 * | | |
| **EDMONTON GREEN** | 8 45 | | Up platform - 186m (202 yd)<br>Down platform - 185m (200 yd)<br>General instruction applies at Church Street (Bridge 1960) at 8m 51ch |
| | 8 65 * | | |
| Bury Street Jn | 9 20 | | |
| | | | UED - Up Enfield<br>DED - Down Enfield |

Anglia Route Sectional Appendix Module AR2

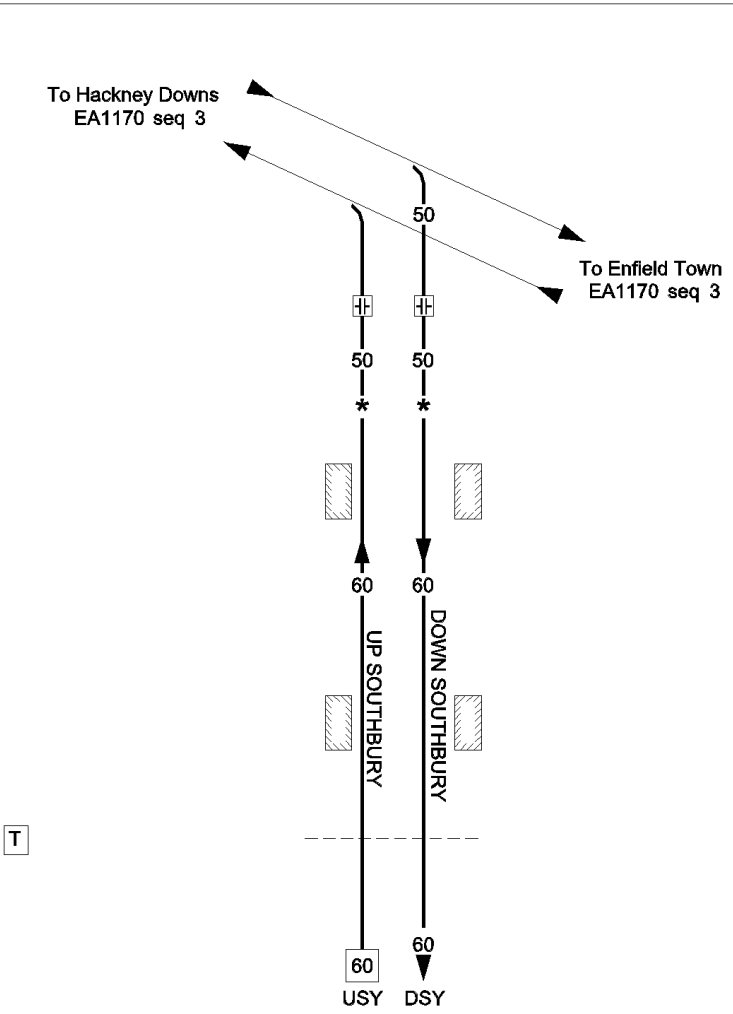
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1170 | 004 | Hackney Downs North Jn to Enfield Town | ENT | Anglia | 06/06/2015 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford |
| | | | UED - Up Enfield<br>DED - Down Enfield |
| OHNS | 9 30 | | |
| **BUSH HILL PARK** | 9 69 | | Up platform - 187m (202 yd)<br>Down platform - 187m (202 yd) |
| | | | Lincoln Road Gate Box not a block post. |
| Lincoln Road LC (MCG) | 10 25 | | |
| | 10 33 * | | |
| | | | Permissive working on Nos. 1, 2 and 3 Platform Lines is authorised only for empty coaching stock trains. |
| **ENFIELD TOWN** | 10 55 | | Platform 1 - 185m (201 yd)<br>Platform 2 - 184m (199 yd)<br>Platform 3 - 186m (201 yd) |
| Enfield Town Platform GF | | | |

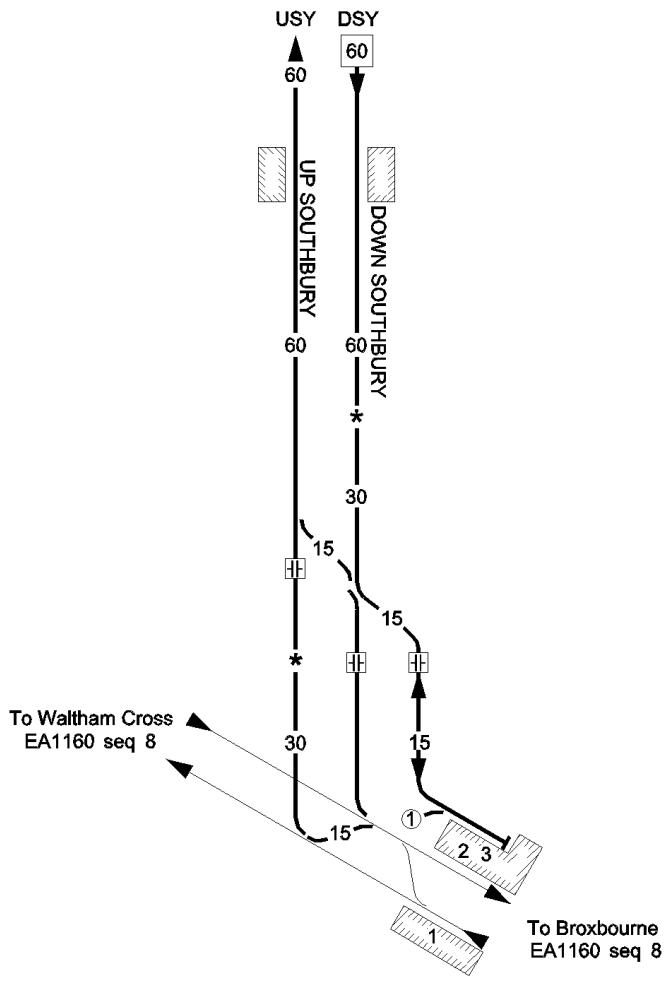
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1180 | 001 | Reading Lane to Navarino Road Jn (Graham Road Curve) | GRE BGK BOK1 DWW1 | Anglia | 03/09/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Reading Lane Jn | 2 55 |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br>Axle Counter Area |
| | 2 70 | | |
| | 2 71 * | | |
| OHNS | 2 78 | | Upminster SCC (NL)<br>NLL Eastern Workstation |
| Navarino Road Jn | 2 79 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1190 | 001 | Bury Street Jn to Cheshunt Jn | HDT | Anglia | 06/06/2015 |

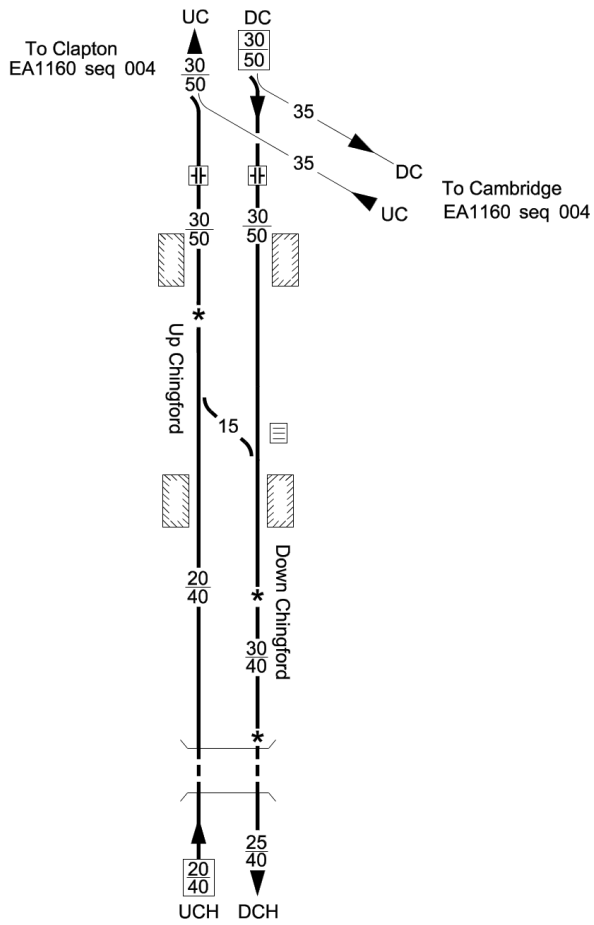
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford |
| Bury Street Jn | 9 20 | | USY - Up Southbury<br>DSY - Down Southbury |
| OHNS | 9 30 | | |
| | 9 48 * | | |
| **SOUTHBURY** | 10 32 | | Up platform - 186m (202 yd)<br>Down platform - 186m (202 yd) |
| | | | General instruction applies<br>at Turkey Street Bridge (1997) at 12m 09ch |
| **TURKEY STREET** | 12 16 | | Up platform - 188m (204 yd)<br>Down platform - 188m (204 yd) |
| Park Lane LC (BW) | 13 15 | T | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1190 | 002 | Bury Street Jn to Cheshunt Jn | HDT | Anglia | 02/02/2013 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br>GSM-R<br>CSR 96 |
| **THEOBALDS GROVE** | 13 45 | | Up platform - 189m (205 yd)<br>Down platform - 191m (207 yd) |
| | 14 19 * | | USY - Up Southbury<br>DSY - Down Southbury |
| OHNS | 14 25 | | |
| OHNS | 14 27 * | | |
| Cheshunt Jn | 14 28 | | ① Out of use |
| | (13 71) | | |
| **CHESHUNT** | | | |

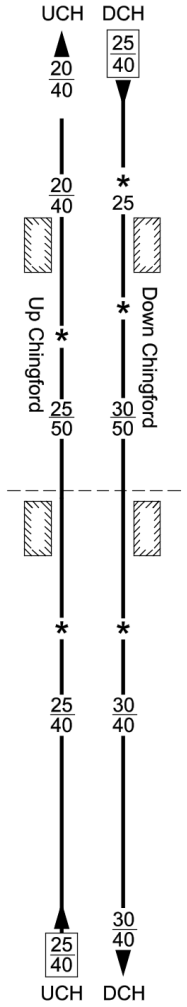
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1200 | 001 | Clapton Junction to Chingford | CJC BGK | Anglia | 20/08/2022 |

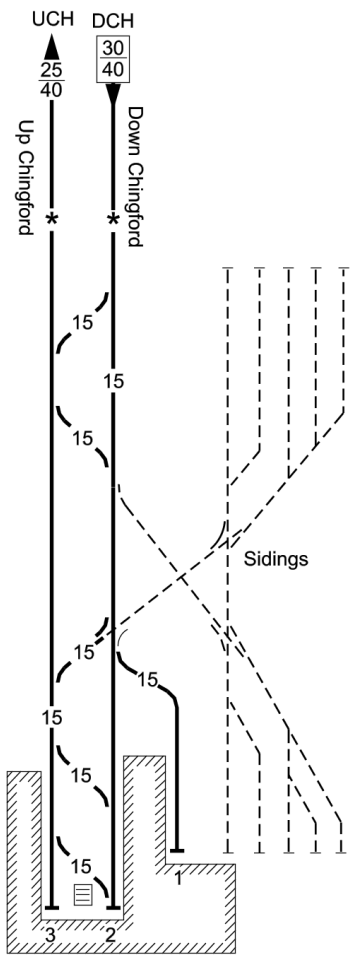
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA7 AC: Romford |
| Clapton Jn. | 4 37 | | UC = Up Cambridge<br>DC = Down Cambridge |
| OHNS | 4 46 | | |
| **ST. JAMES STREET** | 5 55 | | Up platform - 187m (204yd)<br>Down platform - 188m (205yd) |
| | 5 67 * | | |
| Walthamstow GF | 6 12 | | |
| **WALTHAMSTOW CENTRAL** | 6 16 | | Up platform - 188m (205yd)<br>Down platform - 184m (201yd) |
| | 6 44 * | | |
| Hoe Street Tunnel<br>(71 yards) | 6 49 *<br>to<br>6 52 | | General instruction for broken rails applies at Hoe Street tunnel. |
| | | | UCH = Up Chingford<br>DHC = Down Chingford |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1200 | 002 | Clapton Junction to Chingford | CJC | Anglia | 02/04/2017 |

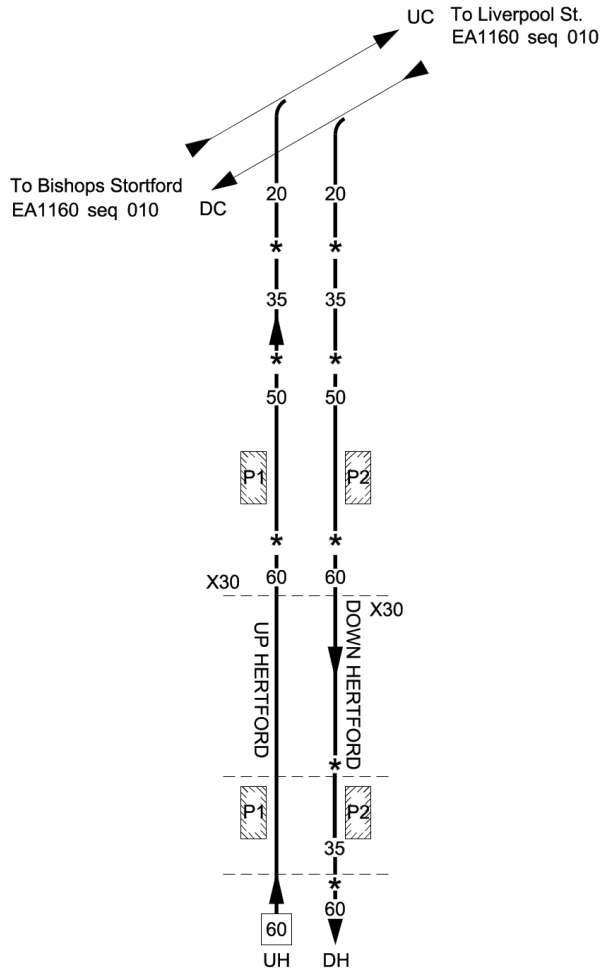
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA7 AC: Romford<br><br>UCH = Up Chingford<br>DCH = Down Chingford |
| | 7 01 * | | |
| **WOOD STREET** | 7 07 | | Up Platform - 186m (203yd)<br>Down Platform - 186m (203yd) |
| | 7 25 * | | |
| | 7 30 * | | |
| Highams Park LC (CCTV) | 8 45 | | |
| **HIGHAMS PARK** | 8 52 | | Up Platform - 180m (196yd)<br>Down Platform - 186m (203yd) |
| | 9 60 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1200 | 003 | Clapton Junction to Chingford | CJC | Anglia | 02/04/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 10 07 * |  | TCB Liverpool St IECC (L)<br>RA7 AC: Romford<br>GSM-R |
| **CHINGFORD**<br>Chingford Platform GF | 10 33 | | Platform 1 - 167m (183yd) PP<br>Platform 2 - 193m (211yd) PP<br>Platform 3 - 186m (203yd) PP |

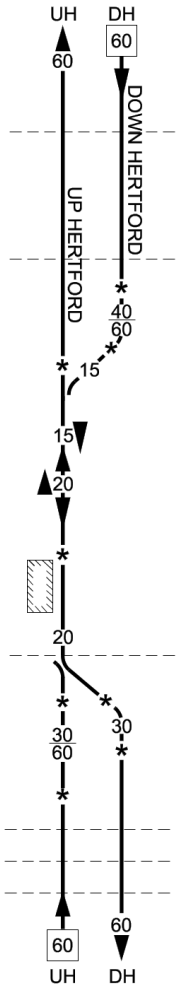
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1210 | 001 | Broxbourne Jcn to Hertford East | HEB | Anglia | 30/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA9 AC: Romford<br><br>UC = Up Cambridge<br>DC = Down Cambridge |
| Broxbourne Jn | 18 35 | | |
| | 18 40 * | | |
| | 18 50 * | | |
| **RYE HOUSE** | 18 71 | | Up Platform 1 - 186m (202 yds)<br>Down Platform 2 - 170m (184 yds) |
| | 19 20 * | | |
| Cranbourne LC (R/G-X) | 19 42 | T | |
| | 20 22 * | | |
| St Margarets LC (CCTV) | 20 23 | | |
| **ST MARGARETS** | 20 25 | | Up Platform 1 - 199m (217 yds)<br>Down Platform 2 - 167m (182 yds) |
| Maltings LC (UWC) | 20 39 | T | |
| | 20 40 * | | |

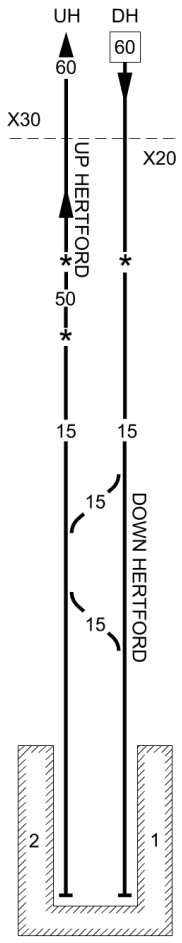
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1210 | 002 | Broxbourne Jcn to Hertford East | HEB | Anglia | 30/08/2022 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA9 AC: Romford<br>UH - Up Hertford<br>DH - Down Hertford |
| Amwell Marsh LC (UWC) | 20 | 75 | T | |
| Hardmead LC (UWC) | 21 | 36 | T | |
| | 21 | 43 * | | |
| | 21 | 78 * | | |
| | 22 | 00 * | | |
| Single Line | 22 | 04 | | |
| | 22 | 06 * | | |
| **WARE** | 22 | 16 | | Platform - 276m (301 yds) |
| Ware LC (CCTV) | 22 | 21 | | |
| | 22 | 22 * | | |
| | 22 | 26 * | | |
| | 22 | 54 * | | |
| Kings Mead LC (FPK) | 22 | 58 | | |
| New River LC (FPS) | 22 | 73 | | |
| Viaduct Maintenance LC (UWC) | 23 | 13 | T | |

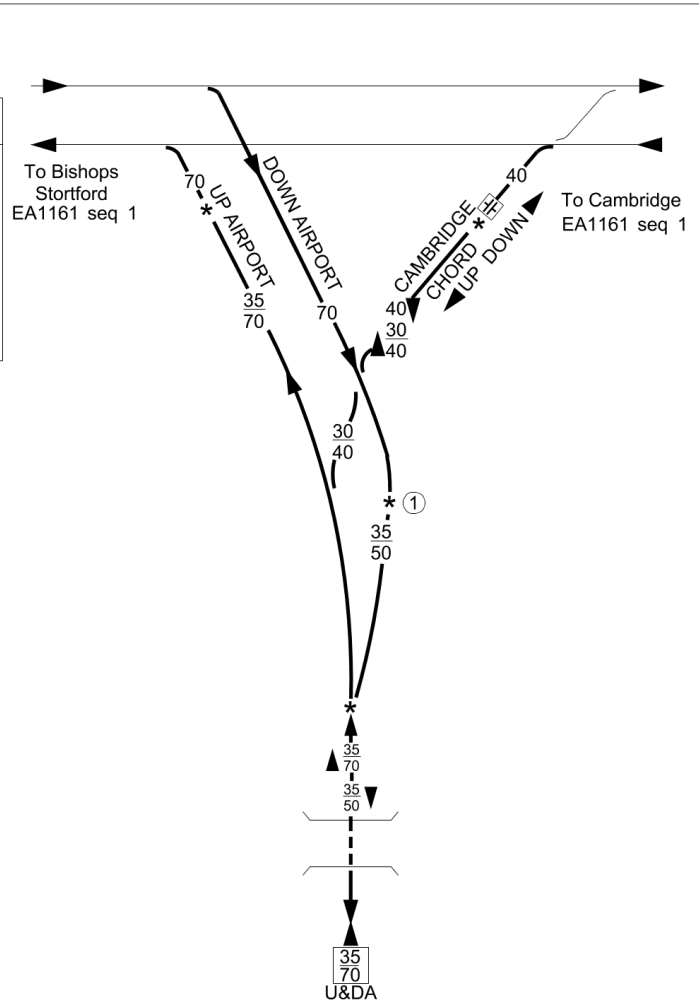
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1210 | 003 | Broxbourne Jcn to Hertford East | HEB | Anglia | 30/08/2022 |

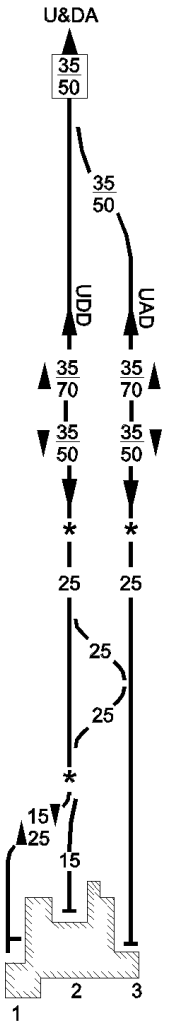
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA9 AC: Romford<br>UH - Up Hertford<br>DH - Down Hertford |
| Mead Lane FP (R/G-X) | 23 57 | | |
| | 23 73 * | | |
| | 23 78 * | | |
| **HERTFORD EAST** | 24 19 | | Platform 1 - 249m (272 yd) PP<br>Platform 2 - 249m (272 yd) PP |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1220 | 001 | Stansted South & North Jn's to Stansted Airport | TLA BGK TEN | Anglia | 27/08/2022 |

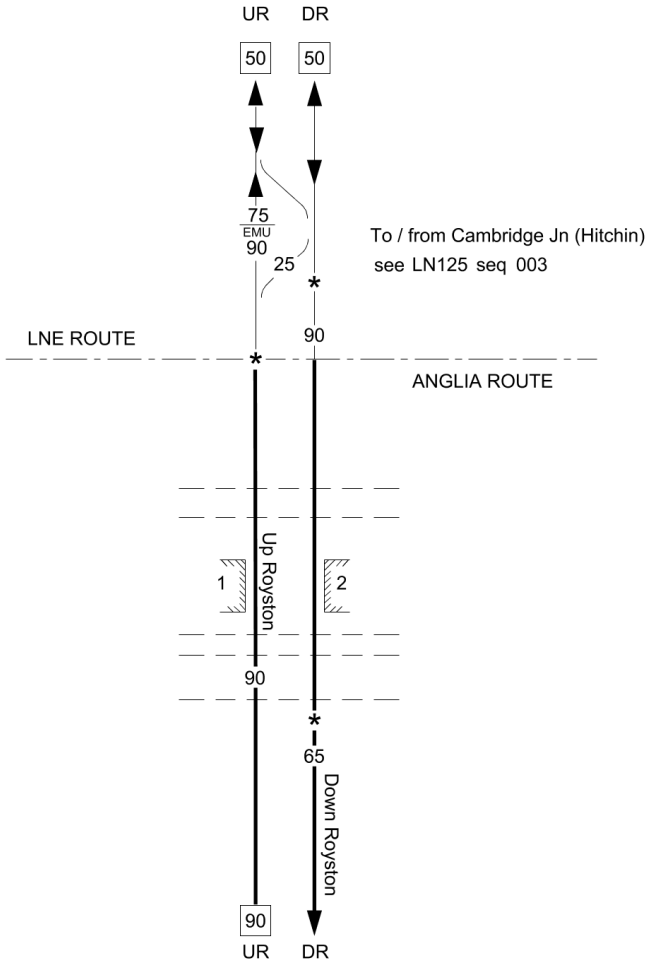
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford |
| | Airport Lines / Cambridge Chord | | |
| Stansted South Jn | 33 54 | | |
| Stansted North Jn | 0 00 | | |
| OHNS | 33 66 * / 0 10 * | | |
| Stansted East Jn | 34 26 / 0 49 | | |
| | 34 45 * | | ① AWS magnet not provided at the permissible speed change warning indicator |
| Tye Green Jn | 35 06 * | | |
| Stansted Airport Tunnel (1944 yds) | 35 15 to 36 23 | | General instruction for broken rails applies at Stansted Airport tunnel. |
| | | | U&DA - Up & Down Airport |

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

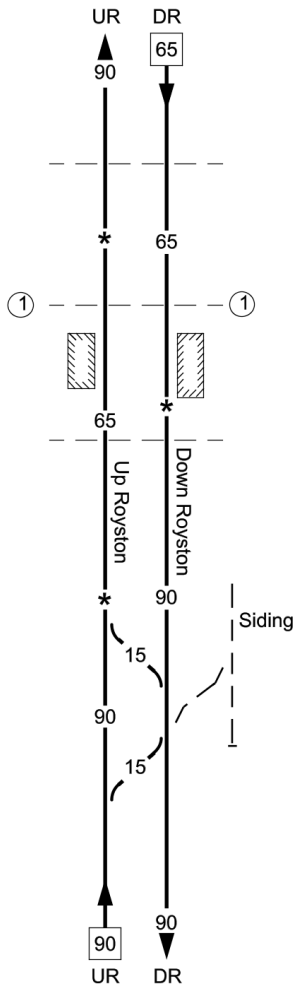
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Coopers Lane Jn | 36 57 * |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br><br>U&DA - Up & Down Airport<br><br>UAD - Up Arrival Down<br>UDD - Up Departure Down |
| **STANSTED AIRPORT**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

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1230 | 001 | Royston to Shepreth Branch Jn | SBR | Anglia | 26/08/2019 |

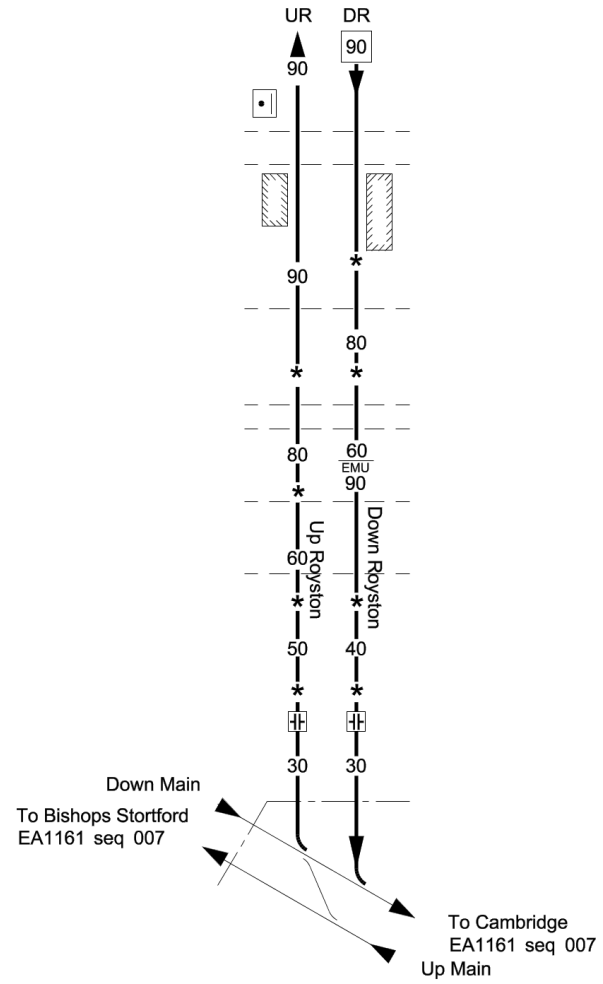
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB York ROC (KX)<br>RA9 Hitchin Workstation<br>AC: York<br><br>UR = Up Royston<br>DR = Down Royston |
| | 45 26 * | | |
| TERRITORY BOUNDARY | 45 60 | | |
| | 45 60 * | | Cambridge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

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1230 | 002 | Royston to Shepreth Branch Jn | SBR | Anglia | 14/05/2018 |

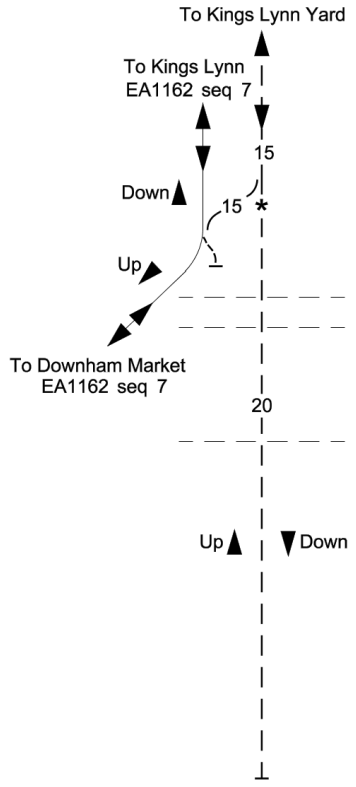
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA9 AC: York |
| Meldreth Road LC (AHBC) | 49 37 | | |
| | 49 40 * | | |
| Shepreth LC (CCTV) | 49 63 | | ① Supervised from Foxton Gate Box |
| **SHEPRETH** | 49 67 | | Up platform - 97m (105yds)<br>Down platform - 171m (187yds) |
| | 50 00 * | | |
| Angel Lane LC (R/G) | 50 05 | | |
| | 50 15 * | | |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1230 | 003 | Royston to Shepreth Branch Jn | SBR BGK | Anglia | 27/08/2022 |

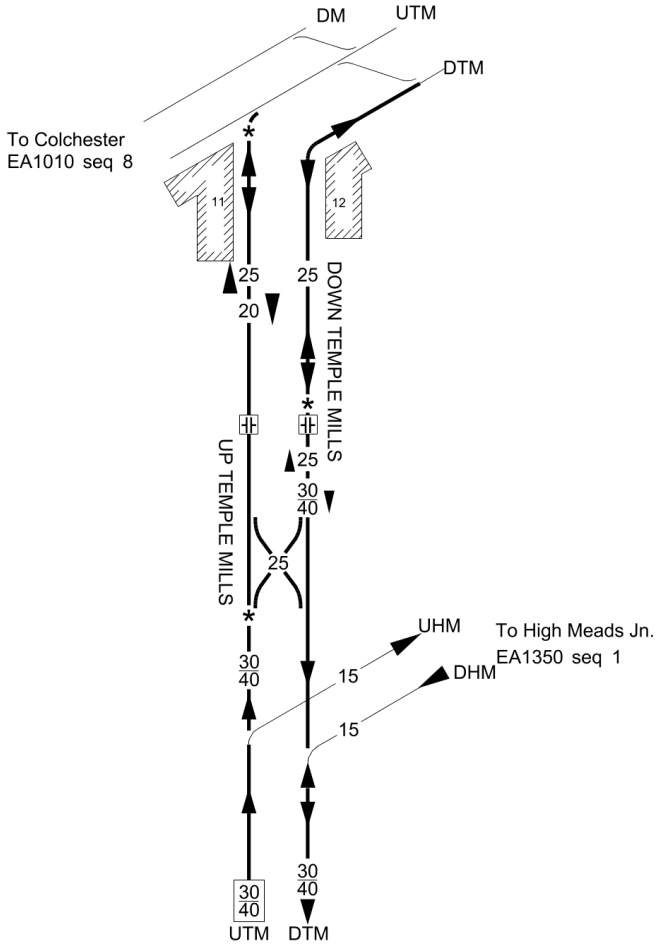
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA9 AC: York |
| Foxton Gate Box | 50 73 | | |
| Barrington LC (FPW) | 50 73 | | |
| Foxton LC (MCB) | 50 74 | | Foxton Gate Box not a Block Post |
| **FOXTON** | 50 77 | | Up platform - 105m (113yds)<br>Down platform - 174m (190yds) |
| | 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 | | |
| Rectory Farm LC (UWC) | 54 45 | T | |
| | 54 72 * | | |
| | 55 18 * | | |
| OHNS | 55 20 | | |
| Websters LC (UWC) | 55 23 | T | |
| | (53 03) | | |
| Shepreth Branch Jn. | 55 26 | | AC: Romford |
| | 53 06 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1270 | 001 | Kings Lynn Jn to Middleton Towers | MIT BGK | Anglia | 30/10/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>OTS RA8 Klngs Lynn Jn SB (KL)<br>TPWS is not provided on this route<br>AWS not provided |
| Kings Lynn Jn. | 96 50 | | |
| | 0 22 * | | |
| Seamans No.3 LC (UWC) | 1 74 | | Stabling Siding 188m (205yds) |
| Seamans No.4 LC (UWC) | 2 24 | | |
| Middleton Towers LC No.6 (TMO) | 3 11 | | |
| (Network Rail boundary) | | | |
| Middleton Towers | 3 44 | | |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1280 | 001 | Stratford Central Jn to Coppermill Jn | SDC LTN1 SDC | Anglia | 30/08/2022 |

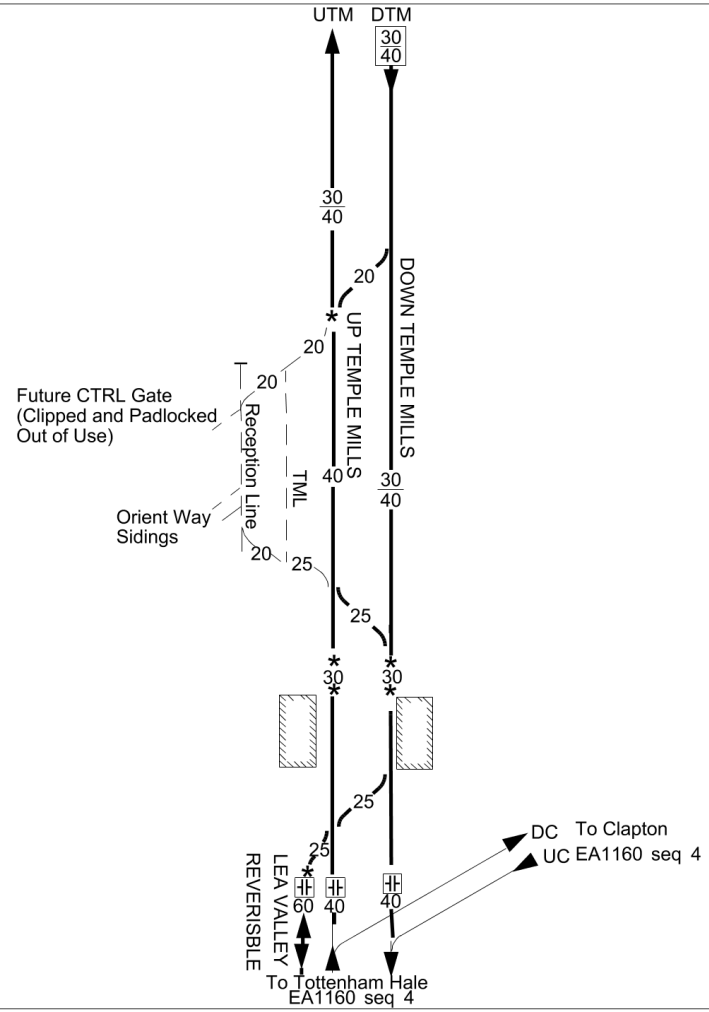
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 3 78 * |  | TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br>GSM-R |
| **STRATFORD** | 4 00 | | Platform 11 - 264m (288yds)<br>Platform 12 - 182m (199yds) |
| | | | Liverpool St IECC (S) |
| OHNS | 4 14 *<br>4 17 | | |
| Olympic Park Jn | 4 21 | | |
| | 4 24 * | | |
| Temple Mills East Jn | 4 45 | | |



DM - Down Main
UTM - Up Temple Mills
DTM - Down Temple Mills
UHM - Up High Meads
DHM - Down High Meads

Anglia Route Sectional Appendix Module AR2

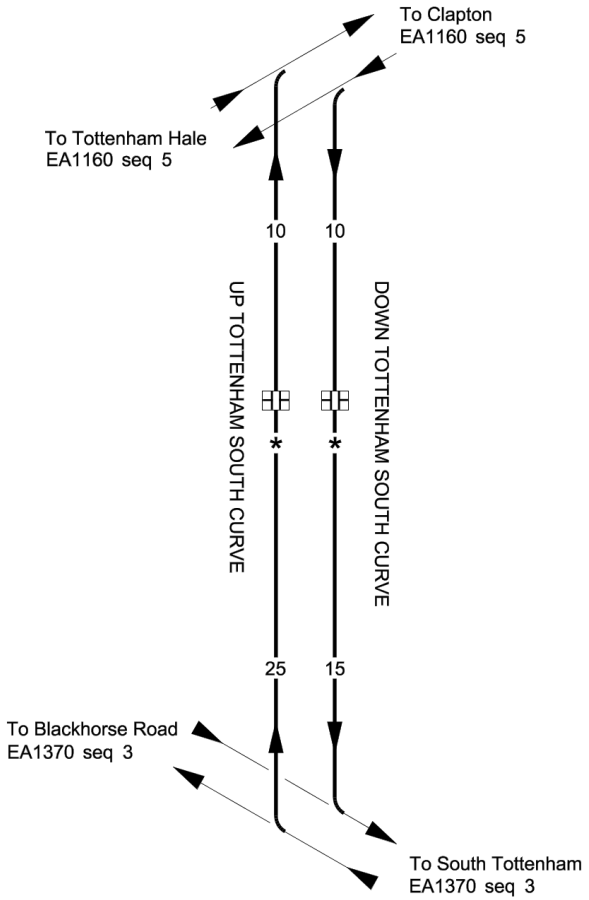
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1280 | 002 | Stratford Central Jn to Coppermill Jn | SDC BGK | Anglia | 30/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Ruckholt Rd Jn | 5 16 * 5 17 |  | TCB Liverpool St IECC (S) RA8 AC: Romford |
| Orient Way Sidings | 5 58 | | TML - Temple Mills Loop TML - 887m (970yds) |
| Temple Mills West Jn | 5 78 | | UTM - Up Temple Mills DTM - Down Temple Mills DC - Down Cambridge UC - Up Cambridge |
| **LEA BRIDGE** | 6 01 * 6 15 * 6 30 | | Down Platform - 164m (179yds) Up Platform - 164m (179yds) |
| Lea Bridge Jn | 6 44 | | |
| Coppermill Jn. OHNS | 6 50 * 7 04 7 14 | | Liverpool St IECC (L) |
| | (4 74) | | |

Anglia Route Sectional Appendix Module AR2

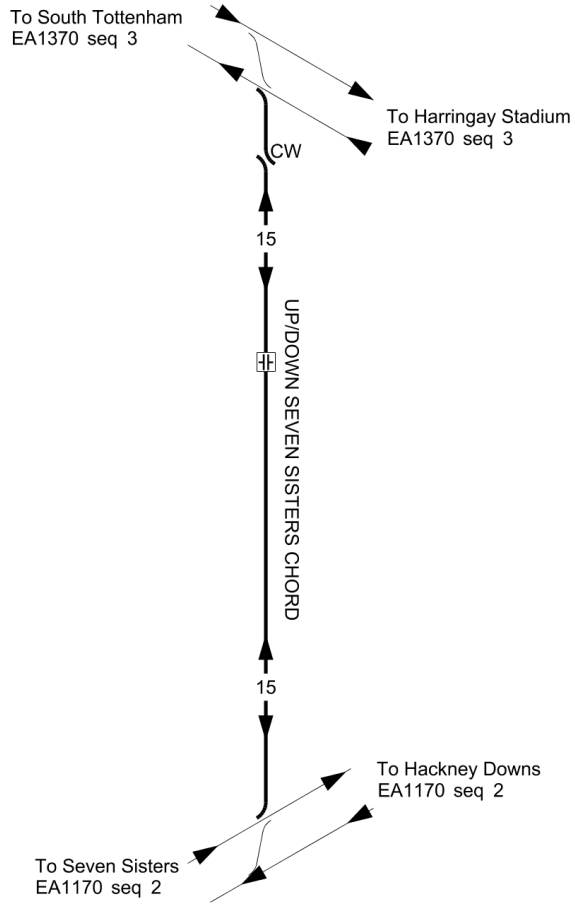
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1290 | 001 | Tottenham South Jn South Tottenham East Jn | TSE1 BGK TAH1 TAH2 | Anglia | 15/10/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R |
| | | | TCB Liverpool St IECC (L)<br>RA8 AC: Romford |
| Tottenham South Jn. | 5 41 | | |
| OHNS | 5 49 | | South Tottenham St Jn SB (S)<br>AC: Rugby |
| Change of mileage | 5 54 * | | |
| | 6 22 | | |
| South Tottenham East Jn | 5 73 | | |



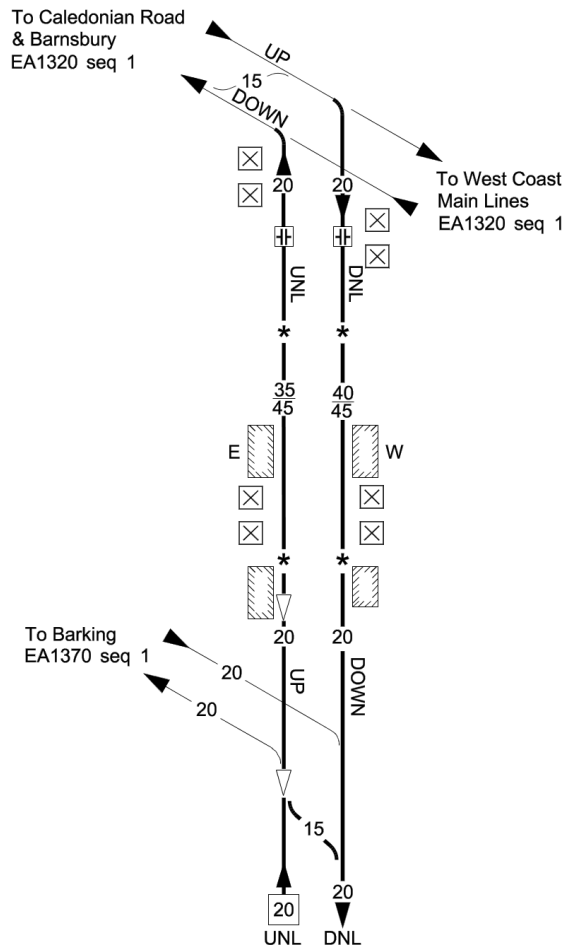
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1300 | 001 | South Tottenham West Jn to Seven Sisters Jn | SSLTAH1TAH2HDT | Anglia | 27/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| South Tottenham West Jn | (5 65)<br>0 13 |  | GSM-R<br>TCB South Tottenham St Jn SB (S)<br>RA8 AC: Rugby<br>CW - 69.5m (77 yds) before reaching L1327 signal |
| OHNS | 0 11 | | |
| | | | Liverpool St IECC (L)<br>AC: Romford |
| Seven Sisters Jn | 0 00<br>(5 40) | | |

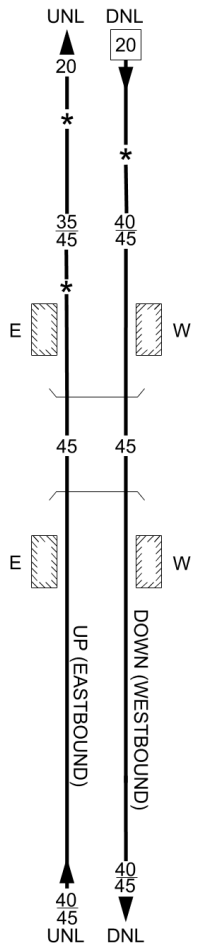
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1310 | 001 | Camden Road West Junction to Richmond | BOK2 | Anglia | 30/03/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Camden Road West Jn | (5 10) |  | GSM-R<br>TCB Upminster SCC (NL)<br>RA8 NLL Central Workstation<br>AC: Rugby |
| | 0 00 | | General instruction applies at the following bridges:<br>Prince of Wales Road<br>(Bridge 1 Span 51) at 0m30ch Wilkin Street<br>(Bridge 1 Span 67) at 0m38ch Athlone Street<br>(Bridge 1 Span 72) at 0m42ch Grafton Road<br>(Bridge 1 Span 75) at 0m44ch |
| OHNS | 0 03 | | Limit of LOD(T) area NL2101 Down and Up North London line (Camden Road Central Jn/Camden Road West Jn) at 0m 04ch<br>Limit of LOD(T) areas NL2103 and NL2104 Down and Up North London line (Camden Road West Jn/Gospel Oak) at 0m 04ch |
| | 0 14 * | | |
| **KENTISH TOWN WEST** | 0 34 | | Up Platform (E) - 109m (119yds)<br>Down Platform (W) - 108m (118yds) |
| | 0 42 | | Limit of LOD(T) area NL2103 Down North London line (Camden Road West Jn/Gospel Oak) at 0m 66ch<br>Limit of LOD(T) area NL2104 Up North London lines (Camden Road West Jn/Gospel Oak) at 0m 72ch |
| | 1 00 * | | |
| **GOSPEL OAK** | 1 01 | | Up Platform - 113m (122yds)<br>Down Platform - 104m (114yds) |
| Gospel Oak Jn | 1 10 | | FWS(ATWS) provide between<br>BOK2 0m 9ch and 0m 23ch<br>and<br>EA1370 GOJ |
| | | | General instruction applies at<br>Gordon House Road (Bridge 3) at 01m01ch |
| | | | UNL: Up North London<br>DNL: Down North London |

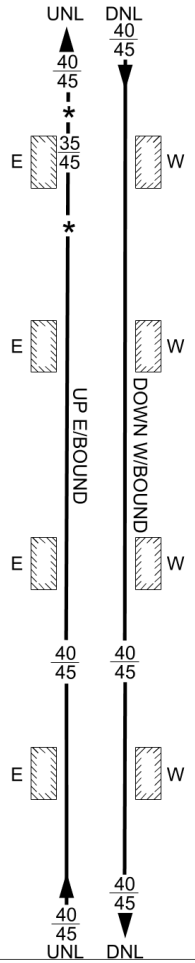
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1310 | 002 | Camden Road West Junction to Richmond | BOK2 | Anglia | 17/04/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Upminster SCC( NL)<br>RA8 NLL Central Workstation AC: Rugby |
| | 1 19 * | | |
| | 1 25 * | | |
| | 1 51 * | | |
| **HAMPSTEAD HEATH** | 1 53 | | Up Platform (E) - 104m (114yds)<br>Down Platform (W) - 110m (120yds) |
| Hampstead Heath Tunnel (1166 yards) | 1 63<br>to<br>2 36 | | General instruction for broken rails applies at Hampstead Heath tunnel. |
| **FINCHLEY ROAD AND FROGNAL** | 2 44 | | Up Platform (E) - 124m (136yds)<br>Down Platform (W) - 106m (116yds) |
| | | | UNL: Up North London<br>DNL: Down North London |

Anglia Route Sectional Appendix Module AR2

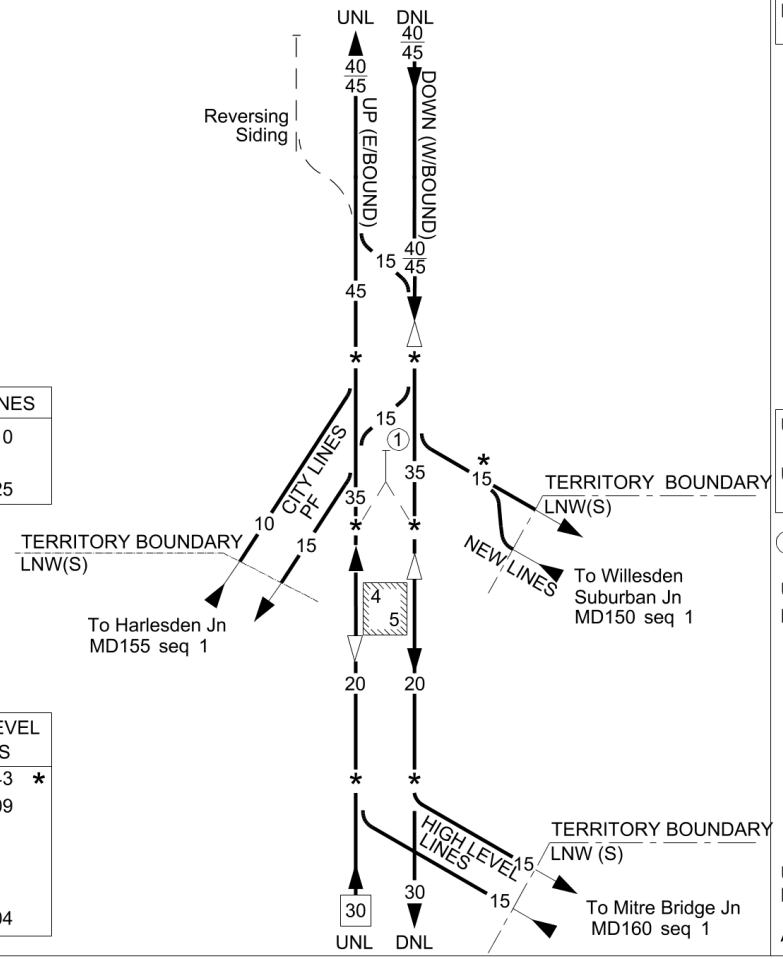
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1310 | 003 | Camden Road West Junction to Richmond | BOK2 | Anglia | 17/04/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB Upminster SCC (NL)<br>RA8 NLL Central Workstation<br>AC: Rugby<br>Up Line<br>GSM-R |
| | 2 69 * | | |
| **WEST HAMPSTEAD** | 2 75 | | Up Platform (E) - 114m (125yds)<br>Down Platform (W) - 104m (114yds) |
| | 3 03 * | | |
| **BRONDESBURY** | 3 36 | | Up Platform (E) - 108m (118ds)<br>Down Platform (W) - 103m (113yds) |
| **BRONDESBURY PARK** | 3 71 | | Up Platform (E) - 102m (112yds)<br>Down Platform (W) -122m (133yds) |
| **KENSAL RISE** | 4 41 | | Up Platform (E) - 119m (130yds)<br>Down Platform (W) - 100m (109yds) |
| | | | UNL: Up North London<br>DNL: Down North London |

Anglia Route Sectional Appendix Module AR2

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

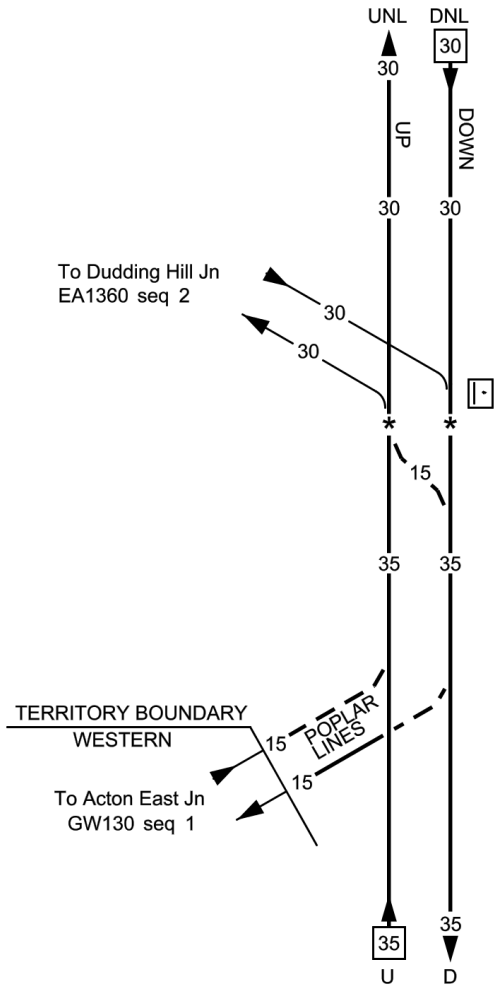
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Kensal Green Junction | 5 08 * | CITY LINES: 0 00 / 0 21 — NEW LINES: 5 10 / 5 25 | GSM-R<br>TCB Upminster SCC (NL)<br>RA8 NLL Central Workstation<br>AC: Rugby |
| **WILLESDEN JUNCTION HIGH LEVEL**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



Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1310 | 005 | Camden Road West Junction to Richmond | BOK4 BOK5 | Anglia | 18/08/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Former Old Oak Jn | 0 34 | | |
| Change of Mileage | 0 43 | | |
| Acton Wells Jn (AW) SB | 0 64 | | |
| Acton Wells Jn | 0 66 * | | |
| Acton Wells Jn | 0 72 | POPLAR LINES 0 49 / 0 39 | |




GSM-R

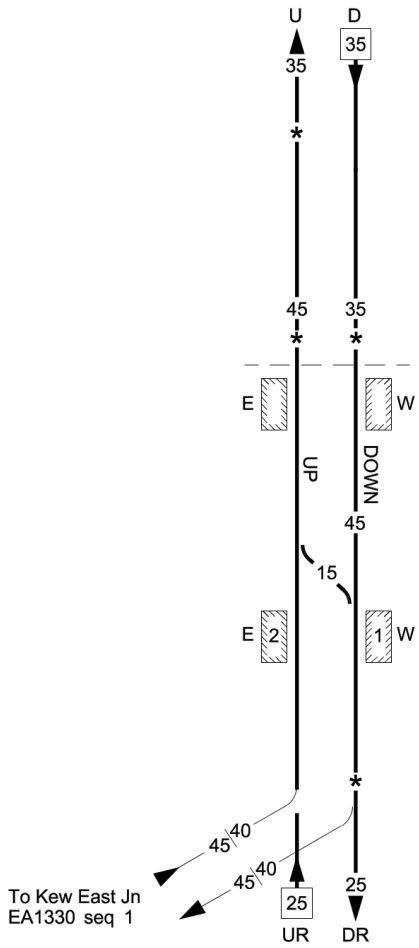
TCB Acton Wells Jn SB (AW)
RA8 AC: Rugby

Change of line designation from Acton Wells Junction
UNL: Up North London
DNL: Down North London

The Down Poplar line - PF ONLY for one light locomotive movement (including locos coupled together described as a light engine) or one DMU movement not converying passengers (including DMUs coupled together) to FOLLOW a train of class 3 - 8 or 0.

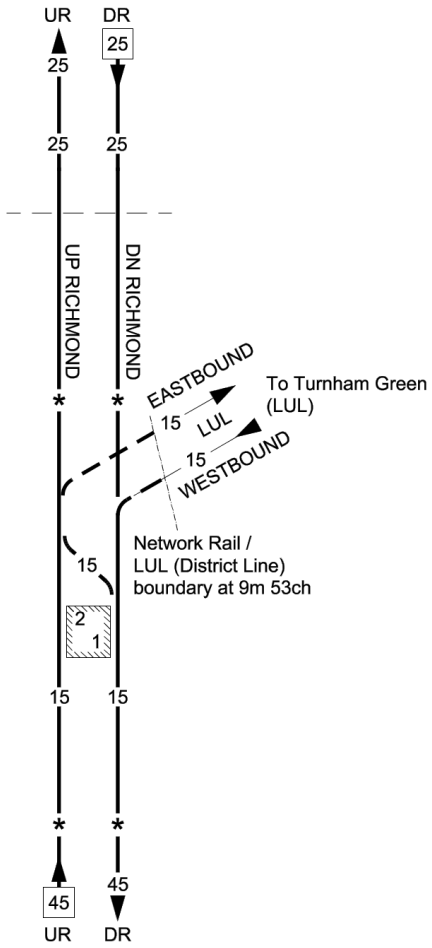
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1310 | 006 | Camden Road West Junction to Richmond | BOK5 | Anglia | 30/03/2024 |

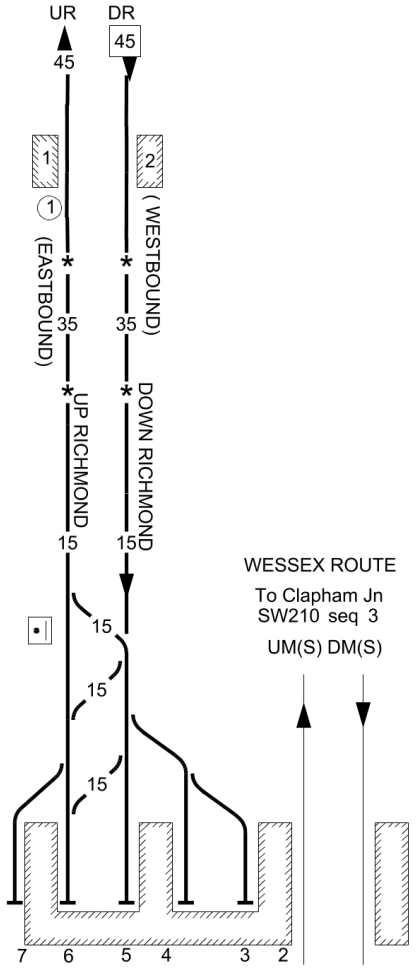
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Acton Wells Jn SB (AW)<br>RA8 AC: Rugby |
| | 0 75 * | | |
| | 1 66 * | | |
| Acton Central LC (CCTV) | 1 70 | | Up Platform (E) -135m (148yds) |
| **ACTON CENTRAL** | 1 73 | | DC(3): Rugby<br>Down Platform (W) - 120m (131yds) |
| **SOUTH ACTON** | 2 48 | | Up Platform (2) (E) - 104m (114yds)<br>Down Platform (1) (W) - 120m (131yds)<br>FWS(ATWS) provided between BOK5 2m 26 and 2m 72ch and EA 1310 SAR1 EA 1330 NKE1<br>Change of line designation from South Acton Jn UR - Up Richmond Line DR - Down Richmond Line |
| South Acton Jn | 2 52 * | | |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1310 | 007 | Camden Road West Junction to Richmond | SAR1 SAR2 | Anglia | 30/03/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Bollo Lane (Richmond Line) LC (CCTV) | 2 63 |  | GSM-R<br>TCB Acton Wells Jn SB (AW)<br>RA8 DC(3): Rugby<br>FWS(ATWS) provided between SAR1 2m 52ch qand 2m 63ch and EA 1310 BOK5 EA 1330 NKE1 |
| | 3 09 * | | Richmond SB (GB)<br>DC(4): Raynes Park |
| Gunnersbury Jn | 3 12 | | AWS not provided for TSR's |
| | 9 76 | | |
| **GUNNERSBURY** | 10 05 | | Up Platform - 130m (140yds)<br>Down Platform - 118m (129yds) |
| | 10 10 * | | RA4 |

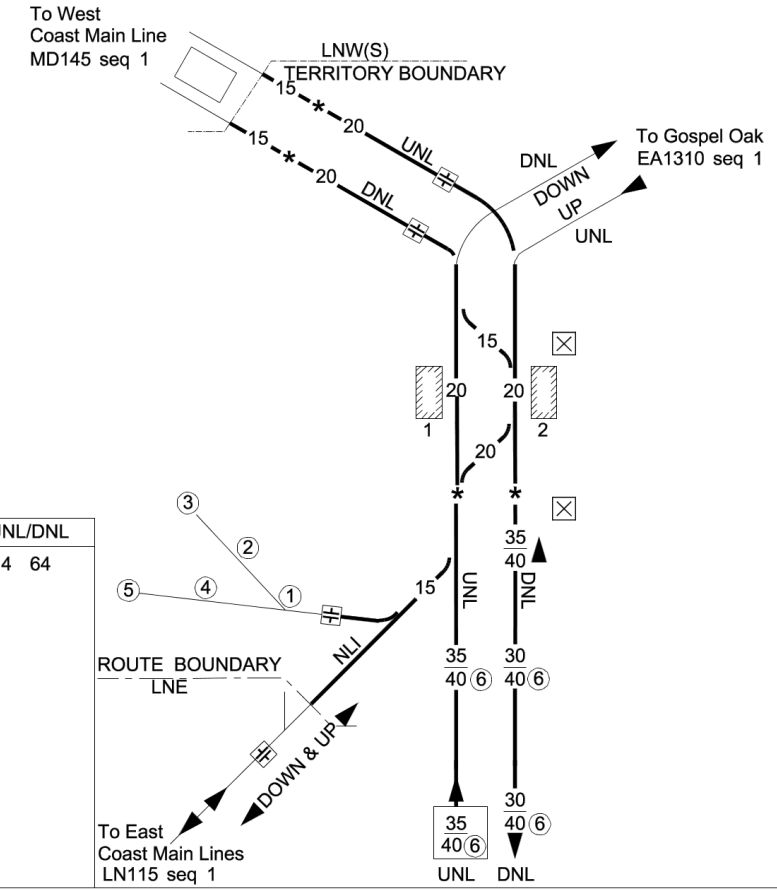
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1310 | 008 | Camden Road West Junction to Richmond | SAR2 | Anglia | 17/04/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Richmond SB (GB)<br>RA4 DC(4): Raynes Park |
| **KEW GARDENS** | 11 10 | | Up Platform - 154m (168yds)<br>Down Platform - 112m (122yds)<br>(1) **LUL"S7" Stock not to exceed 20mph through Kew Gardens station.** |
| | 11 76 * | | |
| | 12 10 * | | |
| Richmond (GB) SB | 12 22 | | UM(S) Up Main (Wessex Route)<br>DM(S) Down Main (Wessex Route) |
| **RICHMOND** | 12 39 | | Platform 3 - 137m (150yd) PP<br>Platform 4 - 137m (150yd)<br>Platform 5 - 137m (150yd)<br>Platform 6 - 137m (150yd)<br>Platform 7 - 137m (150yd)<br>Contingency use only for Class 3 ECS and Class 5. |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1320 | 001 | Camden Road West Junction to Stratford | BOK1 BOK2 CRC2 CRF1 CRF2 | Anglia | 30/03/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **PRIMROSE HILL (CLOSED)** | 5 49 | | |
| TERRITORY BOUNDARY | 5 42 | | |
| | 5 18 * | | |
| OHNS | 5 12 | | |
| Camden Road West Jn | 5 10 | | |
| **CAMDEN ROAD** | 5 01 | | |
| | 4 71 * | | |
| | NLI / UNL/DNL | | |
| Camden Road Central Jn | 0 51 / 4 64 | | |
| Camden Road incline Jn | 0 44 | | |
| TERRITORY BOUNDARY | 0 20 | | |
| York Way North Jn | 0 13 | | |
| OHNS | 0 03 | | |




TCB Upminster SCC (NL)
RA8 NLL Central Workstation
AC: Rugby
DC(3): Rugby
AC: Romford

GSM-R

Axle Counter Area

DNL - Down North London
UNL - Up North London
NLI - North London Incline

General instruction applies at Kentish Town Road (Bridge 25) at 05m08ch

Change of line direction designation

Up Platform 1 - 104m (114yds)
Down Platform 2 - 122m (133yds)

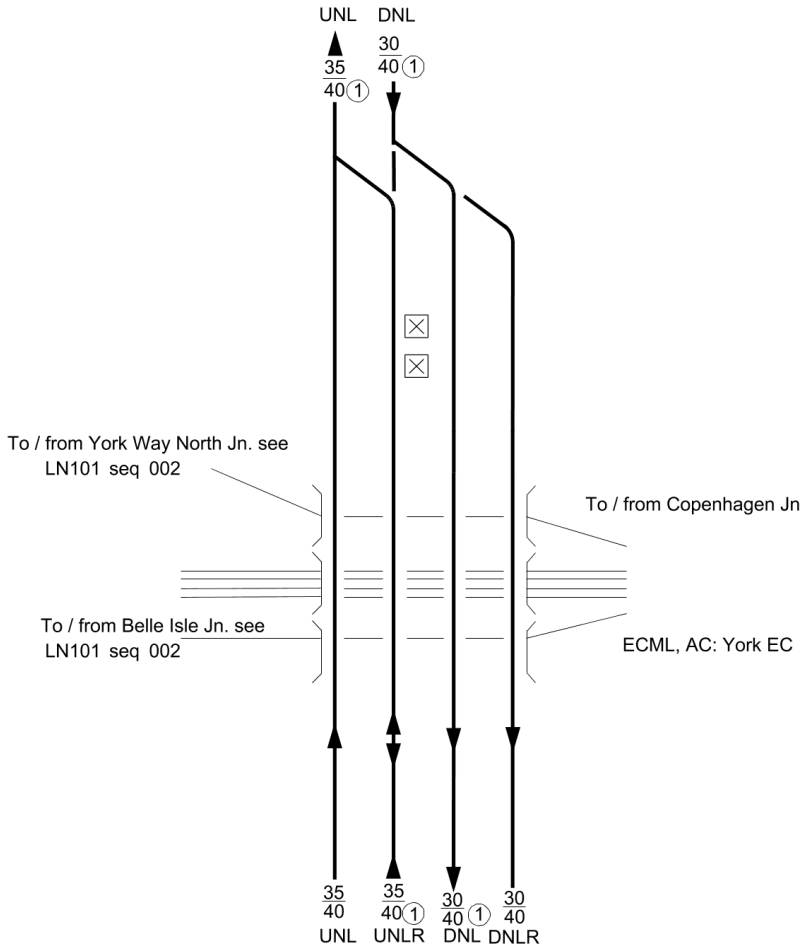
Limit of LOD(T) area NL2101 Down and Up North London line (CamdenRoad Central Jn/Camden Road West Jn) at 4m 67ch
Limit of LOD(T) area NL2001 Down North London line (Camden Road Central Jn/Camden Road East Jn) at 4m 67ch

FWS(ATWS) provided between
BOK1 4m 20ch and 5m 03ch
CRF2 4m 68ch and 4m 54ch

① Cedar Junction
② Silo Curve
③ To St Pancras (CTRL)
④ CTRL / NLL Connection line
⑤ To Paris
⑥ Class 3,4 &0 trains must observe lower speed

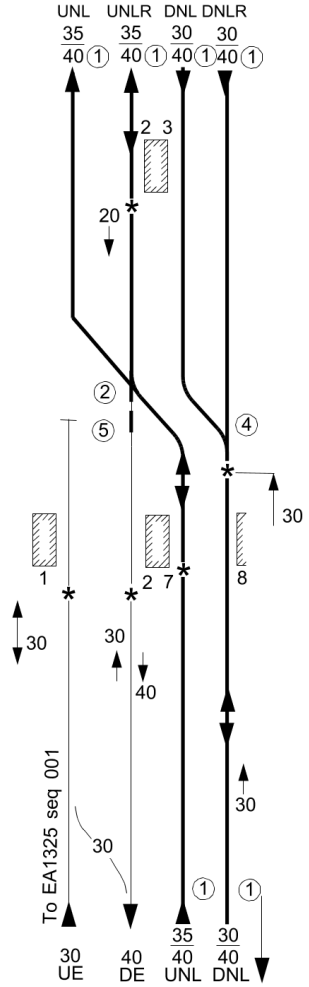
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1320 | 002 | Camden Road West Junction to Stratford | BOK1 BOK1 | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Camden Road East Jn | 4 52<br>4 21 |  | TCB Upminster SCC (NL)<br>RA8 NLL Central Workstation<br>AC: Romford<br>GSM-R<br>Axle Counter Area<br>General instruction applies at Camley Street (Bridge 97) at 4m 53ch<br>DNL - Down North London (AC)<br>UNL - Up North London (AC)<br>UNLR - Up North London Reversible (AC)<br>DNLR - Down North London Relief (AC)<br>Limit of LOD(T) area NL2001 Down North London (Camden Road Central Jn/Camden Road East Jn) at 4m 24ch<br>Limit of LOD(T) area NL2012 Up North London Reversible (Camden Road East Jn/Caledonian Road & Barnsbury) at 4m 24ch<br>① Class 3,4, and 0 trains must observe lower speed |

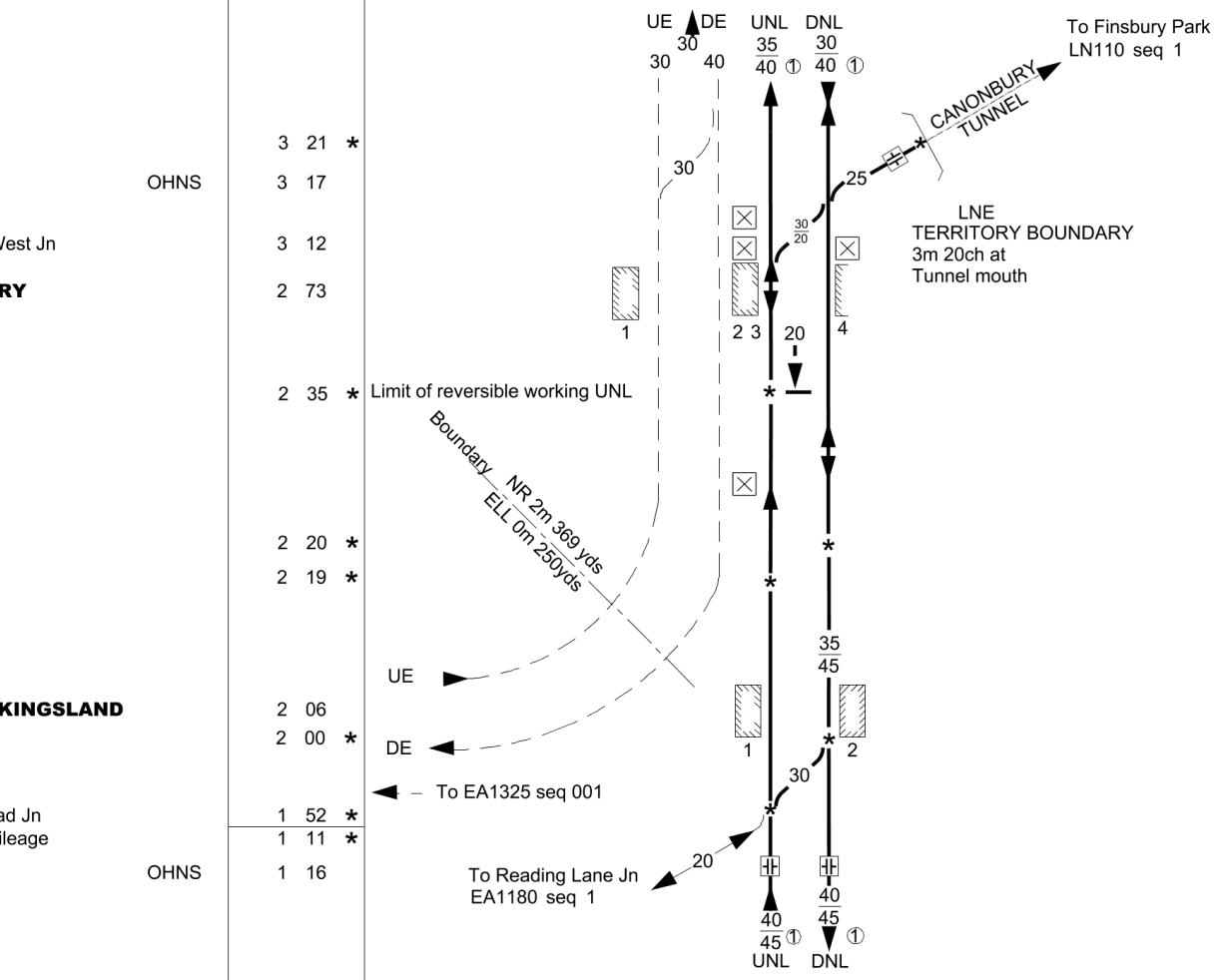
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1320 | 003 | Camden Road West Junction to Stratford | BOK1 ELL5 | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **CALEDONIAN ROAD & BARNSBURY** | 3 74<br>3 63 * |  | TCB Upminster SCC (NL)<br>RA8 NLL Central Workstation<br>AC:Romford<br>GSM-R<br>(AC only)<br>Axle Counter Area<br>① Class 3,4, and 0 trains must observe lower speed<br>Platform 2 - 121m (132 yds)<br>Platform 3 - 105m (115 yds)<br>LOD(T) Up North London Reversible line (Camden Road East Jn/Caledonian Road & Barnsbury) at 3m 62ch<br>LOD(T) Up North London line (Caledonian Road & Barnsbury/Highbury & Islington) at 3m 62ch<br>LOD(T) Down North London line (Highbury & Islington/Canonbury) at 3m 38ch |
| | 3 40<br>3 38 * | Limit of reversible working DNL | Transfer line |
| **HIGHBURY & ISLINGTON** | 3 36<br>3 33 *<br>3 32 * | Limit of reversible working UNL | Upminster SCC (NL)<br>NLL Eastern Workstation<br>LOD(T) Up North London line (Caledonian Road & Barnsbury/Highbury & Islington) at 3m 32ch<br>(AC only)<br>Platform 7 - 112m (123 yds)<br>Platform 8 - 111m (122yds)<br>② C&P and detected<br>④ Change of line designation<br>⑤ Transfer line (TL) AC/DC interface (out of use)<br>UNL - Up North London<br>UNLR - Up North London Reversible<br>DNL - Down North London<br>DNLR - Down North London Relief<br>UE - Up East London Line<br>DE - Down East London Line<br>TL - Transfer Line (AC Romford DC Lewisham) |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1320 | 004 | Camden Road West Junction to Stratford | BOK1 CFP ELL5 DWW1 GRE | Anglia | 27/08/2022 |

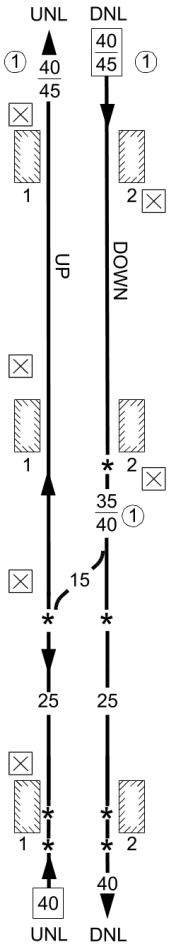
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB Upminster SCC (NL)<br>RA8 NLL Eastern Workstation<br>AC: Romford<br>GSM-R<br>Axle counter Area |
| | 3 21 * | | |
| OHNS | 3 17 | | |
| Canonbury West Jn | 3 12 | | Limit of LOD(T) area NL2032 Up North London (Canonbury West Jn/Dalston) at 3m 07ch<br>Limit of LOD(T) area NL2009 Down North London (Highbury & Islington/Canonbury West Jn) at 2m 78ch |
| **CANONBURY** | 2 73 | | |
| | 2 35 * | Limit of reversible working UNL | Platform 3 - 110m (120yds)<br>Platform 4 - 114m (125yds) |
| | | | UNL - Up North London<br>DNL - Down North London<br>UE - Up East London Line<br>DE - Down East London Line |
| | 2 20 * | | Limit of LOD(T) area NL2032 Up North London (Canonbury West Jn/Dalston) at 2m 26ch |
| | 2 19 * | | |
| **DALSTON KINGSLAND** | 2 06 | | Up Platform 1 -105m (115yds)<br>Down Platform 2 - 126m (138yds) |
| | 2 00 * | | |
| Navarino Road Jn | 1 52 * | | |
| Change of Mileage | 1 11 * | | |
| OHNS | 1 16 | | |



① Class 3,4, and 0 trains must observe lower speed

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1320 | 005 | Camden Road West Junction to Stratford | DWW1DWW2 | Anglia | 17/04/2021 |

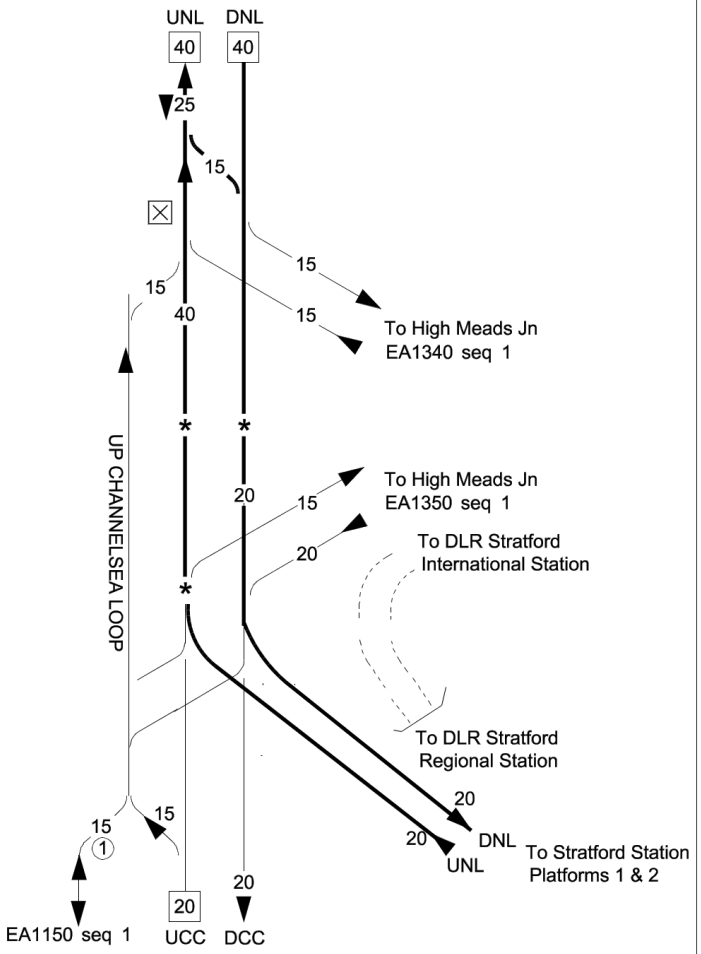
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **HACKNEY CENTRAL** | 1 32 |  | TCB Upminster SCC (NL)<br>RA8 NLL Eastern Workstation<br>AC: Romford<br>GSM-R<br>Axle Counter Area<br>Limit of LOD(T) area NL2038 Up North London line (Hackney Central/Homerton) at 1m 27ch<br>Up platform 1 - 125m (137yds)<br>Down platform 2 - 125m (137yds)<br>Limit of LOD(T) area NL2037 Down North London line (Hackney Central/Homerton) at 1m 45ch<br>General instruction applies at the following bridges<br>Link Street (Bridge 201) at 1m 60ch<br>Ponsford Street (Bridge 211 & 212) at 1m 66ch<br>Limit of LOD(T) area NL2038 Up North London line (Hackney Central/Homerton) at 1m 67ch |
| **HOMERTON** | 2 01 | | Up platform 1 - 105m (115yds)<br>Down platform 2 - 102m (112yds) |
| | 2 05 * | | Limit of LOD(T) area NL2037 Down North London line (Hackney Central/Homerton) at 2m 14ch<br>General instruction applies at<br>Kenworthy Road (Bridge 227) at 2m 23ch<br>Limit of LOD(T) area NL2044 Up North London line (Victoria Park Jn (site of) / Lea Jn) at 2m 40ch |
| Victoria Park Jn (Site of) | 2 48 * | | |
| **HACKNEY WICK** | 2 68 * | | Up platform 1 - 125m (137yds)<br>Down platform 2 - 125m (137yds) |
| | 2 76 * | | UNL: Up North London<br>DNL: Down North London |



① Class 3, 4 and 0 trains must observe lower speed

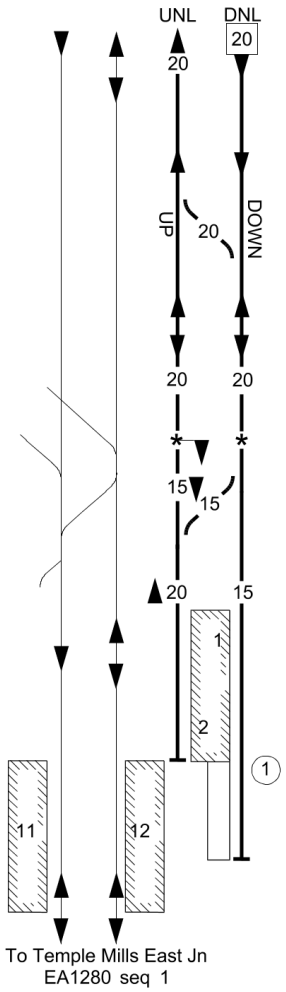
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1320 | 006 | Camden Road West Junction to Stratford | DWW2 LLS CHM CST | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Lea Jn | 3 19 |  | TCB Upminster SCC (NL)<br>RA8 NLL Eastern Workstation<br>AC: Romford<br>GSM-R<br>Axle counter Area<br>DLR – Docklands Light Railway<br>UNL - Up North London<br>DNL - Down North London<br>UCC - Up Channelsea Curve<br>DCC - Down Channelsea Curve<br>Limit of LOD(T) area NL2044 Up North London (Victoria Park Jn (site of) / Lea Jn) at 3m 19ch |
| | 3 31 * | | |
| Channelsea North Jn | 3 33 | | |
| Channelsea South Jn | 3 34 | | ① Carpenters Road Curve |

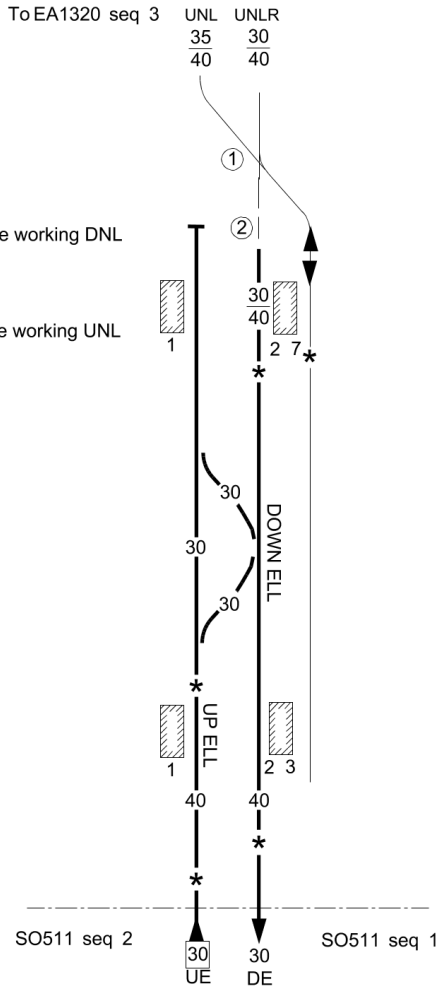
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1320 | 007 | Camden Road West Junction to Stratford | DWW2 SDC | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **STRATFORD** | 03 58 *<br>03 74 |  <br>To Temple Mills East Jn<br>EA1280 seq 1 | GSM-R<br>TCB Upminster SCC (NL)<br>RA8 NLL Eastern Workstation<br>AC: Romford<br><br>UNL: Up North London<br>DNL: Down North London<br><br>Platform 1 - 143m (156yds) PP<br>Platform 2 - 131m (143yds) PP<br><br>(1) An 'S' car stop mark indicates the limit of the usable platform |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1325 | 001 | Highbury & Islington - Dalston West Curve | ELL5 | Anglia | 25/06/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB East London Line SCC only Workstation 1<br>RA8 DC: Lewisham<br>GSM-R |
| **HIGHBURY & ISLINGTON** | 3 38 * | Limit of reversible working DNL | Platform 1 - 133m (145 yds)<br>Platform 2 - 138m (151 yds) |
| | 3 36 | | |
| | 3 33 * | Limit of reversible working UNL | ① Secured out of use |
| | 3 32 * | | ② Transfer line (TL) AC/DC interface (out of use) |
| | | | UE Up East London<br>DE Down East London |
| **CANONBURY** | 2 73 | | Platform 1 - 126m (138 yds)<br>Platform 2 - 127m (139 yds) |
| | 2 25 * | | |
| | 2 22 * | | |
| Network Rail / RFL Boundary (Dalston West Curve) | 2 17 | | |

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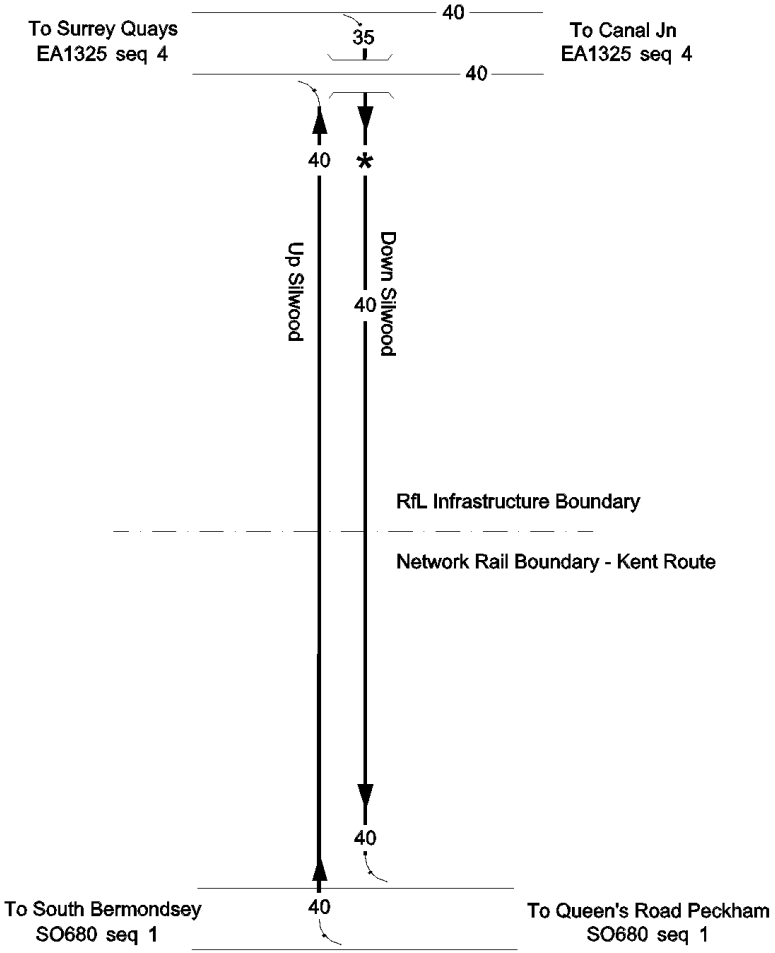
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Anglia Route Sectional Appendix Module AR2

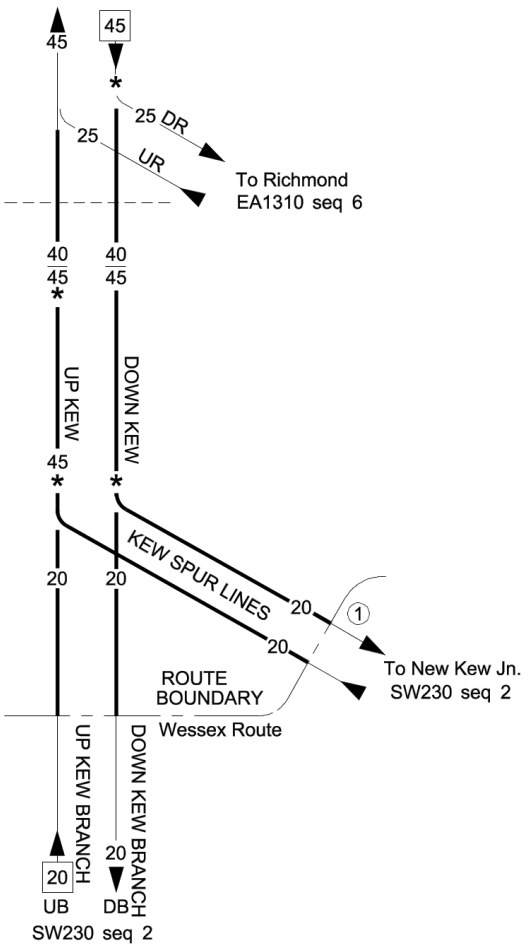
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1327 | 001 | Silwood Jn to Old Kent Road Jn | ELL3 BTH1 | Anglia | 29/12/2014 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Silwood Jn | 4 66 |  | TCB East London Line SCC (EL) Workstation 2 DC: Lewisham<br>RA8<br>GSM-R<br>RfL Infrastructure - For information purposes only<br>Axle counter area |
| | 5 04 | | |
| ELL / Network Rail Boundary | 5 51 | | Down Silwood - 5m 44ch<br>CSR 28 |
| | 2 23 | | Up Silwood - Start of GSM-R Area 2m 25ch |
| Old Kent Road Jn | 2 32 | | TCB Three Bridges Rail Operating Centre (TL) DC: Lewisham<br>RA8<br>CSR 28 |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1330 | 001 | South Acton Jn to Old & New Kew Jns | BOK5 NKE1 | Anglia | 30/03/2024 |

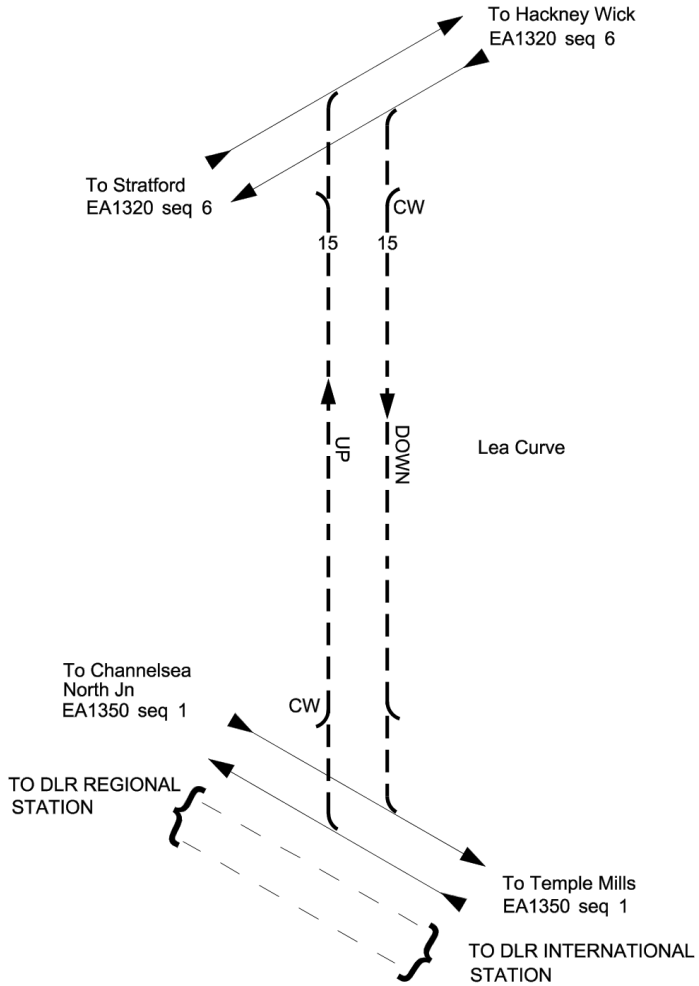
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| South Acton Jn | 2 52 * | | TCB RA8 Acton Wells Jn SB (AW) GSM-R |
| Bollo Lane (Kew Line) LC (CCTV) | 2 63 | | FWS(ATWS) provided between NKE1 2m 72ch and EA 1310 BOK5 & SAR1 |
| | 2 72 * | | |
| Kew East Jn. | 3 27 * | KEW SPUR LINES 3 27 – 3 39 | |
| Route Boundary | 3 39 | | ① Route Boundary at 3m 39ch |
| Change of mileage | 3 68 | | |
| To Old Kew Jn | 10 01 | | |



Anglia Route Sectional Appendix Module AR2

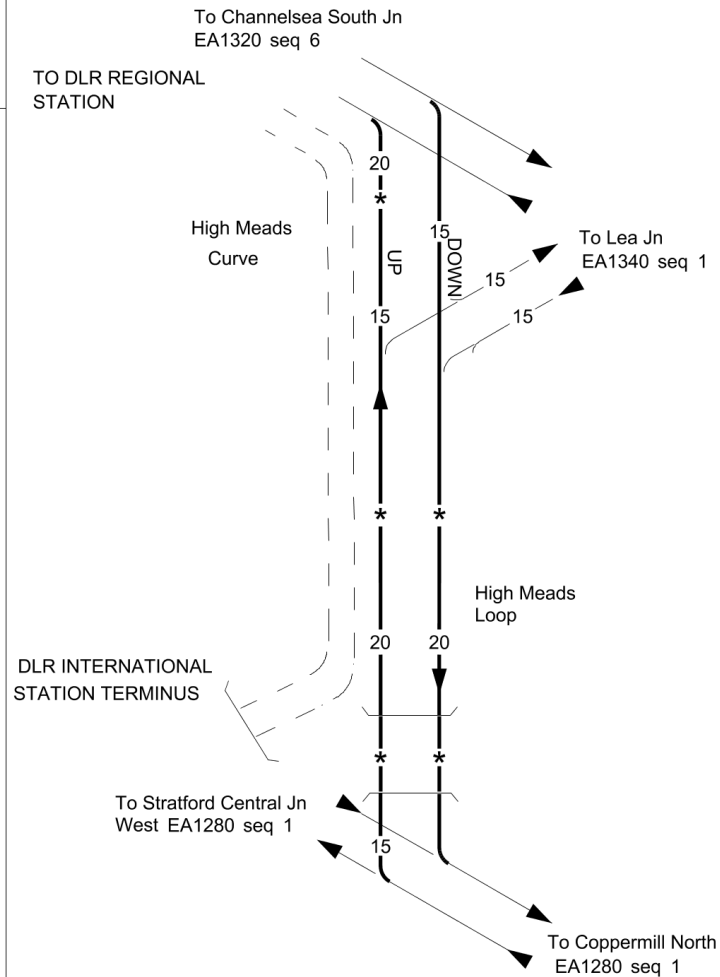
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1340 | 001 | Stratford Lea Jn to High Meads Jn | LLS DWW2 CHM | Anglia | 03/09/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | (3 19) | | GSM-R |
| Lea Jn | 0 51 | | TCB Upminster SCC (NL)<br>RA8 NLL Eastern Workstation<br>AC: Romford |
| | | | CW 177yds before reaching S160 signal |
| | 0 53 | | |
| | 0 62 | | |
| | | | CW 156yds before reaching S151 signal |
| High Meads Jn. | 0 65 | | |
| | (0 15) | | DLR – Docklands Light Railway |



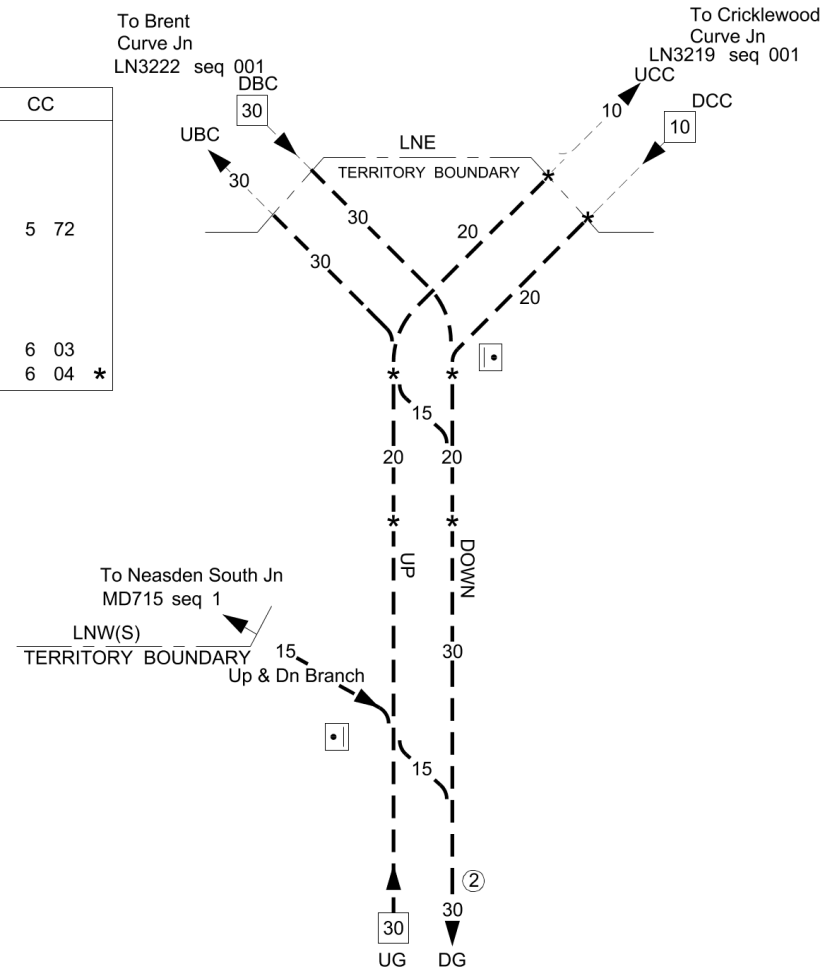
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1350 | 001 | Channelsea North Jn to Temple Mills East Jn | CHM LLS DWW2 SDC | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Channelsea North Jn | 3 32 |  | GSM-R |
| | 0 00 | | TCB Upminster SCC (NL)<br>RA8 NLL Eastern Workstation<br>AC: Romford |
| | 0 02 * | | DLR – Docklands Light Railway |
| High Meads Jn. | 0 15 * | | |
| | 0 18 * | | |
| High Meads Loop Enclosure | 0 28<br>to 0 40<br>0 42 * | | High Meads Enclosure Evacuation & Maintenance Facility.<br>Lighting & Fire Main Installed between<br>0m 25ch & 0m 50 ch |
| | 0 47 | | |
| Temple Mills East Jn | 0 59 | | TCB Liverpool St IECC (S)<br>RA8 |

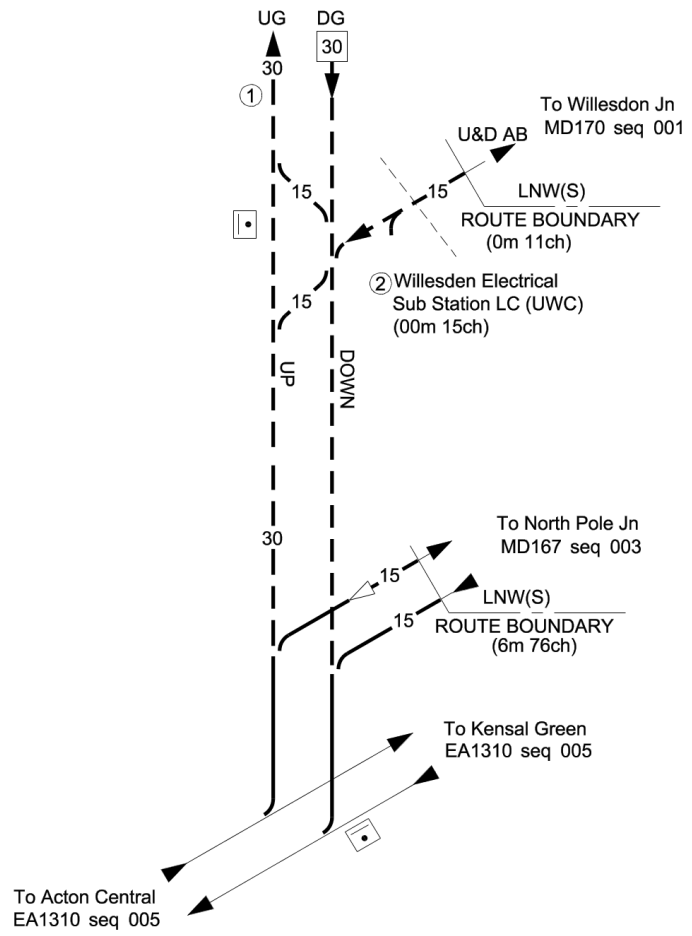
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1360 | 001 | Dudding Hill Jn to Acton Wells Jn | CAW BDH NJN | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R |
| | BC / CC | | TCB Dudding Hill Jn SB (DH)<br>RA8 |
| Territory Boundary | 0 54 / 5 72 | | AWS not provided on Down Goods between DH13/DH15 & ACW 34 Signals<br>C.W. at 5m 53ch on Cricklewood Curve<br>UBC - Up Brent Curve<br>DBC - Down Brent Curve<br>UCC - Up Cricklewood Curve<br>DCC - Down Cricklewood Curve |
| Dudding Hill Jn (DH) SB | 6 03 | | |
| Dudding Hill Jn | 1 03 * / 6 04 * | | AB |
| | 6 10 * | | Neasden Jn SB (NJ) when open<br>Acton Canal Wharf SB (ACW) at all other times<br>(TCB towards Neasden S Jn.) |
| Territoryl Boundary | 6 51 ① | | ① Boundary mileage measured from Northolt Jn. LNW(S) |
| Neasden Jn | 7 02 | | |
| Neasden Jn (NJ) SB | 7 03 | | General instruction applies at Acton Lane (Bridge 11) at 8m 3ch<br>② Signal NJ6 is not interlocked with the block instrument<br>UG - Up Goods<br>DG - Down Goods |

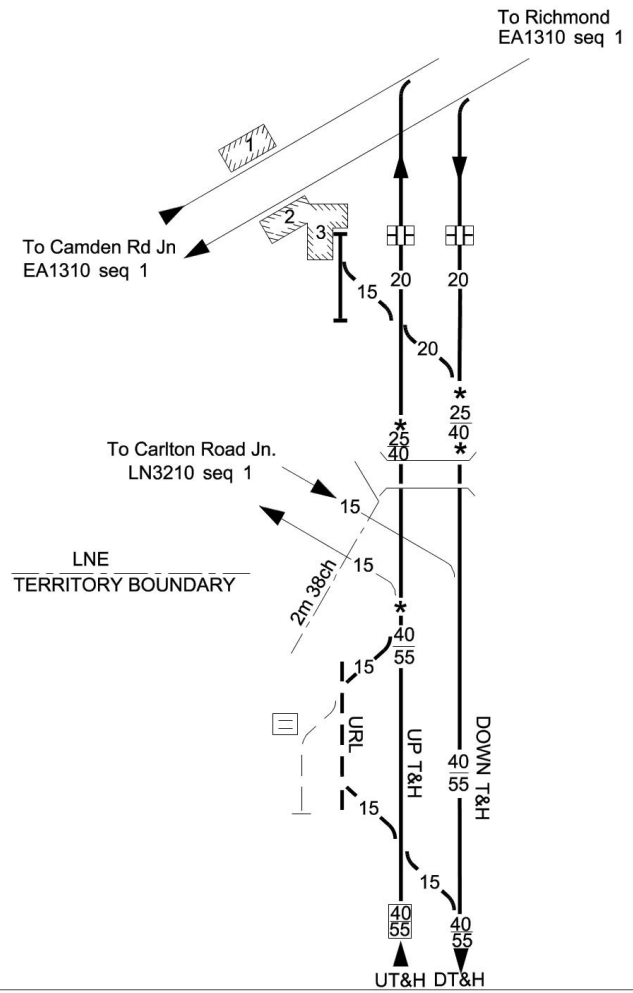
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1360 | 002 | Dudding Hill Jn to Acton Wells Jn | CAW ACW WAW BOK4 | Anglia | 03/02/2024 |

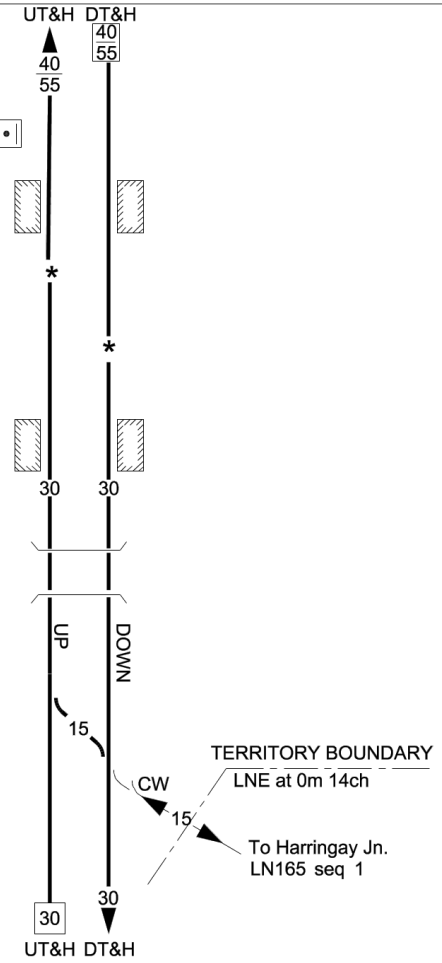
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Acton Canal Wharf (ACW) SB | 8 41 |  | GSM-R<br>AB Acton Canal Wharf SB (ACW)<br>RA8<br>① Signal ACW29 is not interlocked with the block instrument<br>TCB<br>② Telephone linked to Wembley Main Line SCC<br>UG - Up Goods<br>DG - Down Goods<br>U&D AB - Up & Down Acton Branch |
| Acton Canal Wharf Jn | 8 45 | | |
| Change of mileage | 8 77<br>0 63 | | |
| Acton Wells Jn. SB (AW) | 0 66 | | Acton Wells Jn SB (AW) |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1370 | 001 | Gospel Oak to Barking Tilbury Jn West | GOJ TAH1 BOK2 JRT | Anglia | 30/03/2024 |

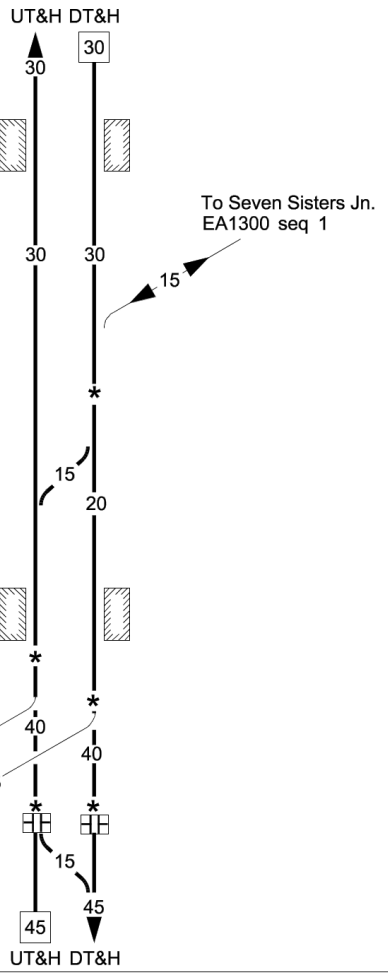
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Gospel Oak Jn | 0 00 |  | GSM-R |
| **GOSPEL OAK** | 0 04 | | TCB Upminster SCC (NL)<br>RA8 NLL Central Workstation<br>AC: Rugby |
| OHNS | 0 06 | | FWS(ATWS) provided between GOJ Up 0m 8ch Dn 0m 13ch and EA1310 BOK2 |
| | 0 20 | | Platform 3 - 97m (105yds) PP<br>General instruction applies at Gordon House Road (Bridge 1) at 0m 12ch |
| | 0 25 * | | General instruction for broken rails applies at the Covered Way |
| | 0 28 * | | |
| | 0 43 * | | Axle Counter Area |
| Covered Way | to | | Upper Holloway SB (UH) |
| | 0 52 | | |
| Junction Road Jn | 0 58 * | | |
| | 2 42 | | |
| Cripple Siding GSP | | | URL - UP Reception Line 314m (343yds) |
| | | | UT&H - Up Tottenham & Hampstead<br>DT&H - Down Tottenham & Hampstead |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1370 | 002 | Gospel Oak to Barking Tilbury Jn West | TAH1 HPW | Anglia | 03/09/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB Upper Holloway SB (UH)<br>RA8 AC:Rugby<br>GSM-R |
| Upper Holloway SB (UH) | 2 76 | | |
| **UPPER HOLLOWAY** | 3 00 | | Up platform - 124m (134yds)<br>Down platform - 123m (133yds) |
| | 3 14 * | | |
| | 3 28 * | | |
| **CROUCH HILL** | 3 65 | | South Tottenham Station<br>Junction SB (S)<br>Up platform - 122m (132yds)<br>Down platform - 122m (132yds) |
| | | | General instruction for broken rails applies at Crouch Hill tunnel |
| Crouch Hill Tunnel (90yds) | 4 01 to 4 05 | | FWS both lines within Crouch Hill Tunnel |
| Harringay Park Jn | 4 15 | | |
| | | | UT&H - Up Tottenham & Hampstead<br>DT&H - Down Tottenham & Hampstead |

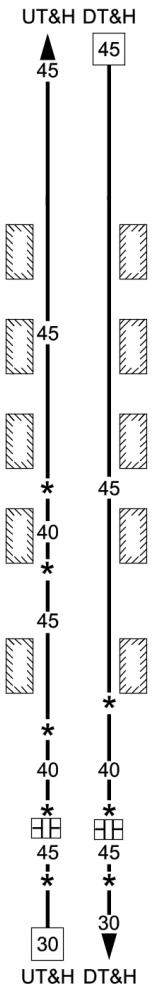
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1370 | 003 | Gospel Oak to Barking Tilbury Jn West | TAH1 TAH2 SSL TSE | Anglia | 03/09/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB South Tottenham Station<br>RA8 Junction SB (S)<br>AC: Rugby |
| **HARRINGAY GREEN LANES** | 4 61 | | Up platform - 220m (238yds)<br>Down platform - 220m (238yds) |
| South Tottenham West Jn | 5 65 | | |
| | 5 66 * | | |
| **SOUTH TOTTENHAM** | 5 69 | | Up platform - 81m (87yds)<br>Down platform - 52m (56yds) |
| South Tottenham Station Jn. SB (S) | 5 71 * | | |
| South Tottenham East Jn | 5 73 * | | |
| | 5 77 * | | |
| OHNS | 6 00 | | UT&H - Up Tottenham & Hampstead<br>DT&H - Down Tottenham & Hampstead |

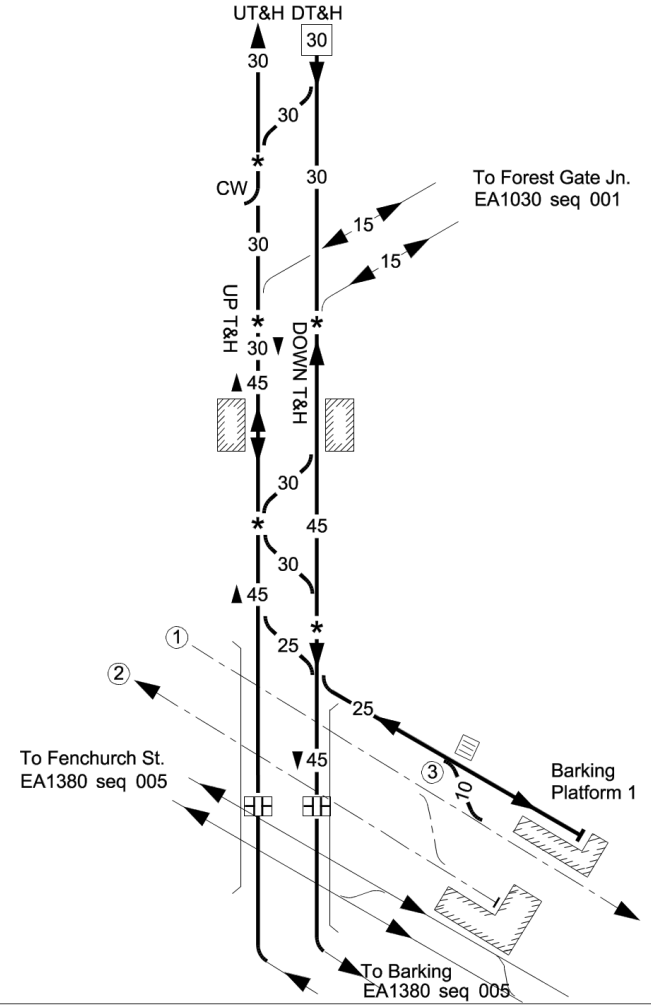
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1370 | 004 | Gospel Oak to Barking Tilbury Jn West | TAH2 | Anglia | 14/01/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB South Tottenham St Jn SB (S)<br>RA8 AC : Romford |
| **BLACKHORSE ROAD** | 7 21 | | Up platform - 84m (91yds)<br>Down platform - 84m (91yds) |
| **WALTHAMSTOW QUEENS ROAD** | 8 11 | | Up platform - 84m (91 yds)<br>Down platform - 84m (91 yds) |
| **LEYTON MIDLAND ROAD** | 9 22 | | Up platform - 156m (169yds)<br>Down platform - 156m (169yds) |
| | 9 75 * | | |
| **LEYTONSTONE HIGH ROAD** | 10 00 | | Up platform - 163m (176yds)<br>Down platform - 163m (176yds) |
| | 10 04 * | | |
| | | | Liverpool St IECC (L) |
| **WANSTEAD PARK** | 11 15 | | Up platform - 147m (159yds)<br>Down platform - 147m (159yds) |
| | 11 19 * | | |
| | 11 34 * | | |
| | 11 44 * | | |
| OHNS | 11 62 | | |
| | 11 69 * | | UT&H - Up Tottenham & Hampstead<br>DT&H - Down Tottenham & Hampstead |

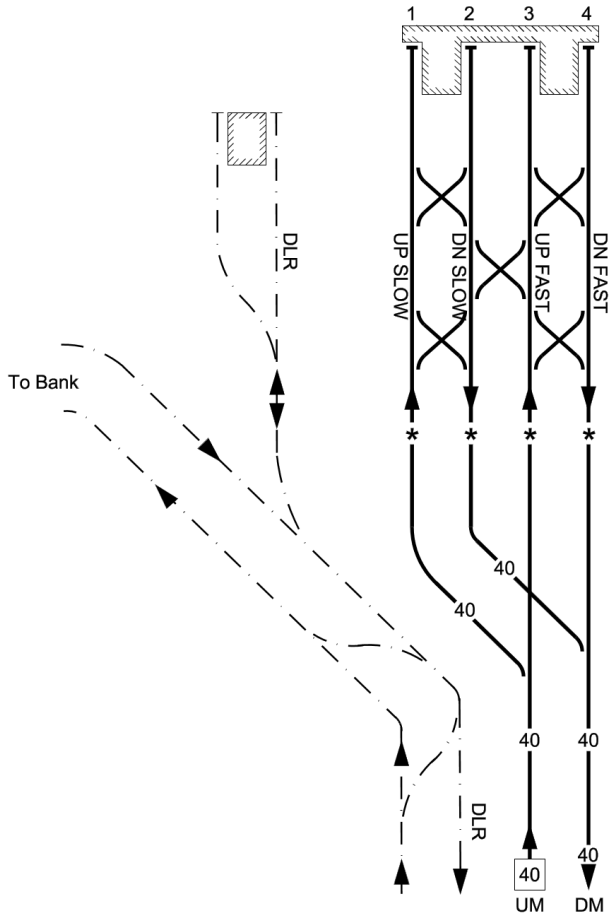
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1370 | 005 | Gospel Oak to Barking Tilbury Jn West | TAH2 TAH3 TAH4 FGW TLL FSS2 | Anglia | 03/09/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Liverpool St IECC (L)<br>RA8 AC: Romford<br>UT&H - Up Tottenham & Hampstead<br>DT&H - Down Tottenham & Hampstead |
| Woodgrange Park Jn | 11 73 *<br>11 74<br>11 79<br>12 00 * | | |
| **WOODGRANGE PARK** | 12 05 | | Up platform - 165m (178yds)<br>Down platform - 165m (178yds) |
| | 12 16 * | | |
| | 13 05 * | Barking Platform 1<br>M CH | Upminster IECC (UR) |
| Barking Station Jn. | 13 12 | 13 12 | ① Eastbound LUL District line<br>② Westbound LUL District line<br>③ Connection from Barking Bay Platform line to LUL District line. Only for use by Engineering Trains during a possession in compliance with operating protocol<br>Platform 1 - 183m (199yds) |
| Barking Ground Frame | | 13 53 | |
| **BARKING**<br>OHNS | 13 24 | 13 62 | |
| Barking Tilbury Line Jn West | 13 42 | | |

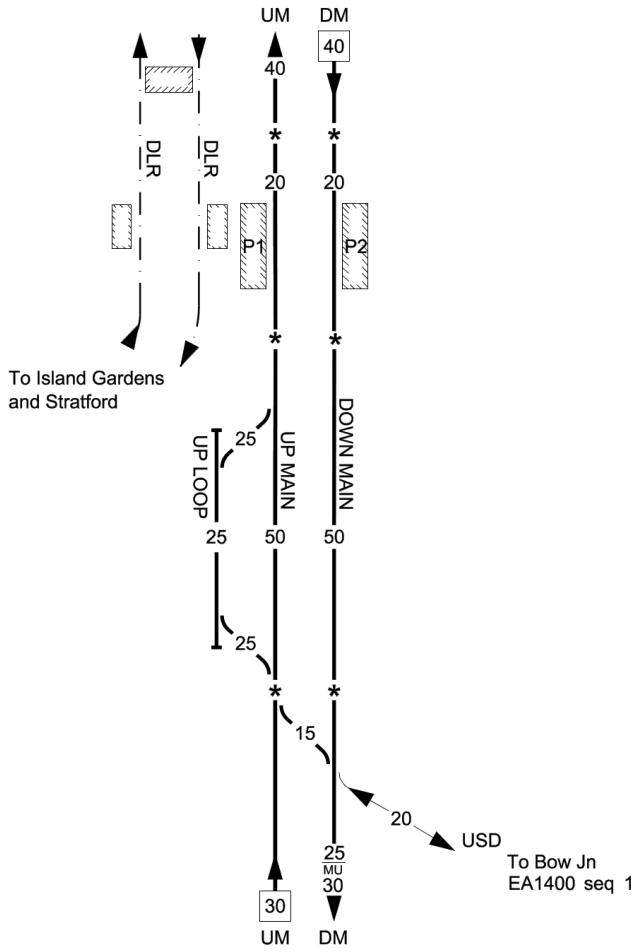
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1380 | 001 | Fenchurch St to Shoeburyness | FSS1 | Anglia | 12/12/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **FENCHURCH STREET** | 0 00 |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA3 AC: Romford |
| Tower Gateway Station (DLR) | | | DLR - Docklands Light Railway |
| | | | Maximum permissable speed from 0m 00ch to 0m 33ch is 20mph on all lines |
| | | | Platform 1 - 245.7m (268.7yds) PP<br>Operational Length = 242.7m (255.4yds)<br>Platform 2 - 247.8m (271yds) PP<br>Operational Length = 242.7m (255.4yds)<br>Platform 3 - 247.3m (270.4yds) PP<br>Operational Length = 245.3m (268.2yds)<br>Platform 4 - 247.3m (270.4yds) PP<br>Operational Length = 245.3m (268.2yds) |
| Royal Mint Street Jn (DLR) | 0 33 * | | |
| Christian Street Jn | 0 61 | | General instruction applies at the following bridges:<br>Savage Gardens (Bridge 495) at 0m 06ch<br>Sutton Street (Bridge 518) at 1m 08ch<br>Johnson Street (Bridge 522) at 1m 19ch<br>Hardinge Street (Bridge 523 & Arch 181) at 1m 21ch<br>Havering Street (Bridge 525) at 1m 28ch |
| | | | UM - Up Main<br>DM - Down Main |

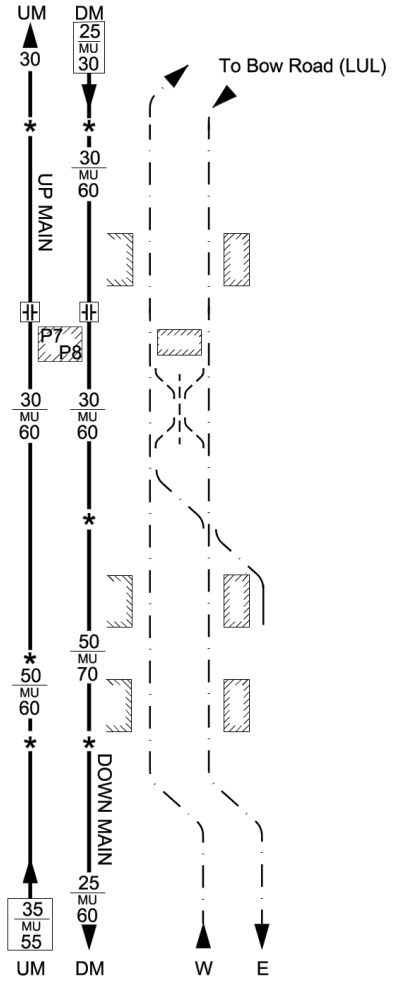
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1380 | 002 | Fenchurch St to Shoeburyness | FSS1 | Anglia | 12/12/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Shadwell station (DLR) | 1 04 |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA3 AC: Romford<br><br>Platform 1 - 247.7m (270.8yds)<br>Operational Length = 247.7m (270.8yds)<br>Platform 2 - 246m (269yds)<br>Operational Length = 246m (269yds)<br><br>DLR - Docklands Light Railway |
| | 1 43 * | | |
| Limehouse station (DLR) | | | |
| **LIMEHOUSE** | 1 58 | | General instruction applies at<br>the following bridges:<br>Ratcliffe Lane (Bridge 533) at 1m 53ch |
| | 1 60 * | | Chasely Street (Bridge 585) at 1m 66ch |
| | 2 25 | | Huddart Street (Bridge 597) at 2m 31ch<br><br>Robeson Street (Bridge 598) at 2m 34ch<br><br>Bow Common Lane (Bridge 599) at 2m 37ch<br><br>UL 244m (266yds) |
| | 2 51 * | | |
| Gas Factory Jn | 2 57 | | General instruction applies at<br>Cantrell Road (Bridge 600) at 2m 46ch<br><br>Rounton Road (Bridge 6) at 2m 70ch<br><br>UM - Up Main<br>DM - Up Main<br>USD - Up Stratford Down |

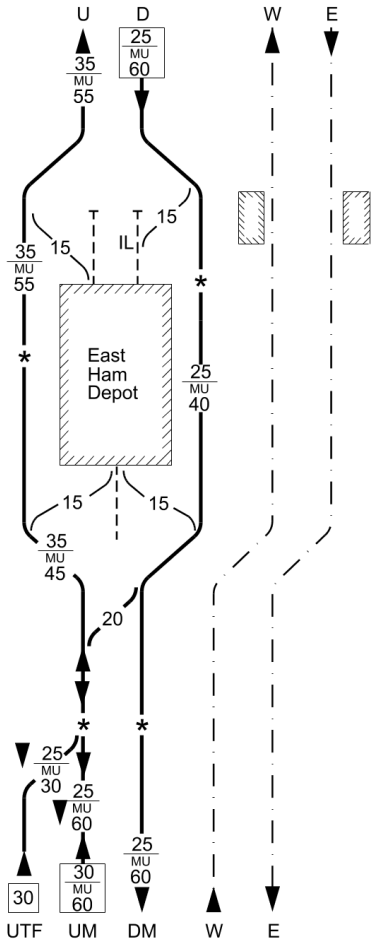
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1380 | 003 | Fenchurch St to Shoeburyness | FSS1 | Anglia | 12/12/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA3 AC: Romford<br><br>UM - Up Main<br>DM - Down Main<br><br>General instruction applies at<br>Campbell Road (Bridge 15) at 2m 74ch |
| | 2 73 * | | |
| Bromley-by-Bow Station (LUL) | 3 18 | | |
| OHNS | 3 75 | | |
| West Ham station | 4 08 | | Up Platform 7 - 247.7m (270.8yds)<br>Operational Length = 247.7m (270.8yds)<br>Down Platform 8 - 249.8m (273.1yds)<br>Operational Length = 249.8m (273.1yds) |
| | 4 35 * | | |
| Plaistow station (LUL) | 4 45 | | |
| | 5 04 * | | |
| Upton Park station (LUL) | 5 28 | | |
| | 6 00 * | | |

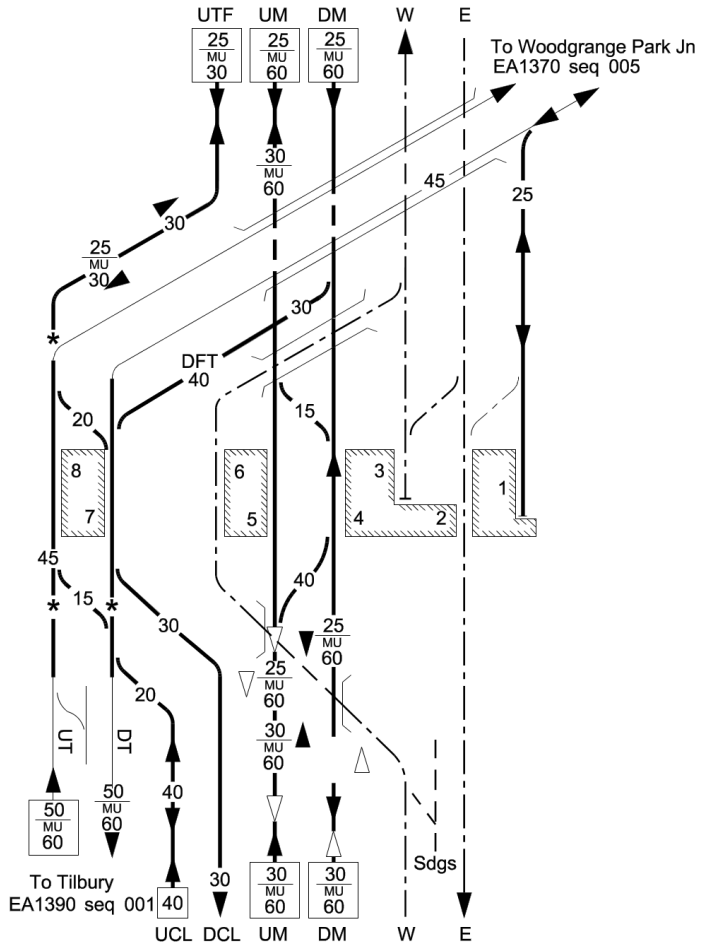
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1380 | 004 | Fenchurch St to Shoeburyness | FSS1 FSS2 | Anglia | 02/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| East Ham Station (LUL) | 6 18 |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA3 AC: Romford<br><br>W - Westbound LUL District line<br>E - Eastbound LUL District line<br><br>IL - Inlet line |
| | 6 40 * | | |
| | 6 50 * | | |
| Barking Tilbury Line Jn | 7 08 * | | UTF - Up Tilbury/Fenchurch St. |

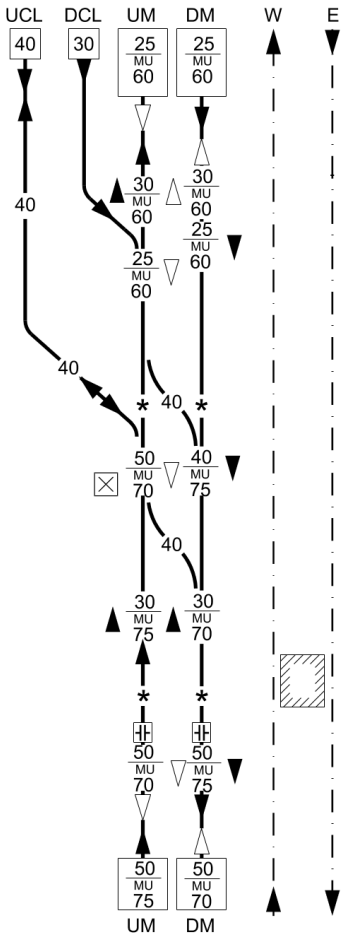
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1380 | 005 | Fenchurch St to Shoeburyness | FSS2 TAH3 TAH4 | Anglia | 12/12/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Barking Flyover | |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA3 AC: Romford<br>UM - Up Main<br>DM - Down Main<br>UTF - Up Tilbury/Fenchurch St.<br>DFT - Dn Fenchurch St/Tilbury<br>W - Westbound LUL District line<br>E - Eastbound LUL District line |
| Barking Tilbury Line Jn West | 7 33 * | | LUL Line passes over UM & DM<br>RA8 All lines<br>LUL Line passes under UM & DM |
| **BARKING** | 7 42 | | Platform 1 - 184.5m (201.7yds)<br>Operational Length = 181m (197yds)<br>Platform 4 - 269.9m (295.1yds) PP-C<br>Operational Length = 269.9m (295.1yds)<br>Operational Length Bi-Di = 269.9m (295.1yds)<br>Platform 5 - 253.9m (277.6yds) PP-C<br>Operational Length = 251.5m (275yds)<br>Operational Length Bi-Di = 251.5m (275yds)<br>Platform 7 - 247.5m (270.6yds)<br>Operational Length = 247.5m (270.6yds)<br>Operational Length Bi-Di = 248.5m (271.7yds)<br>Platform 8 - 254.4m (278.2yds)<br>Operational Length = 254.4m (278.2yds)<br>Operational Length Bi-Di = 248.5m (271.7yds) |
| Barking Tilbury Line Jn East | 7 60 * | | DCL - Down Connecting Line<br>UT - Up Tilbury<br>UCL - Up Connecting Line<br>DT - Down Tilbury<br>UT & DT - To Pitsea Via Tilbury |

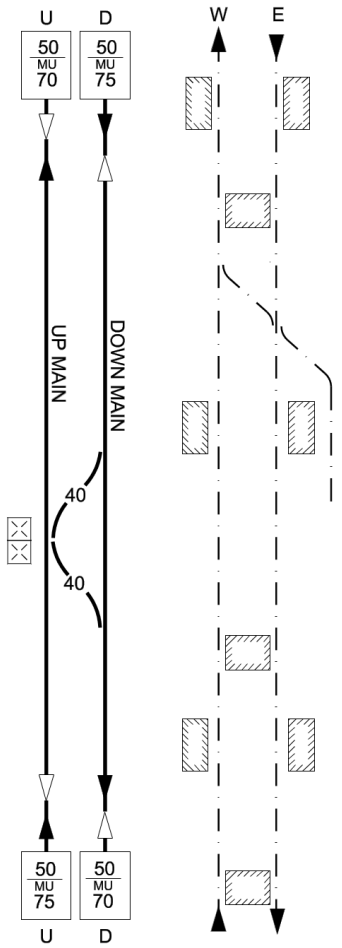
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1380 | 006 | Fenchurch St to Shoeburyness | FSS2 | Anglia | 02/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Upney Jn. | 8 10 * |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford<br><br>UCL - Up Connecting Line<br>DCL - Down Connecting Line<br>W - Westbound LUL District line<br>E - Eastbound LUL District line<br><br>LOD (P) (Upney Junction/Dagenham East Crossovers) at 8m 14ch |
| Upney Station (LUL) | 8 46<br>8 55 * | | |
| OHNS | 8 56 | | |

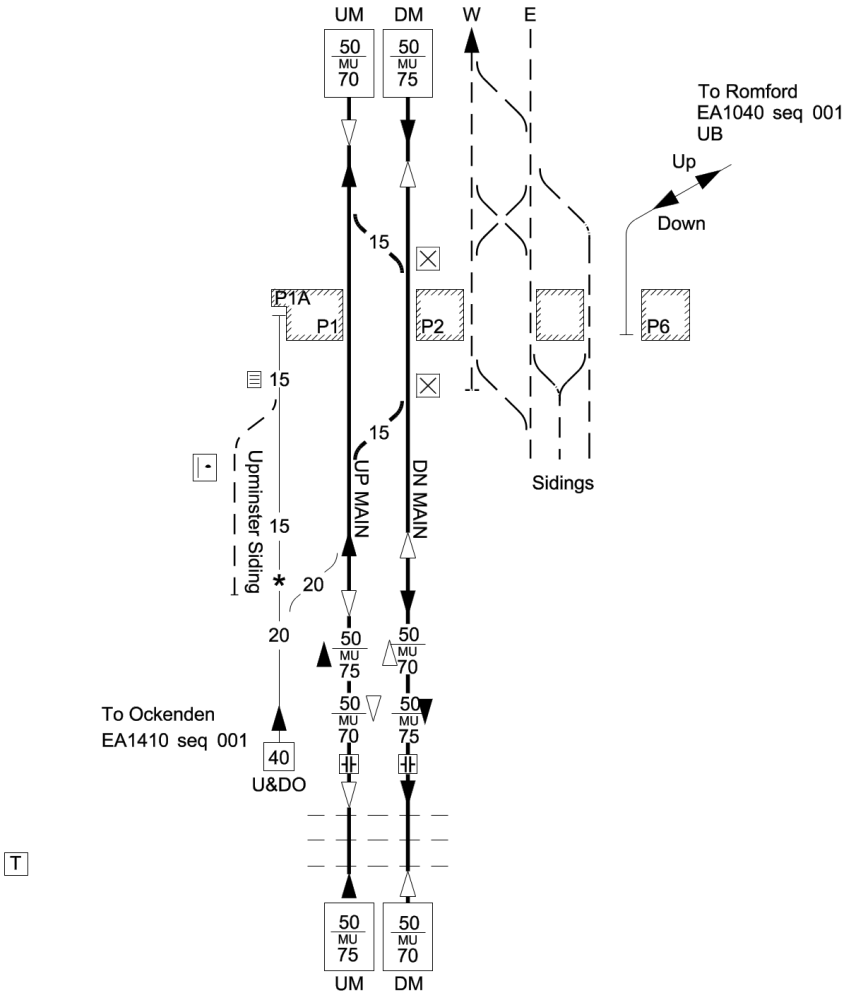
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1380 | 007 | Fenchurch St to Shoeburyness | FSS2 | Anglia | 30/09/2023 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| Becontree (LUL) | 9 | 48 |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford |
| Dagenham Heathway (LUL) | 10 | 36 | | W - Westbound LUL District line<br>E - Eastbound LUL District line |
| Dagenham East (LUL) | 11 | 25 | | FWS (SATWAS)<br>Provided between<br>11m 48ch & 12m 0ch |
| Dagenham East Crossovers | 11 | 60 | | LOD (P) (Upney Junction/Dagenham East Crossovers & Dagenham East Crossovers/Upminster) at 11m 63ch |
| Elm Park (LUL) | 12 | 57 | | General instruction applies at the following bridges:<br>Upper Rainham Road (Bridge 24) at 12m 25ch |
| Hornchurch (LUL) | 13 | 56 | | Upminster Road (Bridge 31) at 14m 49ch |
| Upminster Bridge (LUL) | 14 | 38 | | |

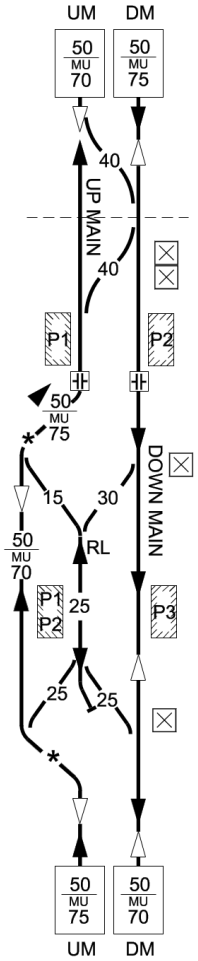
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1380 | 008 | Fenchurch St to Shoeburyness | FSS2 | Anglia | 12/12/2022 |

| Location | | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| **UPMINSTER** | | 15 20 |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford<br>UM - Up Main<br>DM - Down Main<br>UB - Upminster Branch<br>W - Westbound LUL District Line<br>E - Eastbound LUL District Line<br>U&DO - Up & Down Ockendon<br>LOD (P) (Dagenham East Crossovers/ Upminster) at 15m 11ch<br>LOD (P) (Upminster/West Horndon) at 15m 35ch<br>Platform 1A - 142.9m (156.2yds)<br>Operational Length = 181m (197yds)<br>Platform 1 - 246.7m (266.7yds) PP-C<br>Operational Length = 244m (266yds)<br>Operational Length Bi-Di = 247m (263yds)<br>Platform 2 - 249m (267.8yds) PP-C<br>Operational Length = 244.9m (138.8yds)<br>Operational Length Bi-Di = 245.9m (268.9yds)<br>Platform 6 - 91.7m (100yds)<br>Operational Length = 91.7m (100yds) |
| Upminster GF | | 15 36 | | |
| Upminster (UR) | IECC | 15 38 | | |
| | OHNS | 15 69 | | |
| Brickfields LC (FPS) | | 16 30 | | |
| Puddle Dock LC (FPS) | | 17 17 | | |
| Whipps Farm LC (UWC) | | 17 45 | T | |

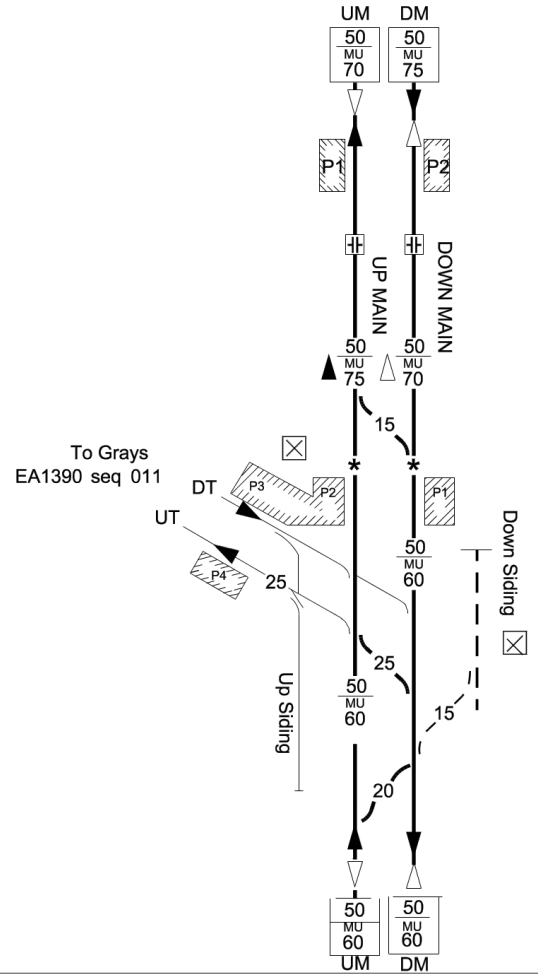
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1380 | 009 | Fenchurch St to Shoeburyness | FSS2 | Anglia | 08/01/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Brown & Tawse LC (FPW) | 18 70 |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford<br>UM - Up Min<br>DM - Down Main<br>RL - Reversing Line<br>FWS (SATWS) provided between 18m 54ch and 19m 08ch<br>LOD (P) (Upminster/West Horndon & West Horndon/Laindon) at 18m 72ch<br>Up Platform 1 - 248.5m (271.7yds)<br>Operational Length = 240m (262yds)<br>Operational Length Bi-Di = 247m (270yds)<br>Up Platform 2 - 249m (272yds)<br>Operational Length = 249m (272yds)<br>Operational Length Bi-Di = 249m (272yds)<br>General instruction applies at Lower Dunton Road (Bridge 72) at 21m 28ch<br>LOD (P) (West Horndon/Laindon) at 22m 56ch<br>Platform 1 - 247m (270yds) PP-C<br>Operational Length = 247m (270yds)<br>Operational Length Bi-Di = 248m (271yds)<br>Platform 2 - 247m (270yds) PP-C<br>Operational Length Up Direction = 247m (270yds)<br>Operational Length Dn Direction = 247m (270yds)<br>Platform 3 - 248m (271yds) PP-C<br>Operational Length = 247.5m (270.6yds)<br>Operational Length Bi-Di = 247.5m (270.6yds)<br>LOD (P) (Laindon/Pitsea) at 23m 01ch |
| | 18 70 | | |
| **WEST HORNDON** | 19 15 | | |
| OHNS | 20 76 | | |
| | 22 45 * | | |
| **LAINDON** | 22 69 | | |
| | 23 05 * | | |

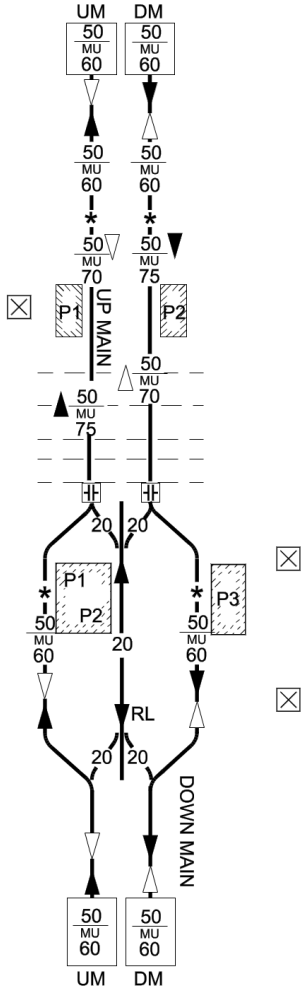
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1380 | 010 | Fenchurch St to Shoeburyness | FSS2 | Anglia | 12/12/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **BASILDON** | 24 26 |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford<br><br>Up Platform 1 - 245.1m (268yds)<br>Operational Length = 245.1m (268yds)<br>Operational Length Bi-Di = 247m (270yds)<br>Down Platform 2 - 248.5m (271.7yds)<br>Operational Length = 248.5m (271.7yds)<br>Operational Length Bi-Di = 248.5m (271.7yds) |
| OHNS | 25 69 | | |
| | | | General instruction applies at<br>(Vange) High Road (Bridge 96) at 26m 03ch |
| | 26 33 * | | LOD (P) (Laindon/Pitsea) at 26m 34ch |
| **PITSEA** | 26 42 | | Up Platform 1 - 245.1m (268yds)<br>Operational Length = 245.1m (268yds)<br>Operational Length Bi-Di = 247m (270yds)<br>Down Platform 2 - 248.5m (271.7yds)<br>Operational Length = 248.5m (271.7yds)<br>Operational Length Bi-Di = 248.5m (271.7yds) |
| Pitsea Jn | 26 52 | | LOD (P) (Pitsea/Leigh-on-Sea) at 26m 56ch |
| | | | UT - Up Tilbury<br>DT - Down Tilbury<br>UM - Up Main<br>DM - Down main |

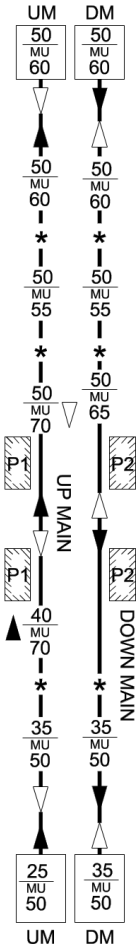
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1380 | 011 | Fenchurch St to Shoeburyness | FSS2 | Anglia | 08/01/2024 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford<br><br>UM - Up Main<br>DM - Down Main<br>RL - Reversing Line |
| | 26 | 68 * | | LOD (P) (Pitsea/Leigh-on-Sea) at 29m 11ch |
| **BENFLEET** | 29 | 11 | | Platform 1 - 248.5m (271.7yds)<br>Operational Length = 248.5m (271.7yds)<br>Operational Length Bi-Di = 247m (270yds)<br>Down Platform 2 - 287.5m (314.4yds)<br>Operational Length = 247m (270yds)<br>Operational Length Bi-Di = 248.5m (271.7yds) |
| Ferry LC (FPW) | 29 | 29 | | |
| Brickyard Farm LC (FPS) | 29 | 34 | | |
| Kersey No.1 LC (UWC) | 30 | 11 | T | |
| Kersey No.7 LC (UWC) | 30 | 65 | T | FWS (SATWS) provided between<br>32m 30ch & 32m 58ch |
| Salvation Army Colony 2 LC (UWC) | 31 | 14 | T | |
| OHNS | 31 | 79 | | LOD (P) (Pitsea/Leigh-on-Sea) at 32m 36ch |
| **LEIGH-ON-SEA** | 32 | 43 * | | Platform 1 - 247m (270yds) PP-C<br>Operational Length = 247m (270yds)<br>Operational Length Bi-Di = 247m (270yds)<br>Down Platform 2 - 247m (270yds)<br>Operational Length = 247m (270yds)<br>Operational Length Dn-Direction = 247m (270yds)<br>Down Platform 3 - 249m (272yds) PP-C<br>Operational Length = 247m (270yds)<br>Operational Length Bi-Di = 247.5m (270.6yds) |
| | | | | LOD (P) (Leigh-on-Sea/Southend Central)<br>at 32m 56ch |

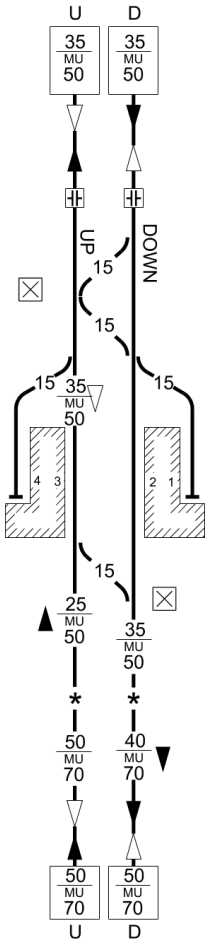
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1380 | 012 | Fenchurch St to Shoeburyness | FSS2 FSS3 | Anglia | 12/12/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford<br><br>UM - Up Main<br>DM - Down Main |
| | 33 06 * | | |
| | 33 43 * | | |
| **CHALKWELL** | 33 69 | | Up Platform 1 - 248m (271yds)<br>Operational Length = 244m (266yds)<br>Operational Length Bi-Di = 247m (270yds)<br>Down Platform 2 - 249m (272yds)<br>Operational Length = 249m (272yds)<br>Operational Length Bi-Di = 247.5m (270.6yds) |
| **WESTCLIFF-ON-SEA** | 34 66 | | Up Platform 1 - 248.5m (271.7yds)<br>Operational Length = 248.5m (271.7yds)<br>Operational Length Bi-Di = 248.5m (271.7yds)<br>Down Platform 2 - 248.5m (271.7yds)<br>Operational Length = 248.5m (271.7yds)<br>Operational Length Bi-Di = 248.5m (271.7yds) |
| | 35 16 * | | |

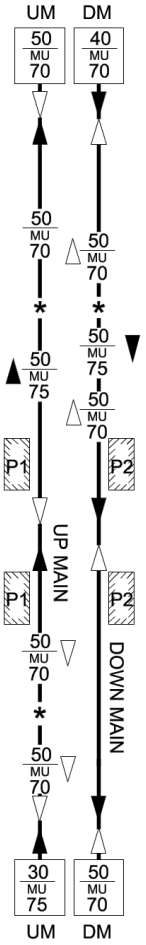
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1380 | 013 | Fenchurch St to Shoeburyness | FSS3 | Anglia | 02/07/2022 |

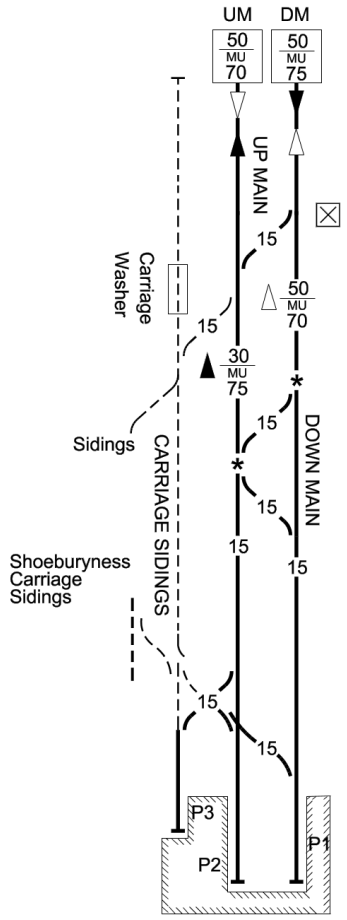
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford |
| OHNS | 35 27 | | LOD (P) (Leigh-on-Sea/Southend Central) at 35m 40ch |
| **SOUTHEND CENTRAL** | 35 55 | | Platform 1 - 248m (268yds) PP<br>Platform 2 - 251m (271yds) PP-C<br>Platform 3 - 276m (299yds) PP-C<br>Platform 4 - 248m (268yds) PP<br>LOD (P) (Southend Central Shoeburyness) at 35m 75ch |
| | 35 70 * | | |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1380 | 014 | Fenchurch St to Shoeburyness | FSS3 | Anglia | 12/12/2022 |

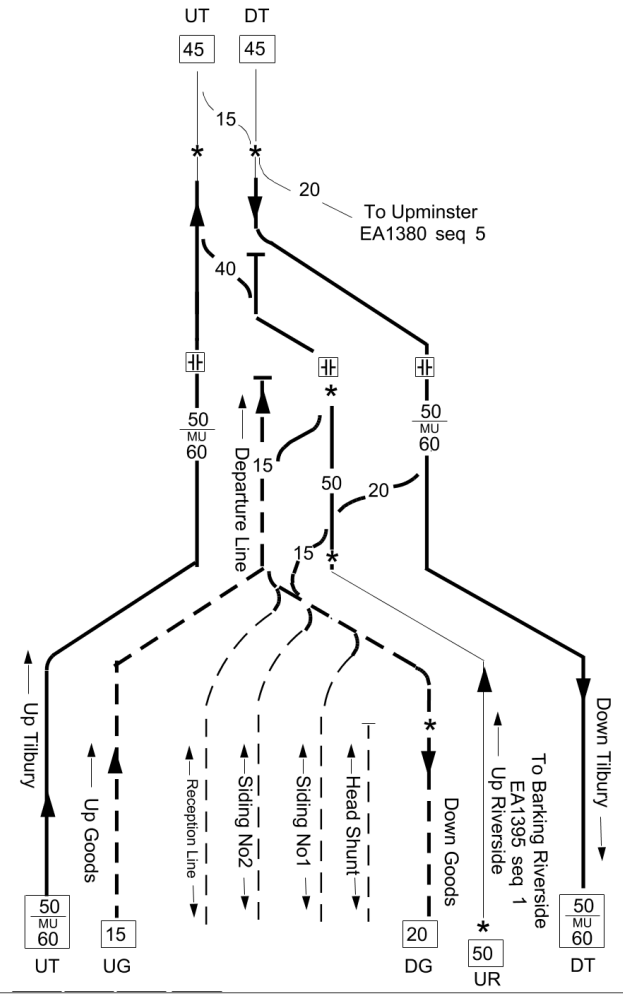
| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford<br><br>UM - Up Main<br>DM - Down Main |
| | 36 | 42 * | | |
| **SOUTHEND EAST** | 36 | 49 | | Up Platform 1 - 247m (270yds)<br>Operational Length = 244m (266yds)<br>Operational Length Bi-Di = 247m (270yds)<br>Down Platform 2 - 247.5m (270.6yds)<br>Operational Length = 247.5m (270.6yds)<br>Operational Length Bi-Di = 247.5m (270.6yds) |
| **THORPE BAY** | 37 | 73 | | Up Platform 1 - 247m (270yds)<br>Operational Length = 244m (266yds)<br>Operational Length Bi-Di = 247m (270yds)<br>Down Platform 2 - 247.5m (270.6yds)<br>Operational Length = 247.5m (270.6yds)<br>Operational Length Bi-Di = 247.5m (270.6yds) |
| | 38 | 48 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1380 | 015 | Fenchurch St to Shoeburyness | FSS3 | Anglia | 12/12/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford<br><br>UM - Up Main<br>DM - Down Main<br><br>LOD (P) (Southend Central Shoeburyness) at 38m 74ch |
| | 39 15 * | | |
| | 39 18 * | | |
| **SHOEBURYNESS** | 39 40 | | Platform 1 - 254m (277yds) PP<br>Operational Length = 249.5m (272yds)<br><br>Platform 2 - 254m (277yrds) PP<br>Operational Length = 250m (273yds)<br><br>Platform 3 - 185m (202yds) PP<br>Operational Length = 183m (200yds) |

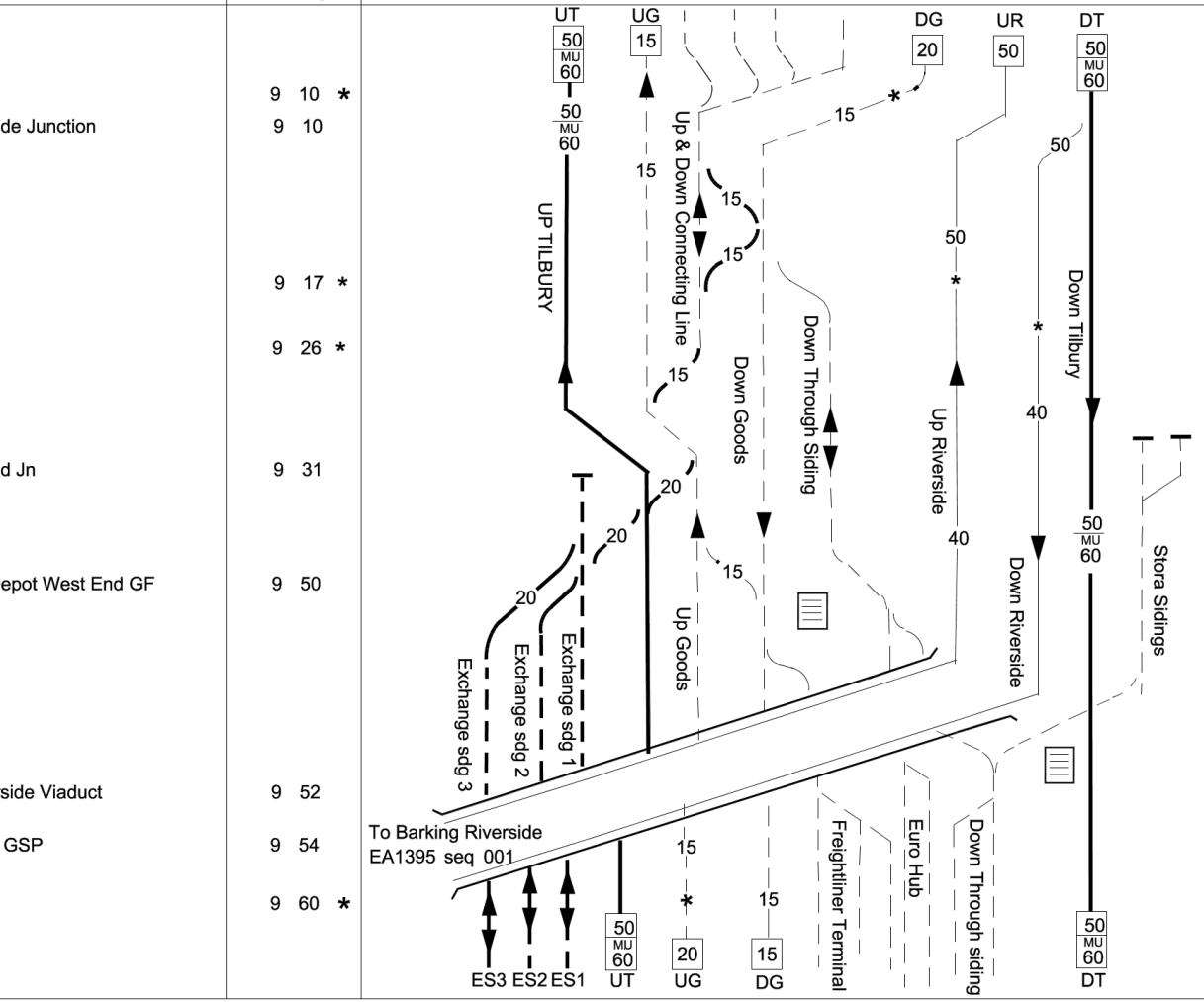
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1390 | 001 | Barking Tilbury Line Jn East to Pitsea Jn (via Tilbury) | TLL BKR FSS2 | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Barking Tilbury Line Jn East | 7 60 * |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford<br><br>UT - Up Tilbury<br>DT - Down Tilbury<br>UG - Up Goods<br>DG - Down Goods<br>UR - Up Riverside |
| OHNS | 7 79 | | |
| | 8 00 * | | |
| Ripple Lane West Yard Jn | 8 60 | | |
| | 8 68 * | | |
| Ripple Lane Yard | | | |

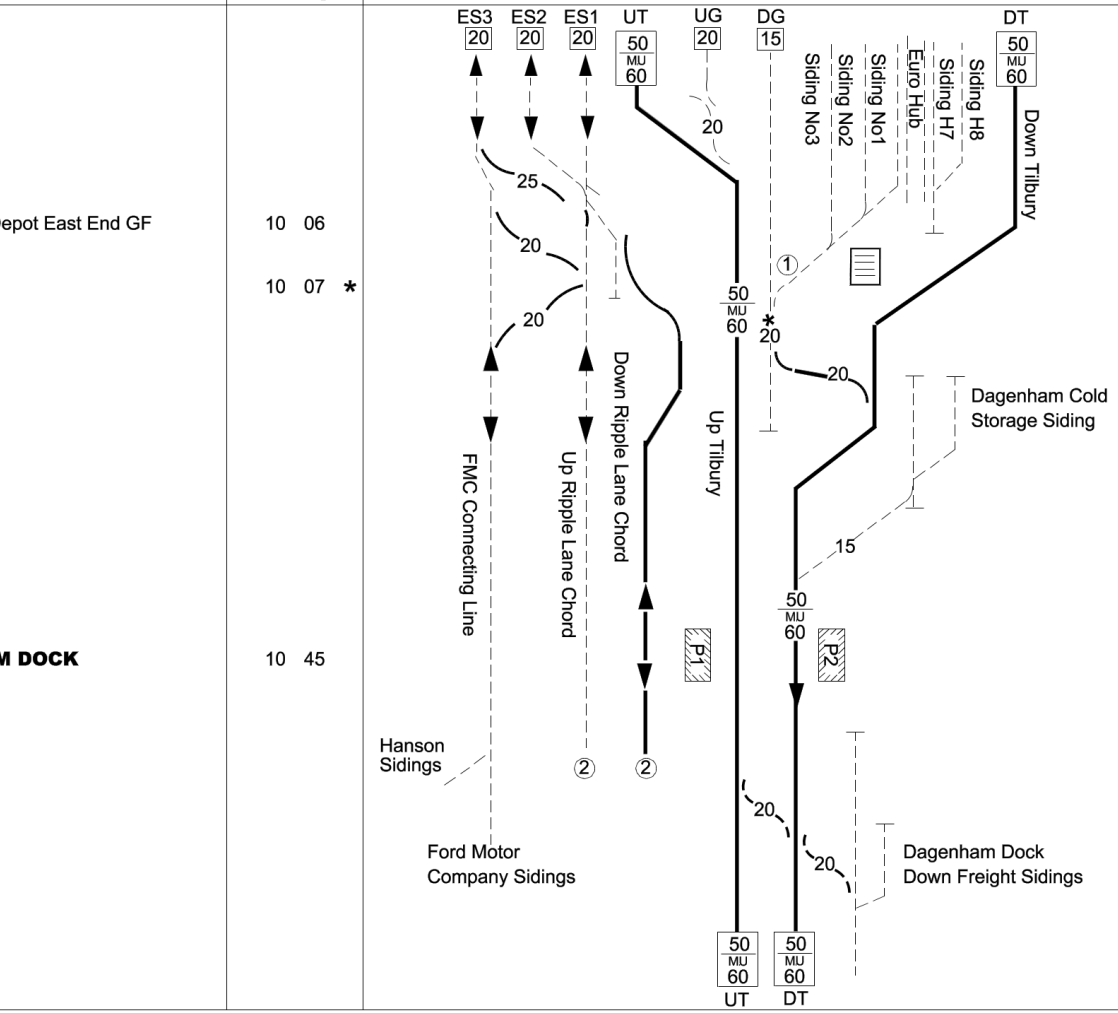
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1390 | 002 | Barking Tilbury Line Jn East to Pitsea Jn (via Tilbury) | TLL BKR | Anglia | 09/09/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Down Riverside Junction | 9 10 * |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford<br>UT - Up Tilbury<br>DT - Down Tilbury<br>UG - Up Goods<br>DG - Down Goods<br>UR - Up Riverside<br>ES1 - Exchange Siding 1<br>ES2 - Exchange Siding 2<br>ES3 - Exchange Siding 3 |
| | 9 10 | | |
| | 9 17 * | | |
| | 9 26 * | | |
| Renwick Road Jn | 9 31 | | |
| Freightliner Depot West End GF | 9 50 | | |
| Barking Riverside Viaduct | 9 52 | | Up and Down Goods Lines not electrified. |
| Stora Sidings GSP | 9 54 | | |
| | 9 60 * | | Exchange Sidings 1,2&3 are Goods Running Lines |

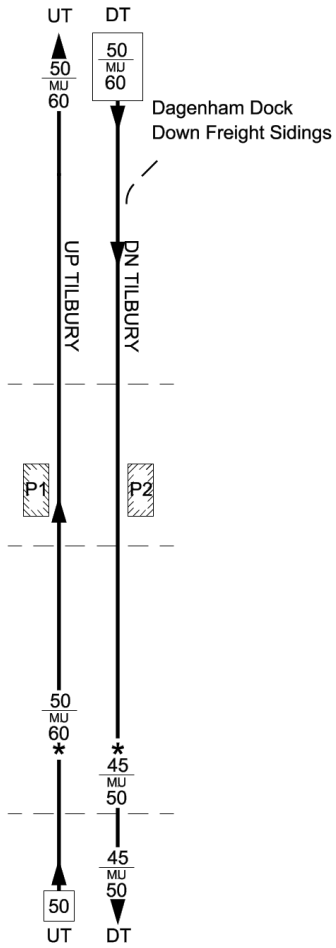
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1390 | 003 | Barking Tilbury Line Jn East to Pitsea Jn (via Tilbury) | TLL | Anglia | 09/09/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Freightliner Depot East End GF | 10 06 |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford<br>UT - Up Tilbury<br>DT - Down Tilbury<br>UG - Up Goods<br>DG - Down Goods<br>ES1 - Exchange Sidings 1<br>ES2 - Exchange Sidings 2<br>ES3 - Exchange Sidings 3<br>① Down Goods not permissive from UR813<br>Exchange Sidings 1-3 & the Ford Motor Company Connecting line are Goods running Lines<br>Up & Down Goods LInes not electrified |
| | 10 07 * | | |
| **DAGENHAM DOCK** | 10 45 | | Up Platform 1 - 247.7m (270.8yds)<br>Operational Length = 247.7m (270.8yds)<br>Up Platform 2 - 260.7m (285.1yds)<br>Operational Length = 249m (272yds)<br>② To CTRL lines (Ashford IECC) |

Anglia Route Sectional Appendix Module AR2

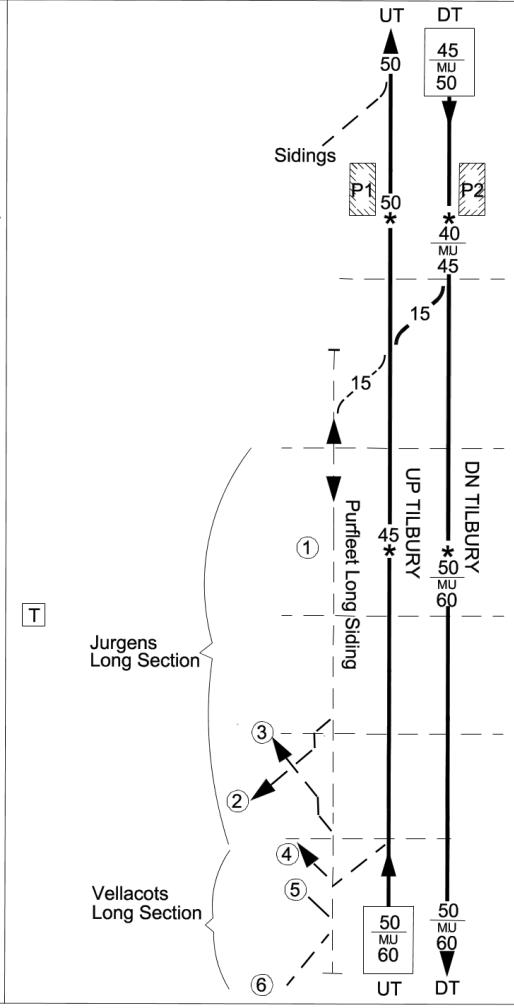
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1390 | 004 | Barking Tilbury Line Jn East to Pitsea Jn (via Tilbury) | TLL | Anglia | 12/12/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford<br><br>UT = Up Tilbury<br>DT = Down Tilbury |
| Manor Way LC (CCTV) | 12 02 | | |
| **RAINHAM** | 12 54 | | |
| Rainham LC (CCTV) | 12 60 | | Up Platform 1 - 247.8m (271yds)<br>Operational Length = 247.8m (271yds)<br>Up Platform 2 - 246.3m (269.3yds)<br>Operational Length = 243.5m (266.2yds) |
| | 15 07 * | | |
| Purfleet Rifle Range LC (UWC) | 15 27 | | |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1390 | 005 | Barking Tilbury Line Jn East to Pitsea Jn (via Tilbury) | TLL | Anglia | 12/12/2022 |

| Location | Mileage M | Mileage Ch | |
|---|---|---|---|
| **PURFLEET** | 16 | 02 | |
| | 16 | 03 | * |
| Purfleet LC (CCTV) | 16 | 07 | |
| Thames Board Mills LC | 16 | 38 | |
| | 16 | 42 | * |
| Esso LC (UWC) | 16 | 49 | |
| Deep Wharf Siding | 16 | 67 | |
| Deep Wharf LC | 16 | 68 | |
| Foster Yeoman Siding | 17 | 06 | |
| Jurgens LC (MCB) | 17 | 25 | |
| Former Van Den Burghs Siding (OOU) | 17 | 37 | |
| West Thurrock Tarmac Terminal | 17 | 53 | |
| Thames Matex Siding (OOU) | 17 | 55 | |
| | 17 | 74 | |




GSM-R

TCB Upminster IECC (UR)
RA8 AC: Romford

UT- Up Tilbury
DT- Down Tilbury

Up Platform 1 - 248.2m (271.4yds)
Operational Length = 244.8m (267.7yds)
Up Platform 2 - 266.2m (291.1yds)
Operational Length = 246m (269yds)

① See Local Instructions for Purfleet Long Siding

② Deep Wharf Siding

③ Foster Yeoman Sidings

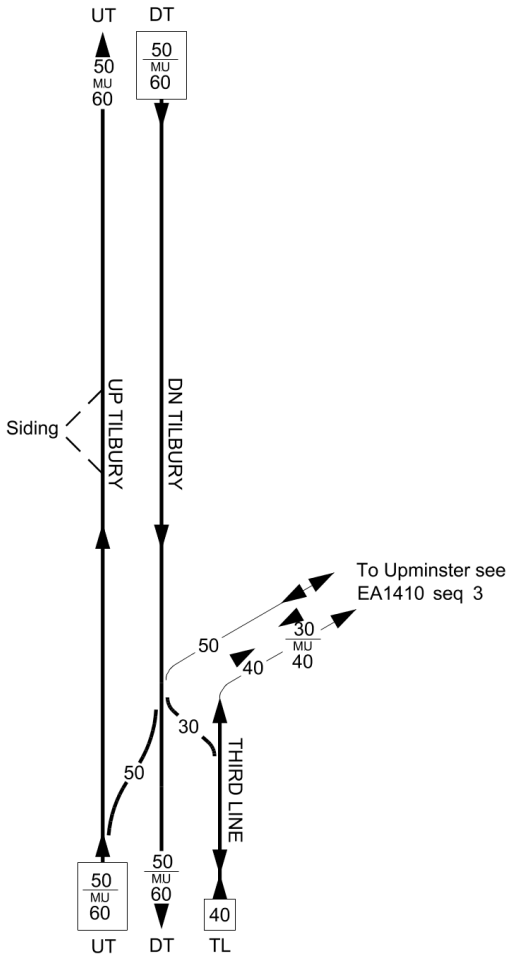
④ Former Van Den Burghs Siding (OOU)

⑤ West Thurrock Tarmac Terminal

⑥ Thames Matex Siding (OOU)

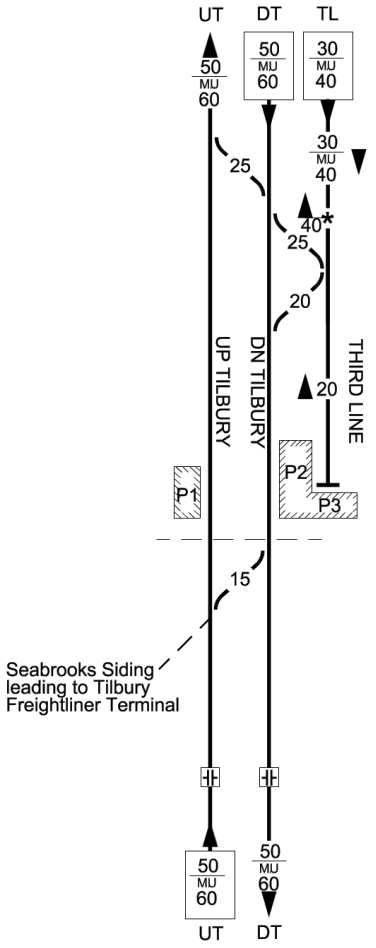
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1390 | 006 | Barking Tilbury Line Jn East to Pitsea Jn (via Tilbury) | TLL UPG | Anglia | 30/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Procter & Gamble Siding | 18 65 |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford |
| West Thurrock Jn. | 19 03 | | |

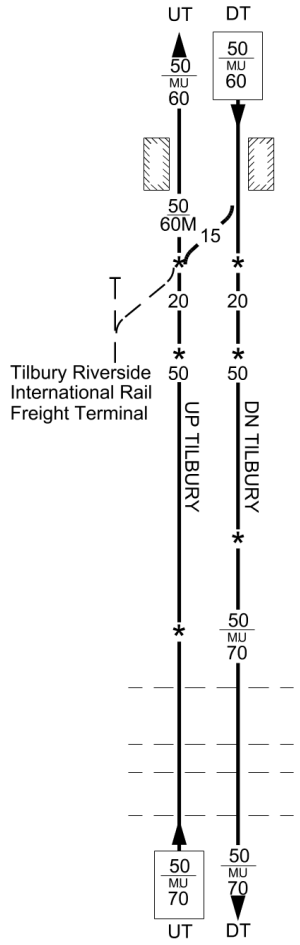
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1390 | 007 | Barking Tilbury Line Jn East to Pitsea Jn (via Tilbury) | TLL UPG | Anglia | 12/12/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford<br><br>UT - Up Tilbury<br>DN - Down Tilbury<br>TL - Third Line |
| | 19 48 * | | |
| **GRAYS** | 19 70 | | Platform 1 - 239.5m (261.9yds)<br>Operational Length = 239.5m (261.9yds)<br>Platform 2 - 260.5m (284.8yds)<br>Operational Length Dn Direction = 255.7m (279.6yds)<br>Operational Length Up Direction = 255.7m (279.6yds)<br>Platform 3 - 187.5m (205yds)<br>Operational Length = 163m (178yds) |
| Grays LC (CCTV) | 19 76 | | |
| OHNS | 21 07 | | |

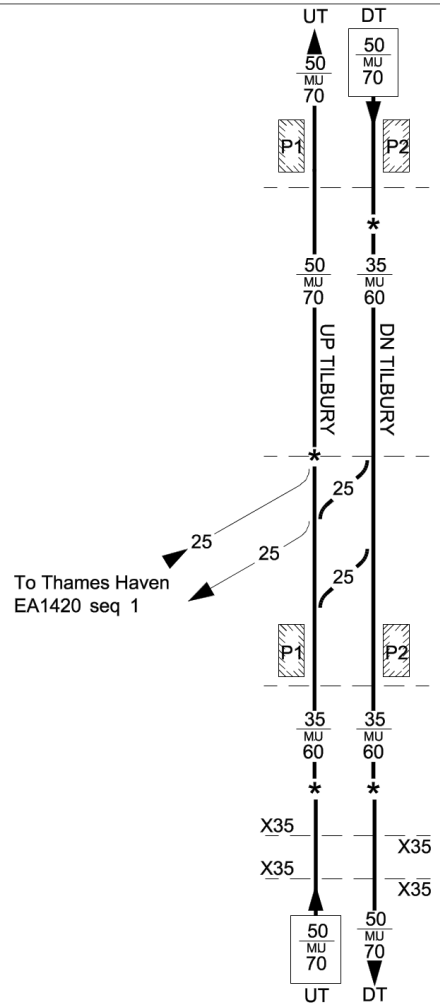
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1390 | 008 | Barking Tilbury Line Jn East to Pitsea Jn (via Tilbury) | TLL | Anglia | 11/09/2021 |

| Location | Mileage M | Mileage Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford |
| **TILBURY TOWN** | 21 | 48 | | | Up Platform - 249 metres (270 yards)<br>Down Platform - 247 metres (269 yards) |
| Former Tilbury West Jn | 22 | 06 | * | | |
| Tilbury Riverside International Rail Freight Terminal | 22 | 30 | * | | |
| | 22 | 38 | * | | |
| | 22 | 46 | * | | |
| Walton Common LC | 23 | 40 | | T | |
| No. 168 LC | 24 | 02 | | T | |
| Low Street LC (CCTV) | 24 | 11 | | | |
| Coal Road LC | 24 | 43 | | T | |

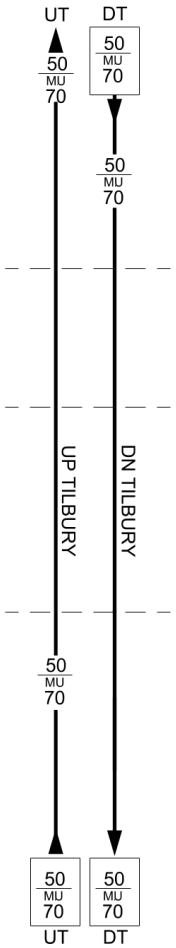
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1390 | 009 | Barking Tilbury Line Jn East to Pitsea Jn (via Tilbury) | TLL THN | Anglia | 12/12/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB Upminster IECC (UR)<br>RA8 AC: Romford<br>GSM-R<br>UT - Up Tilbury<br>DT - Down Tilbury |
| **EAST TILBURY** | 25 07 | | |
| East Tilbury LC (CCTV) | 25 12 | | Up Platform 1 - 247.4m (270.5yds)<br>Operational Length = 247.4m (270.5yds)<br>Down Platform 2 - 247.6m (270.7yds)<br>Operational Length = 243.6m (266.4yds) |
| | 25 67 * | | |
| Mucking LC (AHBC) | 26 40 * | | Mucking LC is not provided with Treadles |
| Thames Haven Jn | 26 41 | | |
| **STANFORD-LE-HOPE** | 27 13 | | Up Platform 1 - 255.4m (279.3yds)<br>Operational Length = 255m (279yds)<br>Down Platform 2 - 254.4m (278.2yds)<br>Operational Length = 246.6m (269.6yds) |
| Stanford-le-hope LC (CCTV) | 27 17 | | |
| | 27 65 * | | |
| Jefferies FP LC (R/G - X) | 28 02 | | |
| Fobbing LC (AHBC-X) | 30 36 | | Fobbing LC is not provided with Treadles |

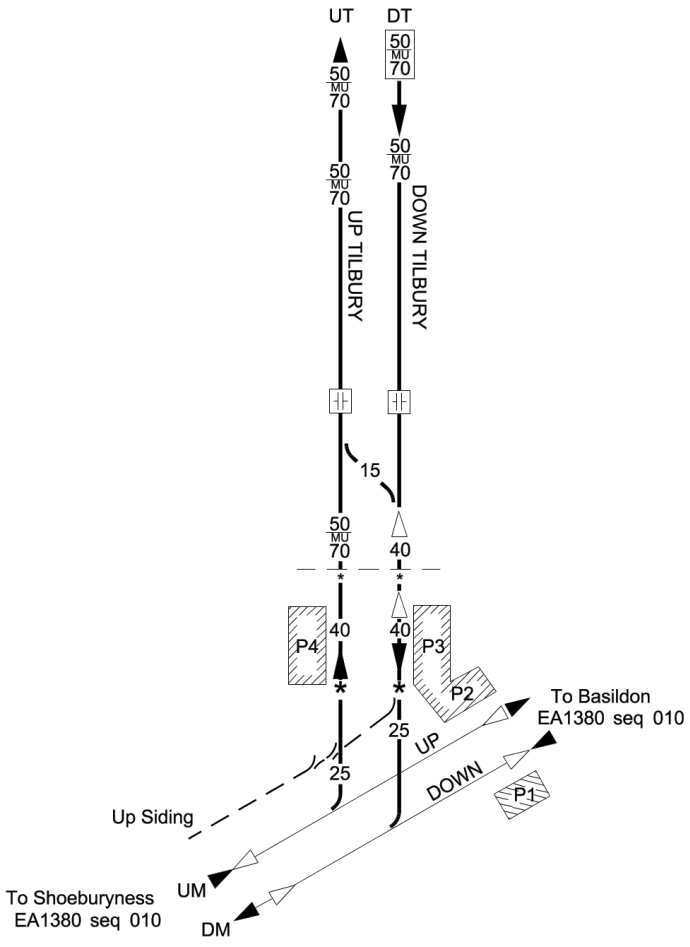
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1390 | 010 | Barking Tilbury Line Jn East to Pitsea Jn (via Tilbury) | TLL | Anglia | 11/09/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Gardners LC (CCTV) | 30 75 |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford |
| Merrings LC (UWC) | 31 11 | T | |
| Vange Wharf LC (CCTV) | 31 43 | | |

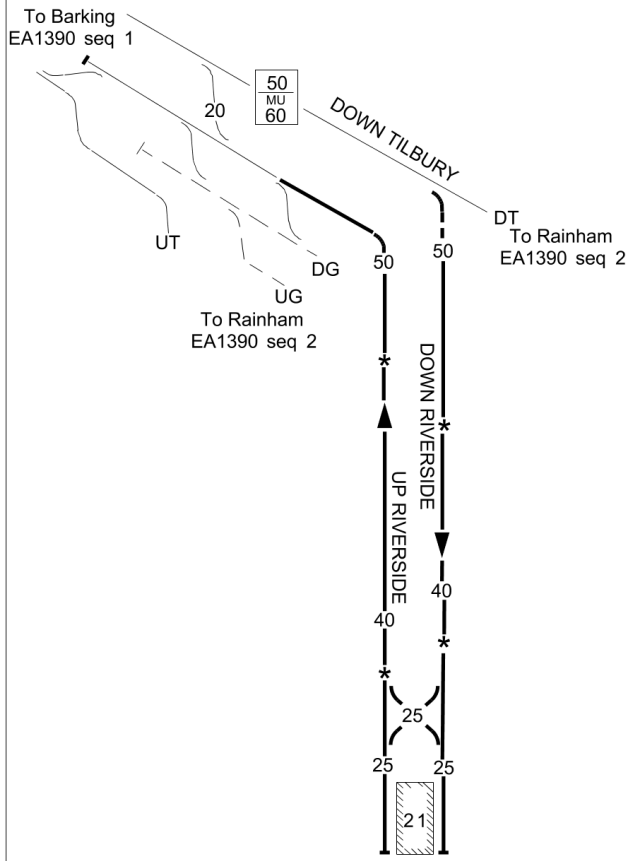
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1390 | 011 | Barking Tilbury Line Jn East to Pitsea Jn (via Tilbury) | TLL FSS2 | Anglia | 12/12/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford<br>UM - Up Main<br>DM - Down Main |
| OHNS | 32 14 | | |
| | 32 19 | | |
| Pitsea Hall LC (CCTV) | 32 24 * | | |
| **PITSEA** | 32 37 | | Platform 3 - 254.9m (278.7yds) PP-C<br>Operational Length Dn Direction = 249m (272yds)<br>Operational Length Up Direction = 248.5m (271.7yds)<br>Platform 4 - 248.5m (271.7yds) PP-C<br>Operational Length Dn Direction = 248.5m (271.7yds) |
| | 32 38 * | | |
| Pitsea Jn | 32 43 | | |

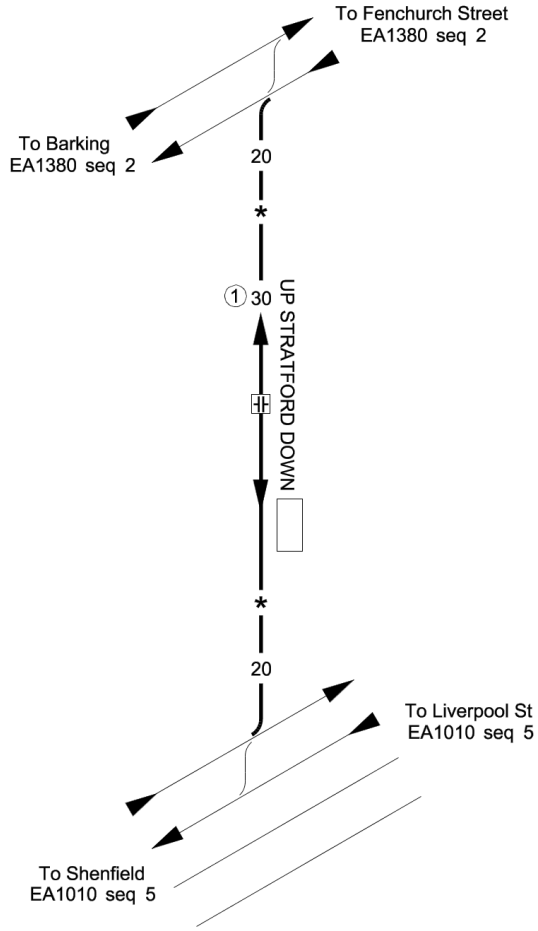
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1395 | 001 | Barking Riverside Jn to Barking Riverside | BKR | Anglia | 04/04/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC : Romford<br>UR - Up Riverside<br>DR -Down Riverside<br>UT - Up Tilbury<br>DT -Down Tilbury<br>DG -Down Goods<br>UG -Up Goods |
| Barking Tilbury Line Jn East | 7 60 | | |
| Ripple Lane West Yard Jn | 8 60 | | |
| Down Riverside Junction | 9 10 | | |
| | 9 17 * | | |
| | 9 26 * | | |
| | 10 15 * | | |
| | 10 19 * | | |
| **BARKING RIVERSIDE** | 10 26 | | Platform 1 - 110m (120 yds)<br>Platform 2 - 110m (120 yds) |

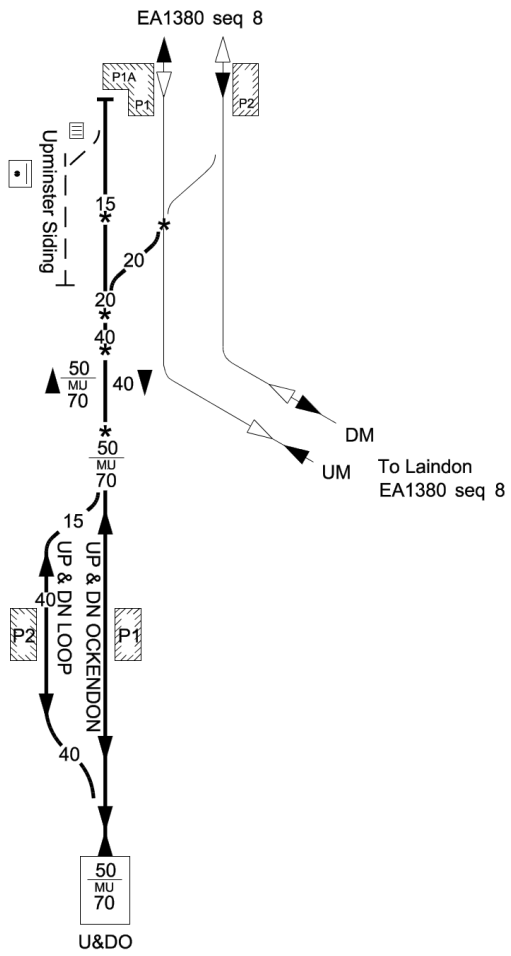
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1400 | 001 | Gas Factory Jn to Bow Jn | GFB FSS1 LTN1 BDM | Anglia | 03/09/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford |
| Gas Factory Jn | 2 57 | | |
| | 2 59 * | | |
| | | | ① Light locomotives & locomotive hauled trains not to exceed 20mph. |
| OHNS | 2 75 | | |
| | | | Liverpool St IECC (L) |
| Bow Road (Closed) | 3 07 | | |
| | 3 16 * | | |
| | | | General instruction applies at Fairfield Road (Bridge 609) at 3m 18ch |
| Bow Jn | 3 24 | | |
| | (2 69) | | |

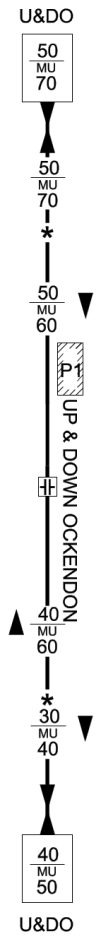
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1410 | 001 | Upminster to West Thurrock Jn | UPG FSS2 | Anglia | 12/12/2022 |

| Location | | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| **UPMINSTER** | | 15 20 |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford<br><br>U&DO = Up & Dn Ockendon<br>UM = Up Main<br>DM = Down Main<br><br>Platform 1A - 142.9m (156.2yds)<br>Operational Length = 127m (138yds) |
| Upminster GF | | 15 36 | | |
| Upminster (UR) | IECC | 15 38 | | |
| Upminster East Jn | | 15 39 | | |
| | | 0 00 | | |
| | | 00 03 * | | |
| | | 00 20 * | | |
| | | 00 29 * | | |
| **OCKENDON** | | 3 05 | | Platform 1 - 248.7m (271.9yds)<br>Operational Length Dn Direction = 247.4m (270.5yds)<br>Operational Length Dn Direction = 248.7m (271.9yds)<br><br>Platform 2 - 247.8m (271yds)<br>Operational Length Dn Direction = 247.8m (271yds)<br>Operational Length Dn Direction = 247.8m (271yds) |

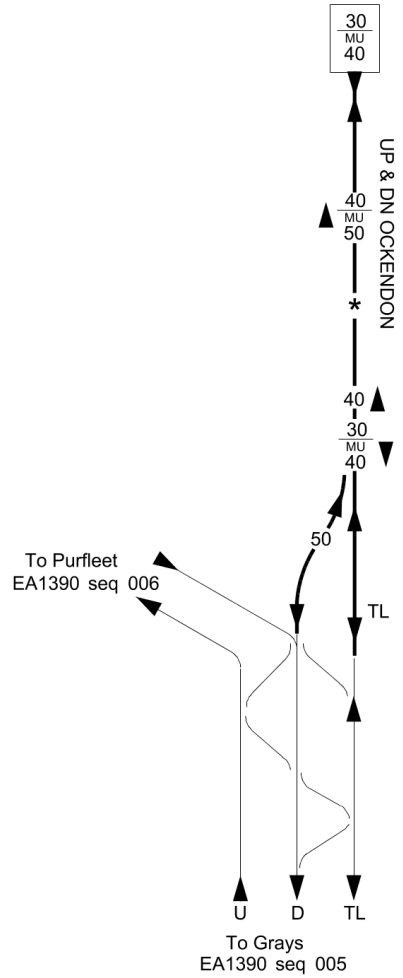
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1410 | 002 | Upminster to West Thurrock Jn | UPG | Anglia | 12/12/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford<br>U&DO - Up & Down Ockendon |
| **CHAFFORD HUNDRED** | 5 38 | | Platform 1 - 292.9m (320.3yds)<br>Operational Length Dn Direction = 292.9m (320.3yds)<br>Operational Length Dn Direction = 292.9m (320.3yds) |
| OHNS | 6 15 | | |

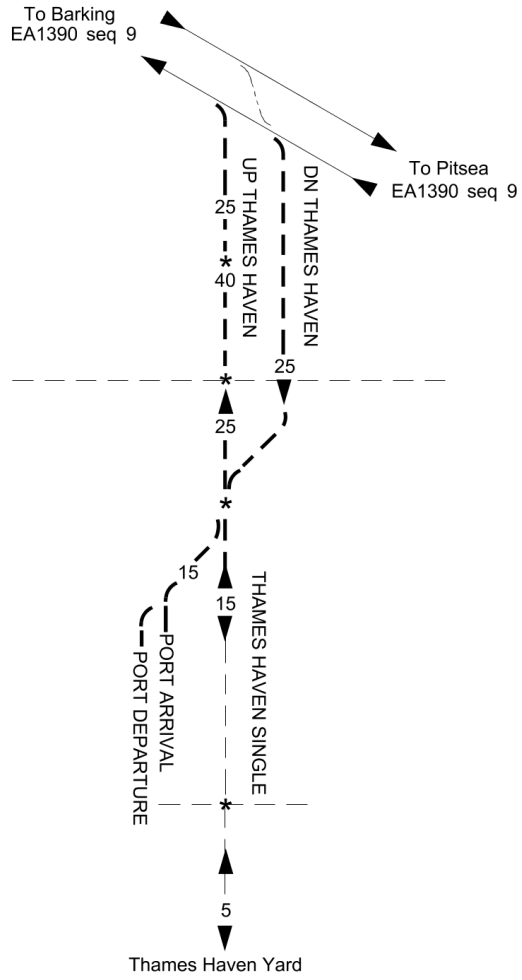
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1410 | 003 | Upminster to West Thurrock Jn | UPG TLL | Anglia | 30/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Upminster IECC (UR)<br>RA8 AC: Romford |
| | 6 45 * | | |
| | 6 56 | | |
| West Thurrock Jn. | 19 03 | | TL - Third Line |

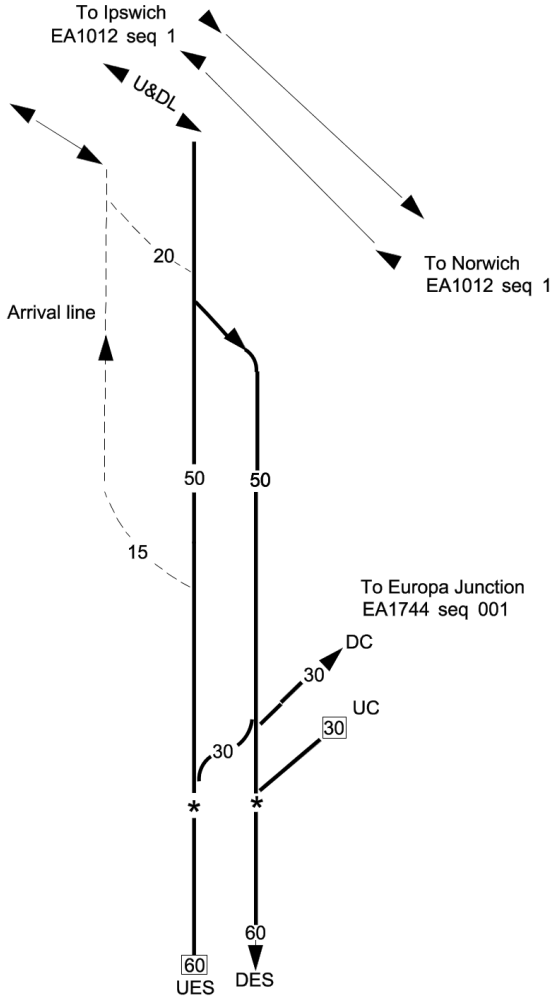
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1420 | 001 | Thames Haven Jn to Thames Haven | THN TLL | Anglia | 30/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Thames Haven Jn | 26 41 |  | GSM-R<br>TCB Upminster IECC<br>RA8 AC: Romford<br>TPWS is not provided on this route |
| | 26 70 * | | |
| | 28 09 | | Infrastructure Boundary |
| Port Jn | 28 33 * | | |
| No.43 Gate LC (TMO) | 29 74 * | | |
| Thames Haven Shunter's Cabin | 30 18 | | |

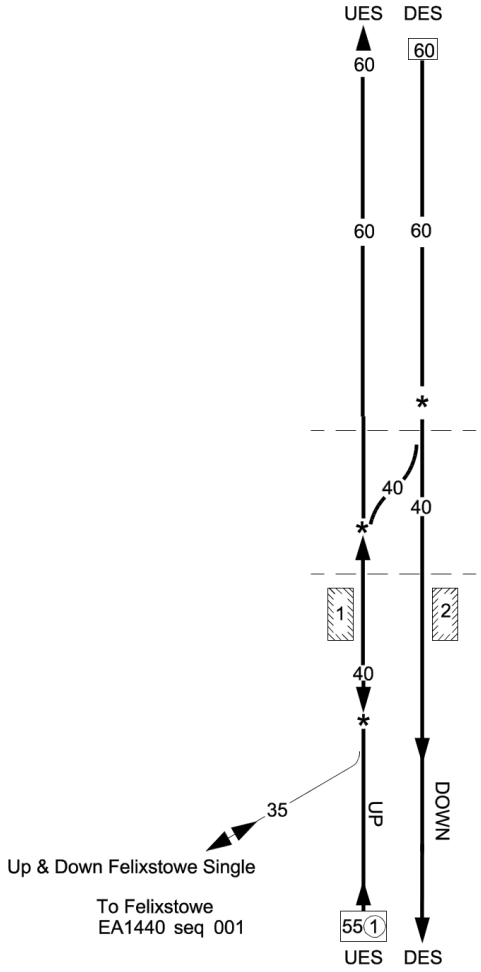
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1430 | 001 | East Suffolk Jn to Oulton Broad North | ESK LTN1 BFC | Anglia | 03/09/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| East Suffolk Jn | 69 41 |  | GSM-R<br>TCB Colchester SB (CO)<br>RA8 Ipswich panel<br><br>U&DL - Up and Down Lowestoft<br><br>DC - Down Bacon Factory Curve<br>UC - Up Bacon Factory Curve<br><br>DES - Down East Suffolk<br>UES - Up East Suffolk |
| Boss Hall Jn | 70 04 * | | |

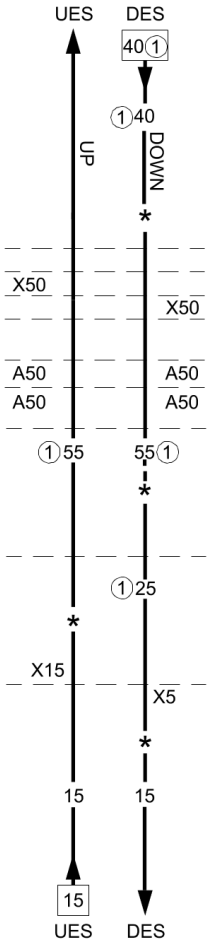
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1430 | 002 | East Suffolk Jn to Oulton Broad North | ESK ESK | Anglia | 03/09/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Colchester SB (CO)<br>RA8 Felixstowe Workstation<br><br>General instruction applies at Bramford Lane (Bridge 406) at 70m 35ch<br><br>DES - Down East Suffolk<br>UES - Up East Suffolk |
| | 72 00 * | | |
| Westerfield LC (FPS) | 72 05 | | |
| | 72 14 * | | Up Platform 1 - 100m (109yds)<br>Operational Length (Up Direction) - 71m (77yds)<br>Operational Length (Dn Direction) - 91m (99yds)<br><br>Down Platform 2 - 94m (103yds)<br>Operational Length - 88m (96yds) |
| Westerfield Station LC MCB-CCTV | 72 16 | | |
| **WESTERFIELD** | 72 20 | | |
| | 72 22 * | | TCB Saxmundham (ES) |
| Westerfield Jn | 72 23 | | ① Where permissible, Nuclear Flask trains may run at a maximum speed of 40mph, but not exceed 20mph when approaching an automatic level crossing.<br>Other freight trains not to exceed 20 mph |

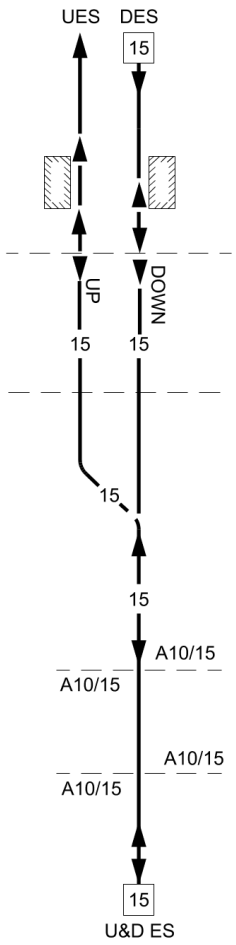
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1430 | 003 | East Suffolk Jn to Oulton Broad North | ESK | Anglia | 13/08/2022 |

| Location | Mileage M | Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Saxmundham SB (ES)<br>RA7<br>DES - Down East Suffolk<br>UES - Up East Suffolk<br>(1) Where permissible, Nuclear Flask trains may run at a maximum speed of 40mph, but not exceed 20mph when approaching an automatic level crossing. Other freight trains not to exceed 20mph |
| | 72 | 25 | * | | |
| Laceys LC (FPS) | 73 | 45 | | | |
| Stennetts 1 LC (FPS) | 74 | 04 | | | |
| Stennetts 2 LC (FP-R/G) | 75 | 09 | | | |
| Playford Lc (FPS) (Formerly Gamekeepers) | 75 | 21 | | | |
| Lox Farm LC (FPS) | 75 | 60 | | | |
| Bealings LC (ABCL) | 75 | 79 | | | |
| Martlesham LC (FPS) | 77 | 22 | | | General instruction applies at Sandy Lane (Bridge 422) at 77m 59ch |
| | 78 | 53 | * | | |
| Kingston Farm LC (UWC) | 78 | 55 | | T | |
| | 78 | 59 | * | | |
| Jetty Avenue LC (UWC - R/G) | 78 | 66 | | T | |
| | 78 | 72 | * | | |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1430 | 004 | East Suffolk Jn to Oulton Broad North | ESK | Anglia | 29/03/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Saxmundham SB (ES)<br>RA7<br><br>DES - Down East Suffolk<br>UES - Up East Suffolk<br><br>Up platform - 142m (130m (141 yd) stop)<br><br>Down platform - 129m (53m (57 yd) stop) |
| **WOODBRIDGE** | 79 00 | | |
| Ferry Lane LC (MCB-OD) | 79 04 | | |
| Haywards LC (MCB-OD) | 79 07 | | |
| Single Line | 79 28 | | |
| Lime Kiln LC (AOCL+B) | 79 29 | | |
| Sun Wharf LC (AOCL+B) | 79 31 | | U&D ES - Up & Down East Suffolk |

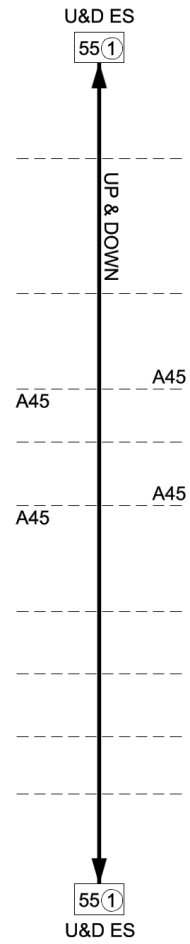
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1430 | 005 | East Suffolk Jn to Oulton Broad North | ESK | Anglia | 09/05/2021 |

| Location | Mileage M Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | U&D ES<br>15 | GSM-R<br>TCB Saxmundham SB (ES)<br>RA7<br>U&D ES - Up & Down East Suffolk |
| | 79 32 | * | * | |
| | | | 15 30 | ① Where permissible, Nuclear Flask trains may run at a maximum speed of 40mph, but not exceed 20mph when approaching an automatic level crossing. Other freight trains not to exceed 20mph |
| | 79 39 | * | * | |
| Maltings LC (UWC-R/G) | 79 42 | T | 40 30 | |
| | 79 43 | * | * | |
| Melton Sewage LC (UWC-R/G) | 79 54 | T | | |
| | 80 05 | * | 40 55<br>* | |
| Dock Lane LC (UWC-R/G) | 80 06 | T | | |
| | | | 20 55 | |
| Bloss LC (UWC) | 80 15 | T | | |
| | 80 25 | * | * | |
| **MELTON** | 80 28 | | ASTOP | Platform - 66m (56m (60 yds) stop) |
| Melton LC (AOCL+B) | 80 31 | | A10/20 | |
| | | | 55① | |
| Ellingers LC (UWC) | 80 46 | T | | |
| Melton Bromswell LC (FPS) | 81 60 | | | |
| | | | A50 | |
| Ufford LC (ABCL) | 81 60 | | A50 | |
| Uffold LC (UWC) | 82 16 | T | | |
| Pettistree LC (FPS) | 83 11 | | | |
| Orchard LC (FPS) | 84 17 | | | |
| **WICKHAM MARKET** | 84 43 | | | Platform - 161m (80m (86 yds)) |
| Wickham Market LC (FPS) | 84 64 | | | |
| | | | 55① | |
| | | | U&D ES | |

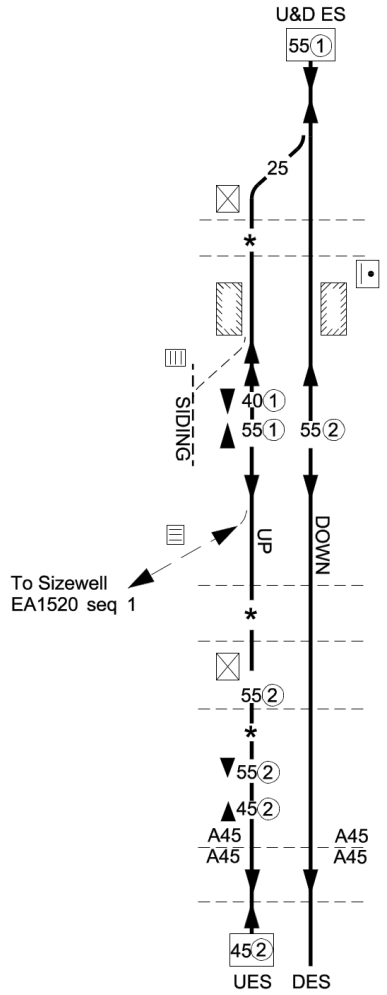
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1430 | 006 | East Suffolk Jn to Oulton Broad North | ESK | Anglia | 04/10/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Saxmundham SB (ES)<br>RA7<br>U&D ES - Up & Down East Suffolk |
| Blackstock LC (UWC) | 85 29 | T | |
| Red House Farm LC (UWC) | 85 45 | T | ① Where permissible, Nuclear Flask trains may run at a maximum speed of 40mph, but not exceed 20mph when approaching an automatic level crossing. Other freight trains not to exceed 20mph |
| Blaxhall LC (AOCL+B) | 86 31 | | |
| Blaxhall LC (FPS) | 86 76 | | |
| Beversham LC (ABCL) | 87 15 | | |
| Snape LC (UWC) | 88 22 | T | |
| Farnham LC (FPS) | 88 42 | | |
| Benhall LC (FP - R/G) | 90 08 | | |
| Brick Kiln LC (UWC) | 90 30 | T | |

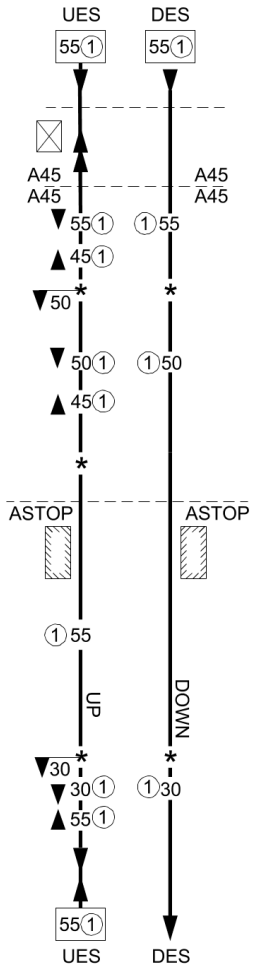
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1430 | 007 | East Suffolk Jn to Oulton Broad North | ESK SIZ | Anglia | 09/12/2023 |

| Location | Mileage M Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Saxmundham SB (ES)<br>RA7<br><br>U&D ES - Up & Down East Suffolk<br>(1) Where permissible, Nuclear Flask trains may run at a maximum speed of 40mph, but not exceed 20mph when approaching an automatic level crossing. Other freight trains not to exceed 20mph<br><br>LOD(P) Up East Suffolk<br><br>Up platform - 108m (117 yds)<br>Down platform - 71m (77 yds)<br><br>(2) Freight train speeds not to exceed 20mph |
| Single line | 90 | 74 | | |
| Chantry Road LC (RC) | 91 | 02 | | |
| | 91 | 04 * | | |
| Albion Street LC (MCB) | 91 | 07 | | |
| Saxmundham SB | 91 | 08 | | |
| **SAXMUNDHAM** | 91 | 11 | | |
| | 91 | 20 | | |
| Saxmundham Jn | 91 | 40 | | |
| | 91 | 41 | | |
| Saxmundham LC (FPS) | 91 | 46 | | |
| | 91 | 50 * | | |
| Kelsale Red House Farm LC (FPS) | 92 | 54 | | LOD(P) Up East Suffolk |
| East Green LC (UWC) | 93 | 06 | T | |
| | 93 | 26 * | | |
| North Green LC (AOCL+B) | 93 | 27 | | |
| Fordly Hall LC (FPS) | 93 | 49 | | DES - Down East Suffolk<br>UES - Up East Suffolk |

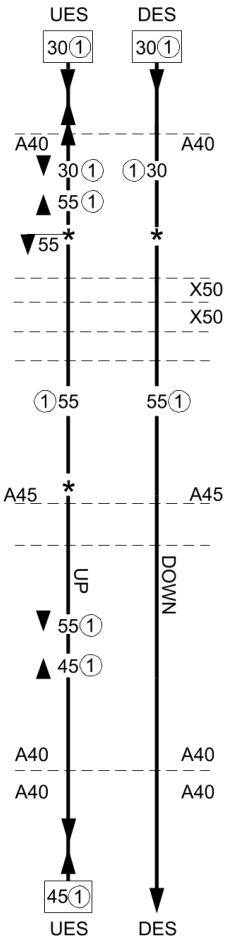
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1430 | 008 | East Suffolk Jn to Oulton Broad North | ESK | Anglia | 13/12/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Saxmundham (ES)<br>RA7<br>DES - Down East Suffolk<br>UES - Up East Suffolk<br>LOD(P) Up East Suffolk<br>① Freight trains not to exceed 20mph |
| Yoxford LC (FPS)<br>(Formerly Halesworth) | 94 16 | | |
| Middleton LC (ABCL) | 94 52 | | |
| | 94 53 * | | |
| | 95 22 * | | |
| Darsham LC (AHBC) | 95 31 | | |
| **DARSHAM** | 95 35 | | Up platform - 147m (159 yds)<br>Down platform - 98m (106 yds) |
| | 95 39 * | | |

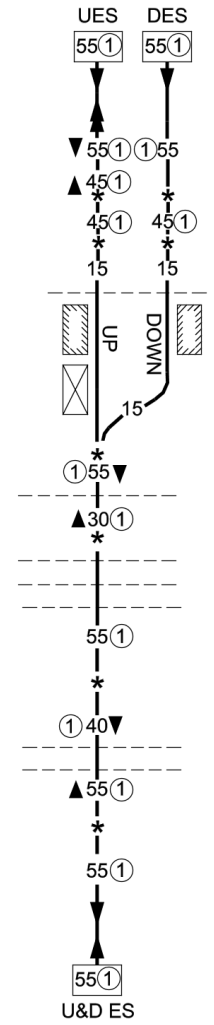
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1430 | 009 | East Suffolk Jn to Oulton Broad North | ESK | Anglia | 25/02/2022 |

| Location | Mileage M | Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Saxmundham SB (ES)<br>RA7<br>(1) Freight trains not to exceed 20mph |
| Willow Marsh LC (AOCL+B) | 96 | 09 | | | |
| | 96 | 10 | * | | |
| Barhams LC (R/G) | 96 | 70 | | T | |
| Fieldens LC (UWC R/G) | 97 | 23 | | T | |
| Bunkers Hill LC (FPS) | 97 | 58 | | | |
| Hubbards LC (UWC) | 98 | 12 | | T | |
| Bramfield LC (ABCL) | 99 | 19 | * | | |
| Mells LC (FPS) | 99 | 38 | * | | |
| Wenhaston LC (AOCL+B) | 99 | 52 | | | |

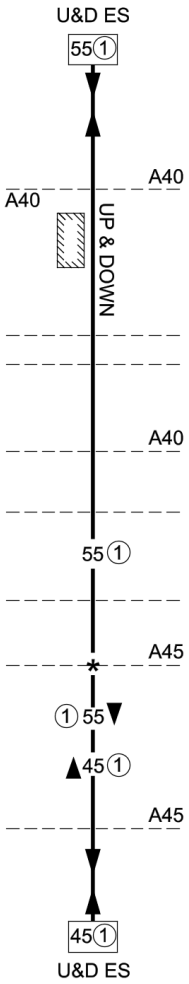
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1430 | 0010 | East Suffolk Jn to Oulton Broad North | ESK | Anglia | 07/05/2017 |

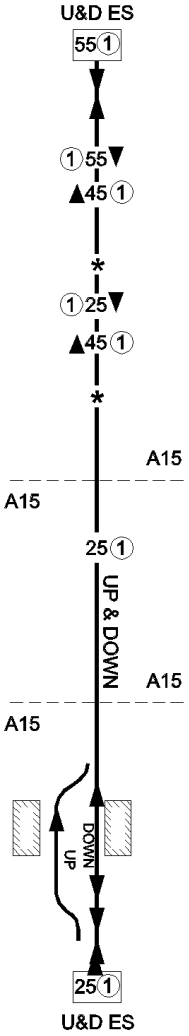
| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Saxmundham SB (ES)<br>RA7<br>DES - Down East Suffolk<br>UES - Up East Suffolk<br>① Freight trains not to exceed 20mph<br>General instruction applies at Holton Road (Bridge 465) at 100m 39ch |
| | 100 | 33 * | | |
| | 100 | 49 * | | |
| Halesworth Station LC (SPC) | 100 | 49 | | |
| **HALESWORTH** | 100 | 53 | | Up platform - 152m (66m (71 yds) stop)<br>Down platform - 96m (66m (71 yds) stop)<br>LOD(P) Up East Suffolk |
| | 100 | 63 * | | |
| Wissett LC (FPW) | 100 | 74 | | |
| | 101 | 04 * | | |
| Fairstead LC (FPS) | 101 | 43 | | |
| Millpost LC (FPW) | 102 | 33 | | |
| Westhall LC (ABCL) | 103 | 47 | | |
| | 103 | 65 * | | |
| Turney's LC (FPW) | 104 | 07 | | |
| Mayfield Low LC (FPS) | 104 | 28 | | |
| | 104 | 45 * | | U&D ES - Up & Down East Suffolk |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1430 | 011 | East Suffolk Jn to Oulton Broad North | ESK | Anglia | 07/05/2017 |

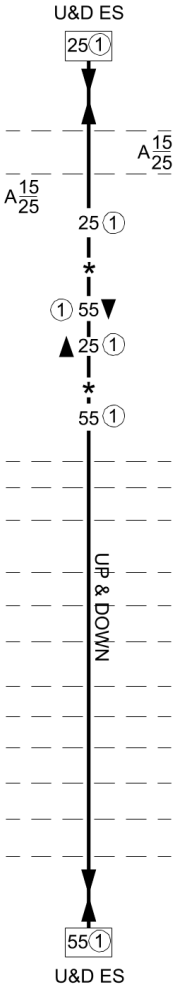
| Location | Mileage M | Mileage Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Saxmundham SB (ES)<br>RA7<br>U&D ES - Up & Down East Suffolk<br>① Freight trains not to exceed 20mph<br>Platform - 152m (106 yd) |
| Brampton LC (AOCL+B) | 104 | 46 | | | |
| **BRAMPTON** | 104 | 49 | | | |
| Redisham LC (FPS) | 105 | 28 | | | |
| Webby Wood LC (FPS) | 105 | 69 | | | |
| Weston LC (AOCL+B) | 106 | 30 | | | |
| Old Farm LC (FPG) | 106 | 61 | | | |
| Common Lane LC (FPS) | 107 | 20 | | | |
| Cromwell Rd LC (ABCL) | 107 | 43 | * | | |
| London Road LC (ABCL) | 107 | 68 | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1430 | 012 | East Suffolk Jn to Oulton Broad North | ESK | Anglia | 14/06/2014 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R<br>TCB Saxmundham SB (ES)<br>RA7<br>U&D ES - Up & Down East Suffolk<br>1 Freight trains not to exceed 20mph |
| | 108 50 * | | |
| | 108 59 * | | |
| Ingate Street LC (ABCL) | 108 60 | | |
| Grove Road LC (ABCL) | 108 70 | | |
| **BECCLES** | 109 11 | | Down Platform - 125m (135 yd)<br>Up Platform - 125m (135 yd) |

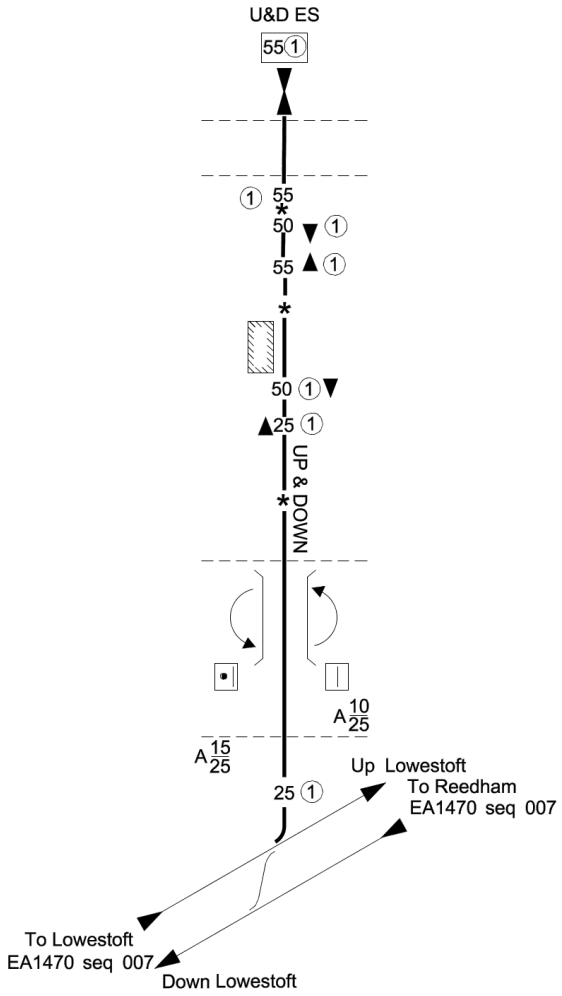
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1430 | 013 | East Suffolk Jn to Oulton Broad North | ESK | Anglia | 28/04/2021 |

| Location | Mileage M | Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Saxmundham SB (ES)<br>RA7<br>U&D ES - Up & Down East Suffolk<br>① Freight trains not to exceed 20mph |
| Common Lane North LC (UWC) | 109 | 31 | | | |
| Beccles By-pass LC (ABCL) | 109 | 49 | | | |
| | 109 | 50 | * | | |
| | 109 | 55 | * | | |
| Worlingham LC (UWC-R/G) | 110 | 73 | | T | |
| Blowers LC (FPS) | 111 | 45 | | | |
| North Cove LC (UWC-R/G) | 111 | 71 | | T | |
| Low Farm LC (UWC) | 112 | 11 | | T | |
| Wadehall Old Dam LC (UWC-R/G) | 112 | 23 | | T | |
| Firtree Farm No. 2 LC (UWC) | 112 | 34 | | T | |
| Firtree Farm No. 3 LC (UWC) | 112 | 44 | | T | |
| Red Oak LC (FPS) | 112 | 75 | | | |
| Gamekeepers LC (UWC) | 113 | 08 | | T | |
| Barnby LC (UWC) | 113 | 23 | | T | |
| Wrights LC (UWC - R/G) | 113 | 57 | | T | |
| Hillings Road LC (UWC) | 114 | 06 | | T | |

Anglia Route Sectional Appendix Module AR2

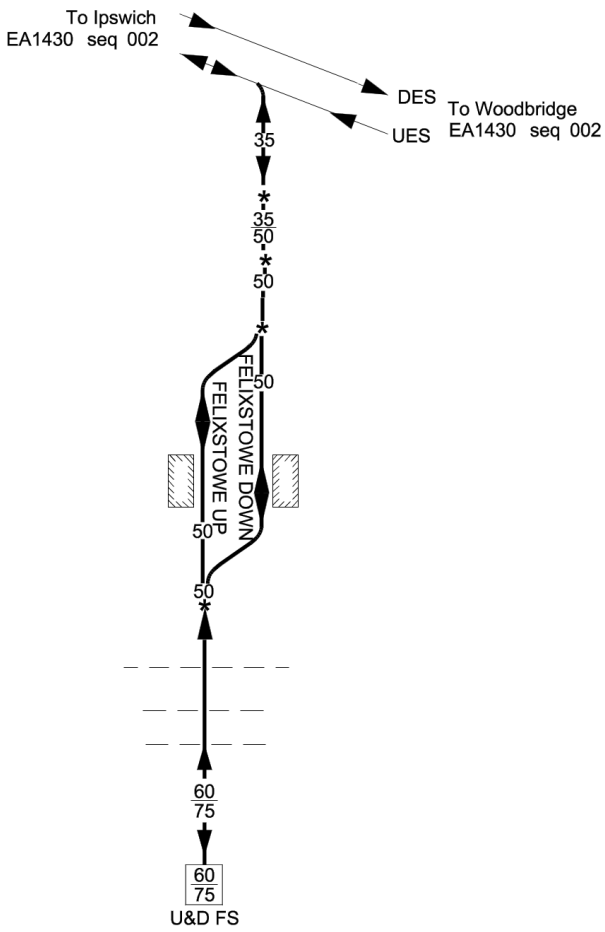
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1430 | 014 | East Suffolk Jn to Oulton Broad North | ESK NOL | Anglia | 03/09/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Saxmundham SB (ES)<br>RA7<br>U&D ES - Up & Down East Suffolk<br>① Freight trains not to exceed 20mph<br>TCB Colchester, Lowestoft WS (YL)<br>Platform - 138m (149 yds) |
| Spratts Water LC (UWC) | 114 37 | | |
| Dawdys LC (AOCL+B) | 114 75 | | |
| | 115 19 * | | |
| | 115 38 * | | |
| **OULTON BROAD SOUTH** | 115 42 | | |
| | 115 46 * | | |
| Victoria Road LC (CCTV) | 115 62 | | |
| Oulton Broad Swing Bridge | 115 76 | | |
| Oulton Broad Swing Bridge GF | 116 00 | | |
| Gravel Pit LC (ABCL) | 116 12 | | |
| Oulton Broad North Jn | 116 27 | | |
| | (22 14) | | |

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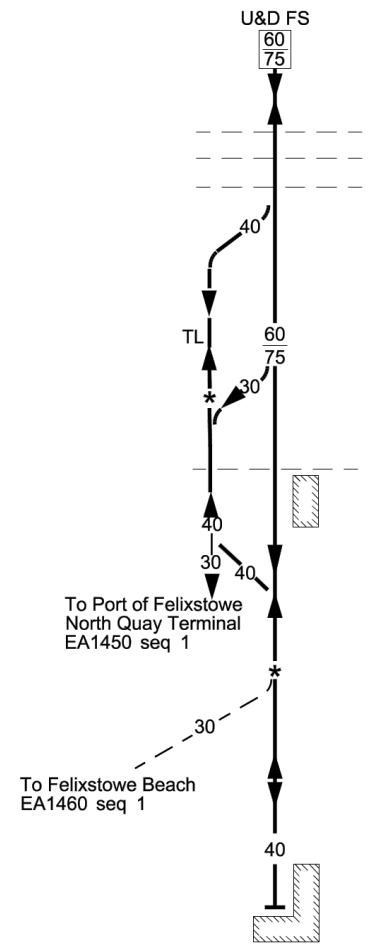
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1440 | 001 | Westerfield Jn to Felixstowe Town | FEL ESK | Anglia | 03/09/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Westerfield Jn | 72 23 |  | GSM-R<br>TCB Colchester SB (FW)<br>RA7 Felixstowe Workstation<br>UES - Up East Suffolk<br>DES - Down East Suffolk<br>U & DFS - Up&Down Felixstowe Single<br>Derby Road Loop 755m (826yds)<br>Up Platform - 137m (80m (87 yds) in use)<br>Down Platform - 137m (74m) in use) |
| | 72 36 * | | |
| | 74 17 * | | |
| | 74 30 * | | |
| **DERBY ROAD** | 74 67 | | |
| | 75 12 | | |
| | 75 68 * | | |
| Routs No.8 LC (R/G) | 77 36 | | |
| Shepherd & Dog LC (FPW) | 77 39 | | |
| Levington Heath LC (FPS) | 79 49 | | |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1440 | 002 | Westerfield Jn to Felixstowe Town | FEL TFN FED | Anglia | 03/09/2022 |

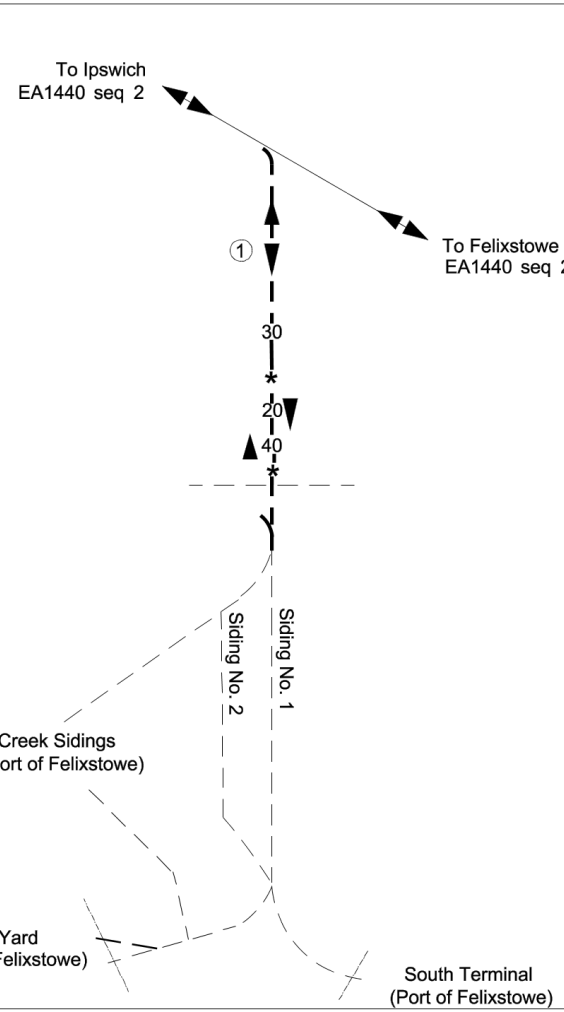
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Colchester SB (FW)<br>RA7 Felixstowe Workstation |
| Levington LC MCB-OD | 80 00 | | |
| Morston Hall LC MCB-OD | 80 64 | | |
| Thorpe Lane LC MCB-OD | 81 41 | | |
| Gun Lane Junction | 81 56 | | |
| | 82 49 * | | TL - Trimley Loop<br>Total Length Between Signals - 902m (986.44 yds)<br>Operational Length - 852m (931.76 yds) |
| Trimley LC (CCTV) | 82 60 | | |
| **TRIMLEY** | 82 64 | | Platform - 141m (154yds) 74m (81 yds) in use) |
| Felixstowe Beach Jn | 83 57 * | | |
| **FELIXSTOWE TOWN** | 84 30 | | Platform - 127m (137yds) |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1450 | 001 | Trimley to Port of Felixstowe North Quay Terminal | TFN FEL | Anglia | 27/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R |
| | | | TCB Colchester SB (FW)<br>RA7 Felixstowe Workstation |
| **TRIMLEY** | 0 00 | To Ipswich EA1440 seq 2 | |
| Trimley LC (CCTV) | 0 00 | | |
| | 0 12 * | 40 * To Felixstowe EA1440 seq 2 | |
| | | ① 20 | ① Up & Down North Quay. |
| Network Rail Boundary | 0 18 | | |
| Port of Felixstowe North Terminal Branch | | | |
| (Network Rail Signal at 00m 73ch) | | Port of Felixstowe North and Central Terminals | |

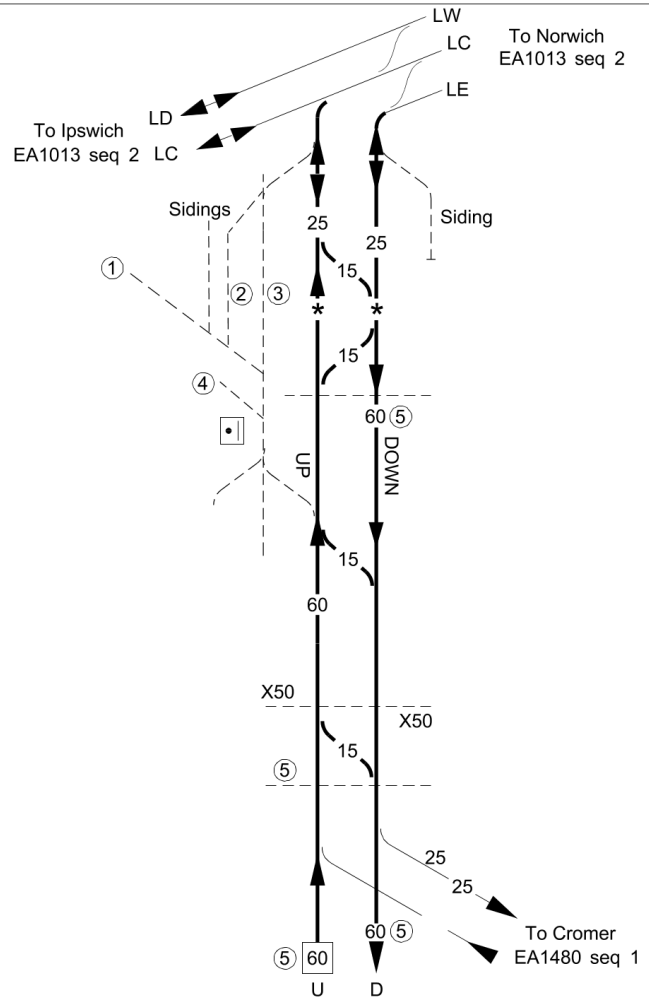
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1460 | 001 | Felixstowe Beach Jn to Felixstowe Beach | FED FEL | Anglia | 03/09/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Colchester SB (FW)<br>RA7 Felixstowe Workstation<br>① Up & Down Felixstowe Curve |
| Felixstowe Beach Jn | 83 57 | | |
| | 84 10 * | | |
| | 84 56 * | | |
| Felixstowe Beach LC(CCTV) | 84 69 | | |
| Felixstowe Dock Jn | 85 22 | | |
| Network Rail Boundary Rail Yard | 85 29 | | |
| Network Rail Boundary South Teminal | 85 34 | | |

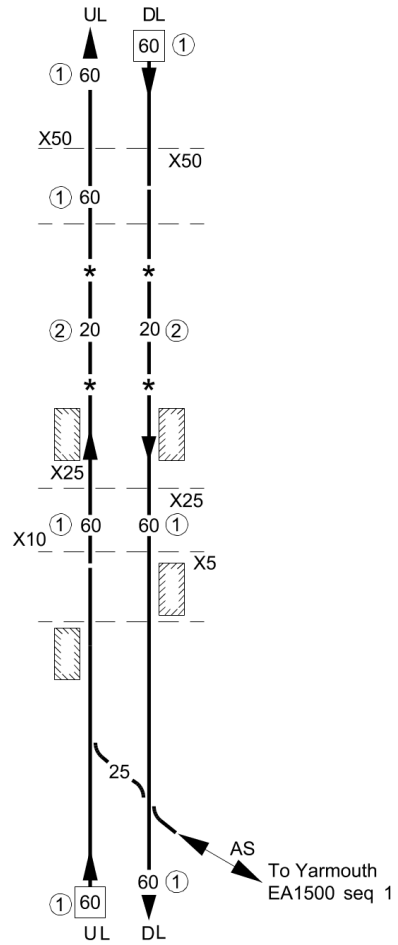
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1470 | 001 | Norwich Thorpe Jn to Lowestoft | NOL LTN2 NCW WCH1 | Anglia | 27/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Thorpe Jn | (123 56) |  | GSM-R |
| | 0 29 | | TCB Colchester SB (CO)<br>RA7 Norwich panel |
| | 0 44 * | | LC - LINE C<br>LD - LINE D<br>LE - LINE E<br>LW - LINE W |
| Cremorne Lane LC | 0 54 | | ① Wensum Curve (Through Siding)<br>② Reception Line No.2 |
| Crown Point Control Tower | 0 58 | | ③ Reception Line No.1 |
| | | | ④ Crown Point Depot |
| Wensum Jn | 0 60 | | ⑤ Freight trains not to exceed 40 mph |
| Girlings LC (R/G-X) | 1 52 | | |
| Whitlingham Lane LC (UWC) | 1 63 | T | |
| Whitlingham Jn | 1 69 | | Trowse Swing Bridge SB (TB) |

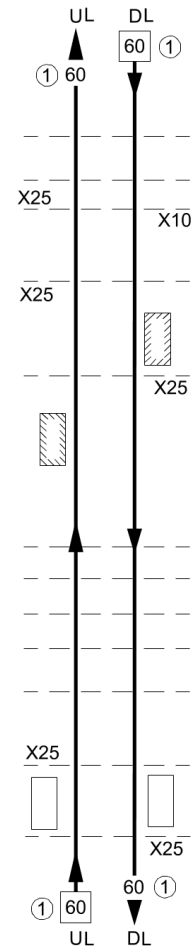
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1470 | 002 | Norwich Thorpe Jn to Lowestoft | NOL NAY | Anglia | 27/08/2022 |

| Location | Mileage M Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Trowse Swing Bridge SB (TB)<br>RA7<br><br>Axle Counter limits<br>Down Lowestoft line from 2m 64ch<br>Up Lowestoft line to 2m 73ch<br><br>① Freight trains not to exceed 40 mph<br><br>② DMU and sprinter trains 60 m.p.h<br><br>TCB Colchester PSB Brundall WS (YL)<br><br>Up platform - 58m (63 yds)<br>Down Platform - 58m (63 yds)<br><br>Down Platform - 98m (107 yds)<br><br>Up Platform - 118m (129 yds)<br><br>DL - Down Lowestoft<br>UL - Up Lowestoft<br>AS - Acle Single |
| Bungalow Lane LC (R/G-X) | 2 | 18 | T | |
| Boundary Lane LC (FPS) | 2 | 65 | | |
| | 3 | 41 * | | |
| | 3 | 43 * | | |
| **BRUNDALL GARDENS** | 4 | 66 | | |
| Brundall Church LC (R/G-X) | 5 | 20 | T | |
| Bells LC (R/G-X) | 5 | 45 | T | |
| **BRUNDALL** | 5 | 60 | | |
| Brundall LC (CCTV) | 5 | 62 | | |
| Brundall Jn | 5 | 73 | | |

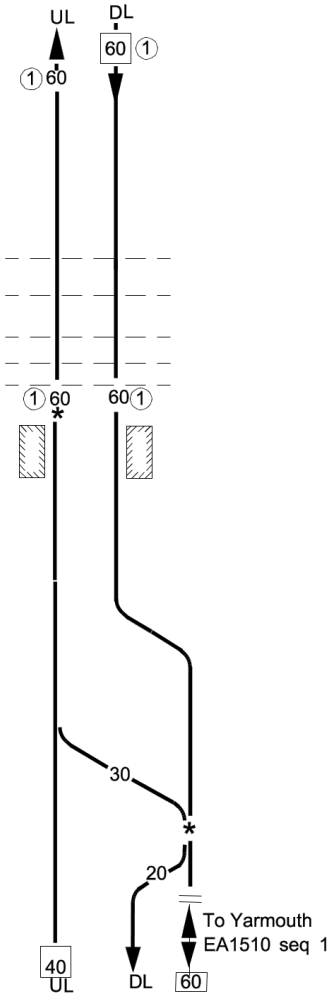
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1470 | 003 | Norwich Thorpe Jn to Lowestoft | NOL | Anglia | 16/02/2020 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Colchester PSB Brundall WS (YL)<br>RA7 |
| Lackford Run LC (UWC) | 6 30 | T | |
| Tinkers Lane LC (UWC) | 6 47 | T | ① Freight trains not to exceed 40 mph |
| Strumpshaw Fen LC (R/G-X) | 6 74 | T | |
| Strumpshaw LC (CCTV) | 7 11 | | |
| Markhams LC (FPS) | 7 52 | | |
| **BUCKENHAM** | 7 62 | | Down platform - 135m (52m (56yds) in use) |
| Buckenham LC (R/G-X) | 7 62 | T | |
| | | | Up platform - 60m (64yds) |
| Earth Wall LC (UWC) | 8 60 | T | |
| Goldies LC (UWC) | 9 08 | T | TCB Colchester PSB Lowestoft WS (YL) |
| Barn End LC (UWC) | 9 18 | T | |
| School Lane LC (UWC) | 9 38 | T | |
| Burnt House LC (UWC) | 9 62 | T | |
| Cantley Church LC (R/G-X) | 9 74 | T | |
| **CANTLEY** | 10 00 | | |
| Cantley LC (CCTV) | 10 03 | | DL - Down Lowestoft<br>UL - Up Lowestoft |

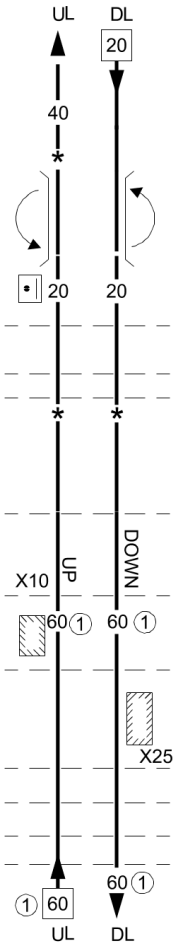
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1470 | 004 | Norwich Thorpe Jn to Lowestoft | NOL RBY | Anglia | 27/08/2022 |

| Location | Mileage M Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | TCB Colchester PSB Lowestofts WS (YL) RA7 GSM-R |
| Limpenhoe LC (UWC) | 10 | 52 | | |
| Basins LC (UWC) | 11 | 09 | T | ① Freight trains not exceed 40mph |
| Hillside Farm LC (UWC) | 11 | 23 | T | |
| Double Crossing LC (UWC) | 11 | 35 | T | |
| Gurney Wood LC (UWC) | 12 | 07 | | Up Platform - 175m (139m (151 yds) in use) |
| | 12 | 10 * | | |
| **REEDHAM** | 12 | 13 | | Down Platform - 192m (123m (133 yds) in use) |
| Reedham Jn | 12 | 49 * | | DL - Down Lowestoft, UL - Up Lowestoft |

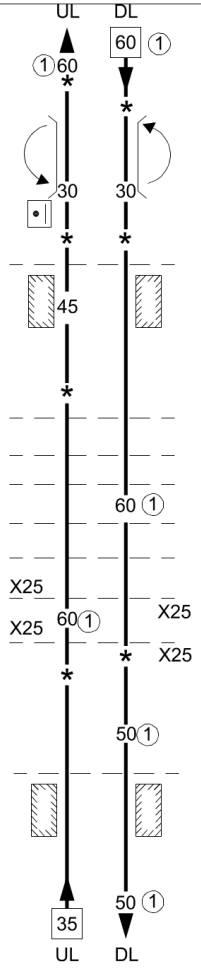
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1470 | 005 | Norwich Thorpe Jn to Lowestoft | NOL | Anglia | 16/02/2020 |

| Location | Mileage M Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Colchester PSB Lowestoft WS (YL)<br>RA7 |
| | 12 52 | * | | ① Freight trains not to exceed 40 mph |
| Reedham Swing Bridge Operations Cabin | 13 06 | | | |
| Norton Marsh 1 LC (UWC) | 13 34 | T | | |
| New Cut LC (UWC) | 13 43 | T | | |
| Crawford LC (UWC) | 13 44 | T | | |
| | 13 45 | * | | |
| Mill Hill Farm LC (UWC) | 15 26 | | | |
| River Board LC (R/G-X) | 16 01 | T | | |
| Haddiscoe Station LC (SPC) | 16 10 | T | | |
| **HADDISCOE** | 16 11 | | | Up platform - 46m (49yds)<br>Down platform - 182m (85m (92yds) in use) |
| Herringfleet LC (UWC) | 16 57 | T | | |
| Skoulding LC (UWC) | 16 72 | T | | |
| Landspring Beck LC (UWC) | 17 15 | T | | |
| Wheatacre LC (UWC) | 17 30 | T | | |
| | | | | DL - Down Lowestoft<br>UL - Up Lowestoft |

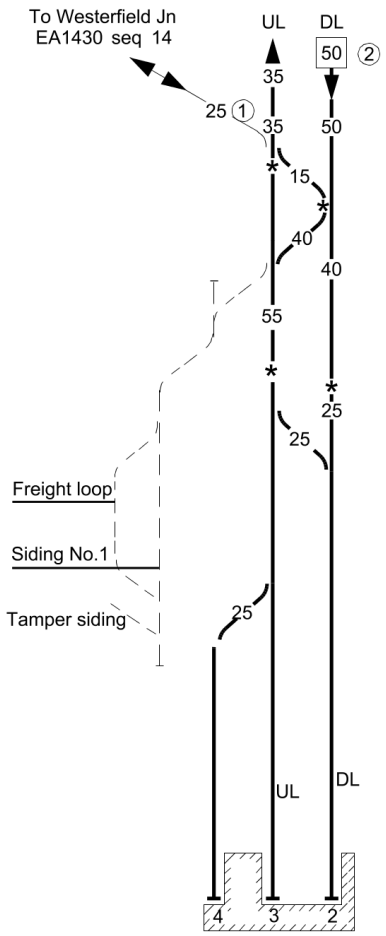
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1470 | 006 | Norwich Thorpe Jn to Lowestoft | NOL | Anglia | 16/02/2020 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 17 48 * |  | TCB Colchester PSB Lowestoft WS (YL) RA7 GSM-R |
| | 17 51 * | | |
| Somerleyton Swing Bridge Operations Cabin | 17 60 | | ① Freight trains not to exceed 40 mph |
| | 17 63 * | | |
| Somerleyton Station LC (UWC) | 17 76 | T | |
| **SOMERLEYTON** | 18 00 | | Up platform - 127m (137yds) |
| | | | Down platform - 148m (160yds) |
| | 18 08 * | | |
| Waddling Wood LC (UWC) | 18 23 | T | |
| Flatt LC (UWC) | 18 60 | T | |
| Blundeston LC (UWC) | 19 32 | T | |
| Flixton Marshes LC (UWC) | 19 57 | T | |
| Fleet Pump LC (UWC) | 20 01 | T | |
| Gravel Dam LC (R/G-X) | 20 43 | T | |
| Fisher Row LC (R/G-X) | 20 77 | T | |
| | 21 70 * | | |
| | 22 00 * | | |
| Oulton Broad North LC (CCTV) | 22 01 | | |
| **OULTON BROAD NORTH** | 22 04 | | Up platform - 146m (158yds) |
| | | | Down platform - 149m (161yds) |
| | | | DL - Down Lowestoft |
| | | | UL - Up Lowestoft |

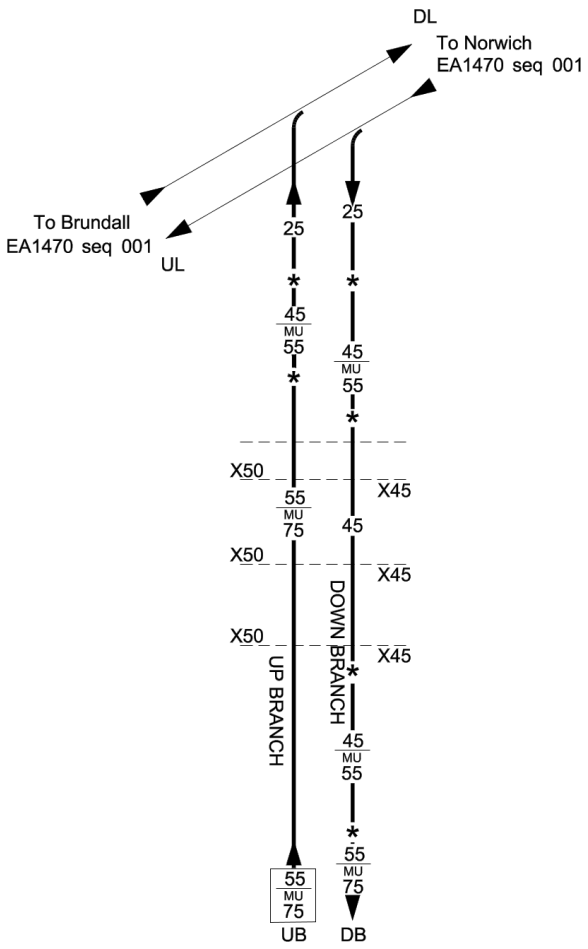
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1470 | 007 | Norwich Thorpe Jn to Lowestoft | NOL ESK | Anglia | 27/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Colchester PSB Lowestoft WS (YL/ES) RA7 |
| Oulton Broad North Jn | 22 14 | | ① Freight trains not to exceed 20m.p.h |
| | 22 64 * | | |
| Coke Ovens Junction | 22 65 | | ② Freight trains not to exceed 40 mph |
| | 23 19 * | | |
| **LOWESTOFT** | 23 41 | | Platform 2 - 214m (121m(131yds) in use. PP<br>Platform 3 - 229m (247yds) PP<br>Platform 4 - 215m (235yds) PP<br><br>DL - Down Lowestoft, UL - Up Lowestoft |

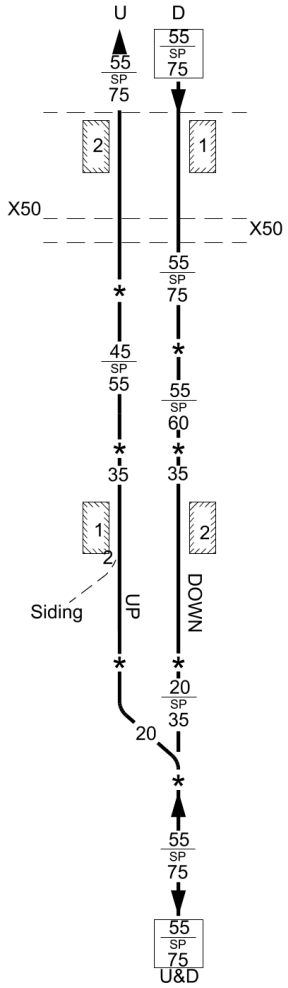
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1480 | 001 | Whitlingham Jn to Cromer | WHC1 NOL | Anglia | 27/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Trowse Swing Bridge SB (TB)<br>RA6 |
| Whitlingham Jn | 1 69 | | Axle Counter limits<br>Down line<br>2m 22ch to 8m 6ch<br>Up line<br>8m 46ch to 2m 12ch |
| | 2 04 * | | UL - Up Lowestoft<br>DL - Down Lowestoft<br>UB- Up Branch<br>DB - Down Branch |
| | 3 37 * | | |
| | 3 40 * | | |
| Thorpe End LC (FPS) | 3 73 | | |
| Norwich Road LC (AHBC-X) | 4 20 | | Norwich Road LC is not provided with treadles. |
| Great Plumstead LC (AHBC-X) | 4 52 | | Great Plumstead LC is not provided with treadles. |
| Rackheath Road LC (AHBC-X) | 5 19 | | Rackheath Road LC is not provided with treadles. |
| | 5 20 * | | |
| | 5 67 * | | |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1480 | 002 | Whitlingham Jn to Cromer | WHC1 | Anglia | 09/11/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Trowse Swing Bridge SB (TB)<br>RA6 |
| Salhouse Station LC (SPC) | 5 74 | | |
| **SALHOUSE** | 5 74 | | Up platform 2 - 82.3m(90 yds)<br>Operational Length - 75.3m(82.35 yds) |
| Salhouse Church LC (R/G) | 6 37 | | |
| Bears Grove LC (FPG) | 7 06 | T | Down platform 1- 128.8m (140.8 yds)<br>Operational Length - 80.8m(88.3 yds) |
| | 7 60 * | | General instruction applies<br>at Stone House Bridge (No. 367) at 6m 52ch |
| | 7 74 * | | Axle Counter limits<br>Down line<br>2m 22ch to 8m 6ch<br>Up line<br>8m 46ch to 2m 12ch |
| | 8 50 * | | |
| **HOVETON & WROXHAM** | 8 61 | | Up platform 1 - 93m (107 yds)<br>Down platform 2 - 104m (112 yds) |
| | 9 02 * | | |
| Single line | 9 05 * | | |

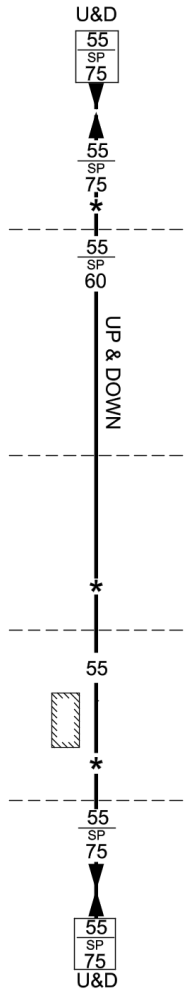
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1480 | 003 | Whitlingham Jn to Cromer | WHC1 | Anglia | 24/09/2023 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | U&D<br>55 / MU / 75 | GSM-R<br>TCB Trowse Swing Bridge SB (TB)<br>RA6 |
| | | | | General instruction applies at<br>Belaugh Bridge (Bridge 375) at 9m 40ch |
| | | | 55 / MU / 75 | Axle Counter limits<br>Single line<br>9m 64ch to 15m 8ch |
| Belaugh Lane LC (AHBC) | 10 | 01 | T — UP & DOWN | |
| Coltishall Lane LC (AHBC) | 10 | 30 | T | |
| Tunstead Market Street LC (AHBC) | 10 | 49 | | Tunstead Market Street<br>Level Crossing is not provided with treadles |
| Watering Pit Lane LC (UWC) | 10 | 68 | T | |
| Tunstead LC (FPS) | 11 | 10 | | |
| Tunstead Church Lane LC (UWC R/G) | 11 | 29 | T | |
| | | | 55 / MU / 75<br>U&D | |

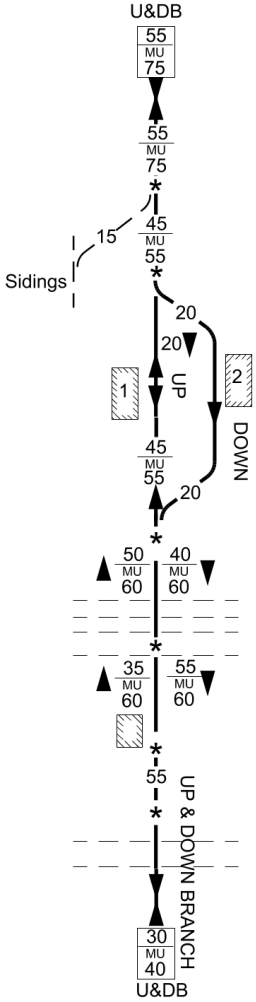
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1480 | 004 | Whitlingham Jn to Cromer | WHC1 | Anglia | 04/06/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Trowse Swing Bridge SB (TB)<br>RA6 |
| Sloley Church Lane LC (AHBC) | 12 10 *<br>12 17 | | Sloley Church Lane level crossing is not provided with treadles |
| | | | General instruction applies at Sloley Chapel Bridge (No. 377) at 12m 37ch |
| Broad Road LC (UWC) | 12 58 | T | Axle Counter limits<br>Single line<br>9m 64ch to 15m 8ch |
| | 12 71 * | | |
| Worstead LC (AHBC) | 13 10 | | Worstead level crossing is not provided with treadles |
| **WORSTEAD** | 13 12 | | Platform - 79m (84 yds) |
| | 13 61 * | | General instruction applies at Westwick Road Bridge (No. 378) at 13m 36ch |
| Heath Farm LC (UWC) | 15 05 | T | |

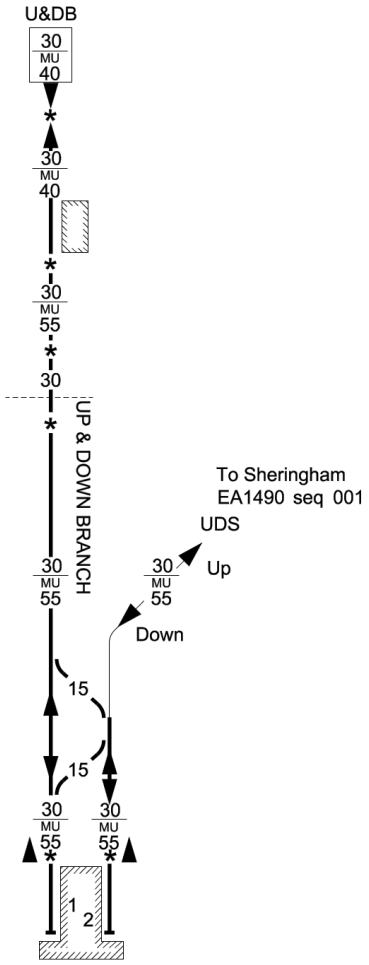
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1480 | 005 | Whitlingham Jn to Cromer | WHC1 | Anglia | 12/12/2021 |

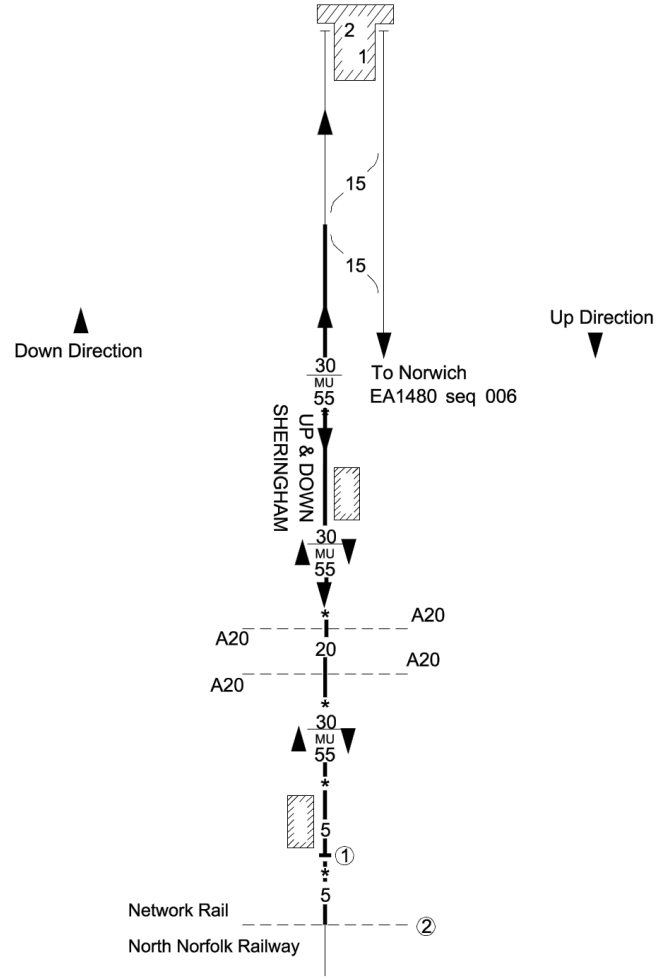
| Location | Mileage M | Mileage Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Trowse Swing Bridge SB (TB)<br>RA6<br>U&DB - Up & Down Branch |
| | 15 | 40 | * | | |
| | 15 | 68 | * | | |
| **NORTH WALSHAM** | 16 | 00 | | | Up Platform - 106m (115 yds)<br>Down Platform - 101m (110 yds) |
| | 16 | 30 | * | | |
| Grammar School Farm LC (UWC - R/G) | 17 | 33 | | T | General instruction applies<br>at the following bridges:<br>Aylsham Rd Bridge (No. 384) at 16m 20ch |
| Barge Farm LC (FPS) | 18 | 02 | | | |
| Pond Street LC (UWC - R/G) | 18 | 27 | | T | |
| | 18 | 62 | * | | Church Road (No. 393) at 19m 67ch |
| Walpole LC (CCTV) | 18 | 67 | | | |
| **GUNTON** | 19 | 63 | | | Platform - 88m (96 yds) |
| | 20 | 70 | * | | |
| | 23 | 20 | * | | Axle Counter limits<br>Single line<br>16m 48ch to 45m 79ch |
| South Repps LC (FPS) | 21 | 11 | | | |
| North Repps LC (FPS) | 22 | 05 | | | |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1480 | 006 | Whitlingham Jn to Cromer | WHC1 WHC2 WHC3 CRS | Anglia | 17/12/2022 |

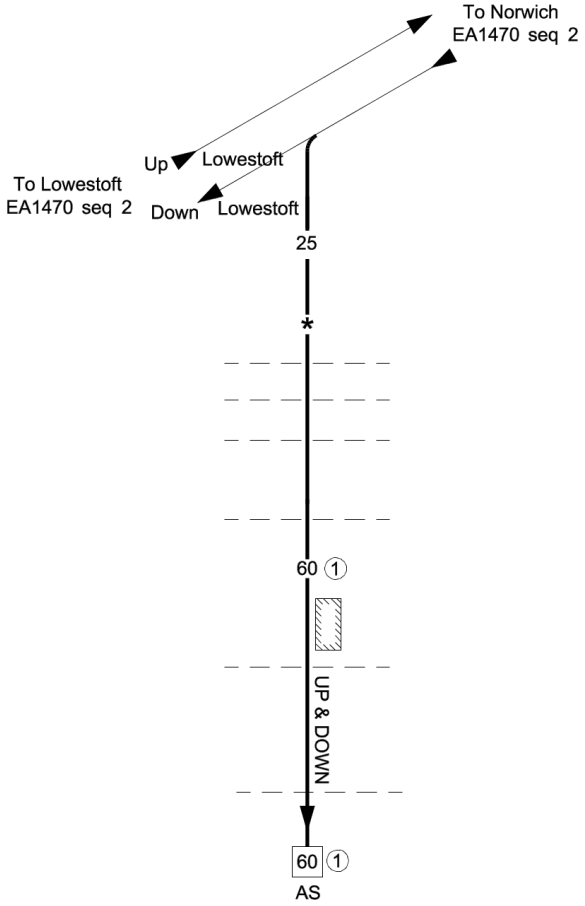
| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Trowse Swing Bridge SB (TB)<br>RA6<br><br>UDS - Up & Down Sheringham<br>U&DB - Up & Down Branch |
| | 23 | 20 * | | |
| Change of mileage | 24 | 00 | | |
| Site of former Roughton Road Jn | 11 | 54 | | |
| **ROUGHTON ROAD** | 11 | 55 | | Platform - 58m (63 yds) |
| | 11 | 58 * | | Axle Counter limits<br>Single line<br>16m 48ch to 45m 79ch |
| | 13 | 06 * | | |
| East Runton LC (R/G) | 13 | 24 | | |
| Change of mileage | 13 | 48 * | | |
| Site of former Runton East Jn | 45 | 64 | | |
| Cromer Jn | 46 | 27 | | |
| | 46 | 30 * | | Platforms 1 - 137m (148 yds) PP<br>Platforms 2 - 137m (148 yds) PP |
| **CROMER** | 46 | 42 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1490 | 001 | Cromer to Sheringham | CRS | Anglia | 06/08/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **CROMER** | 46 42 |  | GSM-R<br>OT Trowse Swing Bridge SB (TB)<br>RA6<br>Platforms 1 - 137m (148 yds)<br>Platforms 2 - 137m (148 yds) |
| Cromer Jn | 46 27 | | |
| **WEST RUNTON** | 44 39 | | Platform - 91m (99 yds) |
| | 43 69 * | | |
| Beeston Regis LC (UWC-R/G) | 43 69 | T | |
| Priory View / Whitehouse LC | 43 55 | T | |
| | 43 51 * | | |
| | 42 75 * | | |
| **SHERINGHAM** | 42 71 | | Platform - 80m (87.49 yds)<br>① Wheel Stops - See Local Instruction |
| | 42 70 * | | |
| Sheringham East LC | 42 69 | | ② Network Rail / North Norfolk Railway Boundary |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1500 | 001 | Brundall Jn to Yarmouth | NAY NOL | Anglia | 27/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Colchester PSB Brundall WS (YL)<br>RA7 |
| Brundall Jn | 5 72 | | |
| | 6 00 * | | |
| St Michaels Way LC (FPS) | 6 26 | | |
| Strumpshaw Church (NAY) LC (FPS) | 6 66 | | |
| Pack Lane LC (FPS) | 7 41 | | |
| Chapel Road LC (CCTV) | 7 55 | | |
| **LINGWOOD** | 7 78 | | Platform - 92m (99 yds) |
| Lingwood LC (CCTV) | 8 03 | | |
| Hillcrest LC (FPW) | 8 23 | | |
| | | | AS - Acle Single |



① Freight trains not to exceed 40 mph

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1500 | 002 | Brundall Jn to Yarmouth | NAY | Anglia | 16/02/2020 |

| Location | Mileage M Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | AS<br>60 ①<br>* | GSM-R<br>TCB Colchester PSB Brundall WS (YL)<br>RA7 |
| Single line | 10 20 | * | 20<br>50 ②<br>20 | ① Freight trains not to exceed 40 mph |
| **ACLE** | 10 34 | | | Up platform - 119m (130 yds)<br>Down platform - 69m (73 yds) |
| Single line | 10 42 | * | 20<br>*<br>50 ② | Crossing Loop 170m (185 yds) |
| | 10 50 | * | * | ② Freight trains not to exceed 30 mph |
| Damgate LC (FPW) | 11 06 | | | |
| Shearing No.2 LC (UWC) | 12 01 | T | | |
| | | | 60 ① | |
| Tunstall Dyke East LC (FPW) | 12 14 | | | |
| Calthorpe LC (UWC) | 12 27 | T | | |
| Old Hall Mill LC (UWC) | 12 41 | T | | |
| Plantation LC (UWC) | 12 46 | T | Up & Down | |
| Stracey LC (UWC) | 12 57 | T | | |
| | | | 60 ①<br>AS | AS - Acle Single |

Anglia Route Sectional Appendix Module AR2

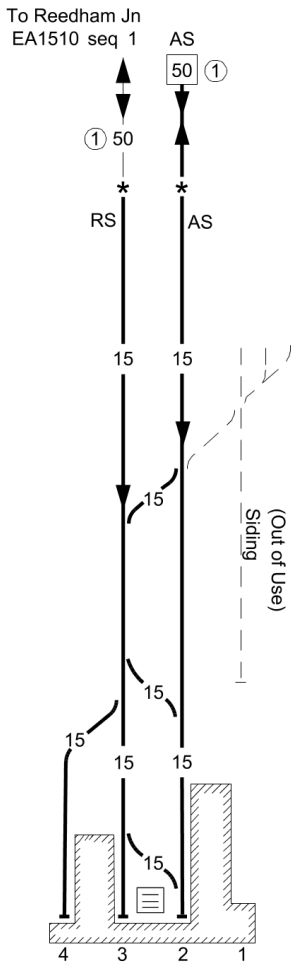
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1500 | 003 | Brundall Jn to Yarmouth | NAY | Anglia | 16/02/2020 |

| Location | Mileage M | Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | | AS<br>60 ① | GSM-R<br>TCB Colchester PSB Brundall WS (YL)<br>RA7 |
| Halvergate LC (UWC) | 12 | 65 | T | | |
| Farm Gate LC (UWC) | 14 | 12 | | | ① Freight trains not to exceed 40 mph |
| Baileys LC (UWC) | 14 | 32 | | | |
| Malletts LC (UWC) | 14 | 44 | T | | |
| Thorpe Le Fallows LC (UWC) | 14 | 61 | T | | |
| Britannia Farm LC (R/G) | 15 | 14 | T | Up & Down | |
| Kemp LC (UWC) | 15 | 36 | T | | ② Freight trains not to exceed 30 mph |
| Chadderton LC (UWC) | 15 | 46 | | | |
| Acle Marshes LC (R/G) | 16 | 06 | T | 60 ① | |
| Scaregap LC (UWC) | 16 | 36 | | | |
| Pratts LC (UWC) | 16 | 67 | T | | |
| Vauxhall LC (UWC) | 17 | 02 | T | | |
| | 17 | 04 | * | * | |
| | | | | 50 ② | |
| | | | | 50 ②<br>AS | AS - Acle Single |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1500 | 004 | Brundall Jn to Yarmouth | NAY RBY | Anglia | 16/02/2020 |

| Location | Mileage M Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | VIA REEDHAM | VIA ACLE | | |
| | 20 17 * | 17 79 * | | |
| **YARMOUTH** | 20 45 | 18 29 | | |
| GF | 20 45 | 18 29 | | |




GSM-R

| | |
|---|---|
| TCB RA7 | Reedham Line Colchester PSB Brundall WS (YL) |
| TCB RA7 | Acle Line Colchester PSB Brundall WS (YL) |

① Freight trains not to exceed 30 mph

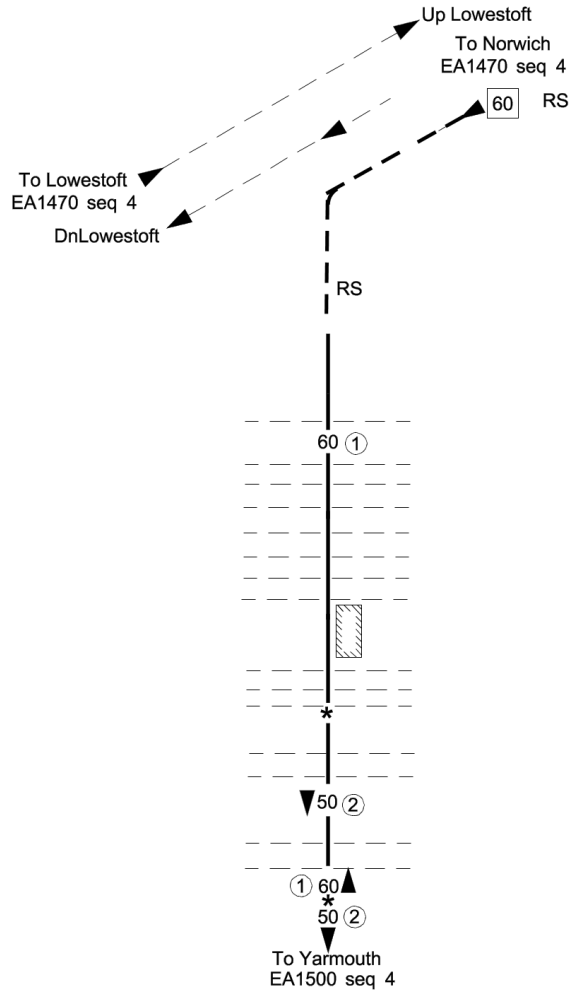
Platform 2 - 297m (322 yds) PP
Platform 3 - 180m (196 yds) PP
Platform 4 - 174m (190 yds) PP

AS - Acle Single RS - Reedham Single

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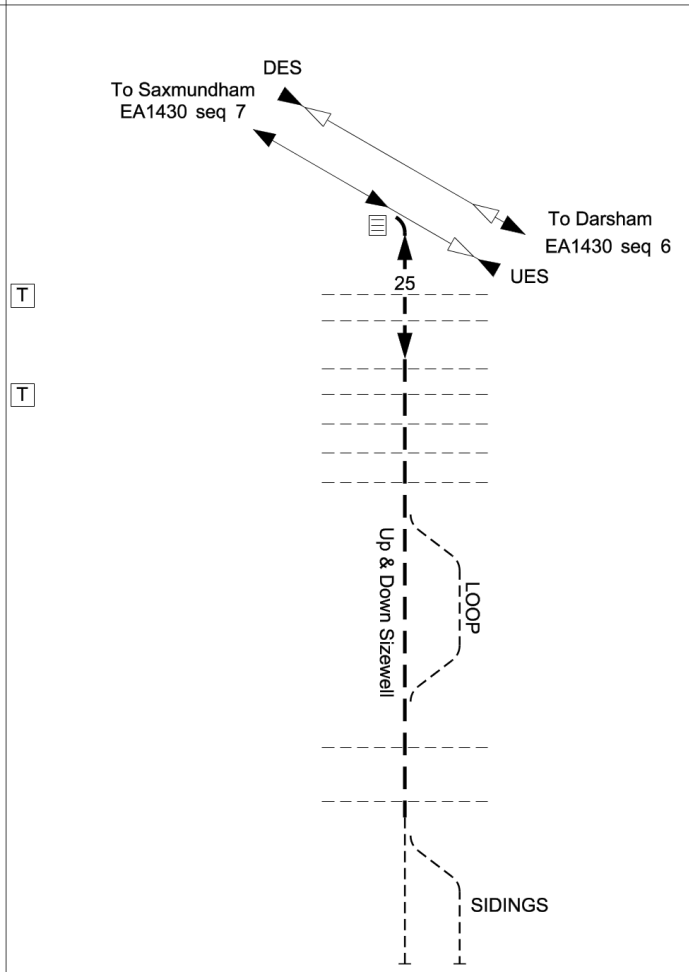
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1510 | 001 | Reedham Jn to Yarmouth | RBY NOL | Anglia | 27/08/2022 |

| Location | Mileage M Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>Colchester PSB Lowestoft WS (YL)<br>RA7<br><br>RS - Reedham Single |
| Reedham Jn | 12 48 *<br>12 49 | | | |
| 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 | | | ① Freight trains not to exceed 40 mph |
| Long Drain LC (UWC) | 15 00 | T | | |
| Swans LC (UWC) | 15 01 | T | | |
| Hunters LC (UWC) | 15 21 | | | Platform - 18m (19 yds) |
| 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<br>17 21 * | T | | ② Freight trains not to exceed 30 mph |
| 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 * | | | |

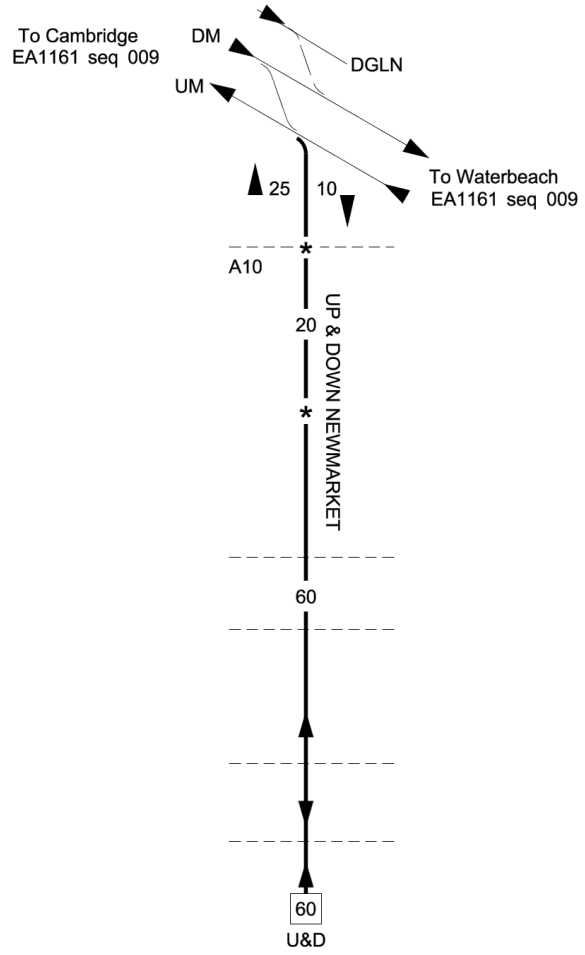
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1520 | 001 | Saxmundham Jn to Sizewell | SIZ ESK | Anglia | 24/02/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>OTS Saxmundham SB (ES)<br>RA7<br><br>AWS not provided<br><br>TPWS is not provided on this route<br><br>DES - Down East Suffolk<br>UES - Up East Suffolk |
| Saxmundham Jn (TEP) GF | 91 40 | | |
| Bratts Black House LC | 92 19 | T | |
| Knodishall LC (TMO) | 92 49 | | |
| West House LC (TMO) | 93 32 | | |
| Snowdons LC (UWC) | 93 68 | T | |
| Saxmundham Road LC (TMO) | 94 02 | | |
| Hodgson Avenue (FPS) | 94 33 | | |
| Summerhill LC (FPW) | 94 67 | | |
| Leiston Station LC (TMO) | 95 15 | | |
| Sizewell LC (TMO) (TEP) | 95 79 | | |

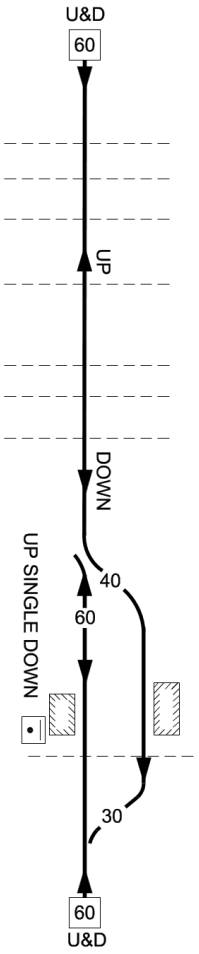
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1530 | 001 | Coldham Lane Jn to Haughley Jn | CCH BGK | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Coldham Lane Jn | (56 51)<br>0 23 |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8<br>DGLN - Down Goods Loop North<br>DM - Down Main<br>UM - Up Main |
| Laundry Lane LC (AOCL+B) | 0 29 * | | |
| | 0 46 * | | |
| Cherry Hinton High St. LC (CCTV) | 2 17 | | |
| Cherry Hinton Bypass LC (CCTV) | 2 53 | | |
| Teversham LC (AHBC) | 3 44 | | |
| Coxes Farm LC (FPW) | 3 69 | | |

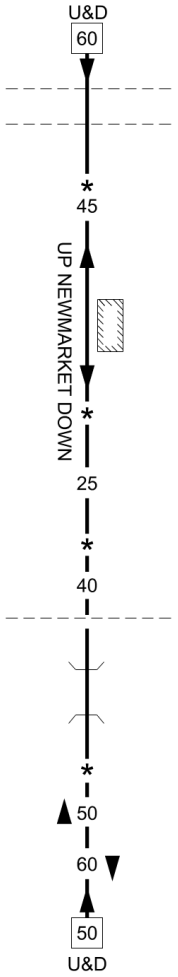
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1530 | 002 | Coldham Lane Jn to Haughley Jn | CCH | Anglia | 17/09/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8 |
| Fulbourn LC (AHBC) | 4 36 | | |
| Home Farm LC FPS) | 5 31 | | |
| Hicks LC (UWC) | 5 58 | | |
| Six Mile Bottom LC (AHBC) | 7 65 | | |
| Brinkley Road LC (AHBC) | 7 78 | | |
| Cassells LC (FPG) | 8 05 | | |
| Westley Road LC (R/G) (UWC) | 8 74 | T | |
| Single line | 10 07 | | Up platform - 94m (102 yds)<br>Down platform - 103m (111 yds) |
| **DULLINGHAM** | 10 54 | | TB Dullingham SB (DH) |
| Dullingham (DH) SB | 10 54 | | |
| Dullingham LC (MCG) | 10 56 | | |
| Single line | 11 09 | | |

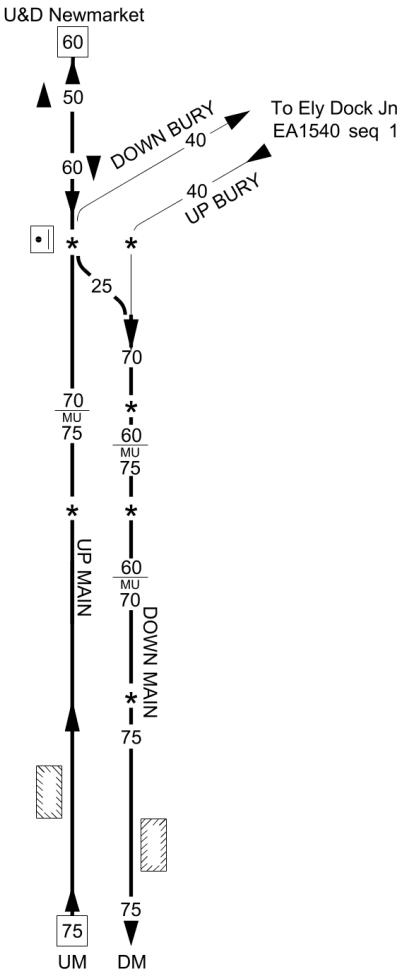
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1530 | 003 | Coldham Lane Jn to Haughley Jn | CCH | Anglia | 25/03/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TB Dullingham (DH) SB &<br>RA8 Chippenham Jn SB (CM) |
| Devils Ditch LC (FPS R/G) | 12 11 | | |
| Wood Ditton LC (AHBC) | 13 11 | | |
| | 13 35 * | | |
| **NEWMARKET** | 13 67 | | Platform - 238m (260 yds)<br>(45m (49 yds) in use) |
| | 13 70 * | | |
| | 13 75 * | | |
| Weatherby LC (FP) | 14 05 | | |
| Warren Hill Tunnel<br>(1100 yards) | 14 31<br>to<br>15 01 | | General instruction for broken rails<br>applies at Warren Hill tunnel. |
| | 15 65 * | | |

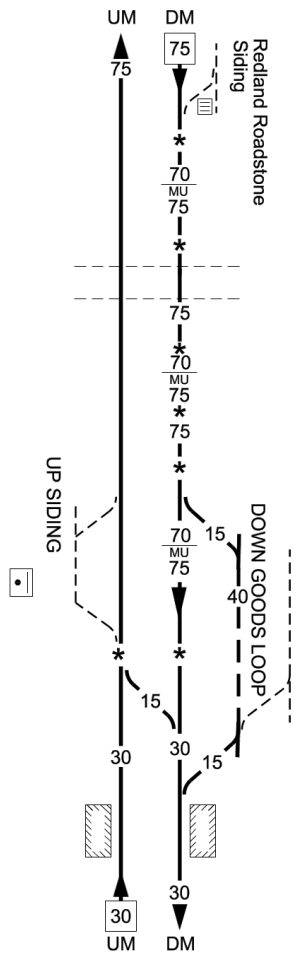
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1530 | 004 | Coldham Lane Jn to Haughley Jn | CCH SOB1 SOB2 | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Chippenham Jn<br>Chippenham Jn SB (CM) | 16 04 * |  | TB Chippenham Jn SB (CM)<br>RA8<br>GSM-R<br>TCB |
| | 18 03 * | | |
| | 18 57 * | | Bury St Edmunds Yard SB (BY) |
| | 18 63 * | | |
| **KENNETT** | 18 69 | | Up platform - 54m (58 yds)<br>Down platform - 78m (81 yds) |
| | 19 60 | | |

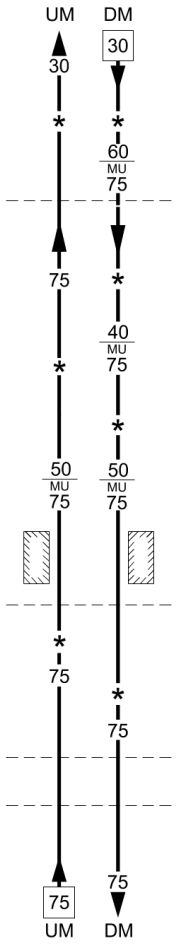
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1530 | 005 | Coldham Lane Jn to Haughley | CCH | Anglia | 29/04/2024 |

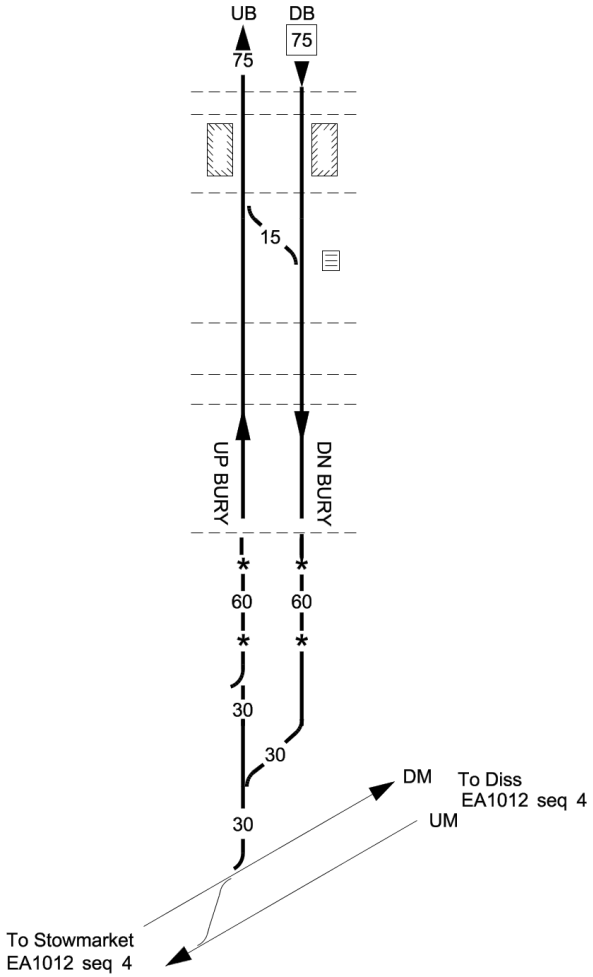
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Bury St Edmunds Yard SB (BY)<br>RA8 |
| Redland GF | 20 18 | | |
| | 21 01 * | | |
| | 21 48 * | | |
| Higham LC (FPS) | 21 56 | | Instruction in Section 1 applies at<br>Needles Eye (Bridge 1129) at 23m 25ch |
| Higham Ground Frame LC (FPS) | 22 49 | | |
| | 23 60 * | | |
| | 25 17 * | | |
| | 26 76 * | | |
| Bury St Edmunds Yard (BY) SB | 28 33 | | |
| | 28 37 * | | DGL 384m (420yds) |
| **BURY ST. EDMUNDS** | 28 44 | | Up platform - 105m (105 yds)<br>Down platform - 156m (169 yds) |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1530 | 006 | Coldham Lane Jn to Haughley | CCH | Anglia | 23/01/2022 |

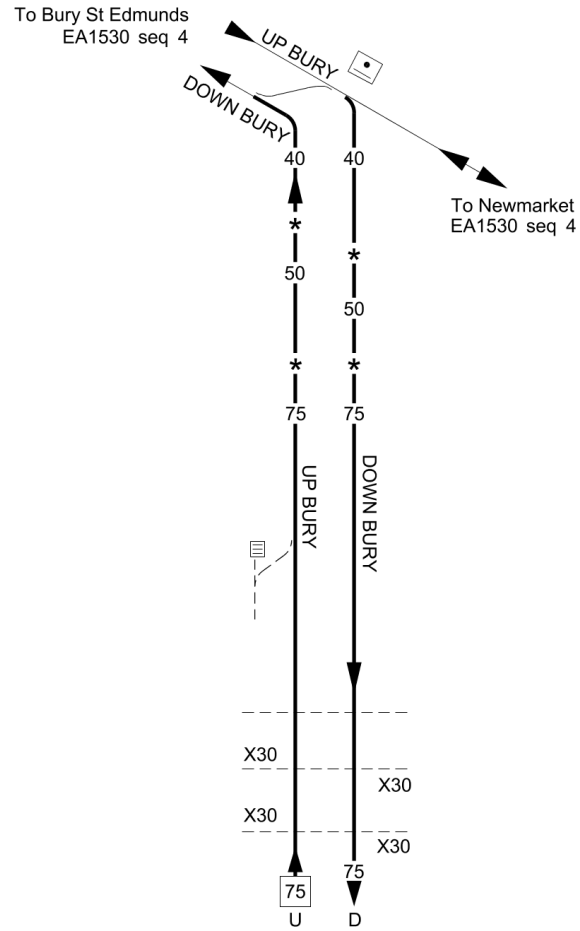
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Bury St Edmunds SB (BY)<br>RA8 |
| | 28 52 * | | General instruction applies at the following bridges: Fornham Road (Bridge 1142) at 28m 51ch |
| Cattlshall LC (FPG) | 30 49 | | Orttewell road bridge (No.1145) at 29m 59ch |
| | 31 00 * | | Telephone to Bury St Edmunds signal box at Up Distant |
| | | | Colchester SB (CO) Norwich panel |
| | 31 48 * | | |
| | 31 50 * | | General instruction applies at Barton Road, Thurston (No 1152) at 32m 49ch |
| **THURSTON** | 32 51 | | Up platform - 86m (93 yds)<br>Down platform - 90m (97 yds) |
| Thurston Footpath LC (R/G) | 32 54 | | |
| | 32 72 * | | Telephone to Colchester signal box provided at all two aspect distant signals prefixed CO. and at 35 mp |
| | 33 15 * | | |
| Barrels LC (FPS) | 33 61 | | |
| Grove Farm LC (FPS) | 33 71 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1530 | 007 | Coldham Lane Jn to Haughley | CCH LTN1 | Anglia | 08/01/2024 |

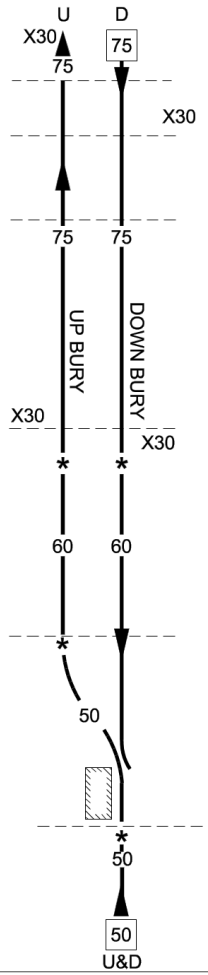
| Location | Mileage M | Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Colchester SB (CO)<br>RA8 Norwich panel |
| Hall Farm LC (UWC) | 36 | 59 | T | | |
| Hawk End Lane LC (FPS) | 37 | 00 | | | |
| **ELMSWELL** | 37 | 11 | | | Up platform - 62m (64 yds)<br>Down platform - 62m (64 yds) |
| Elmswell LC (CCTV) | 37 | 14 | | | UB -Up Bury<br>DB-Down Bury |
| Elmswell GSP | 37 | 20 | | | |
| Lord's No. 29 LC (FPS) | 37 | 58 | | | |
| Mutton HallLC (FPS) | 38 | 38 | | | |
| Base Green (No. 31) LC (UWC) | 39 | 03 | T | | |
| Haughley Green LC (FPW) | 39 | 31 | | | |
| | 39 | 73 | * | | |
| | 40 | 42 | * | | C 935 yards before reaching signal CO. 698 |
| | 40 | 45 | | | |
| Haughley Jn | 40 | 49 | | | FWS (SATWS) provided from CCH 39m 64ch and EA1012 (LTN1) |
| | 82 | 79 | | | |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1540 | 001 | Chippenham Jn to Ely Dock Jn | SOB1 SOB2 | Anglia | 30/07/2022 |

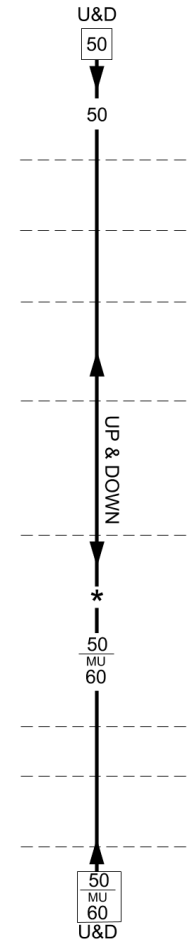
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Chippenham Jn | (16 04) |  | GSM-R<br>TCB RA8 Chippenham Jn. SB (CM) |
| | 00 63 | | |
| | 00 54 * | | |
| | 00 31 * | | |
| Change of mileage | 00 00 * | | |
| Site of former Snailwell Jn | 01 54 | | |
| | | | Cambridge SB (CA) |
| Kings Sidings GF | 2 64 | S | |
| Munceys LC | 4 16 | T | |
| Fordham LC (AHBC-X) | 4 64 | | |
| Cockspin Road LC (AHBC-X) | 5 05 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1540 | 002 | Chippenham Jn to Ely Dock Jn | SOB2 | Anglia | 06/02/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8 |
| Block Farm FPS (R/G-X) | 5 58 | | |
| Hitch's No.12 LC | 6 58 | T | |
| Horse Fen LC | 6 74 | T | |
| Mill Drove LC (AHBC-X) | 7 28 | | |
| | 7 30 * | | |
| Clark & Butchers LC | 7 53 * | T | |
| Single Line | 7 61 | | |
| Soham | 7 64 | | Platform - 99m (108 yds) |
| Soham Station LC | 7 78 | T | |
| | 8 00 * | | |

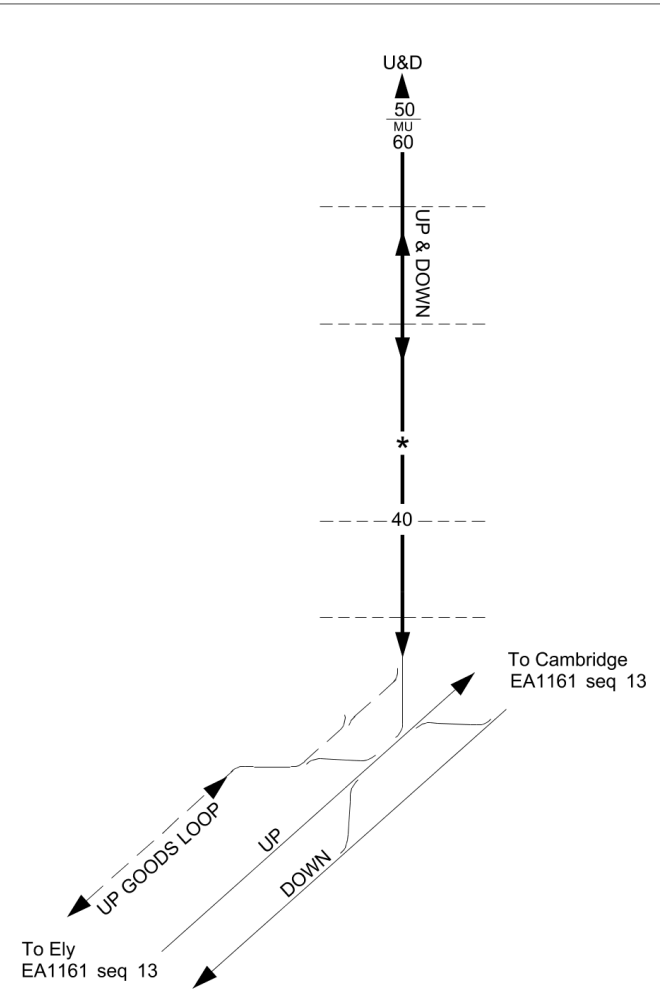
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1540 | 003 | Chippenham Jn to Ely Dock Jn | SOB2 | Anglia | 30/07/2022 |

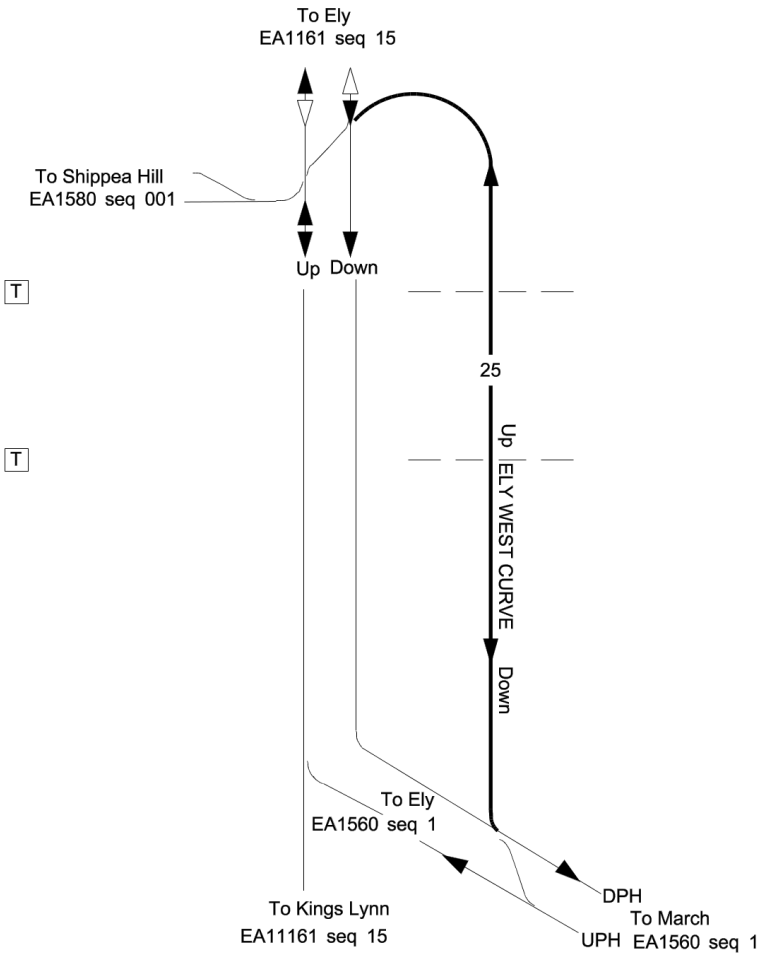
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8 |
| Straws LC | 8 02 | T | |
| Middlemere LC (AHBC) | 8 25 | | |
| Tiled House Farm LC (AHBC) | 8 66 | | |
| Short Drove LC | 9 07 | T | |
| Poplar Drove No.30 LC | 9 35 | T | |
| | 9 40 * | * | |
| Leonards No.31 LC | 9 47 | T | |
| Barway Sidings LC (AHBC) | 9 76 | | |
| Blockmore LC | 10 36 | T | |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1540 | 004 | Chippenham Jn to Ely Dock Jn | SOB2 BGK | Anglia | 30/07/2022 |

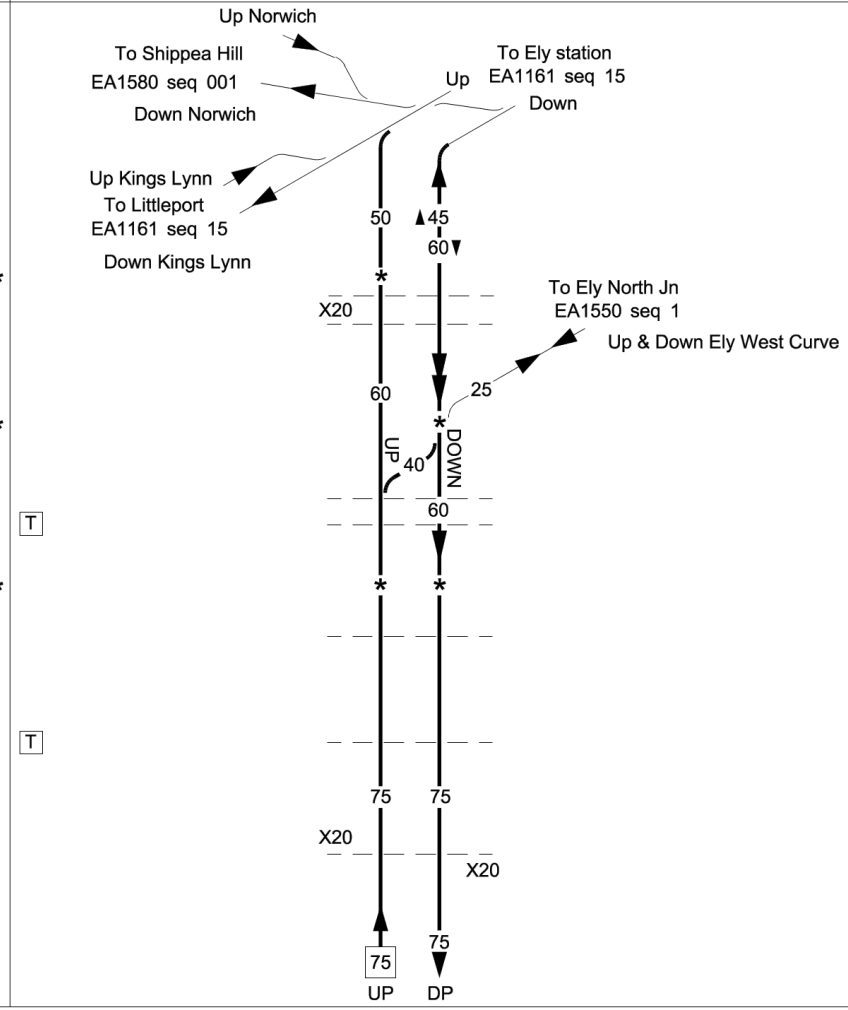
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8 |
| Ambrose's LC | 11 11 | T | |
| Roundabout Drove LC | 11 36 | T | |
| | 11 36 | | |
| | 12 00 * | | |
| Wells Engine LC | 12 03 | T | |
| Hawks LC | 12 17 | T | |
| Single Line | 12 27 | | |
| Ely Dock Jn | 12 33 | | |
| | (69 79) | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1550 | 001 | Ely North Jn to Ely West Jn (Ely West Curve) | EWC BGK ETN EMP | Anglia | 08/01/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Ely North Jn | 00 00 |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8 |
| Pitts LC (UWC) | 00 23 | T | |
| Days LC (UWC) | 00 58 | T | FWS (SATWS) provided from EWC 0 miles 17 ch and<br>EA1560 EMP<br>EA1580 ETN<br>EA1161 BGK<br>EA1162 BGK |
| Ely West Jn | 01 00<br>(72 39) | | UPH - Up Peterborough<br>DPH - Down Peterborough |

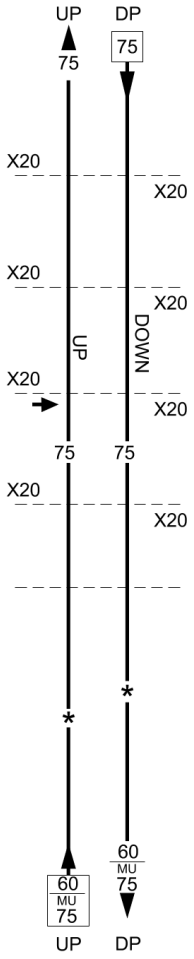
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1560 | 001 | Ely North Jn to Peterborough | EMP ETN BGK EWC | Anglia | 08/01/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8 |
| Ely North Jn | 71 63 | | |
| Ely North Jn LC (FP) | 71 72 * | | |
| Queen Adelaide LC (AHBC-X) | 72 01<br>72 12 | | Wrong direction controls not provided on down line |
| Ely West Jn | 72 39<br>72 40 * | | |
| Second Drove LC (FPS) | 72 55 | | |
| Clayway LC (UWC) | 72 62 | T | |
| | 73 35 * | | |
| Chettisham LC (MCB-OD) | 73 55 | | |
| Coffue Drove LC (UWC) | 74 25 | T | FWS (SATWS) provided from EMP 72m 35ch and EA1550 EWC<br>EA1580 ETN<br>EA1161 BGK<br>EA1162 BGK |
| Beald Drove LC (AHBC-X) | 74 58 | | |
| | | | DP - Down Peterborough<br>UP - Up Peterborough |

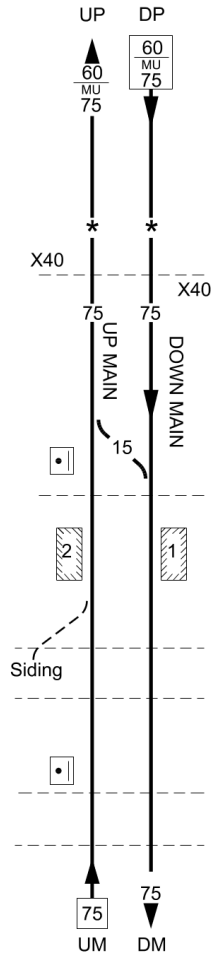
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1560 | 002 | Ely North Jn to Peterborough | EMP | Anglia | 15/01/2022 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8<br><br>DP - Down Peterborough<br>UP - Up Peterborough |
| North Fen LC (AHBC-X) | 74 | 79 | | |
| Black Bank LC (AHBC-X) | 75 | 24 | | |
| Second Drove LC (AHBC-X) | 75 | 58 | | HABD on Up Line near Second Drove LC |
| Third Drove LC (AHBC-X) | 75 | 76 | | |
| Furlong Drove LC (FPG) | 76 | 54 | | |
| | 78 | 01 * | | |
| | 78 | 02 * | | |

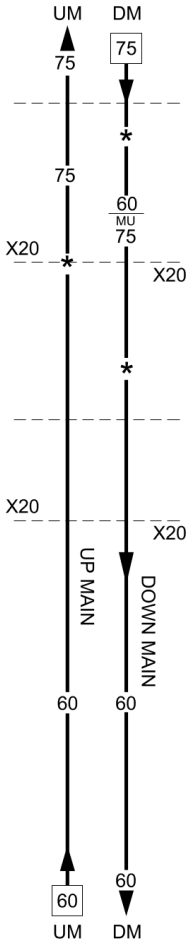
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1560 | 003 | Ely North Jn to Peterborough | EMP | Anglia | 15/01/2022 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Manea SB (M)<br>RA8<br>DP - Down Peterborough<br>UP - Up Peterborough<br>DM - Down Main<br>UM - Up Main |
| | 78 | 60 * | | |
| Welney Road LC (AHBC-X) | 79 | 50 | | |
| | | | | AB |
| Manea SB (M) | 80 | 11 | | |
| Manea LC (MCB) | 80 | 13 | | |
| **MANEA** | 80 | 18 | | Up platform 2 - 49m (53yds)<br>Down Platform 1 - 42m (45yds) |
| | | | | Stonea SB (S) |
| Bates LC (UWC) | 80 | 28 | T | |
| Masons LC (UWC) | 80 | 58 | | TCB |
| Stonea SB (S) | 82 | 03 | | |
| Stonea LC (MCG) | 82 | 04 | | |
| Stoney Grove LC (UWC) | 82 | 78 | | |

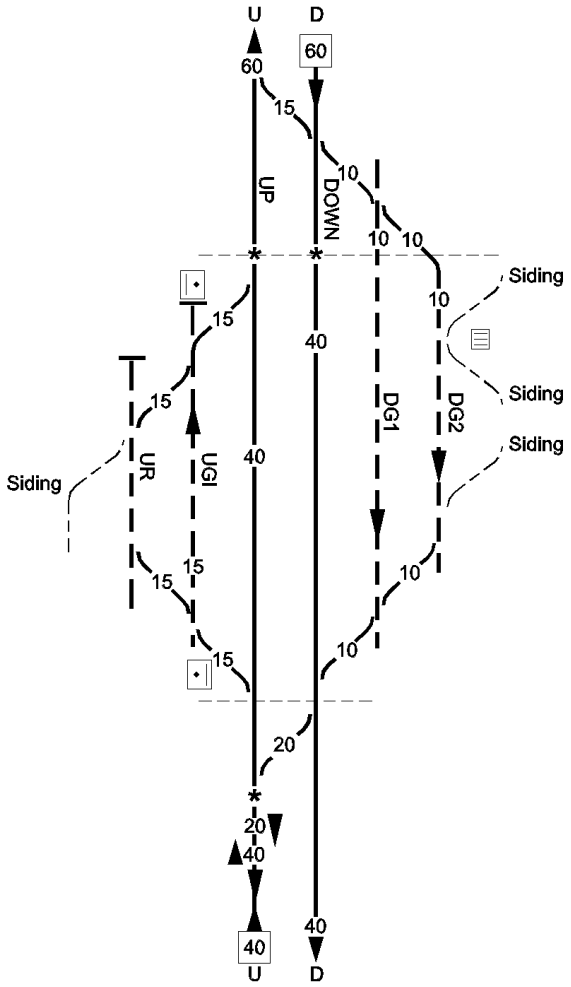
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1560 | 004 | Ely North Jn to Peterborough | EMP | Anglia | 15/01/2022 |

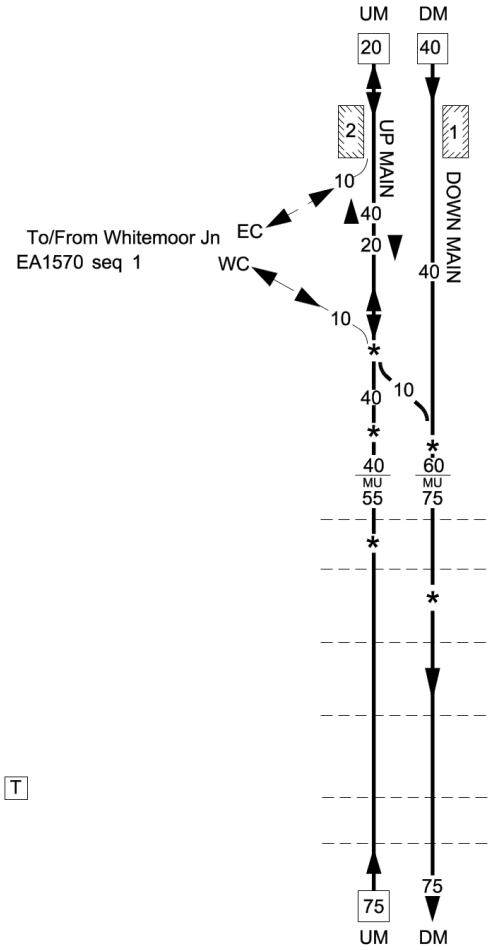
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Green Drove LC (FPG) | 83 09 |  | GSM-R |
| Green Drove LC (FPG) | 83 07 * | | TCB March South Jn SB (MS)<br>RA8 |
| Horsemoor LC (AHBC-X) | 84 31 * | | UM - Up Main |
| | 84 50 * | | DM - Down Main |
| Silt Drove LC (UWC) | 84 69 | T | |
| Badgeney Road LC (AHBC-X) | 85 07 | | |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1560 | 005 | Ely North Jn to Peterborough | EMP | Anglia | 02/02/2013 |

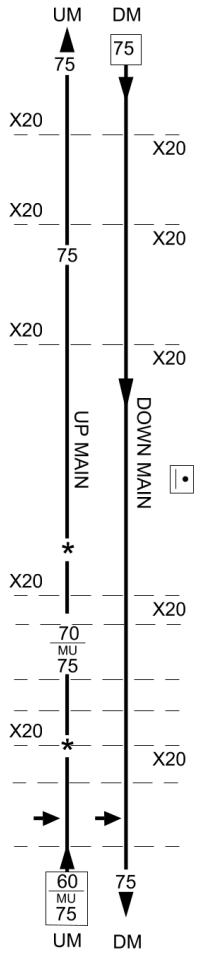
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB March South SB (MS)<br>RA8 |
| | 85 30 | | |
| March South LC (MCB) | 85 35 * | | |
| March South SB (MS) | 85 37 | | DGI - 487m (532yds)<br>DG2 - 474m (518yds)<br>UGI - 397m (434yds)<br>UR - Up Reception |
| | | | March East SB (ME)<br>NB Up goods and down goods<br>No.s 1 and 2 |
| March East SB (ME) | 85 68 | | |
| March East LC (MCB) | 85 69 | | |
| | 85 70 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1560 | 006 | Ely North Jn to Peterborough | EMP WIG | Anglia | 03/09/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **MARCH** | 85 76 |  | GSM-R<br>TCB March East Jn SB (ME)<br>RA8<br>UM - Up Main<br>DM - Down Main<br>Up platform 2 - 114m (125yds)<br>Down platform 1 - 114m (125yds)<br>EC - East Curve<br>WC - West Curve |
| March East Jn | 85 78 | | |
| March West Jn. | 86 16 * | | |
| | 86 26 * | | |
| | 86 27 * | | |
| Norwood Road LC (AHBC) | 86 30 | | |
| | 86 35 * | | |
| Tuft No 1 LC (UWC) | 87 20 | | |
| | 87 30 * | | |
| Whitemoor Drove LC (AHBC) | 87 31 | | |
| Middle Drove LC (R/G) | 87 75 | | |
| Kisby LC | 88 24 | T | |
| Australia Farm LC (UWC) | 89 51 | | |

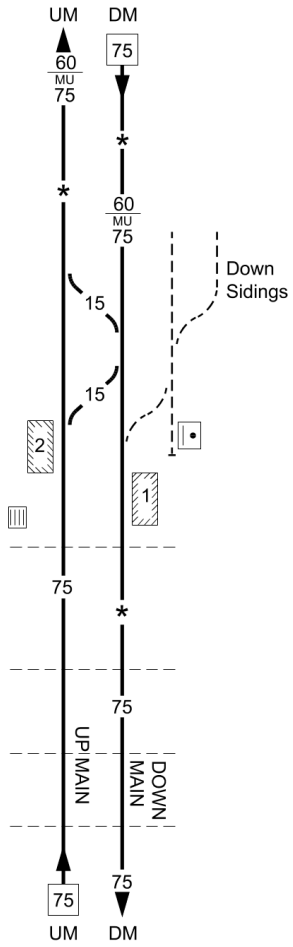
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1560 | 007 | Ely North Jn to Peterborough | EMP | Anglia | 15/01/2022 |

| Location | Mileage M | Mileage Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Three Horse Shoes SB (THS)<br>RA8<br>UM - Up Main<br>DM - Down Main |
| Three Horse Shoes No.1 LC (AHBC-X) | 90 | 03 | | | |
| 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 | | | AB |
| | 91 | 12 | * | | |
| Burnt House Drove LC (AHBC-X) | 91 | 15 | | | |
| Beggars Bridge LC (FPS) | 91 | 50 | | | |
| Baileys LC (UWC) | 92 | 58 | | T | |
| 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 (UWC) | 93 | 71 | | | |

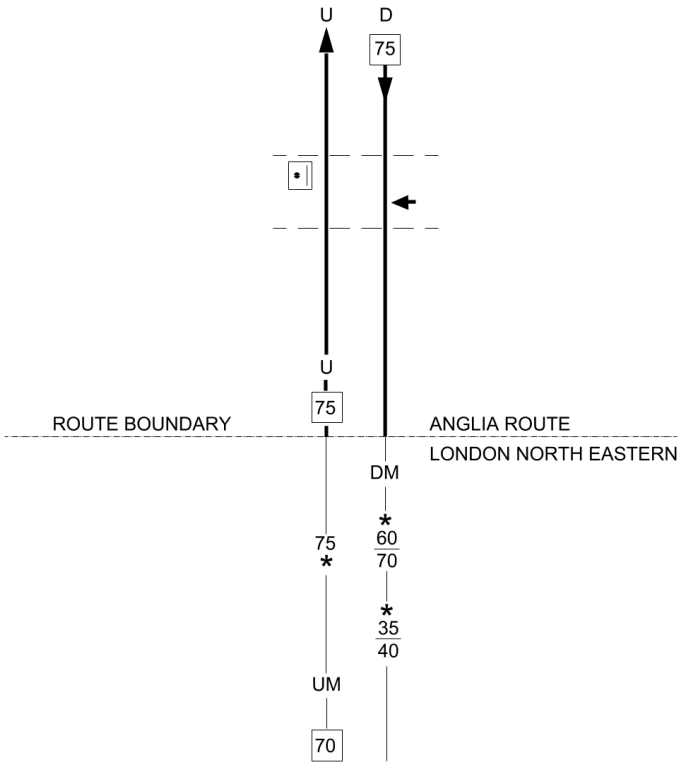
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1560 | 008 | Ely North Jn to Peterborough | EMP | Anglia | 15/01/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>AB Whittlesea SB (W)<br>RA8<br>UM - Up Main<br>DM - Down Main |
| | 94 40 * | | |
| | 94 43 * | | |
| Whittlesea SB (W) | 94 54 | | |
| **WHITTLESEA** | 94 60 | | Up platform 2 - 62m (67yds)<br>Down platform 1 - 42m (45yds) |
| 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 | | |

Anglia Route Sectional Appendix Module AR2

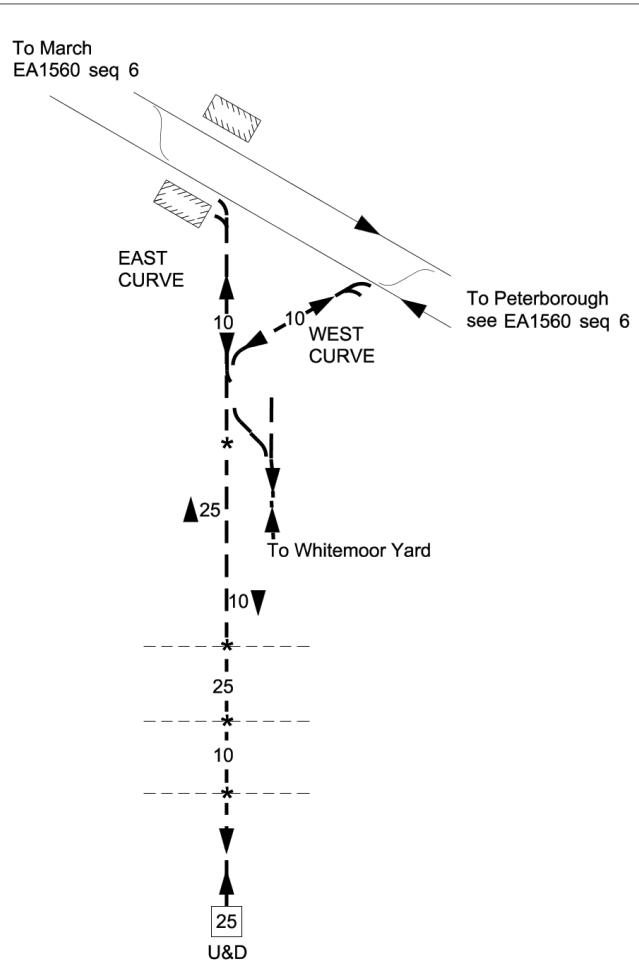
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1560 | 009 | Ely North Jn to Peterborough | EMP | Anglia | 26/08/2019 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>AB Kings Dyke SB (K)<br>RA8 |
| Kings Dyke LC (MCB) | 96 | 73 | | |
| Kings Dyke SB (K) | 96 | 75 | | TCB |
| Funthams Lane LC (CCTV) | 97 | 16 | | HABD on Down Line |
| | | | | DM = Down March<br>UM = Up March |
| Network Rail Anglia / LNE Route Bounary | 98 | 40 | | |
| | 99 | 15 * | | |
| | 99 | 70 * | | |
| | 100 | 01 * | | Peterborough SB (P) |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1570 | 001 | March (East & West Jn's) to Wisbech | WIG EMP | Anglia | 27/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | Wisbech Line | March West Jn to Whitemoor Jn | |
| March East Jn | 85 78 | | |
| March West Jn | EAST CURVE | 0 00 WEST CURVE | |
| Whitemoor Jn | 86 18 * | 0 13 * | |
| Elm Road LC (AHBC) | 86 60 * | | |
| Bridge No.2314 | 87 29 * | | |
| Chain Bridge LC (AHBC) | 87 31 * | | |




GSM-R

TCB March East SB (ME)
RA8

TPWS at Whitemoor Jn only
AWS not provided between Whitemoor Jn. and Wisbech

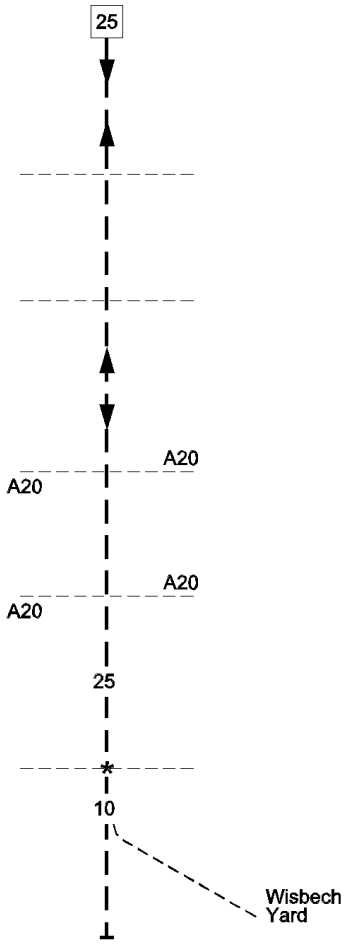
GSM-R

Down: End of GSM-R area at 86m 18ch
Up: Start of GSM-R area at 86m 18ch

OTNS
RA6

Line out of use (temporarily) from 86m 18ch to Wisbech

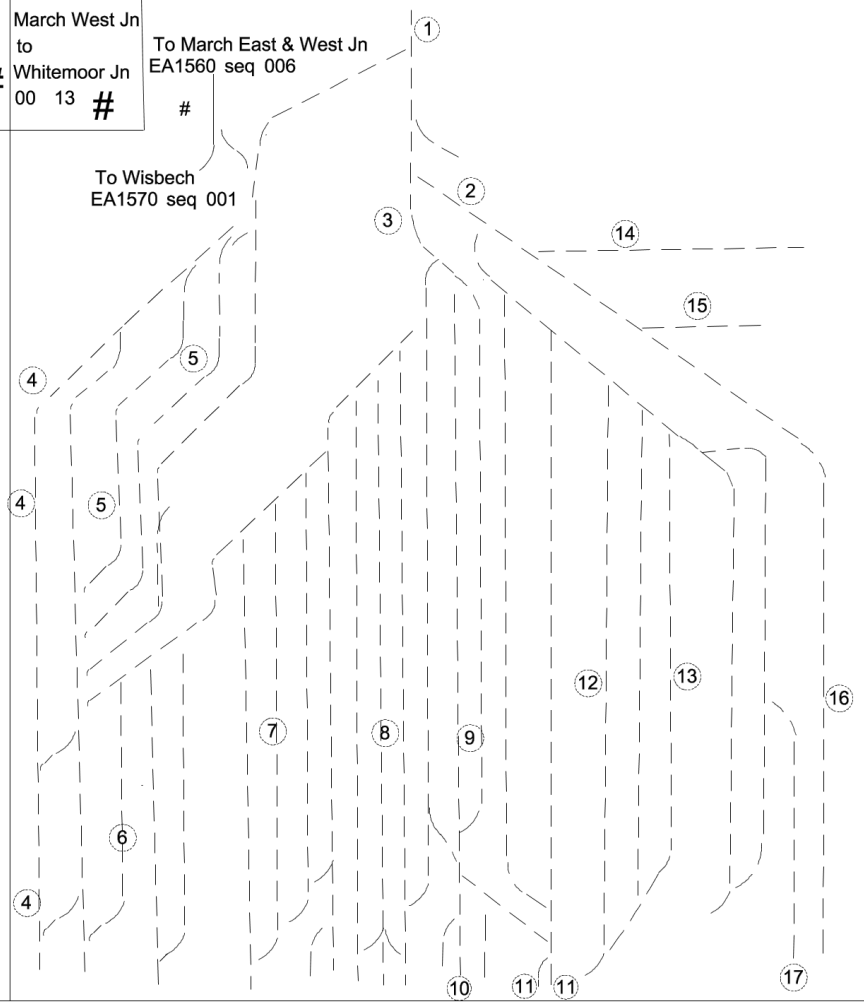
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1570 | 002 | March (East & West Jn's) to Wisbech | WIG | Anglia | 02/02/2013 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | OTNS March East SB (ME)<br>RA6<br><br>Line out of use (temporarily) |
| Coldham LC (TMO) | 89 21 | | |
| Waldersea LC (TMO) | 90 29 | | |
| Redmoor LC (AOCL) | 92 09 | | |
| Wisbech Bypass LC (AOCL) | 92 26 | | |
| Weasenham Lane LC (TMO) | 93 15 * | | |
| Wisbech | 93 60 | | |
| End of line | | | |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1575 | 001 | Whitemoor Jn to Whitemoor Yard | WMY WIG | Anglia | 02/07/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Whitemoor Jn | Wisbech Line 86 18 # | March West Jn to Whitemoor Jn 00 13 # | GSM-R |

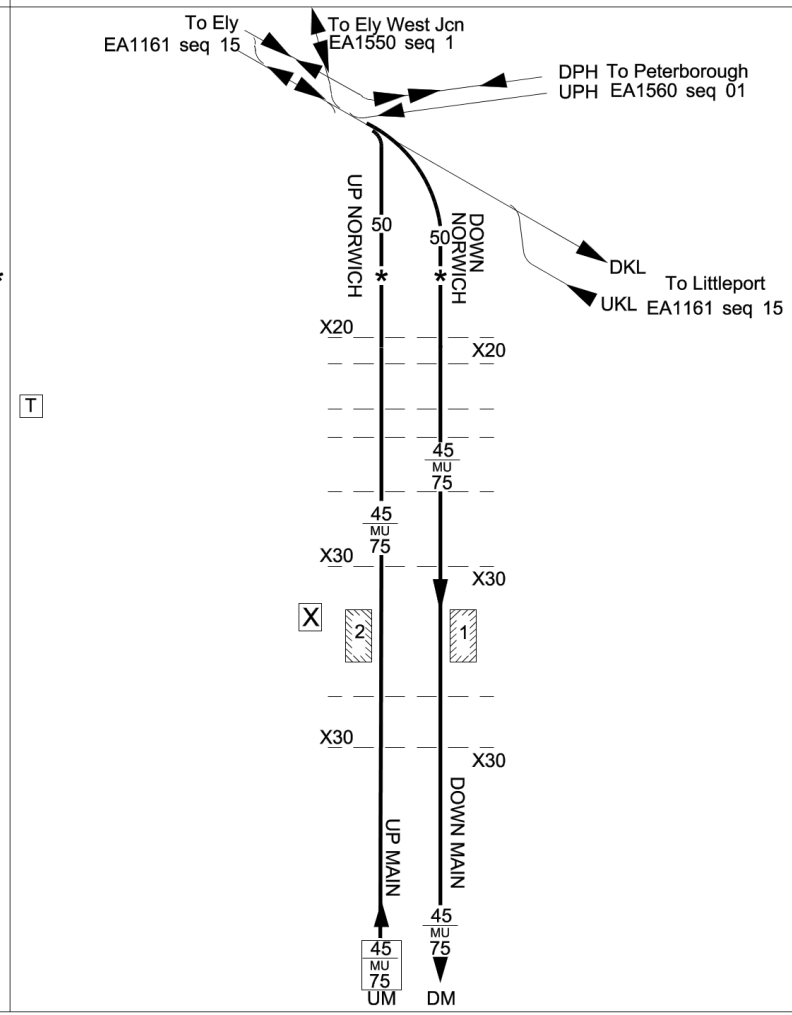



1 Headshunt
2 Reception 3
3 Reception 2
4 Reception 1
5 Sidings A 1-4
6 Sidings B 1-4
7 Sidings B 5-8
8 Sidings C 1-3
9 Sidings D 1-4
10 Maintenance 1-3
11 Wagon Fueling 1-2
12 Ballast 1-2 Middle Road
13 Spoil 1-3
14 Recovery Siding 1
15 Locomotive Siding
16 Recovery Siding 2
17 Recovery Siding 3

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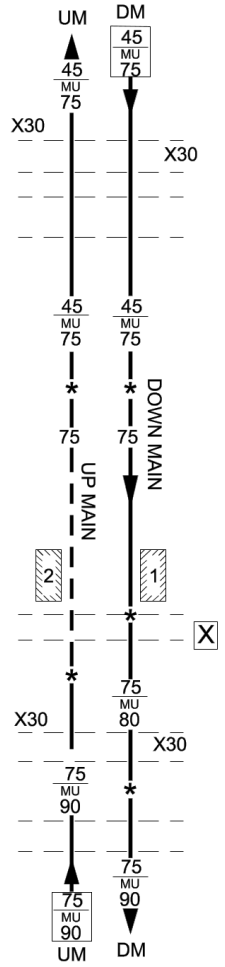
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1580 | 001 | Ely North Jn to Trowse Jn | ETN | Anglia | 08/01/2024 |

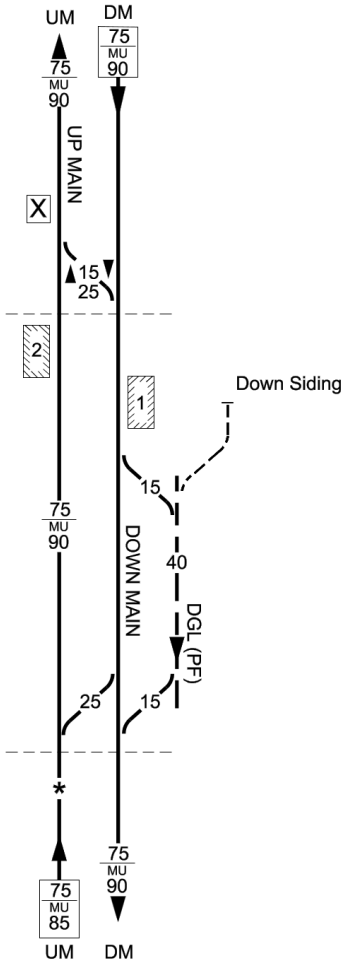
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Ely North Jn | 71 72 |  | GSM-R<br>TCB Cambridge SB (CA)<br>RA8<br><br>UM - Up Main<br>DM - Down Main<br>UKL - Up Kings Lynn<br>DKL - Down Kings Lynn<br>UPH - Up Peterborough<br>DPH - Down Peterborough |
| | 72 02 * | | General instruction applies at Queen Adelaide Bridge (1576) at 72m 22ch |
| Queen Adelaide LC (AHBC-X) | 72 32 | | |
| Popes (Double Crossing) LC UWC | 73 43 | | |
| Palmers No.142 LC | 73 63 | T | TCB Cambridge SB (EN) |
| Prickwillow 1 LC (FPS) | 74 28 | | |
| Prickwillow Larks Bridge 2 LC (FPS) | 74 30 | | |
| Mile End LC (AHBC-X) | 74 76 | | LOD (T) Down Main and Up Main (Shippea Hill) at 77m 16ch |
| **SHIPPEA HILL** | 77 17 | | Up platform 2 - 129m (141yds)<br>Operational Length - 89m (97yds) |
| Shippea Hill LC (MCB-OD) | 77 23 | | Down platform 1 - 146m (141yds)<br>Operational Length - 76m (83yds) |
| Chivers LC (AHBC-X) | 78 54 | | FWS (SATWS) provided from ETN 72m 50ch and EA1550 EWC<br>EA1560 EMP<br>EA1161 BGK<br>EA1162 BGK |

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 | 18/11/2023 |

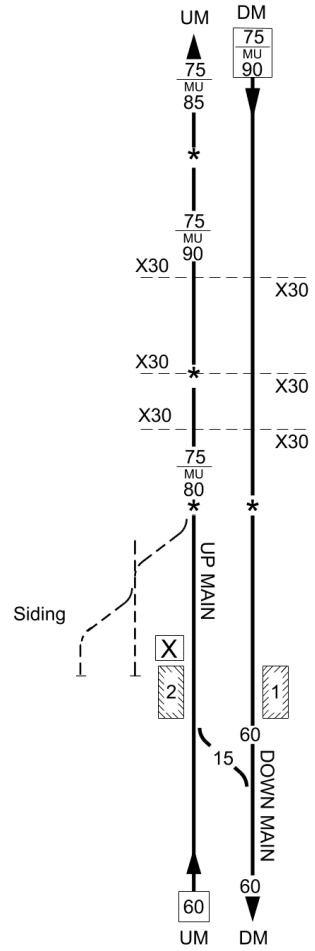
| Location | Mileage M | Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Cambridge SB (EN) |
| Pools (No.2) LC (R/G - X) (UWC) | 79 | 16 | T | | UM - Up Main<br>DM - Down Main |
| Stallode LC (FPS) | 79 | 42 | | | |
| The Drove LC (FP) | 79 | 66 | | | |
| New Bridge LC (UWC) | 80 | 30 | T | | |
| | 81 | 56 | * | | |
| **LAKENHEATH** | 82 | 39 | | | Up platform 2 - 119m (130yds)<br>Down platform 1 - 149m (161yds) |
| Lakenheath LC (MCB -OD) | 82 | 44 | * | | |
| Hollow LC (UWC) | 83 | 04 | * | | LOD (T) Down Main and Up Main (Lakenheath) at 82m 44ch |
| | 83 | 64 | * | | |
| Hiams Fen House No20 LC(R/G-X)(UWC) | 83 | 67 | T | | |
| Sheepwash LC (FPS) | 84 | 45 | | | |
| | 85 | 32 | * | | |
| Parrots No.22 LC (UWC) | 85 | 50 | T | | |
| Parrots No.23 LC (UWC) | 85 | 68 | T | | |

| 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 |
|---|---|---|---|
| | |  | GSM-R<br>TCB Cambridge SB (EN)<br>UM - Up Main<br>DM - Down Main<br>DGL - Down Goods Loop<br>LOD (T) Down Main and Up Main (Brandon) at 86m 25ch |
| Brandon LC (MCB-OD) | 86 29 | | |
| **BRANDON** | 86 32 | | Up platform 2 - 93m (101.7yds)<br>Down platform 1 - 94m (102.8yds) |
| DGL | 86 52 | | DGL 480 m (525 yds) PF |
| DGL | 87 16 | | |
| Forestry LC (UWC) | 87 10 | T | |
| | 87 50 * | | |

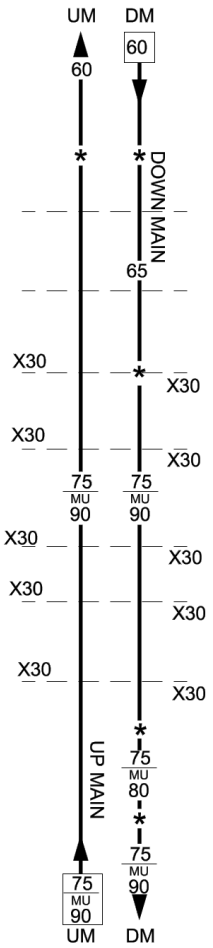
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1580 | 004 | Ely North Jn to Trowse Jn | ETN | Anglia | 29/01/2022 |

| Location | Mileage M | Mileage Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Cambridge SB (EN)<br><br>UM - Up Main<br>DM - Down Main |
| | 87 | 70 | * | | |
| Santon LC (AHBC-X) | 88 | 72 | | | |
| Two Mile Bottom LC (AHBC-X) | 91 | 16 | * | | |
| Crown Commissioners (No.33) LC (R/G-X) (UWC) | 91 | 35 | | T | General instruction applies at Abbey Farm Bridge (1601) at 93m 39ch |
| | 92 | 36 | * | | |
| **THETFORD** | 93 | 50 | | | LOD (T) Down Main and UP Main (Thetford) at 93m 44ch<br>Up platform 2 - 114m (124.6yds)<br>Down platform 1 - 153m (167.3yds) |

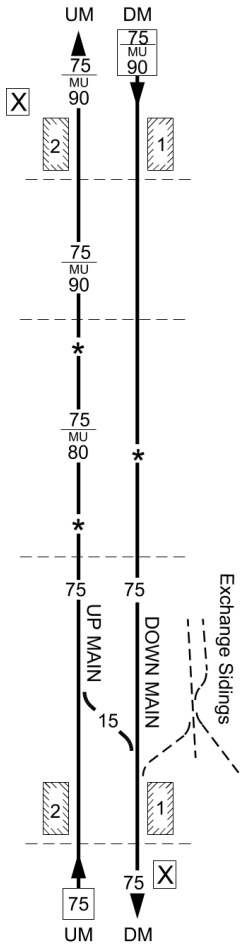
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1580 | 005 | Ely North Jn to Trowse Jn | ETN | Anglia | 19/03/2024 |

| Location | Mileage M | Mileage Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Cambridge SB (EN)<br>UM - Up Main<br>DM - Down Main |
| | 94 | 20 | * | | |
| Gooderham's No.41 LC (UWC) | 94 | 70 | T | | |
| Gooderham's No.42 LC (UWC) | 95 | 28 | T | | |
| Croxton LC (AHBC-X) | 96 | 44 | * | | |
| Shadwell LC (R/G-X) (UWC) | 98 | 50 | T | | |
| Drove Road LC (R/G-X) FP | 99 | 51 | | | |
| Hockham Road LC (R/G-X) (UWC) | 99 | 67 | T | | |
| Roudham Hall Road LC (R/G-X) (UWC) | 100 | 17 | T | | |
| | 100 | 27 | * | | |
| | 100 | 47 | * | | |

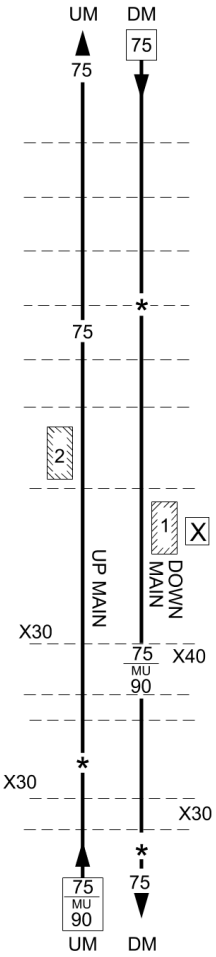
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1580 | 006 | Ely North Jn to Trowse Jn | ETN | Anglia | 13/02/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Cambridge SB (EN) |
| | | | LOD (T) Down Main and Up Main (Harling Road) at 101m 34ch<br>Up platform 2 - 127m (137yds)<br>Down platform 1 - 90m (97yds)<br><br>UM - Up Main<br>DM - Down Main |
| **HARLING ROAD** | 101 35 | | |
| Harling Road LC (MCB-OD) | 101 41 | | |
| Doig Overy Farm LC (UWC) | 102 15 | T | |
| | 102 44 * | | |
| | 103 09 * | | |
| | 104 03 * | | |
| Heath No. 59 LC (FPG) | 104 10 | T | |
| **ECCLES ROAD** | 104 36 | | Up platform 2 - 90m (98.4yds)<br>Down platform 1 - 89m (97.3yds) |
| Eccles Road LC (MCB -OD) | 104 41 | | LOD (T) Down Main and Up Main (Eccles Road) at 104m 41ch |

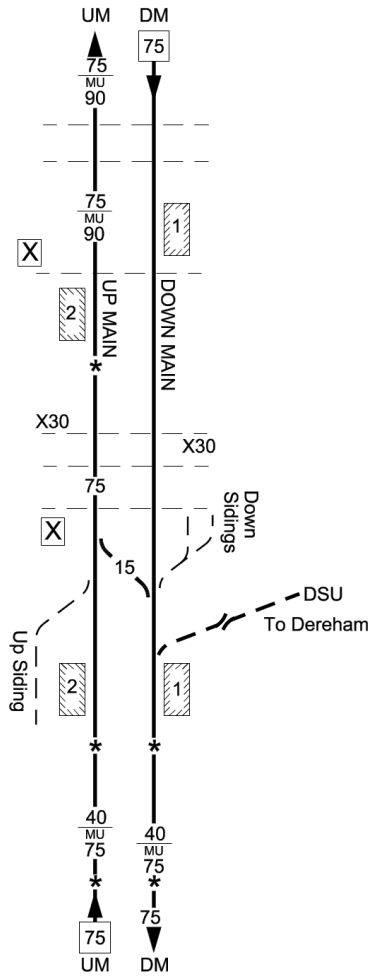
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1580 | 007 | Ely North Jn to Trowse Jn | ETN | Anglia | 07/05/2022 |

| Location | Mileage M | Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | GSM-R<br>TCB Cambridge SB (EN)<br>RA8<br><br>UM - Up Main<br>DM - Down Main |
| Hargham No.1 LC (AHBC) | 105 | 30 | | | |
| Hargham No.2 LC (UWC) | 106 | 15 | | T | |
| Fowlers Lane LC (UWC) | 106 | 75 | | T | |
| Poplar Farm LC (MCB -OD) | 107 | 21 | * | | |
| Sandy Lane (Goddards) LC UWC | 107 | 29 | | T | |
| Leys Lane LC (FPW) | 107 | 67 | | | |
| **ATTLEBOROUGH** | 108 | 19 | | | |
| Attleborough LC (MCB - OD) | 108 | 20 | | | Up platform 2- 131m (143.2yds)<br>Down platform 1 - 116m (126.8yds)<br><br>LOD (K) Down Main and Up Main (Attleborough) at 108m 21ch |
| Spronces LC (AHBC-X) | 108 | 66 | | | |
| No. 74 LC (FPO) | 109 | 07 | | | |
| Rose Lane LC (UWC) | 109 | 33 | | T | |
| | 109 | 43 | * | | |
| Baldwins LC (R/G-X) (UWC) | 109 | 66 | | T | |
| No. 78 A LC (FPO) | 110 | 05 | | | |
| | 110 | 14 | * | | |

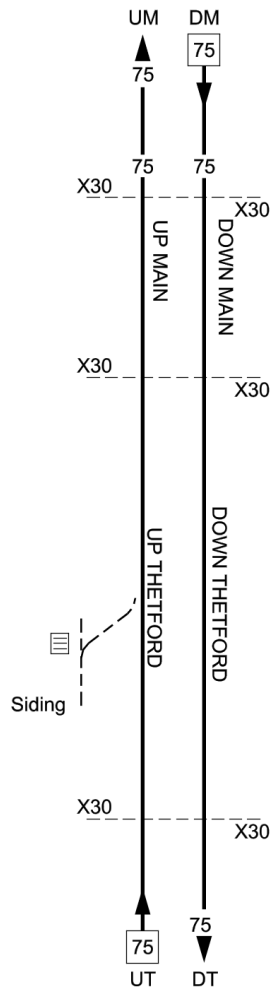
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1580 | 008 | Ely North Jn to Trowse Jn | ETN | Anglia | 23/10/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Cambridge SB (EN)<br>RA8<br>UM - Up Main<br>DM - Down Main<br>DSU - Dn Single Line Up |
| Besthorpe LC (FPW) | 110 32 | | |
| No.80 LC (FPO) | 110 62 | | |
| Spooner Row LC (MCB-OD) | 111 26 | | LOD (T) Down Main and Up Main (Spooner Row) at 111m 24ch |
| **SPOONER ROW** | 111 27 | | Down platform 1 - 42m (45yds)<br>Up platform 2 - 48m (50yds) |
| | 112 15 * | | |
| Suton LC (AHBC-X) | 112 30 | | |
| Sutton LC (FPS) | 112 31 | | |
| Park Lane LC (FPW) | 113 34 | T | LOD (T) Down Main and Up Main (Wymondham) at 113m 61ch |
| **WYMONDHAM** | 113 72 | | Up platform 2 - 96m (104.9yds)<br>Down platform 1- 103.56m (113.25yds) |
| | 113 75 * | | General instruction applies at Silfield Road (Bridge 1623) at 113m 72ch |
| | 114 06 * | | |

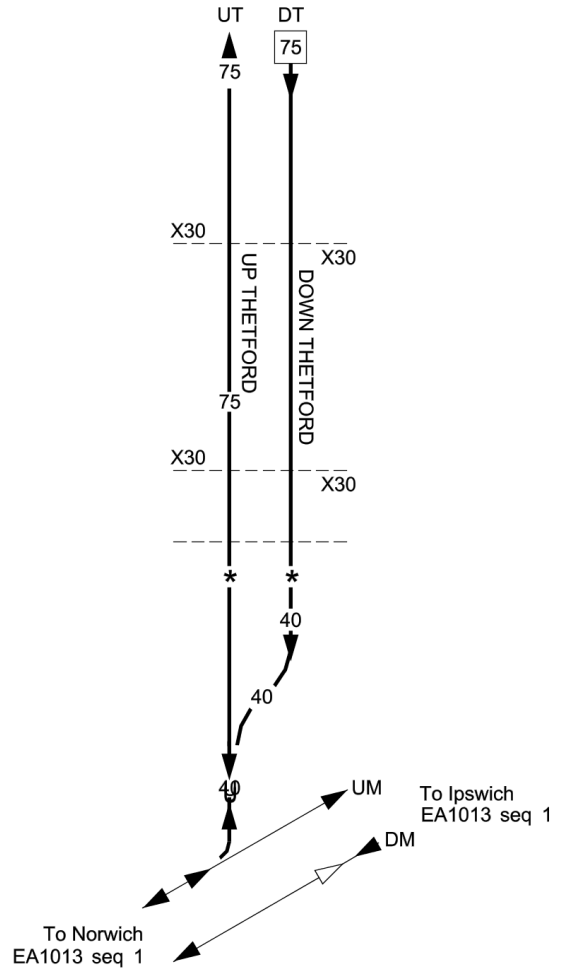
Anglia Route Sectional Appendix Module AR2

| 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 | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |  | GSM-R<br>TCB Cambridge SB (EN)<br>RA8<br><br>UM - Up Main<br>DM - Down Main<br>UT - Up Thetford<br>DT - Down Thetford |
| Browick Road LC (AHBC-X) | 114 | 34 | | |
| Spinks Lane LC (R/G-X) (UWC) | 115 | 14 | T | |
| | | | | Colchester SB (CO)<br>Norwich panel |
| Hethersett GF | 117 | 77 | S | |
| Intwood LC (AHBC-X) | 119 | 48 | | |

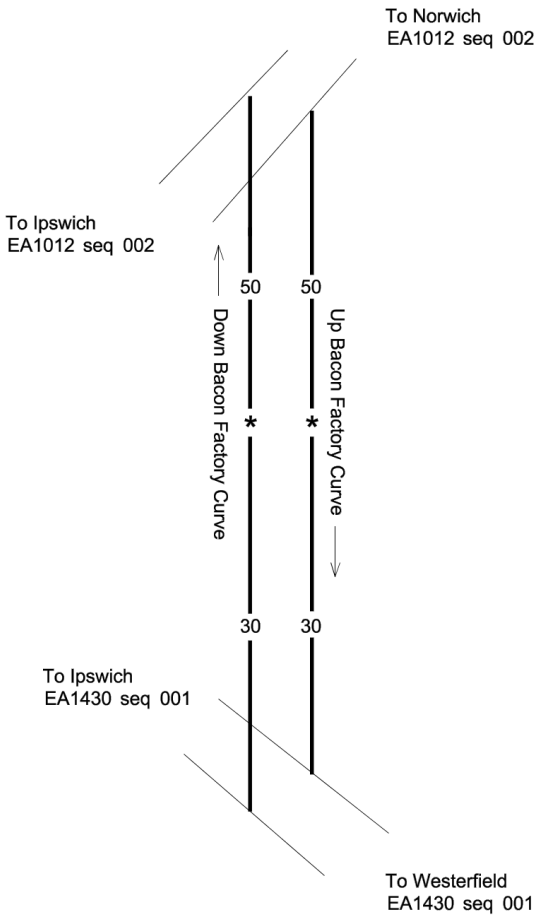
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1580 | 010 | Ely North Jn to Trowse Jn | ETN | Anglia | 03/10/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Colchester SB (CO)<br>RA8 Norwich panel<br>UT - UP THETFORD<br>DT - DOWN THETFORD<br>UM - UP MAIN<br>DM - DOWN MAIN |
| Keswick LC (AHBC-X) | 120 02 | | |
| Eaton Common LC (R/G-X) | 120 29 | T | |
| Rosemany Lane LC (UWC) | 120 60 | T | |
| | 122 72 * | | Telephone to Colchester signal box at 120m 65ch (signal CO.889R). |
| Single line | 122 78 | | |
| Trowse Jn | 123 00 | | |

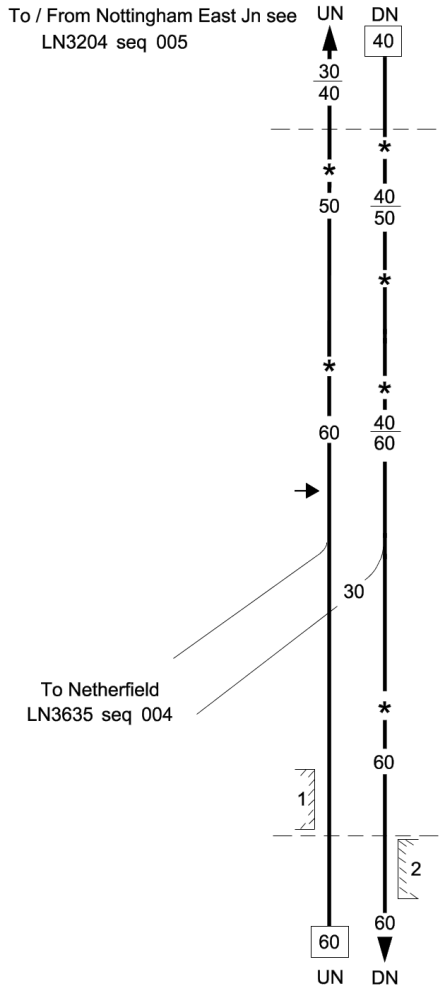
Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| EA1744 | 001 | Bacon Factory Curve | BFC LTN1 ESK | Anglia | 20/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Europa Jn | 00 00 |  | TCB Colchester SB (CO)<br>RA10 Ipswich panel<br>GSM-R |
| | 00 34 * | | |
| Boss Hall Jn | 00 63 | | |

Anglia Route Sectional Appendix Module AR2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| LN3625 | 001 | Nottingham East Jn to Newark Flat Crossing (Excl) | NOB1 | London North Eastern | 15/10/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB EMCC (NN)<br>RA8 Netherfield Workstation |
| Colwick LC (CCTV) | 1 04 | | |
| | 1 20 * | | DN - Down Newark<br>UN - Up Newark |
| | 1 23 * | | |
| | 1 58 * | | |
| | 1 59 * | | |
| Netherfield Jn HABD | 2 26 | | |
| Netherfield Jn | 2 35 | | |
| | 2 42 * | | Platform Lengths: Carlton<br>P2 - Down Newark 106 metres<br>P1 - Up Newark 77 metres |
| **CARLTON** | 2 78 | | |
| Carlton LC (CCTV) | 2 79 | | |

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# SPECIAL WORKING ARRANGEMENT

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**EA1013 (TROWSE JN TO NORWICH)**

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Norwich Station | Crown Point Depot & Siding Via Trowse Stn (Closed) | Mail | All | Authorised to propel. Leading vehicle must be a class 943 (PCV) in propelling mode. Rule Book Module TS1, Regulation 10.4 does not apply |
| Norwich Thorpe Yard (signal CO570 or CO572) | Trowse Junction (Signals CO557, CO559 or CO561) | Steam locomotives | All | Authorised to propel up to two Private Owner Brakes (POB) |

**Dated: 08/11/08**

**EA1162 (ELY NORTH JN TO KINGS LYNN)**

The authoriteis published below are subject to the operator of the train and the Network Rail Operations Manager agreeing a method of working and for that method of working to be published in either the WON or TAN

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Kings Lynn station | The single line (clear of KL43) | Locomotive and Empty Coaching Stock | Platform lines and single line towards Exton's Road LC | Authorised to propel subject to the following restriction' the movement must not start until KL23 is displaying a Green aspect confirming the route is set to KL35 |
| KL43 on the single line | Kings Lynn station | Locomotive and Empty Coaching Stock | Single line and Platform lines | Authorised to propel |

**Dated: 21/03/09**

**EA1310 (CAMDEN ROAD WEST JN TO RICHMOND)**

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Kensal Gn Jn | Harlesden Jcn | 8 ECS, 16 Freight Vehicles | Down & Up | May be propelled |
| Kensal Gn Jn | Harlesden Jcn | ECS | Down | May be assisted by a loco in rear |
| Harlesden Jn to | Kensal Gn Jcn | ECS & Freight | Up | May be assisted in rear. Rear locomotive need not be coupled |
| Kensal Gn Jn | Mitre Bridge Jn | ECS | Down | May be assisted by a loco in rear |
| Mitre Bridge Jn | Kensal Gn Jn | ECS & Freight | Up | May be assisted in rear. Rear locomotive need not be coupled |
| Kensal Gn Turnback Sdg | Willesden Royal Mail Terminal | Mail | All | Authorised to propel. Leading vehicle must be a class 943 (PCV) in propelling mode. Rule Book Module TS1, Regulation 10.4 does not apply |
| Acton Wells Jcn | Kensal Gn Jn | ECS & Freight | Up | May be assisted in rear. Rear locomotive need not be coupled |
| Acton Wells Jn | Kensal Green Jn | Mail | All | Authorised to propel. Leading vehicle must be a class 943 (PCV) in propelling mode. Rule Book Module TS1, Regulation 10.4 does not apply |

**Dated: 01/12/07**

**EA1360 (DUDDING HILL JN TO ACTON WELLS JN)**

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Old Oak Sdgs | Acton Wells Jn | Freight | All (Down Direction) | Freight vehicles may be propelled. The guard must ride in a brakevan as the leading vehicle |
| Acton Canal Wharf | Willesden Junction | ECS & Freight | Up & Down | Trains of up to 168 yards in length may be propelled in clear weather only |
| Acton Canal Wharf | Neasden South Jn | ECS | Up & Single | May be assisted by a loco in rear |
| Neasden Jn | Acton Wells Jn | ECS | Down | May be assisted by a loco in rear |
| Neasden Jn | Neasden Sth Jn | 11 ECS, 15 Freight Vehicles or up to 20 Fully Fitted Oil Tanks | Down | May be propelled in clear weather only |
| Neasden Jn | Neasden Sth Jn | Freight & ECS | Up | May be propelled in clear weather only |

**Dated: 05/11/16**

**EA1470 (NORWICH THORPE JN TO LOWESTOFT)**

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Norwich Station | Crown Point Depot & Siding Via Down Lowestoft Line | Mail | All | Authorised to propel. Leading vehicle must be a class 943 (PCV) in propelling mode. Rule Book Module TS1, Regulation 10.4 does not apply |

**Dated: 01/12/07**

**EA1580 (ELY NORTH JN TO TROWSE JN)**

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Dereham Branch (Mid Norfolk Railway) | Wymondham Down Platform | Any | Down North Elmham Up | May be propelled subject to the following restrictions:<br>• Ground staff must position themselves ahead of the movement<br>• The movement must be controlled using radio communication<br>• Hand / lamp signals are only to be used if radio communication fail after the movement has started |

**Dated: 18/07/09**

# ROUTE CLEARANCE
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# GENERAL NOTES

**Last Updated: 29/03/2014**

The following tables apply only to the working of trains over running lines and sidings listed in the Table As of the Sectional Appendix. All speed restrictions and local instructions shall be adhered to.

The notations (used in these tables) are explained as follows:

**Y** Permitted to operate without restriction.
**R** Permitted to operate but restrictions apply. See “Notes” column for details.
**N** No published clearance*
**E** ECS/transit - self powered
**EH** ECS/transit - dead hauled - (pantograph (where fitted) is lowered)
**H** Hauled - (pantograph (where fitted) is lowered)
**B** When the loco’s RA is higher than that of the route then permission is ONLY given (B) for trains working to/from a possession, or to assist a failed train in an emergency. Prior permission must be obtained from Network Rail Control.
**T** Permitted to operate with the Tilt system

* Where clearances are not published in the Sectional Appendix Route Clearance Tables, trains are only allowed to operate when specifically permitted and the authority has been formally published in an operating notice and / or Network Rail Acceptance Panel documentation.

Conditions of Operation

In addition to any restrictions published in the Route Clearance Tables, it shall be noted that there are other documents (Network Rail Acceptance Panel Summary of Rolling Stock/Infrastructure Compatibility, Discrepancy Registers, Local and General Instructions) that apply to operation on Network Rail managed infrastructure. The Railway Undertaking shall familiarise itself with these.

Tables

**D1** Diesel Multiple Units
**D2** Electric Multiple Units
**D3** Coaching Stock
**D4** Locomotives Electric and Diesel
**D5** Freight containers/swap bodies

# Table D1A – Route clearance of diesel multiple units

**Last Updated: 12/02/22**

To be read in conjunction with General Notes.

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 150 | 153 | 156 | 158 | 165 | 168 | 170 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1010 | LTN1 | Liverpool Street platforms 1-10 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | Y | N | N | N | N | N | Y | |
| EA1010 | LVS | Liverpool Street platforms 11-17 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | R1 | N | N | N | N | N | R1 | R1 Liverpool Street platforms 11-18 diesel traction see Sectional Appendix Local Instructions |
| EA1010 | LTN1 | Liverpool St (L) IECC – Bethnal Green East Jn | 0 | 22 | 1 | 10 | Y | N | N | N | N | N | Y | |
| EA1010 | LTN1 | Bethnal Green East Jn – Mile End | 1 | 10 | 2 | 02 | Y | N | N | N | N | N | Y | |
| EA1010 | LTN1 | Mile End – Bow Jn | 2 | 02 | 2 | 74 | Y | N | N | N | N | N | Y | |
| EA1010 | LTN1 | Bow Jn – Carpenters Road South Jn | 2 | 74 | 3 | 54 | Y | N | N | N | N | N | Y | |
| EA1010 | LTN1 | Carpenters Road South Jn – Stratford Central Jn West | 3 | 54 | 3 | 70 | Y | N | N | N | N | N | Y | |
| EA1010 | LTN1 | Stratford Central Jn West – Stratford Central Jn East | 3 | 70 | 3 | 75 | Y | N | E | N | N | N | Y | |
| EA1010 | LTN1 | Stratford Central Jn East – Forest Gate Jn | 3 | 75 | 5 | 63 | Y | N | E<br>R1 | N | E<br>R1<br>R2 | E<br>R3 | Y | R1 Prohibited Stratford platform 5<br>R2 Prohibited with footsteps fitted<br>R3 Prohibited Maryland Platform 3 |
| EA1010 | LTN1 | Forest Gate Jn – Ilford Depot London End | 5 | 63 | 7 | 63 | Y | N | E<br>R1<br>R2 | N | E<br>R3<br>R4 | E | Y | R1 20mph Manor Park platform 1<br>R2 20mph Ilford platforms 2, 3 and 4<br>R3 Prohibited Ilford platforms 2 and 3<br>R4 Prohibited with footsteps fitted |
| EA1010 | LTN1 | Ilford Depot London End – Seven Kings | 7 | 63 | 8 | 45 | Y | E<br>R1 | E | N | N | N | Y | R1 Prohibited with footsteps fitted |
| EA1011 | LTN1 | Seven Kings – Romford Jn | 8 | 45 | 12 | 39 | Y | E<br>R1 | E<br>R2 | N | N | N | Y | R1 Prohibited with footsteps fitted<br>R2 Prohibited Chadwell Heath platform 1 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1011 | LTN1 | Romford Jn – Shenfield Jn | 12 | 39 | 20 | 22 | Y | E<br>R1 | E<br>R2<br>R3 | N | N | N | R4 | R1 Prohibited with footsteps fitted<br>R2 Prohibited Harold Wood platform 3<br>R3 40mph Harold Wood platform 4<br>R4 Prohibited Harold Wood platform 3 (Up Electric) with deflated suspension |
| EA1011 | LTN1 | Shenfield Jn – Witham Jn | 20 | 22 | 38 | 55 | Y | E<br>R1 | E | N | N | N | Y | R1 Prohibited with footsteps fitted |
| EA1011 | LTN1 | Witham Jn – Marks Tey Jn | 38 | 55 | 46 | 49 | Y | Y | E | N | N | N | Y | |
| EA1011 | LTN1 | Marks Tey Jn – Colchester Jn | 46 | 49 | 51 | 65 | Y | R1 | Y | N | N | N | Y | R1 Prohibited Colchester platform 2 |
| EA1011 | LTN1 | Colchester Jn – Manningtree South Jn | 51 | 65 | 59 | 46 | Y | R1<br>R2<br>R3 | Y | N | N | N | Y | R1 15mph Manningtree platform 2 when laden and 30mph when ECS<br>R2 15mph Manningtree platform 3 – ECS only<br>R3 Prohibited Manningtree platform 4 |
| EA1011 | LTN1 | Manningtree South Jn – Manningtree North Jn | 59 | 46 | 59 | 69 | Y | Y | Y | N | N | N | Y | |
| EA1011 | LTN1 | Manningtree North Jn – Ipswich | 59 | 69 | 68 | 59 | Y | Y | Y | Y | N | N | Y | |
| EA1012 | LTN1 | Ipswich – East Suffolk Jn | 68 | 59 | 69 | 41 | Y | Y | Y | R1 | N | N | Y | R1 15mph Ipswich platform 2 |
| EA1012 | LTN1 | East Suffolk Jn – Trowse Jn (EA1013) | 69 | 41 | 113 | 68 | Y | Y | Y | Y | N | N | Y | |
| EA1013 | LTN2 | Trowse Jn – Trowse Swing Bridge | 123 | 00 | 123 | 37 | Y | Y | Y | Y | N | N | Y | |
| EA1013 | NCW | Trowse Swing Bridge – Wensum Jn (EA1470 / ELR NOL 0m 60ch) via Through Sidings / Wensum Curve | 0 | 00 | 0 | 28 | E | E | E | E | N | N | Y | |
| EA1013 | LTN2 | Trowse Swing Bridge – Norwich | 123 | 37 | 124 | 09 | Y | Y | Y | Y | N | N | R1 | R1 Prohibited from using the last 25 metres at the buffer stop end of Norwich Royal Dock siding 1 |
| EA1020 | CNS | Carpenters Rd South Jn – Carpenters Rd North Jn | 1 | 12 | 0 | 70 | Y | N | N | N | N | N | N | |
| EA1030 | FGW | Forest Gate Jn – Woodgrange Park Jn | 0 | 00 | 0 | 31 | Y | N | N | N | N | N | N | |
| EA1040 | ROU | Romford – Upminster | 0 | 00 | 3 | 30 | N | N | N | N | N | N | N | |
| EA1050 | SSV | Shenfield Jn – Southend Victoria | 20 | 22 | 41 | 42 | N | N | N | N | N | N | N | |
| EA1060 | WIS | Wickford Jn – Southminster | 29 | 13 | 45 | 42 | N | N | N | N | N | N | N | |
| EA1070 | BRA | Witham – Braintree | 24 | 15 | 17 | 71 | N | N | Y | N | N | N | Y | |
| EA1080 | SUD | Marks Tey Jn – Sudbury | 45 | 53 | 58 | 32 | Y | Y | Y | N | N | N | N | |
| EA1090 | COC | Colchester Jn – Clacton | 52 | 28 | 69 | 56 | N | N | Y | N | N | N | R1 | R1 – Prohibitied Clacton platforms 2 and 3 |
| EA1100 | STB | East Gate Jn – Colne Jn | 53 | 14 | 53 | 30 | N | N | Y | N | N | N | Y | |
| EA1100 | CTH | Hythe Jn – Colne Jn | 0 | 22 | 0 | 00 | N | N | Y | N | N | N | Y | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1100 | STB | Colne Jn – Colchester Town | 53 | 30 | 53 | 76 | N | N | R1 | N | N | N | R1 | R1 | Prohibited from last 20 metres at the buffer stop end of Colchester Town Station |
| EA1110 | TWN | Thorpe-Le-Soken Jn – Walton-On-Naze | 65 | 19 | 70 | 15 | N | N | N | N | N | N | N | | |
| EA1120 | MAH | Manningtree South Jn – Manningtree East Jn | 59 | 35 | 59 | 67 | Y | R1<br>R2 | Y | Y | N | N | Y | R1<br>R2 | Prohibited Manningtree platform 1<br>15mph Manningtree platform 2 when laden and 30mph when ECS |
| EA1120 | NTE | Manningtree North Jn – Manningtree East Jn | 0 | 00 | 0 | 24 | Y | Y | Y | Y | N | N | Y | | |
| EA1120 | MAH | Manningtree East Jn – Harwich International Port | 59 | 67 | 68 | 72 | Y | R1 | Y | Y | N | N | R1 | R1 | Prohibited from using the last 20 metres at the buffer stop end of platform 3 at Harwich International Port |
| EA1120 | MAH | Harwich International Port – Harwich town | 68 | 72 | 70 | 61 | Y | N | R1 | N | N | N | R1 | R1 | Prohibited from using the last 20 metres at the buffer stop end of Harwich Town Station |
| EA1130 | GRW | Halifax Jn – Griffin Wharf Boundary | 0 | 00 | 0 | 47 | N | N | N | N | N | N | N | | |
| EA1150 | CST | Channelsea South Jn – Stratford Central Jn West | 0 | 29 | 0 | 00 | Y | N | E | N | E | E<br>R1 | Y | R1 | Prohibited with deflated suspension |
| EA1160 | BGK | Bethnal Green East Jn – Reading Lane Jn | 1 | 10 | 2 | 55 | N | N | N | N | N | N | Y | | |
| EA1160 | BGK | Reading Lane Jn – Hackney Downs North Jn | 2 | 55 | 3 | 04 | N | N | N | N | N | N | Y | | |
| EA1160 | BGK | Hackney Downs North Jn – Coppermill Jn | 3 | 04 | 4 | 74 | Y | N | N | N | N | N | Y | | |
| EA1160 | BGK | Coppermill Jn – Tottenham South Jn | 4 | 74 | 5 | 41 | N | N | N | N | E | N | Y | | |
| EA1160 | BGK | Tottenham South Jn – Bishops Stortford (Cannons Mill Lane Footpath LC (R/G-X) | 5 | 41 | 31 | 31 | N | N | N | N | N | N | R1 | R1 | 15mph Bishops Stortford platform 3 |
| EA1161 | BGK | (Cannons Mill Lane Footpath LC (R/G-X) Stansted Mountfitchet – Shepreth Branch Jn | 31 | 31 | 53 | 06 | Y | Y | Y | Y | N | N | Y | | |
| EA1161 | BGK | Shepreth Branch Jn – Ely Dock Jn | 53 | 06 | 69 | 79 | Y | N | Y | Y | N | N | Y | | |
| EA1161 | BGK | Ely Dock Jn – Ely North Jn | 69 | 79 | 71 | 68 | Y | R1 | Y | Y | N | N | Y | R1 | Prohibited through Ely platform 3 with deflated suspension |
| EA1162 | BGK | Ely North Jn – Kings Lynn | 71 | 68 | 96 | 75 | Y | N | N | N | N | N | N | | |
| EA1170 | HDT | Hackney Downs North Jn – Seven Sisters Jn | 3 | 04 | 5 | 70 | Y | N | N | N | N | N | Y | | |
| EA1170 | HDT | Seven Sisters Jn – Bury Street Jn | 5 | 70 | 9 | 20 | N | N | N | N | N | N | Y | | |
| EA1170 | ENT | Bury Street Jn – Enfield Town | 9 | 20 | 10 | 55 | N | N | N | N | N | N | Y | | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1180 | GRE | Reading Lane Jn – Navarino Road Jn (Graham Rd Curve) | 2 | 55 | 2 | 79 | N | N | N | N | N | N | Y | | |
| EA1190 | HDT | Bury Street Jn – Cheshunt Jn | 9 | 20 | 14 | 28 | N | N | N | N | N | N | Y | | |
| EA1200 | CJC | Clapton Jn – Chingford | 4 | 37 | 10 | 33 | N | N | N | N | N | N | N | | |
| EA1210 | HEB | Broxbourne Jn – Hertford East | 18 | 35 | 24 | 19 | N | N | N | N | N | N | N | | |
| EA1220 | TLA | Stansted South Jn – Stansted East Jn | 33 | 54 | 34 | 26 | Y | Y | Y | Y | N | N | Y | | |
| EA1220 | TEN | Stansted North Jn – Stansted East Jn | 0 | 00 | 0 | 49 | Y | Y | Y | Y | N | N | Y | | |
| EA1220 | TLA | Stansted East Jn –Stansted Airport | 34 | 26 | 36 | 67 | R1 | N | R1 | R1 | N | N | R1 | R1 | Stansted Airport platforms 1 and 3 diesel traction see Sectional Appendix Local Instructions |
| EA1230 | SBR | Route Boundary (LN125) (Royston) – Shepreth Branch Jn | 45 | 60 | 55 | 26 | N | Y | Y | Y | N | N | E | | |
| EA1270 | MIT | Kings Lynn Jn – Middleton towers | 0 | 22 | 3 | 44 | N | N | N | N | N | N | N | | |
| EA1270 | MIT | Kings Lynn Jn – Kings Lynn Yard branch end | 0 | 22 | 0 | 00 | N | N | N | N | N | N | N | | |
| EA1280 | SDC | Stratford Central Jn East – Temple Mills East Jn. (Via Platforms 11 & 12 at Stratford) | 3 | 76 | 4 | 45 | N | N | N | N | N | N | N | | |
| EA1280 | SDC | Temple Mills East Jn – Coppermill Jn | 4 | 45 | 7 | 14 | Y | N | N | N | E | N | Y | | |
| EA1290 | TSE2 | Tottenham South Jn – Change of mileage | 5 | 41 | 5 | 54 | N | N | N | N | E | N | Y | | |
| EA1290 | TSE1 | Change of mileage – South Tottenham East Jn | 6 | 22 | 5 | 73 | N | N | N | N | E | N | Y | | |
| EA1300 | SSL | South Tottenham West Jn – Seven Sisters Jn | 0 | 13 | 0 | 00 | N | N | N | N | N | N | Y | | |
| EA1310 | BOK2 | Camden Road West Jn – Gospel Oak Jn | 0 | 00 | 1 | 10 | Y | N | N | N | E | E<br>R1 | Y | R1 | Prohibited with deflated suspension |
| EA1310 | BOK2 | Gospel Oak Jn – Kensal Green Jn | 1 | 10 | 5 | 10 | Y | N | N | N | E<br>R1 | E<br>R2 | Y | R1<br>R2 | Route prohibited to Class 165/1<br>Prohibited with deflated suspension |
| EA1310 | KGC | Kensal Green Jn – Route Boundary (MD155) (Harlesden Jn) | 0 | 00 | 0 | 21 | Y | N | N | N | N | N | N | | |
| EA1310 | KGW | Kensal Green Jn – Route Boundary (MD150) (Willesden Suburban Jn) | 5 | 10 | 5 | 25 | Y | N | N | N | E<br>R1 | E | N | R1 | Route prohibited to Class 165/1 |
| EA1310 | BOK3 | Kensal Green Jn – Willesden High Level Jn | 5 | 10 | 5 | 48 | Y | N | N | N | E<br>R1 | E<br>R2 | Y | R1<br>R2 | Route prohibited to Class 165/1<br>Prohibited with deflated suspension |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1310 | WMB | Willesden High Level Jn – Route Boundary (MD160) (Mitre Bridge Jn) | 0 | 43 | 0 | 09 | Y | N | N | N | N | N | N | | |
| EA1310 | BOK4 | Willesden High Level Jn – Former Old Oak Jn (change of mileage) | 0 | 00 | 0 | 34 | Y | N | N | N | E<br>R1 | E<br>R2 | Y | R1<br>R2 | Route Prohibited to Class 165/1<br>Prohibited with deflated suspension |
| EA1310 | BOK4 | Former Old Oak Jn (change of mileage) – Acton Wells Jn (Connection EA1360) | 0 | 34 | 0 | 66 | Y | N | N | N | E<br>R1 | E<br>R2 | Y | R1<br>R2 | Route Prohibited to Class 165/1<br>Prohibited with deflated suspension |
| EA1310 | BOK5 | Acton Wells Jn (Connection to EA1360) – Acton Wells Jn (Connection to GW130) | 0 | 66 | 0 | 72 | Y | N | N | N | E<br>R1 | E<br>R2 | Y | R1<br>R2 | Route Prohibited to Class 165/1<br>Prohibited with deflated suspension |
| EA1310 | AWL | Acton Wells Jn – Route Boundary (GW130) (Acton East Jn) | 0 | 49 | 0 | 39 | Y | N | N | Y | E<br>R1 | E | N | R1 | Route prohibited to Class 165/1 |
| EA1310 | BOK5 | Acton Wells Jn (Connection to GW130) – Acton Central (Limit of AC) | 0 | 72 | 1 | 73 | Y | N | N | N | N | N | Y | | |
| EA1310 | BOK5 | Acton Central (Limit of AC) – South Acton Jn | 1 | 73 | 2 | 52 | Y | N | N | N | N | N | Y | | |
| EA1310 | SAR1 | South Acton Jn – Gunnersbury Jn | 2 | 52 | 3 | 12 | Y | N | N | N | N | N | Y | | |
| EA1310 | SAR2 | Gunnersbury Jn – Richmond | 9 | 72 | 12 | 39 | Y | N | N | N | N | N | Y | | |
| EA1320 | CRC1/2 | Route Boundary (MD145) (Camden Jn) – Camden Road West Jn | 5 | 42 | 5 | 10 | Y | N | N | N | N | N | Y | | |
| EA1320 | BOK1 | Camden Road West Jn – Camden Road Central Jn | 5 | 10 | 4 | 64 | Y | N | N | N | E | E<br>R1 | Y | R1 | Prohibited with deflated suspension |
| EA1320 | CRF1 | Camden Road Central Jn – Route Boundary (LN115) (North London Incline) | 0 | 51 | 0 | 20 | Y | N | N | N | N | N | E | | |
| EA1320 | BOK1 | Camden Road Central Jn – Canonbury West Jn | 4 | 64 | 3 | 12 | Y | N | E | N | E | E<br>R1 | Y | R1 | Prohibited with deflated suspension |
| EA1320 | CFP | Canonbury West Jn – Route Boundary (LN110) (Finsbury Park) | 3 | 12 | 3 | 20 | Y | N | E | N | N | N | E | | |
| EA1320 | BOK1 | Canonbury West Jn – Dalston Western Jn | 3 | 12 | 2 | 21 | Y | N | E | N | E | E<br>R1 | Y | R1 | Prohibited with deflated suspension |
| EA1320 | DWW1 | Dalston Western Jn - Navarino Road Jn (Change of Mileage) | 2 | 21 | 1 | 52 | Y | N | E | N | E | E<br>R1 | Y | R1 | Prohibited with deflated suspension |
| EA1320 | DWW2 | Navarino Road Jn (Change of Mileage) – Lea Jn | 1 | 11 | 3 | 19 | Y | N | E | N | E | E<br>R1 | Y | R1 | Prohibited with deflated suspension |
| EA1320 | DWW2 | Lea Jn – Channelsea North Jn | 3 | 19 | 3 | 32 | Y | N | E | N | E | E<br>R1 | Y | R1 | Prohibited with deflated suspension |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1320 | DWW2 | Channelsea North Jn – Channelsea South Jn | 3 | 32 | 3 | 33 | Y | N | E | N | E | E<br>R1 | Y | R1 Prohibited with deflated suspension |
| EA1320 | DWW2 | Channelsea South Jn – Stratford | 3 | 33 | 3 | 74 | Y | N | N | N | N | N | N | |
| EA1325 | BOK1 | Limit of reversible working DNL – Network Rail Boundary (TFL ELL) | 3 | 38 | 2 | 17 | N | N | N | N | N | N | N | |
| EA1325 | ELL1 | Network Rail Boundary (TFL ELL) – Canal Jn **(TFL Infrastructure)** | 2 | 17 | 5 | 21 | N | E<br>R1<br>R2<br>R3<br>R4 | E<br>R1<br>R2<br>R3<br>R4 | E<br>R1<br>R2<br>R3<br>R4 | N | E<br>R1<br>R2<br>R3<br>R4 | E<br>R1<br>R2<br>R3<br>R4 | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Prohibited North of EL264 (5M9Ch)<br>R3 Not to exceed 25mph, 10mph on sections EL266-EL264 (UP) and EL264-Canal Jn (DN)<br>Prohibited with deflated suspension |
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Up East London Line) **(TFL Infrastructure)** | 5 | 21 | 5 | 52 | N | E<br>R1<br>R2<br>R3 | E<br>R1<br>R2<br>R3 | E<br>R1<br>R2<br>R3 | N | E<br>R1<br>R2<br>R3 | E<br>R1<br>R2<br>R3 | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Not to exceed 25mph<br>Prohibited with deflated suspension |
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Down East London Line) **(TFL Infrastructure)** | 5 | 21 | 5 | 73 | N | E<br>R1<br>R2<br>R3 | E<br>R1<br>R2<br>R3 | E<br>R1<br>R2<br>R3 | N | E<br>R1<br>R2<br>R3 | E<br>R1<br>R2<br>R3 | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Not to exceed 25mph, 5mph through station platform and 10mph on section Canal Jn-131 points (DN)<br>Prohibited with deflated suspension |
| EA1325 | ELL2 | Canal Jn – Lewisham **(TFL Infrastructure)** | 5 | 21 | 5 | 78 | N | N | N | N | N | N | N | |
| EA1327 | ELL3 | Silwood Jn – ELL/Network Rail Boundary **(TFL Infrastructure)** | 4 | 66 | 5 | 51 | N | N | N | N | N | N | N | |
| EA1327 | ELL4 | ELL/Network Rail Boundary – Old Kent Road Jn (SO680) | 2 | 23 | 2 | 32 | N | N | N | N | N | N | N | |
| EA1330 | BOK 5 | South Acton Jn – Kew East Jn | 2 | 52 | 3 | 27 | N | N | N | N | N | N | N | |
| EA1330 | NKE1 | Kew East Jn – Route Boundary (SW230) (New Kew Jn) | 3 | 27 | 3 | 39 | N | N | N | N | N | N | Y | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1330 | BOK5 | Kew East Jn – Route Boundary (SW230) (Old Kew Jn) | 3 | 27 | 3 | 61 | N | N | N | N | N | N | Y | |
| EA1340 | LLS2 | Lea Jn – High Meads Jn | 0 | 51 | 0 | 65 | Y | N | N | N | N | N | N | |
| EA1350 | CHM | Channelsea North Jn – High Meads Jn | 0 | 00 | 0 | 15 | Y | N | N | N | E | N | Y | |
| EA1350 | LLS1 | High Meads Jn – Temple Mills East Jn | 0 | 15 | 0 | 59 | Y | N | N | N | E | N | Y | |
| EA1360 | CAW | Route Boundary (LN3219) (Cricklewood Curve Jn) – Dudding Hill Jn | 5 | 72 | 6 | 04 | Y | Y | Y | N | N | E | E<br>R1 | Prohibited with deflated suspension |
| EA1360 | BDH | Route Boundary (LN3222) (Brent Curve Jn) – Dudding Hill Jn | 0 | 54 | 1 | 03 | Y | Y | Y | N | N | N | Y | |
| EA1360 | CAW | Dudding Hill Jn – Neasden Jn | 6 | 04 | 7 | 02 | N | N | N | N | N | E | E<br>R1 | R1 Prohibited with deflated suspension |
| EA1360 | NJN | Neasden Jn – Route Boundary (MD715) (Neasden South Jn) | 6 | 56 | 6 | 51 | N | N | N | N | E<br>R1 | E | Y | R1 Route prohibited to Class 165/1 |
| EA1360 | CAW | Neasden Jn – Acton Canal Wharf Jn | 7 | 02 | 8 | 45 | N | N | N | N | E<br>R1<br>R2 | E | E<br>R3 | R1 Route prohibited to Class 165/1<br>R2 Prohibited with footsteps fitted<br>R3 Prohibited with deflated suspension |
| EA1360 | ACW | Acton Canal Wharf Jn – Route Boundary (MD170) (Willesden Jn) | 0 | 35 | 0 | 11 | N | N | N | E | E<br>R1<br>R2 | E | Y | R1 Route prohibited to Class 165/1<br>R2 Prohibited with footsteps fitted |
| EA1360 | CAW | Acton Canal Wharf Jn – Acton Wells Jn (Change of Mileage) | 8 | 45 | 8 | 77 | N | N | N | N | E<br>R1<br>R2 | E | E<br>R3 | R1 Route prohibited to Class 165/1<br>R2 Prohibited with footsteps fitted<br>R3 Prohibited with deflated suspension |
| EA1360 | WAW | Acton Wells Jn (Change of Mileage) – Route Boundary (MD167) (Willesden West London Jn) | 6 | 19 | 6 | 76 | Y | N | N | Y | N | N | N | |
| EA1360 | CAW | Acton Wells Jn (Change of Mileage) – Acton Wells Jn | 0 | 63 | 0 | 66 | Y | N | N | Y | E<br>R1<br>R2 | E | E<br>R3 | R1 Route prohibited to Class 165/1<br>R2 Prohibited with footsteps fitted<br>R3 Prohibited with deflated suspension |
| EA1370 | GOJ | Gospel Oak Jn – Junction Rd Jn | 0 | 00 | 0 | 58 | Y | N | N | N | E | N | Y | |
| EA1370 | JRT2 | Junction Rd Jn – Route Boundary (LN3210) (Carlton Rd Jn) | 2 | 42 | 2 | 38 | Y | N | N | N | E | N | N | |
| EA1370 | TAH1 | Junction Rd Jn – Harringay Park Jn | 2 | 42 | 4 | 15 | Y | N | N | N | E | N | Y | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1370 | HPW | Harringay Park Jn – Route Boundary (LN165) (Harringay Jn) | 0 | 25 | 0 | 14 | Y | N | N | N | E | N | Y | |
| EA1370 | TAH1 | Harringay Park Jn – South Tottenham West Jn | 4 | 15 | 5 | 65 | Y | N | N | N | E | N | Y | |
| EA1370 | TAH1 | South Tottenham West Jn – South Tottenham East Jn | 5 | 65 | 5 | 73 | Y | N | N | N | E | N | Y | |
| EA1370 | TAH2 | South Tottenham East Jn – Woodgrange Park Jn | 5 | 73 | 11 | 79 | Y | N | N | N | N | N | N | |
| EA1370 | TAH3 | Woodgrange Park Jn – Barking Station Jn | 11 | 79 | 13 | 12 | Y | N | N | N | N | N | N | |
| EA1370 | TAH3 | Barking Station Jn – Barking Tilbury Jn West | 13 | 12 | 13 | 42 | Y | N | N | N | N | N | N | |
| EA1370 | TAH4 | Barking Station Jn – Barking Platform 1 | 13 | 12 | 13 | 62 | Y | N | N | N | N | N | N | |
| EA1380 | FSS1 | Fenchurch Street – Gas Factory Jn | 0 | 00 | 2 | 57 | N | N | N | N | N | N | N | |
| EA1380 | FSS1 | Gas Factory Jn – East Ham Depot | 2 | 57 | 6 | 18 | N | N | N | N | N | N | N | |
| EA1380 | FSS1 | East Ham Depot – Barking Tilbury Jn West | 6 | 18 | 7 | 33 | E | N | N | N | N | N | N | |
| EA1380 | FSS2 | Barking Tilbury Jn West – Barking Tilbury Jn East | 7 | 33 | 7 | 60 | N | N | N | N | N | N | N | |
| EA1380 | FSS2 | Barking Tilbury Jn East – Upminster | 7 | 60 | 15 | 20 | N | N | N | N | N | N | N | |
| EA1380 | FSS2 | Upminster – Southend Central | 15 | 20 | 35 | 55 | N | N | N | N | N | N | N | |
| EA1380 | FSS3 | Southend Central – Shoeburyness | 35 | 55 | 39 | 40 | N | N | N | N | N | N | N | |
| EA1390 | TLL | Barking Tilbury Line Jn East – Former Tilbury West Jn | 7 | 60 | 22 | 06 | N | N | N | N | N | N | N | |
| EA1390 | TLL | Former Tilbury West Jn – Pitsea Jn | 22 | 06 | 32 | 43 | N | N | N | N | N | N | N | |
| EA1400 | GFB | Gas Factory Jn – Bow Jn | 2 | 57 | 3 | 47 | N | N | N | N | N | N | N | |
| EA1410 | FSS2 | Upminster – Upminster East Jn | 15 | 20 | 15 | 39 | N | N | N | N | N | N | N | |
| EA1410 | UPG | Upminster East Jn – West Thurrock Jn | 0 | 00 | 6 | 56 | N | N | N | N | N | N | N | |
| EA1420 | THN | Thames Haven Jn – Thames Haven | 26 | 41 | 30 | 18 | N | N | N | N | N | N | N | |
| EA1430 | ESK | East Suffolk Jn – Westerfield Jn | 69 | 41 | 73 | 23 | Y | Y | Y | N | N | N | Y | |
| EA1430 | ESK | Westerfield Jn – Oulton Broad North Jn | 73 | 23 | 116 | 27 | R1 | R1 | R1 | N | N | N | R1 | R1 Prohibited unless TCA fitted |
| EA1440 | FEL | Westerfield Jn – Felixstowe Beach Jn | 73 | 23 | 83 | 57 | Y | Y | Y | N | N | N | Y | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1440 | FEL | Felixstowe Beach Jn – Felixstowe town | 83 | 57 | 84 | 30 | Y | Y | Y | N | N | N | Y | | |
| EA1450 | TFN | Trimley – Port of Felixstowe North Quay Terminal | 0 | 00 | 0 | 18 | N | N | N | N | N | N | N | | |
| EA1460 | FED | Felixstowe Beach Jn – Felixstowe Beach | 83 | 57 | 86 | 34 | N | N | N | N | N | N | N | | |
| EA1470 | NOL | Thorpe Jn – Limit of Electrification | 0 | 09 | 0 | 79 | Y | Y | Y | Y | N | N | Y | | |
| EA1470 | NOL | Limit of Electrification – Reedham Jn | 0 | 79 | 12 | 34 | Y | R1 | Y | Y | N | N | Y | R1 | Prohibited Cantley Down platform with deflated suspension |
| EA1470 | NOL | Reedham Jn – Lowestoft | 12 | 34 | 23 | 41 | Y | Y | Y | Y | N | N | Y | | |
| EA1480 | WHC1 | Whitlingham Jn – North Walsham (End of Station Loop) | 1 | 69 | 16 | 30 | Y | Y | Y | Y | N | N | Y | | |
| EA1480 | WHC1 | North Walsham (End of Station Loop) – Change of Mileage (Site of Former Roughton Road Jn) | 16 | 30 | 24 | 00 | Y | Y | Y | Y | N | N | Y | | |
| EA1480 | WHC2 | Change of Mileage (Site of Former Roughton Road Jn) – Change of Mileage (Site of Former Runton East Jn) | 11 | 54 | 13 | 48 | Y | Y | Y | Y | N | N | Y | | |
| EA1480 | WHC3 | Change of Mileage (Site of Former Runton East Jn) – Cromer | 45 | 64 | 46 | 42 | Y | R1 | Y | Y | N | N | Y | R1 | Prohibited Cromer platform 1 with deflated suspension |
| EA1490 | CRS | Cromer Jn – Network Rail Boundary (North Norfolk Railway) | 46 | 27 | 42 | 69 | Y | Y | Y | Y | N | N | Y | | |
| EA1500 | NAY | Brundall Jn – Yarmouth Via Acle | 5 | 72 | 18 | 29 | Y | R1 | Y | Y | N | N | Y | R1 | Prohibited Yarmouth platform 2 |
| EA1500 | RBY | Breydon Access No24 LC (EA1510) – Yarmouth | 19 | 13 | 20 | 45 | Y | R1 | Y | Y | N | N | Y | R1 | Prohibited Yarmouth platform 2 |
| EA1510 | RBY | Reedham Jn – Breydon Access No24 LC | 12 | 34 | 19 | 13 | Y | Y | Y | Y | N | N | Y | | |
| EA1520 | SIZ | Saxmundham Jn – Sizewell | 91 | 40 | 95 | 79 | N | N | N | N | N | N | N | | |
| EA1530 | CCH | Coldham Lane Jn – Haughley Jn | 0 | 23 | 40 | 49 | Y | Y | Y | Y | N | N | Y | | |
| EA1540 | SOB1 | Chippenham Jn – Site of Former Snailwell Jn | 0 | 63 | 0 | 00 | Y | Y | Y | Y | N | N | Y | | |
| EA1540 | SOB2 | Site of Former Snailwell Jn – Ely Dock Jn | 1 | 54 | 12 | 33 | Y | Y | Y | Y | N | N | Y | | |
| EA1550 | EWC | Ely North Jn – Ely West Jn (Ely West Curve) | 71 | 63 | 72 | 63 | Y | Y | Y | Y | N | N | Y | | |
| EA1560 | EMP | Ely North Jn – Ely West Jn | 71 | 63 | 72 | 39 | Y | Y | Y | Y | N | N | Y | | |
| EA1560 | EMP | Ely West Jn – Route Boundary (LN135) (Peterborough) | 72 | 39 | 98 | 40 | Y | Y | Y | Y | N | N | Y | | |
| EA1570 | WIG | March East Jn – Whitemoor Jn | 85 | 78 | 86 | 18 | N | N | N | N | N | N | N | | |
| EA1570 | MWL | March West Jn – Whitemoor Jn | 0 | 00 | 0 | 13 | N | N | N | N | N | N | N | | |
| EA1570 | WIG | Whitemoor Jn – Wisbech | 86 | 18 | 93 | 60 | N | N | N | N | N | N | N | Line out of use (temporarily) | |
| EA1580 | ETN | Ely North Jn – Trowse Jn | 71 | 72 | 123 | 00 | Y | Y | Y | Y | N | N | Y | | |
| EA1744 | BFC | Europa Jn – Boss Hall Jn | 0 | 00 | 0 | 63 | Y | Y | Y | N | N | N | Y | | |

## Table D1B – Route clearance of diesel multiple units

**Last Updated: 23/10/2021**

To be read in conjunction with General Notes.

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

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

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

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 171 | 172 | 175 | 180 | 220 | 221 | 222 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1230 | SBR | Route Boundary (LN125) (Royston) – Shepreth Branch Jn | 45 | 60 | 55 | 26 | N | N | N | R1 | N | N | R1 | R1 Must be planned as a non-stop train between Hitchin and Cambridge |
| EA1270 | MIT | Kings Lynn Jn – Middleton towers | 0 | 22 | 3 | 44 | N | N | N | N | N | N | N | |
| EA1270 | MIT | Kings Lynn Jn – Kings Lynn Yard branch end | 0 | 22 | 0 | 00 | N | N | N | N | N | N | N | |
| EA1280 | SDC | Stratford Central Jn East – Temple Mills East Jn. (Via Platforms 11 & 12 at Stratford) | 3 | 76 | 4 | 45 | N | R1 | N | N | N | N | N | R1 Route prohibited to Class 172/2 and 172/3 |
| EA1280 | SDC | Temple Mills East Jn – Coppermill Jn | 4 | 45 | 7 | 14 | N | R1 | N | N | N | N | N | R1 Route prohibited to Class 172/2 and 172/3 |
| EA1290 | TSE2 | Tottenham South Jn – Change of mileage | 5 | 41 | 5 | 54 | N | R1 | N | N | N | N | N | R1 Route prohibited to Class 172/2 and 172/3 |
| EA1290 | TSE1 | Change of mileage – South Tottenham East Jn | 6 | 22 | 5 | 73 | N | R1 | N | N | N | N | N | R1 Route prohibited to Class 172/2 and 172/3 |
| EA1300 | SSL | South Tottenham West Jn – Seven Sisters Jn | 0 | 13 | 0 | 00 | N | N | N | N | N | N | N | |
| EA1310 | BOK2 | Camden Road West Jn – Gospel Oak Jn | 0 | 00 | 1 | 10 | N | Y | N | E | N | N | Y | |
| EA1310 | BOK2 | Gospel Oak Jn – Kensal Green Jn | 1 | 10 | 5 | 10 | N | Y | N | E | N | N | Y | |
| EA1310 | KGC | Kensal Green Jn – Route Boundary (MD155) (Harlesden Jn) | 0 | 00 | 0 | 21 | N | E R1 | N | E | N | N | N | R1 Route prohibited to Class 172/2 and 172/3 |
| EA1310 | KGW | Kensal Green Jn – Route Boundary (MD150) (Willesden Suburban Jn) | 5 | 10 | 5 | 25 | N | R1 | N | N | N | N | N | R1 Prohibited to Class 172/2 and 172/3 when laden |
| EA1310 | BOK3 | Kensal Green Jn – Willesden High Level Jn | 5 | 10 | 5 | 48 | N | Y | N | E R1 | N | N | Y | R1 Underbridge 6a Euston Local lines intersection (05m 37ch) prohibited with deflated suspension |
| EA1310 | WMB | Willesden High Level Jn – Route Boundary (MD160) (Mitre Bridge Jn) | 0 | 43 | 0 | 09 | N | Y | N | N | N | N | N | |
| EA1310 | BOK4 | Willesden High Level Jn – Former Old Oak Jn (change of mileage) | 0 | 00 | 0 | 34 | N | Y | N | E | N | N | Y | |
| EA1310 | BOK4 | Former Old Oak Jn (change of mileage) – Acton Wells Jn (Connection EA1360) | 0 | 34 | 0 | 66 | R1 | Y | N | E | N | N | Y | R1 Prohibited between Former Old Oak Jn (change of mileage) and Acton Wells Signal Box |
| EA1310 | BOK5 | Acton Wells Jn (Connection to EA1360) – Acton Wells Jn (Connecton to GW130) | 0 | 66 | 0 | 72 | Y | Y | N | E | N | N | Y | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1310 | AWL | Acton Wells Jn – Route Boundary (GW130) (Acton East Jn) | 0 | 49 | 0 | 39 | Y | E | Y | E | Y | Y | Y | |
| EA1310 | BOK5 | Acton Wells Jn (Connecton to GW130) – Acton Central (Limit of AC) | 0 | 72 | 1 | 73 | N | Y | N | N | N | N | N | |
| EA1310 | BOK5 | Acton Central (Limit of AC) – South Acton Jn | 1 | 73 | 2 | 52 | N | Y | N | N | N | N | N | |
| EA1310 | SAR1 | South Acton Jn – Gunnersbury Jn | 2 | 52 | 3 | 12 | N | Y | N | N | N | N | N | |
| EA1310 | SAR2 | Gunnersbury Jn – Richmond | 9 | 72 | 12 | 39 | N | Y | N | N | N | N | N | |
| EA1320 | CRC1/2 | Route Boundary (MD145) (Camden Jn) – Camden Road West Jn | 5 | 42 | 5 | 10 | N | E | N | N | N | E | N | |
| EA1320 | BOK1 | Camden Road West Jn – Camden Road Central Jn | 5 | 10 | 4 | 64 | N | Y | N | E | N | E | Y | |
| EA1320 | CRF1 | Camden Road Central Jn – Route Boundary (LN115) (North London Incline) | 0 | 51 | 0 | 20 | N | E | N | E | N | N | Y | |
| EA1320 | BOK1 | Camden Road Central Jn – Canonbury West Jn | 4 | 64 | 3 | 12 | N | Y | N | N | N | E | Y | |
| EA1320 | CFP | Canonbury West Jn – Route Boundary (LN110) (Finsbury Park) | 3 | 12 | 3 | 20 | N | N | N | E | N | N | Y | |
| EA1320 | BOK1 | Canonbury West Jn – Dalson Western Jn | 3 | 12 | 2 | 21 | N | Y | N | N | N | E | Y | |
| EA1320 | DWW1 | Dalston Western Jn - Navarino Road Jn (Change of Mileage) | 2 | 21 | 1 | 52 | N | Y | N | N | N | E | Y | |
| EA1320 | DWW2 | Navarino Road Jn (Change of Mileage) – Lea Jn | 1 | 11 | 3 | 19 | N | Y | N | N | N | E | Y | |
| EA1320 | DWW2 | Lea Jn – Channelsea North Jn | 3 | 19 | 3 | 32 | N | Y | N | N | N | E | Y | |
| EA1320 | DWW2 | Channelsea North Jn – Channelsea South Jn | 3 | 32 | 3 | 33 | N | Y | N | N | N | E | Y | |
| EA1320 | DWW2 | Channelsea South Jn – Stratford | 3 | 33 | 3 | 74 | N | R1 | N | N | N | N | N | R1 Prohibited to Class 172/2 and 172/3 |
| EA1325 | BOK1 | Limit of reversible working DNL – Network Rail Boundary (TFL ELL) | 3 | 38 | 2 | 17 | N | N | N | N | N | N | N | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1325 | ELL1 | Network Rail Boundary (TFL ELL) – Canal Jn **(TFL Infrastructure)** | 2 | 17 | 5 | 21 | E<br>R1<br>R2<br>R3<br>R4 | E<br>R1<br>R2<br>R3<br>R4 | N | N | N | N | N | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Prohibited North of EL264 (5M9Ch)<br>R3 Not to exceed 25mph, 10mph on sections EL266-EL264 (UP) and EL264-Canal Jn (DN)<br>Prohibited with deflated suspension |
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Up East London Line) **(TFL Infrastructure)** | 5 | 21 | 5 | 52 | E<br>R1<br>R2<br>R3 | E<br>R1<br>R2<br>R3 | N | N | N | N | N | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Not to exceed 25mph<br>Prohibited with deflated suspension |
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Down East London Line) **(TFL Infrastructure)** | 5 | 21 | 5 | 73 | E<br>R1<br>R2<br>R3 | E<br>R1<br>R2<br>R3 | N | N | N | N | N | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Not to exceed 25mph, 5mph through station platform and 10mph on section Canal Jn-131points (DN))<br>Prohibited with deflated suspension |
| EA1325 | ELL2 | Canal Jn – Lewisham **(TFL Infrastructure)** | 5 | 21 | 5 | 78 | N | N | N | N | N | N | N | |
| EA1327 | ELL3 | Silwood Jn – ELL/Network Rail Boundary **(TFL Infrastructure)** | 4 | 66 | 5 | 51 | N | N | N | N | N | N | N | |
| EA1327 | ELL4 | ELL/Network Rail Boundary – Old Kent Road Jn (SO680) | 2 | 23 | 2 | 32 | N | N | N | N | N | N | N | |
| EA1330 | BOK 5 | South Acton Jn – Kew East Jn | 2 | 52 | 3 | 27 | N | N | N | N | N | N | N | |
| EA1330 | NKE1 | Kew East Jn – Route Boundary (SW230) (New Kew Jn) | 3 | 27 | 3 | 39 | N | N | N | N | N | N | N | |
| EA1330 | BOK5 | Kew East Jn – Route Boundary (SW230) (Old Kew Jn) | 3 | 27 | 3 | 61 | N | N | N | N | N | N | N | |
| EA1340 | LLS2 | Lea Jn – High Meads Jn | 0 | 51 | 0 | 65 | N | N | N | N | N | N | N | |
| EA1350 | CHM | Channelsea North Jn – High Meads Jn | 0 | 00 | 0 | 15 | N | N | N | N | N | N | N | |
| EA1350 | LLS1 | High Meads Jn – Temple Mills East Jn | 0 | 15 | 0 | 59 | N | N | N | N | N | N | N | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1360 | CAW | Route Boundary (LN3219) (Cricklewood Curve Jn) – Dudding Hill Jn | 5 | 72 | 6 | 04 | N | E | Y | N | N | N | Y | |
| EA1360 | BDH | Route Boundary (LN3222) (Brent Curve Jn) – Dudding Hill Jn | 0 | 54 | 1 | 03 | N | E | N | N | N | N | Y | |
| EA1360 | CAW | Dudding Hill Jn – Neasden Jn | 6 | 04 | 7 | 02 | N | E | Y | N | N | N | N | |
| EA1360 | NJN | Neasden Jn – Route Boundary (MD715) (Neasden South Jn) | 6 | 56 | 6 | 51 | N | E | N | N | N | N | N | |
| EA1360 | CAW | Neasden Jn – Acton Canal Wharf Jn | 7 | 02 | 8 | 45 | N | E | Y | N | N | N | N | |
| EA1360 | ACW | Acton Canal Wharf Jn – Route Boundary (MD170) (Willesden Jn) | 0 | 35 | 0 | 11 | N | E<br>R1 | Y | Y | Y | Y | N | R1 Route prohibited to Class 172/2 and 172/3 |
| EA1360 | CAW | Acton Canal Wharf Jn – Acton Wells Jn (Change of Mileage) | 8 | 45 | 8 | 77 | N | E | Y | Y | Y | Y | N | |
| EA1360 | WAW | Acton Wells Jn (Change of Mileage) – Route Boundary (MD167) Willesden West London Jn) | 6 | 19 | 6 | 76 | Y | N | Y | Y | Y | Y | N | |
| EA1360 | CAW | Acton Wells Jn (Change of Mileage) – Acton Wells Jn | 0 | 63 | 0 | 66 | Y | E | Y | Y | Y | Y | N | |
| EA1370 | GOJ | Gospel Oak Jn – Junction Rd Jn | 0 | 00 | 0 | 58 | N | Y | N | E | N | N | N | |
| EA1370 | JRT2 | Junction Rd Jn – Route Boundary (LN3210) (Carlton Rd Jn) | 2 | 42 | 2 | 38 | N | E | N | N | N | N | N | |
| EA1370 | TAH1 | Junction Rd Jn – Harringay Park Jn | 2 | 42 | 4 | 15 | N | Y | N | E | N | N | N | |
| EA1370 | HPW | Harringay Park Jn – Route Boundary (LN165) (Harringay Jn) | 0 | 25 | 0 | 14 | N | E | N | E | N | N | N | |
| EA1370 | TAH1 | Harringay Park Jn – South Tottenham West Jn | 4 | 15 | 5 | 65 | N | Y | N | N | N | N | N | |
| EA1370 | TAH1 | South Tottenham West Jn – South Tottenham East Jn | 5 | 65 | 5 | 73 | N | Y | N | N | N | N | N | |
| EA1370 | TAH2 | South Tottenham East Jn – Woodgrange Park Jn | 5 | 73 | 11 | 79 | N | Y | N | N | N | N | N | |
| EA1370 | TAH3 | Woodgrange Park Jn – Barking Station Jn | 11 | 79 | 13 | 12 | N | Y | N | N | N | N | N | |
| EA1370 | TAH3 | Barking Station Jn – Barking Tilbury Jn West | 13 | 12 | 13 | 42 | N | Y | N | N | N | N | N | |
| EA1370 | TAH4 | Barking Station Jn – Barking Platform 1 | 13 | 12 | 13 | 62 | N | Y | N | N | N | N | N | |
| EA1380 | FSS1 | Fenchurch Street – Gas Factory Jn | 0 | 00 | 2 | 57 | N | N | N | N | N | N | N | |
| EA1380 | FSS1 | Gas Factory Jn – East Ham Depot | 2 | 57 | 6 | 18 | N | N | N | N | N | N | N | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1380 | FSS1 | East Ham Depot – Barking Tilbury Jn West | 6 | 18 | 7 | 33 | N | E R1 | N | N | N | N | N | R1 Route prohibited to Class 172/2 and 172/3 |
| EA1380 | FSS2 | Barking Tilbury Jn West – Barking Tilbury Jn East | 7 | 33 | 7 | 60 | N | N | N | N | N | N | N | |
| EA1380 | FSS2 | Barking Tilbury Jn East – Upminster | 7 | 60 | 15 | 20 | N | N | N | N | N | N | N | |
| EA1380 | FSS2 | Upminster – Southend Central | 15 | 20 | 35 | 55 | N | N | N | N | N | N | N | |
| EA1380 | FSS3 | Southend Central – Shoeburyness | 35 | 55 | 39 | 40 | N | N | N | N | N | N | N | |
| EA1390 | TLL | Barking Tilbury Line Jn East – Former Tilbury West Jn | 7 | 60 | 22 | 06 | N | N | N | N | N | N | N | |
| EA1390 | TLL | Former Tilbury West Jn – Pitsea Jn | 22 | 06 | 32 | 43 | N | N | N | N | N | N | N | |
| EA1400 | GFB | Gas Factory Jn – Bow Jn | 2 | 57 | 3 | 47 | N | N | N | N | N | N | N | |
| EA1410 | FSS2 | Upminster – Upminster East Jn | 15 | 20 | 15 | 39 | N | N | N | N | N | N | N | |
| EA1410 | UPG | Upminster East Jn – West Thurrock Jn | 0 | 00 | 6 | 56 | N | N | N | N | N | N | N | |
| EA1420 | THN | Thames Haven Jn – Thames Haven | 26 | 41 | 30 | 18 | N | N | N | N | N | N | N | |
| EA1430 | ESK | East Suffolk Jn – Westerfield Jn | 69 | 41 | 73 | 23 | N | N | N | N | N | N | N | |
| EA1430 | ESK | Westerfield Jn – Oulton Broad North Jn | 73 | 23 | 116 | 27 | N | N | N | N | N | N | N | |
| EA1440 | FEL | Westerfield Jn – Felixstowe Beach Jn | 73 | 23 | 83 | 57 | N | N | N | N | N | N | N | |
| EA1440 | FEL | Felixstowe Beach Jn – Felixstowe town | 83 | 57 | 84 | 30 | N | N | N | N | N | N | N | |
| EA1450 | TFN | Trimley – Port of Felixstowe North Quay Terminal | 0 | 00 | 0 | 18 | N | N | N | N | N | N | N | |
| EA1460 | FED | Felixstowe Beach Jn – Felixstowe Beach | 83 | 57 | 86 | 34 | N | N | N | N | N | N | N | |
| EA1470 | NOL | Thorpe Jn – Limit of Electrification | 0 | 09 | 0 | 79 | N | N | N | N | N | N | Y | |
| EA1470 | NOL | Limit of Electrification – Reedham Jn | 0 | 79 | 12 | 34 | N | N | N | N | N | N | N | |
| EA1470 | NOL | Reedham Jn – Lowestoft | 12 | 34 | 23 | 41 | N | N | N | N | N | N | N | |
| EA1480 | WHC 1 | Whitlingham Jn – North Walsham (End of Station Loop) | 1 | 69 | 16 | 30 | N | N | N | N | N | N | N | |
| EA1480 | WHC 1 | North Walsham (End of Station Loop) – Change of Mileage (Site of Former Roughton Road Jn) | 16 | 30 | 24 | 00 | N | N | N | N | N | N | N | |
| EA1480 | WHC 2 | Change of Mileage (Site of Former Roughton Road Jn) – Change of Mileage (Site of Former Runton East Jn) | 11 | 54 | 13 | 48 | N | N | N | N | N | N | N | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1480 | WHC 3 | Change of Mileage (Site of Former Runton East Jn) – Cromer | 45 | 64 | 46 | 42 | N | N | N | N | N | N | N | | |
| EA1490 | CRS | Cromer Jn – Network Rail Boundary (North Norfolk Railway) | 46 | 27 | 42 | 69 | N | N | N | N | N | N | N | | |
| EA1500 | NAY | Brundall Jn – Yarmouth Via Acle | 5 | 72 | 18 | 29 | N | N | N | N | N | N | N | | |
| EA1500 | RBY | Breydon Access No24 LC (EA1510) – Yarmouth | 19 | 13 | 20 | 45 | N | N | N | N | N | N | N | | |
| EA1510 | RBY | Reedham Jn – Breydon Access No24 LC | 12 | 34 | 19 | 13 | N | N | N | N | N | N | N | | |
| EA1520 | SIZ | Saxmundham Jn – Sizewell | 91 | 40 | 95 | 79 | N | N | N | N | N | N | N | | |
| EA1530 | CCH | Coldham Lane Jn – Haughley Jn | 0 | 23 | 40 | 49 | N | N | N | N | N | N | N | | |
| EA1540 | SOB1 | Chippenham Jn – Site of Former Snailwell Jn | 0 | 63 | 0 | 00 | N | N | N | N | N | N | N | | |
| EA1540 | SOB2 | Site of Former Snailwell Jn – Ely Dock Jn | 1 | 54 | 12 | 33 | N | N | N | N | N | N | N | | |
| EA1550 | EWC | Ely North Jn – Ely West Jn (Ely West Curve) | 71 | 63 | 72 | 63 | N | N | N | N | N | N | N | | |
| EA1560 | EMP | Ely North Jn – Ely West Jn | 71 | 63 | 72 | 39 | N | N | N | Y | N | N | Y | | |
| EA1560 | EMP | Ely West Jn – Route Boundary (LN135) (Peterborough) | 72 | 39 | 98 | 40 | N | N | N | R1 | N | N | R1 | R1 | Must be planned as a non-stop train between Cambridge and Peterborough |
| EA1570 | WIG | March East Jn – Whitemoor Jn | 85 | 78 | 86 | 18 | N | N | N | N | N | N | N | | |
| EA1570 | MWL | March West Jn – Whitemoor Jn | 0 | 00 | 0 | 13 | N | N | N | N | N | N | N | | |
| EA1570 | WIG | Whitemoor Jn – Wisbech | 86 | 18 | 93 | 60 | N | N | N | N | N | N | N | Line out of use (temporarily) | |
| EA1580 | ETN | Ely North Jn – Trowse Jn | 71 | 72 | 123 | 00 | N | N | N | N | N | N | Y | | |
| EA1744 | BFC | Europa Jn – Boss Hall Jn | 0 | 00 | 0 | 63 | N | N | N | N | N | N | N | | |

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# Table D2A – Route clearance of electric multiple units

**Last Updated: 30/03/2024**

To be read in conjunction with General Notes.

357 MOD = 357 (Modified) and refers to Class 357 units that have had 65mm removed from the width of their footsteps

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 319 | 321 | 325 | 345 | 357 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1010 | LTN1 | Liverpool Street platforms 1-10 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | N | Y | H | Y | Y | |
| EA1010 | LVS | Liverpool Street platforms 11-17 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | N | Y | H | Y | Y | |
| EA1010 | LTN1 | Liverpool St (L) IECC – Bethnal Green East Jn | 0 | 22 | 1 | 10 | N | Y | H | Y | Y | |
| EA1010 | LTN1 | Bethnal Green East Jn – Mile End | 1 | 10 | 2 | 02 | N | Y | H | Y | Y | |
| EA1010 | LTN1 | Mile End – Bow Jn | 2 | 02 | 2 | 74 | N | Y | H | Y | Y | |
| EA1010 | LTN1 | Bow Jn – Carpenters Road South Jn | 2 | 74 | 3 | 54 | N | Y | H | Y | Y | |
| EA1010 | LTN1 | Carpenters Road South Jn – Stratford Central Jn West | 3 | 54 | 3 | 70 | N | Y | H | Y | Y | |
| EA1010 | LTN1 | Stratford Central Jn West – Stratford Central Jn East | 3 | 70 | 3 | 75 | N | Y | Y | Y | Y | |
| EA1010 | LTN1 | Stratford Central Jn East – Forest Gate Jn | 3 | 75 | 5 | 63 | N | Y | Y | Y | Y | |
| EA1010 | LTN1 | Forest Gate Jn – Ilford Depot London End | 5 | 63 | 7 | 63 | N | Y | Y | Y | E<br>R1 | R1 Prohibited Ilford platform 3 |
| EA1010 | LTN1 | Ilford Depot London End – Seven Kings | 7 | 63 | 8 | 45 | N | Y | Y | Y | N | |
| EA1011 | LTN1 | Seven Kings – Romford Jn | 8 | 45 | 12 | 39 | N | Y | Y | Y | N | |
| EA1011 | LTN1 | Romford Jn – Shenfield Jn | 12 | 39 | 20 | 22 | N | Y | Y | Y | N | |
| EA1011 | LTN1 | Shenfield Jn – Witham Jn | 20 | 22 | 38 | 55 | N | Y | Y | N | N | |
| EA1011 | LTN1 | Witham Jn – Marks Tey Jn | 38 | 55 | 46 | 49 | N | Y | Y | N | N | |
| EA1011 | LTN1 | Marks Tey Jn – Colchester Jn | 46 | 49 | 51 | 65 | N | Y | Y | N | N | |
| EA1011 | LTN1 | Colchester Jn – Manningtree South Jn | 51 | 65 | 59 | 46 | N | Y | Y | N | N | |

| Line of route | ELR | Line of Route / Sector Description | 00 00 M | 00 00 Ch | 00 00 M | 00 00 Ch | 319 | 321 | 325 | 345 | 357 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1011 | LTN1 | Manningtree South Jn – Manningtree North Jn | 59 | 46 | 59 | 69 | N | Y | Y | N | N | |
| EA1011 | LTN1 | Manningtree North Jn – Ipswich | 59 | 69 | 68 | 59 | N | Y | Y | N | N | |
| EA1012 | LTN1 | Ipswich – East Suffolk Jn | 68 | 59 | 69 | 41 | N | Y | Y | N | N | |
| EA1012 | LTN1 | East Suffolk Jn – Trowse Jn (EA1013) | 69 | 41 | 113 | 68 | N | Y | Y | N | N | |
| EA1013 | LTN2 | Trowse Jn – Trowse Swing Bridge | 123 | 00 | 123 | 37 | N | Y | Y | N | N | |
| EA1013 | NCW | Trowse Swing Bridge – Wensum Jn (EA1470 / ELR NOL 0m 60ch) via Through Sidings / Wensum Curve | 0 | 00 | 0 | 28 | N | Y | Y | N | N | |
| EA1013 | LTN2 | Trowse Swing Bridge – Norwich | 123 | 37 | 124 | 09 | N | Y | Y | N | N | |
| EA1020 | CNS | Carpenters Rd South Jn – Carpenters Rd North Jn | 1 | 12 | 0 | 70 | N | Y | H | E | E | |
| EA1030 | FGW | Forest Gate Jn – Woodgrange Park Jn | 0 | 00 | 0 | 31 | N | N | H | E | Y | |
| EA1040 | ROU | Romford – Upminster | 0 | 00 | 3 | 30 | N | Y | H | N | N | |
| EA1050 | SSV | Shenfield Jn – Southend Victoria | 20 | 22 | 41 | 42 | N | Y | H | N | N | |
| EA1060 | WIS | Wickford Jn – Southminster | 29 | 13 | 45 | 42 | N | Y | H | N | N | |
| EA1070 | BRA | Witham – Braintree | 24 | 15 | 17 | 71 | N | Y | H | N | N | |
| EA1080 | SUD | Marks Tey Jn – Sudbury | 45 | 53 | 58 | 32 | N | N | H | N | N | |
| EA1090 | COC | Colchester Jn – Clacton | 52 | 28 | 69 | 56 | N | Y | H | N | N | |
| EA1100 | STB | East Gate Jn – Colne Jn | 53 | 14 | 53 | 30 | N | Y | H | N | N | |
| EA1100 | CTH | Hythe Jn – Colne Jn | 0 | 22 | 0 | 00 | N | Y | H | N | N | |
| EA1100 | STB | Colne Jn – Colchester Town | 53 | 30 | 53 | 76 | N | Y | H | N | N | |
| EA1110 | TWN | Thorpe-Le-Soken Jn – Walton-On-Naze | 65 | 19 | 70 | 15 | N | Y | H | N | N | |
| EA1120 | MAH | Manningtree South Jn – Manningtree East Jn | 59 | 35 | 59 | 67 | N | Y | H | N | N | |
| EA1120 | NTE | Manningtree North Jn – Manningtree East Jn | 0 | 00 | 0 | 24 | N | Y | H | N | N | |
| EA1120 | MAH | Manningtree East Jn – Harwich International Port | 59 | 67 | 68 | 72 | N | Y | H | N | N | |
| EA1120 | MAH | Harwich International Port – Harwich town | 68 | 72 | 70 | 61 | N | Y | H | N | N | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 319 | 321 | 325 | 345 | 357 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1130 | GRW | Halifax Jn – Griffin Wharf Boundary | 0 | 00 | 0 | 47 | N | N | N | N | N | |
| EA1150 | CST | Channelsea South Jn – Stratford Central Jn West | 0 | 29 | 0 | 00 | N | Y | Y | E | E | |
| EA1160 | BGK | Bethnal Green East Jn – Reading Lane Jn | 1 | 10 | 2 | 55 | N | Y | H | N | N | |
| EA1160 | BGK | Reading Lane Jn – Hackney Downs North Jn | 2 | 55 | 3 | 04 | N | Y | H | N | N | |
| EA1160 | BGK | Hackney Downs North Jn – Coppermill Jn | 3 | 04 | 4 | 74 | N | Y | H | N | N | |
| EA1160 | BGK | Coppermill Jn – Tottenham South Jn | 4 | 74 | 5 | 41 | N | Y | H | N | N | |
| EA1160 | BGK | Tottenham South Jn – Bishops Stortford (Cannons Mill Lane Footpath LC (R/G-X) | 5 | 41 | 31 | 31 | N | Y | H | N | N | |
| EA1161 | BGK | (Cannons Mill Lane Footpath LC (R/G-X) Stansted Mountfitchet – Shepreth Branch Jn | 31 | 31 | 53 | 06 | N | Y | H | N | N | |
| EA1161 | BGK | Shepreth Branch Jn – Ely Dock Jn | 53 | 06 | 69 | 79 | N | R1 | H | N | N | R1 See Sectional Appendix Local Instructions |
| EA1161 | BGK | Ely Dock Jn – Ely North Jn | 69 | 79 | 71 | 68 | N | R1 | H | N | N | R1 See Sectional Appendix Local Instructions |
| EA1162 | BGK | Ely North Jn – Kings Lynn | 71 | 68 | 96 | 75 | N | N | H | N | N | |
| EA1170 | HDT | Hackney Downs North Jn – Seven Sisters Jn | 3 | 04 | 5 | 70 | N | Y | H | N | N | |
| EA1170 | HDT | Seven Sisters Jn – Bury Street Jn | 5 | 70 | 9 | 20 | N | Y | H | N | N | |
| EA1170 | ENT | Bury Street Jn – Enfield Town | 9 | 20 | 10 | 55 | N | N | H | N | N | |
| EA1180 | GRE | Reading Lane Jn – Navarino Road Jn (Graham Rd Curve) | 2 | 55 | 2 | 79 | N | Y | H | N | N | |
| EA1190 | HDT | Bury Street Jn – Cheshunt Jn | 9 | 20 | 14 | 28 | N | Y | H | N | N | |
| EA1200 | CJC | Clapton Jn – Chingford | 4 | 37 | 10 | 33 | N | Y | H | N | N | |
| EA1210 | HEB | Broxbourne Jn – Hertford East | 18 | 35 | 24 | 19 | N | N | H | N | N | |
| EA1220 | TLA | Stansted South Jn – Stansted East Jn | 33 | 54 | 34 | 26 | N | Y | H | N | N | |
| EA1220 | TEN | Stansted North Jn – Stansted East Jn | 0 | 00 | 0 | 49 | N | Y | H | N | N | |
| EA1220 | TLA | Stansted East Jn –Stansted Airport | 34 | 26 | 36 | 67 | N | Y | H | N | N | |
| EA1230 | SBR | Route Boundary (LN125) (Royston) – Shepreth Branch Jn | 45 | 60 | 55 | 26 | N | R1 | H | N | N | R1 See Sectional Appendix Local Instructions |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | 319 | 321 | 325 | 345 | 357 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1270 | MIT | Kings Lynn Jn – Middleton towers | 0 | 22 | 3 | 44 | N | N | N | N | N | |
| EA1270 | DOC | Kings Lynn Jn – Kings Lynn Yard branch end | 0 | 22 | 0 | 00 | N | N | N | N | N | |
| EA1280 | SDC | Stratford Central Jn East – Temple Mills East Jn. (Via Platforms 11 & 12 at Stratford) | 3 | 76 | 4 | 45 | N | Y | H | R1 | N | R1 ECS only between Stratford and Temple Mills East Jn |
| EA1280 | SDC | Temple Mills East Jn – Coppermill Jn | 4 | 45 | 7 | 14 | N | Y | H | E R1 | N | R1 Prohibited Ruckholt Road Jn to Coppermill Jn |
| EA1290 | TSE2 | Tottenham South Jn – Change of mileage | 5 | 41 | 5 | 54 | N | Y | H | N | N | |
| EA1290 | TSE1 | Change of mileage – South Tottenham East Jn | 6 | 22 | 5 | 73 | N | Y | H | N | N | |
| EA1300 | SSL | South Tottenham West Jn – Seven Sisters Jn | 0 | 13 | 0 | 00 | N | Y | H | N | N | |
| EA1310 | BOK2 | Camden Road West Jn – Gospel Oak Jn | 0 | 00 | 1 | 10 | E | N | Y | E | N | |
| EA1310 | BOK2 | Gospel Oak Jn – Kensal Green Jn | 1 | 10 | 5 | 10 | E | N | Y | E | N | |
| EA1310 | KGC | Kensal Green Jn – Route Boundary (MD155) (Harlesden Jn) | 0 | 00 | 0 | 21 | E | N | Y | N | N | |
| EA1310 | KGW | Kensal Green Jn – Route Boundary (MD150) (Willesden Suburban Jn) | 5 | 10 | 5 | 25 | N | N | H | N | N | |
| EA1310 | BOK3 | Kensal Green Jn – Willesden High Level Jn | 5 | 10 | 5 | 48 | E | N | Y | E | N | |
| EA1310 | WMB | Willesden High Level Jn – Route Boundary (MD160) (Mitre Bridge Jn) | 0 | 43 | 0 | 09 | E | N | Y | N | N | |
| EA1310 | BOK4 | Willesden High Level Jn – Former Old Oak Jn (change of mileage) | 0 | 00 | 0 | 34 | N | N | H | E | N | |
| EA1310 | BOK4 | Former Old Oak Jn (change of mileage) – Acton Wells Jn (Connection EA1360) | 0 | 34 | 0 | 66 | N | N | H | E | N | |
| EA1310 | BOK5 | Acton Wells Jn (Connection to EA1360) – Acton Wells Jn (Connection to GW130) | 0 | 66 | 0 | 72 | N | N | H | N | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | 319 | 321 | 325 | 345 | 357 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1310 | AWL | Acton Wells Jn – Route Boundary (GW130) (Acton East Jn) | 0 | 49 | 0 | 39 | N | N | H | E | N | |
| EA1310 | BOK5 | Acton Wells Jn (Connection to GW130) – Acton Central (Limit of AC) | 0 | 72 | 1 | 73 | N | N | H | N | N | |
| EA1310 | BOK5 | Acton Central (Limit of AC) – South Acton Jn | 1 | 73 | 2 | 52 | N | N | H | N | N | |
| EA1310 | SAR1 | South Acton Jn – Gunnersbury Jn | 2 | 52 | 3 | 12 | N | N | H | N | N | |
| EA1310 | SAR2 | Gunnersbury Jn – Richmond | 9 | 72 | 12 | 39 | N | N | H | N | N | |
| EA1320 | CRC1/2 | Route Boundary (MD145) (Camden Jn) – Camden Road West Jn | 5 | 42 | 5 | 10 | E | Y | Y | N | N | |
| EA1320 | BOK1 | Camden Road West Jn – Camden Road Central Jn | 5 | 10 | 4 | 64 | E | Y | Y | E | N | |
| EA1320 | CRF1 | Camden Road Central Jn – Route Boundary (LN115) (North London Incline) | 0 | 51 | 0 | 20 | E | Y | Y | N | N | |
| EA1320 | BOK1 | Camden Road Central Jn – Canonbury West Jn | 4 | 64 | 3 | 12 | E | Y | Y | E | N | |
| EA1320 | CFP | Canonbury West Jn – Route Boundary (LN110) (Finsbury Park) | 3 | 12 | 3 | 20 | E | Y | H | E | E | |
| EA1320 | BOK1 | Canonbury West Jn – Dalston Western Jn | 3 | 12 | 2 | 21 | E | Y | Y | E | E | |
| EA1320 | DWW1 | Dalston Western Jn - Navarino Road Jn (Change of Mileage) | 2 | 21 | 1 | 52 | N | Y | Y | E | E | |
| EA1320 | DWW2 | Navarino Road Jn (Change of Mileage) – Lea Jn | 1 | 11 | 3 | 19 | N | Y | Y | E | E | |
| EA1320 | DWW2 | Lea Jn – Channelsea North Jn | 3 | 19 | 3 | 32 | N | Y | Y | E | E | |
| EA1320 | DWW2 | Channelsea North Jn – Channelsea South Jn | 3 | 32 | 3 | 33 | N | Y | Y | E | E | |
| EA1320 | DWW2 | Channelsea South Jn – Stratford | 3 | 33 | 3 | 74 | N | N | H | N | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | 319 | 321 | 325 | 345 | 357 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1325 | BOK1 | Limit of reversible working DNL – Network Rail Boundary (TFL ELL) | 3 | 38 | 2 | 17 | N | N | N | N | N | |
| EA1325 | ELL1 | Network Rail Boundary (TFL ELL) – Canal Jn **(TFL Infrastructure)** | 2 | 17 | 5 | 21 | N | EH<br>R1<br>R2<br>R3<br>R4 | N | N | EH<br>R1<br>R2<br>R3<br>R4 | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Prohibited North of EL264 (5M9Ch)<br>R3 Not to exceed 25mph, 10mph on sections EL266-EL264 (UP) and EL264-Canal Jn (DN)<br>R4 Prohibited with deflated suspension |
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Up East London Line) **(TFL Infrastructure)** | 5 | 21 | 5 | 52 | N | EH<br>R1<br>R2<br>R3 | N | N | EH<br>R1<br>R2<br>R3 | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Not to exceed 25mph<br>R3 Prohibited with deflated suspension |
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Down East London Line) **(TFL Infrastructure)** | 5 | 21 | 5 | 73 | N | EH<br>R1<br>R2<br>R3 | N | N | EH<br>R1<br>R2<br>R3 | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Not to exceed 25mph, 5mph through station platform and 10mph on section Canal Jn-131points (DN)<br>R3 Prohibited with deflated suspension |
| EA1325 | ELL2 | Canal Jn – Lewisham **(TFL Infrastructure)** | 5 | 21 | 5 | 78 | N | N | N | N | N | |
| EA1327 | ELL3 | Silwood Jn – ELL/Network Rail Boundary **(TFL Infrastructure)** | 4 | 66 | 5 | 51 | N | N | N | N | N | |
| EA1327 | ELL4 | ELL/Network Rail Boundary – Old Kent Road Jn (SO680) | 2 | 23 | 2 | 32 | N | N | N | N | N | |
| EA1330 | BOK 5 | South Acton Jn – Kew East Jn | 2 | 52 | 3 | 27 | N | N | N | N | N | |
| EA1330 | NKE1 | Kew East Jn – Route Boundary (SW230) (New Kew Jn) | 3 | 27 | 3 | 39 | N | N | N | N | N | |
| EA1330 | BOK5 | Kew East Jn – Route Boundary (SW230) (Old Kew Jn) | 3 | 27 | 3 | 61 | N | N | N | N | N | |
| EA1340 | LLS2 | Lea Jn – High Meads Jn | 0 | 51 | 0 | 65 | N | Y | H | E | N | |
| EA1350 | CHM | Channelsea North Jn – High Meads Jn | 0 | 00 | 0 | 15 | N | Y | H | E | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | 319 | 321 | 325 | 345 | 357 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1350 | LLS1 | High Meads Jn – Temple Mills East Jn | 0 | 15 | 0 | 59 | N | Y | H | E | N | |
| EA1360 | CAW | Route Boundary (LN3219) (Cricklewood Curve Jn) – Dudding Hill Jn | 5 | 72 | 6 | 04 | N | N | H | N | N | |
| EA1360 | BDH | Route Boundary (LN3222) (Brent Curve Jn) – Dudding Hill Jn | 0 | 54 | 1 | 03 | N | N | H | N | N | |
| EA1360 | CAW | Dudding Hill Jn – Neasden Jn | 6 | 04 | 7 | 02 | N | N | N | N | N | |
| EA1360 | NJN | Neasden Jn – Route Boundary (MD715) (Neasden South Jn) | 6 | 56 | 6 | 51 | N | N | N | N | N | |
| EA1360 | CAW | Neasden Jn – Acton Canal Wharf Jn | 7 | 02 | 8 | 45 | N | N | N | N | N | |
| EA1360 | ACW | Acton Canal Wharf Jn – Route Boundary (MD170) (Willesden Jn) | 0 | 35 | 0 | 11 | N | N | N | N | N | |
| EA1360 | CAW | Acton Canal Wharf Jn – Acton Wells Jn (Change of Mileage) | 8 | 45 | 8 | 77 | N | N | N | N | N | |
| EA1360 | WAW | Acton Wells Jn (Change of Mileage) – Route Boundary (MD167) (Willesden West London Jn) | 6 | 19 | 6 | 76 | N | N | H | N | N | |
| EA1360 | CAW | Acton Wells Jn (Change of Mileage) – Acton Wells Jn | 0 | 63 | 0 | 66 | N | N | H | N | N | |
| EA1370 | GOJ | Gospel Oak Jn – Junction Rd Jn | 0 | 00 | 0 | 58 | N | N | H | N | N | |
| EA1370 | JRT2 | Junction Rd Jn – Route Boundary (LN3210) (Carlton Rd Jn) | 2 | 42 | 2 | 38 | N | N | H | N | N | |
| EA1370 | TAH1 | Junction Rd Jn – Harringay Park Jn | 2 | 42 | 4 | 15 | N | N | H | N | N | |
| EA1370 | HPW | Harringay Park Jn – Route Boundary (LN165) (Harringay Jn) | 0 | 25 | 0 | 14 | N | N | H | N | N | |
| EA1370 | TAH1 | Harringay Park Jn – South Tottenham West Jn | 4 | 15 | 5 | 65 | N | N | H | N | N | |
| EA1370 | TAH1 | South Tottenham West Jn – South Tottenham East Jn | 5 | 65 | 5 | 73 | N | N | H | N | N | |
| EA1370 | TAH2 | South Tottenham East Jn – Woodgrange Park Jn | 5 | 73 | 11 | 79 | N | N | H | N | N | |
| EA1370 | TAH3 | Woodgrange Park Jn – Barking Station Jn | 11 | 79 | 13 | 12 | N | N | H | E | Y | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | 319 | 321 | 325 | 345 | 357 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1370 | TAH3 | Barking Station Jn – Barking Tilbury Jn West | 13 | 12 | 13 | 42 | N | N | H | E | Y | |
| EA1370 | TAH4 | Barking Station Jn – Barking Platform 1 | 13 | 12 | 13 | 62 | N | N | H | N | N | |
| EA1380 | FSS1 | Fenchurch Street – Gas Factory Jn | 0 | 00 | 2 | 57 | N | Y | H | N | Y | |
| EA1380 | FSS1 | Gas Factory Jn – East Ham Depot | 2 | 57 | 6 | 18 | N | Y | H | E | Y | |
| EA1380 | FSS1 | East Ham Depot – Barking Tilbury Jn West | 6 | 18 | 7 | 33 | N | Y | H | E | Y | |
| EA1380 | FSS2 | Barking Tilbury Jn West – Barking Tilbury Jn East | 7 | 33 | 7 | 60 | N | Y | H | E | Y | |
| EA1380 | FSS2 | Barking Tilbury Jn East – Upminster | 7 | 60 | 15 | 20 | N | Y | H | N | Y | |
| EA1380 | FSS2 | Upminster – Southend Central | 15 | 20 | 35 | 55 | N | Y | H | N | Y | |
| EA1380 | FSS3 | Southend Central – Shoeburyness | 35 | 55 | 39 | 40 | N | Y | H | N | Y | |
| EA1390 | TLL | Barking Tilbury Line Jn East – Former Tilbury West Jn | 7 | 60 | 22 | 06 | N | Y | H | E<br>R1 | Y | R1 Prohibited between Ripple Lane West Jn and Former Tilbury West Jn |
| EA1390 | TLL | Former Tilbury West Jn – Pitsea Jn | 22 | 06 | 32 | 43 | N | Y | H | N | Y | |
| EA1400 | GFB | Gas Factory Jn – Bow Jn | 2 | 57 | 3 | 47 | N | Y | H | E | Y | |
| EA1410 | FSS2 | Upminster – Upminster East Jn | 15 | 20 | 15 | 39 | N | Y | H | N | Y | |
| EA1410 | UPG | Upminster East Jn – West Thurrock Jn | 0 | 00 | 6 | 56 | N | Y | H | N | Y | |
| EA1420 | THN | Thames Haven Jn – Thames Haven | 26 | 41 | 30 | 18 | N | N | N | N | N | |
| EA1430 | ESK | East Suffolk Jn – Westerfield Jn | 69 | 41 | 73 | 23 | N | N | H | N | N | |
| EA1430 | ESK | Westerfield Jn – Oulton Broad North Jn | 73 | 23 | 116 | 27 | N | N | N | N | N | |
| EA1440 | FEL | Westerfield Jn – Felixstowe Beach Jn | 73 | 23 | 83 | 57 | N | N | H | N | N | |
| EA1440 | FEL | Felixstowe Beach Jn – Felixstowe town | 83 | 57 | 84 | 30 | N | N | H | N | N | |
| EA1450 | TFN | Trimley – Port of Felixstowe North Quay Terminal | 0 | 00 | 0 | 18 | N | N | N | N | N | |
| EA1460 | FED | Felixstowe Beach Jn – Felixstowe Beach | 83 | 57 | 86 | 34 | N | N | N | N | N | |
| EA1470 | NOL | Thorpe Jn – Limit of Electrification | 0 | 09 | 0 | 79 | N | E | Y | N | N | |
| EA1470 | NOL | Limit of Electrification – Reedham Jn | 0 | 79 | 12 | 34 | N | N | H | N | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | 319 | 321 | 325 | 345 | 357 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1470 | NOL | Reedham Jn – Lowestoft | 12 | 34 | 23 | 41 | N | N | H | N | N | |
| EA1480 | WHC1 | Whitlingham Jn – North Walsham (End of Station Loop) | 1 | 69 | 16 | 30 | N | N | H | N | N | |
| EA1480 | WHC1 | North Walsham (End of Station Loop) – Change of Mileage (Site of Former Roughton Road Jn) | 16 | 30 | 24 | 00 | N | N | H | N | N | |
| EA1480 | WHC2 | Change of Mileage (Site of Former Roughton Road Jn) – Change of Mileage (Site of Former Runton East Jn) | 11 | 54 | 13 | 48 | N | N | H | N | N | |
| EA1480 | WHC3 | Change of Mileage (Site of Former Runton East Jn) – Cromer | 45 | 64 | 46 | 42 | N | N | H | N | N | |
| EA1490 | CRS | Cromer Jn – Network Rail Boundary (North Norfolk Railway) | 46 | 27 | 42 | 69 | N | N | H | N | N | |
| EA1500 | NAY | Brundall Jn – Yarmouth Via Acle | 5 | 72 | 18 | 29 | N | N | H | N | N | |
| EA1500 | RBY | Breydon Access No24 LC (EA1510) – Yarmouth | 19 | 13 | 20 | 45 | N | N | H | N | N | |
| EA1510 | RBY | Reedham Jn – Breydon Access No24 LC | 12 | 34 | 19 | 13 | N | N | H | N | N | |
| EA1520 | SIZ | Saxmundham Jn – Sizewell | 91 | 40 | 95 | 79 | N | N | N | N | N | |
| EA1530 | CCH | Coldham Lane Jn – Haughley Jn | 0 | 23 | 40 | 49 | N | N | H | N | N | |
| EA1540 | SOB1 | Chippenham Jn – Site of Former Snailwell Jn | 0 | 63 | 0 | 00 | N | N | H | N | N | |
| EA1540 | SOB2 | Site of Former Snailwell Jn – Ely Dock Jn | 1 | 54 | 12 | 33 | N | N | H | N | N | |
| EA1550 | EWC | Ely North Jn – Ely West Jn (Ely West Curve) | 71 | 63 | 72 | 63 | N | N | H | N | N | |
| EA1560 | EMP | Ely North Jn – Ely West Jn | 71 | 63 | 72 | 39 | N | N | H | N | N | |
| EA1560 | EMP | Ely West Jn – Route Boundary (LN135) (Peterborough) | 72 | 39 | 98 | 40 | N | N | H | N | N | |
| EA1570 | WIG | March East Jn – Whitemoor Jn | 85 | 78 | 86 | 18 | N | N | N | N | N | |
| EA1570 | MWL | March West Jn – Whitemoor Jn | 0 | 00 | 0 | 13 | N | N | N | N | N | |
| EA1570 | WIG | Whitemoor Jn – Wisbech | 86 | 18 | 93 | 60 | N | N | N | N | N | Line out of use (temporarily) |
| EA1580 | ETN | Ely North Jn – Trowse Jn | 71 | 72 | 123 | 00 | N | N | H | N | N | |
| EA1744 | BFC | Europa Jn – Boss Hall Jn | 0 | 00 | 0 | 63 | N | N | EH | N | N | |

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# Table D2B – Route clearance of electric multiple unit trains

**Last Updated: 23/09/2023**

To be read in conjunction with General Notes.

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 360 | 377 | 378 | 379 | 380 | 387 | 499 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1010 | LTN1 | Liverpool Street platforms 1-10 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | Y | N | N | Y | N | R1 | N | R1 Prohibited Liverpool Street platforms 1 & 2 |
| EA1010 | LVS | Liverpool Street platforms 11-17 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | Y | N | N | Y | N | Y | N | |
| EA1010 | LTN1 | Liverpool St (L) IECC – Bethnal Green East Jn | 0 | 22 | 1 | 10 | Y | N | N | Y | N | Y | N | |
| EA1010 | LTN1 | Bethnal Green East Jn – Mile End | 1 | 10 | 2 | 02 | Y | N | N | Y | N | Y | N | |
| EA1010 | LTN1 | Mile End – Bow Jn | 2 | 02 | 2 | 74 | Y | N | N | Y | N | Y | N | |
| EA1010 | LTN1 | Bow Jn – Carpenters Road South Jn | 2 | 74 | 3 | 54 | Y | N | N | Y | N | R1 | N | R1 Prohibited LTN1/52 Northern Outfall Sewer Underbridge 03m 31ch Up and Down Temple Mills line |
| EA1010 | LTN1 | Carpenters Road South Jn – Stratford Central Jn West | 3 | 54 | 3 | 70 | Y | N | N | Y | N | Y | N | |
| EA1010 | LTN1 | Stratford Central Jn West – Stratford Central Jn East | 3 | 70 | 3 | 75 | Y | N | N | Y | EH | Y | N | |
| EA1010 | LTN1 | Stratford Central Jn East – Forest Gate Jn | 3 | 75 | 5 | 63 | Y | N | E | Y | EH R1 | R2 | N | R1 Prohibited Stratford platform 5<br>R2 Prohibited in crush laden condition with deflated suspension Maryland platform 1 and Forest Gate platform 1 |
| EA1010 | LTN1 | Forest Gate Jn – Ilford Depot London End | 5 | 63 | 7 | 63 | Y | N | E | Y | EH | E R1 | N | R1 Prohibited with deflated suspension Manor Park platform 1 and Ilford platforms 2 & 3 |
| EA1010 | LTN1 | Ilford Depot London End – Seven Kings | 7 | 63 | 8 | 45 | Y0 | N | N | Y | N | N | N | |
| EA1011 | LTN1 | Seven Kings – Romford Jn | 8 | 45 | 12 | 39 | Y | N | N | Y | N | N | N | |
| EA1011 | LTN1 | Romford Jn – Shenfield Jn | 12 | 39 | 20 | 22 | Y | N | N | Y | N | N | N | |
| EA1011 | LTN1 | Shenfield Jn – Witham Jn | 20 | 22 | 38 | 55 | Y | N | N | Y | N | N | N | |
| EA1011 | LTN1 | Witham Jn – Marks Tey Jn | 38 | 55 | 46 | 49 | R1 | N | N | R1 | N | N | N | R1 If stopped at signal L789 on the down main line approaching Church Street AHBC level crossing, the maximum speed of the train shall be 50mph until the front of the train is clear of the crossing |
| EA1011 | LTN1 | Marks Tey Jn – Colchester Jn | 46 | 49 | 51 | 65 | Y | N | N | Y | N | N | N | |
| EA1011 | LTN1 | Colchester Jn – Manningtree South Jn | 51 | 65 | 59 | 46 | Y | N | N | Y | N | N | N | |
| EA1011 | LTN1 | Manningtree South Jn – Manningtree North Jn | 59 | 46 | 59 | 69 | Y | N | N | Y | N | N | N | |
| EA1011 | LTN1 | Manningtree North Jn – Ipswich | 59 | 69 | 68 | 59 | Y | N | N | Y | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 360 | 377 | 378 | 379 | 380 | 387 | 499 | Notes | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1012 | LTN1 | Ipswich – East Suffolk Jn | 68 | 59 | 69 | 41 | | N | N | N | Y | N | N | N | |
| EA1012 | LTN1 | East Suffolk Jn – Trowse Jn (EA1013) | 69 | 41 | 113 | 68 | | N | N | N | Y | N | N | N | |
| EA1013 | LTN2 | Trowse Jn – Trowse Swing Bridge | 123 | 00 | 123 | 37 | | N | N | N | Y | N | N | N | |
| EA1013 | NCW | Trowse Swing Bridge – Wensum Jn (EA1470 / ELR NOL 0m 60ch) via Through Sidings / Wensum Curve | 0 | 00 | 0 | 28 | | N | N | N | N | N | N | N | |
| EA1013 | LTN2 | Trowse Swing Bridge – Norwich | 123 | 37 | 124 | 09 | | N | N | N | R1 | N | N | N | R1 Prohibited Norwich Royal Dock Siding 1 |
| EA1020 | CNS | Carpenters Rd South Jn – Carpenters Rd North Jn | 1 | 12 | 0 | 70 | | N | N | N | Y | N | E | N | |
| EA1030 | FGW | Forest Gate Jn – Woodgrange Park Jn | 0 | 00 | 0 | 31 | | N | N | E | E | N | R1 | N | R1 Prohibited in crush laden condition with deflated suspension Woodgrange Park Up platform |
| EA1040 | ROU | Romford – Upminster | 0 | 00 | 3 | 30 | | N | N | N | Y | N | N | N | |
| EA1050 | SSV | Shenfield Jn – Southend Victoria | 20 | 22 | 41 | 42 | | N | N | N | Y | N | N | N | |
| EA1060 | WIS | Wickford Jn – Southminster | 29 | 13 | 45 | 42 | | N | N | N | Y | N | N | N | |
| EA1070 | BRA | Witham – Braintree | 24 | 15 | 17 | 71 | | N | N | N | R1 | N | N | N | R1 40mph maximum speed |
| EA1080 | SUD | Marks Tey Jn – Sudbury | 45 | 53 | 58 | 32 | | N | N | N | N | N | N | N | |
| EA1090 | COC | Colchester Jn – Clacton | 52 | 28 | 69 | 56 | | N | N | N | Y | N | N | N | |
| EA1100 | STB | East Gate Jn – Colne Jn | 53 | 14 | 53 | 30 | | N | N | N | Y | N | N | N | |
| EA1100 | CTH | Hythe Jn – Colne Jn | 0 | 22 | 0 | 00 | | N | N | N | Y | N | N | N | |
| EA1100 | STB | Colne Jn – Colchester Town | 53 | 30 | 53 | 76 | | N | N | N | Y | N | N | N | |
| EA1110 | TWN | Thorpe-Le-Soken Jn – Walton-On-Naze | 65 | 19 | 70 | 15 | | N | N | N | Y | N | N | N | |
| EA1120 | MAH | Manningtree South Jn – Manningtree East Jn | 59 | 35 | 59 | 67 | | N | N | N | Y | N | N | N | |
| EA1120 | NTE | Manningtree North Jn – Manningtree East Jn | 0 | 00 | 0 | 24 | | N | N | N | Y | N | N | N | |
| EA1120 | MAH | Manningtree East Jn – Harwich International Port | 59 | 67 | 68 | 72 | | N | N | N | Y | N | N | N | |
| EA1120 | MAH | Harwich International Port – Harwich town | 68 | 72 | 70 | 61 | | N | N | N | Y | N | N | N | |
| EA1130 | GRW | Halifax Jn – Griffin Wharf Boundary | 0 | 00 | 0 | 47 | | N | N | N | N | N | N | N | |
| EA1150 | CST | Channelsea South Jn – Stratford Central Jn West | 0 | 29 | 0 | 00 | | N | N | Y | Y | EH | E | N | |
| EA1160 | BGK | Bethnal Green East Jn – Reading Lane Jn | 1 | 10 | 2 | 55 | | N | N | N | Y | N | N | N | |
| EA1160 | BGK | Reading Lane Jn – Hackney Downs North Jn | 2 | 55 | 3 | 04 | | N | N | N | Y | N | N | N | |
| EA1160 | BGK | Hackney Downs North Jn – Coppermill Jn | 3 | 04 | 4 | 74 | | N | N | N | Y | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 360 | 377 | 378 | 379 | 380 | 387 | 499 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1160 | BGK | Coppermill Jn – Tottenham South Jn | 4 | 74 | 5 | 41 | EH<br>R1 | N | E | Y | N | N | N | Class 360/1 only |
| EA1160 | BGK | Tottenham South Jn – Bishops Stortford (Cannons Mill Lane Footpath LC (R/G-X) | 5 | 41 | 31 | 31 | N | N | N | Y | N | N | N | |
| EA1161 | BGK | (Cannons Mill Lane Footpath LC (R/G-X) Stansted Mountfitchet – Shepreth Branch Jn | 31 | 31 | 53 | 06 | N | N | N | Y | N | N | N | |
| EA1161 | BGK | Shepreth Branch Jn – Ely Dock Jn | 53 | 06 | 69 | 79 | N | N | N | R1 | N | R2 | N | R1 See Sectional Appendix Local Instructions<br>R2 Cass 387/1 only |
| EA1161 | BGK | Ely Dock Jn – Ely North Jn | 69 | 79 | 71 | 68 | N | N | N | R1 | N | Y | N | R1 See Sectional Appendix Local Instructions |
| EA1162 | BGK | Ely North Jn – Kings Lynn | 71 | 68 | 96 | 75 | N | N | N | R1 | N | Y | N | R1 See Sectional Appendix Local Instructions<br>R2 Prohibited in 12 car formation |
| EA1170 | HDT | Hackney Downs North Jn – Seven Sisters Jn | 3 | 04 | 5 | 70 | N | N | N | Y | N | N | N | |
| EA1170 | HDT | Seven Sisters Jn – Bury Street Jn | 5 | 70 | 9 | 20 | N | N | E<br>R1 | Y | N | N | N | R1 Prohibited Crossover North of Severn Sisters to Bury Street Jn. |
| EA1170 | ENT | Bury Street Jn – Enfield Town | 9 | 20 | 10 | 55 | N | N | N | Y | N | N | N | |
| EA1180 | GRE | Reading Lane Jn – Navarino Road Jn (Graham Rd Curve) | 2 | 55 | 2 | 79 | N | N | E | N | N | N | N | |
| EA1190 | HDT | Bury Street Jn – Cheshunt Jn | 9 | 20 | 14 | 28 | N | N | N | Y | N | N | N | |
| EA1200 | CJC | Clapton Jn – Chingford | 4 | 37 | 10 | 33 | N | N | N | Y | N | N | N | |
| EA1210 | HEB | Broxbourne Jn – Hertford East | 18 | 35 | 24 | 19 | N | N | N | Y | N | N | N | |
| EA1220 | TLA | Stansted South Jn – Stansted East Jn | 33 | 54 | 34 | 26 | N | N | N | Y | N | N | N | |
| EA1220 | TEN | Stansted North Jn – Stansted East Jn | 0 | 00 | 0 | 49 | N | N | N | Y | N | N | N | |
| EA1220 | TLA | Stansted East Jn –Stansted Airport | 34 | 26 | 36 | 67 | N | N | N | Y | N | N | N | |
| EA1230 | SBR | Route Boundary (LN125) (Royston) – Shepreth Branch Jn | 45 | 60 | 55 | 26 | N | N | N | N | N | Y | N | R1 See Sectional Appendix Local Instructions |
| EA1270 | MIT | Kings Lynn Jn – Middleton towers | 0 | 22 | 3 | 44 | N | N | N | N | N | N | N | |
| EA1270 | MIT | Kings Lynn Jn – Kings Lynn Yard branch end | 0 | 22 | 0 | 00 | N | N | N | N | N | N | N | |
| EA1280 | SDC | Stratford Central Jn East – Temple Mills East Jn. (Via Platforms 11 & 12 at Stratford) | 3 | 76 | 4 | 45 | E | N | Y | Y | N | N | N | |
| EA1280 | SDC | Temple Mills East Jn – Coppermill Jn | 4 | 45 | 7 | 14 | E<br>R1<br>R2 | N | E<br>R3 | Y | N | E<br>R4 | N | R1 Class 360/2 Prohibited between Orient Way Sidings and Coppermill Jn<br>R2 Class 360/1 dead haul only between Orient Way Sidings and Coppermill Jn<br>R3 Prohibited Temple Mills East Jn to Ruckholt Road Jn<br>R4 Prohibited Temple Mills West Jn - Coppermill Jn |
| EA1290 | TSE2 | Tottenham South Jn – Change of mileage | 5 | 41 | 5 | 54 | E<br>R1 | N | E | Y | N | N | N | Class 360/1 only |
| EA1290 | TSE1 | Change of mileage – South Tottenham East Jn | 6 | 22 | 5 | 73 | E<br>R1 | N | E | Y | N | N | N | Class 360/1 only |
| EA1300 | SSL | South Tottenham West Jn – Seven Sisters Jn | 0 | 13 | 0 | 00 | N | N | E | Y | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 360 | 377 | 378 | 379 | 380 | 387 | 499 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1310 | BOK2 | Camden Road West Jn – Gospel Oak Jn | 0 | 00 | 1 | 10 | E<br>R1 | E | Y | E | N | E | N | R1 Class 360/1 only<br>R1 OPPOS applies at Camden Rd West Jn on the Down and Up between 0m 00ch and 0m 10ch |
| EA1310 | BOK2 | Gospel Oak Jn – Kensal Green Jn | 1 | 10 | 5 | 10 | E<br>R1 | E | Y | E | N | E | N | Class 360/1 only |
| EA1310 | KGC | Kensal Green Jn – Route Boundary (MD155) (Harlesden Jn) | 0 | 00 | 0 | 21 | E<br>R1 | N | Y | E | N | N | N | Class 360/1 only |
| EA1310 | KGW | Kensal Green Jn – Route Boundary (MD150) (Willesden Suburban Jn) | 5 | 10 | 5 | 25 | N | N | Y | N | N | N | N | |
| EA1310 | BOK3 | Kensal Green Jn – Willesden High Level Jn | 5 | 10 | 5 | 48 | N | E | Y | N | N | N | N | |
| EA1310 | WMB | Willesden High Level Jn – Route Boundary (MD160) (Mitre Bridge Jn) | 0 | 43 | 0 | 09 | N | E | Y | N | N | N | N | |
| EA1310 | BOK4 | Willesden High Level Jn – Former Old Oak Jn (change of mileage) | 0 | 00 | 0 | 34 | N | N | Y | N | N | N | N | R1 OPPOS applies |
| EA1310 | BOK4 | Former Old Oak Jn (change of mileage) – Acton Wells Jn (Connection EA1360) | 0 | 34 | 0 | 66 | N | N | Y | N | N | N | N | R1 OPPOS applies |
| EA1310 | BOK5 | Acton Wells Jn (Connection to EA1360) – Acton Wells Jn (Connection to GW130) | 0 | 66 | 0 | 72 | N | N | Y | N | N | N | N | R1 OPPOS applies |
| EA1310 | AWL | Acton Wells Jn – Route Boundary (GW130) (Acton East Jn) | 0 | 49 | 0 | 39 | N | N | N | N | N | E | N | |
| EA1310 | BOK5 | Acton Wells Jn (Connection to GW130) – Acton Central (Limit of AC) | 0 | 72 | 1 | 73 | N | N | R1 | N | N | N | N | R1 Between Acton Wells and the end of the OLE at Acton Central - notch 2 operation only |
| EA1310 | BOK5 | Acton Central (Limit of AC) – South Acton Jn | 1 | 73 | 2 | 52 | N | N | Y | N | N | N | N | |
| EA1310 | SAR1 | South Acton Jn – Gunnersbury Jn | 2 | 52 | 3 | 12 | N | N | Y | N | N | N | R1<br>R2 | R1 Class 499/5 only<br>R2 Prohibited South Acton Jn - extent of fourth rail electrified line on the Up Richmond line (to allow shunt moves only) |
| EA1310 | SAR2 | Gunnersbury Jn – Richmond | 9 | 72 | 12 | 39 | N | N | Y | N | N | N | R1<br>R2<br>R3 | R1 Class 499/0 and 499/5 only<br>R2 20mph Kew Gardens platform 1 (Up Richmond line) passenger moves only<br>R3 Prohibited Richmond platform 3 |
| EA1320 | CRC1/2 | Route Boundary (MD145) (Camden Jn) – Camden Road West Jn | 5 | 42 | 5 | 10 | E<br>R1 | E | Y | E | EH | E | N | Class 360/1 only |
| EA1320 | BOK1 | Camden Road West Jn – Camden Road Central Jn | 5 | 10 | 4 | 64 | E<br>R1 | E | Y | E | EH | N | N | R1 Class 360/1 only<br>R1 Prohibited Up East London and Down East London lines |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 360 | 377 | 378 | 379 | 380 | 387 | 499 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1320 | CRF1 | Camden Road Central Jn – Route Boundary (LN115) (North London Incline) | 0 | 51 | 0 | 20 | N | E | E | N | N | N | N | |
| EA1320 | BOK1 | Camden Road Central Jn – Canonbury West Jn | 4 | 64 | 3 | 12 | E<br>R1 | N | Y | E | EH | N | N | R1 Class 360/1 only |
| EA1320 | CFP | Canonbury West Jn – Route Boundary (LN110) (Finsbury Park) | 3 | 12 | 3 | 20 | N | N | E | E | N | E | N | |
| EA1320 | BOK1 | Canonbury West Jn – Dalston Western Jn | 3 | 12 | 2 | 21 | E<br>R1 | N | Y | E | EH | E | N | R1 Class 360/1 only |
| EA1320 | DWW1 | Dalston Western Jn - Navarino Road Jn (Change of Mileage) | 2 | 21 | 1 | 52 | E<br>R1 | N | Y | E | EH | E | N | Class 360/1 only |
| EA1320 | DWW2 | Navarino Road Jn (Change of Mileage) – Lea Jn | 1 | 11 | 3 | 19 | E<br>R1 | N | Y | E | EH | E | N | Class 360/1 only |
| EA1320 | DWW2 | Lea Jn – Channelsea North Jn | 3 | 19 | 3 | 32 | E<br>R1 | N | Y | E | EH | E | N | Class 360/1 only |
| EA1320 | DWW2 | Channelsea North Jn – Channelsea South Jn | 3 | 32 | 3 | 33 | E<br>R1 | N | Y | Y | EH | E | N | Class 360/1 only |
| EA1320 | DWW2 | Channelsea South Jn – Stratford | 3 | 33 | 3 | 74 | N | N | Y | N | N | N | N | |
| EA1325 | BOK1 | Limit of reversible working DNL – Network Rail Boundary (TFL ELL) | 3 | 38 | 2 | 17 | N | N | Y | N | N | N | N | |
| EA1325 | ELL1 | Network Rail Boundary (TFL ELL) – Canal Jn **(TFL Infrastructure)** | 2 | 17 | 5 | 21 | EH<br>R1<br>R2<br>R3<br>R4 | E<br>R1<br>R2<br>R3<br>R4<br>R5<br>R6 | Y | EH<br>R1<br>R2<br>R3<br>R4 | EH<br>R1<br>R2<br>R3<br>R4 | N | N | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Prohibited North of EL264 (5M9Ch)<br>R3 Not to exceed 25mph, 10mph on sections EL266-EL264 (UP) and EL264-Canal Jn (DN)<br>R4 Prohibited with deflated suspension<br>R5 Regen Braking must be switched off<br>Class 377/2, /3, /5 and /7 must be hauled |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 360 | 377 | 378 | 379 | 380 | 387 | 499 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Down East London Line) **(TFL Infrastructure)** | 5 | 21 | 5 | 73 | EH<br>R1<br>R2<br>R3 | E<br>R1<br>R2<br>R3<br>R4<br>R5<br>R6 | Y | EH<br>R1<br>R2<br>R3 | EH<br>R1<br>R2<br>R3 | N | N | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Not to exceed 25mph, 5mph through station platform and 10mph on section Canal Jn-131points (DN))<br>R3 Prohibited with deflated suspension<br>R4 Must be hauled if busline exceeds 80 metres. Shoegear isolated.<br>R5 Regen Braking must be switched off<br>Class 377/2, /3, /5 and /7 must be hauled |
| EA1325 | ELL2 | Canal Jn – Lewisham **(TFL Infrastructure)** | 5 | 21 | 5 | 78 | N | N | Y | N | N | N | N | |
| EA1327 | ELL3 | Silwood Jn – ELL/Network Rail Boundary **(TFL Infrastructure)** | 4 | 66 | 5 | 51 | N | N | Y | N | N | N | N | |
| EA1327 | ELL4 | ELL/Network Rail Boundary – Old Kent Road Jn (SO680) | 2 | 23 | 2 | 32 | N | N | Y | N | N | N | N | |
| EA1330 | BOK 5 | South Acton Jn – Kew East Jn | 2 | 52 | 3 | 27 | N | N | N | N | N | N | N | |
| EA1330 | NKE1 | Kew East Jn – Route Boundary (SW230) (New Kew Jn) | 3 | 27 | 3 | 39 | N | N | N | N | N | N | N | R1 OPPOS applies between Kew East Jn and New Kew Jn |
| EA1330 | BOK5 | Kew East Jn – Route Boundary (SW230) (Old Kew Jn) | 3 | 27 | 3 | 61 | N | N | N | N | N | N | N | |
| EA1340 | LLS2 | Lea Jn – High Meads Jn | 0 | 51 | 0 | 65 | N | N | E | N | N | E | N | |
| EA1350 | CHM | Channelsea North Jn – High Meads Jn | 0 | 00 | 0 | 15 | E | N | E | Y | N | E | N | |
| EA1350 | LLS1 | High Meads Jn – Temple Mills East Jn | 0 | 15 | 0 | 59 | E | N | E | Y | N | E | N | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 360 | 377 | 378 | 379 | 380 | 387 | 499 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1360 | BDH | Route Boundary (LN3222) (Brent Curve Jn) – Dudding Hill Jn | 0 | 54 | 1 | 03 | N | N | N | N | N | N | N | |
| EA1360 | CAW | Dudding Hill Jn – Neasden Jn | 6 | 04 | 7 | 02 | N | N | N | N | N | N | N | |
| EA1360 | NJN | Neasden Jn – Route Boundary (MD715) (Neasden South Jn) | 6 | 56 | 6 | 51 | N | N | N | N | N | N | N | |
| EA1360 | CAW | Neasden Jn – Acton Canal Wharf Jn | 7 | 02 | 8 | 45 | N | N | N | N | N | N | N | |
| EA1360 | ACW | Acton Canal Wharf Jn – Route Boundary (MD170) (Willesden Jn) | 0 | 35 | 0 | 11 | N | N | N | N | N | N | N | |
| EA1360 | CAW | Acton Canal Wharf Jn – Acton Wells Jn (Change of Mileage) | 8 | 45 | 8 | 77 | N | N | N | N | N | N | N | |
| EA1360 | WAW | Acton Wells Jn (Change of Mileage) – Route Boundary (MD167) (Willesden West London Jn) | 6 | 19 | 6 | 76 | N | N | N | N | N | E | N | |
| EA1360 | CAW | Acton Wells Jn (Change of Mileage) – Acton Wells Jn | 0 | 63 | 0 | 66 | N | N | N | N | N | N | N | |
| EA1370 | GOJ | Gospel Oak Jn – Junction Rd Jn | 0 | 00 | 0 | 58 | E<br>R1 | N | Y | N | N | N | N | Class 360/1 only |
| EA1370 | JRT2 | Junction Rd Jn – Route Boundary (LN3210) (Carlton Rd Jn) | 2 | 42 | 2 | 38 | EH<br>R1 | EH | N | N | N | N | N | R1 Class 360/1 only<br>R1 OPPOS Up or Down Tottenham through Tottenham North Curve Tunnel No.2 (Carlton Rd Jn - Junction Road Jn) |
| EA1370 | TAH1 | Junction Rd Jn – Harringay Park Jn | 2 | 42 | 4 | 15 | E<br>R1 | EH | Y | N | N | N | N | Class 360/1 only |
| EA1370 | HPW | Harringay Park Jn – Route Boundary (LN165) (Harringay Jn) | 0 | 25 | 0 | 14 | E<br>R1 | EH | E | N | N | N | N | Class 360/1 only |
| EA1370 | TAH1 | Harringay Park Jn – South Tottenham West Jn | 4 | 15 | 5 | 65 | E<br>R1 | N | Y | N | N | N | N | Class 360/1 only |
| EA1370 | TAH1 | South Tottenham West Jn – South Tottenham East Jn | 5 | 65 | 5 | 73 | E<br>R1 | N | Y | Y | N | N | N | Class 360/1 only |
| EA1370 | TAH2 | South Tottenham East Jn – Woodgrange Park Jn | 5 | 73 | 11 | 79 | N | N | Y | N | N | N | N | |
| EA1370 | TAH3 | Woodgrange Park Jn – Barking Station Jn | 11 | 79 | 13 | 12 | N | N | Y | E | N | Y | N | |
| EA1370 | TAH3 | Barking Station Jn – Barking Tilbury Jn West | 13 | 12 | 13 | 42 | N | N | Y | E | N | Y | N | |
| EA1370 | TAH4 | Barking Station Jn – Barking Platform 1 | 13 | 12 | 13 | 62 | N | N | Y | N | N | R1 | N | R1 Prohibited with deflated suspension |
| EA1380 | FSS1 | Fenchurch Street – Gas Factory Jn | 0 | 00 | 2 | 57 | N | N | N | N | N | Y | N | |
| EA1380 | FSS1 | Gas Factory Jn – East Ham Depot | 2 | 57 | 6 | 18 | N | N | N | N | N | Y | N | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 360 | 377 | 378 | 379 | 380 | 387 | 499 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1380 | FSS2 | Barking Tilbury Jn West – Barking Tilbury Jn East | 7 | 33 | 7 | 60 | N | N | N | N | N | Y | N | |
| EA1380 | FSS2 | Barking Tilbury Jn East – Upminster | 7 | 60 | 15 | 20 | N | N | N | N | N | R1 | N | R1 Prohibited in crush laden condition with deflated suspension Dagenham East Up platform |
| EA1380 | FSS2 | Upminster – Southend Central | 15 | 20 | 35 | 55 | N | N | N | N | N | R1 R2 | N | Prohibited in crush laden condition with deflated suspension Leigh-on-Sea platform 3 and Southend Central platforms 1, 2 and 4 Prohibited Upminster Bay platform 1a, |
| EA1380 | FSS3 | Southend Central – Shoeburyness | 35 | 55 | 39 | 40 | N | N | N | N | N | R1 | N | R1 Prohibited in crush laden condition with deflated suspension Southend East platform 1 |
| EA1390 | TLL | Barking Tilbury Line Jn East – Former Tilbury West Jn | 7 | 60 | 22 | 06 | N | N | E R1 | N | N | N | N | R1 Prohibited Grays East Jn to Former Tilbury West Jn |
| EA1390 | TLL | Former Tilbury West Jn – Pitsea Jn | 22 | 06 | 32 | 43 | N | N | N | N | N | R1 | N | R1 Prohibited with deflated suspension Dagenham Dock Up & Down platforms and Grays Down platform |
| EA1400 | GFB | Gas Factory Jn – Bow Jn | 2 | 57 | 3 | 47 | N | N | N | N | N | Y | N | |
| EA1410 | FSS2 | Upminster – Upminster East Jn | 15 | 20 | 15 | 39 | N | N | N | N | N | N | N | |
| EA1410 | UPG | Upminster East Jn – West Thurrock Jn | 0 | 00 | 6 | 56 | N | N | N | N | N | Y | N | |
| EA1420 | THN | Thames Haven Jn – Thames Haven | 26 | 41 | 30 | 18 | N | N | N | N | N | N | N | |
| EA1430 | ESK | East Suffolk Jn – Westerfield Jn | 69 | 41 | 73 | 23 | N | N | N | N | N | N | N | |
| EA1430 | ESK | Westerfield Jn – Oulton Broad North Jn | 73 | 23 | 116 | 27 | N | N | N | N | N | N | N | |
| EA1440 | FEL | Westerfield Jn – Felixstowe Beach Jn | 73 | 23 | 83 | 57 | N | N | N | N | N | N | N | |
| EA1440 | FEL | Felixstowe Beach Jn – Felixstowe town | 83 | 57 | 84 | 30 | N | N | N | N | N | N | N | |
| EA1450 | TFN | Trimley – Port of Felixstowe North Quay Terminal | 0 | 00 | 0 | 18 | N | N | N | N | N | N | N | |
| EA1460 | FED | Felixstowe Beach Jn – Felixstowe Beach | 83 | 57 | 86 | 34 | N | N | N | N | N | N | N | |
| EA1470 | NOL | Thorpe Jn – Limit of Electrification | 0 | 09 | 0 | 79 | E | N | N | N | N | N | N | |
| EA1470 | NOL | Limit of Electrification – Reedham Jn | 0 | 79 | 12 | 34 | N | N | N | N | N | N | N | |
| EA1470 | NOL | Reedham Jn – Lowestoft | 12 | 34 | 23 | 41 | N | N | N | N | N | N | N | |
| EA1480 | WHC 1 | Whitlingham Jn – North Walsham (End of Station Loop) | 1 | 69 | 16 | 30 | N | N | N | N | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 360 | 377 | 378 | 379 | 380 | 387 | 499 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1480 | WHC2 | Change of Mileage (Site of Former Roughton Road Jn) – Change of Mileage (Site of Former Runton East Jn) | 11 | 54 | 13 | 48 | N | N | N | N | N | N | N | |
| EA1480 | WHC3 | Change of Mileage (Site of Former Runton East Jn) – Cromer | 45 | 64 | 46 | 42 | N | N | N | N | N | N | N | |
| EA1490 | CRS | Cromer Jn – Network Rail Boundary (North Norfolk Railway) | 46 | 27 | 42 | 69 | N | N | N | N | N | N | N | |
| EA1500 | NAY | Brundall Jn – Yarmouth Via Acle | 5 | 72 | 18 | 29 | N | N | N | N | N | N | N | |
| EA1500 | RBY | Breydon Access No24 LC (EA1510) – Yarmouth | 19 | 13 | 20 | 45 | N | N | N | N | N | N | N | |
| EA1510 | RBY | Reedham Jn – Breydon Access No24 LC | 12 | 34 | 19 | 13 | N | N | N | N | N | N | N | |
| EA1520 | SIZ | Saxmundham Jn – Sizewell | 91 | 40 | 95 | 79 | N | N | N | N | N | N | N | |
| EA1530 | CCH | Coldham Lane Jn – Haughley Jn | 0 | 23 | 40 | 49 | N | N | N | N | N | N | N | |
| EA1540 | SOB1 | Chippenham Jn – Site of Former Snailwell Jn | 0 | 63 | 0 | 00 | N | N | N | N | N | N | N | |
| EA1540 | SOB2 | Site of Former Snailwell Jn – Ely Dock Jn | 1 | 54 | 12 | 33 | N | N | N | N | N | N | N | |
| EA1550 | EWC | Ely North Jn – Ely West Jn (Ely West Curve) | 71 | 63 | 72 | 63 | N | N | N | N | N | N | N | |
| EA1560 | EMP | Ely North Jn – Ely West Jn | 71 | 63 | 72 | 39 | N | N | N | N | N | N | N | |
| EA1560 | EMP | Ely West Jn – Route Boundary (LN135) (Peterborough) | 72 | 39 | 98 | 40 | N | N | N | N | N | N | N | |
| EA1570 | WIG | March East Jn – Whitemoor Jn | 85 | 78 | 86 | 18 | N | N | N | N | N | N | N | |
| EA1570 | MWL | March West Jn – Whitemoor Jn | 0 | 00 | 0 | 13 | N | N | N | N | N | N | N | |
| EA1570 | WIG | Whitemoor Jn – Wisbech | 86 | 18 | 93 | 60 | N | N | N | N | N | N | N | Line out of use (temporarily) |
| EA1580 | ETN | Ely North Jn – Trowse Jn | 71 | 72 | 123 | 00 | N | N | N | N | N | N | N | |
| EA1744 | BFC | Europa Jn – Boss Hall Jn | 0 | 00 | 0 | 63 | N | N | N | N | N | N | N | |

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# Table D2C – Route clearance of electric multiple units

**Last Updated: 14/10/2023**

To be read in conjunction with General Notes.

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 700 | 710 | 717 | 720/1 & /5 | 720/6 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1010 | LTN1 | Liverpool Street platforms 1-10 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | N | Y | N | Y | Y | Y | Y | R1 |
| EA1010 | LVS | Liverpool Street platforms 11-17 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | N | N | N | R1 | Y | Y | Y | 5-car operations only on platforms 16 & 17 |
| EA1010 | LTN1 | Liverpool St (L) IECC – Bethnal Green East Jn | 0 | 22 | 1 | 10 | N | Y | N | Y | Y | Y | Y | |
| EA1010 | LTN1 | Bethnal Green East Jn – Mile End | 1 | 10 | 2 | 02 | N | Y | N | Y | Y | Y | Y | |
| EA1010 | LTN1 | Mile End – Bow Jn | 2 | 02 | 2 | 74 | N | Y | N | Y | Y | Y | Y | |
| EA1010 | LTN1 | Bow Jn – Carpenters Road South Jn | 2 | 74 | 3 | 54 | N | Y | N | Y | Y | Y | Y | R2 |
| EA1010 | LTN1 | Carpenters Road South Jn – Stratford Central Jn West | 3 | 54 | 3 | 70 | N | Y | N | Y | Y | Y | Y | |
| EA1010 | LTN1 | Stratford Central Jn West – Stratford Central Jn East | 3 | 70 | 3 | 75 | N | Y | N | Y | Y | Y | Y | |
| EA1010 | LTN1 | Stratford Central Jn East – Forest Gate Jn | 3 | 75 | 5 | 63 | N | R1 | N | Y | Y | Y | Y | R3 ECS only Stratford Station to Forest Gate Jn |
| EA1010 | LTN1 | Forest Gate Jn – Ilford Depot London End | 5 | 63 | 7 | 63 | N | E | N | Y | R1<br>R2 | Y | Y | R1 ECS only Forest Gate Jn to Chadwell Heath (Turnback siding)<br>R2 Prohibited Chadwell Heath (Turnback siding) to Ilford Depot London End |
| EA1010 | LTN1 | Ilford Depot London End – Seven Kings | 7 | 63 | 8 | 45 | N | E | N | Y | N | Y | Y | |
| EA1011 | LTN1 | Seven Kings – Romford Jn | 8 | 45 | 12 | 39 | N | E | N | Y | N | Y | Y | |
| EA1011 | LTN1 | Romford Jn – Shenfield Jn | 12 | 39 | 20 | 22 | N | E | N | Y | N | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 700 | 710 | 717 | 720/1 & /5 | 720/6 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1011 | LTN1 | Shenfield Jn – Witham Jn | 20 | 22 | 38 | 55 | N | E<br>R1 | N | Y | N | R2 | R2 | R1 Prohibited Shenfield 20m 50ch to Witham Jn<br>Prohibited Access to Siding (Yard Road) Witham PTS:2373B(TU) |
| EA1011 | LTN1 | Witham Jn – Marks Tey Jn | 38 | 55 | 46 | 49 | N | N | N | R1 | N | R1 | R1 | R2 If stopped at signal L789 on the down main line approaching Church Street AHBC level crossing, the maximum speed of the train shall be 50mph until the front of the train is clear of the crossing |
| EA1011 | LTN1 | Marks Tey Jn – Colchester Jn | 46 | 49 | 51 | 65 | N | N | N | Y | N | Y | Y | |
| EA1011 | LTN1 | Colchester Jn – Manningtree South Jn | 51 | 65 | 59 | 46 | N | N | N | Y | N | Y | Y | |
| EA1011 | LTN1 | Manningtree South Jn – Manningtree North Jn | 59 | 46 | 59 | 69 | N | N | N | Y | N | Y | Y | |
| EA1011 | LTN1 | Manningtree North Jn – Ipswich | 59 | 69 | 68 | 59 | N | N | N | Y | N | Y | Y | |
| EA1012 | LTN1 | Ipswich – East Suffolk Jn | 68 | 59 | 69 | 41 | N | N | N | Y | N | Y | Y | |
| EA1012 | LTN1 | East Suffolk Jn – Trowse Jn (EA1013) | 69 | 41 | 113 | 68 | N | N | N | Y | N | Y | Y | |
| EA1013 | LTN2 | Trowse Jn – Trowse Swing Bridge | 123 | 00 | 123 | 37 | N | N | N | Y | N | Y | Y | |
| EA1013 | NCW | Trowse Swing Bridge – Wensum Jn (EA1470 / ELR NOL 0m 60ch) via Through Sidings / Wensum Curve | 0 | 00 | 0 | 28 | N | N | N | Y | N | E | E | |
| EA1013 | LTN2 | Trowse Swing Bridge – Norwich | 123 | 37 | 124 | 09 | N | N | N | Y | N | Y | Y | R2 |
| EA1020 | CNS | Carpenters Rd South Jn – Carpenters Rd North Jn | 1 | 12 | 0 | 70 | N | N | N | Y | E | Y | Y | |
| EA1030 | FGW | Forest Gate Jn – Woodgrange Park Jn | 0 | 00 | 0 | 31 | N | Y | N | Y | Y | EH | E<br>R1 | R2 Diesel operation only |
| EA1040 | ROU | Romford – Upminster | 0 | 00 | 3 | 30 | N | Y | N | R1 | N | N | N | 5-car operations only |
| EA1050 | SSV | Shenfield Jn – Southend Victoria | 20 | 22 | 41 | 42 | N | N | N | R1 | N | Y | Y | Prohibited Wickford Bay platform 4 |
| EA1060 | WIS | Wickford Jn – Southminster | 29 | 13 | 45 | 42 | N | N | N | Y | N | Y | Y | |
| EA1070 | BRA | Witham – Braintree | 24 | 15 | 17 | 71 | N | N | N | Y | N | Y | Y | R2 |
| EA1080 | SUD | Marks Tey Jn – Sudbury | 45 | 53 | 58 | 32 | N | N | N | | N | H | Y | |
| EA1090 | COC | Colchester Jn – Clacton | 52 | 28 | 69 | 56 | N | N | N | Y | N | Y | Y | |
| EA1100 | STB | East Gate Jn – Colne Jn | 53 | 14 | 53 | 30 | N | N | N | Y | N | Y | Y | |
| EA1100 | CTH | Hythe Jn – Colne Jn | 0 | 22 | 0 | 00 | N | N | N | Y | N | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 700 | 710 | 717 | 720/1 & /5 | 720/6 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1100 | STB | Colne Jn – Colchester Town | 53 | 30 | 53 | 76 | N | N | N | R1 | N | Y | Y | Prohibited Colchester Town single platform with crush deflated suspension |
| EA1110 | TWN | Thorpe-Le-Soken Jn – Walton-On-Naze | 65 | 19 | 70 | 15 | N | N | N | R1<br>R2 | N | E<br>R3<br>R4 | R4<br>R5 | R1 5-car operations only<br>R2 Prohibited last 20m of Walton-on-the-Naze single platform<br>R3 Only leading pantograph to be raised<br>R4 Prohibited Walton-on-the-Naze Single Platform with deflated suspension<br>Prohibited diesel or electric triple mode |
| EA1120 | MAH | Manningtree South Jn – Manningtree East Jn | 59 | 35 | 59 | 67 | N | N | N | R1 | N | Y | Y | Prohibited Manningtree Bay platform 1 with deflated suspension |
| EA1120 | NTE | Manningtree North Jn – Manningtree East Jn | 0 | 00 | 0 | 24 | N | N | N | Y | N | Y | Y | |
| EA1120 | MAH | Manningtree East Jn – Harwich International Port | 59 | 67 | 68 | 72 | N | N | N | Y | N | Y | Y | |
| EA1120 | MAH | Harwich International Port – Harwich town | 68 | 72 | 70 | 61 | N | N | N | Y | N | Y | Y | |
| EA1130 | GRW | Halifax Jn – Griffin Wharf Boundary | 0 | 00 | 0 | 47 | N | N | N | N | N | N | N | |
| EA1150 | CST | Channelsea South Jn – Stratford Central Jn West | 0 | 29 | 0 | 00 | N | Y | N | Y | E | Y | Y | |
| EA1160 | BGK | Bethnal Green East Jn – Reading Lane Jn | 1 | 10 | 2 | 55 | N | Y | N | Y | N | Y | Y | |
| EA1160 | BGK | Reading Lane Jn – Hackney Downs North Jn | 2 | 55 | 3 | 04 | N | R1 | N | Y | N | Y | Y | Prohibited Hackey Downs platform 3 with deflated suspension |
| EA1160 | BGK | Hackney Downs North Jn – Coppermill Jn | 3 | 04 | 4 | 74 | N | Y | N | Y | N | Y | Y | |
| EA1160 | BGK | Coppermill Jn – Tottenham South Jn | 4 | 74 | 5 | 41 | N | Y | N | Y | N | Y | Y | R1 |
| EA1160 | BGK | Tottenham South Jn – Bishops Stortford (Cannons Mill Lane Footpath LC (R/G-X) | 5 | 41 | 31 | 31 | N | R1 | N | Y | N | R2 | R2 | R2 ECS only Cheshunt Station to Broxbourne (north end of loops)<br>R3 Prohibited Broxbourne (north end of loops) to Bishops Stortford (Cannons Mill Lane Footpath LC (R/G-X)<br>Prohibited Access to Tamper Sidings PTS:2628B Bishops Stortford |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 700 | 710 | 717 | 720/1 & /5 | 720/6 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1161 | BGK | (Cannons Mill Lane Footpath LC (R/G-X) Stansted Mountfitchet – Shepreth Branch Jn | 31 | 31 | 53 | 06 | N | N | N | Y | N | Y | Y | |
| EA1161 | BGK | Shepreth Branch Jn – Ely Dock Jn | 53 | 06 | 69 | 79 | R1 | N | R2<br>R3 | Y | N | Y | Y | R1 See Sectional Appendix Local Instructions<br>R2 Prohibited between Cambridge and Ely Dock Jn<br>R4 Prohibited Cambridge platform 5 with deflated secondary suspension |
| EA1161 | BGK | Ely Dock Jn – Ely North Jn | 69 | 79 | 71 | 68 | R1 | N | N | R2 | N | R3 | R4 | R1 See Sectional Appendix Local Instructions<br>R2 5-car operations only Ely to Ely North Jn<br>R3 Prohitied Ely to Ely North Jn except for test purposes<br>R2 Prohibited diesel or electric triple mode Ely to Ely North Jn |
| EA1162 | BGK | Ely North Jn – Kings Lynn | 71 | 68 | 96 | 75 | R1 | N | N | R2 | N | R3 | R4 | R3 See Sectional Appendix Local Instructions<br>R4 5-car operations only<br>R5 Prohibited except for test purposes<br>R6 Prohibited diesel or electric triple mode |
| EA1170 | HDT | Hackney Downs North Jn – Seven Sisters Jn | 3 | 04 | 5 | 70 | N | Y | N | Y | N | Y | Y | |
| EA1170 | HDT | Seven Sisters Jn – Bury Street Jn | 5 | 70 | 9 | 20 | N | Y | N | Y | N | Y | Y | R1 |
| EA1170 | ENT | Bury Street Jn – Enfield Town | 9 | 20 | 10 | 55 | N | Y | N | R1 | N | EH | E<br>R2 | R1 5-car operations only<br>Diesel operation only |
| EA1180 | GRE | Reading Lane Jn – Navarino Road Jn (Graham Rd Curve) | 2 | 55 | 2 | 79 | N | E | N | E | N | EH | E<br>R1 | Diesel operation only |
| EA1190 | HDT | Bury Street Jn – Cheshunt Jn | 9 | 20 | 14 | 28 | N | Y | N | Y | N | Y | Y | |
| EA1200 | CJC | Clapton Jn – Chingford | 4 | 37 | 10 | 33 | N | Y | N | R1 | N | EH<br>R2 | E<br>R2<br>R3 | R1 5-car operations only<br>R2 Prohibited Transfer between Up Chingford and Down Chingford on PTS:2700B<br>Diesel operation only |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 700 | 710 | 717 | 720/1 & /5 | 720/6 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1210 | HEB | Broxbourne Jn – Hertford East | 18 | 35 | 24 | 19 | N | N | N | R1 | N | H | R2 | R2 At signal L1237 on the Down Hertford (Signal beyond Rye House Down Starter on HEB) trains must not stop any closer than 20m from the Signal<br>Single unit operations only |
| EA1220 | TLA | Stansted South Jn – Stansted East Jn | 33 | 54 | 34 | 26 | N | N | N | Y | N | Y | Y | |
| EA1220 | TEN | Stansted North Jn – Stansted East Jn | 0 | 00 | 0 | 49 | N | N | N | Y | N | Y | Y | |
| EA1220 | TLA | Stansted East Jn – Stansted Airport | 34 | 26 | 36 | 67 | N | N | N | Y | N | Y | Y | |
| EA1230 | SBR | Route Boundary (LN125) (Royston) – Shepreth Branch Jn | 45 | 60 | 55 | 26 | R1 | N | Y | N | N | E<br>R2 | E<br>R3 | R1 See Sectional Appendix Local Instructions<br>R2 Only leading pantograph to be raised<br>R3 Diesel operation only |
| EA1270 | MIT | Kings Lynn Jn – Middleton towers | 0 | 22 | 3 | 44 | N | N | N | N | N | N | N | |
| EA1270 | DOC | Kings Lynn Jn – Kings Lynn Yard branch end | 0 | 22 | 0 | 00 | N | N | N | N | N | N | N | |
| EA1280 | SDC | Stratford Central Jn East – Temple Mills East Jn. (Via Platforms 11 & 12 at Stratford) | 3 | 76 | 4 | 45 | N | Y | N | Y | E | Y | Y | |
| EA1280 | SDC | Temple Mills East Jn – Coppermill Jn | 4 | 45 | 7 | 14 | N | Y | N | Y | E | Y | Y | R5 |
| EA1290 | TSE2 | Tottenham South Jn – Change of mileage | 5 | 41 | 5 | 54 | N | Y | N | Y | N | Y | Y | R1 |
| EA1290 | TSE1 | Change of mileage – South Tottenham East Jn | 6 | 22 | 5 | 73 | N | Y | N | Y | N | Y | Y | R1 |
| EA1300 | SSL | South Tottenham West Jn – Seven Sisters Jn | 0 | 13 | 0 | 00 | N | Y | N | Y | N | Y | Y | |
| EA1310 | BOK2 | Camden Road West Jn – Gospel Oak Jn | 0 | 00 | 1 | 10 | E | Y | N | E<br>R1 | E<br>R2 | E<br>R3 | E<br>R4 | R2 5-car or rear pantograph lowered operations only<br>R3 5-car operations only<br>R4 Only leading pantograph to be raised<br>R2 Single unit only in electric mode |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 700 | 710 | 717 | 720/1 & /5 | 720/6 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1310 | BOK2 | Gospel Oak Jn – Kensal Green Jn | 1 | 10 | 5 | 10 | E | Y | N | E<br>R1 | E<br>R2 | E<br>R3 | E<br>R4 | R1 5-car or rear pantograph lowered operations only<br>R2 5-car operations only<br>R3 Only leading pantograph to be raised<br>R1 Single unit only in electric mode |
| EA1310 | KGC | Kensal Green Jn – Route Boundary (MD155) (Harlesden Jn) | 0 | 00 | 0 | 21 | N | E | N | E | E<br>R1 | E<br>R2 | E<br>R3 | R1 5-car operations only<br>R2 Only leading pantograph to be raised<br>R1 Single unit only in electric mode |
| EA1310 | KGW | Kensal Green Jn – Route Boundary (MD150) (Willesden Suburban Jn) | 5 | 10 | 5 | 25 | N | Y | N | N | N | N | N | |
| EA1310 | BOK3 | Kensal Green Jn – Willesden High Level Jn | 5 | 10 | 5 | 48 | E | Y | N | EH | N | EH | EH | |
| EA1310 | WMB | Willesden High Level Jn – Route Boundary (MD160) (Mitre Bridge Jn) | 0 | 43 | 0 | 09 | E | N | N | N | N | N | N | |
| EA1310 | BOK4 | Willesden High Level Jn – Former Old Oak Jn (change of mileage) | 0 | 00 | 0 | 34 | N | Y | N | EH | N | EH | EH | |
| EA1310 | BOK4 | Former Old Oak Jn (change of mileage) – Acton Wells Jn (Connection EA1360) | 0 | 34 | 0 | 66 | N | Y | N | EH | N | EH | EH | |
| EA1310 | BOK5 | Acton Wells Jn (Connection to EA1360) – Acton Wells Jn (Connection to GW130) | 0 | 66 | 0 | 72 | N | Y | N | EH | N | EH | EH | |
| EA1310 | AWL | Acton Wells Jn – Route Boundary (GW130) (Acton East Jn) | 0 | 49 | 0 | 39 | N | | N | EH | N | EH | EH | |
| EA1310 | BOK5 | Acton Wells Jn (Connection to GW130) – Acton Central (Limit of AC) | 0 | 72 | 1 | 73 | N | Y | N | N | N | N | N | R2 |
| EA1310 | BOK5 | Acton Central (Limit of AC) – South Acton Jn | 1 | 73 | 2 | 52 | N | Y | N | N | N | N | N | |
| EA1310 | SAR1 | South Acton Jn – Gunnersbury Jn | 2 | 52 | 3 | 12 | N | Y | N | N | N | N | N | R3 |
| EA1310 | SAR2 | Gunnersbury Jn – Richmond | 9 | 72 | 12 | 39 | N | Y | N | N | N | N | N | R4 |
| EA1320 | CRC1/2 | Route Boundary (MD145) (Camden Jn) – Camden Road West Jn | 5 | 42 | 5 | 10 | E | Y | N | E | E<br>R1 | N | N | R1 5-car operations only |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 700 | 710 | 717 | 720/1 & /5 | 720/6 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1320 | BOK1 | Camden Road West Jn – Camden Road Central Jn | 5 | 10 | 4 | 64 | E<br>R1 | Y | N | E | E<br>R2 | E<br>R3<br>R4 | E<br>R4<br>R5 | R1 Prohibited Up East London and Down East London lines<br>R2 5-car operations only<br>R3 Only leading pantograph to be raised<br>R4 Prohibited Use of PTS:NL603B (Down)<br>R5 Single unit only in electric mode |
| EA1320 | CRF1 | Camden Road Central Jn – Route Boundary (LN115) (North London Incline) | 0 | 51 | 0 | 20 | N | E | N | N | N | E<br>R1 | E<br>R2 | R1 Only leading pantograph to be raised<br>Single unit only in electric mode |
| EA1320 | BOK1 | Camden Road Central Jn – Canonbury West Jn | 4 | 64 | 3 | 12 | E<br>R1 | Y | | E | E<br>R2 | E<br>R3 | E<br>R4 | R2 Prohibited Up East London and Down East London lines<br>R3 5-car operations only<br>R4 Only leading pantograph to be raised<br>R5 Single unit only in electric mode |
| EA1320 | CFP | Canonbury West Jn – Route Boundary (LN110) (Finsbury Park) | 3 | 12 | 3 | 20 | E | E | E | E | E<br>R1 | E<br>R2 | E<br>R3 | R1 5-car operations only<br>R2 Only leading pantograph to be raised<br>Single unit only in electric mode |
| EA1320 | BOK1 | Canonbury West Jn – Dalston Western Jn | 3 | 12 | 2 | 21 | E<br>R1 | Y | E | E | E<br>R2 | E<br>R3 | E<br>R4 | R2 Prohibited Up East London and Down East London lines<br>R3 5-car operations only<br>R4 Only leading pantograph to be raised<br>R5 Single unit only in electric mode |
| EA1320 | DWW1 | Dalston Western Jn - Navarino Road Jn (Change of Mileage) | 2 | 21 | 1 | 52 | E | Y | | E | E | | E<br>R1 | R1 Single unit only in electric mode |
| EA1320 | DWW2 | Navarino Road Jn (Change of Mileage) – Lea Jn | 1 | 11 | 3 | 19 | E | Y | | E | E | E<br>R1 | E<br>R2 | R1 Only leading pantograph to be raised<br>R1 Single unit only in electric mode |
| EA1320 | DWW2 | Lea Jn – Channelsea North Jn | 3 | 19 | 3 | 32 | N | Y | | E | E | E<br>R1 | E<br>R2 | R1 Only leading pantograph to be raised<br>R1 Single unit only in electric mode |
| EA1320 | DWW2 | Channelsea North Jn – Channelsea South Jn | 3 | 32 | 3 | 33 | N | Y | | Y | E | Y | Y | R1 |
| EA1320 | DWW2 | Channelsea South Jn – Stratford | 3 | 33 | 3 | 74 | N | Y | | | | | | |
| EA1325 | BOK1 | Limit of reversible working DNL – Network Rail Boundary (TFL ELL) | 3 | 38 | 2 | 17 | N | | | | | | | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 700 | 710 | 717 | 720/1 & /5 | 720/6 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1325 | ELL1 | Network Rail Boundary (TFL ELL) – Canal Jn **(TFL Infrastructure)** | 2 | 17 | 5 | 21 | N | R1 | | | | | | R6 Prohibited Westburne Road Jn (including Transfer Track) to Canal Jn |
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Up East London Line) **(TFL Infrastructure)** | 5 | 21 | 5 | 52 | N | | | | | | | R1 |
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Down East London Line) **(TFL Infrastructure)** | 5 | 21 | 5 | 73 | N | | | | | | | R6 |
| EA1325 | ELL2 | Canal Jn – Lewisham **(TFL Infrastructure)** | 5 | 21 | 5 | 78 | N | | | | | | | |
| EA1327 | ELL3 | Silwood Jn – ELL/Network Rail Boundary **(TFL Infrastructure)** | 4 | 66 | 5 | 51 | N | | | | | | | |
| EA1327 | ELL4 | ELL/Network Rail Boundary – Old Kent Road Jn (SO680) | 2 | 23 | 2 | 32 | N | | | | | | | |
| EA1330 | BOK 5 | South Acton Jn – Kew East Jn | 2 | 52 | 3 | 27 | N | | | | | | | |
| EA1330 | NKE1 | Kew East Jn – Route Boundary (SW230) (New Kew Jn) | 3 | 27 | 3 | 39 | N | | | | | | | |
| EA1330 | BOK5 | Kew East Jn – Route Boundary (SW230) (Old Kew Jn) | 3 | 27 | 3 | 61 | N | | | | | | | |
| EA1340 | LLS2 | Lea Jn – High Meads Jn | 0 | 51 | 0 | 65 | N | E | | E | E | EH | E R1 | Diesel operation only |
| EA1350 | CHM | Channelsea North Jn – High Meads Jn | 0 | 00 | 0 | 15 | N | Y | | Y | E | Y | Y | |
| EA1350 | LLS1 | High Meads Jn – Temple Mills East Jn | 0 | 15 | 0 | 59 | N | E | | Y | E | Y | Y | |
| EA1360 | CAW | Route Boundary (LN3219) (Cricklewood Curve Jn) – Dudding Hill Jn | 5 | 72 | 6 | 04 | N | | | | | | | |
| EA1360 | BDH | Route Boundary (LN3222) (Brent Curve Jn) – Dudding Hill Jn | 0 | 54 | 1 | 03 | N | | | | | | | |
| EA1360 | CAW | Dudding Hill Jn – Neasden Jn | 6 | 04 | 7 | 02 | N | | | | | | | |
| EA1360 | NJN | Neasden Jn – Route Boundary (MD715) (Neasden South Jn) | 6 | 56 | 6 | 51 | N | | | | | | | |
| EA1360 | CAW | Neasden Jn – Acton Canal Wharf Jn | 7 | 02 | 8 | 45 | N | | | | | | | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 700 | 710 | 717 | 720/1 & /5 | 720/6 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1360 | ACW | Acton Canal Wharf Jn – Route Boundary (MD170) (Willesden Jn) | 0 | 35 | 0 | 11 | N | E | | | | | | |
| EA1360 | CAW | Acton Canal Wharf Jn – Acton Wells Jn (Change of Mileage) | 8 | 45 | 8 | 77 | N | E | | | | | | |
| EA1360 | WAW | Acton Wells Jn (Change of Mileage) – Route Boundary (MD167) (Willesden West London Jn) | 6 | 19 | 6 | 76 | N | | | E | | | | |
| EA1360 | CAW | Acton Wells Jn (Change of Mileage) – Acton Wells Jn | 0 | 63 | 0 | 66 | N | | | E | | | | |
| EA1370 | GOJ | Gospel Oak Jn – Junction Rd Jn | 0 | 00 | 0 | 58 | N | Y | | | | | | R2 |
| EA1370 | JRT2 | Junction Rd Jn – Route Boundary (LN3210) (Carlton Rd Jn) | 2 | 42 | 2 | 38 | E<br>R1 | | | | | | | R2 OPPOS Up or Down Tottenham through Tottenham North Curve Tunnel No.2 (Carlton Rd Jn - Junction Road Jn) |
| EA1370 | TAH1 | Junction Rd Jn – Harringay Park Jn | 2 | 42 | 4 | 15 | E | Y | | | | | | R1 |
| EA1370 | HPW | Harringay Park Jn – Route Boundary (LN165) (Harringay Jn) | 0 | 25 | 0 | 14 | E | Y | | | | | | R1 |
| EA1370 | TAH1 | Harringay Park Jn – South Tottenham West Jn | 4 | 15 | 5 | 65 | N | Y | | | | | | R1 |
| EA1370 | TAH1 | South Tottenham West Jn – South Tottenham East Jn | 5 | 65 | 5 | 73 | N | Y | | Y | | Y | Y | R1 |
| EA1370 | TAH2 | South Tottenham East Jn – Woodgrange Park Jn | 5 | 73 | 11 | 79 | N | Y | | | | | | |
| EA1370 | TAH3 | Woodgrange Park Jn – Barking Station Jn | 11 | 79 | 13 | 12 | N | Y | | Y | Y | EH | E<br>R1 | Diesel operation only |
| EA1370 | TAH3 | Barking Station Jn – Barking Tilbury Jn West | 13 | 12 | 13 | 42 | N | Y | | | | EH | E<br>R1 | Diesel operation only |
| EA1370 | TAH4 | Barking Station Jn – Barking Platform 1 | 13 | 12 | 13 | 62 | N | Y | | Y | Y | EH | EH | R2 |
| EA1380 | FSS1 | Fenchurch Street – Gas Factory Jn | 0 | 00 | 2 | 57 | N | | | | R1 | | | Prohibited Fenchurch Street platform 3 with crush deflated suspension |
| EA1380 | FSS1 | Gas Factory Jn – East Ham Depot | 2 | 57 | 6 | 18 | N | E | | | Y | | | |
| EA1380 | FSS1 | East Ham Depot – Barking Tilbury Jn West | 6 | 18 | 7 | 33 | N | E | | | Y | EH<br>R1 | E<br>R1<br>R2 | R1 Prohibited East Ham Depot to East Ham Inlet Line Jn (6m 22ch)<br>Diesel operation only |
| EA1380 | FSS2 | Barking Tilbury Jn West – Barking Tilbury Jn East | 7 | 33 | 7 | 60 | N | Y | | | Y | EH | E<br>R1 | Diesel operation only |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 700 | 710 | 717 | 720/1 & /5 | 720/6 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1380 | FSS2 | Barking Tilbury Jn East – Upminster | 7 | 60 | 15 | 20 | N | E<br>R1 | | | Y | | | R2 Prohibited Upney Jn to Upminster |
| EA1380 | FSS2 | Upminster – Southend Central | 15 | 20 | 35 | 55 | N | | | | Y | | | R1 |
| EA1380 | FSS3 | Southend Central – Shoeburyness | 35 | 55 | 39 | 40 | N | | | | R1 | | | R2 Prohibited Southend Central platforms 1, 2 & 4 with crush deflated suspension |
| EA1390 | TLL | Barking Tilbury Line Jn East – Former Tilbury West Jn | 7 | 60 | 22 | 06 | N | Y | | | Y | EH<br>R1 | E<br>R1<br>R2 | R1 Prohibited Ripple Lane Exchange Sidings to Former Tilbury West Jn<br>R1 Diesel operation only |
| EA1390 | TLL | Former Tilbury West Jn – Pitsea Jn | 22 | 06 | 32 | 43 | N | Y | | | | | | R2 |
| EA1400 | GFB | Gas Factory Jn – Bow Jn | 2 | 57 | 3 | 47 | N | | | | Y | | | |
| EA1410 | FSS2 | Upminster – Upminster East Jn | 15 | 20 | 15 | 39 | N | | | | | | | |
| EA1410 | UPG | Upminster East Jn – West Thurrock Jn | 0 | 00 | 6 | 56 | N | | | | Y | | | |
| EA1420 | THN | Thames Haven Jn – Thames Haven | 26 | 41 | 30 | 18 | N | | | | | | | |
| EA1430 | ESK | East Suffolk Jn – Westerfield Jn | 69 | 41 | 73 | 23 | N | | | | | H | Y | |
| EA1430 | ESK | Westerfield Jn – Oulton Broad North Jn | 73 | 23 | 116 | 27 | N | | | | | H<br>R1 | R1 | 10mph Access/Exit to Hay Sidings PTS:906A |
| EA1440 | FEL | Westerfield Jn – Felixstowe Beach Jn | 73 | 23 | 83 | 57 | N | | | | | H | Y | |
| EA1440 | FEL | Felixstowe Beach Jn – Felixstowe town | 83 | 57 | 84 | 30 | N | | | | | H | Y | |
| EA1450 | TFN | Trimley – Port of Felixstowe North Quay Terminal | 0 | 00 | 0 | 18 | N | | | | | | | |
| EA1460 | FED | Felixstowe Beach Jn – Felixstowe Beach | 83 | 57 | 86 | 34 | N | | | | | | | |
| EA1470 | NOL | Thorpe Jn – Limit of Electrification | 0 | 09 | 0 | 79 | N | | | Y | | E | Y<br>R1 | Diesel operation only |
| EA1470 | NOL | Limit of Electrification – Reedham Jn | 0 | 79 | 12 | 34 | N | | | | | H | Y<br>R1 | Diesel operation only |
| EA1470 | NOL | Reedham Jn – Lowestoft | 12 | 34 | 23 | 41 | N | | | | | H | Y<br>R1 | Diesel operation only |
| EA1480 | WHC1 | Whitlingham Jn – North Walsham (End of Station Loop) | 1 | 69 | 16 | 30 | N | | | | | H | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 700 | 710 | 717 | 720/1 & /5 | 720/6 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1480 | WHC1 | North Walsham (End of Station Loop) – Change of Mileage (Site of Former Roughton Road Jn) | 16 | 30 | 24 | 00 | N | | | | | H | Y | |
| EA1480 | WHC2 | Change of Mileage (Site of Former Roughton Road Jn) – Change of Mileage (Site of Former Runton East Jn) | 11 | 54 | 13 | 48 | N | | | | | H | Y | |
| EA1480 | WHC3 | Change of Mileage (Site of Former Runton East Jn) – Cromer | 45 | 64 | 46 | 42 | N | | | | | H | Y | |
| EA1490 | CRS | Cromer Jn – Network Rail Boundary (North Norfolk Railway) | 46 | 27 | 42 | 69 | N | | | | | H | Y | |
| EA1500 | NAY | Brundall Jn – Yarmouth Via Acle | 5 | 72 | 18 | 29 | N | | | | | H | Y | |
| EA1500 | RBY | Breydon Access No24 LC (EA1510) – Yarmouth | 19 | 13 | 20 | 45 | N | | | | | H | Y | |
| EA1510 | RBY | Reedham Jn – Breydon Access No24 LC | 12 | 34 | 19 | 13 | N | | | | | H | Y | |
| EA1520 | SIZ | Saxmundham Jn – Sizewell | 91 | 40 | 95 | 79 | N | | | | | | | |
| EA1530 | CCH | Coldham Lane Jn – Haughley Jn | 0 | 23 | 40 | 49 | N | | | | | H | Y | |
| EA1540 | SOB1 | Chippenham Jn – Site of Former Snailwell Jn | 0 | 63 | 0 | 00 | N | | | | | H | Y | |
| EA1540 | SOB2 | Site of Former Snailwell Jn – Ely Dock Jn | 1 | 54 | 12 | 33 | N | | | | | H | Y | |
| EA1550 | EWC | Ely North Jn – Ely West Jn (Ely West Curve) | 71 | 63 | 72 | 63 | N | | | | | H | Y | |
| EA1560 | EMP | Ely North Jn – Ely West Jn | 71 | 63 | 72 | 39 | N | | | | | H | Y | |
| EA1560 | EMP | Ely West Jn – Route Boundary (LN135) (Peterborough) | 72 | 39 | 98 | 40 | N | | | | | H | Y | |
| EA1570 | WIG | March East Jn – Whitemoor Jn | 85 | 78 | 86 | 18 | N | | | | | EH | E | |
| EA1570 | MWL | March West Jn – Whitemoor Jn | 0 | 00 | 0 | 13 | N | | | | | EH | E | |
| EA1570 | WIG | Whitemoor Jn – Wisbech | 86 | 18 | 93 | 60 | N | | | | | | | Line out of use (temporarily) |
| EA1580 | ETN | Ely North Jn – Trowse Jn | 71 | 72 | 123 | 00 | N | | | | | H | Y | |
| EA1744 | BFC | Europa Jn – Boss Hall Jn | 0 | 00 | 0 | 63 | N | | | | | H | Y | |

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## Table D3 – Route clearance of DBSO / coaching stock

**Last Updated: 18/03/2023**

To be read in conjunction with General Notes.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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# Table D4A – Route clearance of locomotives

**Last Updated: 03/06/2023**

To be read in conjunction with General Notes.

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1 31/6 | 31/4 | 33 | 37/0 37/3 37/4 37/6 | 37/5 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1010 | LTN1 | Liverpool Street platforms 1-10 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | 8 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 Liverpool Street platforms 8 -10 diesel traction see Sectional Appendix Local Instructions |
| EA1010 | LVS | Liverpool Street platforms 11-17 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | 8 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 Liverpool Street platforms 11-18 diesel traction see Sectional Appendix Local Instructions |
| EA1010 | LTN1 | Liverpool St (L) IECC – Bethnal Green East Jn | 0 | 22 | 1 | 10 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1010 | LTN1 | Bethnal Green East Jn – Mile End | 1 | 10 | 2 | 02 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1010 | LTN1 | Mile End – Bow Jn | 2 | 02 | 2 | 74 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1010 | LTN1 | Bow Jn – Carpenters Road South Jn | 2 | 74 | 3 | 54 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1010 | LTN1 | Carpenters Road South Jn – Stratford Central Jn West | 3 | 54 | 3 | 70 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1010 | LTN1 | Stratford Central Jn West – Stratford Central Jn East | 3 | 70 | 3 | 75 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1010 | LTN1 | Stratford Central Jn East – Forest Gate Jn | 3 | 75 | 5 | 63 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1010 | LTN1 | Forest Gate Jn – Ilford Depot London End | 5 | 63 | 7 | 63 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1010 | LTN1 | Ilford Depot London End – Seven Kings | 7 | 63 | 8 | 45 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1011 | LTN1 | Seven Kings – Romford Jn | 8 | 45 | 12 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1011 | LTN1 | Romford Jn – Shenfield Jn | 12 | 39 | 20 | 22 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1011 | LTN1 | Shenfield Jn – Witham Jn | 20 | 22 | 38 | 55 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1011 | LTN1 | Witham Jn – Marks Tey Jn | 38 | 55 | 46 | 49 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1011 | LTN1 | Marks Tey Jn – Colchester Jn | 46 | 49 | 51 | 65 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1011 | LTN1 | Colchester Jn – Manningtree South Jn | 51 | 65 | 59 | 46 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1011 | LTN1 | Manningtree South Jn – Manningtree North Jn | 59 | 46 | 59 | 69 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1011 | LTN1 | Manningtree North Jn – Ipswich | 59 | 69 | 68 | 59 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1012 | LTN1 | Ipswich – East Suffolk Jn | 68 | 59 | 69 | 41 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1012 | LTN1 | East Suffolk Jn – Trowse Jn (EA1013) | 69 | 41 | 113 | 68 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1013 | LTN2 | Trowse Jn – Trowse Swing Bridge | 123 | 00 | 123 | 37 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1013 | NCW | Trowse Swing Bridge – Wensum Jn (EA1470 / ELR NOL 0m 60ch) via Through Sidings / Wensum Curve | 0 | 00 | 0 | 28 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1013 | LTN2 | Trowse Swing Bridge – Norwich | 123 | 37 | 124 | 09 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1020 | CNS | Carpenters Rd South Jn – Carpenters Rd North Jn | 1 | 12 | 0 | 70 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1030 | FGW | Forest Gate Jn – Woodgrange Park Jn | 0 | 00 | 0 | 31 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1040 | ROU | Romford – Upminster | 0 | 00 | 3 | 30 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1050 | SSV | Shenfield Jn – Southend Victoria | 20 | 22 | 41 | 42 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1060 | WIS | Wickford Jn – Southminster | 29 | 13 | 45 | 42 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1070 | BRA | Witham – Braintree | 24 | 15 | 17 | 71 | 6 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1080 | SUD | Marks Tey Jn – Sudbury | 45 | 53 | 58 | 32 | 6 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1090 | COC | Colchester Jn – Clacton | 52 | 28 | 69 | 56 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1100 | STB | East Gate Jn – Colne Jn | 53 | 14 | 53 | 30 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1100 | CTH | Hythe Jn – Colne Jn | 0 | 22 | 0 | 00 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1100 | STB | Colne Jn – Colchester Town | 53 | 30 | 53 | 76 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1110 | TWN | Thorpe-Le-Soken Jn – Walton-On-Naze | 65 | 19 | 70 | 15 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1120 | MAH | Manningtree South Jn – Manningtree East Jn | 59 | 35 | 59 | 67 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1120 | NTE | Manningtree North Jn – Manningtree East Jn | 0 | 00 | 0 | 24 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1120 | MAH | Manningtree East Jn – Harwich International Port | 59 | 67 | 68 | 72 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1120 | MAH | Harwich International Port – Harwich town | 68 | 72 | 70 | 61 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1130 | GRW | Halifax Jn – Griffin Wharf Boundary | 0 | 00 | 0 | 47 | 8 | Y | Y | Y | Y | Y | Y | R1 | R1 | R1 Prohibited if fitted with roof horns |
| EA1150 | CST | Channelsea South Jn – Stratford Central Jn West | 0 | 29 | 0 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1160 | BGK | Bethnal Green East Jn – Reading Lane Jn | 1 | 10 | 2 | 55 | 4 | R1 R2 | R1 R2 | R1 R2 | R1 R2 | R1 R2 | R1 R2 | R1 R2 | R1 R2 | R1 10mph maximum speed except for movements permitted by R2<br>R2 Single light engines and/or single headed locomotives hauled passenger and infrastructure measurement trains are permitted to run at line speed subject to the following restrictions:<br>**Fast lines**<br>20mph over Bridge 1361 (02m 38ch)<br>**Suburban lines**<br>20mph over Bridge 1337 (01m 20ch)<br>NC/G1/2010/CP-RA/EA001V until 31 March 2024 |
| EA1160 | BGK | Reading Lane Jn – Hackney Downs North Jn | 2 | 55 | 3 | 04 | 4 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 10mph maximum speed |
| EA1160 | BGK | Hackney Downs North Jn – Coppermill Jn | 3 | 04 | 4 | 74 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1160 | BGK | Coppermill Jn – Tottenham South Jn | 4 | 74 | 5 | 41 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1160 | BGK | Tottenham South Jn – Bishops Stortford (Cannons Mill Lane Footpath LC (R/G-X) | 5 | 41 | 31 | 31 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1161 | BGK | (Cannons Mill Lane Footpath LC (R/G-X) Stansted Mountfitchet – Shepreth Branch Jn | 31 | 31 | 53 | 06 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1161 | BGK | Shepreth Branch Jn – Ely Dock Jn | 53 | 06 | 69 | 79 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1161 | BGK | Ely Dock Jn – Ely North Jn | 69 | 79 | 71 | 68 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1162 | BGK | Ely North Jn – Kings Lynn | 71 | 68 | 96 | 75 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1170 | HDT | Hackney Downs North Jn – Seven Sisters Jn | 3 | 04 | 5 | 70 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1170 | HDT | Seven Sisters Jn – Bury Street Jn | 5 | 70 | 9 | 20 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1170 | ENT | Bury Street Jn – Enfield Town (NOT ON D5) | 9 | 20 | 10 | 55 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1180 | GRE | Reading Lane Jn – Navarino Road Jn (Graham Rd Curve) | 2 | 55 | 2 | 79 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1190 | HDT | Bury Street Jn – Cheshunt Jn | 9 | 20 | 14 | 28 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1200 | CJC | Clapton Jn – Chingford | 4 | 37 | 10 | 33 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1210 | HEB | Broxbourne Jn – Hertford East | 18 | 35 | 24 | 19 | 9 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1220 | TLA | Stansted South Jn – Stansted East Jn | 33 | 54 | 34 | 26 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1220 | TEN | Stansted North Jn – Stansted East Jn | 0 | 00 | 0 | 49 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1220 | TLA | Stansted East Jn –Stansted Airport | 34 | 26 | 36 | 67 | 8 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 Stansted Airport platforms 1 and 3 diesel traction see Sectional Appendix Local Instructions |
| EA1230 | SBR | Route Boundary (LN125) (Royston) – Shepreth Branch Jn | 45 | 60 | 55 | 26 | 9 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1270 | MIT | Kings Lynn Jn – Middleton towers | 0 | 22 | 3 | 44 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1270 | MIT | Kings Lynn Jn – Kings Lynn Yard branch end | 0 | 22 | 0 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1280 | SDC | Stratford Central Jn East – Temple Mills East Jn. (Via Platforms 11 & 12 at Stratford) | 3 | 76 | 4 | 45 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1280 | SDC | Temple Mills East Jn – Coppermill Jn | 4 | 45 | 7 | 14 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1290 | TSE2 | Tottenham South Jn – Change of mileage | 5 | 41 | 5 | 54 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1290 | TSE1 | Change of mileage – South Tottenham East Jn | 6 | 22 | 5 | 73 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1300 | SSL | South Tottenham West Jn – Seven Sisters Jn | 0 | 13 | 0 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK2 | Camden Road West Jn – Gospel Oak Jn | 0 | 00 | 1 | 10 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK2 | Gospel Oak Jn – Kensal Green Jn | 1 | 10 | 5 | 10 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | KGC | Kensal Green Jn – Route Boundary (MD155) (Harlesden Jn) | 0 | 00 | 0 | 21 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | KGW | Kensal Green Jn – Route Boundary (MD150) (Willesden Suburban Jn) | 5 | 10 | 5 | 25 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK3 | Kensal Green Jn – Willesden High Level Jn | 5 | 10 | 5 | 48 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | WMB | Willesden High Level Jn – Route Boundary (MD160) (Mitre Bridge Jn) | 0 | 43 | 0 | 09 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK4 | Willesden High Level Jn – Former Old Oak Jn (change of mileage) | 0 | 00 | 0 | 34 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK4 | Former Old Oak Jn (change of mileage) – Acton Wells Jn (Connection EA1360) | 0 | 34 | 0 | 66 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK5 | Acton Wells Jn (Connection to EA1360) – Acton Wells Jn (Connecton to GW130) | 0 | 66 | 0 | 72 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | AWL | Acton Wells Jn – Route Boundary (GW130) (Acton East Jn) | 0 | 49 | 0 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1310 | BOK5 | Acton Wells Jn (Connecton to GW130) – Acton Central (Limit of AC) | 0 | 72 | 1 | 73 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK5 | Acton Central (Limit of AC) – South Acton Jn | 1 | 73 | 2 | 52 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | SAR1 | South Acton Jn – Gunnersbury Jn | 2 | 52 | 3 | 12 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | SAR2 | Gunnersbury Jn – Richmond | 9 | 72 | 12 | 39 | 4 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 10mph over River Thames Bridge No. 29 (10m 48ch between Gunnersbury and Kew Gardens) |
| EA1320 | CRC1/2 | Route Boundary (MD145) (Camden Jn) – Camden Road West Jn | 5 | 42 | 5 | 10 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | BOK1 | Camden Road West Jn – Camden Road Central Jn | 5 | 10 | 4 | 64 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | CRF1 | Camden Road Central Jn – Route Boundary (LN115) (North London Incline) | 0 | 51 | 0 | 20 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | BOK1 | Camden Road Central Jn – Canonbury West Jn | 4 | 64 | 3 | 12 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | CFP | Canonbury West Jn – Route Boundary (LN110) (Finsbury Park) | 3 | 12 | 3 | 20 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | BOK1 | Canonbury West Jn – Dalston Western Jn | 3 | 12 | 2 | 21 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | DWW1 | Dalston Western Jn - Navarino Road Jn (Change of Mileage) | 2 | 21 | 1 | 52 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | DWW2 | Navarino Road Jn (Change of Mileage) – Lea Jn | 1 | 11 | 3 | 19 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | DWW2 | Lea Jn – Channelsea North Jn | 3 | 19 | 3 | 32 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | DWW2 | Channelsea North Jn – Channelsea South Jn | 3 | 32 | 3 | 33 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | DWW2 | Channelsea South Jn – Stratford | 3 | 33 | 3 | 74 | 8 | N | N | N | N | N | N | N | N | |
| EA1325 | BOK1 | Limit of reversible working DNL – Network Rail Boundary (TFL ELL) | 3 | 38 | 2 | 17 | 8 | N | N | N | N | N | N | N | N | |
| EA1325 | ELL1 | Network Rail Boundary (TFL ELL) – Canal Jn **(TFL Infrastructure)** | 2 | 17 | 5 | 21 | 8 | N | N | N | E<br>R1<br>R2<br>R3 | E<br>R1<br>R2<br>R3 | N | E<br>R1<br>R2<br>R3<br>R4 | N | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Prohibited North of EL264 (5M9Ch)<br>R3 Not to exceed 25mph, 10mph on sections EL266-EL264 (UP) and EL264-Canal Jn (DN)<br>CLASS 37/0 ONLY |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Up East London Line) **(TFL Infrastructure)** | 5 | 21 | 5 | 52 | 8 | N | N | N | E<br>R1<br>R2 | E<br>R1<br>R2 | N | E<br>R1<br>R2<br>R3 | N | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Not to exceed 25mph<br>CLASS 37/0 ONLY |
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Down East London Line) **(TFL Infrastructure)** | 5 | 21 | 5 | 73 | 8 | N | N | N | E<br>R1<br>R2 | E<br>R1<br>R2 | N | E<br>R1<br>R2<br>R3 | N | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Not to exceed 25mph, 5mph through station platform and 10mph on section Canal Jn-131points (DN)<br>CLASS 37/0 ONLY |
| EA1325 | ELL2 | Canal Jn – Lewisham **(TFL Infrastructure)** | 5 | 21 | 5 | 78 | 8 | N | N | N | N | N | N | N | N | |
| EA1327 | ELL3 | Silwood Jn – ELL/Network Rail Boundary **(TFL Infrastructure)** | 4 | 66 | 5 | 51 | 8 | N | N | N | N | N | N | N | N | |
| EA1327 | ELL4 | ELL/Network Rail Boundary – Old Kent Road Jn (SO680) | 2 | 23 | 2 | 32 | 8 | N | N | N | N | N | N | N | N | |
| EA1330 | BOK 5 | South Acton Jn – Kew East Jn | 2 | 52 | 3 | 27 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1330 | NKE1 | Kew East Jn – Route Boundary (SW230) (New Kew Jn) | 3 | 27 | 3 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1330 | BOK5 | Kew East Jn – Route Boundary (SW230) (Old Kew Jn) | 3 | 27 | 3 | 61 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1340 | LLS2 | Lea Jn – High Meads Jn | 0 | 51 | 0 | 65 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1350 | CHM | Channelsea North Jn – High Meads Jn | 0 | 00 | 0 | 15 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1350 | LLS1 | High Meads Jn – Temple Mills East Jn | 0 | 15 | 0 | 59 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | CAW | Route Boundary (LN3219) (Cricklewood Curve Jn) – Dudding Hill Jn | 5 | 72 | 6 | 04 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | BDH | Route Boundary (LN3222) (Brent Curve Jn) – Dudding Hill Jn | 0 | 54 | 1 | 03 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | CAW | Dudding Hill Jn – Neasden Jn | 6 | 04 | 7 | 02 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | NJN | Neasden Jn – Route Boundary (MD715) (Neasden South Jn) | 6 | 56 | 6 | 51 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | CAW | Neasden Jn – Acton Canal Wharf Jn | 7 | 02 | 8 | 45 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | ACW | Acton Canal Wharf Jn – Route Boundary (MD170) (Willesden Jn) | 0 | 35 | 0 | 11 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1360 | CAW | Acton Canal Wharf Jn – Acton Wells Jn (Change of Mileage) | 8 | 45 | 8 | 77 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | WAW | Acton Wells Jn (Change of Mileage) – Route Boundary (MD167) Willesden West London Jn) | 6 | 19 | 6 | 76 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | CAW | Acton Wells Jn (Change of Mileage) – Acton Wells Jn | 0 | 63 | 0 | 66 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | GOJ | Gospel Oak Jn – Junction Rd Jn | 0 | 00 | 0 | 58 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | JRT2 | Junction Rd Jn – Route Boundary (LN3210) (Carlton Rd Jn) | 2 | 42 | 2 | 38 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH1 | Junction Rd Jn – Harringay Park Jn | 2 | 42 | 4 | 15 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | HPW | Harringay Park Jn – Route Boundary (LN165) (Harringay Jn) | 0 | 25 | 0 | 14 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH1 | Harringay Park Jn – South Tottenham West Jn | 4 | 15 | 5 | 65 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH1 | South Tottenham West Jn – South Tottenham East Jn | 5 | 65 | 5 | 73 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH2 | South Tottenham East Jn – Woodgrange Park Jn | 5 | 73 | 11 | 79 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH3 | Woodgrange Park Jn – Barking Station Jn | 11 | 79 | 13 | 12 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH3 | Barking Station Jn – Barking Tilbury Jn West | 13 | 12 | 13 | 42 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH4 | Barking Station Jn – Barking Platform 1 | 13 | 12 | 13 | 62 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1380 | FSS1 | Fenchurch Street – Gas Factory Jn | 0 | 00 | 2 | 57 | 3 | R1<br>R2 | N | R1<br>R2 | R1<br>R2 | R1<br>R2 | R1<br>R2 | R1<br>R2 | R1<br>R2 | R1 OPPOS and 10mph over bridge No. 590 between 1m 79ch and 2m 00ch<br>R2 OPPOS and 10mph over Bridge Nos. 506 – 508 on Fast Lines between 0m 43ch and 0m 56ch |
| EA1380 | FSS1 | Gas Factory Jn – East Ham Depot | 2 | 57 | 6 | 18 | 3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1 25mph over bridge 25 (3m 09ch) (Up and Down Lines)<br>R2 25mph over bridge 39 (4m 01ch) (Down Line only)<br>R3 25mph over bridge 40 (4m 02ch) (Down Line only) |
| EA1380 | FSS1 | East Ham Depot – Barking Tilbury Jn West | 6 | 18 | 7 | 33 | 3 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1380 | FSS2 | Barking Tilbury Jn West – Barking Tilbury Jn East | 7 | 33 | 7 | 60 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1380 | FSS2 | Barking Tilbury Jn East – Upminster | 7 | 60 | 15 | 20 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1380 | FSS2 | Upminster – Southend Central | 15 | 20 | 35 | 55 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1380 | FSS3 | Southend Central – Shoeburyness | 35 | 55 | 39 | 40 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1390 | TLL | Barking Tilbury Line Jn East – Former Tilbury West Jn | 7 | 60 | 22 | 06 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1390 | TLL | Former Tilbury West Jn – Pitsea Jn | 22 | 06 | 32 | 43 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1400 | GFB | Gas Factory Jn – Bow Jn | 2 | 57 | 3 | 47 | 3 | Y | N | Y | Y | Y | Y | R1 | Y | R1 Classes 37/3, 37/4. 37/6 prohibited |
| EA1410 | FSS2 | Upminster – Upminster East Jn | 15 | 20 | 15 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1410 | UPG | Upminster East Jn – West Thurrock Jn | 0 | 00 | 6 | 56 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1420 | THN | Thames Haven Jn – Thames Haven | 26 | 41 | 30 | 18 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1430 | ESK | East Suffolk Jn – Westerfield Jn | 69 | 41 | 73 | 23 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1430 | ESK | Westerfield Jn – Oulton Broad North Jn | 73 | 23 | 116 | 27 | 7 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 20mph over Bridge 429 River Deben (81m 73ch – 81m 76ch) NC/G1/2016/ANG/005 until 31 March 2024 |
| EA1440 | FEL | Westerfield Jn – Felixstowe Beach Jn | 73 | 23 | 83 | 57 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1440 | FEL | Felixstowe Beach Jn – Felixstowe town | 83 | 57 | 84 | 30 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1450 | TFN | Trimley – Port of Felixstowe North Quay Terminal | 0 | 00 | 0 | 18 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1460 | FED | Felixstowe Beach Jn – Felixstowe Beach | 83 | 57 | 86 | 34 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1470 | NOL | Thorpe Jn – Limit of Electrification | 0 | 09 | 0 | 79 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1470 | NOL | Limit of Electrification – Reedham Jn | 0 | 79 | 12 | 34 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1470 | NOL | Reedham Jn – Lowestoft | 12 | 34 | 23 | 41 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1480 | WHC 1 | Whitlingham Jn – North Walsham (End of Station Loop) | 1 | 69 | 16 | 30 | 6 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1480 | WHC 1 | North Walsham (End of Station Loop) – Change of Mileage (Site of Former Roughton Road Jn) | 16 | 30 | 24 | 00 | 6 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1480 | WHC 2 | Change of Mileage (Site of Former Roughton Road Jn) – Change of Mileage (Site of Former Runton East Jn) | 11 | 54 | 13 | 48 | 6 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1480 | WHC 3 | Change of Mileage (Site of Former Runton East Jn) – Cromer | 45 | 64 | 46 | 42 | 6 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1490 | CRS | Cromer Jn – Network Rail Boundary (North Norfolk Railway) | 46 | 27 | 42 | 69 | 6 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1500 | NAY | Brundall Jn – Yarmouth Via Acle | 5 | 72 | 18 | 29 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1500 | RBY | Breydon Access No24 LC (EA1510) – Yarmouth | 19 | 13 | 20 | 45 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1510 | RBY | Reedham Jn – Breydon Access No24 LC | 12 | 34 | 19 | 13 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1520 | SIZ | Saxmundham Jn – Sizewell | 91 | 40 | 95 | 79 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1530 | CCH | Coldham Lane Jn – Haughley Jn | 0 | 23 | 40 | 49 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1540 | SOB1 | Chippenham Jn – Site of Former Snailwell Jn | 0 | 63 | 0 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1540 | SOB2 | Site of Former Snailwell Jn – Ely Dock Jn | 1 | 54 | 12 | 33 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1550 | EWC | Ely North Jn – Ely West Jn (Ely West Curve) | 71 | 63 | 72 | 63 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1560 | EMP | Ely North Jn – Ely West Jn | 71 | 63 | 72 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1560 | EMP | Ely West Jn – Route Boundary (LN135) (Peterborough) | 72 | 39 | 98 | 40 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1570 | WIG | March East Jn – Whitemoor Jn | 85 | 78 | 86 | 18 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1570 | MWL | March West Jn – Whitemoor Jn | 0 | 00 | 0 | 13 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1570 | WIG | Whitemoor Jn – Wisbech | 86 | 18 | 93 | 60 | 6 | N | N | N | N | N | N | N | N | Line out of use (temporarily) |
| EA1580 | ETN | Ely North Jn – Trowse Jn | 71 | 72 | 123 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1744 | BFC | Europa Jn – Boss Hall Jn | 0 | 00 | 0 | 63 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | |

# Table D4B – Route clearance of locomotives

**Last Updated: 03/06/2023**

To be read in conjunction with General Notes.

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 37/7 37/9 | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1010 | LTN1 | Liverpool Street platforms 1-10 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | 8 | R1 | N | R1 | R1 | R1 | R1 | R1 | R1 | R1 Liverpool Street platforms 8-10 diesel traction see Sectional Appendix Local Instructions |
| EA1010 | LVS | Liverpool Street platforms 11-18 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | 8 | R1 | N | R1 | R1 | R1 | R1 | R1 | R1 | R1 Liverpool Street platforms 10-18 diesel traction see Sectional Appendix Local Instructions |
| EA1010 | LTN1 | Liverpool St (L) IECC – Bethnal Green East Jn | 0 | 22 | 1 | 10 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1010 | LTN1 | Bethnal Green East Jn – Mile End | 1 | 10 | 2 | 02 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1010 | LTN1 | Mile End – Bow Jn | 2 | 02 | 2 | 74 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1010 | LTN1 | Bow Jn – Carpenters Road South Jn | 2 | 74 | 3 | 54 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1010 | LTN1 | Carpenters Road South Jn – Stratford Central Jn West | 3 | 54 | 3 | 70 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1010 | LTN1 | Stratford Central Jn West – Stratford Central Jn East | 3 | 70 | 3 | 75 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1010 | LTN1 | Stratford Central Jn East – Forest Gate Jn | 3 | 75 | 5 | 63 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1010 | LTN1 | Forest Gate Jn – Ilford Depot London End | 5 | 63 | 7 | 63 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1010 | LTN1 | Ilford Depot London End – Seven Kings | 7 | 63 | 8 | 45 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1011 | LTN1 | Seven Kings – Romford Jn | 8 | 45 | 12 | 39 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1011 | LTN1 | Romford Jn – Shenfield Jn | 12 | 39 | 20 | 22 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1011 | LTN1 | Shenfield Jn – Witham Jn | 20 | 22 | 38 | 55 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1011 | LTN1 | Witham Jn – Marks Tey Jn | 38 | 55 | 46 | 49 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1011 | LTN1 | Marks Tey Jn – Colchester Jn | 46 | 49 | 51 | 65 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1011 | LTN1 | Colchester Jn – Manningtree South Jn | 51 | 65 | 59 | 46 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1011 | LTN1 | Manningtree South Jn – Manningtree North Jn | 59 | 46 | 59 | 69 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1011 | LTN1 | Manningtree North Jn – Ipswich | 59 | 69 | 68 | 59 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1012 | LTN1 | Ipswich – East Suffolk Jn | 68 | 59 | 69 | 41 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1012 | LTN1 | East Suffolk Jn – Trowse Jn (EA1013) | 69 | 41 | 113 | 68 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |

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| EA1013 | LTN2 | Trowse Jn – Trowse Swing Bridge | 123 | 00 | 123 | 37 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1013 | NCW | Trowse Swing Bridge – Wensum Jn (EA1470 / ELR NOL 0m 60ch) via Through Sidings / Wensum Curve | 0 | 00 | 0 | 28 | 8 | Y | N | Y | N | Y | N | Y | Y | |
| EA1013 | LTN2 | Trowse Swing Bridge – Norwich | 123 | 37 | 124 | 09 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1020 | CNS | Carpenters Rd South Jn – Carpenters Rd North Jn | 1 | 12 | 0 | 70 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1030 | FGW | Forest Gate Jn – Woodgrange Park Jn | 0 | 00 | 0 | 31 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1040 | ROU | Romford – Upminster | 0 | 00 | 3 | 30 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1050 | SSV | Shenfield Jn – Southend Victoria | 20 | 22 | 41 | 42 | 7 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1060 | WIS | Wickford Jn – Southminster | 29 | 13 | 45 | 42 | 7 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1070 | BRA | Witham – Braintree | 24 | 15 | 17 | 71 | 6 | N | N | Y | N | Y | N | Y | N | |
| EA1080 | SUD | Marks Tey Jn – Sudbury | 45 | 53 | 58 | 32 | 6 | N | N | Y | N | Y | N | Y | N | |
| EA1090 | COC | Colchester Jn – Clacton | 52 | 28 | 69 | 56 | 7 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1100 | STB | East Gate Jn – Colne Jn | 53 | 14 | 53 | 30 | 7 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1100 | CTH | Hythe Jn – Colne Jn | 0 | 22 | 0 | 00 | 7 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1100 | STB | Colne Jn – Colchester Town | 53 | 30 | 53 | 76 | 7 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1110 | TWN | Thorpe-Le-Soken Jn – Walton-On-Naze | 65 | 19 | 70 | 15 | 7 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1120 | MAH | Manningtree South Jn – Manningtree East Jn | 59 | 35 | 59 | 67 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1120 | NTE | Manningtree North Jn – Manningtree East Jn | 0 | 00 | 0 | 24 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1120 | MAH | Manningtree East Jn – Harwich International Port | 59 | 67 | 68 | 72 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1120 | MAH | Harwich International Port – Harwich town | 68 | 72 | 70 | 61 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1130 | GRW | Halifax Jn – Griffin Wharf Boundary | 0 | 00 | 0 | 47 | 8 | R1 | N | Y | Y | Y | Y | Y | Y | R1 Prohibited if fitted with roof horns |
| EA1150 | CST | Channelsea South Jn – Stratford Central Jn West | 0 | 29 | 0 | 00 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |

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| EA1160 | BGK | Bethnal Green East Jn – Reading Lane Jn | 1 | 10 | 2 | 55 | 4 | R1<br>R2 | N | R1<br>R2 | R1<br>R2 | R1<br>R2 | R1<br>R2 | R1<br>R2 | R1<br>R2 | R1 10mph maximum speed except for movements permitted by R2<br>R2 Single light engines and/or single headed locomotives hauled passenger and infrastructure measurement trains are permitted to run at line speed subject to the following restrictions:<br>**Fast lines**<br>20mph over Bridge 1361 (2m 38ch)<br>**Suburban lines**<br>20mph over Bridge 1337 (01m 20ch)<br>NC/G1/2010/CP-RA/EA001V until 31 March 2024 |
| EA1160 | BGK | Reading Lane Jn – Hackney Downs North Jn | 2 | 55 | 3 | 04 | 4 | R1 | N | R1 | R1 | R1 | R1 | R1 | R1 | R1 10mph maximum speed |
| EA1160 | BGK | Hackney Downs North Jn – Coppermill Jn | 3 | 04 | 4 | 74 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1160 | BGK | Coppermill Jn – Tottenham South Jn | 4 | 74 | 5 | 41 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1160 | BGK | Tottenham South Jn – Bishops Stortford (Cannons Mill Lane Footpath LC (R/G-X) | 5 | 41 | 31 | 31 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1161 | BGK | (Cannons Mill Lane Footpath LC (R/G-X) Stansted Mountfitchet – Shepreth Branch Jn | 31 | 31 | 53 | 06 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1161 | BGK | Shepreth Branch Jn – Ely Dock Jn | 53 | 06 | 69 | 79 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1161 | BGK | Ely Dock Jn – Ely North Jn | 69 | 79 | 71 | 68 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1162 | BGK | Ely North Jn – Kings Lynn | 71 | 68 | 96 | 75 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1170 | HDT | Hackney Downs North Jn – Seven Sisters Jn | 3 | 04 | 5 | 70 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1170 | HDT | Seven Sisters Jn – Bury Street Jn | 5 | 70 | 9 | 20 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1170 | ENT | Bury Street Jn – Enfield Town (NOT ON D5) | 9 | 20 | 10 | 55 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1180 | GRE | Reading Lane Jn – Navarino Road Jn (Graham Rd Curve) | 2 | 55 | 2 | 79 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1190 | HDT | Bury Street Jn – Cheshunt Jn | 9 | 20 | 14 | 28 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1200 | CJC | Clapton Jn – Chingford | 4 | 37 | 10 | 33 | 7 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1210 | HEB | Broxbourne Jn – Hertford East | 18 | 35 | 24 | 19 | 9 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1220 | TLA | Stansted South Jn – Stansted East Jn | 33 | 54 | 34 | 26 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |

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| EA1220 | TEN | Stansted North Jn – Stansted East Jn | 0 | 00 | 0 | 49 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1220 | TLA | Stansted East Jn –Stansted Airport | 34 | 26 | 36 | 67 | 8 | R1 | N | R1 | R1 | R1 | R1 | R1 | R1 | R1 Stansted Airport platforms 1 and 3 diesel traction see Sectional Appendix Local Instructions |
| EA1230 | SBR | Route Boundary (LN125) (Royston) – Shepreth Branch Jn | 45 | 60 | 55 | 26 | 9 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1270 | MIT | Kings Lynn Jn – Middleton towers | 0 | 22 | 3 | 44 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1270 | MIT | Kings Lynn Jn – Kings Lynn Yard branch end | 0 | 22 | 0 | 00 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1280 | SDC | Stratford Central Jn East – Temple Mills East Jn. (Via Platforms 11 & 12 at Stratford) | 3 | 76 | 4 | 45 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1280 | SDC | Temple Mills East Jn – Coppermill Jn | 4 | 45 | 7 | 14 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1290 | TSE2 | Tottenham South Jn – Change of mileage | 5 | 41 | 5 | 54 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1290 | TSE1 | Change of mileage – South Tottenham East Jn | 6 | 22 | 5 | 73 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1300 | SSL | South Tottenham West Jn – Seven Sisters Jn | 0 | 13 | 0 | 00 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK2 | Camden Road West Jn – Gospel Oak Jn | 0 | 00 | 1 | 10 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK2 | Gospel Oak Jn – Kensal Green Jn | 1 | 10 | 5 | 10 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1310 | KGC | Kensal Green Jn – Route Boundary (MD155) (Harlesden Jn) | 0 | 00 | 0 | 21 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | KGW | Kensal Green Jn – Route Boundary (MD150) (Willesden Suburban Jn) | 5 | 10 | 5 | 25 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK3 | Kensal Green Jn – Willesden High Level Jn | 5 | 10 | 5 | 48 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1310 | WMB | Willesden High Level Jn – Route Boundary (MD160) (Mitre Bridge Jn) | 0 | 43 | 0 | 09 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK4 | Willesden High Level Jn – Former Old Oak Jn (change of mileage) | 0 | 00 | 0 | 34 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK4 | Former Old Oak Jn (change of mileage) – Acton Wells Jn (Connection EA1360) | 0 | 34 | 0 | 66 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK5 | Acton Wells Jn (Connection to EA1360) – Acton Wells Jn (Connecton to GW130) | 0 | 66 | 0 | 72 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK4 | Willesden High Level Jn – Acton Wells Jn | 0 | 00 | 0 | 72 | 8 | Y | N | Y | N | Y | Y | Y | Y | |

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| EA1310 | AWL | Acton Wells Jn – Route Boundary (GW130) (Acton East Jn) | 0 | 49 | 0 | 39 | 8 | Y | Y | Y | Y | Y | N | Y | Y | |
| EA1310 | BOK5 | Acton Wells Jn (Connecton to GW130) – Acton Central (Limit of AC) | 0 | 72 | 1 | 73 | 8 | Y | N | Y | Y | Y | N | Y | Y | |
| EA1310 | BOK5 | Acton Central (Limit of AC) – South Acton Jn | 1 | 73 | 2 | 52 | 8 | Y | Y | Y | Y | Y | N | Y | Y | |
| EA1310 | SAR1 | South Acton Jn – Gunnersbury Jn | 2 | 52 | 3 | 12 | 8 | Y | N | Y | Y | Y | N | Y | Y | |
| EA1310 | SAR2 | Gunnersbury Jn – Richmond | 9 | 72 | 12 | 39 | 4 | R1 | N | R1 | R1 | R1 | N | R1 | R1 | R1 10mph over River Thames Bridge No. 29 (10m 48ch between Gunnersbury and Kew Gardens) |
| EA1320 | CRC1/2 | Route Boundary (MD145) (Camden Jn) – Camden Road West Jn | 5 | 42 | 5 | 10 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1320 | BOK1 | Camden Road West Jn – Camden Road Central Jn | 5 | 10 | 4 | 64 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1320 | CRF1 | Camden Road Central Jn – Route Boundary (LN115) (North London Incline) | 0 | 51 | 0 | 20 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1320 | BOK1 | Camden Road Central Jn – Canonbury West Jn | 4 | 64 | 3 | 12 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1320 | CFP | Canonbury West Jn – Route Boundary (LN110) (Finsbury Park) | 3 | 12 | 3 | 20 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1320 | BOK1 | Canonbury West Jn – Dalston Western Jn | 3 | 12 | 2 | 21 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1320 | DWW1 | Dalston Western Jn - Navarino Road Jn (Change of Mileage) | 2 | 21 | 1 | 52 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1320 | DWW2 | Navarino Road Jn (Change of Mileage) – Lea Jn | 1 | 11 | 3 | 19 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1320 | DWW2 | Lea Jn – Channelsea North Jn | 3 | 19 | 3 | 32 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1320 | DWW2 | Channelsea North Jn – Channelsea South Jn | 3 | 32 | 3 | 33 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1320 | DWW2 | Channelsea South Jn – Stratford | 3 | 33 | 3 | 74 | 8 | N | N | N | N | N | Y | N | N | |
| EA1325 | BOK1 | Limit of reversible working DNL – Network Rail Boundary (TFL ELL) | 3 | 38 | 2 | 17 | 8 | N | N | N | N | N | N | N | N | |

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| EA1325 | ELL1 | Network Rail Boundary (TFL ELL) – Canal Jn (TFL Infrastructure) | 2 | 17 | 5 | 21 | 8 | E<br>R1<br>R2<br>R3<br>R4 | E<br>R1<br>R2<br>R3 | N | N | E<br>R1<br>R2<br>R3<br>R4 | E<br>R1<br>R2<br>R3<br>R5 | E<br>R1<br>R2<br>R3 | E<br>R1<br>R2<br>R3 | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Prohibited North of EL264 (5M9Ch)<br>R3 Not to exceed 25mph, 10mph on sections EL266-EL264 (UP) and EL264-Canal Jn (DN)<br>R4 Class 37/9 only<br>R5 - SINGLE LOCOS PROHIBITED |
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Up East London Line) (TFL Infrastructure) | 5 | 21 | 5 | 52 | 8 | E<br>R1<br>R2<br>R3 | E<br>R1<br>R2<br>R3 | N | N | E<br>R1<br>R2 | E<br>R1<br>R2<br>R4 | E<br>R1<br>R2 | E<br>R1<br>R2 | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Not to exceed 25mph<br>R3 Class 37/9 only<br>SINGLE LOCOS PROHIBITED |
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Down East London Line) (TFL Infrastructure) | 5 | 21 | 5 | 73 | 8 | E<br>R1<br>R2<br>R3 | E<br>R1<br>R2<br>R3 | N | N | E<br>R1<br>R2 | E<br>R1<br>R2<br>R4 | E<br>R1<br>R2 | E<br>R1<br>R2 | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Not to exceed 25mph, 5mph through station platform and 10mph on section Canal Jn-131points (DN)<br>R3 Class 37/9 only<br>SINGLE LOCOS PROHIBITED |
| EA1325 | ELL2 | Canal Jn – Lewisham (TFL Infrastructure) | 5 | 21 | 5 | 78 | 8 | N | N | N | N | N | N | N | N | |
| EA1327 | ELL3 | Silwood Jn – ELL/Network Rail Boundary (TFL Infrastructure) | 4 | 66 | 5 | 51 | 8 | N | N | N | N | N | N | N | N | |
| EA1327 | ELL4 | ELL/Network Rail Boundary – Old Kent Road Jn (SO680) | 2 | 23 | 2 | 32 | 8 | N | N | N | N | N | N | N | N | |
| EA1330 | BOK5 | South Acton Jn – Kew East Jn | 2 | 52 | 3 | 27 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1330 | NKE1 | Kew East Jn – Route Boundary (SW230) (New Kew Jn) | 3 | 27 | 3 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1330 | BOK5 | Kew East Jn – Route Boundary (SW230) (Old Kew Jn) | 3 | 27 | 3 | 61 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |

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| EA1340 | LLS2 | Lea Jn – High Meads Jn | 0 | 51 | 0 | 65 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1350 | CHM | Channelsea North Jn – High Meads Jn | 0 | 00 | 0 | 15 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1350 | LLS1 | High Meads Jn – Temple Mills East Jn | 0 | 15 | 0 | 59 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1360 | CAW | Route Boundary (LN3219) (Cricklewood Curve Jn) – Dudding Hill Jn | 5 | 72 | 6 | 04 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | BDH | Route Boundary (LN3222) (Brent Curve Jn) – Dudding Hill Jn | 0 | 54 | 1 | 03 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | CAW | Dudding Hill Jn – Neasden Jn | 6 | 04 | 7 | 02 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | NJN | Neasden Jn – Route Boundary (MD715) (Neasden South Jn) | 6 | 56 | 6 | 51 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1360 | CAW | Neasden Jn – Acton Canal Wharf Jn | 7 | 02 | 8 | 45 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | ACW | Acton Canal Wharf Jn – Route Boundary (MD170) (Willesden Jn) | 0 | 35 | 0 | 11 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1360 | CAW | Acton Canal Wharf Jn – Acton Wells Jn (Change of Mileage) | 8 | 45 | 8 | 77 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | WAW | Acton Wells Jn (Change of Mileage) – Route Boundary (MD165) (North Pole Jn / Willesden West London Jn) | 6 | 09 | 6 | 76 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | CAW | Acton Wells Jn (Change of Mileage) – Acton Wells Jn | 0 | 63 | 0 | 66 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | GOJ | Gospel Oak Jn – Junction Rd Jn | 0 | 00 | 0 | 58 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1370 | JRT2 | Junction Rd Jn – Route Boundary (LN3210) (Carlton Rd Jn) | 2 | 42 | 2 | 38 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH1 | Junction Rd Jn – Harringay Park Jn | 2 | 42 | 4 | 15 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1370 | HPW | Harringay Park Jn – Route Boundary (LN165) (Harringay Jn) | 0 | 25 | 0 | 14 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH1 | Harringay Park Jn – South Tottenham West Jn | 4 | 15 | 5 | 65 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH1 | South Tottenham West Jn – South Tottenham East Jn | 5 | 65 | 5 | 73 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH2 | South Tottenham East Jn – Woodgrange Park Jn | 5 | 73 | 11 | 79 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH3 | Woodgrange Park Jn – Barking Station Jn | 11 | 79 | 13 | 12 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH3 | Barking Station Jn – Barking Tilbury Jn West | 13 | 12 | 13 | 42 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |

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| EA1370 | TAH4 | Barking Station Jn – Barking Platform 1 | 13 | 12 | 13 | 62 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1380 | FSS1 | Fenchurch Street – Gas Factory Jn | 0 | 00 | 2 | 57 | 3 | N | N | R1<br>R2 | R1<br>R2 | R1<br>R2 | N | R3<br>R4 | R1<br>R2 | R1 OPPOS and 10mph over bridge No. 590 between 1m 79ch and 2m 00ch<br>R2 OPPOS and 10mph over Bridge Nos. 506 – 508 on Fast Lines between 0m 43ch and 0m 56ch<br>R3 Prohibited between Fenchurch Street and London End of Gas Factory Loop (2m 25ch).<br>R4 Prohibited unless formed as part of the Rail Head Treatment Train |
| EA1380 | FSS1 | Gas Factory Jn – East Ham Depot | 2 | 57 | 6 | 18 | 3 | R1<br>R2<br>R3 | N | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1 25mph over bridge 25 (3m 09ch) (Up and Down Lines)<br>R2 25mph over bridge 39 (4m 01ch) (Down Line only)<br>R3 25mph over bridge 40 (4m 02ch) (Down Line only) |
| EA1380 | FSS1 | East Ham Depot – Barking Tilbury Jn West | 6 | 18 | 7 | 33 | 3 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1380 | FSS2 | Barking Tilbury Jn West – Barking Tilbury Jn East | 7 | 33 | 7 | 60 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1380 | FSS2 | Barking Tilbury Jn East – Upminster | 7 | 60 | 15 | 20 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1380 | FSS2 | Upminster – Southend Central | 15 | 20 | 35 | 55 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1380 | FSS3 | Southend Central – Shoeburyness | 35 | 55 | 39 | 40 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1390 | TLL | Barking Tilbury Line Jn East – Former Tilbury West Jn | 7 | 60 | 22 | 06 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1390 | TLL | Former Tilbury West Jn – Pitsea Jn | 22 | 06 | 32 | 43 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1400 | GFB | Gas Factory Jn – Bow Jn | 2 | 57 | 3 | 47 | 3 | N | N | N | N | N | N | R1 | Y | R1 Prohibited unless formed as part of the Rail Head Treatment Train |
| EA1410 | FSS2 | Upminster – Upminster East Jn | 15 | 20 | 15 | 39 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1410 | UPG | Upminster East Jn – West Thurrock Jn | 0 | 00 | 6 | 56 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1420 | THN | Thames Haven Jn – Thames Haven | 26 | 41 | 30 | 18 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1430 | ESK | East Suffolk Jn – Westerfield Jn | 69 | 41 | 73 | 23 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1430 | ESK | Westerfield Jn – Oulton Broad North Jn | 73 | 23 | 116 | 27 | 7 | R1 | N | R1 | R1 | R1 | R1 | R1 | R1 | R1 20mph over Bridge 429 River Deben (81m 73ch – 81m 76ch)<br>NC/G1/2016/ANG/005 until 31 March 2024 |
| EA1440 | FEL | Westerfield Jn – Felixstowe Beach Jn | 73 | 23 | 83 | 57 | 7 | Y | N | Y | Y | Y | Y | Y | Y | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1440 | FEL | Felixstowe Beach Jn – Felixstowe town | 83 | 57 | 84 | 30 | 7 | Y | N | Y | Y | Y | Y | Y | Y | | |
| EA1450 | TFN | Trimley – Port of Felixstowe North Quay Terminal | 0 | 00 | 0 | 18 | 7 | Y | N | Y | Y | Y | Y | Y | Y | | |
| EA1460 | FED | Felixstowe Beach Jn – Felixstowe Beach | 83 | 57 | 86 | 34 | 7 | Y | N | Y | Y | Y | Y | Y | Y | | |
| EA1470 | NOL | Thorpe Jn – Limit of Electrification | 0 | 09 | 0 | 79 | 7 | Y | N | Y | Y | Y | Y | Y | Y | | |
| EA1470 | NOL | Limit of Electrification – Reedham Jn | 0 | 79 | 12 | 34 | 7 | Y | N | Y | Y | Y | Y | Y | Y | | |
| EA1470 | NOL | Reedham Jn – Lowestoft | 12 | 34 | 23 | 41 | 7 | Y | N | Y | Y | Y | Y | Y | Y | | |
| EA1480 | WHC 1 | Whitlingham Jn – North Walsham (End of Station Loop) | 1 | 69 | 16 | 30 | 6 | Y | N | Y | R1 | Y | N | Y | Y | R1 | Route prohibited to Class 47/4 locomotives that conform to RA7 |
| EA1480 | WHC 1 | North Walsham (End of Station Loop) – Change of Mileage (Site of Former Roughton Road Jn) | 16 | 30 | 24 | 00 | 6 | N | N | Y | R1 | Y | N | Y | N | R1 | Route prohibited to Class 47/4 locomotives that conform to RA7 |
| EA1480 | WHC 2 | Change of Mileage (Site of Former Roughton Road Jn) – Change of Mileage (Site of Former Runton East Jn) | 11 | 54 | 13 | 48 | 6 | N | N | Y | R1 | Y | N | Y | N | R1 | Route prohibited to Class 47/4 locomotives that conform to RA7 |
| EA1480 | WHC 3 | Change of Mileage (Site of Former Runton East Jn) – Cromer | 45 | 64 | 46 | 42 | 6 | N | N | Y | R1 | Y | N | Y | N | R1 | Route prohibited to Class 47/4 locomotives that conform to RA7 |
| EA1490 | CRS | Cromer Jn (Cromer 46m 42ch) – Sheringham 46m 42ch | 46 | 27 | 42 | 69 | 6 | N | N | Y | N | Y | N | Y | N | | |
| EA1500 | NAY | Brundall Jn – Yarmouth Via Acle | 5 | 72 | 18 | 29 | 7 | Y | N | Y | Y | Y | Y | Y | Y | | |
| EA1500 | RBY | Breydon Access No24 LC (EA1510) – Yarmouth | 19 | 13 | 20 | 45 | 7 | Y | N | Y | Y | Y | Y | Y | Y | | |
| EA1510 | RBY | Reedham Jn – Breydon Access No24 LC | 12 | 34 | 19 | 13 | 7 | Y | N | Y | Y | Y | Y | Y | Y | | |
| EA1520 | SIZ | Saxmundham Jn – Sizewell | 91 | 40 | 95 | 79 | 7 | Y | N | Y | Y | Y | Y | Y | Y | | |
| EA1530 | CCH | Coldham Lane Jn – Haughley Jn | 0 | 23 | 40 | 49 | 8 | Y | N | Y | Y | Y | Y | Y | Y | | |
| EA1540 | SOB1 | Chippenham Jn – Site of Former Snailwell Jn | 0 | 63 | 0 | 00 | 8 | Y | N | Y | Y | Y | Y | Y | Y | | |
| EA1540 | SOB2 | Site of Former Snailwell Jn – Ely Dock Jn | 1 | 54 | 12 | 33 | 8 | Y | N | Y | Y | Y | Y | Y | Y | | |
| EA1550 | EWC | Ely North Jn – Ely West Jn (Ely West Curve) | 71 | 63 | 72 | 63 | 8 | Y | N | Y | Y | Y | Y | Y | Y | | |
| EA1560 | EMP | Ely North Jn – Ely West Jn | 71 | 63 | 72 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1560 | EMP | Ely West Jn – Route Boundary (LN135) (Peterborough) | 72 | 39 | 98 | 40 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1570 | WIG | March East Jn – Whitemoor Jn | 85 | 78 | 86 | 18 | 8 | N | N | Y | Y | Y | Y | Y | N | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1570 | MWL | March West Jn – Whitemoor Jn | 0 | 00 | 0 | 13 | 8 | N | N | Y | Y | Y | Y | Y | N | |
| EA1570 | WIG | Whitemoor Jn – Wisbech | 86 | 18 | 93 | 60 | 6 | N | N | N | N | N | N | N | N | Line out of use (temporarily) |
| EA1580 | ETN | Ely North Jn – Trowse Jn | 71 | 72 | 123 | 00 | 8 | Y | N | Y | Y | Y | Y | Y | Y | |
| EA1744 | BFC | Europa Jn – Boss Hall Jn | 0 | 00 | 0 | 63 | 10 | Y | N | Y | Y | Y | Y | Y | N | |

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# Table D4C – Route clearance of locomotives

**Last Updated: 03/06/2023**

To be read in conjunction with General Notes.

Class 67 – Additional speed restrictions are detailed on the current Vehicle/Infrastructure Summary of Compatibility documentation

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 59 | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | MPV | Notes | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1010 | LTN1 | Liverpool Street platforms 1-10 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | 8 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | Liverpool Street platforms 8-10 diesel traction see Sectional Appendix Local Instructions |
| EA1010 | LVS | Liverpool Street platforms 11-17 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | 8 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | Liverpool Street platforms 10-18 diesel traction see Sectional Appendix Local Instructions |
| EA1010 | LTN1 | Liverpool St (L) IECC – Bethnal Green East Jn | 0 | 22 | 1 | 10 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1010 | LTN1 | Bethnal Green East Jn – Mile End | 1 | 10 | 2 | 02 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1010 | LTN1 | Mile End – Bow Jn | 2 | 02 | 2 | 74 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1010 | LTN1 | Bow Jn – Carpenters Road South Jn | 2 | 74 | 3 | 54 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1010 | LTN1 | Carpenters Road South Jn – Stratford Central Jn West | 3 | 54 | 3 | 70 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1010 | LTN1 | Stratford Central Jn West – Stratford Central Jn East | 3 | 70 | 3 | 75 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1010 | LTN1 | Stratford Central Jn East – Forest Gate Jn | 3 | 75 | 5 | 63 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1010 | LTN1 | Forest Gate Jn – Ilford Depot London End | 5 | 63 | 7 | 63 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1010 | LTN1 | Ilford Depot London End – Seven Kings | 7 | 63 | 8 | 45 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1011 | LTN1 | Seven Kings – Romford Jn | 8 | 45 | 12 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1011 | LTN1 | Romford Jn – Shenfield Jn | 12 | 39 | 20 | 22 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1011 | LTN1 | Shenfield Jn – Witham Jn | 20 | 22 | 38 | 55 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1011 | LTN1 | Witham Jn – Marks Tey Jn | 38 | 55 | 46 | 49 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1011 | LTN1 | Marks Tey Jn – Colchester Jn | 46 | 49 | 51 | 65 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1011 | LTN1 | Colchester Jn – Manningtree South Jn | 51 | 65 | 59 | 46 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1011 | LTN1 | Manningtree South Jn – Manningtree North Jn | 59 | 46 | 59 | 69 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1011 | LTN1 | Manningtree North Jn – Ipswich | 59 | 69 | 68 | 59 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1012 | LTN1 | Ipswich – East Suffolk Jn | 68 | 59 | 69 | 41 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1012 | LTN1 | East Suffolk Jn – Trowse Jn (EA1013) | 69 | 41 | 113 | 68 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1013 | LTN2 | Trowse Jn – Trowse Swing Bridge | 123 | 00 | 123 | 37 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1013 | NCW | Trowse Swing Bridge – Wensum Jn (EA1470 / ELR NOL 0m 60ch) via Through Sidings / Wensum Curve | 0 | 00 | 0 | 28 | 8 | N | N | Y | R1 | Y | Y | Y | Y | Y | R1 | Only permitted when hauling the Track Recording Train |
| EA1013 | LTN2 | Trowse Swing Bridge – Norwich | 123 | 37 | 124 | 09 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1020 | CNS | Carpenters Rd South Jn – Carpenters Rd North Jn | 1 | 12 | 0 | 70 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1030 | FGW | Forest Gate Jn – Woodgrange Park Jn | 0 | 00 | 0 | 31 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1040 | ROU | Romford – Upminster | 0 | 00 | 3 | 30 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1050 | SSV | Shenfield Jn – Southend Victoria | 20 | 22 | 41 | 42 | 7 | Y | N | Y | R1<br>R2<br>R3 | Y | Y | Y | Y | Y | R1<br>R2<br>R3 | Only permitted when hauling the Track Recording Train<br>20mph over bridge SSV/781 (36m 3ch), near Hockley<br>20mph over bridge SSV/787 (38m 46ch), near Rochford |
| EA1060 | WIS | Wickford Jn – Southminster | 29 | 13 | 45 | 42 | 7 | Y | N | Y | R1 | Y | Y | Y | Y | Y | R1 | Only permitted when hauling the Track Recording Train |
| EA1070 | BRA | Witham – Braintree | 24 | 15 | 17 | 71 | 6 | N | N | Y | N | N | N | Y | Y | Y | | |
| EA1080 | SUD | Marks Tey Jn – Sudbury | 45 | 53 | 58 | 32 | 6 | N | N | Y | N | N | N | Y | Y | Y | | |
| EA1090 | COC | Colchester Jn – Clacton | 52 | 28 | 69 | 56 | 7 | Y | N | Y | N | Y | Y | Y | Y | Y | | |
| EA1100 | STB | East Gate Jn – Colne Jn | 53 | 14 | 53 | 30 | 7 | Y | N | Y | N | Y | Y | Y | Y | Y | | |
| EA1100 | CTH | Hythe Jn – Colne Jn | 0 | 22 | 0 | 00 | 7 | Y | N | Y | N | Y | Y | Y | Y | Y | | |
| EA1100 | STB | Colne Jn – Colchester Town | 53 | 30 | 53 | 76 | 7 | Y | N | Y | N | Y | Y | Y | Y | Y | | |
| EA1110 | TWN | Thorpe-Le-Soken Jn – Walton-On-Naze | 65 | 19 | 70 | 15 | 7 | Y | N | Y | N | Y | Y | Y | Y | Y | | |
| EA1120 | MAH | Manningtree South Jn – Manningtree East Jn | 59 | 35 | 59 | 67 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1120 | NTE | Manningtree North Jn – Manningtree East Jn | 0 | 00 | 0 | 24 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1120 | MAH | Manningtree East Jn – Harwich International Port | 59 | 67 | 68 | 72 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1120 | MAH | Harwich International Port – Harwich town | 68 | 72 | 70 | 61 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1130 | GRW | Halifax Jn – Griffin Wharf Boundary | 0 | 00 | 0 | 47 | 8 | N | Y | Y | Y | Y | Y | Y | Y | N | | |
| EA1150 | CST | Channelsea South Jn – Stratford Central Jn West | 0 | 29 | 0 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1160 | BGK | Bethnal Green East Jn – Reading Lane Jn | 1 | 10 | 2 | 55 | 4 | R1<br>R2 | R1<br>R2 | R1<br>R2 | R1<br>R2 | R1<br>R2 | R1<br>R2 | R1<br>R2 | R1<br>R2 | R1<br>R2 | R1 10mph maximum speed except for movements permitted by R2<br>R2 Single light engines and/or single headed locomotives hauled passenger and infrastructure measurement trains are permitted to run at line speed subject to the following restrictions:<br>**Fast lines**<br>20mph over Bridge 1361 (2m 38ch)<br>**Suburban lines**<br>20mph over Bridge 1337 (01m 20ch)<br>NC/G1/2010/CP-RA/EA001V until 31 March 2024 |
| EA1160 | BGK | Reading Lane Jn – Hackney Downs North Jn | 2 | 55 | 3 | 04 | 4 | R1 | R1 | R1 | R1 | N | R1 | R1 | R1 | R1 | R1 10mph maximum speed |
| EA1160 | BGK | Hackney Downs North Jn – Coppermill Jn | 3 | 04 | 4 | 74 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1160 | BGK | Coppermill Jn – Tottenham South Jn | 4 | 74 | 5 | 41 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1160 | BGK | Tottenham South Jn – Bishops Stortford (Cannons Mill Lane Footpath LC (R/G-X) | 5 | 41 | 31 | 31 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1161 | BGK | (Cannons Mill Lane Footpath LC (R/G-X) Stansted Mountfitchet – Shepreth Branch Jn | 31 | 31 | 53 | 06 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1161 | BGK | Shepreth Branch Jn – Ely Dock Jn | 53 | 06 | 69 | 79 | 8 | Y | Y | Y | Y | R1 | Y | Y | Y | Y | R1 Prohibited Cambridge Bay platform 3 |
| EA1161 | BGK | Ely Dock Jn – Ely North Jn | 69 | 79 | 71 | 68 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1162 | BGK | Ely North Jn – Kings Lynn | 71 | 68 | 96 | 75 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1170 | HDT | Hackney Downs North Jn – Seven Sisters Jn | 3 | 04 | 5 | 70 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1170 | HDT | Seven Sisters Jn – Bury Street Jn | 5 | 70 | 9 | 20 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1170 | ENT | Bury Street Jn – Enfield Town | 9 | 20 | 10 | 55 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1180 | GRE | Reading Lane Jn – Navarino Road Jn (Graham Rd Curve) | 2 | 55 | 2 | 79 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1190 | HDT | Bury Street Jn – Cheshunt Jn | 9 | 20 | 14 | 28 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1200 | CJC | Clapton Jn – Chingford | 4 | 37 | 10 | 33 | 7 | Y | N | Y | N | Y | Y | Y | Y | Y | |
| EA1210 | HEB | Broxbourne Jn – Hertford East | 18 | 35 | 24 | 19 | 9 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1220 | TLA | Stansted South Jn – Stansted East Jn | 33 | 54 | 34 | 26 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1180 | GRE | Reading Lane Jn – Navarino Road Jn (Graham Rd Curve) | 2 | 55 | 2 | 79 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1190 | HDT | Bury Street Jn – Cheshunt Jn | 9 | 20 | 14 | 28 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1200 | CJC | Clapton Jn – Chingford | 4 | 37 | 10 | 33 | 7 | Y | N | Y | N | Y | Y | Y | Y | Y | |
| EA1210 | HEB | Broxbourne Jn – Hertford East | 18 | 35 | 24 | 19 | 9 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1220 | TLA | Stansted South Jn – Stansted East Jn | 33 | 54 | 34 | 26 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1220 | TEN | Stansted North Jn – Stansted East Jn | 0 | 00 | 0 | 49 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1220 | TLA | Stansted East Jn –Stansted Airport | 34 | 26 | 36 | 67 | 8 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 Stansted Airport platforms 1 and 3 diesel traction see Sectional Appendix Local Instructions |
| EA1230 | SBR | Route Boundary (LN125) (Royston) – Shepreth Branch Jn | 45 | 60 | 55 | 26 | 9 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1270 | MIT | Kings Lynn Jn – Middleton towers | 0 | 22 | 3 | 44 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1270 | MIT | Kings Lynn Jn – Kings Lynn Yard branch end | 0 | 22 | 0 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1280 | SDC | Stratford Central Jn East – Temple Mills East Jn. (Via Platforms 11 & 12 at Stratford) | 3 | 76 | 4 | 45 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1280 | SDC | Temple Mills East Jn – Coppermill Jn | 4 | 45 | 7 | 14 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1290 | TSE2 | Tottenham South Jn – Change of mileage | 5 | 41 | 5 | 54 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1290 | TSE1 | Change of mileage – South Tottenham East Jn | 6 | 22 | 5 | 73 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1300 | SSL | South Tottenham West Jn – Seven Sisters Jn | 0 | 13 | 0 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK2 | Camden Road West Jn – Gospel Oak Jn | 0 | 00 | 1 | 10 | 8 | N | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK2 | Gospel Oak Jn – Kensal Green Jn | 1 | 10 | 5 | 10 | 8 | N | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | KGC | Kensal Green Jn – Route Boundary (MD155) (Harlesden Jn) | 0 | 00 | 0 | 21 | 8 | N | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | KGW | Kensal Green Jn – Route Boundary (MD150) (Willesden Suburban Jn) | 5 | 10 | 5 | 25 | 8 | N | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK3 | Kensal Green Jn – Willesden High Level Jn | 5 | 10 | 5 | 48 | 8 | N | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | WMB | Willesden High Level Jn – Route Boundary (MD160) (Mitre Bridge Jn) | 0 | 43 | 0 | 09 | 8 | N | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK4 | Willesden High Level Jn – Former Old Oak Jn (change of mileage) | 0 | 00 | 0 | 34 | 8 | N | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK4 | Former Old Oak Jn (change of mileage) – Acton Wells Jn (Connection EA1360) | 0 | 34 | 0 | 66 | 8 | N | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK5 | Acton Wells Jn (Connection to EA1360) – Acton Wells Jn (Connection to GW130) | 0 | 66 | 0 | 72 | 8 | N | Y | Y | Y | Y | Y | Y | Y | Y | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1310 | AWL | Acton Wells Jn – Route Boundary (GW130) (Acton East Jn) | 0 | 49 | 0 | 39 | 8 | N | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK5 | Acton Wells Jn (Connection to GW130) – Acton Central (Limit of AC) | 0 | 72 | 1 | 73 | 8 | N | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | BOK5 | Acton Central (Limit of AC) – South Acton Jn | 1 | 73 | 2 | 52 | 8 | N | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | SAR1 | South Acton Jn – Gunnersbury Jn | 2 | 52 | 3 | 12 | 8 | N | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1310 | SAR2 | Gunnersbury Jn – Richmond | 9 | 72 | 12 | 39 | 4 | N | R1 | R1 | N | N | N | R1 | R1 | R2 | R1 10mph over River Thames Bridge (No 29) (10m 48ch between Gunnersbury and Kew Gardens)<br>R2 10mph in laden condition over River Thames Bridge (No 29) at 10m 48ch (between Gunnersbury and Kew Gardens) |
| EA1320 | CRC1/2 | Route Boundary (MD145) (Camden Jn) – Camden Road West Jn | 5 | 42 | 5 | 10 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | BOK1 | Camden Road West Jn – Camden Road Central Jn | 5 | 10 | 4 | 64 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | CRF1 | Camden Road Central Jn – Route Boundary (LN115) (North London Incline) | 0 | 51 | 0 | 20 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | BOK1 | Camden Road Central Jn – Canonbury West Jn | 4 | 64 | 3 | 12 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | CFP | Canonbury West Jn – Route Boundary (LN110) (Finsbury Park) | 3 | 12 | 3 | 20 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | BOK1 | Canonbury West Jn – Dalston Western Jn | 3 | 12 | 2 | 21 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | DWW1 | Dalston Western Jn - Navarino Road Jn (Change of Mileage) | 2 | 21 | 1 | 52 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | DWW2 | Navarino Road Jn (Change of Mileage) – Lea Jn | 1 | 11 | 3 | 19 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | DWW2 | Lea Jn – Channelsea North Jn | 3 | 19 | 3 | 32 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | DWW2 | Channelsea North Jn – Channelsea South Jn | 3 | 32 | 3 | 33 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1320 | DWW2 | Channelsea South Jn – Stratford | 3 | 33 | 3 | 74 | 8 | N | N | N | N | Y | Y | Y | N | N | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1325 | BOK1 | Limit of reversible working DNL – Network Rail Boundary (TFL ELL) | 3 | 38 | 2 | 17 | 8 | N | N | N | N | N | N | R1<br>R2<br>R3<br>R4 | N | N | R1 Can only run as part of the Track Recording Unit<br>R2 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R3 15mph through platforms and not to exceed 20mph on the Infrastructure<br>R4 Prohibited in diesel mode |
| EA1325 | ELL1 | Network Rail Boundary (TFL ELL) – Canal Jn (TFL Infrastructure) | 2 | 17 | 5 | 21 | 8 | E<br>R2<br>R5<br>R6 | N | E<br>R2<br>R7<br>R8 | N | N | E<br>R2<br>R5<br>R6 | R1<br>R2<br>R3<br>R4 | N | N | R1 Can only run as part of the Track Recording Unit<br>R2 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R3 Train not to enter Dalston Junction platform 2 or 3<br>R4 15mph through platforms and not to exceed 20mph on the Infrastructure. Prohibited in diesel mode<br>R5 Prohibited North of EL264 (5M9Ch)<br>R6 Not to exceed 25mph, 10mph on sections EL266-EL264 (UP) and EL264-Canal Jn (DN)<br>R7 Not to exceed 5mph<br>R8 Prohibited north of Surrey Quays Portal (4M 38Ch) |
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Up East London Line) (TFL Infrastructure) | 5 | 21 | 5 | 52 | 8 | E<br>R2<br>R5 | N | E<br>R2<br>R6 | N | N | E<br>R2<br>R5 | R1<br>R2<br>R3<br>R4 | N | N | R1 Can only run as part of the Track Recording Unit<br>R2 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R3 15mph through platforms and not to exceed 20mph on the Infrastructure<br>R4 Prohibited in diesel mode<br>R5 Not to exceed 25mph<br>R6 Not to exceed 5mph |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Down East London Line) (TFL Infrastructure) | 5 | 21 | 5 | 73 | 8 | E<br>R2<br>R5 | N | E<br>R2<br>R6 | N | N | E<br>R2<br>R5 | R1<br>R2<br>R3<br>R4 | N | N | R1<br>R2<br><br><br><br>R3<br><br>R4<br><br>R5<br><br>R6 | Can only run as part of the Track Recording Unit<br>Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>15mph through platforms and not to exceed 20mph on the Infrastructure<br>Prohibited in diesel mode<br>Not to exceed 25mph, 5mph through station platform and 10mph on section Canal Jn-131points (DN)<br>Not to exceed 5mph |
| EA1325 | ELL2 | Canal Jn – Lewisham (TFL Infrastructure) | 5 | 21 | 5 | 78 | 8 | N | N | R2<br>R6 | N | N | N | R1<br>R2<br>R3<br>R4<br>R5 | N | N | R1<br>R2<br><br><br><br>R3<br><br>R4<br><br>R5<br><br>R6 | Can only run as part of the Track Recording Unit<br>Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>15mph through platforms and not to exceed 20mph on the Infrastructure<br>Not to enter New Cross station platform (details contained in STN)<br>Prohibited in diesel mode<br>Not to exceed 5mph |
| EA1327 | ELL3 | Silwood Jn – ELL/Network Rail Boundary (TFL Infrastructure) | 4 | 66 | 5 | 51 | 8 | N | N | R1<br>R2 | N | N | N | N | N | N | R1<br><br><br><br>Not to exceed 5mph | Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice |
| EA1327 | ELL4 | ELL/Network Rail Boundary – Old Kent Road Jn (SO680) | 2 | 23 | 2 | 32 | 8 | N | N | Y | N | N | N | N | N | N | | |
| EA1330 | BOK 5 | South Acton Jn – Kew East Jn | 2 | 52 | 3 | 27 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1330 | NKE1 | Kew East Jn – Route Boundary (SW230) (New Kew Jn) | 3 | 27 | 3 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1330 | BOK5 | Kew East Jn – Route Boundary (SW230) (Old Kew Jn) | 3 | 27 | 3 | 61 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1340 | LLS2 | Lea Jn – High Meads Jn | 0 | 51 | 0 | 65 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1350 | CHM | Channelsea North Jn – High Meads Jn | 0 | 00 | 0 | 15 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1350 | LLS1 | High Meads Jn – Temple Mills East Jn | 0 | 15 | 0 | 59 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | CAW | Route Boundary (LN3219) (Cricklewood Curve Jn) – Dudding Hill Jn | 5 | 72 | 6 | 04 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | BDH | Route Boundary (LN3222) (Brent Curve Jn) – Dudding Hill Jn | 0 | 54 | 1 | 03 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | CAW | Dudding Hill Jn – Neasden Jn | 6 | 04 | 7 | 02 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | NJN | Neasden Jn – Route Boundary (MD715) (Neasden South Jn) | 6 | 56 | 6 | 51 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | CAW | Neasden Jn – Acton Canal Wharf Jn | 7 | 02 | 8 | 45 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | ACW | Acton Canal Wharf Jn – Route Boundary (MD170) (Willesden Jn) | 0 | 35 | 0 | 11 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | CAW | Acton Canal Wharf Jn – Acton Wells Jn (Change of Mileage) | 8 | 45 | 8 | 77 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | WAW | Acton Wells Jn (Change of Mileage) – Route Boundary (MD167) Willesden West London Jn) | 6 | 19 | 6 | 76 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1360 | CAW | Acton Wells Jn (Change of Mileage) – Acton Wells Jn | 0 | 63 | 0 | 66 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | GOJ | Gospel Oak Jn – Junction Rd Jn | 0 | 00 | 0 | 58 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | JRT2 | Junction Rd Jn – Route Boundary (LN3210) (Carlton Rd Jn) | 2 | 42 | 2 | 38 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH1 | Junction Rd Jn – Harringay Park Jn | 2 | 42 | 4 | 15 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | HPW | Harringay Park Jn – Route Boundary (LN165) (Harringay Jn) | 0 | 25 | 0 | 14 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH1 | Harringay Park Jn – South Tottenham West Jn | 4 | 15 | 5 | 65 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH1 | South Tottenham West Jn – South Tottenham East Jn | 5 | 65 | 5 | 73 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH2 | South Tottenham East Jn – Woodgrange Park Jn | 5 | 73 | 11 | 79 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH3 | Woodgrange Park Jn – Barking Station Jn | 11 | 79 | 13 | 12 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH3 | Barking Station Jn – Barking Tilbury Jn West | 13 | 12 | 13 | 42 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| EA1370 | TAH4 | Barking Station Jn – Barking Platform 1 | 13 | 12 | 13 | 62 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1380 | FSS1 | Fenchurch Street – Gas Factory Jn | 0 | 00 | 2 | 57 | 3 | N | R1<br>R2 | R1<br>R2 | N | N | N | N | R1<br>R2 | N | R1<br>R2 | OPPOS and 10mph over bridge No. 590 between 1m 79ch and 2m 00ch<br>OPPOS and 10mph over Bridge Nos. 506 – 508 on Fast Lines between 0m 43ch and 0m 56ch |
| EA1380 | FSS1 | Gas Factory Jn – East Ham Depot | 2 | 57 | 6 | 18 | 3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | 25mph over bridge 25 (3m 09ch) (Up and Down Lines)<br>25mph over bridge 39 (4m 01ch) (Down Line only)<br>25mph over bridge 40 (4m 02ch) (Down Line only) |
| EA1380 | FSS1 | East Ham Depot – Barking Tilbury Jn West | 6 | 18 | 7 | 33 | 3 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1380 | FSS2 | Barking Tilbury Jn West – Barking Tilbury Jn East | 7 | 33 | 7 | 60 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1380 | FSS2 | Barking Tilbury Jn East – Upminster | 7 | 60 | 15 | 20 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1380 | FSS2 | Upminster – Southend Central | 15 | 20 | 35 | 55 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1380 | FSS3 | Southend Central – Shoeburyness | 35 | 55 | 39 | 40 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1390 | TLL | Barking Tilbury Line Jn East – Former Tilbury West Jn | 7 | 60 | 22 | 06 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1390 | TLL | Former Tilbury West Jn – Pitsea Jn | 22 | 06 | 32 | 43 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1400 | GFB | Gas Factory Jn – Bow Jn | 2 | 57 | 3 | 47 | 3 | N | Y | Y | N | N | N | N | Y | N | | |
| EA1410 | FSS2 | Upminster – Upminster East Jn | 15 | 20 | 15 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1410 | UPG | Upminster East Jn – West Thurrock Jn | 0 | 00 | 6 | 56 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1420 | THN | Thames Haven Jn – Thames Haven | 26 | 41 | 30 | 18 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1430 | ESK | East Suffolk Jn – Westerfield Jn | 69 | 41 | 73 | 23 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1430 | ESK | Westerfield Jn – Oulton Broad North Jn | 73 | 23 | 116 | 27 | 7 | R1 | R1 | R1 | N | Y | R2 | R1 | R1 | R1 | R1 | 20mph over Bridge 429 River Deben (81m 73ch – 81m 76ch)<br>NC/G1/2016/ANG/005 until 31 March 2024<br>Prohibited Down and Up lines between Westerfield Jn and Woodbridge Single Line Jn |
| EA1440 | FEL | Westerfield Jn – Felixstowe Beach Jn | 73 | 23 | 83 | 57 | 7 | Y | Y | Y | N | Y | Y | Y | Y | Y | | |
| EA1440 | FEL | Felixstowe Beach Jn – Felixstowe town | 83 | 57 | 84 | 30 | 7 | Y | N | Y | N | Y | Y | Y | Y | Y | | |
| EA1450 | TFN | Trimley – Port of Felixstowe North Quay Terminal | 0 | 00 | 0 | 18 | 7 | Y | Y | Y | N | Y | Y | Y | Y | Y | | |
| EA1460 | FED | Felixstowe Beach Jn – Felixstowe Beach | 83 | 57 | 86 | 34 | 7 | Y | Y | Y | N | Y | Y | Y | Y | Y | | |
| EA1470 | NOL | Thorpe Jn – Limit of Electrification | 0 | 09 | 0 | 79 | 7 | Y | N | Y | R1 | Y | Y | Y | Y | Y | R1 | Only permitted when hauling the Track Recording Train |
| EA1470 | NOL | Limit of Electrification – Reedham Jn | 0 | 79 | 12 | 34 | 7 | Y | N | Y | R1 | Y | Y | Y | Y | Y | R1 | Only permitted when hauling the Track Recording Train |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1470 | NOL | Reedham Jn – Lowestoft | 12 | 34 | 23 | 41 | 7 | Y | N | Y | R1 | Y | Y | Y | Y | Y | R1 | Only permitted when hauling the Track Recording Train |
| EA1480 | WHC 1 | Whitlingham Jn – North Walsham (End of Station Loop) | 1 | 69 | 16 | 30 | 6 | N | N | Y | N | N | N | Y | Y | Y | | |
| EA1480 | WHC 1 | North Walsham (End of Station Loop) – Change of Mileage (Site of Former Roughton Road Jn) | 16 | 30 | 24 | 00 | 6 | N | N | Y | N | N | N | Y | Y | Y | | |
| EA1480 | WHC 2 | Change of Mileage (Site of Former Roughton Road Jn) – Change of Mileage (Site of Former Runton East Jn) | 11 | 54 | 13 | 48 | 6 | N | N | Y | N | N | N | Y | Y | Y | | |
| EA1480 | WHC 3 | Change of Mileage (Site of Former Runton East Jn) – Cromer | 45 | 64 | 46 | 42 | 6 | N | N | Y | N | N | N | Y | Y | Y | | |
| EA1490 | CRS | Cromer Jn – Network Rail Boundary (North Norfolk Railway) | 46 | 27 | 42 | 69 | 6 | N | N | Y | N | N | N | Y | Y | Y | | |
| EA1500 | NAY | Brundall Jn – Yarmouth Via Acle | 5 | 72 | 18 | 29 | 7 | Y | N | Y | N | Y | Y | Y | Y | Y | | |
| EA1500 | RBY | Breydon Access No24 LC (EA1510) – Yarmouth | 19 | 13 | 20 | 45 | 7 | Y | N | Y | N | Y | Y | Y | Y | Y | | |
| EA1510 | RBY | Reedham Jn – Breydon Access No24 LC | 12 | 34 | 19 | 13 | 7 | Y | N | Y | N | Y | Y | Y | Y | Y | | |
| EA1520 | SIZ | Saxmundham Jn – Sizewell | 91 | 40 | 95 | 79 | 7 | Y | N | Y | N | Y | Y | Y | Y | Y | | |
| EA1530 | CCH | Coldham Lane Jn – Haughley Jn | 0 | 23 | 40 | 49 | 8 | Y | Y | Y | N | Y | Y | Y | Y | Y | | |
| EA1540 | SOB1 | Chippenham Jn – Site of Former Snailwell Jn | 0 | 63 | 0 | 00 | 8 | Y | Y | Y | N | Y | Y | Y | Y | Y | | |
| EA1540 | SOB2 | Site of Former Snailwell Jn – Ely Dock Jn | 1 | 54 | 12 | 33 | 8 | Y | Y | Y | N | Y | Y | Y | Y | Y | | |
| EA1550 | EWC | Ely North Jn – Ely West Jn (Ely West Curve) | 71 | 63 | 72 | 63 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1560 | EMP | Ely North Jn – Ely West Jn | 71 | 63 | 72 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1560 | EMP | Ely West Jn – Route Boundary (LN135) (Peterborough) | 72 | 39 | 98 | 40 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1570 | WIG | March East Jn – Whitemoor Jn | 85 | 78 | 86 | 18 | 8 | N | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1570 | MWL | March West Jn – Whitemoor Jn | 0 | 00 | 0 | 13 | 8 | N | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1570 | WIG | Whitemoor Jn – Wisbech | 86 | 18 | 93 | 60 | 6 | N | N | N | N | N | N | N | N | Y | Line out of use (temporarily) | |
| EA1580 | ETN | Ely North Jn – Trowse Jn | 71 | 72 | 123 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1744 | BFC | Europa Jn – Boss Hall Jn | 0 | 00 | 0 | 63 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | N | | |

# Table D4D – Route clearance of locomotives

**Last Updated: 03/06/2023**

To be read in conjunction with General Notes.

Class 92 locomotives may additionally be dead hauled on any route that conforms to W6a and RA7 provided that the 'Battery Isolation Switch' is set to the 'Isolate' position

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 86 | 87 | 88 | 90 | 91 | 92 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1010 | LTN1 | Liverpool Street platforms 1-10 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | 8 | Y | Y | Y | Y | N | N | |
| EA1010 | LVS | Liverpool Street platforms 11-17 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | 8 | Y | Y | Y | Y | N | N | |
| EA1010 | LTN1 | Liverpool St (L) IECC – Bethnal Green East Jn | 0 | 22 | 1 | 10 | 8 | Y | Y | Y | Y | N | N | |
| EA1010 | LTN1 | Bethnal Green East Jn – Mile End | 1 | 10 | 2 | 02 | 8 | Y | Y | Y | Y | N | N | |
| EA1010 | LTN1 | Mile End – Bow Jn | 2 | 02 | 2 | 74 | 8 | Y | Y | Y | Y | N | N | |
| EA1010 | LTN1 | Bow Jn – Carpenters Road South Jn | 2 | 74 | 3 | 54 | 8 | Y | Y | Y | Y | N | N | |
| EA1010 | LTN1 | Carpenters Road South Jn – Stratford Central Jn West | 3 | 54 | 3 | 70 | 8 | Y | Y | Y | Y | N | N | |
| EA1010 | LTN1 | Stratford Central Jn West – Stratford Central Jn East | 3 | 70 | 3 | 75 | 8 | Y | Y | Y | Y | N | Y | |
| EA1010 | LTN1 | Stratford Central Jn East – Forest Gate Jn | 3 | 75 | 5 | 63 | 8 | Y | Y | Y | Y | N | Y | |
| EA1010 | LTN1 | Forest Gate Jn – Ilford Depot London End | 5 | 63 | 7 | 63 | 8 | Y | Y | R1 | Y | N | Y | R1 Prohibited Ilford Down Bay platform 5 |
| EA1010 | LTN1 | Ilford Depot London End – Seven Kings | 7 | 63 | 8 | 45 | 8 | Y | Y | Y | Y | N | Y | |
| EA1011 | LTN1 | Seven Kings – Romford Jn | 8 | 45 | 12 | 39 | 8 | Y | Y | Y | Y | N | Y | |
| EA1011 | LTN1 | Romford Jn – Shenfield Jn | 12 | 39 | 20 | 22 | 8 | Y | Y | Y | Y | N | Y | |
| EA1011 | LTN1 | Shenfield Jn – Witham Jn | 20 | 22 | 38 | 55 | 8 | Y | Y | Y | Y | N | Y | |
| EA1011 | LTN1 | Witham Jn – Marks Tey Jn | 38 | 55 | 46 | 49 | 8 | Y | Y | Y | Y | N | Y | |
| EA1011 | LTN1 | Marks Tey Jn – Colchester Jn | 46 | 49 | 51 | 65 | 8 | Y | Y | Y | Y | N | Y | |
| EA1011 | LTN1 | Colchester Jn – Manningtree South Jn | 51 | 65 | 59 | 46 | 8 | Y | Y | Y | Y | N | Y | |
| EA1011 | LTN1 | Manningtree South Jn – Manningtree North Jn | 59 | 46 | 59 | 69 | 8 | Y | Y | Y | Y | N | Y | |
| EA1011 | LTN1 | Manningtree North Jn – Ipswich | 59 | 69 | 68 | 59 | 8 | Y | Y | Y | Y | N | Y | |
| EA1012 | LTN1 | Ipswich – East Suffolk Jn | 68 | 59 | 69 | 41 | 8 | Y | Y | Y | Y | N | Y | |
| EA1012 | LTN1 | East Suffolk Jn – Trowse Jn (EA1013) | 69 | 41 | 113 | 68 | 8 | Y | Y | Y | Y | N | N | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1013 | LTN2 | Trowse Jn – Trowse Swing Bridge | 123 | 00 | 123 | 37 | 8 | Y | Y | Y | Y | N | N | |
| EA1013 | NCW | Trowse Swing Bridge – Wensum Jn (EA1470 / ELR NOL 0m 60ch) via Through Sidings / Wensum Curve | 0 | 00 | 0 | 28 | 8 | Y | Y | Y | Y | N | N | |
| EA1013 | LTN2 | Trowse Swing Bridge – Norwich | 123 | 37 | 124 | 09 | 8 | Y | Y | Y | Y | N | N | |
| EA1020 | CNS | Carpenters Rd South Jn – Carpenters Rd North Jn | 1 | 12 | 0 | 70 | 8 | Y | Y | Y | Y | N | N | |
| EA1030 | FGW | Forest Gate Jn – Woodgrange Park Jn | 0 | 00 | 0 | 31 | 8 | Y | Y | Y | Y | N | Y | |
| EA1040 | ROU | Romford – Upminster | 0 | 00 | 3 | 30 | 8 | Y | Y | Y | Y | N | N | |
| EA1050 | SSV | Shenfield Jn – Southend Victoria | 20 | 22 | 41 | 42 | 7 | Y | Y | Y | Y | N | N | |
| EA1060 | WIS | Wickford Jn – Southminster | 29 | 13 | 45 | 42 | 7 | Y | Y | Y | Y | N | N | |
| EA1070 | BRA | Witham – Braintree | 24 | 15 | 17 | 71 | 6 | Y | N | N | N | N | N | |
| EA1080 | SUD | Marks Tey Jn – Sudbury | 45 | 53 | 58 | 32 | 6 | N | N | N | N | N | N | |
| EA1090 | COC | Colchester Jn – Clacton | 52 | 28 | 69 | 56 | 7 | Y | Y | Y | Y | N | N | |
| EA1100 | STB | East Gate Jn – Colne Jn | 53 | 14 | 53 | 30 | 7 | Y | Y | Y | Y | N | N | |
| EA1100 | CTH | Hythe Jn – Colne Jn | 0 | 22 | 0 | 00 | 7 | Y | Y | Y | Y | N | N | |
| EA1100 | STB | Colne Jn – Colchester Town | 53 | 30 | 53 | 76 | 7 | Y | Y | Y | Y | N | N | |
| EA1110 | TWN | Thorpe-Le-Soken Jn – Walton-On-Naze | 65 | 19 | 70 | 15 | 7 | Y | Y | Y | Y | N | N | |
| EA1120 | MAH | Manningtree South Jn – Manningtree East Jn | 59 | 35 | 59 | 67 | 8 | Y | Y | Y | Y | N | Y | |
| EA1120 | NTE | Manningtree North Jn – Manningtree East Jn | 0 | 00 | 0 | 24 | 8 | Y | Y | Y | Y | N | N | |
| EA1120 | MAH | Manningtree East Jn – Harwich International Port | 59 | 67 | 68 | 72 | 8 | Y | Y | Y | Y | N | Y | |
| EA1120 | MAH | Harwich International Port – Harwich town | 68 | 72 | 70 | 61 | 8 | Y | Y | Y | Y | N | Y | |
| EA1130 | GRW | Halifax Jn – Griffin Wharf Boundary | 0 | 00 | 0 | 47 | 8 | H | H | Y | H | N | N | |
| EA1150 | CST | Channelsea South Jn – Stratford Central Jn West | 0 | 29 | 0 | 00 | 8 | Y | Y | Y | Y | N | Y | |

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| EA1160 | BGK | Bethnal Green East Jn – Reading Lane Jn | 1 | 10 | 2 | 55 | 4 | R1<br>R2 | R1<br>R2 | N | R1<br>R2 | N | N | R1 10mph maximum speed except for movements permitted by R2<br>R2 Single light engines and/or single headed locomotives hauled passenger and infrastructure measurement trains are permitted to run at line speed subject to the following restrictions:<br>**Fast lines**<br>20mph over Bridge 1361<br>(2m 38ch)<br>**Suburban lines**<br>20mph over Bridge 1337<br>(01m 20ch)<br>NC/G1/2010/CP-RA/EA001V until 31 March 2024 |
| EA1160 | BGK | Reading Lane Jn – Hackney Downs North Jn | 2 | 55 | 3 | 04 | 4 | R1 | R1 | N | R1 | N | N | R1 10mph maximum speed |
| EA1160 | BGK | Hackney Downs North Jn – Coppermill Jn | 3 | 04 | 4 | 74 | 8 | Y | Y | Y | Y | N | N | |
| EA1160 | BGK | Coppermill Jn – Tottenham South Jn | 4 | 74 | 5 | 41 | 8 | Y | Y | Y | Y | N | N | |
| EA1160 | BGK | Tottenham South Jn – Bishops Stortford (Cannons Mill Lane Footpath LC (R/G-X) | 5 | 41 | 31 | 31 | 8 | Y | Y | Y | Y | N | N | |
| EA1161 | BGK | (Cannons Mill Lane Footpath LC (R/G-X) Stansted Mountfitchet – Shepreth Branch Jn | 31 | 31 | 53 | 06 | 8 | R1 | R1 | Y | R1 | N | N | R1 See Sectional Appendix Local Instructions |
| EA1161 | BGK | Shepreth Branch Jn – Ely Dock Jn | 53 | 06 | 69 | 79 | 8 | R1 | R1 | R2 | R1 | H | N | R1 See Sectional Appendix Local Instructions<br>R2 Prohibited Cambridge Bay platform 3 |
| EA1161 | BGK | Ely Dock Jn – Ely North Jn | 69 | 79 | 71 | 68 | 8 | R1 | R1 | Y | R1 | H | N | R1 See Sectional Appendix Local Instructions |
| EA1162 | BGK | Ely North Jn – Kings Lynn | 71 | 68 | 96 | 75 | 8 | R1 | R1 | Y | R1 | N | N | R1 See Sectional Appendix Local Instructions |
| EA1170 | HDT | Hackney Downs North Jn – Seven Sisters Jn | 3 | 04 | 5 | 70 | 8 | Y | Y | Y | Y | N | N | |
| EA1170 | HDT | Seven Sisters Jn – Bury Street Jn | 5 | 70 | 9 | 20 | 8 | Y | Y | Y | Y | N | N | |
| EA1170 | ENT | Bury Street Jn – Enfield Town | 9 | 20 | 10 | 55 | 8 | Y | Y | Y | Y | N | N | |
| EA1180 | GRE | Reading Lane Jn – Navarino Road Jn (Graham Rd Curve) | 2 | 55 | 2 | 79 | 8 | Y | Y | Y | Y | N | N | |
| EA1190 | HDT | Bury Street Jn – Cheshunt Jn | 9 | 20 | 14 | 28 | 8 | Y | Y | Y | Y | N | N | |
| EA1200 | CJC | Clapton Jn – Chingford | 4 | 37 | 10 | 33 | 7 | Y | Y | Y | Y | N | N | |
| EA1210 | HEB | Broxbourne Jn – Hertford East | 18 | 35 | 24 | 19 | 9 | Y | Y | Y | Y | N | N | |
| EA1220 | TLA | Stansted South Jn – Stansted East Jn | 33 | 54 | 34 | 26 | 8 | Y | Y | Y | Y | N | N | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1220 | TEN | Stansted North Jn – Stansted East Jn | 0 | 00 | 0 | 49 | 8 | Y | Y | Y | Y | N | N | |
| EA1220 | TLA | Stansted East Jn –Stansted Airport | 34 | 26 | 36 | 67 | 8 | Y | Y | Y | Y | N | N | |
| EA1230 | SBR | Route Boundary (LN125) (Royston) – Shepreth Branch Jn | 45 | 60 | 55 | 26 | 9 | Y | Y | Y | Y | H | N | |
| EA1270 | MIT | Kings Lynn Jn – Middleton towers | 0 | 22 | 3 | 44 | 8 | Y | Y | Y | Y | N | N | |
| EA1270 | MIT | Kings Lynn Jn – Kings Lynn Yard branch end | 0 | 22 | 0 | 00 | 8 | Y | Y | Y | Y | N | N | |
| EA1280 | SDC | Stratford Central Jn East – Temple Mills East Jn. (Via Platforms 11 & 12 at Stratford) | 3 | 76 | 4 | 45 | 8 | Y | Y | Y | Y | N | Y | |
| EA1280 | SDC | Temple Mills East Jn – Coppermill Jn | 4 | 45 | 7 | 14 | 8 | Y | Y | Y | Y | N | N | |
| EA1290 | TSE2 | Tottenham South Jn – Change of mileage | 5 | 41 | 5 | 54 | 8 | Y | Y | Y | Y | N | N | |
| EA1290 | TSE1 | Change of mileage – South Tottenham East Jn | 6 | 22 | 5 | 73 | 8 | Y | Y | Y | Y | N | N | |
| EA1300 | SSL | South Tottenham West Jn – Seven Sisters Jn | 0 | 13 | 0 | 00 | 8 | Y | Y | Y | Y | N | N | |
| EA1310 | BOK2 | Camden Road West Jn – Gospel Oak Jn | 0 | 00 | 1 | 10 | 8 | Y | Y | Y | Y | H | Y | |
| EA1310 | BOK2 | Gospel Oak Jn – Kensal Green Jn | 1 | 10 | 5 | 10 | 8 | Y | Y | Y | Y | H | Y | |
| EA1310 | KGC | Kensal Green Jn – Route Boundary (MD155) (Harlesden Jn) | 0 | 00 | 0 | 21 | 8 | N | N | Y | Y | H | Y | |
| EA1310 | KGW | Kensal Green Jn – Route Boundary (MD150) (Willesden Suburban Jn) | 5 | 10 | 5 | 25 | 8 | N | N | Y | N | N | N | |
| EA1310 | BOK3 | Kensal Green Jn – Willesden High Level Jn | 5 | 10 | 5 | 48 | 8 | Y | Y | Y | Y | N | Y | |
| EA1310 | WMB | Willesden High Level Jn – Route Boundary (MD160) (Mitre Bridge Jn) | 0 | 43 | 0 | 09 | 8 | Y | Y | Y | Y | N | Y | |
| EA1310 | BOK4 | Willesden High Level Jn – Former Old Oak Jn (change of mileage) | 0 | 00 | 0 | 34 | 8 | Y | Y | Y | Y | N | N | |
| EA1310 | BOK4 | Former Old Oak Jn (change of mileage) – Acton Wells Jn (Connection EA1360) | 0 | 34 | 0 | 66 | 8 | Y | Y | Y | Y | N | N | |
| EA1310 | BOK5 | Acton Wells Jn (Connection to EA1360) – Acton Wells Jn (Connecton to GW130) | 0 | 66 | 0 | 72 | 8 | Y | Y | Y | Y | N | N | |
| EA1310 | AWL | Acton Wells Jn – Route Boundary (GW130) (Acton East Jn) | 0 | 49 | 0 | 39 | 8 | N | N | Y | N | N | N | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1310 | BOK5 | Acton Wells Jn (Connecton to GW130) – Acton Central (Limit of AC) | 0 | 72 | 1 | 73 | 8 | Y | Y | Y | Y | N | N | |
| EA1310 | BOK5 | Acton Central (Limit of AC) – South Acton Jn | 1 | 73 | 2 | 52 | 8 | N | N | Y | N | N | N | |
| EA1310 | SAR1 | South Acton Jn – Gunnersbury Jn | 2 | 52 | 3 | 12 | 8 | N | N | Y | N | N | N | |
| EA1310 | SAR2 | Gunnersbury Jn – Richmond | 9 | 72 | 12 | 39 | 4 | N | N | N | N | N | N | |
| EA1320 | CRC1/2 | Route Boundary (MD145) (Camden Jn) – Camden Road West Jn | 5 | 42 | 5 | 10 | 8 | Y | Y | Y | Y | H | Y | |
| EA1320 | BOK1 | Camden Road West Jn – Camden Road Central Jn | 5 | 10 | 4 | 64 | 8 | Y | Y | Y | Y | H | Y | |
| EA1320 | CRF1 | Camden Road Central Jn – Route Boundary (LN115) (North London Incline) | 0 | 51 | 0 | 20 | 8 | N | N | Y | N | H | Y | |
| EA1320 | BOK1 | Camden Road Central Jn – Canonbury West Jn | 4 | 64 | 3 | 12 | 8 | Y | Y | Y | Y | H | Y | |
| EA1320 | CFP | Canonbury West Jn – Route Boundary (LN110) (Finsbury Park) | 3 | 12 | 3 | 20 | 8 | Y | Y | Y | Y | H | Y | |
| EA1320 | BOK1 | Canonbury West Jn – Dalston Western Jn | 3 | 12 | 2 | 21 | 8 | Y | Y | Y | Y | N | Y | |
| EA1320 | DWW1 | Dalston Western Jn - Navarino Road Jn (Change of Mileage) | 2 | 21 | 1 | 52 | 8 | Y | Y | Y | Y | N | R1 | R1 5mph through Dalston Kingsland down platform |
| EA1320 | DWW2 | Navarino Road Jn (Change of Mileage) – Lea Jn | 1 | 11 | 3 | 19 | 8 | Y | Y | Y | Y | N | Y | |
| EA1320 | DWW2 | Lea Jn – Channelsea North Jn | 3 | 19 | 3 | 32 | 8 | Y | Y | Y | Y | N | Y | |
| EA1320 | DWW2 | Channelsea North Jn – Channelsea South Jn | 3 | 32 | 3 | 33 | 8 | Y | Y | Y | Y | N | Y | |
| EA1320 | DWW2 | Channelsea South Jn – Stratford | 3 | 33 | 3 | 74 | 8 | N | N | Y | N | N | N | |
| EA1325 | BOK1 | Limit of reversible working DNL – Network Rail Boundary (TFL ELL) | 3 | 38 | 2 | 17 | 8 | N | N | Y | N | N | N | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1325 | ELL1 | Network Rail Boundary (TFL ELL) – Canal Jn **(TFL Infrastructure)** | 2 | 17 | 5 | 21 | 8 | EH<br>R1<br>R2<br>R3 | EH<br>R1<br>R2<br>R3 | N | EH<br>R1<br>R2<br>R3 | EH<br>R1<br>R2<br>R3 | E<br>R1<br>R2<br>R3<br>R4 | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Prohibited North of EL264 (5M9Ch)<br>R3 Not to exceed 25mph, 10mph on sections EL266-EL264 (UP) and EL264-Canal Jn (DN)<br>Vehicle must be hauled if overall length of train is less than 80m due to risk of gapping |
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Up East London Line) **(TFL Infrastructure)** | 5 | 21 | 5 | 52 | 8 | EH<br>R1<br>R2 | EH<br>R1<br>R2 | N | EH<br>R1<br>R2 | EH<br>R1<br>R2 | E<br>R1<br>R2<br>R3 | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Not to exceed 25mph<br>Vehicle must be hauled if overall length of train is less than 80m due to risk of gapping |
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Down East London Line) **(TFL Infrastructure)** | 5 | 21 | 5 | 73 | 8 | EH<br>R1<br>R2 | EH<br>R1<br>R2 | N | EH<br>R1<br>R2 | EH<br>R1<br>R2 | E<br>R1<br>R2<br>R3 | R1 Can only run when authorised by Rail for London and only run or operate under Special Traffic Notice subject to any operational restrictions published within the notice<br>R2 Not to exceed 25mph, 5mph through station platform and 10mph on section Canal Jn-131points (DN))<br>Vehicle must be hauled if overall length of train is less than 80m due to risk of gapping |
| EA1325 | ELL2 | Canal Jn – Lewisham **(TFL Infrastructure)** | 5 | 21 | 5 | 78 | 8 | N | N | Y | N | N | N | |
| EA1327 | ELL3 | Silwood Jn – ELL/Network Rail Boundary (TFL Infrastructure) | 4 | 66 | 5 | 51 | 8 | N | N | Y | N | N | N | |
| EA1327 | ELL4 | ELL/Network Rail Boundary – Old Kent Road Jn (SO680) | 2 | 23 | 2 | 32 | 8 | N | N | Y | N | N | N | |
| EA1330 | BOK 5 | South Acton Jn – Kew East Jn | 2 | 52 | 3 | 27 | 8 | N | N | Y | N | N | N | |
| EA1330 | NKE1 | Kew East Jn – Route Boundary (SW230) (New Kew Jn) | 3 | 27 | 3 | 39 | 8 | N | N | Y | N | N | N | |
| EA1330 | BOK5 | Kew East Jn – Route Boundary (SW230) (Old Kew Jn) | 3 | 27 | 3 | 61 | 8 | N | N | Y | N | N | N | |
| EA1340 | LLS2 | Lea Jn – High Meads Jn | 0 | 51 | 0 | 65 | 8 | Y | Y | Y | Y | N | Y | |
| EA1350 | CHM | Channelsea North Jn – High Meads Jn | 0 | 00 | 0 | 15 | 8 | Y | Y | Y | Y | N | N | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1350 | LLS1 | High Meads Jn – Temple Mills East Jn | 0 | 15 | 0 | 59 | 8 | Y | Y | Y | Y | N | Y | |
| EA1360 | CAW | Route Boundary (LN3219) (Cricklewood Curve Jn) – Dudding Hill Jn | 5 | 72 | 6 | 04 | 8 | N | N | Y | N | N | N | |
| EA1360 | BDH | Route Boundary (LN3222) (Brent Curve Jn) – Dudding Hill Jn | 0 | 54 | 1 | 03 | 8 | N | N | Y | N | N | N | |
| EA1360 | CAW | Dudding Hill Jn – Neasden Jn | 6 | 04 | 7 | 02 | 8 | N | N | Y | N | N | N | |
| EA1360 | NJN | Neasden Jn – Route Boundary (MD715) (Neasden South Jn) | 6 | 56 | 6 | 51 | 8 | N | N | Y | N | N | N | |
| EA1360 | CAW | Neasden Jn – Acton Canal Wharf Jn | 7 | 02 | 8 | 45 | 8 | N | N | Y | N | N | N | |
| EA1360 | ACW | Acton Canal Wharf Jn – Route Boundary (MD170) (Willesden Jn) | 0 | 35 | 0 | 11 | 8 | N | N | Y | N | N | N | |
| EA1360 | CAW | Acton Canal Wharf Jn – Acton Wells Jn (Change of Mileage) | 8 | 45 | 8 | 77 | 8 | N | N | Y | N | N | N | |
| EA1360 | WAW | Acton Wells Jn (Change of Mileage) – Route Boundary (MD167) Willesden West London Jn) | 6 | 19 | 6 | 76 | 8 | N | N | Y | N | N | N | |
| EA1360 | CAW | Acton Wells Jn (Change of Mileage) – Acton Wells Jn | 0 | 63 | 0 | 66 | 8 | N | N | Y | N | N | N | |
| EA1370 | GOJ | Gospel Oak Jn – Junction Rd Jn | 0 | 00 | 0 | 58 | 8 | N | N | Y | N | H | N | |
| EA1370 | JRT2 | Junction Rd Jn – Route Boundary (LN3210) (Carlton Rd Jn) | 2 | 42 | 2 | 38 | 8 | N | N | Y | N | N | N | |
| EA1370 | TAH1 | Junction Rd Jn – Harringay Park Jn | 2 | 42 | 4 | 15 | 8 | N | N | Y | N | H | N | |
| EA1370 | HPW | Harringay Park Jn – Route Boundary (LN165) (Harringay Jn) | 0 | 25 | 0 | 14 | 8 | N | N | Y | N | H | N | |
| EA1370 | TAH1 | Harringay Park Jn – South Tottenham West Jn | 4 | 15 | 5 | 65 | 8 | N | N | Y | N | N | N | |
| EA1370 | TAH1 | South Tottenham West Jn – South Tottenham East Jn | 5 | 65 | 5 | 73 | 8 | N | N | Y | N | N | N | |
| EA1370 | TAH2 | South Tottenham East Jn – Woodgrange Park Jn | 5 | 73 | 11 | 79 | 8 | N | N | Y | N | N | N | |
| EA1370 | TAH3 | Woodgrange Park Jn – Barking Station Jn | 11 | 79 | 13 | 12 | 8 | Y | Y | Y | Y | N | Y | |
| EA1370 | TAH3 | Barking Station Jn – Barking Tilbury Jn West | 13 | 12 | 13 | 42 | 8 | Y | Y | Y | Y | N | Y | |
| EA1370 | TAH4 | Barking Station Jn – Barking Platform 1 | 13 | 12 | 13 | 62 | 8 | N | N | Y | N | N | N | |
| EA1380 | FSS1 | Fenchurch Street – Gas Factory Jn | 0 | 00 | 2 | 57 | 3 | N | N | N | N | N | N | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EA1380 | FSS1 | Gas Factory Jn – East Ham Depot | 2 | 57 | 6 | 18 | 3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | N | R1<br>R2<br>R3 | N | R1<br>R2<br>R3 | R1<br>R2<br>R3 | 25mph over bridge 25 (3m 09ch) (Up and Down Lines)<br>25mph over bridge 39 (4m 01ch) (Down Line only)<br>25mph over bridge 40 (4m 02ch) (Down Line only) |
| EA1380 | FSS1 | East Ham Depot – Barking Tilbury Jn West | 6 | 18 | 7 | 33 | 3 | Y | Y | N | Y | N | Y | | |
| EA1380 | FSS2 | Barking Tilbury Jn West – Barking Tilbury Jn East | 7 | 33 | 7 | 60 | 8 | Y | Y | Y | Y | N | Y | | |
| EA1380 | FSS2 | Barking Tilbury Jn East – Upminster | 7 | 60 | 15 | 20 | 8 | Y | Y | Y | Y | N | N | | |
| EA1380 | FSS2 | Upminster – Southend Central | 15 | 20 | 35 | 55 | 8 | Y | Y | Y | Y | N | N | | |
| EA1380 | FSS3 | Southend Central – Shoeburyness | 35 | 55 | 39 | 40 | 8 | Y | Y | Y | Y | N | N | | |
| EA1390 | TLL | Barking Tilbury Line Jn East – Former Tilbury West Jn | 7 | 60 | 22 | 06 | 8 | Y | Y | Y | Y | N | Y | | |
| EA1390 | TLL | Former Tilbury West Jn – Pitsea Jn | 22 | 06 | 32 | 43 | 8 | Y | Y | Y | Y | N | N | | |
| EA1400 | GFB | Gas Factory Jn – Bow Jn | 2 | 57 | 3 | 47 | 3 | N | N | N | N | N | N | | |
| EA1410 | FSS2 | Upminster – Upminster East Jn | 15 | 20 | 15 | 39 | 8 | Y | Y | Y | Y | N | N | | |
| EA1410 | UPG | Upminster East Jn – West Thurrock Jn | 0 | 00 | 6 | 56 | 8 | Y | Y | Y | Y | N | N | | |
| EA1420 | THN | Thames Haven Jn – Thames Haven | 26 | 41 | 30 | 18 | 8 | N | N | Y | N | N | N | | |
| EA1430 | ESK | East Suffolk Jn – Westerfield Jn | 69 | 41 | 73 | 23 | 8 | R1 | N | Y | N | R1 | R1 | R1 | Prohibited between Signal CO401 on the Down line and Westerfield Jn |
| EA1430 | ESK | Westerfield Jn – Oulton Broad North Jn | 73 | 23 | 116 | 27 | 7 | N | N | Y | N | N | N | | |
| EA1440 | FEL | Westerfield Jn – Felixstowe Beach Jn | 73 | 23 | 83 | 57 | 7 | N | N | Y | N | N | N | | |
| EA1440 | FEL | Felixstowe Beach Jn – Felixstowe town | 83 | 57 | 84 | 30 | 7 | N | N | Y | N | N | N | | |
| EA1450 | TFN | Trimley – Port of Felixstowe North Quay Terminal | 0 | 00 | 0 | 18 | 7 | N | N | Y | N | N | N | | |
| EA1460 | FED | Felixstowe Beach Jn – Felixstowe Beach | 83 | 57 | 86 | 34 | 7 | N | N | Y | N | N | N | | |
| EA1470 | NOL | Thorpe Jn – Limit of Electrification | 0 | 09 | 0 | 79 | 7 | H<br>R1 | N | Y | H | N | N | R1 | The Battery Isolating Switch must be left in the open position |
| EA1470 | NOL | Limit of Electrification – Reedham Jn | 0 | 79 | 12 | 34 | 7 | H<br>R1 | N | Y | H | N | N | R1 | The Battery Isolating Switch must be left in the open position |
| EA1470 | NOL | Reedham Jn – Lowestoft | 12 | 34 | 23 | 41 | 7 | N | N | Y | H | N | N | | |

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| EA1480 | WHC 1 | Whitlingham Jn – North Walsham (End of Station Loop) | 1 | 69 | 16 | 30 | 6 | N | N | N | N | N | N | | |
| EA1480 | WHC 1 | North Walsham (End of Station Loop) – Change of Mileage (Site of Former Roughton Road Jn) | 16 | 30 | 24 | 00 | 6 | N | N | N | N | N | N | | |
| EA1480 | WHC 2 | Change of Mileage (Site of Former Roughton Road Jn) – Change of Mileage (Site of Former Runton East Jn) | 11 | 54 | 13 | 48 | 6 | N | N | N | N | N | N | | |
| EA1480 | WHC 3 | Change of Mileage (Site of Former Runton East Jn) – Cromer | 45 | 64 | 46 | 42 | 6 | N | N | N | N | N | N | | |
| EA1490 | CRS | Cromer Jn – Network Rail Boundary (North Norfolk Railway) | 46 | 27 | 42 | 69 | 6 | N | N | N | N | N | N | | |
| EA1500 | NAY | Brundall Jn – Yarmouth Via Acle | 5 | 72 | 18 | 29 | 7 | H R1 | N | Y | H | N | N | R1 | The Battery Isolating Switch must be left in the open position |
| EA1500 | RBY | Breydon Access No24 LC (EA1510) – Yarmouth | 19 | 13 | 20 | 45 | 7 | H R1 | N | Y | H | N | N | R1 | The Battery Isolating Switch must be left in the open position |
| EA1510 | RBY | Reedham Jn – Breydon Access No24 LC | 12 | 34 | 19 | 13 | 7 | H R1 | N | Y | H | N | N | R1 | The Battery Isolating Switch must be left in the open position |
| EA1520 | SIZ | Saxmundham Jn – Sizewell | 91 | 40 | 95 | 79 | 7 | N | N | Y | N | N | N | | |
| EA1530 | CCH | Coldham Lane Jn – Haughley Jn | 0 | 23 | 40 | 49 | 8 | N | N | Y | H | N | N | | |
| EA1540 | SOB1 | Chippenham Jn – Site of Former Snailwell Jn | 0 | 63 | 0 | 00 | 8 | N | N | Y | H | N | N | | |
| EA1540 | SOB2 | Site of Former Snailwell Jn – Ely Dock Jn | 1 | 54 | 12 | 33 | 8 | N | N | Y | H | N | N | | |
| EA1550 | EWC | Ely North Jn – Ely West Jn (Ely West Curve) | 71 | 63 | 72 | 63 | 8 | N | N | Y | N | N | N | | |
| EA1560 | EMP | Ely North Jn – Ely West Jn | 71 | 63 | 72 | 39 | 8 | N | N | Y | H | H | N | | |
| EA1560 | EMP | Ely West Jn – Route Boundary (LN135) (Peterborough) | 72 | 39 | 98 | 40 | 8 | N | N | Y | H | H R1 | N | R1 | 50mph maximum speed Harts Bridge No 1833 (Centre Girder Underbridge) Down Main at 94m 75 ch |
| EA1570 | WIG | Whitemoor Jn – Wisbech | 86 | 18 | 93 | 60 | 6 | N | N | N | N | N | N | Line out of use (temporarily) | |
| EA1570 | MWL | March West Jn – Whitemoor Jn | 0 | 00 | 0 | 13 | 8 | N | N | Y | N | N | N | | |
| EA1570 | WIG | Whitemoor Jn – Wisbech (Line out of use) | 86 | 18 | 93 | 60 | 6 | N | N | Y | N | N | N | | |
| EA1580 | ETN | Ely North Jn – Trowse Jn | 71 | 72 | 123 | 00 | 8 | H R1 | N | Y | H | N | N | R1 | 20mph over Bridge 1603 (93m 63ch) on the Up line |
| EA1744 | BFC | Europa Jn – Boss Hall Jn | 0 | 00 | 0 | 63 | 10 | N | N | Y | N | N | N | | |

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# Table D5A– Route Clearance of Freight Containers / Swap Bodies

**Last Updated: 30/04/2022**

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 | W8 | W9 | W9Plus | W10 | W10A | W12 | | |
| EA1010 | Liverpool Street – Mile End | N | Y * | N | N | N | N | N | N | N | | |
| EA1010 | Mile End – Stratford Central Jn East | N | Y * | Y | Y | R1 | N | N | N | N | R1 | W9 between Bow Depot Jn and Carpenters Road South Jn only |
| EA1010 | Stratford Central Jn East – Forest Gate Jn | N | Y * | Y | Y | Y | N | 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 | N | Y | N | N | | |
| EA1011 | Seven Kings – Ipswich | N | Y * | Y | Y | Y | N | Y | N | N | | |

| Line of Route | Line of Route / Sector Description | Gauge | | | | | | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | GB1/2 | W6A | W7 | W8 | W9 | W9Plus | W10 | W10A | W12 | |
| EA1012 | Ipswich – Trowse Jn | N | Y * | Y | Y | Y | N | R1 | N | N | R1 W10 Between Ipswich and Haughley Jn only. |
| EA1013 | Trowse Jn – Norwich | N | Y * | Y | Y | N | N | N | N | N | |
| EA1013 | Trowse Swing Bridge – Wensum Jn (EA1470) via Wensum Curve | N | Y | Y | Y | N | N | N | N | N | |
| EA1020 | Carpenters Rd South Jn – Carpenters Rd North Jn | N | Y | Y | Y | Y | N | N | N | N | |
| EA1030 | Forest Gate Jn – Woodgrange Park Jn | N | Y | Y | Y | Y | N | Y | N | N | |
| EA1040 | Romford – Upminster | N | Y * | N | N | N | N | N | N | N | |
| EA1050 | Shenfield Jn – Southend Victoria | N | Y * | N | N | N | N | N | N | N | |
| EA1060 | Wickford Jn – Southminster | N | Y * | N | N | N | N | N | N | N | |
| EA1070 | Witham – Braintree | N | Y * | N | N | N | N | N | N | N | |
| EA1080 | Marks Tey Jn – Sudbury | N | Y * | N | N | N | N | N | N | N | |
| EA1090 | Colchester Jn – Clacton | N | Y * | N | N | N | N | N | N | N | |
| EA1100 | East Gate Jn & Hythe Jn – Colchester town | N | Y * | N | N | N | N | N | N | N | |
| EA1110 | Thorpe-Le-Soken – Walton-On-Naze | N | Y * | N | N | N | N | N | N | N | |
| EA1120 | Manningtree (North & South Jns) – Harwich town | N | Y * | Y | Y | N | N | Y | N | N | |
| EA1130 | Griffin Wharf Branch | N | Y | Y | Y | Y | N | Y | N | N | |
| EA1150 | Channelsea South Jn – Stratford Central Jn West | N | Y | Y | Y | Y | N | Y | N | N | |
| EA1160 | Bethnal Green East Jn – Coppermill Jn | N | Y * | Y | Y | N | N | N | N | N | |
| EA1160 | Coppermill Jn – Tottenham South Jn | N | Y | Y | Y | Y | N | Y | N | N | |
| EA1160 | Tottenham South Jn – Bishops Stortford | N | Y * | Y | Y | N | N | N | N | N | |
| EA1161 | Bishops Stortford – Ely Dock Jn | N | Y * | Y | Y | N | N | N | N | N | |
| EA1161 | Ely Dock Jn – Ely North Jn | N | Y * | Y | Y | Y | N | Y | N | N | |
| EA1162 | Ely North Jn – Kings Lynn | N | Y | Y | Y | N | N | N | N | N | |
| EA1170 | Hackney Downs North Jn – Bury Street Jn | N | Y * | Y | Y | N | N | N | N | N | |
| EA1180 | Reading Lane Jn – Navarino Road Jn (Graham Rd. Curve) | N | Y | N | N | N | N | N | N | N | |
| EA1190 | Bury Street Jn – Cheshunt Jn | N | Y * | Y | Y | N | N | N | N | N | |
| EA1200 | Clapton Jn – Chingford | N | Y * | N | N | N | N | N | N | N | |
| EA1210 | Broxbourne Jn – Hertford East | N | Y * | N | N | N | N | N | N | N | |
| EA1220 | Stansted (South & North Jns) – Stansted Airport | N | Y * | N | N | N | N | N | N | N | |

| Line of Route | Line of Route / Sector Description | Gauge | | | | | | | | | Notes | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | GB1/2 | W6A | W7 | W8 | W9 | W9Plus | W10 | W10A | W12 | | |
| EA1230 | Royston – Shepreth Branch Jn | N | Y | Y | Y | N | N | N | N | N | | |
| EA1270 | Kings Lynn Jn – Middleton Towers | N | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1270 | Kings Lynn Jn – Kings Lynn Yard branch end | N | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1280 | Stratford Central Jn East – Coppermill Jn | N | Y | Y | Y | Y | N | Y | N | N | | |
| EA1290 | Tottenham South Jn – South Tottenham East Jn | N | Y | Y | Y | Y | N | Y | N | N | | |
| EA1300 | South Tottenham West Jn – Seven Sisters Jn | N | Y | Y | Y | N | N | N | N | N | | |
| EA1310 | Camden Road West Jn – Gospel Oak | N | Y * | Y | Y | Y | N | Y | N | N | | |
| EA1310 | Gospel Oak – Kensal Green Jn | N | Y | Y | Y | Y | N | Y | N | N | | |
| EA1310 | Kensal Green Jn – Harlesden Jn | N | Y | Y | Y | Y | N | Y | N | N | | |
| EA1310 | Kensal Green Jn – Willesden High Level Jn | N | Y * | Y | Y | Y | N | Y | N | N | | |
| EA1310 | Willesden High Level Jn – Mitre Bridge Jn | N | Y | Y | Y | S1 | N | 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 | N | Y | N | N | | |
| EA1310 | Acton Wells Jn – Acton East Jn | N | Y | Y | Y | Y | R1 | R1 | R1 | R1 | R1 | Acton Wells to Route Boundary |
| EA1310 | Acton Wells Jn – South Acton Jn | N | Y | Y | Y | Y | R1 | R1 | R1 | R1 | R1 | Acton Wells Jnto Acton Wells Jn |
| EA1320 | Territory Boundary – Channelsea South Jn | N | Y * | Y | Y | Y | N | R1 | N | N | R1 | W10 Prohibited between Kings Cross Freight Terminal Jn and Camden Road Central Jn. |
| EA1325 | Limit of reversible working DNL - Network Rail Boundary (TFL ELL) | N | Y | 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 | | |
| EA1330 | South Acton Jn – Old Kew Jn & New Kew Jn | N | | Y | Y | R1 | N | N | N | N | R1 | W9 Prohibited between Kew East Jn and Old Kew Jn. |
| EA1340 | Lea Jn – High Meads Jn | N | Y | Y | Y | Y | N | Y | N | N | | |
| EA1350 | Channelsea North Jn – Temple Mills East Jn | N | Y | Y | Y | Y | N | Y | N | N | | |
| EA1360 | Dudding Hill Jn – Neasden Jn | N | Y | S1 | 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. |

| Line of Route | Line of Route / Sector Description | Gauge | | | | | | | | | Notes | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | GB1/2 | W6A | W7 | W8 | W9 | W9Plus | W10 | W10A | W12 | | |
| EA1360 | Neasden Jn – Neasden South Jn | N | Y * | Y | N | N | N | N | N | N | | |
| EA1360 | Neasden Jn – Acton Canal Wharf Jn | N | Y | R1<br>S1 | N | N | N | N | N | N | R1<br>S1 | 5 mph on the Up road only at Bridge No.10 at 7m 61ch between Acton Canal Wharf Jn and Neasden Jn.<br>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 |
| EA1360 | Dudding Hill Jn – Cricklewood Curve Jn | N | Y * | Y<br>S1 | 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. |
| EA1360 | Dudding Hill Jn – Brent Curve Jn | N | Y | Y | N | N | N | N | N | N | | |
| EA1360 | Acton Canal Wharf Jn – Acton Wells Jn | N | Y | Y | Y | Y | Y | Y | Y | Y | | |
| EA1360 | Acton Wells Jn – Willesden Jn | N | Y * | Y | Y | Y | R1 | Y | Y | R1 | R1 | Acton Canal Wharf Jn to Route Boundary (00m 11ch) |
| EA1360 | Acton Wells Jn – Willesden West London Jn | N | Y | Y | Y | Y | N | Y | Y | N | | |
| EA1370 | Gospel Oak – Jn Rd Jn | N | Y | Y | Y | Y | N | Y | N | N | | |
| EA1370 | Carlton Rd Jn – Jn Rd Jn | N | Y | Y | N | N | N | N | N | N | | |
| EA1370 | Jn Rd Jn – Harringay Park Jn | N | Y | Y | Y | Y | N | Y | N | N | | |
| EA1370 | Harringay Park Jn – Harringay West Jn | N | Y | Y | Y | Y | N | N | N | N | | |
| EA1370 | Harringay Park Jn – South Tottenham West Jn | N | Y | Y | Y | Y | N | Y | N | N | | |
| EA1370 | South Tottenham West Jn – South Tottenham East Jn | N | Y | Y | Y | Y | N | Y | N | N | | |
| EA1370 | South Tottenham East Jn – Woodgrange Park Jn | N | Y * | Y | Y | Y | N | Y | N | N | | |
| EA1370 | Woodgrange Park Jn – Barking Tilbury Jn West | N | Y * | Y | Y | Y | N | Y | N | N | | |
| EA1380 | Fenchurch Street – Barking Tilbury Jn West | N | Y | N | N | N | N | N | N | N | | |

| Line of Route | Line of Route / Sector Description | Gauge | | | | | | | | | Notes | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | GB1/2 | W6A | W7 | W8 | W9 | W9Plus | W10 | W10A | W12 | | |
| EA1380 | Barking Tilbury Jn West – Upminster | N | Y * | Y | Y | R1<br>R2 | N | Y | N | N | R1<br>R2 | W9 Prohibited on up line through Upminster station (Platform 1). Platform 2 is Bi-directional<br>15mph at Bridge 30 at 14m 20ch London side of Upminster on Up and Down lines. |
| EA1380 | Upminster – Shoeburyness | N | Y * | Y | Y | N | N | N | N | N | | |
| EA1390 | Barking Tilbury Line Jn East – Former Tilbury West Jn | R1 | Y | Y | Y | Y | N | Y | N | N | R1 | GB1/2 between the following locations and via the following lines only:<br>• Exchange Sidings Nos 1, 2 & 3 and Hanson Sidings/Ford Motor Company Sidings (via Ford Motor Company Connecting line)<br>• Exchange Sidings Nos 1, 2 & 3 and the CTRL lines (via the Ripple Lane Chords)<br>• Ripple Lane West Yard Siding No 1 and Exchange Sidings Nos 1, 2 & 3 (via Renwick Road Jn)<br>• Ripple Lane West Yard Siding No 1 and western entrance to Barking Freightliner Depot (via the Goods lines)<br>Ripple Lane West Yard Siding No 1 and Stora Sidings. |
| EA1390 | Former Tilbury West Jn – Pitsea via Tilbury | N | Y | Y | Y | R1 | N | R1 | N | N | R1 | W9 and W10 between former Tilbury West Jn and Thames Haven Jn only. |
| EA1400 | Gas Factory Jn – Bow Jn | N | Y * | N | N | N | N | N | N | N | | |
| EA1410 | Upminster – West Thurrock Jn | N | Y * | Y | Y | Y | N | Y | N | N | | |
| EA1420 | Thames Haven Jn – Thames Haven | N | Y * | Y | Y | Y | N | Y | N | N | | |
| EA1430 | East Suffolk Jn – Westerfield Jn | N | Y | Y | Y | N | N | Y | N | N | | |
| EA1430 | Westerfield Jn – Oulton Broad North Jn | N | Y | N | N | N | N | N | N | N | | |
| EA1440 | Westerfield Jn – Felixstowe Beach Jn | N | Y* | Y | Y | N | N | Y | N | N | | |
| EA1440 | Felixstowe Beach Jn– Felixstowe Town | N | Y * | Y | Y | N | N | N | N | N | | |
| EA1450 | Trimley – Port of Felixstowe North Quay Terminal | N | Y * | Y | Y | N | N | Y | N | N | | |
| EA1460 | Felixstowe Beach Jn – Felixstowe Beach | N | Y | Y | Y | N | N | Y | N | N | | |

| Line of Route | Line of Route / Sector Description | Gauge | | | | | | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | GB1/2 | W6A | W7 | W8 | W9 | W9Plus | W10 | W10A | W12 | |
| EA1470 | Norwich Thorpe Jn – Lowestoft | N | Y * | R1 | R1 | N | N | N | N | N | R1 W7 and W8 prohibited East of Oulton Broad North Jn.<br>STNC NC/G1/2010/ICP-G/EA001 applies to 30/12/2012 |
| EA1480 | Whitlingham Jn – North Walsham (End of Station Loop) | N | Y * | R1 | R1 | N | N | N | N | N | R1 Prohibited on the Down road and 5mph on the Up road at Bridge No.370 at 08m 08ch between Salhouse and Wroxham. |
| EA1480 | North Walsham (End of Station Loop) – Cromer | N | Y * | N | N | N | N | N | N | N | |
| EA1490 | Cromer to Sheringham | N | Y | N | N | N | N | N | N | N | |
| EA1500 | Brundall Jn – Yarmouth via Acle | N | Y * | Y | Y | N | N | N | N | N | |
| EA1510 | Reedham Jn – Yarmouth | N | Y * | Y | Y | N | N | N | N | N | |
| EA1520 | Saxmundham Jn – Sizewell | N | Y * | N | N | N | N | N | N | N | |
| EA1530 | Coldham Lane Jn – Haughley Jn | N | Y | Y | Y | R1 | R1 | R1 | N | N | R1 Prohibited Coldham Lane Jn to Chippenham Jn |
| EA1540 | Chippenham Jn – Ely Dock Jn | N | Y * | Y | Y | Y | N | Y | N | N | |
| EA1550 | Ely North Jn – Ely West Jn (Ely West Curve) | N | Y * | Y | Y | N | N | N | N | N | |
| EA1560 | Ely North Jn – Peterborough | N | Y | Y | Y | Y | N | Y | N | N | |
| EA1570 | March (East & West Jns) – Whitemoor Jn | N | Y * | Y | Y | Y | N | Y | N | N | |
| EA1570 | Whitemoor Jn – Wisbech | N | Y * | Y | Y | N | N | N | N | N | |
| EA1580 | Ely North Jn – Trowse Jn | N | Y | Y | Y | N | N | N | N | N | |
| EA1580 | Ely North Jn – Trowse Jn | N | Y * | Y | Y | N | N | N | N | N | |
| EA1744 | Europa Jn – Boss Hall Jn | N | Y | Y | Y | Y | Y | Y | Y | Y | |

# Table D5B – Locomotive Gauge Clearance table

**Last Updated: 03/04/2021**

To be read in conjunction with General Notes.

- All locomotives conform to locomotive gauge, apart from Class 37s (when fitted with roof horns).
- Locomotive gauge restrictions apply to all locomotives unless clearance is provided in the Route Clearance D4 Tables.
- Locomotives that are not listed in the Route Clearance D4 Tables are permitted to operate over routes that conform to locomotive gauge, subject to the restrictions detailed in the table below and the conditions stated in the locomotive's Summary of Compatibility document. Locomotives that are not listed in the Route Clearance D4 Tables require a valid Summary of Compatibility prior to operation over Network Rail infrastructure.
- Locomotives are PROHIBITED from using crossovers within platforms (code word LACER) unless their overall length (over buffers) is 18.288m or less.
- Gauge clearance for steam locomotives is considered under a separate process.

The notations (used in these tables) are explained as follows for locomotive gauge conformant vehicles:

Y Route conforms to locomotive gauge without restriction.

R Route conforms (or partly conforms) to locomotive gauge but restrictions apply. See “Notes” column for details.

N Route does not conform to locomotive gauge

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| EA1010 | LTN1 | Liverpool Street platforms 1-10 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | 8 | R1 | R1 Prohibited Liverpool Street platform 10 |
| EA1010 | LVS | Liverpool Street platforms 11-17 – Liverpool St (L) IECC | 0 | 00 | 0 | 22 | 8 | Y | |
| EA1010 | LTN1 | Liverpool St (L) IECC – Bethnal Green East Jn | 0 | 22 | 1 | 10 | 8 | R1 | R1 Prohibited between Liverpool Street station throat and Bethnal Green West Jn on the Down Suburban line and Up Main line |
| EA1010 | LTN1 | Bethnal Green East Jn – Mile End | 1 | 10 | 2 | 02 | 8 | Y | |
| EA1010 | LTN1 | Mile End – Bow Jn | 2 | 02 | 2 | 74 | 8 | Y | |
| EA1010 | LTN1 | Bow Jn – Carpenters Road South Jn | 2 | 74 | 3 | 54 | 8 | Y | |
| EA1010 | LTN1 | Carpenters Road South Jn – Stratford Central Jn West | 3 | 54 | 3 | 70 | 8 | Y | |
| EA1010 | LTN1 | Stratford Central Jn West – Stratford Central Jn East | 3 | 75 | 5 | 63 | 8 | Y | |
| EA1010 | LTN1 | Stratford Central Jn East – Forest Gate Jn | 3 | 75 | 5 | 63 | 8 | R1 | R1 Prohibited Maryland platform 3 (Up Main line) |
| EA1010 | LTN1 | Forest Gate Jn – Ilford Depot London End | 5 | 63 | 7 | 63 | 8 | R1 | R1 Prohibited between Manor Park and Ilford on the Up Passenger Avoiding line |
| EA1010 | LTN1 | Ilford Depot London End – Seven Kings | 7 | 63 | 8 | 45 | 8 | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| EA1011 | LTN1 | Seven Kings – Romford Jn | 8 | 45 | 12 | 39 | 8 | Y | |
| EA1011 | LTN1 | Romford Jn – Shenfield Jn | 12 | 39 | 20 | 22 | 8 | R1 | R1 Prohibited Harold Wood platform 3 (Up Electric line) |
| EA1011 | LTN1 | Shenfield Jn – Witham Jn | 20 | 22 | 38 | 55 | 8 | Y | |
| EA1011 | LTN1 | Witham Jn – Marks Tey Jn | 38 | 55 | 46 | 49 | 8 | Y | |
| EA1011 | LTN1 | Marks Tey Jn – Colchester Jn | 46 | 49 | 51 | 65 | 8 | R1<br>R2 | R1 Prohibited Colchester platform 3 (Up Main line)<br>R2 Prohibited Colchester platform 6 (Up Bay line) |
| EA1011 | LTN1 | Colchester Jn – Manningtree South Jn | 51 | 65 | 59 | 46 | 8 | R1 | R1 Prohibited Manningtree Down Refuge Siding (former platform 4) |
| EA1011 | LTN1 | Manningtree South Jn – Manningtree North Jn | 59 | 46 | 59 | 69 | 8 | Y | |
| EA1011 | LTN1 | Manningtree North Jn – Ipswich | 59 | 69 | 68 | 59 | 8 | Y | |
| EA1012 | LTN1 | Ipswich – East Suffolk Jn | 68 | 59 | 69 | 41 | 8 | Y | |
| EA1012 | LTN1 | East Suffolk Jn – Trowse Jn (EA1013) | 69 | 41 | 113 | 68 | 8 | Y | |
| EA1013 | LTN2 | Trowse Jn – Trowse Swing Bridge | 123 | 00 | 123 | 37 | 8 | Y | |
| EA1013 | NCW | Trowse Swing Bridge – Wensum Jn (EA1470/ELR NOL 0m 60ch) via Through Sidings / Wensum Curve | 0 | 00 | 0 | 28 | 8 | Y | |
| EA1013 | LTN2 | Trowse Swing Bridge – Norwich | 123 | 37 | 124 | 09 | 8 | R1 | R1 Prohibited Norwich Royal Dock No 1 |
| EA1020 | CNS | Carpenters Rd South Jn – Carpenters Rd North Jn | 1 | 12 | 0 | 70 | 8 | Y | |
| EA1030 | FGW | Forest Gate Jn – Woodgrange Park Jn | 0 | 00 | 0 | 31 | 8 | Y | |
| EA1040 | ROU | Romford – Upminster | 0 | 00 | 3 | 30 | 8 | Y | |
| EA1050 | SSV | Shenfield Jn – Southend Victoria | 20 | 22 | 41 | 42 | 7 | Y | |
| EA1060 | WIS | Wickford Jn – Southminster | 29 | 13 | 45 | 42 | 7 | Y | |
| EA1070 | BRA | Witham – Braintree | 24 | 15 | 17 | 71 | 6 | Y | |
| EA1080 | SUD | Marks Tey Jn – Sudbury | 45 | 53 | 58 | 32 | 6 | Y | |
| EA1090 | COC | Colchester Jn – Clacton | 52 | 28 | 69 | 56 | 7 | Y | |
| EA1100 | STB | East Gate Jn – Colne Jn | 53 | 14 | 53 | 30 | 7 | Y | |
| EA1100 | CTH | Hythe Jn – Colne Jn | 0 | 22 | 0 | 00 | 7 | Y | |
| EA1100 | STB | Colne Jn – Colchester town | 53 | 30 | 53 | 76 | 7 | Y | |
| EA1110 | TWN | Thorpe-le-Soken Jn – Walton-On-Naze | 65 | 19 | 70 | 15 | 7 | Y | |
| EA1120 | MAH | Manningtree South Jn – Manningtree East Jn | 59 | 35 | 59 | 67 | 8 | Y | |
| EA1120 | NTE | Manningtree North Jn – Manningtree East Jn | 0 | 00 | 0 | 24 | 8 | Y | |

| Line of route | ELR | Line of Route / Sector Description | oo oo M | oo oo Ch | oo oo M | oo oo Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| EA1120 | MAH | Manningtree East Jn – Harwich International Port | 59 | 67 | 68 | 72 | 8 | Y | |
| EA1120 | MAH | Harwich International Port – Harwich Town | 68 | 72 | 70 | 61 | 8 | Y | |
| EA1130 | GRW | Halifax Jn – Griffin Wharf Boundary | 0 | 00 | 0 | 47 | 8 | Y | |
| EA1150 | CST | Channelsea South Jn – Stratford Central Jn West | 0 | 29 | 0 | 00 | 8 | Y | |
| EA1160 | BGK | Bethnal Green East Jn – Reading Lane Jn | 1 | 10 | 2 | 55 | 4 | Y | |
| EA1160 | BGK | Reading Lane Jn – Hackney Downs North Jn | 2 | 55 | 3 | 04 | 4 | Y | |
| EA1160 | BGK | Hackney Downs North Jn – Coppermill Jn | 3 | 04 | 4 | 74 | 8 | Y | |
| EA1160 | BGK | Coppermill Jn – Tottenham South Jn | 4 | 74 | 5 | 41 | 8 | Y | |
| EA1160 | BGK | Tottenham South Jn – Bishops Stortford (Cannons Mill Lane Footpath LC (R/G-X) | 5 | 41 | 31 | 31 | 8 | R1<br>R2 | R1 Prohibited between Broxbourne and Broxbourne Jn on the Up Cambridge line<br>R2 Prohibited Harlow Town platfrom 4 (Down Loop) |
| EA1161 | BGK | (Cannons Mill Lane Footpath LC (R/G-X) Stansted Mountfitchet – Shepreth Branch Jn | 31 | 31 | 53 | 06 | 8 | Y | |
| EA1161 | BGK | Shepreth Branch Jn – Ely Dock Jn | 53 | 06 | 69 | 79 | 8 | R1 | R1 Prohibited Cambridge bay platform 3 (Down Slow line) |
| EA1161 | BGK | Ely Dock Jn – Ely North Jn | 69 | 79 | 71 | 68 | 8 | Y | |
| EA1162 | BGK | Ely North Jn – Kings Lynn | 71 | 68 | 96 | 75 | 8 | Y | |
| EA1170 | HDT | Hackney Downs North Jn – Seven Sisters Jn | 3 | 04 | 5 | 70 | 8 | R1 | R1 Prohibited Rectory Road platform 1 (Up Southbury) |
| EA1170 | HDT | Seven Sisters Jn – Bury Street Jn | 5 | 70 | 9 | 20 | 8 | Y | |
| EA1170 | ENT | Bury Street Jn – Enfield Town | 9 | 20 | 10 | 55 | 8 | Y | |
| EA1180 | GRE | Reading Lane Jn – Navarino Road Jn (Graham Rd Curve) | 2 | 55 | 2 | 79 | 8 | Y | |
| EA1190 | HDT | Bury Street Jn – Cheshunt Jn | 9 | 20 | 14 | 28 | 8 | Y | |
| EA1200 | CJC | Clapton Jn – Chingford | 4 | 37 | 10 | 33 | 7 | R1 | R1 Prohibited Walthamstow Central platform 2 (Down line) |
| EA1210 | HEB | Broxbourne Jn – Hertford East | 18 | 35 | 24 | 19 | 9 | Y | |
| EA1220 | TLA | Stansted South Jn – Stansted East Jn | 33 | 54 | 34 | 26 | 8 | Y | |
| EA1220 | TEN | Stansted North Jn – Stansted East Jn | 0 | 00 | 0 | 49 | 8 | Y | |
| EA1220 | TLA | Stansted East Jn – Stansted Airport | 34 | 26 | 36 | 67 | 8 | Y | |
| EA1230 | SBR | Route Boundary (LN125) (Royston) – Shepreth Branch Jn | 45 | 60 | 55 | 26 | 9 | Y | |
| EA1270 | MIT | Kings Lynn Jn – Middleton towers | 0 | 22 | 3 | 44 | 8 | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| EA1270 | MIT | Kings Lynn Jn – Kings Lynn Yard branch end | 0 | 22 | 0 | 00 | 8 | Y | |
| EA1280 | SDC | Stratford Central Jn East – Temple Mills East Jn (Via Platforms 11 & 12 at Stratford) | 3 | 76 | 4 | 45 | 8 | Y | |
| EA1280 | SDC | Temple Mills East Jn – Coppermill Jn | 4 | 45 | 7 | 14 | 8 | Y | |
| EA1290 | TSE2 | Tottenham South Jn – Change of mileage | 5 | 41 | 5 | 54 | 8 | Y | |
| EA1290 | TSE1 | Change of mileage – South Tottenham East Jn | 6 | 22 | 5 | 73 | 8 | Y | |
| EA1300 | SSL | South Tottenham West Jn – Seven Sisters Jn | 0 | 13 | 0 | 00 | 8 | Y | |
| EA1310 | BOK2 | Camden Road West Jn – Gospel Oak Jn | 0 | 00 | 1 | 10 | 8 | Y | |
| EA1310 | BOK2 | Gospel Oak Jn – Kensal Green Jn | 1 | 10 | 5 | 10 | 8 | Y | |
| EA1310 | KGC | Kensal Green Jn – Route Boundary (MD155) (Harlesden Jn) | 0 | 00 | 0 | 21 | 8 | Y | |
| EA1310 | KGW | Kensal Green Jn – Route Boundary (MD150) (Willesden Suburban Jn) | 5 | 10 | 5 | 25 | 8 | Y | |
| EA1310 | BOK3 | Kensal Green Jn – Willesden High Level Jn | 5 | 10 | 5 | 48 | 8 | Y | |
| EA1310 | WMB | Willesden High Level Jn – Route Boundary (MD160) (Mitre Bridge Jn) | 0 | 43 | 0 | 09 | 8 | Y | |
| EA1310 | BOK4 | Willesden High Level Jn – Former Old Oak Jn (change of mileage) | 0 | 00 | 0 | 34 | 8 | Y | |
| EA1310 | BOK4 | Former Old Oak Jn (change of mileage) – Acton Wells Jn (Connection EA1360) | 0 | 34 | 0 | 66 | 8 | Y | |
| EA1310 | BOK5 | Acton Wells Jn (Connection to EA1360) – Acton Wells Jn (Connection to GW130) | 0 | 66 | 0 | 72 | 8 | Y | |
| EA1310 | AWL | Acton Wells Jn – Route Boundary (GW130) (Acton East Jn) | 0 | 49 | 0 | 39 | 8 | Y | |
| EA1310 | BOK5 | Acton Wells Jn (Connection to GW130) – Acton Central (Limit of AC) | 0 | 72 | 1 | 73 | 8 | Y | |
| EA1310 | BOK5 | Acton Central (Limit of AC) – South Acton Jn | 1 | 73 | 2 | 52 | 8 | Y | |
| EA1310 | SAR1 | South Acton Jn – Gunnersbury Jn | 2 | 52 | 3 | 12 | 8 | Y | |
| EA1310 | SAR2 | Gunnersbury Jn – Richmond | 9 | 72 | 12 | 39 | 4 | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| EA1320 | CRC1/2 | Route Boundary (MD145) (Camden Jn) – Camden Road West Jn | 5 | 42 | 5 | 10 | 8 | Y | |
| EA1320 | BOK1 | Camden Road West Jn – Camden Road Central Jn | 5 | 10 | 4 | 64 | 8 | Y | |
| EA1320 | CRF1 | Camden Road Central Jn – Route Boundary (LN115) (North London Incline) | 0 | 51 | 0 | 20 | 8 | Y | |
| EA1320 | BOK1 | Camden Road Central Jn – Canonbury West Jn | 4 | 64 | 3 | 12 | 8 | Y | |
| EA1320 | CFP | Canonbury West Jn – Route Boundary (LN110) (Finsbury Park) | 3 | 12 | 3 | 20 | 8 | Y | |
| EA1320 | BOK1 | Canonbury West Jn – Dalston Western Jn | 3 | 12 | 2 | 21 | 8 | Y | |
| EA1320 | DWW1 | Dalston Western Jn – Navarino Road Jn (Change of Mileage) | 2 | 21 | 1 | 52 | 8 | Y | |
| EA1320 | DWW2 | Navarino Road Jn (Change of Mileage) – Lea Jn | 1 | 11 | 3 | 19 | 8 | Y | |
| EA1320 | DWW2 | Lea Jn – Channelsea North Jn | 3 | 19 | 3 | 32 | 8 | Y | |
| EA1320 | DWW2 | Channelsea North Jn – Channelsea South Jn | 3 | 32 | 3 | 33 | 8 | Y | |
| EA1320 | DWW2 | Channelsea South Jn – Stratford | 3 | 33 | 3 | 74 | 8 | Y | |
| EA1325 | BOK1 | Limit of reversible working DNL – Network Rail Boundary (TFL ELL) | 3 | 38 | 2 | 17 | 8 | Y | |
| EA1325 | ELL1 | Network Rail Boundary (TFL ELL) – Canal Jn (TFL Infrastructure) | 2 | 17 | 5 | 21 | 8 | Y | |
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Up East London Line) (TFL Infrastructure) | 5 | 21 | 5 | 52 | 8 | Y | |
| EA1325 | ELL1 | Canal Jn – TFL / Network Rail Boundary (SO510) (Via Down East London Line) (TFL Infrastructure) | 5 | 21 | 5 | 73 | 8 | Y | |
| EA1325 | ELL2 | Canal Jn – Lewisham (TFL Infrastructure) | 5 | 21 | 5 | 78 | 8 | Y | |
| EA1327 | ELL3 | Silwood Jn – ELL / Network Rail Boundary (TFL Infrastructure) | 4 | 66 | 5 | 51 | 8 | Y | |
| EA1327 | ELL4 | ELL / Network Rail Boundary – Old Kent Road Jn (SO680) | 2 | 23 | 2 | 32 | 8 | Y | |
| EA1330 | BOK5 | South Acton Jn – Kew East Jn | 2 | 52 | 3 | 27 | 8 | Y | |
| EA1330 | NKE1 | Kew East Jn – Route Boundary (SW230) (New Kew Jn) | 3 | 27 | 3 | 39 | 8 | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| EA1330 | BOK5 | Kew East Jn – Route Boundary (SW230) (Old Kew Jn) | 3 | 27 | 3 | 61 | 8 | Y | |
| EA1340 | LLS2 | Lea Jn – High Meads Jn | 0 | 51 | 0 | 65 | 8 | Y | |
| EA1350 | CHM | Channelsea North Jn – High Meads Jn | 0 | 00 | 0 | 15 | 8 | Y | |
| EA1350 | LLS1 | High Meads Jn – Temple Mills East Jn | 0 | 15 | 0 | 59 | 8 | Y | |
| EA1360 | CAW | Route Boundary (LN3219) (Cricklewood Curve Jn) – Dudding Hill Jn | 5 | 72 | 6 | 04 | 8 | Y | |
| EA1360 | BDH | Route Boundary (LN3222) (Brent Curve Jn) – Dudding Hill Jn | 0 | 54 | 1 | 03 | 8 | Y | |
| EA1360 | CAW | Dudding Hill Jn – Neasden Jn | 6 | 04 | 7 | 02 | 8 | Y | |
| EA1360 | NJN | Neasden Jn – Route Boundary (MD715) (Neasden South Jn) | 6 | 56 | 6 | 51 | 8 | Y | |
| EA1360 | CAW | Neasden Jn – Acton Canal Wharf Jn | 7 | 02 | 8 | 45 | 8 | Y | |
| EA1360 | ACW | Acton Canal Wharf Jn – Route Boundary (MD170) (Willesden Jn) | 0 | 35 | 0 | 11 | 8 | Y | |
| EA1360 | CAW | Acton Canal Wharf Jn – Acton Wells Jn (Change of Mileage) | 8 | 45 | 8 | 77 | 8 | Y | |
| EA1360 | WAW | Acton Wells Jn (Change of Mileage) – Route Boundary (MD165) (North Pole Jn/ Willesden West London Jn) | 6 | 09 | 6 | 76 | 8 | Y | |
| EA1360 | CAW | Acton Wells Jn (Change of Mileage) – Acton Wells Jn | 0 | 63 | 0 | 66 | 8 | Y | |
| EA1370 | GOJ | Gospel Oak Jn – Junction Road Jn | 0 | 00 | 0 | 58 | 8 | Y | |
| EA1370 | JRT2 | Junction Road Jn – Route Boundary (LN3210) (Carlton Rd Jn) | 2 | 42 | 2 | 38 | 8 | Y | |
| EA1370 | TAH1 | Junction Road Jn – Harringay Park Jn | 2 | 42 | 4 | 15 | 8 | Y | |
| EA1370 | HPW | Harringay Park Jn – Route Boundary (LN165) (Harringay Jn) | 0 | 25 | 0 | 14 | 8 | Y | |
| EA1370 | TAH1 | Harringay Park Jn – South Tottenham West Jn | 4 | 15 | 5 | 65 | 8 | Y | |
| EA1370 | TAH1 | South Tottenham West Jn – South Tottenham East Jn | 5 | 65 | 5 | 73 | 8 | Y | |
| EA1370 | TAH2 | South Tottenham East Jn – Woodgrange Park Jn | 5 | 73 | 11 | 79 | 8 | Y | |
| EA1370 | TAH3 | Woodgrange Park Jn – Barking Station Jn | 11 | 79 | 13 | 12 | 8 | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| EA1370 | TAH3 | Barking Station Jn – Barking Tilbury Jn West | 13 | 12 | 13 | 42 | 8 | Y | |
| EA1370 | TAH4 | Barking Station Jn – Barking Platform 1 | 13 | 12 | 13 | 62 | 8 | Y | |
| EA1380 | FSS1 | Fenchurch Street – Gas Factory Jn | 0 | 00 | 2 | 57 | 3 | Y | |
| EA1380 | FSS1 | Gas Factory Jn – East Ham Depot | 2 | 57 | 6 | 18 | 3 | Y | |
| EA1380 | FSS1 | East Ham Depot – Barking Tilbury Jn West | 6 | 18 | 7 | 33 | 3 | R | R1 Prohibited between East Ham Depot and Barking Tilbury Jn |
| EA1380 | FSS2 | Barking Tilbury Jn West – Barking Tilbury Jn East | 7 | 33 | 7 | 60 | 8 | Y | |
| EA1380 | FSS2 | Barking Tilbury Jn East – Upminster | 7 | 60 | 15 | 20 | 8 | Y | |
| EA1380 | FSS2 | Upminster – Southend Central | 15 | 20 | 35 | 55 | 8 | Y | |
| EA1380 | FSS3 | Southend Central – Shoeburyness | 35 | 55 | 39 | 40 | 8 | Y | |
| EA1390 | TLL | Barking Tilbury Line Jn East – Former Tilbury West Jn | 7 | 60 | 22 | 06 | 8 | Y | |
| EA1390 | TLL | Former Tilbury West Jn – Pitsea Jn | 22 | 06 | 32 | 43 | 8 | Y | |
| EA1400 | GFB | Gas Factory Jn – Bow Jn | 2 | 57 | 3 | 47 | 3 | Y | |
| EA1410 | FSS2 | Upminster – Upminster East Jn | 15 | 20 | 15 | 39 | 8 | Y | |
| EA1410 | UPG | Upminster East Jn – West Thurrock Jn | 0 | 00 | 6 | 56 | 8 | Y | |
| EA1420 | THN | Thames Haven Jn – Thames Haven | 26 | 41 | 30 | 18 | 8 | Y | |
| EA1430 | ESK | East Suffolk Jn – Westerfield Jn | 69 | 41 | 73 | 23 | 8 | Y | |
| EA1430 | ESK | Westerfield Jn – Oulton Broad North Jn | 73 | 23 | 116 | 27 | 7 | R1<br>R2<br>R3 | R1 Prohibited between Westerfield Jn and Woodbridge Single Line Jn on the Down line<br>R2 Prohibited between Westerfield Jn and Woodbridge Single Line Jn on the Up line<br>R3 Prohibited between Darsham and Halesworth on the Down line |
| EA1440 | FEL | Westerfield Jn – Felixstowe Beach Jn | 73 | 23 | 83 | 57 | 7 | Y | |
| EA1440 | FEL | Felixstowe Beach Jn – Felixstowe town | 83 | 57 | 84 | 30 | 7 | Y | |
| EA1450 | TFN | Trimley – Port of Felixstowe North Quay Terminal | 0 | 00 | 0 | 18 | 7 | Y | |
| EA1460 | FED | Felixstowe Beach Jn – Felixstowe Beach | 83 | 57 | 86 | 34 | 7 | Y | |
| EA1470 | NOL | Thorpe Jn – Limit of Electrification | 0 | 09 | 0 | 79 | 7 | Y | |
| EA1470 | NOL | Limit of Electrification – Reedham Jn | 0 | 79 | 12 | 34 | 7 | Y | |
| EA1470 | NOL | Reedham Jn – Lowestoft | 12 | 34 | 23 | 41 | 7 | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| EA1480 | WHC1 | Whitlingham Jn – North Walsham (End of Station Loop) | 1 | 69 | 16 | 30 | 6 | Y | |
| EA1480 | WHC1 | North Walsham (End of Station Loop) – Change of Mileage (Site of Former Roughton Road Jn) | 16 | 30 | 24 | 00 | 6 | Y | |
| EA1480 | WHC2 | Change of Mileage (Site of Former Roughton Road Jn) – Change of Mileage (Site of Former Runton East Jn) | 11 | 54 | 13 | 48 | 6 | Y | |
| EA1480 | WHC3 | Change of Mileage (Site of Former Runton East Jn) – Cromer | 45 | 64 | 46 | 42 | 6 | Y | |
| EA1490 | CRS | Cromer Jn – Network Rail Boundary (North Norfolk Railway) | 46 | 27 | 42 | 69 | 6 | Y | |
| EA1500 | NAY | Brundall Jn – Yarmouth Via Acle | 5 | 72 | 18 | 29 | 7 | Y | |
| EA1500 | RBY | Breydon Access No24 LC (EA1510) – Yarmouth | 19 | 13 | 20 | 45 | 7 | Y | |
| EA1510 | RBY | Reedham Jn – Breydon Access No.24 LC | 12 | 34 | 19 | 13 | 7 | Y | |
| EA1520 | SIZ | Saxmundham Jn – Sizewell | 91 | 40 | 95 | 79 | 7 | Y | |
| EA1530 | CCH | Coldham Lane Jn – Haughley Jn | 0 | 23 | 40 | 49 | 8 | Y | |
| EA1540 | SOB1 | Chippenham Jn – Site of Former Snailwell Jn | 0 | 63 | 0 | 00 | 8 | Y | |
| EA1540 | SOB2 | Site of Former Snailwell Jn – Ely Dock Jn | 1 | 54 | 12 | 33 | 8 | Y | |
| EA1550 | EWC | Ely North Jn – Ely West Jn (Ely West Curve) | 71 | 63 | 72 | 63 | 8 | Y | |
| EA1560 | EMP | Ely North Jn – Ely West Jn | 71 | 63 | 72 | 39 | 8 | Y | |
| EA1560 | EMP | Ely West Jn – Route Boundary (LN135) (Peterborough) | 72 | 39 | 98 | 40 | 8 | Y | |
| EA1570 | WIG | March East Jn – Whitemoor Jn | 85 | 78 | 86 | 18 | 8 | Y | |
| EA1570 | MWL | March West Jn – Whitemoor Jn | 0 | 00 | 0 | 13 | 8 | Y | |
| EA1570 | WIG | Whitemoor Jn – Wisbech | 86 | 18 | 93 | 60 | 6 | Y | |
| EA1580 | ETN | Ely North Jn – Trowse Jn | 71 | 72 | 123 | 00 | 8 | Y | |
| EA1744 | BFC | Europa Jn – Boss Hall Jn | 0 | 00 | 0 | 63 | 10 | Y | |

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# EA1010 – LIVERPOOL STREET TO SEVEN KINGS

## LIVERPOOL STREET

Diesel Traction
Diesel locomotives must not normally use platforms 8 to 17 inclusive and Diesel Multiple Units must not normally use Platforms 11 to 17 inclusive unless authorised by the Network Rail Station Manager Liverpool Street.

Drivers must ensure that engines are shut down immediately after arrival and only restarted when essential to do so prior to departure from Liverpool Street station.

Note: The above item is necessary because of the presence of smoke detectors at Liverpool Street station (as required by the Sub-Surface Station regulations) which could be actuated by fumes from Diesel engines.

Charter Train Operation
When a charter train is to enter Liverpool Street Station the following will apply:

- The Station Manager, Network Rail Liverpool Street must advised
- The method of dispatch must be agreed and a copy of the agreed method statement relating to the dispatch of the charter train provided to the Station Manager in sufficient time to enable onward briefing.
- The provisions for Diesel Traction, detailed above, must be observed
- The train must observe any platform restrictions imposed by the Station Manager

Procedure for use of T-COD to provide additional protection for blockages on Liverpool Street Station platform line
When the COSS (or PC) asks the Signaller for permission to place the T-COD on the line it must only be placed at the **platform starting signal at the end of the platform**. If the work involved is track cleaning and the line on which work is to take place is adjacent to another line, then for the purpose of providing a safe method of working, platform lines must be blocked in pairs. The adjacent line must be blocked by the use of an additional T-COD placed at the **platform starting signal at the end of the platform**.

**Movement of Trains between the Entry Signals and Platforms at Liverpool Street**
Should a Train after passing the final signal on approach to Liverpool Street Station, come to a stand before fully entering the intended platform

THE DRIVER **MUST** IMMEDIATELY CONTACT THE CONTROLLING SIGNALLER BY GSM-R URGENT CALL ADVISING THEM OF THE SITUATION.

**THIS INSTRUCTION DOES NOT OVERIDE THE REQUIREMENTS TO MAKE A GSM-R REC CALL IN ACCORDANCE WITH THE REQUIREMENTS OF THE RULE BOOK**

**Dated – 02/07/23**

# EA1010 - LIVERPOOL STREET TO SEVEN KINGS

## Bow Midland Yard

When there is no shunter on duty the following procedure will apply when an on-track machine requires to access the yard:

- The machine must be brought to a stand at L5070 signal.
- The person in charge of the machine (PICOM) must contact the Signaller and give an assurance that the route has been set correctly for the movement of the machine inside Bow Midland Siding. Once this assurance has been given the signaller will clear signal L5070 for the movement of the machine into Bow Midland Sidings.
- The PICOM must contact the signaller once the movement is inside the sidings and complete.

**Dated: 05/08/06**

# EA1010 - LIVERPOOL STREET TO SEVEN KINGS

## Aldersbrook sidings

Starting of Trains
Two minutes before a train is due to depart, the Driver must operate the “Train Ready to Start” plunger for the siding concerned.

**Dated: 05/08/06**

# EA1011 - SEVEN KINGS TO IPSWICH

## Romford Engineers Depot

Movements from the Up Main

Drivers must:

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

Movements from Yard (OTM Compound)

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

Movements from Engineers Depot

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

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

**Dated: 30/07/11**

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# EA1011 - SEVEN KINGS TO IPSWICH

### GIDEA PARK

Starting of Trains from Platforms 3 and 4

Trains (including ECS from Platform 4 to the Carriage Sidings) must only depart once the appropriate signal has been cleared and the Right Away (RA) indicator has illuminated.

**Dated: 05/08/06**

# EA1011 - SEVEN KINGS TO IPSWICH

### Gidea Park Carriage sidings

Starting of trains from the Centre Siding and the Country End Shunt Spur.

Two minutes before a train is due to depart, the Driver must operate the “Train Ready to Start” plunger for the siding concerned.

**Dated: 05/08/06**

# EA1011 - SEVEN KINGS TO IPSWICH

### Shenfield Middle Sidings

Walking route to middle sidings from platform 4.

This walking route has limited clearance over Bridge 127. Staff must contact the signaller using the telephone provided and ascertain that no train is approaching before crossing the bridge

**Dated: 05/08/06**

# EA1011 - SEVEN KINGS TO IPSWICH

### Ingatestone WILD

Wheel impact load detector (WILD) equipment is installed on both lines at 24m 79ch (approximately 150 metres on the country side of Church Lane level crossing).

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**

# EA1011 - SEVEN KINGS TO IPSWICH

### Chelmsford Yard

In order to provide sufficient clearance from live overhead line equipment, the loading or unloading of freight trains must take place only between position light signal L5188 and the buffer stops.

**Dated: 05/08/06**

# EA1011 - SEVEN KINGS TO IPSWICH

### WITHAM

Working over No. 4 Platform Line

At Witham Station, Platform 4, a double sided marker board capable of displaying the illuminated words “STOP HERE” is provided to facilitate the coupling of a 4-car train at the London end of the platform and an 8-car train at the country end of the platform.

Drivers of 4 car trains arriving from the London direction and Drivers of 8 car trains arriving from the Braintree direction must be prepared to stop at this board if the words “STOP HERE” are illuminated. Otherwise, they must stop at the normal train stop marker.

After stopping at the “STOP HERE” board, a Driver must not move towards the signal ahead until either the signal is cleared or he is personally instructed to do so by the person in charge of the platform, even though the words “STOP HERE” may have ceased to be illuminated.

**Dated: 05/08/06**

# EA1011 - SEVEN KINGS TO IPSWICH

## COLCHESTER

Up passenger trains working into No. 1 Platform Line
When it is necessary for passenger trains to proceed over the Up Goods line, drivers must stop the train in platform 1 in a position to allow passengers at the front of the train to alight safely.

Trains or locomotives leaving the Carriage Sidings or Diesel Depot.
Stop Boards are provided at the London end of the Diesel Depot Sidings and also at the station end of the Diesel Depot and Carriage Sidings in rear of signal CO1059 and these boards must not be passed until the authority of the Shunter or Signaller has been obtained.

Diesel Depot
Drivers entering either of the depot lines must proceed with caution and be prepared to find a red flag by day or red light at night in rear of any diesel loco/unit that may be standing on these lines. On no account must these be passed.

The following procedure will be followed in the event of further vehicles requiring to enter the line concerned.

- the loco/unit should be drawn up close to the flags or lights
- when stopped, an additional red flag/light will be placed at the first socket in rear of this loco/unit.
- Remove the flag/light to the front of the loco/unit.

Traincrew entering the Depot must at all times keep a sharp lookout for such red flags or lights.
In addition to the red flags/lights positioned on the line on which fuelling is to take place, Traincrew must be prepared to find red flags or lights on the adjacent Depot line even though fuelling is not taking place on that line.

**Dated: 31/08/09**

# EA1011 - SEVEN KINGS TO IPSWICH

## COLCHESTER STATION - BMU

### Static Changeover for Bi-Mode Units (BMU)

#### Signage for Class 755

New signage is being introduced; this signage will **only apply** to Class 755 trains. The signage is for Class 755 trains to PAN DOWN will be located alongside Stop Car Marker Boards at each station.

The new signs and their meanings are shown below:

### Changing from Electric to Diesel:

This sign warns the driver that there is a

traction supply changeover from AC to

Diesel.

pid=9408; href=b447eca8-3daf_Img_9408.gif;This signage has been introduced in the following Locations:

| Station Location | ELR | Platform (s) | Direction | Instructions Applied |
|---|---|---|---|---|
| Colchester | LTN | 1,2,4 & 3/6 | Up | Diesel mode for trains bound for Sudbury Line (Pantograph Lowered) |

**Dated: 16/02/20**

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# EA1011 - SEVEN KINGS TO IPSWICH

**Ipswich Tunnel**

Warning bells at station end of tunnel

Two electric bells are provided, one on the Down side and the other on the Up side at the station end of the tunnel. The ringing of the bells advise that a Down train or locomotive is passing through the tunnel or that shunting movements are being made into or out of the tunnel.

**Dated: 05/08/06**

# EA1011 - SEVEN KINGS TO IPSWICH

**IPSWICH PLATFORM 1**

**Signage for Class 755**

New signage is being introduced; this signage will only apply to Class 755 trains. The signage is for Class 755 trains applicable to arriving and will be located alongside the Stop Car Marker Board in Platform One.

The new signs and their meanings are shown below:




This sign warns the driver NO Class 755 Units beyond this point unless for the purpose of Refuelling ONLY.

**Dated: 01/12/19**

# EA1012 - IPSWICH TO TROWSE JUNCTION

## IPSWICH

### Static Changeover for Bi-Mode Units (BMU)

### Signage for Class 755

New signage is being introduced; and example is shown for illustrative purposes only. This signage will **only apply** to Class 755 trains. The signage is for Class 755 trains to PAN UP and PAN DOWN will be located alongside Stop Car Marker Boards at each station.

The new signs and their meanings are shown below:

**Changing from Electric to Diesel:**




This sign warns the driver that there is a traction supply changeover from AC to Diesel.

**Changing from Diesel to Electric:**




This sign warns the driver that there is a traction supply changeover from Diesel to AC.

This signage has been introduced in the following Locations:

| Station Location | ELR | Platform(s) | Direction | Instructions Applied |
|---|---|---|---|---|
| Ipswich | LTN | 2-4 | Down | Diesel mode for trains bound for either Lowestoft or Felixstowe directions (Pantograph Lowered) |

**Dated: 04/08/19**

# EA1012 - IPSWICH TO TROWSE JUNCTION

## Ipswich Upper Yard

Working of Upper Yard

The person in charge of a movement into this yard must ensure that all the hand points are correctly set for the safety of the train. When the train has been brought to a stand and no further movements are required to be made, the Signaller must be advised accordingly. If it is necessary for any further movements to be made after this assurance has been given, then the Signaller's permission must first be obtained.

Working between Lower and Upper Yards

1. Freight trains in either direction between the Lower and Upper Yards must not exceed 864 metres (945 yards). When working other than a fully fitted train from the Upper to the Lower Yard, the person in charge must apply the hand brake sufficiently to keep the couplings tight.
2. Trains must approach Ranelagh Road level crossing with caution.

**Dated: 05/08/06**

# EA1012 - IPSWICH TO TROWSE JUNCTION

## DISS

Headshunt adjacent to Up Main line

This headshunt has less than standard clearance from the Up Main line. A walkway has been provided along the full length of the headshunt cess and staff on the ground must only work from the walkway. Staff must not walk between any stationary vehicles on the headshunt and the Up Main line.

Stabling of locomotives, vehicles or self-propelled machines on the headshunt is prohibited.

**Dated: 05/08/06**

# EA1012 - IPSWICH TO TROWSE JUNCTION

## STOWMARKET

### Static Changeover for Bi-Mode Units (BMU)

### Signage for Class 755

New signage is being introduced; an example is shown for illustrative purposes only. This signage will **only apply** to Class 755 trains. The signage is for Class 755 trains to PAN UP and PAN DOWN will be located alongside Stop Car Marker Boards at each station.

The new signs and their meanings are shown below:

**Changing from Electric to Diesel:**




This sign warns the driver that there is a traction supply changeover from AC to Diesel.

**Changing from Diesel to Electric:**




This sign warns the driver that there is a traction supply changeover from Diesel to AC.

This signage has been introduced in the following Locations:

| Station Location | ELR | Platform(s) | Direction | Instructions Applied |
|---|---|---|---|---|
| Stowmarket | LTN | 1 | Up | Electric mode for trains bound for Ipswich direction (Pantograph Raised) |
| Stowmarket | LTN | 2 | Down | Diesel mode for trains bound for Bury St Edmunds Direction (Pantograph Lowered) |

**Dated: 04/08/19**

# EA1012 – IPSWICH TO TROWSE JUNCTION

## HAUGHLEY JN

Dynamic Manual Power Changeover Zone (MPCO)

Dynamic signage to facilitate Diesel/Electric traction changeover between Haughley AHBC Level Crossing and Stowmarket station on up and down mains.

| Location | Miles/Chains | Running Lines & Speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| MPCO Zone Commencement | 82m 60ch | Up Main |  | MPCO (See General Instructions) |
| MPCO Zone Commencement | 81m 55ch | Down Main |  | MPCO (See General Instructions) |

**Dated: 12/12/2022**

# EA1012 – IPSWICH TO TROWSE JUNCTION

## LAKENHAM CROSSOVER

Dynamic Manual Power Changeover Zone (MPCO)

Dynamic signage to facilitate Diesel/Electric traction changeover at Lakenham Crossover on up main.

| Location | Miles/Chains | Running Lines & Speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| MPCO Zone Commencement | 112m 66ch | Up Main |  | MPCO (See General Instructions) |

**Dated: 12/12/2022**

# EA1013 - TROWSE JN TO NORWICH

**NORWICH**

**Steam hauled charter train**

An empty coaching stock (ECS) is authorised to make a propelled movement between Norwich Station and No1 and No2 Reception roads at Crown Point in accordance with the Rule Book to allow the steam locomotive to turn and service subject the following:

1. The movement must have been published in the Train Advice Notice or Weekly Operating Notice.
2. No more than fifteen members of staff are permitted to be on board the movement.
3. Platform arrangements must be agreed with the Network Rail Operations Manager at Norwich or representative
4. Platform dispatch arrangements must be agreed with the station operator.
5. All passengers must be de-trained.
6. The guard must ride in the leading vehicle and control the movement using radio communication, but in the event of radio failure, the movement may be controlled from the ground as shown in Rule Book Module SS2 Section 5.2 using hand signals.
7. When the movement is ready to depart, the person responsible for despatch must inform the signaller at Colchester Signalling Centre that:
   - The Charter train is now empty coaching stock and needs to be moved to release the steam locomotive to enable it to turn and service
   - The movement is ready to start
   - The movement will be propelled

The Charter may then be propelled into either number one or number two reception road to either signal CP1477 or CP1479 at Crown Point Depot, in accordance with Rule Book Module TW1, Section 26.

If required the train may then propel back to Norwich station in accordance with Rule Book Module TW1, Section 26.

Note: The authority to permit a steam locomotive and up to two private owner brakes (POB) to propel between Norwich Thorpe Yard and Norwich Trowse Junction is shown in Table B of the Anglia Route Sectional Appendix

**Dated: 07/12/13**

# EA1013 - TROWSE JN TO NORWICH

**NORWICH STATION**

Before allowing a train carrying passengers to approach an occupied platform where all track circuits are occupied, the Signaller at Colchester must confirm with the Person in Charge of the platform that there is enough room for the complete train to be accommodated

**Dated: 11/07/15**

# EA1013 - TROWSE JN TO NORWICH

### NORWICH STATION BMU

**Static Changeover for Bi-Mode Units (BMU)**

**Signage for Class 755**

New signage is being introduced; this signage will **only apply** to Class 755 trains. The signage is for Class 755 trains to PAN DOWN will be located alongside Stop Car Marker Boards at this station.

The new signs and their meanings are shown below:

**Changing from Electric to Diesel:**




This sign warns the driver that there is a traction supply changeover from AC to Diesel.
This signage has been introduced in the following Locations:
This signage has been introduced in the following Locations:

| Station Location | ELR | Platform(s) | Direction | Instructions Applied |
|---|---|---|---|---|
| Norwich | LTN | 1-6 | Up | Diesel mode for trains bound for either Whitlingham Jn or Thetford directions (Pantograph Lowered) |

**Dated: 04/08/2019**

# EA1040 - ROMFORD TO UPMINSTER

### Entire Line Of Route

Working By Pilotman

Working by Pilotman need not be instituted when a failure of track circuits or signals occurs, provided:-

1. The train is shut in on the Branch and 2219 points are secured in the normal position.
2. The line has been examined on the Track Circuit area.
3. The Driver has been instructed as to the method of working.

**Dated: 05/08/06**

# EA1040 - ROMFORD TO UPMINSTER

### ROMFORD PLATFORM ONE

STABLING OF TRAINS
ECS trains maybe stabled overnight in platform one at Romford.
At the end of service
The Driver must:

- Lower the pantograph.
- Dispose of the train according to company instruction
- Tell the Signaller when this is done.

When the train is to be made ready for service, The Driver must:

- contact the Signaller
- ask if the pantograph can be raised

A line blockage maybe taken on the Romford – Upminster line, while a train is stabled in platform one. Additional protection (stop boards and detonators) MUST be placed at 2219B points.

**Dated: 29/08/15**

# EA1050 - SHENFIELD JN TO SOUTHEND VICTORIA

### WICKFORD

Platform 4

Due to the platform length of 106m (113yd) at this location its PROHIBITED to clear a route up to the buffer stops for a Class 720 Electric Multiple Unit. If another type of traction requires use of this Platform its overall length to buffer stops must be 106m (113yd) or less

**Dated: 24/04/21**

# EA1060 - WICKFORD JN TO SOUTHMINSTER

**SOUTHMINSTER**

Working of CEGB Ground Frame

A train is authorised to be shut inside the CEGB siding.

**Dated: 05/08/06**

# EA1060 - WICKFORD JN TO SOUTHMINSTER

**Entire Line Of Route**

**Rule Book Module TW8, - Occupation and accommodation (including bridleway) level crossings with a telephone**

In order to assist the Signaller at Liverpool Street to determine whether or not there is sufficient time for a crossing to be used before the next train passes over it, Drivers may receive a call on the Cab Secure Radio asking them to confirm their position with reference to a station. When safe to answer the call, Drivers should state their position, confirming whether they are approaching, stopped at, or departed from a particular station.

**Dated: 07/06/14**

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# EA1060 - WICKFORD JN TO SOUTHMINSTER

### Entire Line Of Route

**Rule Book Module TW8, - Occupation and accommodation (including bridleway) level crossings with a telephone**

In order to assist the Signaller at Liverpool Street to determine whether or not there is sufficient time for a crossing to be used before the next train passes over it, Drivers may receive a call on the Cab Secure Radio asking them to confirm their position with reference to a station. When safe to answer the call, Drivers should state their position, confirming whether they are approaching, stopped at, or departed from a particular station.

**Dated: 07/06/14**

# EA1060 - WICKFORD JN TO SOUTHMINSTER

### Entire Line Of Route

Working of 12-Car Electric Multiple Unit Trains

Drivers of 12-car EMU trains on this route must not advance the power controller beyond notch 3.

**Dated: 03/09/11**

# EA1080 - MARKS TEY JN TO SUDBURY

### MARKS TEY To SUDBURY

Trains leaving Sudbury Station

Two minutes before departure the driver must contact the signaller at Liverpool Street and get their permission to depart.

Before dispatching the train the guard (conductor) must verbally confirm with the driver that the signallers' permission has been given.

**Delayed Trains**
If a train in either direction is delayed during the course of its journey, the Driver must approach the level crossings listed in the table above at caution and not continue pass the crossing until it is safe to do so.

| | |
|---|---|
| Sudbury, Ladysbridge UWC | 58m 25ch |
| Cornard ABCL | 57m 42ch |
| Shalfords UWC | 56m 73ch |
| Sewage Works Lane UWC | 56m 62ch |
| Casefield UWC | 56m 36ch |
| Lamarsh School Lane UWC | 54m 77ch |
| Mount Bures ABCL | 52m 61ch |
| Church House Farm UWC | 47m 50ch |

**Dated: 12/01/19**

# EA1080 - MARKS TEY JN TO SUDBURY

### CHAPPEL & WAKES COLNE

East Anglia Railway Museum

A train for the Museum Siding will be signalled on to the Sudbury line in the normal way and must then be stopped at the 1-lever Marks Tey Ground Frame (located at approx. 47m 43ch.) The ground frame operator must then

- ask the Signaller at Liverpool Street Signalling Centre to release the ground frame.
- when the release is given the operator must press the plunger to release the lever and obtain the Annett's key.
- the ground frame operator may then continue with the train to Chappel & Wakes Colne, where the Annett's key must be used to release the Museum Ground Frame, gaining access to the East Anglia Railway Museum siding.

On completion of movements at the Museum Siding the ground frame operator must

- replace the Museum Ground Frame to normal to release the Annett's key
- return with the train to Marks Tey Ground Frame
- replace the Annett's key and normalise the release lever.

Before continuing with the train towards Marks Tey Station, the ground frame operator must telephone the Signaller to confirm that the ground frame release has been replaced to normal. **The operator must not leave until he has ensured that this has been done**.

**Dated: 05/08/06**

# EA1080 - MARKS TEY JN TO SUDBURY

### BURES To SUDBURY

School Lane Level Crossing (54m 77ch)

School Lane level crossing is a private user crossing and the gates are padlocked shut by the authorised user of Hollow Tree Farm, Great Cornard. When the authorised user or the principle user of Toppersfeld Farm, Hadleigh, needs to take a large, low or slow moving vehicle over the crossing, they will contact the Route Control Manager at Anglia Integrated Control.

The Route Control Manager will ensure that Network Rail Operations staff go to the crossing and obtain permission from the Signaller at Liverpool Street IECC, Witham Workstation for a large, low or slow moving vehicle to pass over the crossing before allowing the movement over the crossing.

**Dated: 30/08/08**

# EA1120 - MANNINGTREE TO HARWICH TOWN

### Parkeston Freight Sidings

The person in charge of a movement into this yard must ensure that all the hand points are correctly set for the safety of the train. When the train has been brought to a stand and no further movements are required to be made, the Signaller must be advised accordingly. If it is necessary for any further movements to be made after this assurance has been given, then the Signaller's permission must first be obtained.

**Dated: 05/08/06**

# EA1120 - MANNINGTREE TO HARWICH TOWN

### HARWICH TOWN

Starting Of Trains

Two minutes before a train is ready to depart, the "Train Ready to Start" plunger on the platform must be operated.

**Dated: 05/08/06**

# EA1130 - GRIFFIN WHARF BRANCH

**Entire Line Of Route**

Location of one train working staff
The staff for the One Train Working on the Griffin Wharf branch is normally kept at the Port of Ipswich security booth, West Bank Terminal, Ipswich, IP2 8LR

**Dated: 06/01/24**

# EA1150 - CHANNELSEA SOUTH JN TO STRATFORD CENTRAL JN WEST

**Signal S159 at Stratford**
Drivers working freight trains via the Up Channelsea Jn. curve must, in all cases, bring the locomotive well up to Signal S159 to ensure the whole of the train clearing the track circuit at the junction in rear.

**Dated: 05/08/06**

# EA1160 - BETHNAL GREEN EAST JN TO BISHOPS STORTFORD

**CHESHUNT**
Starting of Trains
Two minutes before a train is ready to depart from the Bay Platform (no. 3), the Driver must operate the “Train Ready to Start” plunger.

**Dated: 05/08/06**

# EA1160 - BETHNAL GREEN EAST JN TO BISHOPS STORTFORD

**BROXBOURNE**
Starting of Trains
Trains which terminate and re-start with a new Train Description at the Up Passenger Loop, Up Cambridge Line and Down Passenger Loop platforms (1, 2 and 4) require the “Train Ready to Start” (TRTS) plunger to be operated two minutes before the train is ready to depart. Platform staff, if available, must operate the TRTS plunger. If platform staff are not available, the Driver must operate the TRTS plunger.

**Dated: 05/08/06**

# EA1160 - BETHNAL GREEN EAST JN TO BISHOPS STORTFORD

## HARLOW MILL

Trains setting back from Down Cambridge line to Up Yard Arrival Road/Down Goods Loop
When position light signal 5342 is cleared for the Up Yard Arrival Road/Down Goods Loop, the Driver is authorised to commence setting back and the provisions of Rule Book Module SS2 – Shunting, are modified accordingly.

The following should be noted and complied with when setting back:

- "Off" indicators are provided at both ends of Harlow Mill Down Platform. When illuminated they indicate that position light signal 5342 is showing "Proceed".
- If the indicator becomes extinguished while the setting-back movement is being made, the Driver must stop the movement immediately.
- The Driver must proceed cautiously, keeping a sharp lookout for the Shunter, and be prepared to act on any handsignal displayed.
- The "off" indicators are provided with telephones giving direct communication with Liverpool Street IECC (Harlow workstation). If the train is detained for more than two minutes, the Driver must use the telephone to communicate with the Signaller.

**Dated: 05/08/06**

# EA1160 - BETHNAL GREEN EAST JN TO BISHOPS STORTFORD

## BISHOPS STORTFORD

Working over Up Cambridge and Up Passenger Loop Platform lines
Drivers of trains terminating at Bishops Stortford, on passing signal L1162 in the Up direction or signal L1153 in the Down direction, must be prepared to stop at either of two illuminated "STOP HERE" signs on these platform lines.

Starting of trains
Trains which terminate and re-start with a new Train Description at the Up Passenger Loop platform 3 require the "Train Ready to Start" (TRTS) plunger to be operated two minutes before the train is ready to depart. Platform staff, if available, must operate the TRTS plunger. If platform staff are not available, the Driver must operate the TRTS plunger.

Up Siding No.2
The first train to enter the siding must proceed as far as the line is clear towards the buffer stops. A Stop board facing trains leaving the siding is positioned 159m (164 yards) in rear of the siding exit signal (position light signal 5387), together with a telephone providing direct communication with the Signaller. The Driver must obtain the Signaller's permission before passing this board.

**Dated: 05/08/06**

# EA1161 - BISHOPS STORTFORD TO ELY NORTH JN

## GREAT CHESTERFORD To CAMBRIDGE

When it is necessary to introduce single line working in accordance with Rule Book Module P1 – Single line working, on the Up Main line south of Shepreth Branch Jn. during the time that trains are also running to and from Royston, the following method of working may be introduced:-

a) The single line working on the Up Main line may be extended to Cambridge. Signals CA145 and CA149 (Down Main) will not apply to Down trains on the Up Main line. A Handsignaller must be appointed on the Up Main line (for Down Bishops Stortford trains) opposite signal CA145 and all trains will be stopped by the Handsignaller until authority is received from the Signaller for the train to proceed to signal CA647. All signals may be worked for Up trains towards Bishops Stortford.

b) Trains to and from Royston must be worked over the Down Main line between Shepreth Branch Jn. and Cambridge in accordance with Rule Book Module P1 and a 'Down Main line Pilotman' appointed. All signals may be worked for Down trains, signals CA140 and CA142 will not apply to Up Royston trains on the Down Main line. A Handsignaller must be appointed at Shepreth Branch Jn. to authorise trains to the Up Royston line.

c) The Pilotman must clearly identify themselves to Signaller, Drivers etc., as the 'Down Main line Pilotman' or the 'Up Main line Pilotman'. The Down Main line Pilotman must wear a red armlet on both arms as a visual indication of his appointment.

**Dated: 05/08/06**

# EA1161 - BISHOPS STORTFORD TO ELY NORTH JN

## CAMBRIDGE

Cambridge No. 3-17 Carriage Sidings and Headshunt.
The Yard Movements Controller is responsible for movements into these sidings and must ensure that the siding has adequate space to accept the rolling stock and that any hand points are set correctly prior to accepting a train into the sidings.

Once a train has arrived in the sidings no movement must be made without the authorisation of the Yard Movements Controller. A train shall not proceed past a Stop and Await Instruction Board where provided without authorisation from a Yard Shunter acting on the specific instructions of the Yard Movements Controller, or a Signaller during times of signalling equipment failure.

Cambridge No.2 Reception Sidings
The Signaller is responsible for movements into this siding and must ensure that the siding has adequate space to accept the rolling stock and that the London End hand points are set correctly by the Yard Shunter responsible for the Post Office Ladder prior to accepting a train into the sidings.

Once a train has arrived in the sidings no movement must be made without the authorisation of the Signaller. A train shall not proceed past CA682 Stop and Await Instruction Board without authorisation from the Signaller, or by the Yard Shunter responsible for the Post Office Ladder acting on the specific instructions of the Signaller.

**Dated: 31/10/21**

# EA1161 - BISHOPS STORTFORD TO ELY NORTH JN

## Chesterton Jn

The Driver or person in charge of a movement into this yard must ensure that the hand points are all correctly set for the safety of the train. When the train has been brought to a stand and no further movements are required to be made, the Signaller must be advised accordingly.

**Dated: 05/08/06**

# EA1161 - BISHOPS STORTFORD TO ELY NORTH JN

## Chesterton Jn To Ely North Jn

Working of Electric Locomotives and Multiple Units
12 - car trains are not permitted to work north of Milton neutral section.

Electric locomotives with the pantograph raised are not permitted to work north of Milton neutral section.

This restriction is due to power supply limitations.

**Dated: 05/01/20**

# EA1161 - BISHOPS STORTFORD TO ELY NORTH JN

## CAMBRIDGE To ELY

### Static Changeover for Bi-Mode Units (BMU)

### Signage for Class 755

New signage is being introduced; an example is shown for illustrative purposes only. This signage will **only apply** to Class 755 trains. The signage is for Class 755 trains to PAN UP and PAN DOWN will be located alongside Stop Car Marker Boards at each station.

The new signs and their meanings are shown below:

**Changing from Electric to Diesel:**




This sign warns the driver that there is a traction supply changeover from AC to Diesel.

**Changing from Diesel to Electric:**




This sign warns the driver that there is a traction supply changeover from Diesel to AC.

This signage has been introduced in the following Locations:

| Station Location | ELR | Platform(s) | Direction | Instructions Applied |
|---|---|---|---|---|
| Ely | BGK | 1-3 | Both | Diesel mode for trains bound for Bury St Edmunds, Peterborough & Norwich directions (Pantograph Lowered) |
| Cambridge North | BGK | 1 | Up | Electric mode for trains bound for Cambridge direction (Pantograph Raised) |
| Cambridge North | BGK | 2 | Down | Diesel mode for trains bound for Ely direction (Pantograph Lowered) |
| Cambridge | BGK | 4-8 | Down | Diesel mode for trains going north to Bury St Edmunds |

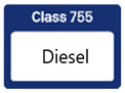
**Dated: 10/08/19**

# EA1161 - BISHOPS STORTFORD TO ELY NORTH JN

## ELY NORTH JUNCTION

Dynamic Manual Power Changeover Zone (MPCO)

Dynamic signage to facilitate Diesel/Electric traction changeover between Ely Station and Ely North Junction on up and down mains.

| Location | Miles/Chains | Running Lines & Speed restrictions | Direction Travelling | Signalling & Remarks |
|---|---|---|---|---|
| MPCO Zone Commencement | 70m 09ch | Up Main<br>Down Main  | DOWN | MPCO (See General Instructions) |
| MPCO Zone Commencement | 70m 32ch | Up Main<br>Down Main   | DOWN | MPCO (See General Instructions) |
| MPCO Zone Commencement | 71m 09ch | Up Main<br>Down Main  | DOWN | MPCO (See General Instructions) |

**Dated: 21/01/2024**

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# EA1161 - BISHOPS STORTFORD TO ELY NORTH JN

**ELY**

Additional AWS magnets are provided at signals CA274, CA276, CA278, CA281, CA283 and CA285. Each one is normally suppressed when the relevant signal is cleared.

If a Driver is authorised to pass one of these signals at danger, the horn (warning indicator) will sound when the train passes the signal.

If the horn (warning indicator) sounds on any other occasion as a train passes the signal, the train must be stopped immediately and the Driver must contact the Signaller.

# EA1162 - ELY NORTH JN TO KINGS LYNN

**Kings Lynn Yard**

Working of trains to Kings Lynn Goods Yard
Before entering Kings Lynn Goods Yard, the Driver must bring his or her train to a stand at the entry points. The traincrew must then set the hand-points to a siding that is clear for the train.

**Dated: 05/08/06**

# EA1162 - ELY NORTH JN TO KINGS LYNN

**Entire Line Of Route**

Working of Electric Locomotives and Multiple Units
12 - car trains are not permitted to work north of Milton neutral section.

Electric locomotives with the pantograph raised are not permitted to work north of Milton neutral section.

This restriction is due to power supply limitations.

**Dated: 16/01/21**

# EA1170 - HACKNEY DOWNS NORTH JN TO ENFIELD TOWN

**ENFIELD TOWN**

Starting Of Trains
During out-of-course working, two minutes before a train is ready to depart, the Driver must operate the “Train Ready to Start” plunger for the platform concerned.

**Dated: 05/08/06**

# EA1180 - READING LANE JN TO NAVARINO ROAD JN (GRAHAM ROAD CURVE)

**Entire Line Of Route**

**Working of D.O.O. empty coaching stock trains**

To accommodate the need for empty coaching stock (ECS) movements by ONE railway, between Liverpool Street / Chingford stations / Ilford depot and Hornsey depot on the East Coast main line, authority is given for the operation of Driver only operated (non-passenger) on the Graham Road Curve without the use of the Cab Secure Radio system.

This authority applies to ONE railway operated trains **only**.

**Dated: 05/08/06**

# EA1200 - CLAPTON JUNCTION TO CHINGFORD

## CHINGFORD

Starting of trains
The Driver of a train about to depart from the station towards London must operate the “Train Ready to Start” (TRTS) button for the platform concerned not more than two minutes before the train is ready to depart.

For movements from the station to the Carriage Sidings, the Driver must operate the TRTS button, unless it is a movement for which the Driver and Shunter are in radio communication, in which case the TRTS button will be operated by the Shunter.

The Shunter will operate the TRTS button for movements from the sidings and between station platforms.

**Dated: 05/08/06**

# EA1210 - BROXBOURNE JCN TO HERTFORD EAST

## HERTFORD EAST

Starting of Trains
During out-of-course working, two minutes before a train is ready to depart, the Driver must operate the “Train Ready to Start” plunger for the platform concerned.

**Dated: 05/08/06**

# EA1220 - STANSTED (SOUTH & NORTH JNS) TO STANSTED AIRPORT

## Stansted Airport Tunnel

Stansted Airport Tunnel (1944 yards long) is fitted with lights and telephones as below:

Lights

- Marker Lights every 100 yards permanently illuminated.
- Emergency led lighting is built within the walkway handrail, with each fitting being spaced around every 2m which can be illuminated by any of the following:
- By the Signaller at Liverpool Street SDC (Harlow workstation)
- Automatically by the activation of the SPAD Indicators for signals L1197, L1202 and L1366.
- In exceptional circumstances, they may be switched on from the glass-fronted box located at each tunnel portal.

Telephones

- Emergency telephones fitted with LED marker lights, providing a direct link, connected to Liverpool Street SDC (Harlow workstation), are provided at 100 yard intervals adjacent to the marker lights.
- Telephone plug points giving access to the E.T.D. system are also located every 100 yards adjacent to the marker lights.

Signal Passed At Danger Indicators (SPADIs)

A Signal Passed At Danger Indicator is provided for the signals protecting entrance to the single track section through Stansted Airport Tunnel as follows:

| Signal | Location |
|---|---|
| L1197 | Down Airport line; located on the approach to the convergence of double track to single track at Tye Green Junction |
| L1202/L1366 | One S.P.A.D. indicator applicable to both signals; located midway along the convergence of double track to single track at Coopers Lane Junction |

As an additional safety measure, these two SPADIs are linked together so that, in the event of a train passing one of the above signals at Danger without authority, the SPADIs at both ends of the single track section will be activated, and also, the tunnel Emergency lights will be illuminated.

Other Instructions

Except in emergency or for patrolling purposes, no one is permitted to enter the tunnel until the line has been blocked and the tunnel Emergency lights have been switched on by the Signaller.

When the work is complete, the person in charge must ensure that all staff are clear of the tunnel before advising the Signaller.

Anyone observing that the tunnel Emergency lights are illuminated must NOT assume that it is safe to enter the tunnel unless the relevant instructions under this “Other Instructions” heading have first been complied with.

For patrolling duties only, before entering the tunnel the patrolman must:-

a) obtain the Signaller’s permission and his assurance that signal protection has been provided; **and**

b) indicate how long is required for the inspection; **and**

c) ask the Signaller to switch on the tunnel Emergency lights and must not enter the tunnel until this has been done.

When his inspection has been completed, and he and any person accompanying him are clear of the tunnel, advise the Signaller.

A walkway at train door height is provided throughout the length of the tunnel and is located on the left hand side in the Down direction (right hand side in the Up direction). The Station Supervisor at Stansted Airport will be advised by the Signaller at Liverpool Street SDC (Harlow workstation) whenever passengers are being evacuated from the tunnel and the Supervisor is responsible for confirming to the Signaller that the tunnel is clear of people.

Tunnel Emergency Lights

Should the Signaller become aware that the tunnel Emergency lights are unexpectedly illuminated, he/she will stop the next train and caution the Driver, telling him to report at the other end of the tunnel.

If a train passes signal L1197, or L1202, or L1366 at Danger without authority, in addition to both Signal Passed At Danger Indicators (SPADI) for these signals being activated, the tunnel Emergency lights will also be illuminated.

Whenever the Signaller is aware that the tunnel Emergency lights are illuminated because of a fault or other exceptional circumstance while it is safe for trains to pass normally through the tunnel, he/she will arrange for the Driver of each train to be advised of this before entering the tunnel.

Drivers advised of this must keep a special lookout for anything unusual while passing over the single line section.

**Drivers seeing the tunnel Emergency lights illuminated and having received no previous advice of the fact must stop immediately**, advise the Signaller, and not move the train until authorised by the Signaller **even if the tunnel Emergency lights become extinguished**, unless it is absolutely essential to do so for the safety of passengers.

Diesel Traction

Diesel traction must not normally use platforms 1 or 3. If special authority is given by the Station Operator for diesel traction to enter these platforms, Drivers must ensure that engines are shut down immediately after arrival and only restarted when essential to do so prior to departure from Stansted Airport Station.

Note: The above item is necessary because of the presence of smoke detectors at Stansted Airport station (as required by the Sub-Surface Station regulations) which could be actuated by fumes from Diesel engines.

Starting of Trains

For all trains, the “Train Ready to Start” (TRTS) plunger for the platform concerned must be operated not more than two minutes before the train is ready to depart. Platform staff, if available, must operate the TRTS plunger. If platform staff are not available, the Driver must operate the TRTS plunger.

**Dated: 05/05/24**

# EA1230 - ROYSTON TO SHEPRETH BRANCH JN

### Entire Line Of Route

The following restrictions to electric traction apply:-

1. Class 89, 90 and 91 locomotives and electric locomotive-hauled/propelled push-pull trains are prohibited.
2. A light class 86 locomotive may run on either the Up or Down line subject to the following restrictions:-
   a) No other class 86 locomotive is on either the opposite or same line
   b) Not more than one 2 x 4-car EMU set is on the opposite line
3. A 2 x 4-car or 3 x 4-car EMU may be run on either the Up or Down line subject to the restriction that not more than one Class 86 locomotive or 2 x 4-car or 3 x 4-car EMU is allowed on the opposite line.

**Dated: 16/05/08**

# EA1230 - ROYSTON TO SHEPRETH BRANCH JN

### Entire Line Of Route

The following restrictions to electric traction apply:-

4. Class 89, 90 and 91 locomotives and electric locomotive-hauled/propelled push-pull trains are prohibited.
5. A light class 86 locomotive may run on either the Up or Down line subject to the following restrictions:-
   c) No other class 86 locomotive is on either the opposite or same line
   d) Not more than one 2 x 4-car EMU set is on the opposite line
6. A 2 x 4-car or 3 x 4-car EMU may be run on either the Up or Down line subject to the restriction that not more than one Class 86 locomotive or 2 x 4-car or 3 x 4-car EMU is allowed on the opposite line.

**Dated: 16/05/08**

# EA1270 - KINGS LYNN JN TO MIDDLETON TOWERS

**Middleton Towers No.6 LC (TMO) 3m 11ch**

The level crossing may be operated by a competent person; on such occasions the driver must stop at the stop board and get an assurance from the competent person that the gates are secured for the passage of the train.

**Dated: 07/12/13**

# EA1280 - STRATFORD CENTRAL JN TO COPPERMILL JN

**Orient Way Sidings**

Instruction to Drivers
On arrival in the sidings you must work to the Shunters instructions.

Prior to departure the Shunter will direct you toward the sidings outlet signal S708. The Shunter will advise the Signaller when you are standing at signal S708 ready to depart.

**Dated: 12/05/08**

# EA1280 – STRATFORD CENTRAL JN TO COPPERMILL JN

**Stratford Station Platform 11 and 12 Up and Down Temple Mills Lines in the Down Direction**

***Stratford Signals S697 and S901 – Down Direction***

Following the relocation of S901 and the associated extension of Platform 11 at Stratford, the proximity of the neutral section to the signal was highlighted to ensure that drivers allowed sufficient acceleration distance when detained at S901 for trains to pass through the neutral section without problem.

This arrangement is now extended to include trains detained at S697 in Platform 12 at Stratford following this signal's relocation to a position parallel with S901, and therefore with equivalent proximity to the neutral section.

The neutral section located at 4m 14ch (308 Yds) will remain in its current position until further notice. Drivers of electric locomotive hauled, and EMU trains should be aware of the reduced distance between signals S697 and S901 and the neutral section.

If you are detained at S697 or S901 at danger the proximity of the neutral section should be taken into account when bringing your train to a stand, stopping further from the signal than would normally be the case if deemed necessary.

**Dated: 07/04/2024**

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# EA1310 - CAMDEN ROAD WEST JN TO RICHMOND

### Hampstead Heath Tunnel

Owing to restricted clearances in Hampstead Heath Tunnel, passenger trains composed of stock with opening windows (other than those of the “ventilator” type) are prohibited from entering the tunnel, except where special authority is issued.

When authority is granted for passenger trains the following conditions apply:

1) Train running must be published in Special Traffic Notice.
2) To mitigate the risk of limited clearances to passengers while passing through Hampstead Heath Tunnel:
   a) The train must be staffed by a Train Manager and Stewards, who will be briefed by the Train Manager;
   b) Prior to passing through Hampstead Heath Tunnel, an announcement must be made using the public address system to instruct all passengers not to lean out of the windows during the passage of the train through the tunnel. Stewards must pass through all vehicles and repeat the instruction to all passengers

**Dated: 05/08/06**

# EA1310 - CAMDEN ROAD WEST JUNCTION TO RICHMOND

### Kensal Green Junction Reversing Siding

Arriving trains

- ECS trains must, if the line is clear as far as the ‘S’ car train stop marker, proceed as far as this ‘S’ car stop marker and stop there. The driver of an ECS train may only pass this marker with the permission of the signaller at Upminster.
- Freight trains must proceed as far as the line is clear towards the buffer stops.
- Before permitting a locomotive or vehicle to be detached in the siding, the driver must advise the signaller how many vehicles are being left there.

Departing trains

Trains ready for departure must not make any movement towards signal NL1041 unless:

- the Driver has a clear view of the signal and can be sure it is displaying a proceed aspect, OR
- the Signaller has given permission for the movement to approach signal NL1041 cautiously and obey the aspect displayed by it.

**Dated: 27/02/11**

# EA1310 - CAMDEN ROAD WEST JUNCTION TO RICHMOND

### ACTON CENTRAL

Change of Traction Power Supply

Dual Voltage trains in DC mode on the Up Main line must come to a stand at signal AW102 and ensure that the pantograph is raised for AC working before proceeding towards Acton Wells Junction.

Dual voltage trains in AC mode in the Down Main line must come to a stand at the Richmond end of the Down platform and ensure that the pantograph is lowered for DC working before proceeding towards Richmond.

**Dated: 09/06/12**

# EA1310 - CAMDEN ROAD WEST JN TO RICHMOND

## South Acton Jn to Richmond

Provision of Trainstops

Running signals between Turnham Green and Richmond are fitted with Trainstops which will engage with the tripcocks on LUL trains and on class 378 EMU trains. The failure of a Trainstop must be treated as a failure of the associated signal. The Signaller must advise the Driver of each train approaching a signal with a defective Trainstop of the circumstances. The Driver must then approach the affected signal with caution.

If a train is tripped at a signal displaying a proceed aspect, the Driver: must:-

1. treat the signal as being at Danger and advise the Signaller
2. not proceed without first obtaining permission from the Signaller.

The Driver of each following train must be stopped at a signal in rear and advised of the circumstances until the defect is rectified.

This does not apply if a class 378 EMU train is signalled from GB17 signal into platform 3 at Richmond station as this route is not equipped with a fourth rail. All trains equipped with tripcocks will be tripped at GB17 signal if the route is set into platform 3 at Richmond. This is a safeguard against LUL trains being inadvertently signalled over this route.

If a train is tripped other than at a signal fitted with a Trainstop the Driver must reset the trip cock and advise the Signaller. The Signaller must request the Controller to arrange for the trip cock to be examined and if necessary for the line to be examined.

The driver of any train approaching Richmond station on which the tripcock equipment is defective must advise the Signaller at Richmond, stopping the train specially at GB17 signal if necessary, even though that signal may be displaying a proceed aspect.

Failure Of Equipment On LUL Trains

Should the “Deadmans valve” or trip cock be defective on an LUL train the Anglia Integrated Control Centre must be requested to arrange for a competent member of staff to accompany the Driver to assist him in the observance of signals. If a competent member of staff is not available the LUL line controller must be informed and requested to provide a competent member of LUL staff.

**Dated: 21/09/13**

# EA1310 - CAMDEN ROAD WEST JN TO RICHMOND

## Gunnersbury Jn to Richmond

Trainstops

Due to the slow operation of trainstops, a dual aspect may momentarily be displayed by the signal concerned. If a dual aspect remains displayed, Drivers must immediately advise the Signaller.

**Dated: 05/08/06**

# EA1310 - CAMDEN ROAD WEST JUNCTION TO RICHMOND

## RICHMOND

Staff are warned of the narrow clearances between certain tracks in the station.

Driver’s of Up DOO (NP) trains, must operate the “Train Ready to Start” plungers provided on platforms 3 to 7, immediately prior to booked departure time.
If the train is delayed after its booked departure time, the Driver must immediately telephone the Signaller at Richmond.

If the Train is provided with a Guard, the Guard will carryout the duties of the Driver for train dispatch at Richmond when in Passenger service.

**Dated: 05/08/06**

# EA1310 - CAMDEN ROAD WEST JN TO RICHMOND

## Kensal Green Jn to Willesden Suburban Jn

Change of Traction Power Supply - Up and Down New Lines

Dual Voltage trains in DC mode on the Up New line must come to a stand at signal NL1044 and ensure that the pantograph is raised for AC working before proceeding towards Kensal Green Junction.

Dual voltage trains in AC mode on the Down New line must come to a stand at signal WS23 and ensure that the pantograph is lowered for DC working before proceeding towards Willesden Suburban Junction.

Maximum length of trains

Electric trains over the Up New line must not exceed 6 cars in length. In the event of failure of a six-car train on the Up New line, assistance may only be given from the rear and the train must be withdrawn from the section towards Willesden Suburban Junction.

**Dated: 27/02/11**

# EA1320 - CAMDEN ROAD WEST JUNCTION TO STRATFORD

## CAMDEN ROAD

Change of Traction Power Supply

Dual voltage trains running in DC mode on the Up Primrose Hill line between Primrose Hill and Camden Road West Junction must come to a stand at signal NL1202 and ensure that the pantograph is raised for AC working before proceeding towards Camden Road West Junction.

Working by Pilotman

In the event of a failure of (certain nominated) track circuits, working by Pilotman will not be necessary on the North London Incline line.

The Rule Book, Module P2 – Working single and bi-directional lines by pilotman, is modified accordingly.

**Dated: 01/01/11**

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

## Entire Line Of Route

**East London Line SCC Contact Details**

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

**Lewisham Electrical Control Room Contact Details**

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

**Route Clearance**

Before any rolling stock operates on the East London Railway Core Route, approval shall be obtained from the London Overground Engineering Manager.

**Dated: 09/11/19**

# EA1360 - DUDDING HILL JN TO ACTON WELLS JN

### Neasden Jn to Acton Canal Wharf

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

Owing to restricted clearances along the route and in the vicinity of Bridge No.10 situated between 7 m 50 ch and the 8 milepost, passenger trains composed of stock with opening windows (other than those of the “ventilator” type) are prohibited from traversing this section of track, except where special authority is granted. When authority is granted for passenger trains the following conditions apply:

1. The train running must be published in Special Traffic Notice.
2. The opposite line must be blocked to trains during the passage of the train between Neasden Junction and Acton Canal Wharf.
3. To mitigate the risk of limited clearances to passengers while passing through Bridge No. 10:
   e) All passengers must be advised by public address and in writing not to lean out of windows;
   f) The train must be staffed by a Train Manager and Stewards, who will be briefed by the Train Manager;
   g) Prior to passing over bridge No 10, an announcement must be made using the public address system to instruct all passengers not to lean out of the windows during the passage of the train under the bridge. Stewards must pass through all vehicles and repeat the instruction to all passengers.

**Dated: 05/08/06**

# EA1370 - GOSPEL OAK TO BARKING TILBURY JN WEST

### Barking Station Jn. To Barking Station platform 1

In the event of a Train failing at Barking No.1 Platform. Working by Pilotman must be introduced between ‘Barking Station Jn and Barking No.1 Platform’.

Working by Pilotman must be withdrawn when the train is required to assist the failed train in the platform.

Rule Book, Module P2 – Working single and bi-directional lines by pilotman, is modified accordingly.

**Dated: 05/08/06**

# EA1370 - GOSPEL OAK TO BARKING TILBURY JN WEST

## BARKING

Due to the capacity of the current feeding arrangement in the Barking area, no more than two electric freight trains per hour can pass through Barking between 0600 – 1000 each day.

This restriction does not affect the running of electric passenger services or non-electric freight.

**Dated: 29/09/18**

# EA1380 - FENCHURCH ST TO SHOEBURYNESS

## FENCHURCH STREET

Charter Train Operation
When a charter train is to enter Fenchurch Street Station the following will apply;

- Station Manager, Network Rail Fenchurch Street must be additionally advised and authority obtained
- As necessary provisions must be made to ensure that diesel trains under the canopy at Fenchurch Street do not set off the station alarms.
- The Charter operator must:
  - Provide competent persons to dispatch the train at Fenchurch Street station
  - Agree the method of dispatch with the Station Manager for Fenchurch Street Station
  - Provide a copy of the agreed method statement relating to the dispatch of the charter train from Fenchurch Street Station to the Station Manager for Fenchurch Street Stations in sufficient time to enable onward briefing.
- The train must observe any platform restrictions imposed by the Station Manager for Fenchurch Street station

**Dated: 02/08/08**

# EA1380 - FENCHURCH ST TO SHOEBURYNESS

## Bromley-by-Bow Station (LUL) To UPMINSTER

London Underground Limited Electrified Lines
General
Staff are warned to be vigilant when working near the London Underground Limited lines which are electrified by the conductor rail system and run parallel with the London, Tilbury and Southend lines between Bromley and Upminster.

Employees must, in the absence of specific instructions to the contrary, regard all electrified lines as being alive continuously. All concerned are warned that it is dangerous to touch the current rails and that they must at all times keep clear of the current and running rails and avoid touching them with tools, wires or metal gear of any description.

If the permanent way is flooded to such an extent that the water has reached the current rails, employees must be careful not to come in contact with the water until they have ascertained that the current has been switched off.

In the event of an accident, failure, obstruction or other exceptional cause fouling or obstructing the LUL lines, train crews must protect the Network Rail and LUL lines concerned in accordance with the applicable rules.

When, in any emergency, it is necessary from a safety point of view for the LUL traction current to be switched off, the nearest LUL signal telephone must be used to request that the current be switched off. At a station where there are no staff available, the request must be made to the Line Controller by means of the automatic telephone, dialling 104. (If no reply is received within a reasonable time, dial 904). If, however, it would be expedient to use a Network Rail or other lineside telephone, this must be done, care being taken to ensure that it is understood that the request applies to the LUL lines and must be communicated to the LUL Line Controller immediately.

In all cases the person requiring the current to be switched off must give his name and grade, the reporting number or other description of his train, the location from which the current is required to be switched off and the reason to the person to whom the request is made and must wait until an assurance is received from that person that the current has been switched off.

In the case of train crews, where a line or lines other than that on which their train is standing, is obstructed they must ensure that such line or lines is protected in accordance with the rules before telephoning for the current to be switched off.

Detraining of Passengers
If a train is stopped for any reason between Upminster and Bromley Campbell Road and it becomes necessary to detrain passengers, this must not be carried out until an assurance has been received from the Signaller at Upminster IECC that the opposite line is blocked and a LUL representative has arrived to take charge of the passengers and conduct them to the nearest station.

**Dated: 05/08/06**

# EA1380 - FENCHURCH ST TO SHOEBURYNESS

### Bromley-by-Bow Station (LUL) To West Ham station

Signal UR139

When approaching signal UR139 at danger, drivers should bring their train to a stand at the triangular 'exclamation mark' board (white with a red border) positioned 158 metres on the approach to signal UR139.

This is intended to prevent electric trains from coming to a stand within the overhead line neutral section in the vicinity of the signal.

Drivers should take care not to bring their train to a stand over the AWS magnet associated with signal UR139.

A telephone is provided at the board to enable drivers to contact the signaller in accordance with Rule Book Module S4.

**Dated: 09/05/11**

# EA1380 - FENCHURCH ST TO SHOEBURYNESS

### BARKING

Due to the capacity of the current feeding arrangement in the Barking area, no more than two electric freight trains per hour can pass through Barking between 0600 – 1000 each day.

This restriction does not affect the running of electric passenger services or non-electric freight.

**Dated: 29/08/18**

# EA1380 - FENCHURCH ST TO SHOEBURYNESS

### Entire Line Of Route

### Rule Book Module SP – Speeds, Clause 2.1

Traincrews and others working over the above routes are reminded that although these lines are signed on the ground as for standard freight/passenger differential, where a differential speed is shown the higher speed only applies to multiple unit stock. Any other category of train must travel at the lower speed.

**Dated: 07/12/13**

# EA1390 - BARKING TILBURY LINE JN EAST TO PITSEA JN (VIA TILBURY)

### CTRL Exchange Sidings, Ripple Lane

Rule Book change boards are provided on the Down and Up Ripple Lane Chords, on the approach to the temporary buffer stops. In each case the Railway Group Standard GE/RT8000 Rule Book (signed as "RT") applies as far as this board.

In each case the CTRL Construction Railway Rule Book (signed as "CCRRB") applies beyond this board.

**Dated: 27/11/06**

# EA1390 - BARKING TILBURY LINE JN EAST TO PITSEA JN (VIA TILBURY)

### Freightliner Depot West End GF To Freightliner Depot East End GF

Barking Freightliner Terminal

An Overheight Vehicle Alarm system is provided at the exits from Barking Freightliner Terminal to warn staff when an out of gauge vehicle leaves the terminal. If the alarm sounds, the Shunter must advise the Signaller at Upminster IECC as soon as possible and arrange for the train to be brought to a stand as quickly as possible.

**Dated: 05/08/06**

# EA1390 - BARKING TILBURY LINE JN EAST TO PITSEA JN (VIA TILBURY)

### Ripple Lane exchange sidings

In the event of the CTRL AC traction current being discharged or isolated on the Down or Up Ripple Lane Chord lines, signalling controls will automatically replace and/or maintain UR823, 825 and 827 signals at danger for a route towards AF095 and AF101.

In these circumstances, if there is a requirement for a non-electric train to proceed towards CTRL infrastructure, the Upminster IECC signaller can authorise the driver to pass the signal at danger in accordance with Rule Book Module S5 Part A Passing Signals at Danger, stating the reason for passing the signal at danger is due to the AC overhead line been isolated.

Rule Book Module S5 Part A Section 1.1 is modified accordingly.

**Dated: 20/07/08**

# EA1390 - BARKING TILBURY LINE JN EAST TO PITSEA JN (VIA TILBURY)

## PURFLEET

**Purfleet Long Sidings** (PLS) comprises of a single road siding divided into three sections and is provided with a combination of **Signals** and **Stop Await Instructions** boards in both directions.

The three sections are known as:

- **The Spur** - Situated at the London End, is the area between the buffer stops and UR1165 Ground Position Light signal
- **Jurgens Long Siding -** The area between signal UR1166 (London End exit signal) and the Stop Await Instruction Board located immediately London side of hand points leading towards UR1176
- **Velacotts Long Siding –** The area country side the Stop Await Instruction Board located immediately London side of hand points leading towards UR1176 to the country end buffer stops

**Where ever possible a Person In Charge must be provided.**

**The Person in Charge (PIC) of the Long Sidings**

Trains scheduled to use the Purfleet Long Siding may have a nominated Person in Charge (PIC), who will take control of all movements to and within the Spur, Jurgens and Velacotts Long Sidings.

The PIC must register with the Signaller when signing on duty before acceptance of any trains. The PIC and Signaller must reach a clear understanding as to the status of the Long Sidings including;

- Whether each part of the Long Siding is clear or occupied, **and**
- If occupied, the details of the train concerned, and its exact location.

And agree the method of communication to be used. The PIC details must be recorded in the Signallers Train Register.

**When there is a PIC on duty, the Signaller must receive authority from the PIC before authorising any train or locomotive to occupy the Purfleet Long Siding.**

**PIC going off duty**

Before the Signaller agrees to take over responsibility for the Purfleet Long Sidings, the Signaller and PIC must reach a clear understanding before leaving duty as to the status of the Long Sidings;

- Whether each part of the Long Siding is clear or occupied, **and**
- If occupied, the details of the train concerned, and its exact location, **and**
- An assurance that the any Drivers already on the Long Sidings are aware that the PIC is leaving duty

The Signaller must then record the PIC off duty, and the time in the train register.

**The PIC can only sign off duty with no more than one train or locomotive in each part of the Long Siding**

**When there is no PIC on duty**

Before the Signaller can authorise any movement to either the Spur , Jurgens Long Siding or the Velacotts Long Siding, the Signaller must have confirmed the appropriate long siding to be clear. The Signaller must ensure that the Driver of the movement is advised that there is no PIC in charge, and is aware that only the Signaller can authorise movements to pass the **Stop Await Instructions** boards which divides Jurgens and Velacotts Long Siding and await further instructions from the Signaller or a PIC once they arrive on site.

**The Jurgens Long Sidings is only permissive for run-round locomotive moves to remove vehicles left on the siding**.

**Vellacots Long Siding**

Any train departing Thames Matex Siding for the Vellacots Long Siding must first obtain authority from the Thameside Signaller. Under all normal circumstances Thames Matex trains destined for the Up Tilbury Main line must depart via UR1176 signal. Permission to depart via the Jurgens Long Siding will only be given by the Signaller in exceptional circumstances.

**Thames Board Mills, Deep Wharf and Jurgens Level Crossings**

Movements over the above crossings within the Purfleet Long Siding are controlled by Stop Boards with plungers and White Lights.

In the event of a white light not being displayed for a train to proceed over one of these crossings after the plunger has been operated, the Shunter (Driver in absence of Shunter) accompanying the train must contact the Crossing Keeper concerned to find out if it is safe for the train to proceed over the crossing. In the case of Thames Board Mills, it is

possible that there may be no Crossing Keeper on duty, and therefore once the Shunter (Driver in absence of Shunter) has established that this is the case by contacting the Thameside Signaller, and that the barriers are down and that the crossing is clear, the train may proceed cautiously over the crossing. Any failure of the crossing equipment must be reported to the Thameside Signaller as soon as possible.

Once a white light has been displayed for a movement to take place over the crossing, the movement should take place as soon as possible.

If the start of the movement is delayed, the Shunter (Driver in absence of Shunter) must come to a clear understanding with the Crossing Keeper as to whether the original movement is to take place and whenever possible again operate the plunger to illuminate the white light.

**Dated: 15/07/17**

# EA1390 - BARKING TILBURY LINE JN EAST TO PITSEA JN (VIA TILBURY)

## PURFLEET

Signal UR656

Drivers of up electric locomotive-hauled trains, when stopping on the approach to signal UR656, should bring their train to a stand no nearer to the signal than the signal post telephone located at the London end of Purfleet station platform.

This is intended to prevent the locomotive from coming to a stand with pantograph adjacent to the overhead line equipment booster transformer.

**Dated: 08/10/11**

# EA1390 - BARKING TILBURY LINE JN EAST TO PITSEA JN (VIA TILBURY)

## GRAYS

Seabrooks Sidings
The sprung hand points facing to arriving trains in Seabrooks Sidings are provided with ground mounted indicator light which will show a yellow light when the points are in the correct position. If the light is out, Drivers must stop at the points and ensure that the points are fully closed before proceeding.

An Overheight Vehicle Alarm system is provided at the exits from Seabrooks Sidings to warn staff when an out of gauge vehicle leaves the sidings. If the alarm sound s, the Signaller at Upminster IECC must be advised as soon as possible and arrangements made for the train to be brought to a stand a quickly as possible.

Tilbury Rail Container Terminal
The Shunter is in charge of all movements within the Container Terminal and to and from Seabrooks siding. Drivers must not start any movements without permission of the Shunter.

Movements within Tilbury Rail Container Terminal must comply with the “Terminal Local Working Instructions” which have been issued by the Train Operator.

**Dated: 05/08/06**

# EA1390 - BARKING TILBURY LINE JN EAST TO PITSEA JN (VIA TILBURY)

### Tilbury Riverside International Rail Freight Terminal

All movements within the Tilbury Riverside International Railfreight terminal are controlled by the Rail Terminal Operator (RTO).

The RTO will normally be advised by the Signaller at Upminster I.E.C.C. of the train's expected arrival when it is at UR601 Signal. On receiving this advice, the RTO will check that all conditions are met for the train to be accepted safely into the terminal and then open and secure the rail security gates.

When this has been completed, the RTO will press the Acceptance button.

If, after the Acceptance button has been pressed, it is necessary in an emergency to stop an incoming train from entering the sidings, the RTO must:

- Operate the cancel button **and**
- Take any other necessary action so as to stop the train **and**
- Inform the Signaller.

The RTO will advise the Signaller when a train is ready to leave the terminal along with its identity and destination.

**Dated: 05/08/06**

# EA1390 - BARKING TILBURY LINE JN EAST TO PITSEA JN (VIA TILBURY)

### Entire Line Of Route

### Rule Book Module SP – Speeds, Clause 2.1

Traincrews and others working over the above routes are reminded that although these lines are signed on the ground as for standard freight/passenger differential, where a differential speed is shown the higher speed only applies to multiple unit stock. Any other category of train must travel at the lower speed.

**Dated: 07/12/13**

# EA1410 - UPMINSTER TO WEST THURROCK JN

### Entire Line Of Route

### Rule Book Module SP – Speeds, Clause 2.1

Traincrews and others working over the above routes are reminded that although these lines are signed on the ground as for standard freight/passenger differential, where a differential speed is shown the higher speed only applies to multiple unit stock. Any other category of train must travel at the lower speed.

**Dated: 07/12/13**

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# EA1430 - EAST SUFFOLK JN TO OULTON BROAD NORTH

## DARSHAM

Trains travelling on either line in the Up direction must not pass the STOP Board until the white flashing light appears. If the barriers fail to lower and/or the white light fails to appear, the Driver must advise the Signaller at Saxmundham signalbox and act in accordance with the Signaller's instructions.

**Dated: 05/08/06**

# EA1430 - EAST SUFFOLK JN TO OULTON BROAD NORTH

## Entire Line Of Route

Charter Train Operation

When authority is published in accordance with the Sectional Appendix General Instruction for the Operation of Charter trains over the Anglia Route the following conditions will apply;

- The charter train must comply with any timing stipulations at Saxmundham which may be imposed by the Network Rail Operations Manager Ipswich.
- The Locomotive must be equipped with GSM-R radio equipment
- Driver(s) must be competent to use GSM-R radio equipment
- The charter train must not delay booked services
- If the train is to travel over the Sizewell branch the following additional conditions will apply:
    - The charter train must either be held on the Sizewell Branch and/or will not be allowed to stop at Saxmundham, if there is service disruption affecting the East Suffolk line. This will be decided by signalling staff on duty in accordance with instructions issued by the responsible Operations Manager.
    - A competent person must be provided to work the ground frame giving access to and from the Sizewell Branch.
    - Person(s) competent to work Train Crew Operated (TMO) level crossings must accompany the train whilst on the Sizewell branch.
    - The train must not exceed 5mph when approaching any level crossing on the Sizewell branch. All other instructions relating to these crossings must be observed.
    - The train must not proceed beyond the Network Rail boundary at Sizewell.

**Dated: 20/10/12**

# EA1450 - TRIMLEY TO PORT OF FELIXSTOWE NORTH QUAY TERMINAL

**PORT OF FELIXSTOWE CENTRAL AND NORTH QUAY TERMINALS**

1. The Port of Felixstowe panel operator must advise the signaller at Colchester when taking duty and ascertain the movement of trains.
- The Port of Felixstowe panel operator will advise the signaller at Colchester when leaving duty.
2. The Port of Felixstowe panel operator is responsible for advising Colchester signalbox of trains ready for departure and for entering the description into the train describer. No departing train must be allowed to approach FW9074 signal until the signaller's authority is given.
3. If the over height detector alarm sounds for a departing train then the Port of Felixstowe panel operator must immediately telephone the signaller at Colchester to get the movement stopped as soon as possible.
4. In the event of a complete loss of communications between Colchester signalbox and the North Quay terminal Working by Pilotman in accordance with Rule Book Module P2 must be introduced.

**Dated: 29/05/19**

# EA1470 - NORWICH THORPE JN TO LOWESTOFT

## Norwich Crown Point Depot (NCP)

### Possession of the Washer Road and Bypass Road for Crown Point depot staff, to work on The Carriage Washer in Crown Point Depot

This method of working is for when staff need to work on the Carriage Washer at Crown Point depot. This clarifies the application of this procedure regarding Rule Book TS1 - Safety of Personal / Handbook 13 - Duties of person in charge of a possession of a siding.

Only an authorised Yard Controller (designated person, DP) will be allowed to take a line block of the washer plant. The Train Operating Company will provide a list of authorised yard controllers, DP's that are trained to undertake these possessions.

When a possession of the Washer Road and Bypass Road is required to allow work on the equipment, the DP will contact the signaller at Crown Point signal box. They will advise the signaller of their name and what work they wish to carry out. The signaller will then check the authorised designated persons list, to see if they are authorised to take the possession.

The Signaller and the DP will complete their relative copies of the Possession of the Washer Plant forms (NRWR 21 SIG & NRWR 21 YC) together, confirming with each other the names, location, contact details. The signaller will also require the protection limits and how long the work will take.

The DP is authorised to block the Washer and Bypass Roads only under this procedure.

The limits of the protection will be from:

Washer Road CP2529B Points to Buffer Stop.

Bypass Road CO2529A Points to Buffer Stops

Once all the details have been confirmed, the signaller will check that the Washer Road and Bypass Roads are clear of trains. They will then place their reminder appliances on the panel, to protect the line.

Once protected, the signaller will authorise the DP to place their stop boards (protection) at the agreed locations. This may be undertaken by another competent person, on behalf of the DP. When this has been confirmed to have been carried out, the signaller will give a time, date, and authority number to the DP and confirm the lines are closed to traffic. The DP may then commence work.

Giving Up possession of the line

When the work has been completed and everyone is clear of the line, and the lines clear and safe to run over, the DP will arrange to remove the protection from the line. The DP will contact the signaller and advise them that this has been carried out and the possession may be withdrawn. The signaller will confirm these instructions with the DP and confirm the Authority number. The signaller will then withdraw the line block of the Washer Road and Bypass Road, giving a time and date of when the possession of the line was given up to the DP.

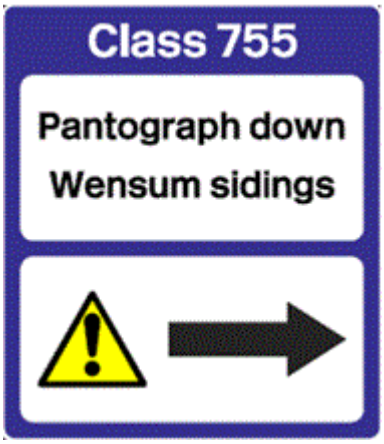
### Static Changeover for Bi-Mode Units (BMU)

#### Signage for Class 755

New signage is being introduced; this signage will only apply to Class 755 trains entering 9-14 Roads, 18-24 Roads & Wensum Sidings. The signage is for Class 755 trains to PAN DOWN within the limits of Norwich Crown Point Maintenance Depot.

The new signs and their meanings are shown below:

**Changing from Electric to Diesel:**




This sign is located on approach to Ground Frame and warns the driver that there is a traction supply changeover from AC to Diesel.

**Note it will be visible on the Wensum curve to non-users of Norwich Crown Point depot**




This sign is located at CP2517 Points and warns the driver that there is a traction supply changeover from AC to Diesel.




This sign is located at CP2513 Points and warns the driver that there is a traction supply changeover from AC to Diesel.

**Dated: 19/02/22**

# EA1490 - CROMER TO SHERINGHAM

**Entire Line Of Route**

Operation of the emergency bypass switch (EBS)

If the Emergency Bypass Switch (EBS) is operated on a unit operating in multiple while the train is on the Cromer - Sheringham line, the Driver must stop at signal TB31 approaching Cromer and advise the Signaller whether or not his train is complete.

**Dated: 05/08/06**

# EA1490 - CROMER TO SHERINGHAM

## Entire Line Of Route

Working of trains to/from the North Norfolk Railway at Sheringham

Working by pilotman in accordance with Rule Book Module P2 'Working single and bi-directional lines by pilotman' must be introduced between Cromer and Sheringham to pass a train requiring to proceed to/from the North Norfolk Railway at Sheringham. The pilotman must endorse his RT3154 form 'In connection with: the passage of a train to/from the NNR' and delete both (a) failure of signalling equipment and (b) working of trains to and from the point of obstruction. The Pilotman must accompany the train.

Working of trains to the North Norfolk Railway at Sheringham

The pilotman must confirm with the signaller that the train can be accepted onto the North Norfolk Railway before introducing working by pilotman between Cromer and Sheringham.

When working by pilotman has been introduced, and the pilotman has given the driver the necessary instructions, the signaller must, where possible, clear the signal controlling the entrance to the Cromer to Sheringham single line.

When the train arrives at the stop board at Sheringham, the pilotman must remove the wheel stops on the Network Rail side of the level crossing and tell the North Norfolk Railway person in charge of level crossing (PIC-LC) when this has been done. The PIC-LC will close the level crossing to road traffic and remove the wheel stops on the North Norfolk Railway side of the level crossing and give the driver authority to pass the stop board and proceed onto the North Norfolk Railway.

The pilotman must tell the signaller when the train has arrived complete with tail lamp within the North Norfolk Railway boundary and the wheel stops have been replaced and secured. Working by pilotman may then be withdrawn.

Working of trains from the North Norfolk Railway at Sheringham

When the PIC-LC tells the pilotman that the train is ready to depart and working by pilotman must be introduced between Sheringham and Cromer.

When working by pilotman has been introduced, the pilotman must:

- obtain permission from the signaller to remove the wheel stops on the Network rail side of the level crossing
- arrange with the PIC-LC to close the level crossing to road traffic and remove the wheel stops on the North Norfolk Railway side of the level crossing
- remove the wheel stops on the Network Rail side of the level crossing
- obtain authority from the signaller for the train pass the stop board and proceed onto the Sheringham to Cromer single line

When the level crossing is closed to road traffic and both wheel stops have been removed, the pilotman may authorise the driver to pass the stop board and proceed onto the single line within the Network Rail boundary, clear of the level crossing and stop board.

When the train has arrived complete with tail lamp within the Network Rail boundary the pilotman must:

- replace and secure the wheel stops on the Network Rail side of the level crossing
- inform the signaller that the train has arrived complete with tail lamp within the Network Rail boundary, the wheel stops have been replaced and secured and that the train is ready to proceed towards Cromer

The pilotman may then authorise the driver to proceed towards Cromer.

When the train has arrived complete with tail lamp at Cromer, working by pilotman must be withdrawn.

## Sheringham

TPWS Indicator

A TPWS lineside status indicator is provided at the stop board protecting the North Norfolk Railway. The indicator comprises one blue light within a black background, labelled 'TPWS', located beneath the stop board.

When the TPWS equipment at the stop board is working normally, the blue light will be lit.

When the TPWS equipment at the stop board is defective, the indicator will be unlit.

The driver or person controlling any movement must report the fault to the signaller.

**Dated: 19/03/11**

# EA1520 - SAXMUNDHAM JN TO SIZEWELL

## Working of the single line between Saxmundham Junction and Sizewell Sidings

The single line section between Saxmundham Junction and Sizewell Sidings is worked in accordance with Module TW1, Section 32 'Single lines worked with a token or with or without a train staff' as modified below:

The train staff for the single line section must be kept either in the signal box at Saxmundham or in the designated locked cabinet at Sizewell Sidings (the cabinet at Sizewell Sidings can be opened with a driver's No.1 key).

The train staff consists of:

- the train staff itself (inscribed: 'Saxmundham Junction/Sizewell – Train Staff')
- two detachable segments (inscribed *either*: 'Saxmundham Junction/Sizewell – Segment 1 of 2 and train staff' *or* 'Saxmundham Junction/Sizewell – Segment 2 of 2 and train staff')

A segment of the train staff must be detached and used when the next train is required to pass through the single line section in the same direction.

The train staff (and any remaining segments) must be used when the next train is required to pass through the single line section in the opposite direction.

A segment of the train staff may only be used when the train staff itself is present at that end of the single line section.

The signaller at Saxmundham must determine whether the train staff or a segment of the train staff is to be conveyed by the driver, to make sure that the train staff itself is at the appropriate end of the single line section for the next planned train movement.

Use of a divisible train staff enables up to three trains to pass through the single line section in the same direction when the following procedure is applied:

**Down direction train movements from Saxmundham Junction to Sizewell Sidings – Obtaining and delivering the train staff (or segment)**

The driver will receive the train staff (or segment) from the signaller at Saxmundham and obtain permission to enter the single line section.

The driver must make sure the train staff itself is present at Saxmundham, when receiving a segment of the train staff only.

When the train has arrived, complete with tail lamp and is clear of the 'end of token section' board at Sizewell Sidings, the driver must:

- unlock the designated cabinet and place the train staff (or segment) inside
- attach the train staff (or segment) to any segment(s) already in the cabinet
- close and re-lock the cabinet
- tell the signaller at Saxmundham that the train has arrived, complete with tail lamp and is clear of the 'end of token section' board at Sizewell Sidings and the train staff (or segment) has been delivered to the cabinet

**Up direction train movements from Sizewell Sidings to Saxmundham Junction – Obtaining and delivering the train staff (or segment)**

When a train is ready to depart from Sizewell Sidings, the driver must contact the signaller at Saxmundham and request:

- permission to obtain the train staff (or segment)
- permission to enter the single line section

When the signaller at Saxmundham gives the driver permission to obtain the train staff itself, the driver must:

- unlock the designated cabinet
- obtain the train staff
- close and re-lock the cabinet

When the signaller at Saxmundham gives the driver permission to obtain a segment of the train staff only, the driver must:

- unlock the designated cabinet
- make sure the train staff is present
- detach a segment from the train staff
- confirm to the signaller which segment is being detached
- return the train staff (and any remaining segment) to the cabinet
- close and re-lock the cabinet

When the train has arrived, complete with tail lamp and is clear of the 'end of token section' board at Saxmundham Junction, the driver must deliver the train staff (or segment) to the signaller at Saxmundham.

**Dated: 07/12/13**

# 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 Eastrea 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

### Harts Drove LC (R/G)

After moving towards signal W23 at Danger, for shunting purposes, Down trains must be set back behind signal W25 before proceeding into the section towards King's Dyke.

**Dated: 25/10/08**

# 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 f 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.

| Class | Restrictions |
|---|---|
| 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**