

NETWORK RAIL

Anglia Route

AR

Week No.

37

PERIODICAL OPERATING NOTICE

CONTAINING

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

INCORPORATING

SUPPLEMENT NO. 69 TO THE ANGLIA ROUTE
SECTIONAL APPENDIX

SATURDAY 07 DECEMBER 2024
to
FRIDAY 28 FEBRUARY 2025
Inclusive

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

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

This notice comprises of 32 pages

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

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ACKNOWLEDGEMENT SLIP

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

I, the undersigned, acknowledge receipt of the Periodical Operating Notice and Supplement No. 69 to the Anglia Route Sectional Appendix effective from Saturday 07 December 2024 to Friday 28 February 2025

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

Full Name (in capitals): _____

Signature (in full): _____

Location: _____

Date: _____

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Introduction

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

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

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

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

Supplement to the Sectional Appendix

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

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

The Supplement is identified as Supplement No. 69 and is dated 07 December 2024. In line with current industry standards items published in the Supplement will not appear in future PONs.

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

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

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

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

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

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

Email: enquirydesk@rssb.co.uk

RECORDING OF CONVERSATIONS

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

This publication is printed and distributed by APS Group

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LATE OR NON-DELIVERY

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

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

Part A - Foreword

A1 Introduction

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

A2 Scope

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

A3 Implementation

The publication date of this document is **07 December 2024**.

A4 Technical content

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

A5 Definitions

Material change

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

Minor change

A minor change comprises of one of the following:

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

National Operations Publications

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

Periodical Operating Notice

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

Part B - Changes since previous issue

Amendment No	Publication and section
Part C - New amendments to National Operations Publications	
01/24	GERT8000-HB9, issue 8, IWA or COSS setting up safe systems of work within possessions, sections 3.3 to 3.5.
02/24	GERT8000-TS1, issue 18.1, General signalling regulations, regulation 12.1.
03/24	Handbook RS524, List of Dangerous Goods and their United Nations numbers, issue 1, table 1.
Amendment No	Publication and section
Part D - Previous amendments to National Operations Publications	
04/23	GERT8000-T3 Possession of a running line for engineering work, issue 11, section 9.1. This amendment is not carried forward as it has been published in the Rule Book.
02/22	Various modules and handbooks. Amendments to Rule Book modules TS9 and TW8 have not been carried forward as they have been published in the Rule Book.

Part C - New amendments to National Operations Publications

GERT8000 Rule Book

Handbook 9 IWA or COSS setting up safe systems of work within possessions

Explanation of change

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

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

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

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

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

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

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

You must also:

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

3.5 Safe system of work (separated)

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

You must also:

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

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

GERT8000 Rule Book

Module TS1 General signalling regulations

Explanation of change

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

12.1 When this general signalling regulation must be used

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

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

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

Explanation of change

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

Amend: the following as shown:

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

Add: the following new entries:

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

Part D - Previous amendments to National Operations Publications

GERT8000 Rule Book**Handbook RS524 List of Dangerous Goods and their United Nations numbers****Table 1****Explanation of change**

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

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

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

Amend: the following as shown:

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

Add: the following new entry:

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

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

Explanation of change

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

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

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

Rule Book module or handbook	Section or regulation	Amendment
G1 General safety responsibilities and personal track safety for non-track workers	5.3 5.6	Amend ‘pilotman’ to ‘pilot’
T3 ERTMS Possession of an ERTMS running line for engineering work where lineside signals are not provided.	7.2	Amend ‘pilotman’ to ‘pilot’
TS3 Absolute block regulations	9.1 9.2.2 9.2.4 9.5	Amend ‘pilotman’ to ‘pilot’
TS4 Electric token block regulations	2.2 8.1.1 8.2.1 8.6.1	Amend title of module P2 to read <i>‘Working single and bi-directional lines by pilot’</i> .
TS4 Electric token block regulations	8.1.1 8.1.2 8.2.1 8.2.2 8.2.3 8.5 8.6.1 8.6.2 8.7 8.8	Amend ‘pilotman’ to ‘pilot’

TS5 Tokenless block regulations	8.1 8.2	Amend title of module P2 to read ' <i>Working single and bi-directional lines by pilot</i> '
TS5 Tokenless block regulations	8 8.1 8.2 8.3 8.4 8.5 8.5.2	Amend 'pilotman' to 'pilot'
TS7 No-signaller token regulations	2.2 8.1.1 8.2.1 8.3.1	Amend title of module P2 to read ' <i>Working single and bi-directional lines by pilot</i> '
TS7 No-signaller token regulations	3.1 8.1.1 8.1.2 8.2.1 8.2.2 8.2.3 8.3.1 8.3.2 8.4	Amend 'pilotman' to 'pilot'
TS8 One-train working regulations	8.1 8.4.1	Amend title of module P2 to read ' <i>Working single and bi-directional lines by pilot</i> '
TS8 One-train working regulations	3.1 3.2 8 8.1 8.2 8.3 8.4.1 8.4.2	Amend 'pilotman' to 'pilot'
Handbook 5 Handsignalling duties	4 6.1	Amend 'pilotman' to 'pilot'

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

Explanation of change

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

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

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

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

Handbook RS523 GSM-R Handbook

8 Broadcast calls

Explanation of change

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

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

8.4 Acknowledged (safety) broadcast calls

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

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

Uses for safety broadcasts

Safety broadcast calls can be used for the following scenarios.

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

Scripts for safety broadcasts

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

Poor rail conditions

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

*Delete as appropriate.

Animals on or near the line

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

*Delete as appropriate.

Defective Emergency Indicators

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

Missing or obscured TSR board

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

*Delete as appropriate

** Insert name or location.

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

Unusual events

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

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

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

Part E - Amendments summary

GERT8000 Rule Book

Module, Issue and Section amended	Number	Published
Handbook RS523 GSM-R Handbook, Issue 1, Section 8.4	02/18	June 2018
Various modules and handbooks	01/22	December 2022
Various modules and handbooks	02/22	December 2022
Handbook RS524 List of Dangerous Goods and their United Nations numbers, issue 1, table 1	03/23	March 2023
GERT8000-HB9, issue 8, IWA or COSS setting up safe systems of work within possessions, sections 3.3 to 3.5	01/24	December 2024
GERT8000-TS1, issue 18, General signalling regulations, regulation 12.1	02/24	December 2024
Handbook RS524 List of Dangerous Goods and their United Nations numbers, issue 1, table 1	03/24	December 2024

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

Explanation of change

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

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

Pages 58 to 61 inclusive

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

44 Temporary isolations

44.1 General

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

44.2 Persons competent to take temporary isolations

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

44.3 Authorising a temporary isolation

44.3.1 Temporary Isolations shall only take place

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

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

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

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

44.4 Taking a Temporary Isolation

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

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

44.5 Testing the conductor rail

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

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

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

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

44.6 Preventing re-energisation of the isolated section

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

44.7 Briefing staff before commencing work

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

44.8 Cancelling the temporary isolation

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

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

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

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

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

44.9 Making the conductor rail live

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

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

Explanation of change:

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

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

Reference Appendix B, pages 69 to 80

Delete the following forms:

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

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

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

Miscellaneous instructions – Signal Box Telephone Numbers

ANGLIA INTEGRATED CONTROL CENTRE (AICC)

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

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

GSM-R - OPERATIONS CONTROL CONTACT NUMBERS - ANGLIA

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

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

Electrical Control Room/Operator	ETD Telephone Numbers		STD Telephone Numbers	GSM-R Contact Number
	Short Code – TO BE USED IN AN ELECTRICAL EMERGENCY ONLY	Railway ETD		
Romford	175	085 41101	033 085 41100 (Emergency Only) 033 08541101 01708 730292 01708 730314	74 4091 03
York	174	03 75836 03 75837 03 74902 03 74906 03 75952	0845 6020 174 (Emergency Only) 01904 525836	744081 03
Rugby	172	05 46422 05 06533 05 06546 05 06547	01788 576 256 01788 576 257 (Emergency Only) 01788 555422	744061 03
Didcot	170	085 41051	033 085 41050 (Emergency Only) 033 085 41051 01235 818490	
Raynes Park	178	006 2900 006 2901	07771 613564 (Emergency Only) 020 8545 5900 020 8545 5901	744040 03
Lewisham	177	00 28400	07771 612930 (Emergency Only) 020 8694 4400 020 8692 6786	744021 03
Ashford EMMIS	N/A	085 39300 (Emergency Only) 085 39450 085 39460	01233 739 300 (Emergency Only) 01233 739 450 01233 739 460	744900 03

Miscellaneous instructions – Signal Box Telephone Numbers

ALWAYS TELL THE CONTROLLING SIGNALLER FIRST

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

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

Cambridge PSB			
LOCATION	INTERNAL	EXTERNAL	GSM-R
Duty Shift Manager (SSM)	085 25549	0330 8584624	74 9399 01
Cambridge (Panel A) <i>(Elsenham LX – Meldreth - Shepreth B. Jn)</i>	085 25313	0330 8525313	74 9349 01
Cambridge (Panel B) <i>(Dukes No2 LX – Barnwell Jn – Coldham Lane Jn)</i>	085 25312	0330 8525312	74 9370 01
Cambridge (North Panel) <i>(Barnwell Jn – Bottisham Rd LX)</i>	085 23506	0330 8525306	74 9365 01
Cambridge (Panel C) <i>(Bottisham Rd LX – Queen Adeladie LX – New Bedford River (EMP) – Mile End LX (ETN) – Former Snailwell Jn (CCH))</i>	085 25311	0330 8525311	74 9374 01
Cambridge (Thetford WS) <i>(Mile End LX – Wymondham (Inc Mid-Norfolk Railway))</i>	085 25309	0330 8525309	74 9375 01
Cambridge CCTV	085 25310	0330 8525310	----

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

Signalling/Crossing Locations			
LOCATION	INTERNAL	EXTERNAL	GSM-R
Acton Canal Wharf	08526401	033085 26401	74 9124 01
Acton Wells Jn.	08526400	033085 26400	74 9121 01
Bury St. Edmunds Yard	085 25304	0330 8525304	74 9486 01
Chippenham Jn.	085 25317	0330 8525317	74 9487 01
Crown Point	085 84949	0330 8584949	N/A
Downham Market	085 25293	0330 8525293	74 9376 01
Dudding Hill Jn	08526402	033085 26402	74 9122 01
Dullingham	085 25677	0330 8525677	74 9488 01
Elsenham Crossing	005 3834	01223 453834	N/A
Foxton Crossing	005 3698	01223 453698	N/A
Ingatestone Crossing	005 6142	0207 0846139	N/A
Kings Dyke	085 25344	0330 8525344	74 9485 01
Kings Lynn Jn.	085 25299	0330 8525299	74 9380 01
Littleport	085 84660	0330 8584660	74 9378 01
Lincoln Road Crossing	005 5216	01223 455216	N/A
Neasden Jn <i>(Diverted to Acton Canal Wharf when closed/light duty working)</i>	08526403	033085 26403	74 9123 01
Magdalen Road	085 25296	0330 8525296	74 9379 01
March East	085 84937	0330 8584937	74 9482 01
March South	085 84941	0330 8584941	74 9481 01
Manea	085 25556	0330 8525556	74 9479 01
Oulton Broad Swingbridge	085 84532	0330 8584532	N/A
Parkeston	085 84448	0330 8584448	74 9437 01
Reedham Swingbridge	085 24530	0330 8584530	74 0201 01
Richmond	08560578	033085 60578	74 9120 01
Romford RCC (Traffic Manager) <i>(Pudding Mill Portal to Westbourne Park Junction)</i>	81021(TfL)	0300 2151021	74 5000 01
Saxmundham	085 25342	0330 8525342	74 9453 01
Somerleyton Swingbridge	085 24528	(033) 085 84528	74 0200 01
South Tottenham Jn	08584712	033085 84712	74 9271 01
Stowmarket Crossing	085 84444	0330 8584444	N/A
Stonea	085 84933	0330 8584933	74 9480 01
Three Horse Shoes	085 25186	0330 8525186	74 9483 01
Trowse Swing Bridge <i>(inc. Whitlingham Jn - Sheringham)</i>	085 84534	0330 8584534	74 9442 01
Trinity Lane Crossing	005 5304	01223 455304	N/A
Upper Holloway	08520808	033085 20808	74 9272 01
Whittlesea	085 25346	0330 8525346	74 9484 01
Whittlesea Crossing	085 25347	0330 8525347	N/A

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

Upminster IECC			
LOCATION	INTERNAL	EXTERNAL	GSM-R
Duty Shift Manager (SSM)	005 6594	01708 256594	74 9200 01
Upminster (Workstation 1) <i>Fenchurch St – Upminster Strn- Ripple Lane – Chafford Hundred</i>	08525049	033085 25049	74 9201 01
Upminster (Workstation 2) <i>Upminster (Excl Station) – Shoeburyness</i>	08525051	033085 25051	74 9202 01
Upminster (Workstation 3) <i>Ripple Lane – Pitsea – Chafford Hundred</i>	08525377	033085 25377	74 9203 01
Upminster IECC (NLL Eastern Workstation) <i>Stratford 1&2 – High Meads Jn – Highbury & Islington</i>	08525028	033085 25028	74 9262 01
Upminster IECC NLL Central Workstation <i>Highbury & Islington – Willesden High Level Jn</i>	08525026	033085 25026	74 9261 01

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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 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

Opening droplight or quarterlight windows

Where vehicles are operating with manually opening droplight or quarterlight windows, the Train Operating Company must have a suitable safe system of work to mitigate the risk of injury associated with persons leaning out of windows

Anglia Route GI - Dated: 16/09/24

Weather Forecasts

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

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

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

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

Anglia Route GI - Dated: 05/08/06

Working of traffic on a reception line/siding

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

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

Anglia Route GI - Dated: 05/08/06

WORKING TRAINS CARRYING PASSENGERS OVER GOODS LINES OR GOODS LOOPS

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

Anglia Route GI - Dated: 07/10/2024

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306B	03 June 2023
306C	03 June 2023
306D	03 June 2023
306E	03 June 2023
306F	03 June 2023
306G	05 March 2022
306GA	05 March 2022
306GB	03 June 2023
306GC	03 June 2023
306N	01 June 2024
306O	01 June 2024
306P	01 June 2024
306Q	01 June 2024
306R	04 December 2021
306S	05 March 2022
306T	03 June 2023
306TA	03 June 2023
306TB	04 December 2021
306TC	04 December 2021
306TD	04 June 2022
306TE	04 June 2022
306TF	03 June 2023

Page	Date Last Changed
306TG	03 June 2023
306TH	04 December 2021
306TI	04 December 2021
306TJ	04 December 2021
306TK	04 December 2021
306TL	07 September 2024
306TM	07 September 2024
306TN	03 June 2023
306U	03 June 2023
306V	03 June 2023
306W	03 June 2023
306X	04 December 2021
306Y	04 December 2021
306Z	04 December 2021
307	04 December 2021
308	04 December 2021
308A	04 December 2021
308B	04 December 2021
308C	02 December 2017
308D	02 December 2017
309	04 June 2022
310	04 June 2022
311	04 June 2022
312	04 June 2022
313	05 June 2021
314	05 June 2021
314A	05 June 2021
314B	05 June 2021
314C	05 June 2021
314D	05 June 2021
314E	05 June 2021
314F	05 June 2021
314G	06 September 2014
314H	06 September 2014
315	04 June 2022
316	04 June 2022
317	03 December 2022
318	03 December 2022
319	05 June 2021
320	02 September 2023
320A	02 September 2023
320B	02 September 2023
321	02 September 2023
321A	30 May 2020
321B	28 November 2020
322	28 November 2020
323	30 November 2019
324	30 November 2019
325	05 June 2021
325A	05 June 2021
325B	05 June 2021
326	05 June 2021
327	02 March 2024
327A	02 March 2024
328	06 December 2008
329	04 December 2021

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Page	Date Last Changed
329A	04 December 2021
329B	02 March 2024
330	02 March 2024
331	01 June 2024
332	01 June 2024
333	01 June 2024
333A	01 June 2024
333B	28 November 2020
334	28 November 2020
335	03 September 2022
336	03 September 2022
337	03 September 2022
338	03 September 2022
339	03 September 2022
340	03 September 2022

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

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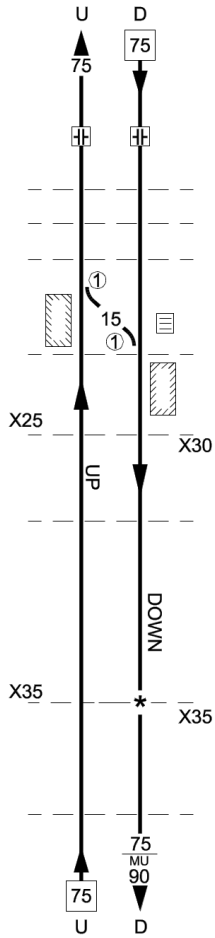
Anglia Route Sectional Appendix Module AR2

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

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LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
EA1060	001	Wickford Jn to Southminster			WIS	SSV	Anglia	29/08/2024
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks	
Wickford Jn		29 13					<div>TCB RA7</div> <div>Liverpool St IECC (L) Shenfield workstation AC: Romford</div> <div>GSM-R </div> <div>USD - Up Southend DSD - Down Southend</div>	
Beauchamps LC (FP) (R/G)		29 19 *						
Battlesbridge LC (FPW)		30 29						
BATTLESBRIDGE		31 20						
		31 40 *						
Tabrums Cross LC (UWC)		33 38						
Woodham Fenn LC (UWC)		33 56						
SOUTH WOODHAM FERRERS		34 00						
Woodham Ferrers LC (ABCL)		34 08						
Stowmaries No.1 LC (UWC)		34 77						
			<div>Platform - 85m (92yd)</div> <div>Platform - 264m (286yd)</div> <div>U&DS - Up & Down Southminster</div>					

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
EA1161	011	Bishops Stortford to Ely North Jn			BGK	Anglia	26/10/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
						<div> <div>TCB RA8</div> <div>Cambridge SB (CA) AC: Romford</div> </div> <div>GSM-R</div> <div> <p>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)</p> <p>Up platform - 167m (183 yds)</p> <p>Down platform - 167m (183 yds)</p> </div>	
OHNS		58 71					
Milton Fen LC (AHBC)		59 10					
Wilsons LC (UWC)		59 30					
Goodens No 1 (UWC)		59 40	T				
Waterbeach GSP		60 78					
Waterbeach LC (AHBC)		61 00					
WATERBEACH		61 01					
Burgess Drove LC (R/G-X)		61 20	T				
Bottisham Road LC (AHBC)		61 48					
Bannolds LC (AHBC-X)		62 70 *	X35				
Jack O'Tell (UWC)		64 45 *	T				

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
EA1161	012	Bishops Stortford to Ely North Jn		BGK	Anglia	26/10/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
					<div>TCB RA8</div> <div>Cambridge SB (CA) AC: Romford</div> <div>GSM-R</div>	
		65 40 *				
Nairns (No.117) LC (UWC)		65 46	<div>T</div>			
Dimmocks Cote LC (AHBC-X)		66 25	<div>X35</div>			
Hopkins Celery LC (FPO)		66 55				
Stretham LC (FPS)		67 22				
(Formerly: West River Bridge)						
Ely West River LC (R/G-X) (UWC)		68 13	<div>T</div>			
Bedford (No.124) LC (UWC)		69 08	<div>T</div>			
Braham Farm LC (FPS)		69 16				
Bedford (No.125) LC (UWC)		69 20	<div>T</div>			
		69 33				
		69 67 *				
		69 70 *				
			<div>Down Goods Loop - PF</div>			

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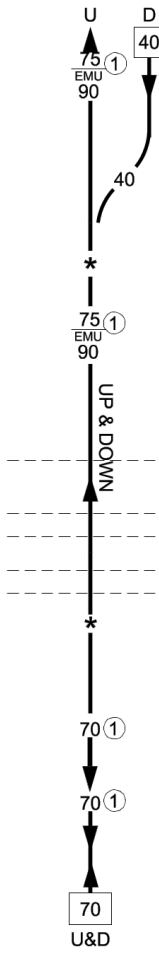

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated		
EA1162	002	Ely North Jn to Kings Lynn			BGK	Anglia	09/10/2024		
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks			
Littleport Bypass LC (AHBC-X)		76 27 76 28 *				TCB RA8		Littleport SB (L) AC: Romford	
Single Line		76 36							
OHNS		76 40 * 76 52							
Poplar Drove LC	76 71	T							
Willow Road LC UWC-R/G	77 15	T							
New Road LC (UWC)	77 51	T							
Peacocks No 17 LC (UWC)	78 07	T							
Peacocks No 18 LC (UWC)	78 25	T							
Black Horse Drove LC (R/G)		79 19				T			
						Downham Market SB (DM)			

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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	
			<p style="text-align: center;">U&D 75 EMU 90</p> <p style="text-align: center;">75 ① EMU 90</p> <p style="text-align: center;">-----</p> <p style="text-align: center;">75 ① EMU 90</p> <p style="text-align: center;">-----</p> <p style="text-align: center;">Concrete Road LC (UWC)</p> <p style="text-align: center;">-----</p> <p style="text-align: center;">Martins LC</p> <p style="text-align: center;">-----</p> <p style="text-align: center;">82 67 *</p> <p style="text-align: center;">UP & DOWN</p> <p style="text-align: center;">75 ①</p> <p style="text-align: center;">-----</p> <p style="text-align: center;">Denver LC (AHBC)</p> <p style="text-align: center;">-----</p> <p style="text-align: center;">85 56 *</p> <p style="text-align: center;">85 57</p> <p style="text-align: center;">75 ▼</p> <p style="text-align: center;">40 ①</p> <p style="text-align: center;">U&D</p>			<p>TCB Downham Market SB (DM) RA8 AC: Romford</p> <p>① Up trains conveying vehicles with 15 feet wheelbase or less not to exceed 35 m.p.h.</p>	



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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
EA1162	006	Ely North Jn to Kings Lynn			BGK	Anglia	26/10/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
		91 20 *				<div>TCB RA8</div> <div>Magdalen Road SB (MR) AC: Romford</div> <div>GSM-R </div> <div>① Up trains conveying vehicles with 15 feet wheelbase or less not to exceed 35 m.p.h.</div> <div>Kings Lynn Jn SB (KL)</div>	
St Germans LC (AHBC)		92 53					
Clarkes Chase LC (UWC)		93 68	T				
Towlers LC (UWC)		94 04	T				
Gadsden LC (UWC)		94 29	T				
Hatson LC		94 57	T				
		95 15 *					

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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	<p>To Ipswich EA1012 seq 1</p> <p>U&DL</p> <p>To Norwich EA1012 seq 1</p> <p>Arrival line</p> <p>20</p> <p>50</p> <p>50</p> <p>15</p> <p>To Europa Junction EA1744 seq 001</p> <p>DC</p> <p>UC</p> <p>30</p> <p>30</p> <p>60</p> <p>UES</p> <p>DES</p>	<div>TCB RA8</div> <div>Colchester SB (CO) Ipswich panel</div> <div>GSM-R</div> <p>U&DL - Up and Down Lowestoft</p> <p>DC - Down Bacon Factory Curve UC - Up Bacon Factory Curve</p> <p>DES - Down East Suffolk UES - Up East Suffolk</p>		
	69 56				
Boss Hall Jn	70 04 *				

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LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
EA1430	002	East Suffolk Jn to Oulton Broad North	ESK	FEL	Anglia	28/09/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
					<div> <div>TCB RA8</div> <div>Colchester SB (CO) Felixstowe Workstation</div> </div> <div>GSM-R</div> <div>General instruction applies at Bramford Lane (Bridge 406) at 70m 35ch</div> <div>DES - Down East Suffolk UES - Up East Suffolk</div> <div>Up Platform 1 - 100m (109yds) Operational Length (Up Direction) - 71m (77yds) Operational Length (Dn Direction) - 91m (99yds)</div> <div>Down Platform 2 - 94m (103yds) Operational Length - 88m (96yds)</div> <div>TCB</div> <div>Saxmundham (ES)</div> <div>① Where permissible, Nuclear Flask trains may run at a maximum speed of 40mph, providing braking distances as per Railway Group Standard GK/RT0075 Appendix B are met, but not exceed 20mph when approaching an automatic level crossing. Other freight trains not to exceed 20mph.</div>	
		72 00 *				
Westerfield LC (FPS)		72 05				
		72 14 *				
Westerfield Station LC MCB-CCTV		72 16				
WESTERFIELD		72 20				
		72 22 *				
Westerfield Jn		72 23				

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
EA1430	003	East Suffolk Jn to Oulton Broad North			ESK	Anglia	28/09/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
			<div><div><div>UES</div><div>DES</div></div><div><div>40 1</div><div>1 40</div></div><div><div>UP</div><div>DOWN</div></div><div><div>*</div><div>*</div></div><div><div>X50</div><div>X50</div></div><div><div>A50</div><div>A50</div></div><div><div>A50</div><div>A50</div></div><div><div>1 55</div><div>55 1</div></div><div><div>*</div><div>*</div></div><div><div>1 25</div><div>X5</div></div><div><div>X15</div><div></div></div><div><div>15</div><div>15</div></div><div><div>15</div><div></div></div><div><div>UES</div><div>DES</div></div></div>			<div><div>TCB RA7</div><div>Saxmundham SB (ES)</div></div> <div><div>DES - Down East Suffolk</div><div>UES - Up East Suffolk</div></div> <div><div>1</div><div>Where permissible, Nuclear Flask trains may run at a maximum speed of 40mph, providing braking distances as per Railway Group Standard GK/RT0075 Appendix B are met, but not exceed 20mph when approaching an automatic level crossing. Other freight trains not to exceed 20mph.</div></div> <div><div>General instruction applies at Sandy Lane (Bridge 422) at 77m 59ch</div></div> <div><div>GSM-R</div><div></div></div>	
		72 25 *					
Laceys LC (FPS)		73 45					
Stennetts 1 LC (FPS)		74 04					
Stennetts 2 LC (FP-R/G)		75 09					
Playford Lc (FPS)		75 21					
(Formerly Gamekeepers)							
Lox Farm LC (FPS)		75 60					
Bealings LC (ABCL)		75 79					
Martlesham LC (FPS)		77 22					
		78 53 *					
Kingston Farm LC (UWC)		78 55 T					
		78 59 *					
Jetty Avenue LC (UWC - R/G)		78 66 T					
		78 72 *					


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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
EA1430	004	East Suffolk Jn to Oulton Broad North		ESK	Anglia	28/09/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
WOODBIDGE		79 00			<div> <div>TCB RA7</div> <div>Saxmundham SB (ES)</div> <div>GSM-R </div> </div> <p>DES - Down East Suffolk UES - Up East Suffolk</p> <p>Up platform - 142m (130m (141 yd) stop) Down platform - 129m (53m (57 yd) stop)</p> <p>① Where permissible, Nuclear Flask trains may run at a maximum speed of 40mph, providing braking distances as per Railway Group Standard GK/RT0075 Appendix B are met, but not exceed 20mph when approaching an automatic level crossing. Other freight trains not to exceed 20mph.</p> <p>U&D ES - Up & Down East Suffolk</p>	
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				

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
EA1430	005	East Suffolk Jn to Oulton Broad North			ESK	Anglia	28/09/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
			<p style="text-align: center;">U&D ES</p> <p style="text-align: center;">15</p> <p style="text-align: center;">▲15 30▼</p> <p style="text-align: center;">▲40 30▼</p> <p style="text-align: center;">▲40 55▼</p> <p style="text-align: center;">▲20 55▼</p> <p style="text-align: center;">A10/20</p> <p style="text-align: center;">55 ①</p> <p style="text-align: center;">A50</p> <p style="text-align: center;">55 ①</p> <p style="text-align: center;">U&D ES</p>			<p>TCB Saxmundham SB (ES)</p> <p>RA7</p> <p>U&D ES - Up & Down East Suffolk</p> <p>① Where permissible, Nuclear Flask trains may run at a maximum speed of 40mph, providing braking distances as per Railway Group Standard GK/RT0075 Appendix B are met, but not exceed 20mph when approaching an automatic level crossing. Other freight trains not to exceed 20mph.</p> <p>Platform - 66m (56m (60 yds) stop)</p> <p>Platform - 161m (80m (86 yds))</p>	
		79 32 *					
		79 39 *					
Maltings LC (UWC-R/G)		79 42	T				
		79 43 *					
Melton Sewage LC (UWC-R/G)		79 54	T				
		80 05 *					
Dock Lane LC (UWC-R/G)		80 06	T				
		80 15	T				
Bloss LC (UWC)		80 25 *					
MELTON		80 28					
Melton LC (AOCL+B)		80 31					
		80 46	T				
Ellingers LC (UWC)		81 60					
Melton Bromswell LC (FPS)		81 60					
Ufford LC (ABCL)		82 16	T				
Ufford LC (UWC)		83 11					
Pettistree LC (FPS)		84 17					
Orchard LC (FPS)		84 43					
WICKHAM MARKET		84 64					
Wickham Market LC (FPS)							

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LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
EA1430	006	East Suffolk Jn to Oulton Broad North			ESK	Anglia	28/09/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
			<p style="text-align: center;">U&D ES</p> <p style="text-align: center;">55①</p> <p style="text-align: center;">↑</p> <p style="text-align: center;">UP & DOWN</p> <p style="text-align: center;">↓</p> <p style="text-align: center;">55①</p> <p style="text-align: center;">U&D ES</p>			<div style="border: 1px solid black; padding: 5px; display: inline-block;"> TCB Saxmundham SB (ES) RA7 </div> <div style="float: right; text-align: center;"> GSM-R  </div> <p>U&D ES - Up & Down East Suffolk</p> <p>① Where permissible, Nuclear Flask trains may run at a maximum speed of 40mph, providing braking distances as per Railway Group Standard GK/RT0075 Appendix B are met, but not exceed 20mph when approaching an automatic level crossing. Other freight trains not to exceed 20mph.</p>	
Blackstock LC (UWC)		85 29	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px 5px; margin-right: 10px;">T</div> <div style="flex-grow: 1; border-top: 1px dashed black; position: relative;"> <div style="position: absolute; top: -10px; left: 50%; transform: translateX(-50%);">U&D ES</div> </div> </div>				
Red House Farm LC (UWC)		85 45	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px 5px; margin-right: 10px;">T</div> <div style="flex-grow: 1; border-top: 1px dashed black; position: relative;"> <div style="position: absolute; top: -10px; left: 50%; transform: translateX(-50%);">U&D ES</div> </div> </div>				
Blaxhall LC (AOCL+B)		86 31	<div style="display: flex; align-items: center;"> <div style="flex-grow: 1; border-top: 1px dashed black; position: relative;"> <div style="position: absolute; top: -10px; left: 50%; transform: translateX(-50%);">U&D ES</div> </div> </div>				
Blaxhall LC (FPS)		86 76	<div style="display: flex; align-items: center;"> <div style="flex-grow: 1; border-top: 1px dashed black; position: relative;"> <div style="position: absolute; top: -10px; left: 50%; transform: translateX(-50%);">U&D ES</div> </div> </div>				
Beversham LC (ABCL)		87 15	<div style="display: flex; align-items: center;"> <div style="flex-grow: 1; border-top: 1px dashed black; position: relative;"> <div style="position: absolute; top: -10px; left: 50%; transform: translateX(-50%);">U&D ES</div> </div> </div>				
Snape LC (UWC)		88 22	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px 5px; margin-right: 10px;">T</div> <div style="flex-grow: 1; border-top: 1px dashed black; position: relative;"> <div style="position: absolute; top: -10px; left: 50%; transform: translateX(-50%);">U&D ES</div> </div> </div>				
Farnham LC (FPS)		88 42	<div style="display: flex; align-items: center;"> <div style="flex-grow: 1; border-top: 1px dashed black; position: relative;"> <div style="position: absolute; top: -10px; left: 50%; transform: translateX(-50%);">U&D ES</div> </div> </div>				
Benhall LC (FP - R/G)		90 08	<div style="display: flex; align-items: center;"> <div style="flex-grow: 1; border-top: 1px dashed black; position: relative;"> <div style="position: absolute; top: -10px; left: 50%; transform: translateX(-50%);">U&D ES</div> </div> </div>				
Brick Kiln LC (UWC)		90 30	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px 5px; margin-right: 10px;">T</div> <div style="flex-grow: 1; border-top: 1px dashed black; position: relative;"> <div style="position: absolute; top: -10px; left: 50%; transform: translateX(-50%);">U&D ES</div> </div> </div>				


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LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
EA1430	007	East Suffolk Jn to Oulton Broad North	ESK SIZ		Anglia	28/09/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
					<div> <div>TCB RA7</div> <div>Saxmundham SB (ES)</div> <div>GSM-R</div> </div> <p>U&D ES - Up & Down East Suffolk</p> <p>① Where permissible, Nuclear Flask trains may run at a maximum speed of 40mph, providing braking distances as per Railway Group Standard GK/RT0075 Appendix B are met, but not exceed 20mph when approaching an automatic level crossing. Other freight trains not to exceed 20mph.</p> <p>LOD(P) Up East Suffolk</p> <p>Up platform - 108m (117 yds) Down platform - 71m (77 yds)</p> <p>② Freight train speeds not to exceed 20mph</p> <p>LOD(P) Up East Suffolk</p> <p>DES - Down East Suffolk UES - Up East Suffolk</p>	
Single line	90	74				
Chantry Road LC (RC)	91	02				
Albion Street LC (MCB)	91	04 *				
Saxmundham SB	91	07				
SAXMUNDHAM	91	08				
	91	11				
	91	20				
Saxmundham Jn	91	40				
	91	41				
Carlton Park LC (FPS)	91	46				
	91	50 *				
Kelsale Red House Farm LC (FPS)	92	54				
East Green LC (UWC)	93	06				
	93	26 *				
North Green LC (AOCL+B)	93	27				
Fordly Hall LC (FPS)	93	49				

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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	
Yoxford LC (FPS) (Formerly Halesworth)		94 16		<div>TCB Saxmundham (ES)</div> <div>RA7</div> <div> <p>DES - Down East Suffolk UES - Up East Suffolk LOD(P) Up East Suffolk</p> <p>① Freight trains not to exceed 20mph</p> </div> <div> <p>Up platform - 147m (159 yds) Down platform - 98m (106 yds)</p> </div> <div>GSM-R</div>	
Middleton LC (ABCL)		94 52			
		94 53 *			
		95 22 *			
Darsham LC (AHBC)		95 31			
DARSHAM		95 35			
		95 39 *			

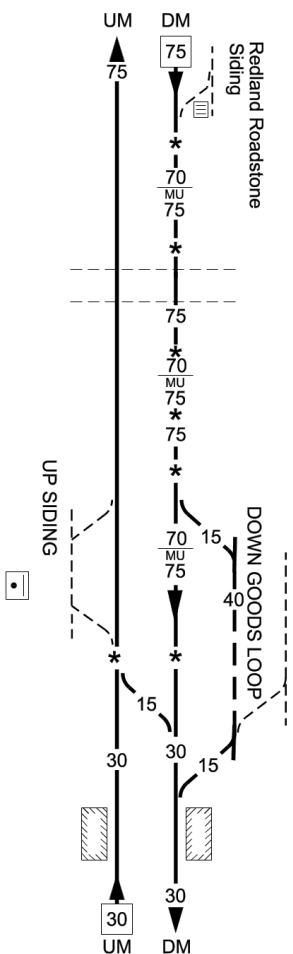
Anglia Route Sectional Appendix Module AR2

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
EA1500	002	Brundall Jn to Yarmouth			NAY	Anglia	24/07/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Single line		10 20 *				TCB Colchester PSB Brundall WS (YL) RA7 	
ACLE		10 34				① Freight trains not to exceed 40 mph Up platform - 119m (130 yds) Down platform - 69m (73 yds) Crossing Loop 170m (185 yds)	
Single line		10 42 *				② Freight trains not to exceed 30 mph	
Damgate LC (FPW)		10 50 *					
Shearing No.2 LC (UWC)		11 06					
		12 01					
Tunstall Dyke East LC (FPW)		12 14					
Calthorpe LC (UWC)		12 27					
Old Hall Mill LC (UWC-R/G)		12 41					
Plantation LC (UWC)		12 46					
Stracey LC (UWC)		12 57					
			AS 60 ①			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	30/10/2024
Location		Mileage MCh	Running lines & speed restrictions		Signalling & Remarks
			<div>AS<div>60①</div><div>T</div><div>Halvergate LC (UWC)</div><div>Farm Gate LC (UWC)</div><div>1265</div><div>1412</div><div>T</div><div>Baileys LC (UWC)</div><div>1432</div><div>1444</div><div>T</div><div>Malletts LC (UWC)</div><div>1461</div><div>T</div><div>Thorpe Le Fallows LC (UWC)</div><div>1514</div><div>T</div><div>Britannia Farm LC (R/G)</div><div>1536</div><div>T</div><div>Kemp LC (UWC)</div><div>1546</div><div>1606</div><div>T</div><div>Acle Marshes LC (R/G)</div><div>1636</div><div>1667</div><div>T</div><div>Pratts LC (UWC)</div><div>1702</div><div>T</div><div>Vauxhall LC (UWC)</div><div>1704*</div><div>*50②</div><div>AS</div></div>		<div>GSM-R</div> <div>TCB RA7Colchester PSB Brundall WS (YL)</div> <div>① Freight trains not to exceed 40 mph</div> <div>② Freight trains not to exceed 30 mph</div> <div>AS - Acle Single</div>

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	13/09/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Redland GF		20 18			<div>TCB Bury St Edmunds Yard SB (BY) RA8</div> <div>GSM-R</div> <div>Instruction in Section 1 applies at Needles Eye (Bridge 1129) at 23m 25ch</div> <div>DGL 384m (420yds)</div> <div>Up platform - 105m (105 yds) Down platform - 156m (169 yds)</div>	
		21 01 *				
Higham LC (FPS)		21 48 *				
Higham Ground Frame LC (FPS)		21 56				
		22 49				
		23 60 *				
		25 17 *				
		26 76 *				
Bury St Edmunds Yard (BY) SB		28 33				
		28 37 *				
BURY ST. EDMUNDS		28 44				

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	
Cattishall LC (FPG)			<div><div>UM</div><div>30</div><div>↑</div><div>*</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div><div>↑</div><div>75</div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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	08/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
					<div> <div>TCB Three Horse Shoes SB (THS) RA8</div> <div>UM - Up Main DM - Down Main</div> </div> <div>AB</div> <div>Beggars Bridge LC is closed and should be removed</div>	
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					
	91 12 *					
Burnt House Drove LC (AHBC-X)	91 15					
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 (FPW)	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	18/08/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
					<div> <div>AB RA8</div> <div>Whittlesea SB (W)</div> </div> <div> <div>UM - Up Main</div> <div>DM - Down Main</div> </div> <div> <div>① All S&C Clipped end padlocked Out of Use until further notice.</div> </div> <div> <div>Up platform 2 - 62m (67yds)</div> <div>Down platform 1 - 42m (45yds)</div> </div>	
		94 40 *				
		94 43 *				
Whittlesea SB (W)		94 54				
WHITTLESEA		94 60				
Whittlesea LC GF		94 68				
Whittlesea LC (MCG)		94 68				
		94 70 *				
Harts Drove LC (R/G)		95 02				
Ramsey Road LC (AHBC)		95 37				
Blackbush LC (AHBC)		95 51				