



Network Rail
Capacity Planning
The Quadrant MK
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9 July 2021

Commentary on the Anglia Timetable Planning Rules 2022

Version 4.0

Final Proposal for May 2022 Timetable – Subsidiary Change Timetable 2022

This document is a covering note for the Timetable Planning Rules – Final Proposal for May 2022 Timetable – Subsidiary Change Timetable 2022 - and provides a specific commentary to the route described above.

In the Timetable Planning Rules document each change in content is indicated by the following convention:

| |
|---|
| New or Amended text is red |
| Deleted text is green and struck through |

The change is also highlighted with a thick vertical line at the right-hand side of the page.

The following is a summary of changes in content from Version 3.0 of the 2022 Timetable Planning Rules:

1 Introduction and General Notes

1.1 Index of Routes

EA1395 New LoR confirmed as Ripple Lane West Junction to Barking Riverside.

1.2 Sectional Appendices and Rule Book

1.2.2 Rule Book

No change

1.3 Definitions

1.3.1 Train Classification

New routes (2nd character) classifications for MTR Elizabeth line services.
Removal of 3rd/4th character description applicable to London Overground services.

1.3.3 Traction and Rolling Stock

No change

1.3.4 Line Codes

No change

2 Route Description**2.1 Planning Geography**

- | | |
|---------------|---|
| EA1162 | Removal of King's Lynn Signal KL43 - timing point redundant since King's Lynn Junction is now mandatory. |
| EA1230 | Change to notes at Royston for clarity and consistency. |
| EA1320 | Change to notes at Canonbury West Jn for clarity and consistency. |
| EA1370 | Gospel Oak Signal NL1306 becomes mandatory in Up direction for ARS purposes. Change to notes at Harringay Park Junction. |
| EA1390 | References to EA1395 changed with confirmation of the LoR. Beam Park station deleted - not due to open within May 22 timetable. |
| EA1395 | LoR confirmed as Ripple Lane West Junction to Barking Riverside. Ripple Lane West Jn shown as mandatory for all trains on EA1395. |
| EA1560 | Various changes and corrections. Following operator responses, proposed additional timing points withdrawn. Removal of proposed timing points at Cambridge Signals CA923/CA924 and March South Signals MS934/MS35; Stonea, Three Horse Shoes, King's Dyke revert to reference only. |

2.2 Route Opening Hours

No change

3 Electrification**3.1 Electrification Supply Restrictions**

Change to power supply restrictions in the Barking area, in particular clarifying that the geographic scope applies on EA1380/90 and not to EA1370.

3.2 Electrification Limits

No change

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

No change

4.2 Passenger Stock Restrictions

No change

4.3 Freight Wagon Restrictions

No change

4.4 Freight Train Load Limits

No change

4.5 Freight Train Length Limits

No change

4.6 Engineers' Trains Restrictions

No change

5 Running Times, Margins and Allowances

5.1 Sectional Running Times

5.1.1 Source of Current SRTs

No change

5.1.2 Method of Calculation

No change

5.1.3 New and Revised Sectional Running Times

SRT changes are being included in Anglia Timetable Planning Rules 2022 Version 4.0 and will be sent to all TPR Forum participants.

5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines

No change

5.2 Headways

5.2.1 Headway Values

- EA1162 Littleport (excl) to Downham Market (excl)**
Revision to description on how the headway for Single Line (One train in section) is shown
- Watlington (excl) and King's Lynn (excl)**
Various changes to how headways are shown for clarity.
Previous two sections have been further split by direction at the relevant intermediate timing point - ie KL36 (up) or KL45 (down) - with revised notes applicable to planning successive trains.
- EA1370 Leyton Midland Road to Woodgrange Park Junction (exclusive)**
Woodgrange Park Junction (inclusive) to Barking
Clarifying where the headway changes at Woodgrange Park following operator response.
- EA1560 Ely North Junction to King's Dyke**
Standard headway reinstated applicable across whole LoR, the previously proposed headways having been withdrawn following operator responses.

5.3 Junction Margins and Station Planning Rules

- Standard Values**
Added references to Class 379 for Attachment/Detachment and Turnround for GTR; removal of references to Class 365.
Removal of Generic Rolling Stock Classes section.

Changed "Setting back (where permitted)" to read "Reversal before/after propelling movement". Includes departures after propelling movements - operator response.
- EA1010 Stratford:** Dwell times updated to reflect changes in 2022 v2.3 TPRs. Uplifts that are not mandated to be done where possible.
Ilford: Added dwell time for MTR Elizabeth Line reflecting the value already planned - operator request.
- EA1011 Romford:** Added dwell time for MTREL reflecting the value already planned - operator request.
Gidea Park: Stabling Lines/Shunt Spur - minor corrections to wording of the restrictions.
Shenfield: Dwell times updated to reflect changes in 2022 v2.3 TPRs. Uplifts that are not mandated to be done where possible.
Witham: Dwell times updated to reflect changes in 2022 v2.3 TPRs. Uplifts that are not mandated to be done where possible.

Colchester: Dwell time for 745 amended - applicable only to Norwich services. Restriction for loco hauled and 170 deleted. SRT adjustments - correction to Class 6 1200t timing load.

Manningtree: Dwell time for 745 amended - applicable only to Norwich services.

- EA1050** **Billericay:** Dwell times updated to reflect changes in 2022 v2.3 TPRs. Uplifts that are not mandated to be done where possible.
- EA1160** **Bethnal Green:** Wording change to junction margin for clarity.
Hackney Downs: Wording change to 2 junction margins for clarity.
- EA1161** **Cambridge:** Added dwell time for XC Class 170 with caveat. Added Class 379 to descriptions for Attachment/Detachment of units. Operator requests.
Waterbeach: Removal of peak hour dwell mandated for GTR.
Ely Dock Jn: Amendment to planning note wording for clarity.
Ely: New SRT adjustment for down arrivals via UL with caveat.
Ely Papworth Sidings: Minor correction to wording of adjustment.
- EA1162** **King's Lynn Junction:** 2 new junction margins added.
- EA1220** **Stansted Airport:** New platform sharing instruction added.
- EA1230** **Royston:** Note added referencing LNE Timetable Planning Rules - operator request.
Foxton: 2 new SRT adjustments added for freight from Cambridge direction passing Foxton towards Barrington (and return).
- EA1310** **Kensal Green Jn:** Amendments to restrictions following operator request to use "Dot stops" / "A Stops" for ARS regulation purposes.
- EA1320** **Camden Road West Jn:** Amendment to restriction following request to use "Dot stops" / "A Stops" for ARS regulation.
Canonbury West Jn: Amended restriction for "Dot stops" / "A Stops" and ARS regulation. New planning note highlighting restrictions of single lead junction to/from Finsbury Park.
Lea Jn: Amended restriction for "Dot stops" / "A Stops" and ARS.
Channelsea Jn: New restriction for "Dot stops" / "A Stops" and ARS.
- EA1370** **Gospel Oak Signal NL1306:** Amended restriction for "Dot stops" / "A Stops" and ARS - mandatory in up direction.
Woodgrange Park: Layout changes (non consequential) for clarity.
Barking Station Jn: New overlap restriction for trains to Barking P7 to be held here until the platform is clear and ARS can set the route.
- EA1380** **Barking:** Previously missing value for overlap restriction added - this is based on the value for similar overlap at Barking Upney Jn.

EA1540 **Soham:** Amendments to junction margin wording for clarity.

EA1560 **March:** Added dwell time for XC Class 170 to reflect value already planned.

5.4 Platform Lengths

Added platform lengths at Barking Riverside.

5.4.1 Loop Lengths

No change

5.5 Timing Allowances

EA1161 **Down Direction:** Added remark cross-referencing additional flexibility in the placement of [1] allowance approaching Shepreth Branch Jn from Royston on EA1230.

EA1162 **Down Direction:** Amendment to placement of [1] approaching King's Lynn. Allowance should be applied at King's Lynn Jn as this is now a mandatory timing point.

EA1230 **Down Direction:** Added remark reflecting the flexibility in the placement of [1] allowance approaching Shepreth Branch Jn may be applied alternatively approaching Cambridge on route EA1161.

EA1410 **Up Direction:** Deletion of <1> allowance approaching Upminster for freight and effectively duplicates the following entry on EA1410.

6 Timetabling Considerations

6.1 Advertised and Working Times

No change

6.2 Timing of Light Locomotives

No change

6.3 Two-Track Timetable Railway

No change

These changes represent the revised Timetable Planning Rules (the “Final Rules”) for the Subsidiary Change 2022 timetable in accordance with Part D of the Network Code, Condition D2.2.3.

As per Condition D2.2.4 of Part D of the Network Code, following distribution of the Draft Rules and by D-54, Timetable Participants may make representations to Network Rail in respect of any changes they propose or objections they may have to the Draft Rules provided to them in accordance with D2.2.3.

Regards

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Timetable Planning Rules

Anglia

MAY 2022 TIMETABLE

Version 4.3

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Final Revised Proposal for May 2022 Timetable – Subsidiary Change Timetable 2022
19 November 2021

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1 Introduction and General Notes

Network Rail provide the Timetable Planning Rules document to Train Operators and other interested parties to set out the rules which are applicable to Access Requests for scheduling of train paths on the Network Rail network. Separate sections of Timetable Planning Rules are prepared for each Route with a National Timetable Planning Rules document setting out procedures to be followed and other nationally applicable rules.

Network Rail will determine the contents of Timetable Planning Rules through consultation with Train Operators with the primary aim of achieving the optimal balance between access to the network for train operations and performance robustness of the resulting train plan. This consultation is in line with the Network Code Part D, and Train Operators have a right of appeal to Timetabling Sub-Committee against the contents of the Final Timetable Planning Rules.

Final Timetable Planning Rules are issued with timetable Access Request Information before the commencement of the development period for the Principal Change timetable to which the Rules apply and cover a 12-month period. Revised Timetable Planning Rules are issued with timetable Access Request Information before the commencement of the Subsidiary Change timetable development period and show changes applicable to the Subsidiary Change timetable period which have been agreed since the issue of the annual Timetable Planning Rules.

Timetable Planning Rules may be changed only through this twice-yearly process or by the change procedure described in the National Timetable Planning Rules

Train Operators' Access Requests for train paths must be compliant with Timetable Planning Rules. If a Train Operator wishes to submit an Access Request for a train path which is not compliant with Timetable Planning Rules it should consult the Network Rail Capacity Planning team to establish whether an amendment to Timetable Planning Rules is likely to be agreed and, if appropriate, submit an amendment proposal which will be considered by Network Rail in accordance with the Change Procedure set out in the National Timetable Planning Rules. The Timetable Planning Rules amendment proposal should be submitted to Network Rail as early as possible and certainly no later than the time of submission of the Access Request. If the proposed change is likely to involve the calculation of new sectional running times or a physical investigation then the Train Operator should liaise with the Capacity Planning team to establish a realistic timescale for evaluation of the proposed change before submission of the Access Request.

1.1 Index of Routes

Information arranged on a line of route basis in this document is presented in the following order:

| | |
|---------------------|--|
| EA1010 | Liverpool Street to Seven Kings |
| EA1011 | Seven Kings to Ipswich |
| EA1012 | Ipswich to Trowse Junction |
| EA1013 | Trowse Junction to Norwich |
| EA1020 | Carpenter's Road South Junction to Carpenter's Road North Junction |
| EA1030 | Forest Gate Junction to Woodgrange Park Junction |
| EA1040 | Romford to Upminster |
| EA1050 | Shenfield Junction to Southend Victoria |
| EA1060 | Wickford Junction to Southminster |
| EA1070 | Witham Junction to Braintree |
| EA1080 | Marks Tey Junction to Sudbury |
| EA1090 | Colchester Junction to Clacton-on-Sea |
| EA1100 | East Gate Junction & Hythe Junction to Colchester Town |
| EA1110 | Thorpe-le-Soken Junction to Walton-on-the-Naze |
| EA1120 | Manningtree to Harwich Town |
| EA1130 | Griffin Wharf Branch |
| EA1140 | Ipswich Docks Branch |
| EA1150 | Channelsea South Junction to Stratford Central Junction West |
| EA1160 | Bethnal Green East Junction to Bishop's Stortford |
| EA1161 | Bishop's Stortford to Ely North Junction |
| EA1162 | Ely North Junction to King's Lynn |
| EA1170 | Hackney Downs North Junction to Enfield Town |
| EA1180 | Reading Lane Junction to Navarino Road Junction (Graham Road Curve) |
| EA1190 | Bury Street Junction to Cheshunt Junction |
| EA1200 | Clapton Junction to Chingford |
| EA1210 | Broxbourne Junction to Hertford East |
| EA1220 | Stansted South & North Junctions to Stansted Airport |
| EA1230 | Royston to Shepreth Branch Junction |
| EA1270 | King's Lynn Junction to Middleton Towers |
| EA1280 | Stratford Central Junction to Coppermill Junction |
| EA1290 | Tottenham South Junction to South Tottenham East Junction |
| EA1300 | South Tottenham West Junction to Seven Sisters Junction |
| EA1310 | Camden Road West Junction to Richmond |
| EA1320 | Camden Road West Junction to Stratford Platforms 1 & 2 |
| EA1330 | South Acton Junction to Old & New Kew Junctions |
| EA1340 | Stratford Lea Junction to High Meads Junction |
| EA1350 | Channelsea North Junction to Temple Mills East Junction |
| EA1360 | Dudding Hill Junction to Acton Wells Junction |
| EA1370 | Gospel Oak Junction to Barking Tilbury Line Junction West |
| EA1380 | Fenchurch Street to Shoeburyness |
| EA1390 | Barking Tilbury Line Junction East to Pitsea Junction (via Tilbury) |
| EA1395* *LOR TBC | Ripple Lane West Junction Barking Riverside Down Junction to Barking Riverside* *Limits TBC |
| EA1400 | Gas Factory Junction to Bow Junction |
| EA1410 | Upminster to West Thurrock Junction |
| EA1420 | Thames Haven Junction to London Gateway Port/Thames Haven Sidings |
| EA1430 | East Suffolk Junction to Oulton Broad North Junction |
| EA1440 | Westerfield Junction to Felixstowe Town |
| EA1450 | Trimley To Felixstowe North and Central Terminals |
| EA1460 | Felixstowe Beach Junction to Felixstowe Beach (for Felixstowe South Quay Freightliner Terminal) |
| EA1470 | Norwich Thorpe Junction and Trowse Swing Bridge to Lowestoft |
| EA1480 | Whitlingham Junction to Cromer |

| | |
|--------|---|
| EA1490 | Cromer to Sheringham |
| EA1500 | Brundall Junction to Yarmouth |
| EA1510 | Reedham Junction to Yarmouth |
| EA1520 | Saxmundham Junction to Sizewell |
| EA1530 | Coldham Lane Junction to Haughley Junction |
| EA1540 | Chippenham Junction to Ely Dock Junction |
| EA1550 | Ely North Junction to Ely West Junction (Ely West Curve) |
| EA1560 | Ely North Junction to Kings Dyke (inclusive) |
| EA1570 | March East & West Junctions to Wisbech |
| EA1580 | Ely North Junction to Trowse Junction |
| EA1744 | Boss Hall Junction to Europa Junction – Bacon Factory Curve |

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

The Sectional Appendix to the Working Timetable and Books of Rules and Regulations shall be used.

The Sectional Appendix is the sole source of information regarding the following:

Electrification limits refer to relevant Table 'A'.

Permissive Working refer to relevant Table 'A', then see below.

Route Clearance refer to 'tab' associated with relevant Table 'A'

To identify the type of Permissive Working that applies at a given location, refer to the appropriate Sectional Appendix Table A for that location. If there is authority for Permissive Working, this will appear in the Signalling and Remarks. There are different authorities that depend upon the signalling and layout of the location. The following list identifies the types of Permissive Working that will appear in the Sectional Appendix.

| Type | Description |
|--------|--|
| 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 – C | Permissive Working – Contingency 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 |
| PF | Permissive Working – For class 3 to 8 and 0 trains |

Source: Sectional Appendix – General Instructions – National - Explanation of Table A terms and symbols

1.2.2 Rule Book

The following Modules of the Rule Book GE/RT8000 affects all sections unless specified. The sections listed affect railway operations and train movements. The listed section does not apply to Train Planning directly, but its application will affect how trains operate, and it is for that reason the item appears here.

| RULE BOOK MODULE | SECTION | NOTES |
|---|---|---|
| G1 General safety responsibilities and personal track safety for non-track workers | 5.5 Using the phonetic alphabet | Operational principles |
| OTM Working of on-track machines (OTM) | 2.2 Before starting a journey | TPR Section 4.6 |
| | 5.6 Carrying out a running brake test | TPR Section 5.1.2 |
| P1 Single line working | 6.5 Warning anyone working on or near the line used for single line working | When planning Single Line Working |
| | 9.3 Right-direction movements | |
| | 9.4 Wrong-direction movements | |
| S1 Signals and indicators controlling train movements | | Operational principles |
| S2 Observing and obeying fixed signals | 3.1 Passenger train at a position–light, shunt–ahead or shunting signal | Operational principles |
| SP Speeds | 2.4 Differential permissible speed indicators | TPR Section 5.1.2 |
| | 2.5 Permissible speed indicators with letters | TPR Section 5.1.2 |
| | 2.6 Enhanced permissible speed (EPS) indicators | TPR Section 5.1.2 |
| T11 Movement of engineering trains and on-track plant under T3 arrangements | 3 Movements entering the possession | When planning trains entering possessions |
| | 7 Instructing the driver or machine controller | When planning trains entering possessions |
| TW1 Preparation and movement of trains General | 7.1 Authority and arrangements for movements (Hauling dead traction units) | Operational principles |
| TW2 Preparation and movement of multiple–unit passenger trains | 6.5 Carrying out a running brake test | TPR Section 5.1.2 |
| TW3 Preparation and movement of locomotive hauled trains (including HSTs, push–pull, postal, parcels) | 2.1 Locomotives running light or hauling trains (Maximum speed of); | TPR Section 5.1.2 |
| | 2.2 Maximum permitted speed of locomotive–hauled trains | TPR Section 5.1.2 |
| | 2.3 Electric–traction speed restrictions | TPR Section 5.1.2 |
| | 3.16 Carrying out a running brake test | TPR Section 5.1.2 |
| | Section 14.1 Working trains with locomotives at both ends, when this type of working is permitted | Operational principles |

| RULE BOOK MODULE | SECTION | NOTES |
|--|--|---|
| | | |
| Rule Book Handbook 5 Handsignalling Duties | Section 5.2 Entrance signal | When planning Temporary Block Working (TBW) |
| | 5.3 Exit signal | When planning Temporary Block Working (TBW) |
| | 5.4 Where TBW is divided into two sections | When planning Temporary Block Working (TBW) |

1.3 Definitions

The list below is not an exhaustive one but is intended to give readers an understanding of some of the terminology as used for the purposes of this document.

If any term in Timetable Planning Rules is unclear, please contact the compiler on the telephone number shown on the cover.

1.3.1 Train Classification

| First Character | Description |
|-----------------|--|
| 1 | Express passenger train; or Nominated postal or parcels train; or Breakdown or overhead line equipment train going to clear the line or returning from there (1Z99); or Traction unit going to assist a failed train (1Z99) Snow plough going to clear the line (1Z99) |
| 2 | Ordinary passenger train; or Breakdown or overhead line equipment train not going to clear the line (2Z99) Officers' special train (2Z01) |
| 3 | Freight train which can run at more than 75 mph; or A parcels train; or Empty coaching stock train if specially authorised |
| 4 | Freight train which can run up to 75 mph |
| 5 | Empty coaching stock train |
| 6 | Freight train which can run up to 60 mph |
| 7 | Freight train which can run up to 45 mph |
| 8 | Freight train which can run at, or is timed to run at, 35 mph or less |
| 9 | Thameslink services to or from St Pancras Low Level and beyond MTR Crossrail services through the Crossrail Central Operating Section GA Norwich in 90 services c2c services to/from London Liverpool Street A train formed of a Class 373 unit. Passenger services for East London line |
| 0 | Light locomotive or locomotives |

Source: The Rule Book GE/RT8000/TW1 Preparation and Movement of Trains General Section 2 Classification and speed of trains

| Second Character | Route |
|------------------|--|
| A | Manningtree and Harwich Town Cambridge and Harwich International Harwich District |
| B | London Liverpool Street, Stratford and Stansted Airport London Fenchurch Street/London Liverpool Street and Shoeburyness (via Laindon) Ipswich to Felixstowe South Terminals |
| C | Stratford and Gidea Park, Norwich and Great Yarmouth (via Reedham) London King's Cross and Cambridge London Liverpool Street District |
| D | Ipswich and Lowestoft London Liverpool Street and Cheshunt (via Seven Sisters) (2D00-2D49) London Liverpool Street and Hertford East (via Seven Sisters) (2D50-2D99) London Fenchurch Street/London Liverpool Street and Shoeburyness (via Ockendon) Broxbourne District |
| E | To Eastern Region (LNE area) ECS to East Ham EMUD (c2c services) |
| F | Chelmsford (including Braintree branch) and Colchester; Class 1 Liverpool Street to or from Colchester Town NOT calling at Romford; Liverpool Street to or from Clacton/Walton-on-the-Naze via Colchester Town but NOT calling at Romford; also Class 2 Liverpool Street to or from Colchester Town calling at Romford or Liverpool Street to Clacton/Walton-on-the-Naze via Colchester Town and calling at Romford; Colchester to Colchester Town; Colchester to Clacton/Walton-on-the-Naze via Colchester Town London Fenchurch Street/London Liverpool Street and Shoeburyness (via Laindon, if B cannot be used) Colchester District |
| G | Anglia Internal Special Trains |
| H | London Liverpool Street and Cambridge, Cambridge North, Ely and King's Lynn Cambridge District (Main Line) |
| I | Richmond and Upminster LT |
| J | Wickford and Southminster, Norwich and Lowestoft Stansted Airport to former Midland or North West areas Barking to/from Gospel Oak ECS to East Ham EMUD (London Overground services) |
| K | Billericay and Southend Victoria Norwich and Cambridge/Stansted Airport Ockendon Branch |
| L | To East Anglia Area Clapham Junction to Stratford via Camden Road |
| M | Orient Way Depot Stratford and Meridian Water via LVR To the Midlands and North West areas |
| N | Class 1 Liverpool Street to or from Clacton/Walton-on-the-Naze NOT via Colchester Town and NOT calling at Romford; also Class 2 Liverpool Street to Clacton/Walton-on-the-Naze NOT via Colchester Town BUT calling at Romford; Colchester to Clacton/Walton-on-the-Naze NOT via Colchester Town; Thorpe-le-Soken and Walton-on-the-Naze Stansted Airport or Norwich to Midland or North West areas Stratford, Camden Road to/from Richmond London Fenchurch Street to or from Laindon Elizabeth line to Maidenhead |
| O | To Southern Area Cheshunt and Hertford East (via Tottenham Hale) Richmond and Upminster LT |

| Second Character | Route |
|------------------|--|
| P | Norwich/Great Yarmouth (via Acle) London Liverpool Street to or from Norwich London Fenchurch Street/London Liverpool Street and Shoeburyness (via Laindon, if diagrammed as Class 387) Norwich District |
| Q | UTU trains only |
| R | Ipswich to Felixstowe Town/North Terminals. Norwich and Nottingham, Manchester Piccadilly or Liverpool, Lime Street ECS trains to Letchworth CSD Fenchurch Street/Liverpool Street and Shoeburyness (via Rainham) Barking District & Felixstowe North Terminals Elizabeth line to Reading |
| S | Norwich and Sheringham London Liverpool Street and Bishop's Stortford ECS to Shoeburyness. To Scotland Zone. Shunt movements Thameslink Route - Cambridge and Gatwick Airport / Three Bridges / Brighton via London Bridge and Quarry Lines |
| T | Colchester/Marks Tey and Sudbury London Liverpool Street and Chingford, London King's Cross and Cambridge North / Ely / King's Lynn Elizabeth line to Heathrow Airport or Hayes & Harlington |
| U | London Liverpool Street and Enfield Town; Thameslink Route - NOT CURRENTLY USED – will be allocated to relevant service group when 24tph Thameslink service is confirmed |
| V | To Great Western area; Romford and Upminster; ECS trains running to Ilford EMUD; Class 1 services between Great Yarmouth and Liverpool Street or vice versa. |
| W | Harold Wood, Shenfield and Ingatestone Cambridge and Ipswich |
| X | Special conditions for exceptional load |
| Y | Ipswich and Stowmarket EMU peak services ECS to form Class 1 trains, Willesden Junction to/from Clapham Junction Stratford, Camden Road to Clapham Junction Services Elizabeth line to Paddington Crossrail (including ECS to Old Oak Depot) Ipswich District (except Felixstowe Branch) |
| Z | Special trains |

Third and Fourth Character

For services running solely within Anglia, Down services normally carry EVEN NUMBERS and Up services normally carry ODD NUMBERS

~~North London Line EA1310 & EA1320~~

~~London Overground services Westbound EVEN NUMBERS~~

~~London Overground services Eastbound ODD NUMBERS~~

1.3.2 Days of Operation

The following abbreviations are used to identify the day or days that a train operates.

| Abbreviation | Description |
|-----------------|---|
| M | Monday |
| T | Tuesday |
| W | Wednesday |
| Th | Thursday |
| F | Friday |
| S | Saturday |
| Su | Sunday |
| EWD | Every Week Day (Monday to Saturday) |
| Daily | Every day – will not accept this; there must be a separate entry for Sundays (Note – need to include reference to new ITPS processes) |
| Suffixes | |
| O | Adding this indicates that the train will run only on that day or those days shown |
| X | Adding this indicates that the train will not run on that day or those days shown |
| | |
| General | |
| BHX | Denotes that this train does not run on a bank holiday |

1.3.3 Traction and Rolling Stock

| Abbreviation | Description |
|--------------|--|
| 22X | DMU classes 220/221/222 |
| BMU | Any bi-mode diesel & electric multiple unit |
| DBSO | A vehicle at one end of a train formed of a locomotive, a set of either Mk II or III vehicles and the Driving Brake Second Open which accommodates a train driver and also passenger accommodation |
| DVT | Driving Van Trailer – accommodates a train driver and/or conductor only with a set of controls replicated from a locomotive at the opposite end of a set of coaching stock |
| DMU | Any diesel multiple unit (excluding classes 220/221/222) |
| EMU | Any electric multiple unit |
| ECS | Empty Coaching Stock includes empty diesel and electric multiple units |
| HST | Trains consisting of two Class 43 locomotives and Mk 3 passenger vehicles |
| LH | A passenger or parcels train hauled or propelled by one or more locomotives |
| LHCV | Locomotive hauled coaching vehicles |
| Power | Passenger stock equipped with power operated external doors |

1.3.4 Line Codes

| Abbreviation | Description |
|--------------|---|
| - | Default line code as indicated in Section 2.1 |
| 1UM | Up Main from Cambridge via Platform 1 |
| 1UX | Up Main from Cambridge via Platform 1 and non-preferred route (1052 points) |
| AL | Arrival/Airport Line |
| BL | Bow Line (Bow Junction and Stratford) |
| C | Line C |
| CL | Cambridge Line |
| CR | Up and Down Clacton |
| CS | Clacton Single |
| D | Line D |
| D&UGL | Down & Up Goods Line |
| D&UPL | Down & Up Passenger Line |
| DA | Up and Down Avoiding |
| DBL | Down Bi directional Line |
| DCH | Up Trains on Down Channelsea |
| DCL | Down Connecting Line |
| DED | Down Enfield Direction (reference to reversal point at Enfield Town. See 2.1) |
| DEL | Down Electric Line |
| DG | Down Goods |
| DGL | Down Goods Line |
| DGL(N) | Down Goods Line North |
| DL | Down Line / Down Lowestoft |
| DM | Down Main |
| DMG | Down Main then Down Goods Loop |
| DML | Down Main Line |
| DMT | Down Main then Through Line |
| DNL | Down North London |
| DPL | Down Passenger Loop / Line |
| DS | Down Slow |
| DST | Down Slow then Through Line |
| DTL | Down Temple Mills Line |
| DUG | Down & Up Goods |
| DUL | Down & Up Lowestoft |
| DX | Down Connecting (East Ham to Barking) |
| DX1 | Down trains Bow Junction running ML to UBL via points 2128R |
| DX2 | Down trains Bow Junction running ML to UBL via points 2133R |
| DX3 | Down trains Bow Junction running via points 2134R |
| DX4 | Down trains Bow Junction running ML to BL via points 2128R and 2134R |
| E | Line E |
| EL | Electric Line |
| EMM | Electric, Main, Main |
| ESF | Electric, Suburban Fast |
| FL | Fast Line |
| FMS | Fast, Main, Suburban |
| FS | Down & Up Felixstowe Single |
| FSE | Fast, Suburban, Electric |
| FSM | Fast, Suburban, Main |
| GL | Goods Line |
| IE | Independent Electric (Ilford). Up direction running Up Passenger Avoiding Line via Signal L336 and 2170 points. |
| IL | Independent Line (Ilford). Down direction running via Down Passenger Avoiding Line. Up direction running Up Passenger Avoiding Line over short route via 2172 points. |
| LS | Long Siding |
| LVR | Lea Valley Reversible |

| Abbreviation | Description |
|--------------|--|
| MEM | Main, Electric, Main |
| ML | Main Lines |
| ML1 | Main Line departing Liverpool Street Platforms 5-9 via points 2008/2009 |
| ML2 | Main Line departing Liverpool Street Platforms 5-9 via points 2014/2015 |
| MME | Main, Main, Electric |
| MSF | Main Suburban, Fast |
| NL | Down North London |
| PL | Platform Line |
| REV | Reversible |
| RM | Reversible (Temple Mills E Junction and Channelsea Junction) |
| RL | Down North London Relief |
| RVL | Reversible |
| S | Suburban Line |
| S1 | S line from Bethnal Green running via points 2014/2015 to Liverpool Street Platforms 5-9 |
| S2 | S line from Bethnal Green running via points 2008/2009 to Liverpool Street Platforms 5-9 |
| SEM | Via signals 71,95 and 221 |
| SL | Slow Line |
| SMF | Via signals 71,93 and 103 |
| TL | Down & Up Trimley Loop Through Line |
| TLG | Through Line then Down Goods Loop |
| UBL | Up Bow Line |
| UCL | Up Connecting Line |
| UEL | Up Electric Line |
| UG | Up Goods |
| UGL | Up Goods Line |
| UL | Up Line / Up Lowestoft |
| UM | Up Main |
| UM4 | Up Main then via Platform 4 |
| UML | Up Main Line |
| UMT | Up Main then Through Line |
| UNL | Up North London |
| UPL | Up Passenger Loop |
| UX | Up trains to Cambridge running DM from 1093 or 1092 points Up Main from Cambridge via non-preferred route (1052 points) |
| UX1 | Up Trains from Stratford running BL to DML via points 2128R |
| UX2 | Up trains from Stratford running BL to DML via points 2133R |
| UX3 | Up trains from Stratford running DBL to BL via points 2134R |
| UX4 | Up trains from Stratford running DBL to DML via points 2134R/2128R |
| UXL | SEE XUL |
| W | Line W |
| XL | Trains via points 2156R |
| XDL | Trains via points 2153R/2159R . |
| XUL | Up trains from Bow Junction to Up ML via points 2120R |

1.3.5 Activity and Other Codes

| Abbreviation | Description |
|--------------|--|
| * | Suppression of traffic stop indicator |
| -D | Train stops to detach vehicles |
| -T | Train stops to attach and detach vehicles |
| -U | Train stops to attach vehicles |
| A | Train stops or shunts for other trains ahead or to pass only. Shows as an * in WTT |
| AE | Trains stops to attach/detach assisting locomotive. |
| BL | Train stops to attach or detach a banking locomotive |
| C | Train stops to change train crew |
| D | Train only stops to set down passengers. Shows as an s in NRT |
| E | Train stops for examination |
| G | NRT data to add |
| H | Notional Activity to prevent WTT column merge |
| HH | As H, where there is a third column involved |
| K | Passenger count point |
| KC | Ticket collection and examination point |
| KE | Ticket examination point |
| KF | Ticket examination point – 1 st Class only |
| KS | Selective ticket examination point |
| L | Train stops to change locomotives |
| N | Stop not advertised to the public |
| OP | Train stops for other operating reasons |
| OR | Train locomotive on rear of train |
| PR | Train propelling between points shown |
| R | Train stops when required. Shows as an x in NRT |
| RETB | Radio Electronic Token Block |
| RM | Trains stops for a reversing movement or driver to change ends |
| RR | Train stops to allow the locomotive to run-round its train |
| S | Trains for railway personnel only |
| T | Trains stops to pick up or set down passengers |
| TB | Train begins (Origin) |
| TF | Train finishes (Destination) |
| TS | Detail consist for TOPS Direct requested by freight operators. |
| TW | Train stops to pick up or set down a staff, tablet or token on Single Lines. See Section 5.2 |
| U | Train only stops to pick up passengers. Shows as a u in NRT |
| W | Train stops for watering of coaches |
| X | Train passes another train at crossing point on single line. See Section 5.2 |
| x{ | Suppress running line information |
| { | Force running line indication |
| { } | Force path and line indications |
| } | Force path indication |
| # | Force stop with TW |

Activity Codes – Notes

1. Any passenger train that stops at a location automatically generates a T Activity unless it is suppressed.
2. If an activity is required that removes the 'passenger stop' activity (T, D, U and R) from TPS, then the 'passenger stop' activity must always appear in the first activity field (e.g. T -D would be correct, -D T would not). This is because the National Rail Timetable (NRT) extract program only considers the first activity field. If it does not find a 'passenger stop' activity in the first field the time will not be extracted to appear in the NRT.
3. Up to 6 activities may be shown for each event.
4. No two activities may be duplicated at the same event.
5. At any one event, the following groups are mutually exclusive:
 - a) D, U, T, N, S, TW, OP.
 - b) -D, -U, -T.
 - c) TB, TF.
 - d) KC, KE.
6. N, R, G, D and U are only valid with Train Categories XC, XD, XI, XX, XZ, OO, OW, OL, BS, BR and blank (i.e. 'advertised' services).
7. K, KC, KE, KF, KS are only valid with Train Categories starting X or O.
8. If TF is present then none of K, KC, KE, KF, KS can be present.
9. Activity T indicates that a train stops to pick up and set down. This normally refers to passengers. Activity -T indicates that the train stops to attach and detach vehicles. At any location where a 'stop' time is shown, TPS or a similar system will assume a default activity is required unless otherwise specified. These default activities are as follows: T for trains with a Train Category starting in X or O, OP for trains with a Train Category starting in Z or E, and -T for all other trains (but see below). The default activity will be generated when the upload file is created.
10. If activities U, D, N, R, OP, S, TW, -U or -D are specified then this overrides the defaults and only the specified activities will be included in the upload file (it is not necessary to use the * suppression code if these codes are present).
11. If a traffic activity is NOT required at a 'stop' location with activities other than U, D, N, R, OP, S, TW, -U or -D (e.g. at 'C' or 'L' stops) then the * must be input to the TPS or similar system train specification at that location to suppress -T or T. If the * is not added to indicate a non-traffic stop then T, -T or OP will be added to the upload file.
12. If an activity -T (only) is required on a train with a Category starting in X or O it is necessary to add a * to the TPS spec (to suppress 'T') and positively show -T in the activity column.

2 Route Description

2.1 Planning Geography

Network Rail maintains the planning geography and issues it to Train Operators using the BPlan system. BPlan data is to be regarded as the master geography and it is the responsibility of Train Operators and nominated Network Rail users to ensure that data in their train planning systems reflects the master geography.

It is essential that all locations, times and full details such as platforms, running lines, activities, etc. comply fully with all of the following rules. Any Network Links used for buses only are to have running line defined as BUS. All data used by a specifier must be that supplied by Network Rail: use of estimated times added or amended locally will cause the trains concerned to fail validation.

In order to avoid the creation of unnecessary journey legs and associated point-to-point timings, all passing times must conform to these rules.

Locations in bold **type and underlined** are mandatory timing points i.e. apply to all trains on the specified line of route.

Locations in **bold** type are conditional timing points with a mandatory element. These are locations where all trains travelling on a specific line or in a specific direction are required to be timed at this location, which will be defined in the Notes column. For lines/directions for which the mandatory element does not apply they are to be treated as non-mandatory timing points and are only required to be shown in connection with a specific activity with one or more of the codes shown below in the Code column.

Locations in normal type are non-mandatory timing points and are required to be shown only for a specific activity with one or more of the codes shown below in the Code column.

Locations in *italic* type are not timing points but are shown for reference purposes.

Line references shown in italics e.g. *SW100* are only for reference purposes.

In the tables below, the following codes apply:

| | |
|---|--|
| F | Only freight trains are timed here |
| P | Only passenger trains are timed here |
| S | Only stopping trains are timed here |
| X | Only trains crossing from one running line to another are timed here |

| EA1010 LIVERPOOL STREET TO SEVEN KINGS | | | | |
|--|---------------------------------------|--|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Running line codes must be shown between Liverpool Street and Shenfield | | | | |
| <u>Liverpool Street</u> | ML EL S ML1 ML2 | | | Platform detail must be shown |
| Wheler Street Junction | | ML | X | Timing point for Up EL trains crossing to Up ML |
| <i>Bethnal Green West Junction</i> | | | | <i>To/from Hackney Downs - EA1160</i> |
| <u>Bethnal Green</u> | ML EL FL S EMM MEM SEM | ML EL S FSM MME FMS FSE MEM S1 S2 | | |
| <i>Bethnal Green East Junction</i> | | | | <i>To/from Hackney Downs - EA1160</i> |
| <u>Bow Junction</u> | ML EL BL UBL DX1 DX2 DX3 DX4 | ML EL XUL | | <i>To/from Gas Factory Junction - EA1400.1</i> |
| Bow Depot Reception | | - | F | Only trains to/from Yard |
| Bow Yard | BL | | F | Only trains to/from Yard |
| Pudding Mill Lane | EL | - | X | Trains to and from Crossrail Central Operating Section only. |
| <u>Carpenter's Road South Junction</u> | - | BL DBL ML | X | Timing point for trains to/from Bow Yard Timing point for trains which will be routed to/from Channelsea Junctions |
| <i>Stratford Central Junction West</i> | | | | <i>To/from Temple Mills East Junction - EA1280.1. To/from Carpenter's Rd. North Junction - EA1150.1</i> |
| <u>Stratford</u> | ML* EL UML XL XDL | ML EL BL AL DML UX1 UX2 UX3 UX4 DBL | | Platform detail must be shown Up line code AL for moves via Channelsea Avoiding Loop Line code DBL is to Carpenter's Road South Junction *Not required for trains on Platform 10A in Down direction |
| Stratford Signal L295 (Angel Lane Loop) | - | | S | TIPLOC – STFD295. Conditional timing point for all trains which stop at this point |
| <u>Maryland</u> | ML EL UEL UML | ML EL DEL DML XL XDL | S X | Timing point for stopping trains. Timing point for all trains on the Down ML. Timing point for Up ML trains crossing via Stratford Country End Crossovers to EL |
| Forest Gate | ML EL | ML EL DML DEL | S X | Timing point for stopping trains Timing Point for Down trains crossing via Forest Gate Country End Crossovers. Timing point for Up trains crossing via Maryland East Crossovers. |
| <u>Forest Gate Junction</u> | ML EL | ML EL DML | | <i>To/from Woodgrange Park - EA1030.1</i> |
| Manor Park | ML EL IL | ML EL | S X | Timing point for stopping trains. Also required for Down Main Line trains using Ilford Down Passenger Avoiding Line towards Signal L341 or Ilford Platform 4 on the Down Electric Line |
| Aldersbrook Signal L337/354 | - | | S | |
| Aldersbrook Sidings | | IL IE | S | |

EA1010 LIVERPOOL STREET TO SEVEN KINGS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------------|------------------------------|---------------------------------|------|---|
| Ilford Sig L341 (approaching Ilford) | IL | | S | TIPLOC – ILFE341. Timing point to be used for services requiring to recess on the Down Passenger Avoiding Line only |
| Liverpool Street Signal L5087 | - | | S | Timing point for reverse moves to Ilford platform 4 |
| Ilford | ML EL | ML EL IL IE | | Line Code IL for up services over short route via 2172 points returning to EL before Manor Park station. Line code IE to be used for services using Up Passenger Avoiding Line to Signal L336/points 2170 at Forest Gate Junction |
| Ilford Depot London End Junction | EL - to Ilford EMUD | ML EL DEL | X | |
| Ilford EMUD | - | - | | Only trains to/from EMUD |
| Seven Kings | ML EL | ML EL - to Ilford EMUD | S X | Timing point for stopping trains. Also required for trains to/from Ilford EMUD and also for Down Electric Line trains using Country End Crossovers towards Down Main Line |

EA1011 SEVEN KINGS TO IPSWICH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|------------------------------------|---------|------|---|
| Goodmayes | ML EL | ML EL | S X | Timing point for stopping trains. Also required for Up Main Line trains using Seven Kings Country End Crossovers towards Up Electric Line |
| Chadwell Heath | ML EL | ML EL | S X | Timing point for trains non-stop trains crossing to/from Chadwell Heath Turnback |
| Chadwell Heath Turnback | - | - | S | All trains using the siding TIPLOC - CHDWHTT |
| Romford Signal L438 | - | | S | Conditional timing point for trains reversing on the Up Main |
| Romford Signal L5107 | - UML | | S | TIPLOC - ROMF107 Conditional timing point for trains reversing to or from the Upminster Branch |
| Romford Engineers Sidings | - | | S | |
| Romford Signal L440/Signal L5109 | EL | | S | Conditional timing point for trains reversing on the Up Electric |
| Romford | ML EL | ML EL | S X | <i>To/from Upminster – EA1040</i> |
| Gidea Park | ML EL - to Gidea Park CS. | ML EL | | |
| Gidea Park Stabling Lines | - | - | S | Platform detail must be shown as siding number is required for routing purposes. |
| Gidea Park Turnback Line | - | - | S | |
| Gidea Park Shunt Spur | - | - | S | |
| Gidea Park Junction | ML EL | ML EL - | X | Default Route Code to Gidea Park Stabling Lines only |
| Harold Wood | ML EL | ML EL | S | |
| Brentwood | ML EL | ML EL | S | |

EA1011 SEVEN KINGS TO IPSWICH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|------------|---------------|------|--|
| | | | | |
| Shenfield London End Junction | EL | EL | X | Trains to be timed at this location for the following crossing moves Down Direction Train on Down Main using secondary route (2250 pts) to platform 4 to be timed here with EL line code. Up Direction Trains from platform 1 or 2 using 2247 pts to be timed here with EL line code and '-' at Shenfield Trains from Platform 4 via 2248/2247 pts to be timed here with line code EL and ML at Shenfield |
| Shenfield Up Loop | | ML | S | |
| Shenfield | - | ML EL - \$ | | Platform detail must be shown \$ applies to trains for the Up passenger Loop and trains from Platform 1 and 2 crossing at 2247 pts at Shenfield London End Junction <i>To/from Southend Victoria - EA1050</i> |
| Shenfield Stabling Sidings | | - | S | Platform detail must be shown as siding number is required for routing purposes |
| Shenfield Up Siding | | - | S | |
| <i>Shenfield Junction</i> | | | | <i>To/from Southend Victoria - EA1050 via Shenfield Platforms 1, 2 and 3</i> |
| <i>Shenfield Southend Loop Junction</i> | | | | <i>To/from Southend Victoria - EA1050 via Shenfield Platforms 4 and 5</i> |
| Ingatestone Down Passenger Loop | - | - | S | |
| Ingatestone | - | - | S | Up trains starting/passing through Chelmsford Down platform to show - in running line |
| Church Lane Crossing | DML UML | DML UML | X | TIPLOC – CHURCHL. Timing point to be used for Single Line working |
| Chelmsford | - | - ML | | Platform detail must be shown Up trains starting in Down platform to show ML in running line |
| Chelmsford Reception | - | - | F | |
| Chelmsford Down Passenger Loop | - | - | S | |
| Chelmsford Arbour Lane | - | - DML | X | Timing point to be used for Single Line working |
| Chelmsford Brick House Crossing | DML UML | DML UML | X | TIPLOC – CHLMBHC. Timing point to be used for Single Line working |
| Hatfield Peverel | - | - | S | |
| Witham Signal L763 | - | - | S | Timing point to be used for trains required to reverse on the Up Main toward Witham Station |
| Witham | - UML | - DML | | Platform detail must be shown Down trains using UML will be routed via Platform 1 at Kelvedon |
| <i>Witham Junction</i> | | | | <i>To/from Braintree - EA1070</i> |
| Witham Down Passenger Loop | - | - | | Timing point for stopping trains. Also used for trains from Platform 4 at Witham towards Colchester |

EA1011 SEVEN KINGS TO IPSWICH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------|----------------------|-----------------------|------|---|
| Witham Up Passenger Loop | | - | | Trains passing through or stopping in Platform 1 to be timed at Witham Up Loop (TIPLOC - WITHMUL) where possible as this is the preferred routing for these movements |
| Witham Up Tamper Siding | - | - | F | TIPLOC - WITHSDG |
| Kelvedon | - | - | S | |
| Marks Tey | - UM | - | | Platform detail must be shown Line code UM applies only during bi-directional working on the Up Line in the Down direction |
| <i>Marks Tey Junction</i> | | | | <i>To/from Sudbury - EA1080.1</i> |
| Marks Tey Tarmac | - | - | F | Multiple FOC Location |
| Marks Tey Up Passenger Loop | - | - | S | |
| <i>Colchester South Junction</i> | | | | <i>To/from Down Goods, Up Goods and Carriage Sidings</i> |
| Colchester Signal CO1033 | - | | S | TIPLOC – CLCH033. For trains required to shunt on Up Main London End behind CO1033 with an RM in the Location Activity field |
| Colchester Goods Loop | - | - | S | Tiploc - CLCHGL |
| Colchester T.C. | - | - | S | Tiploc – CLCHSTY |
| Colchester CS | DM DPL | - | S | Only trains to/from CS |
| Colchester Up Passenger Loop | - | - | S X | Timing point for stopping trains. Also used for trains from Colchester towards Marks Tey if required via this routing |
| Colchester Sudbury Siding | | - | S | TIPLOC – CLCHUSS. Formerly Sudbury Dock |
| Colchester | - CR CR3 DA | - DM UGL DGL | | Platform detail must be shown Line code DM applies only during bi-directional working on the Down Line in the Up Direction Line codes CR and DA apply to trains towards Colchester East Gate Junction Line code CR3 for trains routed from Platform 3 via Up Main (avoiding Platform 4) towards Colchester East Gate Junction. |
| Colchester Up Clacton Siding | - | - | S | TIPLOC – CLCHUCS. Formerly Colchester Bridge Road |
| <i>Colchester Junction</i> | | | | <i>To/from Clacton – EA1090</i> |
| Ardleigh | - | - | X | Timing point to be used for Single Line working |
| Manningtree Signal CO747 | - | | S | TIPLOC – MANN747. For trains required to shunt between Platforms 2 and 3 or vice versa with an RM in the Location Activity field |
| Manningtree | - | - | | Platform detail must be shown Platform 2 to be shown for services that are required to reverse or start towards Manningtree North or East Junctions over the Up lines |
| <i>Manningtree South Junction</i> | | | | <i>To/from Harwich Town - EA1120</i> |
| Manningtree Down Refuge Siding | - | | S | TIPLOC – MANNGDS |
| Manningtree Signal CO750 | | - | S | TIPLOC – CLCH750. For trains required to shunt to and from Down Refuge Siding with an RM in the Location Activity field |
| Manningtree North Junction | - | - | X | Only trains to/from Harwich branch and Down trains starting from Up platform at Manningtree |

EA1011 SEVEN KINGS TO IPSWICH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------|----------|-------|------|---|
| | | | | |
| Manningtree Signal CO268 | | - | S | TIPLOC – MANN268. Trains towards Manningtree East Junction, and which exceed the standage on the North Curve, are to be held at this location, if required. For ARS regulating purposes an Arr and Dep time are to be shown, and NOT pathing () time, with an A in the Location Activity field |
| <u>Halifax Junction</u> | UL DL | - | | |
| <u>Ipswich</u> | - DUL UM | UL DL | | Platform detail must be shown |

EA1012 IPSWICH TO TROWSE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------|----------|--------|------|---|
| | | | | |
| <u>Ipswich</u> | - DUL UM | UL DL | | Platform detail must be shown |
| Ipswich HS | - | - | S | TIPLOC - IPSWCHS |
| Ipswich Signal CO822 | - | - | S | Timing point for shunt moves to/from down side station sidings and Ipswich Station |
| Ipswich Signal CO 326 | | | S | Required for shunting movements |
| Ipswich Signal CO 328 | | | S | Required for shunting movements |
| Ipswich Down & Up Goods | - | - | S | TIPLOC - IPSWUDG |
| Ipswich Reception Freightliner | - | - | F | TIPLOC - IPSWSS |
| Ipswich Reception GBRF | - | - | F | TIPLOC - IPSWYGB |
| Ipswich Reception DB Cargo | - | - | F | TIPLOC - IPSWFDS |
| <u>East Suffolk Junction</u> | - | UM DUL | | <i>To/From Westerfield EA1430</i> |
| <u>Europa Junction</u> | - | - | | <i>TIPLOC - IPSWEPJ To/from Boss Hall Junction via Bacon Factory Curve EA1744</i> |
| Claydon | - | - | S | |
| Barham Sidings | | | S | |
| Barham Ground Signal CO1379 | | | S | Timing point to be used for services from the Stowmarket direction required to propel (PR) into Barham Sidings |
| Needham Market | - | - | S | |
| Stowmarket Down & Up Goods Loop | - | - | S | D&UGL |
| <u>Stowmarket</u> | - | - | | |
| <u>Haughley Junction</u> | - | - | | <i>To/from Bury St Edmunds – EA1530</i> |
| Cow Green Crossover | - | - | X | Timing point to be used for Single Line working |
| <u>Diss</u> | - | - | | |
| Diss Reception | - | - | S | |
| Flordon Crossover | - | - | X | Timing point to be used for Single Line working |
| Lakenham | | - | X S | Timing point to be used for Up Services using bi-directional Down Line crossing to Up Line and for reversal moves at GPL CO1747 |
| <u>Trowse Junction</u> | - | - DM | | Line code DM required for Up Services using bi-directional Down Line to Lakenham <i>To/from Ely – EA1580</i> |

EA1013 TROWSE JUNCTION TO NORWICH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------------|-------|---------|------|--|
| <u>Trowse Junction</u> | - | - DM | | Line code DM required for Up Services using bi-directional Down Line to Lakenham <i>To/from Ely - EA1580 and Ipswich - EA1012</i> |
| Norwich Victoria Sidings | - | | S | |
| Trowse Down & Up Passenger Loop | - | - | S | D&UPL TIPLOC to be used TROWSE |
| Trowse RT Roadstone | - | - | F | |
| Trowse GPL CO1760 | | - | S | Timing point to be used for reversal moves |
| <u>Trowse Swing Bridge</u> | C D | - | | <i>To/from Crown Point Depot/Through Siding - EA1470</i> |
| <u>Norwich Thorpe Junction</u> | E C W | C D | | <i>To/from Whitlingham Junction – EA1470</i> |
| Norwich TC | | - | S | Includes Short Dock, Long Dock, Royal Dock and Low Level Sidings TIPLOCs – NRCHTC & NRCHGBF |
| Norwich Station Jubilee Sidings | | E | S | Only trains to/from CS TIPLOC - NRCHCSD |
| <u>Norwich</u> | - | E C W | | Platform detail must be shown – use platform code MS for Middle Siding |

EA1020 CARPENTER'S ROAD SOUTH JUNCTION TO CARPENTER'S ROAD NORTH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|------|--------------|------|---|
| <u>Carpenter's Road South Junction</u> | - | BL DBL ML | | Timing point for all trains routed via EA1020 <i>To/from Liverpool Street - EA1010</i> |
| <i>Carpenter's Road North Junction</i> | | | | <i>To/from Channelsea Junction - EA1150</i> |

EA1030 FOREST GATE JUNCTION TO WOODGRANGE PARK JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------------|------|-------|------|--|
| <u>Forest Gate Junction</u> | - | ML EL | | <i>To/from Liverpool Street - EA1010</i> |
| <i>Woodgrange Park Junction</i> | | | | <i>To/from Barking – EA1370</i> |

EA1040 ROMFORD TO UPMINSTER

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------|------------|------------|------|---|
| <u>Romford</u> | - | - | | Timing point for all trains routed via EA1040 <i>To/from Ilford – EA1011</i> |
| Romford Signal L450 | - | - | | TIPLOC - ROMF450 |
| Emerson Park | - (Single) | - (Single) | S | |
| <u>Upminster</u> | - (Single) | - (Single) | | |

EA1050 SHENFIELD JUNCTION TO SOUTHEND VICTORIA

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------------|------|----|------|---|
| <i>Shenfield Junction</i> | | | | <i>To/from Shenfield Platforms 1, 2 and 3</i> |
| <i>Shenfield Southend Loop</i> | | | | <i>To/from Shenfield Platforms 4 and 5</i> |
| <u>Mountnessing Junction</u> | - | - | | |
| Billericay | - | - | S | |
| Wickford Down Siding | - | | S | |

EA1050 SHENFIELD JUNCTION TO SOUTHEND VICTORIA

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------|------------|----|------|---|
| | | | | |
| Wickford | - DML * | - | | Platform detail must be shown * For ARS purposes, through trains which are reversing from the Southminster direction towards Southend Victoria and using Platform 2 must have DML shown in the Route/Line Code field |
| <i>Wickford Junction</i> | | | | <i>To/from Southminster - EA1060</i> |
| Wickford Signal L5150 | | - | S | |
| Rayleigh | - | - | S | |
| Hockley | - | - | | |
| Rochford | - | - | S | |
| Southend Airport | - | - | S | |
| Prittlewell | - | - | S | |
| Southend Up Carriage Sdgs | - | - | S | North and South |
| Southend Down Carriage Sdgs | - | - | S | North and South |
| Southend Victoria | - | - | | Platform detail must be shown |

EA1060 WICKFORD JUNCTION TO SOUTHMINSTER

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------|------|----|------|---|
| | | | | |
| <i>Wickford Junction</i> | | | | <i>To/from Wickford/Southend - EA1050.2</i> |
| Battlesbridge | - | - | S | |
| South Woodham Ferrers | - | - | S | |
| North Fambridge | - | - | | |
| Althorne | - | - | S | |
| Burnham-on-Crouch | - | - | S | |
| Southminster CEGB | - | - | F | |
| Southminster | - | - | | |

EA1070 WITHAM JUNCTION TO BRAINTREE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------|------|----|------|---|
| | | | | |
| <i>Witham Junction</i> | | | | <i>To/from Colchester/Chelmsford - EA1011.12</i> |
| White Notley | - | - | S | ECS trains must show an OP stop in the Up direction |
| Cressing | - | - | S | ECS trains must show an OP stop in the Down direction |
| Braintree Freeport | - | - | S | |
| Braintree | - | - | | |

EA1080 MARKS TEY TO SUDBURY

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------|------|----|------|--|
| | | | | |
| <i>Marks Tey Junction</i> | | | | <i>To/from Colchester/Chelmsford - EA1011.14</i> |
| Marks Tey | - | - | | Platform detail must be shown |
| Chappel & Wakes Colne | - | - | S | |
| Bures | - | - | S | |
| Sudbury | - | - | | |

EA1090 COLCHESTER JUNCTION TO CLACTON

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------------|------|-----------------|------|---|
| <i>Colchester Junction</i> | | | | <i>To/from Colchester - EA1011.16</i> |
| Colchester Signal CO1072 | | - | S | TIPLOC – CLCH072. For trains required to shunt via Up and Down Clacton with an RM in the Location Activity field |
| <u>East Gate Junction</u> | - | CR CR3 DA | | <i>To/from Colchester Town – EA1100.1</i> Line code CR3 for trains routed towards Platform 3 via Up Main (avoiding Platform 4) at Colchester |
| <i>Hythe Junction</i> | | | | <i>To/from Colchester Town – EA1100.1</i> |
| Hythe | - | - | | |
| Wivenhoe | - | - | S | |
| Alresford | - | - | S | |
| Great Bentley | - | - | S | |
| Weeley | - | - | S | |
| Thorpe-le-Soken Down Electric Siding | - | - | S | TIPLOC – THPLESS |
| <u>Thorpe-le-Soken</u> | - | - | | Platform detail must be shown |
| <i>Thorpe-le-Soken Junction</i> | | | | <i>To/from Walton-on-the-Naze - EA1110.1</i> |
| Thorpe-le-Soken Signal CO1148 | | - | S | TIPLOC – THPL148. For trains required to shunt via Down Clacton with an RM in the Location Activity field |
| Clacton Signal CO1180 | - | | S | Timing point for reverse moves |
| Clacton Signal CO1183 | - | | S | Timing point for reverse moves |
| Clacton Wash Road | - | | S | Timing point for shunt moves between Clacton (Station) and Clacton CS |
| <u>Clacton-on-Sea</u> | - | - | | Platform detail must be shown |
| Clacton Down Sidings | | - | S | Only trains to/from Sidings Sidings detail must be shown |
| Clacton Run Round Road | | - | S | |
| Clacton CS | | - | S | Only trains to/from CS |

EA1100 EASTGATE JUNCTION & HYTHE JUNCTION TO COLCHESTER TOWN

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|------|----|------|------------------------------------|
| <u>East Gate Junction</u> | - | - | | <i>To/from Colchester - EA1090</i> |
| <i>Hythe Junction</i> | | | | <i>To/from Clacton - EA1090</i> |
| <i>Colne Jn</i> | | | | |
| <u>Colchester Town</u> | - | - | | |

EA1110 THORPE-LE-SOKEN JUNCTION TO WALTON-ON-THE-NAZE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|------|----|------|---|
| <i>Thorpe-le-Soken Junction</i> | | | | <i>To/from Thorpe-le-Soken and Clacton - EA1090.5</i> |
| <u>Kirby Cross</u> | - | - | | Platform 2 only to be specified for Up trains when required to use the bi-directional route |
| Frinton-on-Sea | - | - | S | |
| <u>Walton-on-the-Naze</u> | - | - | | |

EA1120 MANNINGTREE TO HARWICH TOWN

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|----------|----------|------|---|
| | | | | |
| <u>Manningtree</u> | - UH | - | | Platform detail must be shown Line code UH to be used for Down Trains using the Up Harwich Line |
| <i>Manningtree South Junction</i> | | | | <i>To/from Colchester - EA1011</i> |
| Manningtree Signal CO196 | | - | S | TIPLOC – CLCH196. For trains required to shunt between Platforms 1 and 2 at Manningtree with an RM in the Location Activity field |
| Manningtree Signal CO751 | | - | S | TIPLOC – CLCH751. For trains required to shunt between Platforms 2 and 3 at Manningtree with an RM in the Location Activity field |
| Manningtree North Junction | - | - | X | <i>To/from Ipswich - EA1011</i> |
| Manningtree East Junction | - | - | X | Timing point for Down Trains from Manningtree using the Up Harwich Line or trains to/from Manningtree North Junction. |
| Mistley Down Loop | - | - | S | |
| Mistley | - | - | S | |
| Wrabness | - | - | S | |
| Parkeston Signal P211 | - | - | S | Timing point for trains required to shunt |
| <u>Parkeston Goods Junction</u> | - | - | | |
| Parkeston Signal P12 | - | - | S | Timing point for trains required to shunt |
| Parkeston Signal P21 | - | - | S | Timing point for trains required to shunt |
| Parkeston Carless Curve Headshunt | - | - | F | Timing point for trains required to shunt TIPLOC - PRKSCRV |
| Parkeston Tip Sidings | - | - | F | |
| Parkeston Carless Refinery Headshunt | - | - | F | Timing point for trains required to shunt TIPLOC - PRKSCLH |
| Parkeston Carless Refinery Sidings | - | - | F | |
| Parkeston Yard | - | - | F | |
| Parkeston C S | - | - | S | |
| <u>Harwich International</u> | - DTS | - DH | | Platform details must be shown Line code DH to be shown for Up trains on the Down Harwich Line towards Parkeston Goods Junction Line code DTS to be used for trains through Platform 1 towards the Down through Siding |
| Parkeston Down Through Siding | - | - DTS | | All trains on the Down Through Siding to be timed here Line code to be shown for trains towards Harwich International Platform 1 |
| Parkeston C. T. | - | - | F | |
| Dovercourt | - | - | S | |
| <u>Harwich Town</u> | - | - | | |

EA1130 GRIFFIN WHARF BRANCH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------|------|----|------|------------------------------------|
| | | | | |
| <u>Halifax Junction</u> | - | - | | <i>To/from Colchester - EA1011</i> |
| Griffin Wharf | - | - | F | |

EA1140 IPSWICH DOCKS BRANCH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------------|------|----|------|---|
| <i>Ipswich Goods Junction</i> | | | | <i>To/from Ipswich and Norwich - EA1012</i> |
| Ipswich Lower Yard Freight Terminal | - | - | F | This route is currently out of use |

EA1150 CHANNELSEA SOUTH JUNCTION TO STRATFORD CENTRAL JUNCTION WEST

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|-------|------|------|---|
| | | | | <i>To/from Lea Junction Route EA1320</i> |
| <u>Channelsea (North & South) Junction</u> | - NLL | - AL | | NLL to be used for trains routed to Stratford Platforms 1 & 2 – See Route EA1320 AL to be used for trains routed via Channelsea Up Loop to Signal NL1286 |
| <i>Carpenter's Rd North Junction</i> | | | | <i>To/from Carpenter's Rd South Junction – EA1020</i> |
| <i>Stratford Central Junction West</i> | | | | <i>To/from Liverpool Street and Ilford – EA1010 & from Coppermill Junction – EA1280</i> |
| <u>Stratford</u> | * | - AL | | * For Down Line codes see entry on Route EA1010 Up Line code AL to be used for trains routed via Signal NL1292 on Channelsea Up Loop (NL1292 is not a timing point) Default line code to be used for trains routed via Channelsea Curve |

EA1160 BETHNAL GREEN EAST JUNCTION TO BISHOP'S STORTFORD

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------------------------|---------|------|--|
| <i>Bethnal Green West Junction</i> | | | | <i>To/from Liverpool Street – EA1010</i> |
| <u>Bethnal Green</u> | FL S MSF SMF ESF | ML EL S | | |
| <i>Bethnal Green East Junction</i> | | | | <i>To/from Liverpool Street – EA1010</i> |
| <i>Bethnal Green North Junction</i> | | | | |
| Cambridge Heath | S | S | S | |
| London Fields | S | S | S | |
| Reading Lane Junction | - | S | X | Timing point for trains to/from Dalston Kingsland. To/from Navarino Rd Junction – EA1180 |
| <u>Hackney Downs</u> | - | FL S | | Platform details to be shown |
| <i>Hackney Downs North Junction</i> | | | | <i>To/from Enfield Town – EA1170</i> |
| Clapton | - | - | S | |
| <u>Clapton Junction</u> | - | - | | <i>To/from Chingford – EA1200</i> |
| <u>Coppermill Junction</u> | - | - | | <i>To/from Temple Mills – EA1280</i> Timing point not required on LVR |
| <u>Tottenham South Junction</u> | - | - | | <i>To/from Sth Tottenham East Junction – EA1290</i> Timing point not required on LVR |
| Tottenham Hale | - LVR | - LVR | S | |

EA1160 BETHNAL GREEN EAST JUNCTION TO BISHOP'S STORTFORD

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------------|-------|---------|------|---|
| Northumberland Park | - LVR | - LVR | S | |
| Meridian Water | - | - LVR | S | |
| Ponders End | - | - | S | |
| Brimsdown | - | - | | |
| Enfield Lock | - | - | S | |
| Waltham Cross | - | - | S | |
| <i>Cheshunt Junction</i> | | | | <i>To/from Bury Street Junction – EA1190</i> |
| Cheshunt | - | DS* UC* | | Platform detail must be shown * A train starting from Cheshunt platform 2 and routed via the Up Southbury to Bury Street Junction will have a line code of either DS ("Down Southbury") which is the preferred route, or UC ("Up Cambridge"). See also Section 5.3 |
| Broxbourne L5315 | - | | S | For trains required to reverse |
| Broxbourne | DPL - | - | | Platform detail must be shown. Line code DPL to be shown for Down trains departing Platform 4 via Down Passenger Loop |
| Broxbourne DPL | - | DPL | S | For trains required to wait in Down Passenger Loop |
| Broxbourne Reception | - | - | F | Shown as Up Goods Loop |
| Broxbourne Junction | - | UPL UML | | Line code UML or UPL must be shown for Up trains routed towards Platform 1. <i>To/from Hertford East – EA1210</i> |
| Broxbourne C.E.G.B. | - | - | F | |
| Broxbourne L5331(L.O.S) | - | - | F | For trains required to shunt from Broxbourne C.E.G.B. |
| Roydon | - | - | S | |
| Harlow Town | - | - | | Platform detail must be shown |
| Harlow Mill Down Goods Loop | - | - | S | |
| Harlow Mill Yard | - | - | F | TIPLOC - HRLWMLY for DB Cargo TIPLOC - HRLWFHH for Freightliner TIPLOC – HRLWAIG for GBRF |
| Harlow Mill | - | - | S | |
| Sawbridgeworth | - | - | S | |
| Bishop's Stortford Reception | - | - | F | |
| Bishop's Stortford Up Passenger Loop | - | - | S | |
| Bishop's Stortford C.S. | - | - | S | |
| Bishop's Stortford | - | - | | Platform detail must be shown |

EA1161 BISHOP'S STORTFORD TO ELY NORTH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------------|------|----|------|--|
| Bishop's Stortford | - | - | | Platform detail must be shown |
| Stansted Mountfitchet | - | - | | <i>To/from Bishop's Stortford – EA1160</i> |
| Stansted Mountfitchet Down Goods Loop | - | - | S | |
| <i>Stansted South Junction</i> | | | | <i>To/from Stansted Airport – EA1220.1</i> |
| Stansted North Junction | - | - | | <i>To/from Stansted Airport – EA1220.1</i> |
| Elsenham | - | - | S | |
| Newport | - | - | S | |

EA1161 BISHOP'S STORTFORD TO ELY NORTH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------------------------|------------------------------|------|--|
| <u>Audley End</u> | - | - | | Down trains booked via Up platform must show Up platform (UPL) |
| Great Chesterford Loop | | - | S | |
| Great Chesterford | - | - | S | |
| Whittlesford Parkway | - | - | S | |
| Whittlesford Down Goods Loop | - | | F | |
| Whittlesford Signal CA540 | | - | S | |
| Whittlesford Reception | - | | S | |
| Shelford | - | - | S | |
| <u>Shepreth Branch Junction</u> | DM DS DMT DST | - | | <i>To/from Royston – EA1230</i> DMT & DST for trains to the Through Line or platform 4 via the Through Line only. See Appendix B for example diagrams. |
| Cambridge Signal CA147 | DS DST | | S | |
| Cambridge Signal CA149 | DM DMT | | S | |
| Cambridge Signal CA647 | UM UMT | | S | Timing point for shunt movements only |
| <u>Cambridge</u> | DM TL DMG TLG PL | UM UX 1UM 1UX DM DS | | Platform detail must be shown TL & TLG for trains from the Through Line or platform 1 via the Through Line only. See Appendix B for example diagrams. PL for trains to Cambridge Carriage Sidings North only |
| Cambridge Signal CA164 | | UMT | S | |
| Cambridge Signal CA177 | TL | | S | Required for ECS movements from Cambridge platform 1 to Cambridge Carriage Sidings North when platform 4 is occupied |
| Cambridge Reception Roads 1 & 2 | DM DMG PL | UM DS | S | Trains to/from Cambridge Reception Roads 1 & 2 PL for trains to Cambridge Carriage Sidings North only Please note this location is parallel to Cambridge station and trains do not need to be timed at both locations unless shunting between them. TIPLOC – CAMBGTC for DB Cargo TIPLOC – CAMBYFL for Freightliner TIPLOC – CAMBTGB for GB Railfreight TIPLOC – CAMBREC for other operators |
| Cambridge Reception Sidings | - PL | UM DM DS | S | TIPLOC – CAMBTRS Line code DM only applies for movements to Signal CA149. Line code DS only applies for movements to Signal CA147. |
| Cambridge Carriage Sidings South | - PL | | S | |
| Cambridge L.H.S. | - DM DMG TL | | S | |
| Cambridge Signal CA708 | | - UM UM4 | S | Timing point for shunt movements only |
| Cambridge Signal CA180 | | - | S | |

EA1161 BISHOP'S STORTFORD TO ELY NORTH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|-------------|-----------------------|------|--|
| Mill Road Junction | - DM DMG | - UM UMT UM4 PL | X | Only trains to/from Cambridge Carriage Sidings (Cambridge Carriage Sidings North, Cambridge Carriage Sidings South and Cambridge Reception Sidings) PL for trains from Cambridge Carriage Sidings North only |
| Cambridge Carriage Sidings North | - | - | S | |
| Cambridge Signal CA732 | | UM UMT UM4 UX | S | For ECS movements between Cambridge station and Cambridge Reception Sidings or Cambridge Carriage Sidings South TIPLOC – CAMB732 |
| Cambridge T.M.D. | | - UM UMT UM4 UX | S | Only trains to/from T.M.D. |
| <u>Coldham Lane Junction</u> | - | UM UMT UM4 UX | | <i>To/from Chippenham Junction – EA1530</i> UMT and UM4 for trains to the Through Line and platform 1 only. UX to be available following planned re-signalling only. See Appendix B for example diagrams. |
| Barnwell Junction B.P. | - | - | F | |
| Chesterton Junction | - | - | F | Timing point for trains routed into the yard only |
| <u>Cambridge North</u> | - | - | | Platform detail must be shown |
| Chesterton Junction Yard | - | - | F | Please note that this location is parallel to Cambridge North station and trains do not need to be timed at both locations. TIPLOC – CESTRTR for DB Cargo TIPLOC – CESTFHH for Freightliner TIPLOC – CESTGBR for GB Railfreight TIPLOC – CESTRTB for other operators |
| Chesterton Junction Yard North Junction | - | - | X | |
| <u>Waterbeach</u> | - | - | | |
| Dimmock's Cote Level Crossing | - | - | S | Timing point required for engineering trains travelling to/from a worksite nearby only |
| Ely Signal CA253 | - | | S | Old Sutton Junction. For reversals from Ely Reception |
| <u>Ely Dock Junction</u> | DL UL - | - | | <i>To/from Chippenham Junction – EA1540.</i> Line code must be shown |
| Ely Recp. | DL | - | F | Down Goods Loop/Down Through Siding. Line code must be shown on departure |
| <u>Ely</u> | DL UL | UL DL - | | Platform detail must be shown. Line code must be shown |
| Ely Up Goods Loop | DL UL | - | F | Line code must be shown Please note that this location is parallel to Ely station and trains do not need to be timed at both locations. |
| Ely Papworth Sidings | - | - | F | Locations within Yard either DB Cargo, GBRf or FLHH TIPLOC dependent on traffic TIPLOC – ELYYPAW for DB Cargo TIPLOC – ELYYGBF for GBRf TIPLOC – ELYYFLT for Freightliner |
| <u>Ely North Junction</u> | - | DL UL | | Line code must be shown. <i>To/from Ely West Junction – EA1550, Peterborough – EA1560 and Norwich – EA1580</i> |

EA1162 ELY NORTH JUNCTION TO KING'S LYNN

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------|-------|------|---|
| Ely North Junction | - | DL UL | | Line code must be shown. <i>To/from Ely West Junction – EA1550, Peterborough – EA1560 and Norwich – EA1580</i> |
| Littleport Signal L24 | - | | S | Trains to be held at Littleport Signal L24 if required for pathing purposes. See Littleport Signal L22 for details. |
| Littleport | - | - | | Platform detail must be shown |
| Littleport Signal L22 | - | | S | Trains which exceed the platform length may not be held in Littleport station. Trains up to 300m in length may be held at Littleport L22. Trains in excess of 300m in length must be held at Littleport Signal L24. |
| Downham Market | - | - | | Platform detail must be shown |
| Downham Market Reception | - | | F | |
| Downham Market Signal DM8 | - | - | S | For trains required to reverse |
| Watlington Signal MR2 | - | | S | Trains to be held at Watlington Signal MR2 instead of Watlington if dwell longer than one minute is required for pathing purposes. This is due to level crossing risk at Watlington |
| Watlington | - | - | | Platform detail must be shown |
| King's Lynn Signal KL45 King's Lynn Signal KL45 | - | | | Down direction services to be timed here |
| King's Lynn Harbour Junction | | | | |
| King's Lynn Signal KL36 King's Lynn Signal KL36 | | - | | Up direction services to be timed here |
| King's Lynn Signal KL43 | - | - | S | Reversing point for trains shunting between platforms / sidings at King's Lynn without fouling access to the Stabling Siding or Tennyson Avenue Level Crossing |
| King's Lynn Stabling Siding | - | | S | TIPLOC – KLYNNSS |
| King's Lynn Junction King's Lynn Junction | - | - | | To/from Middleton Towers – EA1270 |
| King's Lynn T.C. | - | - | F | Only trains to/from T.C. |
| King's Lynn C.S. | - | - | S | Only trains to/from C.S. |
| King's Lynn | - | - | | Platform detail must be shown |

EA1170 HACKNEY DOWNS NORTH JUNCTION TO ENFIELD TOWN

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------------|------|----|------|---|
| <i>Hackney Downs North Junction</i> | | | | <i>To/from Hackney Downs – EA1160.2</i> |
| Rectory Road | - | - | S | |
| Stoke Newington | - | - | S | |
| Stamford Hill | - | - | S | |
| Seven Sisters Signal L5511 | - | - | S | For trains required to reverse |
| <i>Seven Sisters Junction</i> | | | | |
| Seven Sisters | - | - | | |
| Bruce Grove | - | - | S | |
| White Hart Lane | - | - | S | |
| Silver Street | - | - | S | |
| Edmonton Green | - | - | S | |
| Bury Street Junction | - | - | | <i>To/from Cheshunt Junction – EA1190</i> |

EA1170 HACKNEY DOWNS NORTH JUNCTION TO ENFIELD TOWN

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------|------|----|------|--|
| Bush Hill Park | - | - | S | |
| Enfield Town Signal L5531 | DED | | S | Timing entry for Signal L5531 – Reversal point for trains to shunt between platforms at Enfield Town. Line code for Up direction not required as signal faces in down direction. |
| Enfield Town | - | - | | Platform detail must be shown |

**EA1180 READING LANE JUNCTION TO NAVARINO ROAD JUNCTION
(GRAHAM ROAD CURVE)**

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------|------|----|------|--|
| Reading Lane Junction | - | - | X | To/from Liverpool Street – EA1160.1 All trains in Up direction on Graham Road Curve, from North London Lines, to be shown with minimum 1min Arr/Dep time ('OP' in Activity Field) for ARS regulating purposes |
| Navarino Road Junction | - | - | X | To/from Camden Road – EA1320.4 |

EA1190 BURY STREET JUNCTION TO CHESHUNT JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------|------|----|------|---|
| Bury Street Junction | - | - | | To/from Hackney Downs – EA1170 |
| Southbury | - | - | S | |
| Turkey Street | - | - | S | |
| Theobalds Grove | - | - | S | |
| Cheshunt Junction Signal L1395 | - | - | S | Trains in Down direction on Southbury Loop which require () time approaching Cheshunt to be shown with Arr/Dep ('A' in Activity Field) for ARS regulating purposes |
| <i>Cheshunt Junction</i> | | | | To/from Broxbourne – EA1160 |

EA1200 CLAPTON JUNCTION TO CHINGFORD

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------|----|------|---|
| Clapton Junction | - | - | | To/from Clapton – EA1160.4 |
| St James Street | - | - | S | |
| Walthamstow Central | - | - | | |
| Wood Street | - | - | S | |
| Highams Park | - | - | S | |
| Chingford London End CS | | | S | Trains to/from Chingford London End CS |
| Chingford Country End CS | | | S | Trains to/from Chingford Country End CS |
| Chingford | - | - | | Platform detail must be shown |

EA1210 BROXBORNE JUNCTION TO HERTFORD EAST

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------|----|------|--------------------------------|
| Broxbourne Junction | - | - | | To/from Hertford East – EA1210 |
| Rye House | - | - | S | |
| St Margarets | - | - | S | |
| Ware | - | - | | |
| Hertford East | - | - | | Platform detail must be shown |

EA1220 STANSTED SOUTH & NORTH JUNCTIONS TO STANSTED AIRPORT

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------|------|------|------|--|
| | | | | |
| <i>Stansted South Junction</i> | | | | <i>To/from Stansted Mountfitchet – EA1161</i> |
| Stansted North Junction | - | - | | <i>To/from Cambridge – EA1161</i> |
| Stansted East Junction | - | - | | |
| Tye Green Junction | - | - | | |
| Coopers Lane Junction | - DL | - | | Line code DL to be shown for trains routed via Signal L1143 & the Departure Line. Default line code (-) needs to be shown for trains routed via Signal L1201 & the Arrival Line as AL is the default for ARS. |
| Stansted Airport Signal L1201 | - | - | S | |
| Stansted Airport Signal L1143 | - | | S | |
| Stansted Airport | - | - AL | | Platform detail must be shown. Line code AL to be shown for trains routed via the Arrival Line. Default line code (-) needs to be shown for trains routed via the Departure Line as DL is the default for ARS. |

EA1230 ROYSTON TO SHEPRETH BRANCH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------|------|----|------|---|
| | | | | |
| Royston | - | - | | To/From London Northeastern Route <i>To/from Hitchin – Refer to LNE Timetable Planning Rules – LN125</i> |
| Meldreth | - | - | S | |
| Shepreth | - | - | S | |
| Foxton Exchange Sidings | - | - | F | Leading to Barrington terminal including run round and loading/unloading pad Foxton Exchange Sidings TIPLOCs – FOXTGBF, FOXTRC, FOXTDCR, FOXTFHH Barrington TIPLOCs – FOXTBAR, FOXTBRR, FOXTBUG, FOXTBUP, FOXTRRG |
| Foxton | - | - | | |
| Shepreth Branch Junction | - | - | | <i>To/from Cambridge – EA1161</i> |

EA1270 KING'S LYNN JUNCTION TO MIDDLETON TOWERS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------|----|------|---|
| | | | | |
| King's Lynn Junction <i>King's Lynn Junction</i> | - | - | | <i>To/from King's Lynn T.C. Ely North Junction - EA1162</i> |
| Middleton Towers | - | - | F | |

EA1280 STRATFORD CENTRAL JUNCTION TO COPPERMILL JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------|-----------|------|---|
| | | | | |
| <i>Stratford Central Junction West</i> | | | | <i>To/from Liverpool Street – EA1010& from Channelsea South Junction – EA1150</i> |
| Stratford | - | BL DBL | | Platform detail must be shown |
| Temple Mills East Junction | - | - | | <i>To/from High Meads Junction – EA1350</i> |

EA1280 STRATFORD CENTRAL JUNCTION TO COPPERMILL JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|-------|----|------|--|
| Ruckholt Road Junction | - | | X | Timing point in Down Direction for trains approaching Temple Mills Loop or Orient Way CS only |
| Temple Mills Loop | - | - | S | |
| Orient Way C S | - | - | S | |
| Lea Bridge | - LVR | - | S X | |
| Coppermill Junction Signal L1005 | - | | S | All Down trains on the Temple Mills line which require pathing time approaching Coppermill Junction to be shown with Arr/Dep ('A' in Activity Field) for ARS regulating purposes |
| Coppermill Junction | - | - | | <i>To/from Tottenham Hale – EA1160</i> Timing point not required on LVR |

EA1290 TOTTENHAM SOUTH JUNCTION TO SOUTH TOTTENHAM EAST JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------------|------|----|------|---|
| Tottenham South Junction | - | - | | <i>To/from Coppermill Junction – EA1160</i> Timing point not required on LVR |
| Tottenham South Junction Signal L1004 | | - | S | Trains in Up direction from Sth Tottenham East Junction which require pathing time approaching Coppermill Junction to be shown with Arr/Dep ('A' in Activity Field) for ARS regulating purposes |
| South Tottenham Signal S17 | - | | S | |
| <i>South Tottenham East Junction</i> | | | | <i>To/from South Tottenham – EA1370</i> |

EA1300 SOUTH TOTTENHAM WEST JUNCTION TO SEVEN SISTERS JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------------|------|----|------|---|
| <i>South Tottenham West Junction</i> | | | | <i>To/from South Tottenham – EA1370</i> |
| South Tottenham Signal S16 | | - | S | |
| Seven Sisters Signal L1327 | - | | S | Conditional timing point for trains which stop at this signal in the Down Direction |
| <i>Seven Sisters Junction</i> | | | | <i>To/from Seven Sisters – EA1170</i> |

EA1310 CAMDEN ROAD (WEST) JUNCTION TO RICHMOND

| TIMING POINT | DOWN WEST BOUND | UP EAST BOUND | CODE | NOTES |
|------------------------------------|-----------------|---------------|------|--|
| Camden Road (West) Junction | - | - | | TIPLOC – CMDNRDJ <i>To/from Camden Road – EA1320</i> |
| Kentish Town West | - | - | S | |
| Gospel Oak | - | - | | Platform detail must be shown |
| <i>Gospel Oak Junction</i> | | | | <i>To/from Barking – EA1370</i> |
| Gospel Oak Signal NL1000 | | - | S | Timing point for trains reversing at Gospel Oak |
| Hampstead Heath | - | - | | Timing point for all trains westbound Timing point for stopping trains only eastbound |
| Finchley Road & Frognal | - | - | S | |
| West Hampstead | - | - | | |

EA1310 CAMDEN ROAD (WEST) JUNCTION TO RICHMOND

| TIMING POINT | DOWN WEST BOUND | UP EAST BOUND | CODE | NOTES |
|---|-----------------------|---------------------|------|--|
| | | | | |
| Brondesbury | - | - | S | |
| Brondesbury Park | - | - | S | |
| Kensal Rise | - | - | S | |
| Kensal Green Turnback | - | - | S | All trains using siding |
| <u>Kensal Green Junction</u> | - | - | | To/from Harlesden Junction – Refer to NW&C Timetable Planning Rules – MD155 To/from Willesden Junction Low Level – Refer to NW&C Timetable Planning Rules – MD150 |
| Willesden Junction Turnback | - | - | S | All trains using the siding TIPLOC - WLSDJHT |
| <u>Willesden Junction High Level</u> | - | - | | Platform detail must be shown |
| <i>Willesden Junction High Level Junction</i> | | | | To/from Mitre Bridge Junction – Refer to NW&C Timetable Planning Rules – MD160 |
| <u>Acton Wells Junction</u> | - | - | | To/from Acton East Junction – Refer to Western & Wales Timetable Planning Rules – GW130 To/from Dudding Hill Branch – EA1360 To/from Willesden South West Sidings – Refer to NW&C Timetable Planning Rules – MD167 |
| Acton Central | - | - | S | |
| <u>South Acton</u> | - | - | | |
| <i>South Acton Junction</i> | | | | To/from Kew East Junction – EA1330 |
| <i>Gunnersbury Junction</i> | | | | To/from Turnham Green (LUL) |
| <u>Gunnersbury</u> | - | - | | |
| Kew Gardens | - | - | S | |
| <u>Richmond</u> | - | - | | Platform detail must be shown |

EA1320 CAMDEN ROAD WEST JUNCTION TO STRATFORD PLATFORMS 1 AND 2

| TIMING POINT | DOWN EAST BOUND | UP WEST BOUND | CODE | NOTES |
|---|-----------------------|---------------------|------|---|
| | | | | |
| <u>Camden Road (West) Junction</u> | - | - | | TIPLOC - CMDNRDJ To/from Gospel Oak – EA1310 To/from Camden Jn – Refer to NW&C Timetable Planning Rules – MD145 |
| Camden Road | - | - | S | Platform detail must be shown |
| Camden Road Central Junction | - | - | X | Timing point for Down trains on the Up Line and Down trains towards North London Incline TIPLOC – CMDNRCJ |
| <i>Camden Road Incline Junction</i> | | | | To/from Cedar Junction – Refer to Kent & HS1 Timetable Planning Rules – SO420 |
| <u>Camden Road East Junction</u> | RL NL REV | - REV | | TIPLOC – CMDNREJ |
| Caledonian Road & Barnsbury | NL REV | REV | S | Platform detail must be shown (Platform 1 REV, Platform 2 NL) |
| <u>Westbourne Road Junction</u> | - UNL | NL REV | | Up Line code UNL to be shown for trains towards Highbury & Islington Platform 7. TIPLOC – WSBNRJ |

EA1320 CAMDEN ROAD WEST JUNCTION TO STRATFORD PLATFORMS 1 AND 2

| TIMING POINT | DOWN EAST BOUND | UP WEST BOUND | CODE | NOTES |
|---|-----------------------|---------------------|------|---|
| | | | | |
| Highbury Transfer Track ELL Down direction only | - | - | S | Timing point on ELL transfer track for trains which change traction current in down direction. TIPLOC - HIGH321 <i>To/from Highbury & Islington ELL – Refer to Sussex Timetable Planning Rules – SO1325A</i> |
| Highbury Transfer Track ELL Up direction only | - | - | S | Timing point on ELL transfer track for trains which change traction current in up direction TIPLOC - HIGH238 <i>To/from Highbury & Islington ELL – Refer to Sussex Timetable Planning Rules – SO1325A</i> |
| Highbury & Islington | - | - | S | Platform detail must be shown – 7 Up (Westbound) and 8 Down (Eastbound). TIPLOC - HIGHBYA |
| <u>Canonbury West Junction</u> | - UNL | - DNL | | Line code UNL is to be shown for trains towards Canonbury Platform 3 Line code DNL is to be shown for trains towards Highbury & Islington Platform 8 <i>To/from Finsbury Park – Refer to LNE Timetable Planning Rules – LN110</i> |
| Canonbury | - | - | S | Platform detail must be shown. TIPLOC - CNNB |
| Dalston Kingsland | - | - | S | |
| <u>Navarino Road Junction</u> | - | - | | <i>To/from Reading Lane Junction – EA1180</i> |
| Hackney Central | - | - | S | |
| Homerton | - | - | S | |
| Victoria Park Junction | - UNL | | X | Crossover location Down to Up Line |
| Hackney Wick | - UNL | - | S | Platform 1 to be shown for Down (Eastbound) trains turning round |
| <u>Lea Junction</u> | - | - | | <i>To/from High Meads Junction – EA1340</i> |
| <i>Channelsea Up Loop Signal NL1286</i> | | | | Due to ARS specifications stops must be shown at Lea Jn (TIPLOC – LEAJ), ARS will then hold the train at Signal NL1286 |
| <u>Channelsea (North & South) Junction</u> | NLL - | - AL | | <i>To/from High Meads Junction – EA1350 and Stratford Central Junction West – EA1150</i> Up Line code AL to be used by trains routed via Channelsea Up Loop and Signal NL1286 |
| <u>Stratford Platforms 1 and 2</u> | - | NLL | | Platform detail must be shown |

EA1330 SOUTH ACTON JUNCTION TO OLD & NEW KEW JUNCTIONS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------|------|----|------|--|
| | | | | |
| <i>South Acton Junction</i> | | | | <i>To/from Acton Wells Junction – EA1310</i> |
| <u>Kew East Junction</u> | - | - | | |
| New Kew Junction | - | - | X | Southern Region timing point for trains towards Barnes |
| <i>Old Kew Junction</i> | | | | <i>Southern Region boundary</i> |
| Brentford | - | - | X | Southern Region timing point for trains towards Hounslow |

EA1340 STRATFORD LEA JUNCTION TO HIGH MEADS JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------|----|------|---|
| <u>Lea Junction</u> | - | - | | To/from Hackney Wick – EA1320 |
| <u>High Meads Junction</u> | - | - | | To/from Channelsea North Junction and Temple Mills East Junction – EA1350 |

EA1350 CHANNELSEA NORTH JUNCTION TO TEMPLE MILLS EAST JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------------|------|----|------|--|
| <u>Channelsea (North) Junction</u> | - | - | | To/from Channelsea South Junction – EA1320 |
| <u>High Meads Junction</u> | - | - | | To/from Lea Junction – EA1340 |
| <u>Temple Mills East Junction</u> | - | - | | To/from Coppermill Junction – EA1280 |

EA1360 DUDDING HILL JUNCTION TO ACTON WELLS JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------|------|----|------|--|
| <u>Dudding Hill Junction</u> | - | - | | To/from Brent Curve Junction – Refer to East Midlands Timetable Planning Rules – LN3222 To/from Cricklewood Curve Junction – Refer to East Midlands Timetable Planning Rules – LN3219 |
| Neasden Junction | - | - | X | To/from Neasden South Jn – Refer to NW&C Timetable Planning Rules – MD715 |
| <u>Acton Canal Wharf</u> | - | - | | To/from Willesden No.7 – Refer to NW&C Timetable Planning Rules – MD170 |
| <u>Acton Wells Junction</u> | - | - | | To/from Acton Central – EA1310 To/from Willesden South West Sidings – Refer to NW&C Timetable Planning Rules – MD167 |

EA1370 GOSPEL OAK TO BARKING TILBURY LINE JUNCTION WEST

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|------|----|------|--|
| <i>Gospel Oak Junction</i> | | | | To/from Kensal Green Junction – EA1310 |
| <u>Gospel Oak</u> | - | - | | Platform detail - Through Lines or Bay Platform Number must be shown in platform field – (DTH, UTH, BAY) |
| Gospel Oak Signal NL1304 | - | | S | Timing point for reversing moves at Gospel Oak. TIPLOC - GOSP304 |
| Gospel Oak Signal NL1306 Gospel Oak Signal NL1306 | | - | S | Up direction services to be timed here. Required to facilitate correct regulation in ARS |
| <u>Junction Road Junction</u> | - | - | | To/from Carlton Road Junction – Refer to East Midlands Timetable Planning Rules – LN3210 |
| Upper Holloway Up Goods Loop | - | - | S | Also known as Upper Holloway Up Reception Line. This location is adjacent to the westbound track. |
| <u>Upper Holloway</u> | - | - | | |
| Crouch Hill | - | - | S | |
| <u>Harringay Park Junction</u> | - | - | | To/from Harringay Junction – Refer to LNE Timetable Planning Rules – London North Eastern Route LN165 then LN101 |
| Harringay Green Lanes | - | - | S | |
| <i>South Tottenham West Junction</i> | | | | To/from Seven Sisters Junction EA1300 |
| <u>South Tottenham</u> | - | - | | |

EA1370 GOSPEL OAK TO BARKING TILBURY LINE JUNCTION WEST

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|------|----|------|---|
| | | | | |
| <i>South Tottenham East Junction</i> | | | | <i>To/from Tottenham South Junction – EA1290</i> |
| South Tottenham Signal S19 | | - | S | Timing point for reverse moves to/from South Tottenham |
| Blackhorse Road | - | - | S | |
| Walthamstow Queens Road | - | - | S | |
| Leyton Midland Road | - | - | | |
| Leytonstone High Road | - | - | S | |
| Wanstead Park | - | - | S | |
| <i>Woodgrange Park Junction</i> | | | | <i>To/from Forest Gate Junction – EA1030</i> |
| Woodgrange Park | - | - | | |
| Barking Station Junction | - | - | | |
| Barking | - | - | | Barking Platform 1 only. For other platforms see EA1380. |
| Barking Signal UR1103 | - | | S | Reversing trains only |
| <i>Barking Tilbury Line Junction West</i> | | | | <i>To/from Barking Platforms 7/8 – EA1380</i> |

EA1380 FENCHURCH STREET TO SHOEBOURNESS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|-----------------|---------|------|--|
| | | | | |
| Fenchurch Street | FL SL | - | | Platform detail must be shown. Running line code must be shown |
| Christian Street Junction | - | FL SL | | Running line code must be shown in Up direction |
| Limehouse | - | - | S | |
| Gas Factory Loop | - | - | S X | All trains using Loop |
| Gas Factory Junction | - | - | | <i>To/from Bow Junction – EA1400</i> |
| West Ham | - DX | - | | Line code DX to be used for trains which are routed to Barking Platforms 7 and 8 via East Ham Depot Country End Junction and Signals 519 and 907 |
| East Ham EMUD | - DX | - | S | Only trains to/from EMUD. Line code DX to be used for trains which are routed to Barking Platforms 7 and 8 via Signals 519 and 907 |
| Barking | - ML DCL UCL | - | | Platform detail must be shown. Line code to be shown in Down direction for freight trains towards Ripple Lane/Dagenham Dock. Line codes DCL and UCL to be used for shunting moves onto the connecting lines to Barking Upney Junction |
| Barking Upney Junction | - | DCL UCL | S X | Line codes DCL and UCL to be used for shunting moves on the connecting lines to Barking |
| Upminster | - | - | | Platform detail must be shown for trains which use other than normal routes. <i>To/from Ockendon – EA1410</i> |
| West Horndon | - | - | S | |
| Laindon | - | - | | Platform detail must be shown for trains which use other than normal routes and for trains using Reversing Line (Middle Road) |
| Basildon | - | - | S | |
| Pitsea | - | - | | Platform detail must be shown |

EA1380 FENCHURCH STREET TO SHOEBURYNNESS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------|------|----|------|---|
| <i>Pitsea Junction</i> | | | | <i>To/from Grays – EA1390</i> |
| Benfleet | - | - | S | |
| <u>Leigh-on-Sea</u> | - | - | | Platform detail must be shown for all trains which use other than normal routes and for trains using Reversing Line (Middle Road) |
| Chalkwell | - | - | S | |
| Westcliff-on-Sea | - | - | S | |
| <u>Southend Central</u> | - | - | | Platform detail must be shown |
| Southend East | - | - | S | |
| Thorpe Bay | - | - | S | Platform detail must be shown |
| <u>Shoeburyness Depot</u> | - | - | | |
| <u>London End Junction</u> | - | - | | |
| Shoeburyness CSD | - | - | S | Only trains to/from CSD |
| Shoeburyness MOD | - | - | F | |
| <u>Shoeburyness</u> | - | - | | Platform detail must be shown |

EA1390 BARKING TILBURY LINE JUNCTION EAST TO PITSEA (VIA TILBURY)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|-------------|-------|------|--|
| <i>Barking Tilbury Line Junction East</i> | | | | <i>To/from Barking – EA1380</i> |
| Barking Signal UR1104 | | - | S | Reversing trains only |
| Barking Riverside Up Junction | | ML | | All Up trains to be timed here |
| Barking Ripple Road Junction | | RL | S | Timing point for trains booked to stop at Ripple Lane Signal 846 on the Departure Line from Ripple Lane West S.S. or the Up Goods Line |
| Ripple Lane Sig. 806 | | GL | | TIPLOC - RPLL806 Timing point for trains on the Up Goods line that are not routed via Ripple Lane West SS |
| Ripple Lane West Junction | ML GL RL | RL | | All Down trains and Up Riverside trains to be timed here <i>From Barking Riverside – EA1395*</i> <i>*LOR TBC</i> |
| Ripple Lane West S.S. | GL | GL | S | TIPLOC - RPLLWSS Timing point for trains routed via West S.S. Use Ripple Lane Sig. 807 for trains routed via the Down Goods Line |
| <i>Barking Riverside Down Junction</i> | | | | <i>To Barking Riverside – EA1395*</i> <i>*LOR TBC</i> |
| Ripple Lane Sig.807 | GL | | | TIPLOC - RPLL807 Timing point for trains on the Down Goods that are not routed via Ripple Lane West S.S. |
| Ripple Lane Renwick Road Junction | - | ML GL | | All traffic in the Up direction must be timed here and freight only in the Down direction if running to Ripple Lane Exchange Sidings |
| Ripple Lane Exchange Sidings | - | - | F | <i>To/From Dagenham Junction – South East Route, Kent & HS1 Area, SO400</i> |
| Barking Eurohub | - | | S | TIPLOC – RPLLEUR timing point accessed from the Ripple Lane Down Through Siding located adjacent to Ripple Lane FLT and east of 'H Group Sidings'. |
| Ripple Lane Stora Sidings | - | | F | |
| Renwick Road Biffa | - | | F | TIPLOC – RPLLRRB |
| Ripple Lane Sig. FW6 | - | | F | |

EA1390 BARKING TILBURY LINE JUNCTION EAST TO PITSEA (VIA TILBURY)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------------|--------------|--------------|--------------|---|
| Ripple Lane F.L.T. | GL | GL | F | |
| Ripple Lane H Group Sidings | - | | F | |
| Dagenham Storage Coy Sidings | - | | F | |
| <u>Dagenham Dock</u> | - | ML GL | | Line code ML for trains routed on the Up Tilbury Line towards Barking and Line code GL for trains routed on the Up Goods Line towards Ripple Lane yards and Barking |
| Dagenham Dock Reception | - | - | F | |
| Dagenham Dock A.R.C. | - | - | F | |
| Dagenham Signal UR826 | - | - | F | Timing point for trains routed to/from Dagenham Down Yard. Required in schedules routed in both directions as it is the ARS boundary point. |
| Dagenham Down Yard | - | - | F | |
| Beam Park | - | - | S | |
| <u>Rainham</u> | - | - | | |
| <u>Purfleet</u> | - LS | - | | |
| <u>Deep Wharf LC</u> | LS - | LS | F | All trains on Long Siding to be timed here |
| Purfleet Deep Water Wharf | | - | F | Tiplocs PRFLFLT or PRFLT TT dependent on traffic |
| Purfleet Foster Yeoman | - | | F | Tiplocs PRFLFYM, PRFLGBR or PRFLAF dependent on traffic |
| <u>Jurgens LC</u> | LS | - LS | F | All trains on long siding to be timed here |
| Purfleet Sig. UR1176 | | - | F | Departures from the long siding via 2267 crossover to the up tilbury to be timed here |
| West Thurrock Sidings | - | | F | |
| West Thurrock Headshunt | | - LS | F | |
| <u>West Thurrock Junction</u> | RVL - | - | | To/from Upminster – EA1410. Line code RVL to be shown for Down trains using Third Line |
| <u>Grays</u> | - | RVL - | | Line code RVL to be shown for Up trains using Third Line |
| Seabrooks RS | - | - | F | |
| Tilbury FLT | - | - | F | |
| Tilbury PLA Grain Terminal | - | - | F | |
| <u>Tilbury Town</u> | - | - | | |
| Tilbury West Junction | - | - | X | For trains to/from Tilbury Riverside I.R.F.T. |
| Tilbury Riverside I.R.F.T. | - | - | F | |
| East Tilbury | - | - | S | Platform detail must be shown |
| <u>Thames Haven Junction</u> | - | - | | To/from Thameshaven – EA1420 |
| <u>Stanford-le-Hope</u> | - | - | | Platform detail must be shown for trains |
| <u>Pitsea</u> | - | - | | Platform detail must be shown |
| <i>Pitsea Junction</i> | | | | To/from Shoeburyness – EA1380 |

EA1395* ~~BARKING RIVERSIDE DOWN~~ RIPPLE LANE WEST JUNCTION TO BARKING RIVERSIDE *~~LOR TBC~~

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|----------|----|------|---|
| <u>Ripple Lane West Junction</u> | ML GL RL | RL | | All Down trains and Up Riverside trains to be timed here To Barking Riverside Up Junction – EA1390 |
| <i>Barking Riverside Down Junction</i> | | | | From Ripple Lane West Junction – EA1390 |

EA1395* BARKING RIVERSIDE DOWN RIPPLE LANE WEST JUNCTION TO BARKING RIVERSIDE *LOR TBC

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------|------|----|------|--------------------------------|
| <u>Barking Riverside</u> | | RL | | Platform detail must be shown. |

EA1400 GAS FACTORY JUNCTION TO BOW JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------|------|----|------|-------------------------------|
| <u>Gas Factory Junction</u> | - | - | | To/from Fenchurch St – EA1380 |
| <u>Bow Junction</u> | - | - | | To/from Stratford – EA1010 |

EA1410 UPMINSTER TO WEST THURROCK JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------|------|----|------|---|
| <u>Upminster</u> | - | - | | Platform detail (1A) must be shown for trains to/from Bay Platform and also for trains which use other than normal routes To/from Barking – EA1380 |
| <u>Ockendon</u> | - | - | | Platform detail must be shown for trains which use other than normal routes |
| Chafford Hundred | - | - | S | |
| <u>West Thurrock Junction</u> | RVL | - | | To/from Grays – EA1390. Line code RVL to be shown for Down trains using Third Line |

EA1420 THAMES HAVEN JUNCTION TO LONDON GATEWAY PORT / THAMES HAVEN SIDINGS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------|----|------|---|
| <u>Thames Haven Junction</u> | - | - | | To/from Grays – EA1390 |
| <u>Upminster IECC controlled Signal UR882</u> | | - | | (TIPLOC - THMS882) Due to ARS requirements this is a mandatory timing point in the Up Direction. Trains which require pathing time approaching Thames Haven Junction to be shown with Arr/Dep (A* in Activity Field) |
| <u>London Gateway Port controlled Signal LG11</u> | - | | | (TIPLOC - THMSL11) Network Rail/DP World London Gateway Port boundary entry signal |
| <u>Upminster IECC controlled Signal UR888</u> | | - | | (TIPLOC - THMS888) Network Rail/DP World London Gateway Port boundary exit signal |
| <u>Up & Dn Thames Haven Branch Signal LG15</u> | - | | | (TIPLOC - THMSL15) |
| <u>Up & Dn Thames Haven Branch Signal LG14</u> | | - | | (TIPLOC - THMSL14) |
| <u>London Gateway Port Arrival Line Stop Board</u> | - | | | (TIPLOC - THMSLGA) |
| <u>London Gateway Port Departure Line</u> | | - | | (TIPLOC - THMSLGD) |
| <u>London Gateway Port</u> | - | - | | (TIPLOC - THMSDBS, THMSFLI or THMSLGB dependent on traffic) |
| <u>Thames Haven TC</u> | - | - | | Marcroft and Petroplus Sidings |

EA1430 EAST SUFFOLK JUNCTION TO OULTON BROAD NORTH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------------|------|----|------|--|
| East Suffolk Junction | - | - | | <i>To/from Ipswich – EA1012</i> |
| Ipswich Signal CO348 | | - | S | Timing point for trains to be held for regulating purposes approaching East Suffolk Junction |
| Boss Hall Junction | - | - | | <i>To/from Europa Junction via Bacon Factory Curve EA1744</i> |
| Westerfield | - | - | | |
| <i>Westerfield Junction</i> | | | | <i>To/from Felixstowe – EA1440</i> |
| Woodbridge | - | - | | |
| Melton | - | - | | |
| Wickham Market | - | - | S | Single line |
| Saxmundham | - | - | | Platform details must be shown |
| Saxmundham Tamper Siding | | - | S | |
| Saxmundham Junction | - | - | X | Timing point for trains to and from Leiston and Sizewell <i>To/from Sizewell – EA1520</i> |
| Darsham | - | - | | |
| Halesworth | - | - | | |
| Brampton | - | - | S | Single line |
| Beccles | - | - | | Passing Loop. Platform details must be shown |
| Oulton Broad South | - | - | S | Single line |
| Oulton Broad North Junction | - | - | | <i>To/from Lowestoft – EA1470</i> |

EA1440 WESTERFIELD JUNCTION TO FELIXSTOWE TOWN

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|-------|-------|------|--|
| <i>Westerfield Junction</i> | - | - | | Single line. <i>To/from Westerfield – EA1430</i> |
| Derby Road | - | - | | Platform detail must be shown |
| Levington Signal FW9017 | - | | | Intermediate Signal. Timing point for Down direction services TIPLOC – DERB017 |
| Levington Signal FW9018 | | - | | Intermediate Signal. Timing point for Up direction services TIPLOC – DERB018 |
| Levington Signal FW9023 | - | | | Intermediate Signal. Timing point for Down direction services TIPLOC – TRIM023 |
| Levington Signal FW9024 | | - | | Intermediate Signal. Timing point for Up direction services TIPLOC – TRIM024 |
| Gun Lane Junction | FS TL | - | | |
| Trimley Signal FW9029 | FS | | S | Timing point for trains booked to stop or reverse at FW9029 TIPLOC – TRIM029 |
| Trimley Signal FW9031 | TL | | S | Timing point for trains booked to stop or reverse at FW9031 TIPLOC – TRIM031 |
| Trimley | - | FS TL | | <i>To/from Felixstowe North and Central Terminals – EA1450</i> |
| Felixstowe Beach Junction | - | - | | <i>To/from Felixstowe Beach – EA1460</i> |
| Felixstowe Town | - | - | | |

EA1450 TRIMLEY TO FELIXSTOWE NORTH AND CENTRAL TERMINALS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------|-------|------|---|
| | | | | |
| <u>Trimley</u> | - | FS TL | | <i>To/from Westerfield Junction – EA1440.</i> Network Rail Boundary at 00m 73ch |
| North Quay Branch Signal NQ2 | - | | | TIPLOC – FLXSNQ2 |
| North Quay Branch Signal FW9074 | | - | | TIPLOC – FLXS074 |
| <u>North Quay Branch Signal NQ4</u> | - | - | | TIPLOC – FLXSNQ4 |
| Oysterbed Road Sidings | - | - | | TIPLOC - FLXSOYS Arriving trains to be shown with arrival and departure times for North Terminal acceptance purposes. Departing trains from North Terminal can be timed to pass or be shown with arrival and departure times subject to inbound workings |
| Felixstowe New North Terminal | - | - | | TIPLOCs - FLXSNEW (Felixstowe North DBC) FLXSNFL (Felixstowe North FLT) FLXSNGB (Felixstowe North GBRF) |
| Felixstowe Central Terminal (former North) | - | - | | TIPLOCs - FLXSCDB (Felixstowe Central DBC) FLXSCFL (Felixstowe Central FLT) FLXSCGB (Felixstowe Central GBRF) |

EA1460 FELIXSTOWE BEACH JUNCTION TO FELIXSTOWE BEACH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------|----|------|---|
| | | | | |
| <u>Felixstowe Beach Junction</u> | - | - | | <i>To/from Westerfield Junction – EA1440</i> |
| <u>Felixstowe Beach</u> | - | - | | |
| <u>Felixstowe Creek R.S.</u> | - | - | | Network Rail Boundary |
| <u>Felixstowe South Quay Freightliner Terminal</u> | - | - | | TIPLOCs - FLXSSEW (Felixstowe South DBC) FLXSGB (Felixstowe South GBRF) FLXSRT (Felixstowe South FL) |

EA1470 NORWICH THORPE JUNCTION AND TROWSE SWING BRIDGE TO LOWESTOFT

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------------|---------|----|------|--|
| <u>Trowse Swing Bridge</u> | - | - | | To/from Wensum Junction via Through Siding <i>To/from Trowse Junction – EA1013</i> |
| <u>Norwich Thorpe Junction</u> | - | | | See Route EA1013 for Line codes to be used towards Norwich station <i>To/from Norwich – EA1013</i> |
| Crown Point Depot | - | - | S | |
| Crown Point Reception Road | - | - | S | |
| Crown Point Signal CP1494 | | - | S | |
| <i>Wensum Junction</i> | | | | |
| Crown Point Signal CP1498 | | - | S | |
| <u>Whitlingham Junction</u> | - | - | | <i>To/from Cromer – EA1480</i> |
| Brundall Gardens | - | - | S | |
| <u>Brundall</u> | - | - | | |
| <i>Brundall Junction</i> | | | | <i>To/from Yarmouth – EA1500</i> |
| Buckenham | - | - | S | |
| <u>Cantley</u> | - | - | | |
| <u>Reedham</u> | - | - | | |
| <i>Reedham Junction</i> | | | | <i>To/from Yarmouth – EA1510</i> |
| Haddiscoe | - | - | S | |
| <u>Somerleyton</u> | - | - | | |
| Oulton Broad North | - | - | S | |
| <u>Oulton Broad North Junction</u> | - | - | | <i>To/from Westerfield Junction – EA1430</i> |
| <u>Coke Ovens Junction</u> | UL DL - | - | | |
| Lowestoft Reception | - | - | F | |
| <u>Lowestoft</u> | | UL | | Platform detail must be shown |

EA1480 WHITLINGHAM JUNCTION TO CROMER

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------|------|----|------|------------------------------------|
| <u>Whitlingham Junction</u> | - | - | | <i>To/from Norwich – EA1470</i> |
| Salhouse | - | - | S | |
| <u>Hoveton & Wroxham</u> | - | - | | Single line |
| Worstead | - | - | S | |
| North Walsham Shell U.K. | - | - | F | |
| <u>North Walsham</u> | - | - | | |
| Gunton | - | - | S | |
| Roughton Road | - | - | S | |
| <i>Cromer Junction</i> | | | | <i>To/from Sheringham – EA1490</i> |
| <u>Cromer</u> | - | - | | Platform details must be shown |

EA1490 CROMER TO SHERINGHAM

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------|------|----|------|---|
| <u>Cromer</u> | - | - | | Platform detail must be shown |
| <i>Cromer Junction</i> | | | | Single line. <i>To/from Whitlingham Junction – EA1480</i> |
| West Runton | - | - | S | |
| <u>Sheringham</u> | - | - | | |

A through route is available between Route EA1490 and the North Norfolk Railway (Heritage Railway)

EA1500 BRUNDALL JUNCTION TO YARMOUTH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------|------|----|------|--|
| <i>Brundall Junction</i> | | | | Single line. <i>To/from Norwich – EA1470</i> |
| Lingwood | - | - | S | |
| Acle | - | - | | |
| Yarmouth C.H.S. | - | | | |
| Great Yarmouth | - | - | | Platform detail must be shown |

EA1510 REEDHAM JUNCTION TO YARMOUTH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------|------|----|------|--|
| <i>Reedham Junction</i> | | | | Single line. <i>To/from Norwich – EA1470</i> |
| Reedham Junction Signal YL8462 | | - | S | |
| Berney Arms | - | - | S | |
| Great Yarmouth | - | - | | Platform detail must be shown |

EA1520 SAXMUNDHAM JUNCTION TO SIZEWELL

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------|----|------|---|
| <i>Saxmundham Junction</i> | - | - | X | Single line. Timing point for trains to and from Leiston and Sizewell <i>To/from Saxmundham – EA1430</i> |
| Sizewell CEGB | - | - | F | |

EA1530 COLDHAM LANE JUNCTION TO HAUGHLEY JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------------|------|----|------|-------------------------------------|
| Coldham Lane Jn | - | - | | <i>To/from Cambridge – EA1161</i> |
| Dullingham | - | - | | |
| Newmarket | - | - | S | |
| Chippenham Jn | - | - | | <i>To/from Ely Dock Jn – EA1540</i> |
| Kennett | - | - | | |
| Kennett Ground Frame | - | | F | Access from Down Bury only |
| Kennett Redland Siding | - | - | F | Only trains using Redland Sidings |
| Bury St Edmunds Down Goods Loop | - | | S | |
| Bury St Edmunds Recp | - | - | F | |
| Bury St Edmunds Sig BY19 | - | | S | Reversing trains only |
| Bury St Edmunds | - | - | | |
| Thurston | - | - | S | |
| Elmswell | - | - | S | |
| Haughley Jn | - | - | | <i>To/from Stowmarket – EA1012</i> |

EA1540 CHIPPENHAM JUNCTION TO ELY DOCK JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------------|------|----|------|---|
| Chippenham Junction | - | - | | To/from Haughley Junction – EA1530 |
| Snailwell Ground Frame Signal 1182 | - | - | S | Timing point for trains from Ely direction propelling into Snailwell Sidings |
| Snailwell Siding | - | - | F | Access from Up Ely only |
| Soham Junction Signal CA491 | - | | S | |
| Soham | - | - | | Single line |
| Ely Dock Junction | - | - | | Single line. To/from Ely – EA1161 |

EA1550 ELY NORTH JUNCTION TO ELY WEST JUNCTION (ELY WEST CURVE)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------|------|----|------|--|
| Ely North Junction | - | - | | Single line. From King's Lynn – EA1162, Peterborough – EA1560 and Trowse Junction – EA1580 |
| Ely West Junction | - | - | X | Timing point for trains via Ely West Curve. To Peterborough – EA1560 |

EA1560 ELY NORTH JUNCTION TO KINGS DYKE (INCLUSIVE)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------|--------|------|--|
| Ely North Junction | - | - | | To/from Ely – EA1161 |
| Ely West Junction | - | EWC DL | X | Timing point for trains via Ely West Curve. From To/from Ely North Junction – EA1550 |
| Cambridge Signal CA923 | - | | | Required by all trains in the Down direction |
| Cambridge Signal CA924 | - | - | | Required by all trains in the Up direction |
| Manea | - | - | | |
| Stonea | - | - | | |
| March South Signal MS934 | - | - | | Required by all trains in the Up direction |
| March South Signal MS35 | - | | | Required by all trains in the Down direction |
| March South | - | | S | Used for trains reversing at Signals MS13/21/23/32 |
| March Down R.S. | - | - | F | TIPLOCs – MACRHDS, MRCHDRG |
| March Down Yard | - | - | S | TIPLOCs – MARCHDS |
| March Up R.S. | - | - | F | TIPLOCs – MACRHUS MARCHUS |
| March Up Yard | | - | S | TIPLOCs – MACRHUG MARCHUG, MARCUC |
| March | - | - | | Platform detail must be shown |
| March East Junction | | | | To/from Wisbech/Whitemoor Yard – EA1570 |
| March West Junction | - | - | | To/from Wisbech/Whitemoor Yard – EA1570 |
| Three Horse Shoes | - | - | | |
| Three Horse Shoes | - | - | | |
| Whittlesea | - | - | | |
| King's Dyke King's Dyke | - | - | | Anglia/London North Eastern Boundary. Refer to LNE Timetable Planning Rules for details beyond King's Dyke To/From London North Eastern Route To/from Peterborough – Refer to LNE Timetable Planning Rules – LN135 |

EA1570 MARCH EAST & WEST JUNCTIONS TO WISBECH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------|----|------|--------------------------------------|
| <i>March East Junction</i> | | | | <i>To/from March – EA1560</i> |
| March West Junction | - | - | | <i>To/from Peterborough – EA1560</i> |
| Whitemoor Junction | - | - | | Single line |
| Whitemoor Yard | | | F | |
| Wisbech East | - | - | | This route is currently out of use |

EA1580 ELY NORTH JUNCTION TO TROWSE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------------|------|----|------|--|
| Ely North Junction | - | - | | <i>To/from Ely – EA1161</i> |
| Shippea Hill | - | - | S | |
| Lakenheath | - | - | S | |
| Brandon | - | - | | |
| Brandon Down Goods Loop | - | - | F | |
| Brandon Down Sidings | - | - | F | |
| Thetford | - | - | | |
| Harling Road | - | - | S | |
| Eccles Road Johnston's Sdg | - | - | F | |
| Eccles Road | - | - | S | |
| Attleborough | - | - | | |
| Spooner Row | - | - | S | |
| Wymondham Sidings (Down Sidings) | | - | F | |
| Wymondham | - | - | | |
| Wymondham Lane (Up Sidings) | | - | F | |
| CO877 Signal | - | | | Down trains only |
| CO878 Signal | | - | | Up trains only |
| Trowse GPL CO1749 | - | | S | Timing point to be used for reversal moves |
| Trowse Junction | - | - | | <i>To/from Norwich – EA1013</i> |

EA1744 BOSS HALL JUNCTION TO EUROPA JUNCTION - BACON FACTORY CURVE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------|------|----|------|---|
| Boss Hall Junction | - | - | | <i>To/from Oulton Broad North – EA1430.</i> TIPLOC - IPSWBHJ |
| Ipswich Signal CO352 | | - | S | TIPLOC – IPSW352 All trains on the Up Chord which dwell for pathing time to be shown with Arr/Dep times |
| Ipswich Signal CO351 | - | | S | TIPLOC – IPSW351 All trains on the Down Chord which dwell for pathing time to be shown with Arr/Dep times |
| Europa Junction | - | - | | <i>To/from Trowse Junction – EA1012.</i> TIPLOC – IPSWEPJ |

2.2 Route Opening Hours

Subject to constraints imposed by the Engineering Access Statement all routes are open continuously, except as shown below. The hours shown reflect the contractual opening hours. The actual opening hours may vary from those shown.

For a complete listing of current signal box opening hours please refer to the 'Compendium of Signal Box Opening Hours' which can be found on the Network Rail website - <https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/>. If there is doubt about a signal box's opening hours check with the appropriate Network Rail Operations Manager.

When the routes shown are required for services diverted under the Engineering Access Statement, opening hours will be increased as necessary on a temporary basis.

Signal boxes equipped to be switched-out during a route's opening hours are shown within the routes concerned.

PLT denotes passage of last train.

| EA1360 DUDDING HILL JUNCTION TO ACTON WELLS JUNCTION | | | |
|--|---------------|---------------|-------------------------------------|
| ROUTE SECTION | SX | SO | SUN |
| Dudding Hill Junction to Acton Wells Junction | Continuous | Continuous | 00.00 – 07.00 and 22.00 to 24.00 |
| SIGNAL BOX WHICH CAN BE SWITCHED OUT | | | |
| Neasden Junction * | 05.00 – 21.00 | 05.00 – 13.00 | Closed |
| * Equipped to be switched out but when Neasden Junction SB is closed the route between Neasden Junction and Neasden South Junction is closed | | | |

3 Electrification

3.1 Electrification Supply Restrictions

Under normal conditions, the electrification power supplies will not place any restrictions on the use of approved electric traction. However, the Route Clearance sections of the Sectional Appendix to the Working Timetables, issued by, Network Rail do tabulate restrictions on the movement of electric trains. Refer to Table A and select Route Clearance.

Under maintenance conditions, certain sections of the electrified network may be blocked to electric traction. These restrictions are contained within the Network Rail Engineering Access Statement for the appropriate year. Additional restrictions may also arise in connection with engineering possessions requested through the Engineering Access Statement amendment procedure.

Each section of the electrified network has a finite electrical power supply capability. Intensive use over some sections of route may result in the system being overloaded. In the event of out-of-course running it may be necessary to regulate electric traction train paths to facilitate reliable traction power availability.

Due to the capacity of the current feeding arrangement in the Barking area, between 0600-1000 each day no more than two electric freight trains can be planned within any 60-minute interval. This restriction applies to the section(s) bounded by neutral sections (OHNS) at the following locations:

EA1380: 8m 56ch (Barking) to 15m 69ch (Upminster)
EA1390: 7m 79ch (Barking) to 21m 07ch (Tilbury Town)

For planning purposes the restriction applies on EA1380 between Barking and Upminster (inclusive), and between Barking and Tilbury Town (exclusive) on EA1390.

~~The following restrictions are currently in force as Local Instructions in the Sectional Appendix:~~

~~EA1370 GOSPEL OAK TO BARKING TILBURY LINE JUNCTION WEST~~

~~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.~~

~~Please note that this restriction refers to a combined total and is not direction dependent.~~

~~EA1380 FENCHURCH STREET TO SHOEBURYNESSE~~

~~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.~~

~~Please note that this restriction refers to a combined total and is not direction dependent.~~

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

The route availability of Locomotives is contained in the Sectional Appendix to the Working Timetable. It can be accessed by line of route then using the 'Route Clearance' tab. The following tables are shown

Table D4A – Route Clearance of Diesel Locomotives Classes 8 to 47/0,2 & 3
Table D4B - Route Clearance of Diesel Locomotives Classes 47/4 to 70 and MPV
Table 4C - Route Clearance of Electric Locomotives

4.2 Passenger Stock Restrictions

See the applicable Route Clearance table for the given location in Sectional Appendix to the Working Timetables, issued by Network Rail. Refer to Table A, and select Route Clearance.

4.3 Freight Wagon Restrictions

See the applicable Route Clearance table for the given location in Sectional Appendix to the Working Timetables, issued by Network Rail. The Route Availability for a given location is in the 'Signalling and Remarks' column of Table A.

The route availability of Freight Containers and Swap Bodies is also contained in the Sectional Appendix to the Working Timetable.

The following table is shown

Table D5 – Route clearance of Freight Containers/Swap Bodies

Trains conveying vehicles that have a heavy axle weight or other exceptional characteristics, or vehicles conveying containers or swap bodies require an RT3973 form.

Note: The Rule Book GERT8000 Section TW4 of defines a container as an intermodal transport unit constructed to a standard (usually specified by the ISO) suitable for conveyance by road, rail or sea.

Note: The Sectional Appendix does not cover the CTRL HS1. The CTRL has its own Working Manual.

4.4 Freight Train Load Limits

Trailing load limits for all traction types are contained in the Freight Loads Book published by Network Rail.

Note: It is important to understand the weight limitations that apply to trains especially over sections of heavily graded routes. Coupling strength information is also contained in the Freight Loads Book. Coupling strength is important in determining the trailing loads that trains can convey.

4.5 Freight Train Length Limits

Refer to the Freight Train Loads Book published by Network Rail for the length limits of freight trains and also to Section 5.3 of this publication.

Note: The Sectional Appendix quotes loop lengths in metres and feet. These are the absolute lengths of the loop from the signal at the outlet to the fouling point at the entrance to the loop.

4.6 Engineers Trains Restrictions

Some On Track Machines (OTMs) do not reliably activate track circuits. These OTMs must use one of the following special reporting numbers 6Z09, 7Z09 or 8Z09*. Because these OTMs do not reliably activate track circuits it is not possible to apply the headways and junction margins as outlined in the Timetable Planning Rules consistently and it is therefore not possible for Operational Planning to provide timings for these movements.

* Source GE/RT 8000-OTM

4.7 Driver Only Operation Limits

Driver only operation (DOO) of passenger trains is permitted within the East Anglia Region as listed. Driver only operation of non-passenger trains – DOO (NP) – is, however, permitted on all routes.

When special trains are required to run DOO (NP) over the following routes, it must be ascertained that competent staff are available to deal with these trains at the forwarding and receiving terminals, yards, sidings etc., or where locomotive changes take place en route. Furthermore, signal boxes are to be advised of these additional DOO (NP) services, with particular reference to Empty Coaching Stock (ECS) trains.

In the table below, the following abbreviations apply:

Pass – Passenger trains with power operated sliding doors

ECS Slam – Empty Coaching Stock with slam doors

ECS Slide – Empty Coaching Stock with power operated sliding doors

NA – Not authorised

P – Permitted

- Permitted for short notice movements when all other DOO (NP) conditions are fulfilled and all doors are locked before departure. Authorisation must be obtained from Network Rail Operations Control before this can be applied.

| EA1010 LIVERPOOL STREET TO SEVEN KINGS | | |
|---|-------------|------------------|
| ROUTE SECTION | PASS | ECS SLIDE |
| Liverpool Street to Seven Kings | P (not 745) | P |

| EA1011 SEVEN KINGS TO IPSWICH | | |
|--------------------------------------|---------------------------|------------------|
| ROUTE SECTION | PASS | ECS SLIDE |
| Seven Kings (excl) to Colchester | P (not 745) | P |
| Colchester (excl) to Ipswich | P (not 745 or 12 car 321) | P |

| EA1040 ROMFORD TO UPMINSTER | | |
|------------------------------------|-------------|------------------|
| ROUTE SECTION | PASS | ECS SLIDE |
| Romford to Upminster | P | P |

| EA1050 SHENFIELD JUNCTION TO SOUTHEND VICTORIA | | |
|---|-------------|------------------|
| ROUTE SECTION | PASS | ECS SLIDE |
| Shenfield Junction to Southend Victoria | P | P |

| EA1060 WICKFORD JUNCTION TO SOUTHMINSTER | | |
|---|--------------------|-----------|
| ROUTE SECTION | PASS | ECS SLIDE |
| Wickford Junction to Southminster | P (not 12 car 321) | P |

| EA1070 WITHAM JUNCTION TO BRAINTREE | | |
|--|--------------------|-----------|
| ROUTE SECTION | PASS | ECS SLIDE |
| Witham Junction to Braintree | P (not 12 car 321) | P |

| EA1090 COLCHESTER JUNCTION TO CLACTON-ON-SEA | | |
|---|----------------------|-----------|
| ROUTE SECTION | PASS | ECS SLIDE |
| Colchester Junction to East Gate Junction | P (not 8/12 car 321) | P |

| EA1100 EAST GATE JUNCTION & HYTHE JUNCTION TO COLCHESTER TOWN | | |
|--|----------------------|-----------|
| ROUTE SECTION | PASS | ECS SLIDE |
| East Gate Junction to Colchester Town | P (not 8/12 car 321) | P |

| EA1150 CHANNELSEA SOUTH JUNCTION TO STRATFORD CENTRAL JUNCTION WEST | | |
|--|------|-----------|
| ROUTE SECTION | PASS | ECS SLIDE |
| Channelsea South Junction to Stratford Central Junction West | P | P |

| EA1160 BETHNAL GREEN EAST JUNCTION TO BISHOP'S STORTFORD | | |
|---|------|-----------|
| ROUTE SECTION | PASS | ECS SLIDE |
| Bethnal Green East Junction to Bishop's Stortford | P | P |

| EA1161 BISHOP'S STORTFORD TO ELY NORTH JUNCTION | | |
|--|------|-----------|
| ROUTE SECTION | PASS | ECS SLIDE |
| Bishop's Stortford (excl) to Ely North Junction | P | P |

| EA1162 ELY NORTH JUNCTION TO KING'S LYNN | | |
|---|------|-----------|
| ROUTE SECTION | PASS | ECS SLIDE |
| Ely North Junction (excl) to King's Lynn | P | P |

**EA1170 HACKNEY DOWNS NORTH JUNCTION TO
ENFIELD TOWN**

| ROUTE SECTION | PASS | ECS SLIDE |
|--|------|-----------|
| Hackney Downs North Junction to Enfield Town | P | P |

**EA1190 BURY STREET JUNCTION TO CHESHUNT
JUNCTION**

| ROUTE SECTION | PASS | ECS SLIDE |
|---|------|-----------|
| Bury Street Junction to Cheshunt Junction | P | P |

EA1200 CLAPTON JUNCTION TO CHINGFORD

| ROUTE SECTION | PASS | ECS SLIDE |
|-------------------------------|------|-----------|
| Clapton Junction to Chingford | P | P |

EA1210 BROXBOURNE JUNCTION TO HERTFORD EAST

| ROUTE SECTION | PASS | ECS SLIDE |
|--------------------------------------|------|-----------|
| Broxbourne Junction to Hertford East | P | P |

**EA1220 STANSTED SOUTH & NORTH JUNCTIONS TO
STANSTED AIRPORT**

| ROUTE SECTION | PASS | ECS SLIDE |
|--|------|-----------|
| Stansted Junctions to Stansted Airport | P | P |

EA1230 ROYSTON TO SHEPRETH BRANCH JUNCTION

| ROUTE SECTION | PASS | ECS SLIDE |
|-------------------------------------|------|-----------|
| Royston to Shepreth Branch Junction | P | P |

**EA1280 STRATFORD CENTRAL JUNCTION TO
COPPERMILL JUNCTION**

| ROUTE SECTION | PASS | ECS SLIDE |
|---|------|-----------|
| Stratford Central Junction to Coppermill Junction | P | P |

**EA1290 TOTTENHAM SOUTH JUNCTION TO SOUTH
TOTTENHAM EAST JUNCTION**

| ROUTE SECTION | PASS | ECS SLIDE |
|---|------|-----------|
| Tottenham South Junction to South Tottenham East Junction | P | P |

**EA1300 SOUTH TOTTENHAM WEST JUNCTION TO SEVEN
SISTERS JUNCTION**

| ROUTE SECTION | PASS | ECS SLIDE |
|---|------|-----------|
| South Tottenham South West Junction to Seven Sisters Junction | P | P |

| EA1310 CAMDEN ROAD WEST JUNCTION TO RICHMOND | | |
|---|------|-----------|
| ROUTE SECTION | PASS | ECS SLIDE |
| | | |
| Camden Road West Junction to Richmond | P | P |

| EA1320 CAMDEN ROAD WEST JUNCTION TO STRATFORD PLATFORMS 1 AND 2 | | |
|--|------|-----------|
| ROUTE SECTION | PASS | ECS SLIDE |
| | | |
| Camden Road Junction to Stratford | P | P |

| EA1350 CHANNELSEA NORTH JUNCTION TO TEMPLE MILLS EAST JUNCTION | | |
|---|------|-----------|
| ROUTE SECTION | PASS | ECS SLIDE |
| | | |
| Channelsea North Junction to Temple Mills East Junction | P | P |

| EA1370 GOSPEL OAK JUNCTION TO BARKING TILBURY LINE JUNCTION WEST | | |
|---|------|-----------|
| ROUTE SECTION | PASS | ECS SLIDE |
| | | |
| Gospel Oak Junction to Barking Tilbury Line Junction West | P | P |

| EA1380 FENCHURCH STREET TO SHOEBOURNESS | | |
|--|------|-----------|
| ROUTE SECTION | PASS | ECS SLIDE |
| | | |
| Fenchurch Street to Shoeburyness | P | P |

| EA1390 BARKING TILBURY LINE JUNCTION EAST TO PITSEA JUNCTION (VIA TILBURY) | | |
|---|------|-----------|
| ROUTE SECTION | PASS | ECS SLIDE |
| | | |
| Barking Tilbury Line Junction East to Pitsea Junction (Via Tilbury) | P | P |

| EA1400 GAS FACTORY JUNCTION TO BOW JUNCTION | | |
|--|------|-----------|
| ROUTE SECTION | PASS | ECS SLIDE |
| | | |
| Gas Factory Junction to Bow Junction | P | P |

| EA1410 UPMINSTER TO WEST THURROCK JUNCTION | | |
|---|------|-----------|
| ROUTE SECTION | PASS | ECS SLIDE |
| | | |
| Upminster to West Thurrock Junction | P | P |

5 Running Times, Margins and Allowances

Except where otherwise stated, the information in this section of the Timetable Planning Rules reflects the general rules used in developing the 1994/5 timetable (Several exceptions to the general rules were agreed for 1994/5 and exceptions may continue to be possible with the specific agreement of Network Rail in every case).

5.1 Sectional Running Times

The definition for Sectional Running Times (SRTs) is listed in Section 6.4 of the National TPRs.

5.1.1 Source of Current SRTs

The definitive catalogue of SRTs is BPlan.

5.1.2 Method of Calculation

SRTs are revised by Train Operators and Network Rail as part of the Revision of Timetable Planning Rules process outlined in Network Code Part D 2.2. Normally they will not change from one timetable to the next. Network Rail will, however, re-calculate SRTs for particular train/route combinations in the following circumstances:

- i) Where a Train Operator anticipates using a train/route combination for which no suitable SRTs exist;
- ii) Where Network Rail anticipates a change to route data, e.g. line speed changes;
- iii) Where there is evidence that the SRTs in current use do not adequately represent real train performance;
- iv) Where it is cost-effective to re-calculate all SRTs on a route at the same time as a re-calculation for a particular train type.

Network Rail will reflect the methodology and assumptions described in Section 6 of the National TPRs when calculating TPR proposals, unless and to the extent documented otherwise in respect of any given proposal. Timetable participants are encouraged to submit change proposals for review and consultation in line with the national methodology, or in line with such alternative methodology and assumptions as favoured by the proposer. NR will not seek to reject any proposal on the exclusive basis of the methodology employed, provided that the methodology and assumptions are clearly stated and demonstrably adhered to in respect of the proposal received.

SRT change proposals may be calculated in a number of ways including, but not limited to:

- a) Through actual timing of trains
- b) Use of On Train Monitoring Recorder (OTMR) systems
- c) Use of computer system actual values
- d) Use of computer simulation tools
- e) By any other agreed methodology

It is permissible to include percentage uplift in SRTs instead of applying engineering recovery allowances to be agreed by all affected parties.

A 5% allowance is included in the calculation of Class 345 SRTs to take account of the lack of explicit engineering allowances in Timetable Planning Rules.

In the event that the application of different methodologies produces conflicting proposals, a joint observation exercise should be undertaken to ascertain what happens in reality.

5.1.3 New and Revised Sectional Running Times

New and revised SRTs are revised by Train Operators and Network Rail on an individual basis. These should be supplied by applying the methodology described in Section 6 of the National TPRs unless another methodology is deemed appropriate, provided that the methodology and assumptions are clearly stated and demonstrably adhered to in respect of the proposal received.

5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines

The sectional running timings quoted for trains consisting of passenger vehicles on Goods Lines reflect the speeds shown in the relevant Table 'A' of the appropriate Sectional Appendix. They do not constitute an authority to time trains conveying passengers on a Goods Lines. Nor do they reflect the permitted speeds at which a train conveying passengers can proceed. Network Rail will offer the sectional running times for trains conveying passengers on a Goods Line on a train-by-train basis. For those times please apply to the Operational Planning Department.

Operations Publications publish the authority to allow the planned operation of trains conveying passengers on Goods Lines. Before Operations Publications can grant authority, they require confirmation that the track is fit for purpose and that there is a safe method of operation. Therefore, the Operational Planning Department must apply to the relevant Track Engineer and Operations Manager for confirmation of these requirements in writing. The Operational Planning Department must pass these responses to Operations Publications. The Operational Planning Department is responsible for advising Operations Publications of the requirement to operate a passenger train on a Goods Line at least 8 weeks before the day of operation.

5.2 Headways

The definition for Headways is listed in Section 6.5 of the National TPRs.

5.2.1 Headway Values

All times are in minutes. All routes are shown.

Where track circuit block (TCB) signalling applies, the standard headways for each route are shown, together with any exceptions.

AB indicates locations where absolute block signalling applies: here the headway is to be calculated from the transit time of the first of each pair of trains running between the consecutive block posts being considered. To this transit time shall be added 2 minutes to allow for the signaller's actions. Exceptions are shown as AB and appear together with the actual headway value to be used, which includes the allowance for signallers' actions. Where there is an intermediate block signal, the absolute block section concerned shall be between this signal and the next block post in advance.

Single lines and other forms of signalling are shown, together with any values applicable, where they occur.

"OTNS" or "OT" indicates One Train Working with No Train Staff; "OTS" or "OT(S)" indicates one train working with Train Staff. "NST" indicates No Signaller token. In these cases only one train is allowed in the section at one time; a second train cannot be allowed to enter the section until the first train has left the section.

"ETB" indicates Electric Token Block and "TB" indicates Tokenless Block for single lines.

"RB" indicates Radio Signalling where "long section tokens" can be issued between certain block posts during times of low traffic volume.

Light Engine movements to be treated as passenger trains when applying margins/allowances where there is a freight/passenger difference.

Headways in Anglia are applied on depart to arrive methodology.

EA1010 LIVERPOOL STREET TO SEVEN KINGS

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|-------------------------------------|------|----|----------------------|
| Liverpool Street to Stratford | 2 | 2 | |
| Stratford to Forest Gate Junction | 2* | 2* | *3 following freight |
| Forest Gate Junction to Seven Kings | 2 | 2 | |

EA1011 SEVEN KINGS TO IPSWICH

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--------------------------|------|----|-----------|
| Seven Kings to Shenfield | 2 | 2 | ML and EL |
| Shenfield to Ipswich | 3 | 3 | |

EA1012 IPSWICH TO TROWSE JUNCTION

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|----------------------------|------|----|-------|
| Ipswich to Trowse Junction | 4 | 4 | |

EA1013 TROWSE JUNCTION TO NORWICH

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|----------------------------|------|----|-------|
| Trowse Junction to Norwich | 3 | 3 | |

EA1020 CARPENTER'S ROAD SOUTH JUNCTION TO CARPENTER'S ROAD NORTH JUNCTION

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|------|----|-----------------------------------|
| Carpenter's Rd South Junction to Carpenter's Rd North Junction | | | Single line. One train In Section |
| Restrictions | | | |
| Up train to Carpenter's Road South Junction may not pass Channelsea Junction until the preceding Up train on the Temple Mills lines has arrived at or passed Bow Junction | | | |
| Down train to Channelsea Junction may not pass Carpenter's Road South Junction until the preceding train on the Up Channelsea Loop (route code AL) has passed Channelsea Junction | | | |

EA1030 FOREST GATE JUNCTION TO WOODGRANGE PARK JUNCTION

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--|------|----|-------|
| Forest Gate Junction to Woodgrange Pk Junction | 3 | 3 | |

EA1040 ROMFORD TO UPMINSTER

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|------------------------|------|----|-----------------------------------|
| Romford to Upminster | | | Single line. One train In Section |

EA1050 SHENFIELD JUNCTION TO SOUTHEND VICTORIA

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|------|----|-------|
| Shenfield Junction to Southend Victoria | 3 | 3 | |

EA1060 WICKFORD JUNCTION TO SOUTHMINSTER

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--------------------------------|------|----|-----------------------------------|
| Wickford Junction to Fambridge | | | Single line. One train In Section |
| Fambridge to Southminster | | | Single line. One train In Section |

EA1070 WITHAM JUNCTION TO BRAINTREE

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|------------------------|------|----|-----------------------------------|
| Witham to Braintree | | | Single Line. One train in section |

EA1080 MARKS TEY JUNCTION TO SUDBURY

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|------------------------|------|----|-----------------------------------|
| Marks Tey to Sudbury | | | Single Line. One train in Section |

EA1090 COLCHESTER TO CLACTON-ON-SEA

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---------------------------------------|------|----|-------|
| Colchester Junction to Clacton-on-Sea | 4 | 4 | |

EA1100 EAST GATE JUNCTION & HYTHE JUNCTION TO COLCHESTER TOWN

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--|------|----|---|
| East Gate Junction & Hythe Junction to Colchester Town | 4 | 4 | Single Line from Colne Junction to/from Colchester Town. One train In Section |

EA1110 THORPE-LE-SOKEN JUNCTION TO WALTON-ON-THE-NAZE

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--|------|----|-----------------------------------|
| Thorpe-le-Soken to Kirby Cross (excl) | | | Single line. One train In Section |
| Kirby Cross (excl) to Walton-on-the-Naze | | | Single line. One train In Section |

EA1120 MANNINGTREE NORTH & SOUTH JUNCTIONS TO HARWICH TOWN

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--|------|----|-----------------------------------|
| Manningtree to Harwich International Port | 4 | 4 | |
| Harwich International Port(excl) to Harwich Town | | | Single line. One train In Section |

EA1130 GRIFFIN WHARF BRANCH

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|-----------------------------------|------|----|-----------------------------------|
| Halifax Junction to Griffin Wharf | | | Single line. One train In Section |

EA1140 IPSWICH DOCKS BRANCH

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--|------|----|-----------------------------------|
| Ipswich Goods Junction to Ipswich Lower Yard | | | Single line. One train In Section |

EA1150 CHANNELSEA SOUTH JUNCTION TO STRATFORD CENTRAL JUNCTION WEST

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--|------|----|-------|
| Channelsea South Junction to Stratford Central Junction West | 3 | 3 | |

EA1160 BETHNAL GREEN EAST JUNCTION TO BISHOP'S STORTFORD

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--|------|----|--|
| Bethnal Green to Clapton Jn | 2 | 2 | If there are two consecutive headways of 2 minutes, the third consecutive headway must be a minimum of 2 ½ minutes. |
| Clapton Junction to Bishop's Stortford | 3* | 3* | * Trains may be planned to arrive/depart looped platforms at Broxbourne and Harlow Town with headway of 2 minutes if in front/following a non-stopping service |
| Single Line between Lea Bridge to Meridian Water | \$ | \$ | \$ One train in section |

EA1161 BISHOP'S STORTFORD TO ELY NORTH JUNCTION

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--|------|----|--|
| Bishop's Stortford (inclusive) to Ely North Junction (inclusive) | 3* | 3 | * exceptions: <ul style="list-style-type: none"> • 4 at Ely following freight • 6 at Ely North Jn for successive trains towards Peterborough line where first train is freight |

EA1162 ELY NORTH JUNCTION TO KING'S LYNN

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|------|----|--|
| Ely North Junction to Littleport | 6* | 6 | * 4 minutes at Ely North Junction if second train is from Ely West Curve |
| Littleport (excl) to Downham Market (excl) | | * | * Single line (One Train in Section) |
| Littleport (excl) to Downham Market (excl) | | | Single line. One train In Section |
| Downham Market to Watlington | 7 | 7 | |
| Watlington (excl) to King's Lynn Signal KL45 | * | | * Single line (One Train in Section) |
| King's Lynn Signal KL45 to King's Lynn (excl) | * | | * Single line – TCB. See section 5.3 – Junction Margins & Station Planning Rules regarding successive trains |
| Watlington (excl) to King's Lynn Signal KL36/45 | | | Single line. One train In Section A second train can be in section between King's Lynn Station/T.C. and Signal KL 36/45 and between Signal KL 36/45 and Watlington under normal signalling conditions. Under degraded signalling conditions, the single line section is King's Lynn (excl) and Watlington (excl) |
| King's Lynn (excl) to King's Lynn Signal KL36 | | * | * Single line – TCB. See section 5.3 – Junction Margins & Station Planning Rules regarding successive trains |
| King's Lynn Signal KL36 to Watlington (excl) | | * | * Single line (One Train in Section) |
| King's Lynn Signal KL36/45 to King's Lynn (excl) | | | Single line. One train In Section A second train can be in section between King's Lynn Station/T.C. and Signal KL 36/45 and between Signal KL 36/45 and Watlington under normal signalling conditions. Under degraded signalling conditions, the single line section is King's Lynn (excl) and Watlington (excl) |

EA1170 HACKNEY DOWNS NORTH JUNCTION TO ENFIELD TOWN

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--|------|----|-------|
| Hackney Downs North Junction to Enfield Town | 3 | 3 | |

EA1180 READING LANE JUNCTION TO NAVARINO ROAD JUNCTION (GRAHAM ROAD CURVE)

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|------|----|-----------------------------------|
| Reading Lane Junction to Navarino Road Junction | | | Single line. One train In Section |

EA1190 BURY STREET JUNCTION TO CHESHUNT JUNCTION

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--|------|----|-------|
| Bury Street Junction to Cheshunt Junction/Bay Platform | 3 | 3 | |

EA1200 CLAPTON JUNCTION TO CHINGFORD

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|------|----|-------|
| Clapton Junction to Walthamstow Central | 3 | 2 | |
| Walthamstow Central to Chingford | 3 | 3 | |

EA1210 BROXBOURNE JUNCTION TO HERTFORD EAST

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--------------------------------------|---|--|-------|
| Broxbourne Junction to Hertford East | 3½ following non-stop, 5 following stopping | 3 following non-stop, 4 following stopping | |

EA1220 STANSTED SOUTH & NORTH JUNCTIONS TO STANSTED AIRPORT

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|--|--|-----------------------------------|
| Stansted Mountfitchet to Stansted East Junction | 4 following non-stop, 4½ following Train having stopped at Stansted Mountfitchet | 2 following non-stop, 3½ following Train stopping at Stansted Mountfitchet | |
| Stansted North Junction to Stansted East Junction | | | Single line. One train In Section |
| Stansted East Junction to Tye Green Junction | 3 | 2 following non-stop, 3½ following Train stopping at Stansted Mountfitchet | |
| Tye Green Junction to Coopers Lane Junction | | | Single line. One train In Section |
| Coopers Lane Junction to Stansted Airport | 3 | 3 | |

EA1230 ROYSTON TO SHEPRETH BRANCH JUNCTION

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|-------------------------------------|------|----|-------|
| Royston to Shepreth Branch Junction | 3 | 3 | |

EA1270 KING'S LYNN JUNCTION TO MIDDLETON TOWERS

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--|------|----|-----------------------------------|
| King's Lynn Junction to Middleton Towers | | | Single line. One train In Section |

EA1280 STRATFORD CENTRAL JUNCTION TO COPPERMILL JUNCTION

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|------|----|-------------------------|
| Stratford Central Junction to Coppermill Junction | 3 | 3 | |
| Single Line between Lea Bridge to Meridian Water | \$ | \$ | \$ One train in section |

EA1290 TOTTENHAM SOUTH JUNCTION TO SOUTH TOTTENHAM EAST JUNCTION

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|------|----|-------|
| Tottenham South Junction to South Tottenham East Junction | 4 | 4 | |

EA1300 SOUTH TOTTENHAM WEST JUNCTION TO SEVEN SISTERS JUNCTION

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|-------------|-----------|-----------------------------------|
| South Tottenham West Junction to Seven Sisters Junction | | | Single line. One train In Section |

EA1310 CAMDEN ROAD WEST JUNCTION TO RICHMOND

| | FOLLOWING PASSENGER/ECS | | FOLLOWING FREIGHT |
|--|--------------------------------|-----------------------------|--------------------------|
| TIMING POINTS INCLUDED | STOPPING | NON-STOP | |
| DOWN DIRECTION (WESTBOUND) | | | |
| Camden Road Junction (exc.) to Hampstead Heath | 3 | 3 | 4 |
| Hampstead Heath to West Hampstead | 5 | 3 | 4 |
| West Hampstead to Kensal Green Junction | 4 | 2½ | 4 |
| Kensal Green Junction to Willesden Junction High Level | TCB plan as AB | TCB plan as AB ^s | TCB plan as AB |
| Willesden Junction High Level to Acton Wells Junction | TCB plan as AB | TCB plan as AB ^s | TCB plan as AB |
| Acton Wells Junction to South Acton | 3* | 3* | 3* |
| South Acton to Gunnersbury Junction | 3 | 3 | N/A |
| Gunnersbury Junction to Richmond | 2 | 2 | N/A |
| UP DIRECTION (EASTBOUND) | | | |
| Richmond to Gunnersbury Junction | 2 | 2 | N/A |
| Gunnersbury Junction to South Acton | 4 | 4 | N/A |
| South Acton to Acton Wells Junction | 4 | 4 | 3½ |
| Acton Wells Junction to Willesden Junction High Level | TCB plan as AB | TCB plan as AB ^s | TCB plan as AB |
| Willesden Junction High Level to Kensal Green Junction | TCB plan as AB | TCB plan as AB ^s | TCB plan as AB |
| Kensal Green Junction to West Hampstead | 3 | 2½ | 4 |
| West Hampstead to Hampstead Heath | 5 | 3 | 4 |
| Hampstead Heath to Camden Road Junction (exc.) | 3½ | 3½ | 4 |
| Notes | | | |
| *A stopping train cannot arrive at Acton Central until 1½ minutes after a preceding passenger train or 2 minutes after a preceding freight train has passed/departed South Acton | | | |
| ^s May be planned as SRT+1 rather than SRT+2 following non-stop passenger/ECS | | | |

EA1320 CAMDEN ROAD WEST JUNCTION TO STRATFORD PLATFORMS 1 AND 2

| TIMING POINTS INCLUDED | FOLLOWING PASSENGER/ECS | FOLLOWING FREIGHT |
|---|--------------------------------|--------------------------|
| UP DIRECTION (WESTBOUND) | | |
| Channelsea Junction to Navarino Road Junction | 3 | 4 |
| Navarino Road Junction to Camden Road East Junction (exc.) | 3 | 3 |
| Camden Road East Junction (inc.) to Camden Road Junction (inc.) | 3* | 4 |
| DOWN DIRECTION (EASTBOUND) | | |
| Camden Road Junction (inc.) to Camden Road East Junction (inc.) | 3 | 4 |
| Camden Road East Junction (exc.) to Channelsea Junction | 3 | 3½ |
| Notes | | |
| *Successive trains Westbound towards Gospel Oak must be 4 minutes apart at Camden Road Junction | | |

EA1330 SOUTH ACTON JUNCTION TO OLD & NEW KEW JUNCTIONS

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---------------------------------------|------|----|--|
| South Acton to Kew East Junction | * | * | * TCB timed as AB (one train in section) |
| Kew East Junction to New Kew Junction | * | * | * TCB timed as AB (one train in section) |
| Kew East Junction to Old Kew Junction | * | * | * TCB timed as AB (one train in section) |

EA1340 STRATFORD LEA JUNCTION TO HIGH MEADS JUNCTION

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|-------------------------------------|------|----|-------|
| Lea Junction to High Meads Junction | 4 | 4 | |

EA1350 CHANNELSEA NORTH JUNCTION TO TEMPLE MILLS EAST JUNCTION

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|------|----|-------|
| Channelsea North Junction to Temple Mills East Junction | 4 | 4 | |

EA1360 DUDDING HILL JUNCTION TO ACTON WELLS JUNCTION

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|------|----|-------|
| Dudding Hill Junction to Acton Canal Wharf Junction | AB | AB | |
| Acton Canal Wharf to Acton Wells Junction | AB | AB | |

EA1370 GOSPEL OAK JUNCTION TO BARKING TILBURY LINE JUNCTION WEST

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|------|----|-----------------------|
| Gospel Oak to Upper Holloway | 3 | 3 | |
| Upper Holloway to Harringay Park Junction | 5 | 5 | Stopping services |
| Upper Holloway to Harringay Park Junction | 4 | 4 | Non-stopping services |
| Harringay Park Junction to South Tottenham | 5 | 5 | |
| South Tottenham to Leyton Midland Road | 6 | 6 | |
| Leyton Midland Road to Woodgrange Park Junction (exclusive) | 5 | 5 | |
| Woodgrange Park Junction (inclusive) to Barking | 3 | 3 | |

EA1380 FENCHURCH STREET TO SHOEBURYNESSE

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--|------|----|--|
| Fenchurch Street to Barking | 2 | 2 | |
| Barking to Shoeburyness [^] | 3* | 3* | <p>* Trains maybe planned to arrive/depart platform 2 at Leigh-on-Sea/Laindon and the bay platforms at Southend Central with a headway of 2½ minutes.</p> <p>* When a train is planned to follow a train to/from Upminster, it may follow with a headway of 2½ minutes.</p> <p>[^] Simplified Bi-directional Signalling (SIMBIDS) is only available in the direction opposite to the normal direction of travel (known as the wrong direction) if the normal line is unavailable by reason of possession, accident, failure, obstruction or other exceptional incident.</p> |
| The following headways apply for wrong road (i.e. the direction opposite to the normal direction of travel) operation under Simplified Bi-directional Signalling (SIMBIDS) | | | |
| Pitsea to Leigh-on-Sea | | | One train in signalling section |
| Leigh-on-Sea to Southend Central | | | One train in signalling section |
| Southend Central to Shoeburyness-London End Junction | | | One train in signalling section |

EA1390 BARKING TILBURY LINE JUNCTION EAST TO PITSEA JUNCTION - VIA TILBURY

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--------------------------|--|--|--|
| Barking to Dagenham Dock | 3 | 3 | |
| Dagenham Dock to Rainham | 3 following non-stop 4 following stopping | 3 following non-stop 4 following stopping | |
| Rainham to Pitsea | 3 | 3 | For trains on Purfleet Long Siding please see entry in section 5.3 |

EA1395 RIPPLE LANE WEST JUNCTION TO BARKING RIVERSIDE

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--|------|----|-------|
| Ripple Lane West Junction to Barking Riverside | 3 | 3 | |

EA1400 GAS FACTORY JUNCTION TO BOW JUNCTION

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--------------------------------------|------|----|-----------------------------------|
| Gas Factory Junction to Bow Junction | | | Single Line. One train in Section |

EA1410 UPMINSTER TO WEST THURROCK JUNCTION

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|------|----|---|
| Upminster (excl) to Ockendon (excl) | | | Single line. Normally operated as one train in Section. If required a second train can enter the single line in the same direction as the previous train when the signal controlling entry to the single line section has cleared |
| Ockendon (excl) to West Thurrock Junction | | | Single line. Normally operated as one train in Section. If required a second train can enter the single line in the same direction as the previous train when the signal controlling entry to the single line section has cleared |

EA1420 THAMES HAVEN JUNCTION TO LONDON GATEWAY PORT / THAMES HAVEN SIDINGS

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|------|----|---|
| Thames Haven Junction to London Gateway Port LG11 Signal | | | Under Upminster IECC control from junction towards Port. LG11 Signal under LG Port Shunters Control. Maximum of three trains permitted |
| London Gateway Port LG11 Signal to Thames Haven TC (Marcroft/Petroplus) Sidings | | | Single line. One train in Section. Under control of London Gateway Port and Thames Haven (Marcroft) sidings shunters |
| London Gateway Port LG11 Signal to London Gateway Arrival Line Stop Board | | | Single line entry. One train in Section. Under control of London Gateway Port shunters |
| Thames Haven TC (Marcroft/Petroplus) Sidings to Signal UR888 | | | Single line. One train in Section. Under control of London Gateway Port and Thames Haven (Marcroft) sidings shunters release to Upminster IECC. |
| London Gateway Departure Line to Signal UR888 | | | Single line exit towards UR888 signal. One train in Section. Under control of London Gateway Port shunters release to Upminster IECC |
| UR888 signal towards UR882 signal/Thames Haven Junction | | | Under Upminster IECC control. Maximum two trains permitted |

EA1430 EAST SUFFOLK JUNCTION TO OULTON BROAD NORTH

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--|------|----|----------------------|
| East Suffolk Junction to Westerfield | 4 | 4 | |
| Westerfield to Woodbridge | | | One train in section |
| Woodbridge to Saxmundham | | | Single line |
| Saxmundham to Halesworth | | | One train in section |
| Halesworth to Beccles | | | Single line |
| Beccles to Oulton Broad North Junction | | | Single line |

EA1440 WESTERFIELD JUNCTION TO FELIXSTOWE TOWN

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|------------------------------------|------|----|-----------------------------------|
| Westerfield Junction to Derby Road | - | - | Single line. One train in Section |

EA1440 WESTERFIELD JUNCTION TO FELIXSTOWE TOWN

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|------|------|---|
| Derby Road to Derby Road Signal FW9017 | TCB* | | *TCB time as AB. Single line |
| Derby Road Signal FW9017 to Levington Signal FW9023 | TCB* | | *TCB time as AB. Single line |
| Levington Signal FW9023 to Gun Lane Junction | TCB* | | *TCB time as AB. Single line |
| Gun Lane Junction to Levington Signal FW9024 | | TCB* | *TCB time as AB. Single line |
| Levington Signal FW9024 to Derby Road Signal FW9018 | | TCB* | *TCB time as AB. Single line |
| Derby Road Signal FW9018 to Derby Road | | TCB* | *TCB time as AB. Single line |
| Gun Lane Junction to Trimley [§] | TCB* | TCB* | *TCB time as AB §Section inclusive of dwell at Trimley station in the Up direction, but exclusive of dwell at Trimley station in the Down direction. |
| Trimley [§] to Felixstowe Beach Junction | | | Single line. One train in Section §Section inclusive of dwell at Trimley station in the Down direction, but exclusive of dwell at Trimley station in the Up direction. |
| Felixstowe Beach Junction to Felixstowe Town | | | Single line. One train in Section |

EA1450 TRIMLEY TO FELIXSTOWE NORTH AND CENTRAL TERMINALS

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|------|----|-----------------------------------|
| Trimley to Felixstowe North and Central Terminals | | | Single line. One train in Section |

EA1460 FELIXSTOWE BEACH JUNCTION TO FELIXSTOWE BEACH (FOR SOUTH QUAY FREIGHTLINER TERMINAL)

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|------|----|-----------------------------------|
| Felixstowe Beach Junction to Felixstowe Creek R.S. (Felixstowe South Quay Freightliner Terminal boundary) | | | Single line. One train in Section |

EA1470 NORWICH THORPE JUNCTION TO LOWESTOFT

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--|------|----|-------|
| Norwich to Whitlingham Junction | 4 | 4 | |
| Whitlingham Junction to Brundall | AB | AB | |
| Brundall to Cantley | AB | AB | |
| Cantley to Reedham Junction | AB | AB | |
| Reedham Junction to Reedham Swing Bridge | AB | AB | |
| Reedham Swing Bridge to Somerleyton | AB | AB | |
| Somerleyton to Oulton Broad North Junction | AB | AB | |
| Oulton Broad North Junction to Lowestoft | AB | AB | |

EA1480 WHITLINGHAM JUNCTION TO CROMER

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---------------------------------|------|----|--|
| Whitlingham Junction to Wroxham | 11 | 11 | |
| Wroxham to North Walsham | 12 | | Single line. No intermediate signal in Down direction |
| North Walsham to Worstead | | 5 | Single line. Intermediate block signal headway for following moves in up direction |
| Worstead to Wroxham | | 7 | Single line. Intermediate block signal headway for following moves in up direction |
| North Walsham to Gunton | 7 | 7 | Single line. Intermediate signal |
| Gunton to Cromer | 10 | 10 | Single line. Intermediate signal |

EA1490 CROMER TO SHERINGHAM

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|------------------------|------|----|-----------------------------------|
| Cromer to Sheringham | | | Single line. One train in Section |

EA1500 BRUNDALL JUNCTION TO YARMOUTH

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---------------------------|------|----|-----------------------------------|
| Brundall Junction to Acle | | | Single line. One train in Section |
| Acle to Yarmouth | | | Single line. One train in Section |

EA1510 REEDHAM JUNCTION TO YARMOUTH

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|------------------------------|------|----|-----------------------------------|
| Reedham Junction to Yarmouth | | | Single line. One train in Section |

EA1520 SAXMUNDHAM TO SIZEWELL

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---------------------------------|------|----|-----------------------------------|
| Saxmundham Junction to Sizewell | | | Single line. One train in Section |

EA1530 COLDHAM LANE JUNCTION TO HAUGHLEY JUNCTION

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--------------------------------------|------|----|-----------------------------------|
| Coldham Lane Junction to Dullingham | | | Single line. One train in Section |
| Dullingham to Chippenham Junction | | | Single line. One train in Section |
| Chippenham Junction to Kennett | * | * | *One train in Section |
| Kennett to Bury St Edmunds | 7 | 8 | |
| Bury St Edmunds to Haughley Junction | 6 | 6 | |

EA1540 CHIPPENHAM JUNCTION TO ELY DOCK JUNCTION

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|------------------------------|------|----|--|
| Chippenham Junction to Soham | 8 | 8 | |
| Soham to Ely Dock Junction | | | Single line. One train in Section. Section includes any dwell at Soham station |

EA1550 ELY NORTH JUNCTION TO ELY WEST JUNCTION (ELY WEST CURVE)

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|------|----|-----------------------------------|
| Ely North Junction to Ely West Junction | | | Single line. One train in Section |

EA1560 ELY NORTH JUNCTION TO KINGS DYKE (INCLUSIVE)

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--|------|----|-------|
| Ely North Junction to King's Dyke | 4 | 4 | |
| Ely North Junction to Cambridge Signal CA923/924 | 4 | 4 | |
| Cambridge Signal CA923/924 to Manea | AB | AB | |
| Manea to Stonea | AB | AB | |
| Stonea to March South Signal MS934/35 | AB | AB | |
| March South Signal MS934/35 to March | AB | AB | |
| March to Three Horse Shoes | AB | AB | |
| Three Horse Shoes to Whittlesea | AB | AB | |
| Whittlesea to King's Dyke | AB | AB | |

EA1570 MARCH EAST & WEST JUNCTIONS TO WISBECH

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---|------|----|-----------------------------------|
| March East Junction to Whitemoor Junction | | | Single line. One train in Section |
| March West Junction to Whitemoor Junction | | | Single line. One train in Section |
| Whitemoor Junction to Wisbech | | | Single line. One train in Section |

EA1580 ELY NORTH JUNCTION TO TROWSE JUNCTION

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|--|------------|----------|---|
| Ely North Junction (excl) to Shippea Hill | * | * | * TCB timed as AB + 2 minutes (one train in section) |
| Shippea Hill to Lakenheath | * | * | * TCB timed as AB + 2 minutes (one train in section) |
| Lakenheath to Brandon | * | * | * TCB timed as AB + 2 minutes (one train in section) |
| Brandon to Thetford | * | * | * TCB timed as AB + 2 minutes (one train in section) |
| Thetford to Harling Road | * | * | * TCB timed as AB + 2 minutes (one train in section) |
| Harling Road to Eccles Road | * | * | * TCB timed as AB + 2 minutes (one train in section) |
| Eccles Road to Attleborough | * | * | * TCB timed as AB + 2 minutes (one train in section) |
| Attleborough to Spooner Row | * | * | * TCB timed as AB + 2 minutes (one train in section) |
| Spooner Row to Wymondham | * | * | * TCB timed as AB + 2 minutes (one train in section) |
| Wymondham to CO877/ CO878 Signal | 4 ½ 5 ½ | 4 5 ½ | Following non-stop passenger Following freight or stopping passenger |
| CO877/CO878 Signal to Trowse Junction (excl) | 6 7 | 5 6 | Following passenger Following freight |

EA1744 BOSS HALL JUNCTION TO EUROPA JUNCTION - BACON FACTORY CURVE

| TIMING POINTS INCLUDED | DOWN | UP | NOTES |
|---------------------------------------|------|----|------------------------|
| Boss Hall Junction to Europa Junction | * | * | * One train in Section |

5.2.2 General Capacity Constraints

Where single line working is to operate or trains are to be routed to run on a line other than that normally planned for them, constraints on capacity will apply – see Engineering Access Statement.

5.3 Junction Margins and Station Planning Rules

The definition for Junction Margins and Station Planning Rules is listed in Section 6.6 - 6.10 of the National TPRs.

All times shown are in minutes. Where adjustments to sectional running times are shown, the value must be added to the normal SRTs shown in B Plan. Negative adjustments are specially identified.

Minimum station allowances are the minimum practical for the particular type of stock. These are shown with exceptions being listed by line of route where applicable.

Light Engine movements to be treated as passenger trains when applying margins/allowances where there is a freight/passenger difference.

| STANDARD VALUES – MINIMUM | | |
|--|--|---|
| Adjustments to Sectional Running Times | | |
| Movements | Reason | Value |
| Terminating trains arriving on half minutes in final timing link (including those being 'called on' to attach) (with the exception of ARL & London Underground services) | Station working IT systems requirements | {½} * |
| * Exceptions to terminate on ½ minutes may be agreed between NR and the train operator (excluding CrossCountry, Greater Anglia and Freight) | | |
| Midnight Timings adjustment | We cannot publish midnight times | {-½} or {-1} at midnight TIPLOC, {½} or {1} at next TIPLOC |
| Attaching/Detaching Minimum Allowance | | |
| | | 4 or as specific TOC traincrew agreement |
| Attachment of units – for services operated by GTR | | |
| Classes 379 and 387 units | 6 | |
| Detachment of units – for services operated by GTR | | |
| Classes 379 and 387 units | 5 | |
| Connectional Allowance | | |
| | | 5 |
| Dwell Time | | |
| Multiple Units | ½ | |
| Loco Hauled | 1 | |
| Passenger to ECS with no change of direction | 1 | |
| Empty Stock to Passenger service same direction | 1 minute unless otherwise specified | |
| Passenger service to Empty Stock same direction (GTR classes 379, 387 and 700) | 4 minutes unless otherwise specified | |
| Dwell time values apply only to Class 1, 2 and 9 passenger trains | | |
| CrossCountry Class 170 Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ecs departure to depot | | |
| 1 x 170 | 5 | |
| 2 x 170 | 10 | |
| CrossCountry Class 170 Safety Check Unit (SCU) Allowances <u>which includes an attachment</u> – minimum platform standing allowance between passenger train arrival and ecs departure to depot | | |
| When the second arrival is 1 x 170 | 9 | |
| When the second arrival is 2 x 170 | 14 | |
| Generic Rolling Stock Classes | | |
| Train Class | ITPS Timing Load | TPR values |
| Class 387 | 365 timing load | Class 387 values |
| Junction Margin | | |
| Standard value | 2 | |
| Arrival followed by a conflicting departure from a station | 1 | |
| Locomotive Run-Round run-round | | |
| | | 20 |

| STANDARD VALUES – MINIMUM | |
|--|---|
| Minimum Turnarounds Turnrounds | |
| up to 4 car EMU/DMU | 4 or as specific TOC traincrew agreement |
| up to 8 car EMU/DMU | 6 or as specific TOC traincrew agreement |
| up to 12 car EMU/DMU | 7 or as specific TOC traincrew agreement |
| Class 710 x 4 car | 5 |
| Class 378 or 710 x 5 car | 6 minutes (5 minutes when forming an ECS) |
| Class 710 x 8 car | 7 |
| Class 378 or 710 x 9/10/12 car | 8 |
| GA Class 720 x 5 car | 4 |
| GA Class 720 x 10 car | 7 |
| GA Class 745 x 12 car | 7 |
| GA Class 755 x 3/4 car | 4 |
| GTR Class 379 x 4 car | 8 |
| GTR Class 379 x 8 car | 9 |
| GTR Class 379 x 12 car | 10 |
| GTR Class 387 x 4 car | 8 |
| GTR Class 387 x 8 car | 9 |
| GTR Class 387 x 12 car | 10 |
| GTR Class 700 x 8 car | 8 |
| GTR Class 700 x 12 car | 10 |
| GTR Class 365 x 12 car | 7 |
| GTR Class 365 x 8 car | 6 |
| GTR Class 365 x 4 car | 5 |
| GTR Thameslink services to/from south of London Blackfriars | 10 |
| GTR 6 car class 717 | 6 |
| Class 345 7 car | 6 |
| Class 345 9 car | 7 |
| The above minimum values may be reduced with operator consent if additional resources, such as a second driver, are provided. | |
| Reversal | |
| Reversal of light loco (light engine) | 2 |
| Reversal before/after propelling movement Setting back (where permitted) | 2 |
| Platform Re-occupation | |
| Minimum time allowed between one train departing and another arriving in the same platform at terminal stations | 3 |
| Single Line Reoccupation | |
| All allowances mentioned in the exceptions should be included in train times when approaching the listed timing point unless otherwise noted. | 3 |
| Peak services | |
| Peak is defined as services arriving at London Kings Cross, St Pancras International, London Fenchurch Street, London Liverpool Street (High Level) & Tottenham Court Road between 0700 and 0959 SX and departing London Kings Cross, St Pancras International, London Fenchurch Street, London Liverpool Street (High Level) & Tottenham Court Road between 1600 and 1859 SX. | |
| For all stations on EA1310, EA1320 and EA1370, the AM peak is defined as services calling at that station between 0700 and 0900 SX and the PM peak between 1630 and 1900 SX. | |

THE FOLLOWING INFORMATION SHOWS THE EXCEPTIONS TO THESE STANDARD VALUES

| EA1010 LIVERPOOL STREET TO SEVEN KINGS | | |
|---|--|--|
| Liverpool Street | | |
| Advertised Time changes | | |
| All arrivals between 07.00 and 09.59 (SX) to be advertised to arrive 2 minutes later than WTT time. (This does not apply to London Overground services or Norwich Class 9 services) | | |
| MTR Crossrail trains which depart from Liverpool Street between 16.00 and 18.59 (SX) are to be advertised to arrive at destination 2 minutes later than WTT. | | |
| Connectional Allowance | 15 | |
| Minimum Turnrounds | 5 | 4-car EMU/DMU turnround passenger to ECS |
| | 7 | 3 to 9-car EMU/DMU/BMU turnround passenger to passenger |
| | 9 | 10/12-car EMU/DMU turnround passenger to passenger 10-car 720 turnround 12-car 745 turnround except as below |
| | 10 | 12-car 745 turnround Norwich IC passenger to ECS |
| | 15 | 12-car 745 turnround ECS to Norwich IC passenger |
| | 20 | 12-car 745 turnround Norwich IC passenger to Norwich IC passenger |
| | 6 | 4/8-car 357 turnround |
| Platform reoccupation A platform reoccupation matrix is shown below | | |
| Splitting and coupling of trains permitted | In all platforms for class 1, 2, 3, ECS 5, 9 & 0 | |
| | Class 720 5-car EMUs are not permitted to attach to or run on top of another Class 720 5-car EMU at Liverpool Street. This is owing to the position of the track circuits and track circuit signalling restrictions. | |
| Platforming Restrictions | <p>Class 710s – the following maximum capacity applies: Platforms: 1, 2, 7 & 8 - 8 car units in length Platforms: 17 & 18 - 4 car units in length</p> <p>Platforms 1, 2, 7 & 8: An 8 car Class 710 cannot be accommodated in the platform with any other 4 car unit in any order.</p> <p>Platforms 17 & 18: A 4 car Class 710 cannot be accommodated in the platform with any other unit of any length or class.</p> | |

Liverpool Street Platform Reoccupation Matrix**Notes for the Platform Reoccupation Matrix**

* = Trains can only access the Down Suburban Line from Platform 10 if both Platforms 9 and 10 are not occupied by more than 8 cars.

P = Parallel/Non Conflicting.

T = Minimum turnround time values apply.

0 = Minimum of 0 minutes to be allowed between 1st move and 2nd move.

0-1 = Where possible a minimum of 1 minute to be allowed between 1st move and 2nd move (0 minutes can be used if the arrival is formed of 8 cars or less and is not arriving into an occupied platform).

2 = Minimum of 2 minutes to be allowed between 1st move and 2nd move.

3 = Minimum of 3 minutes to be allowed between 1st move and 2nd move.

4 = Minimum of 4 minutes to be allowed between 1st move and 2nd move.

c = Value of 5 minutes to apply if 2nd move is a passenger service.

x = Only a parallel move if there are not more than two moves taking place at one time between Platforms 5-10 (Arr+Dep).

The Line codes shown below also appear in Section 2.1 of this document.

ML1 = Down ML trains running via 2008/2009 points.

ML2 = Down ML trains running via 2014/2015 points.

S1 = Up S trains running via 2014/2015 points.

S2 = Up S trains running via 2008/2009 points.

| 1st Move | 2nd Move >>> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|--------------|-----|-----|-----|-----|------|------|-----|------|------|-----|------|------|-----|------|------|-----|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|
| | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | | |
| | 1 S | 2 S | 3 S | 4 S | 5 S | 5 S2 | 5 ML | 6 S | 6 S2 | 6 ML | 7 S | 7 S2 | 7 ML | 8 S | 8 S2 | 8 ML | 9 S | 9 S2 | 9 ML | 10 S | 10 ML | 11 ML | 12 ML | 13 ML | 13 EL | 14 ML | 14 EL | 15 EL | 16 EL | 17 EL | |
| | | | | | S1 | | | S1 | | | S1 | | | S1 | | | S1 | | | | | | | | | | | | | | |
| Arr 1 S | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | P | P | P | P | P | P | P | P | P | P | |
| Arr 2 S | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | P | P | P | P | P | P | P | P | P | P | |
| Arr 3 S | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | P | P | P | P | P | P | P | P | P | P | |
| Arr 4 S | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | P | P | P | P | P | P | P | P | P | P | |
| Arr 5 S / S1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | P | P | P | P | P | P | P | P | |
| Arr 5 S2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | Px | 2 | 2 | Px | 2 | 2 | Px | 2 | 2 | Px | 2 | Px | P | P | P | P | P | P | P | P | P | |
| Arr 5 ML | P | P | P | P | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | P | P | P | |
| Arr 6 S / S1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | P | P | P | P | P | P | P | P | |
| Arr 6 S2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | Px | 2 | 2 | Px | 2 | 2 | Px | 2 | Px | P | P | P | P | P | P | P | P | P | |
| Arr 6 ML | P | P | P | P | 2 | Px | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | P | P | P | |
| Arr 7 S / S1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | P | P | P | P | P | P | P | P | |
| Arr 7 S2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | Px | 2 | 2 | Px | 2 | Px | P | P | P | P | P | P | P | P | P | |
| Arr 7 ML | P | P | P | P | 2 | Px | 2 | 2 | Px | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | P | P | P | P | |
| Arr 8 S / S1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | P | P | P | P | P | P | P | P | |
| Arr 8 S2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | Px | P | P | P | P | P | P | P | P | |
| Arr 8 ML | P | P | P | P | 2 | Px | 2 | 2 | Px | 2 | 2 | Px | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | P | P | P | |
| Arr 9 S / S1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | P | P | P | P | P | P | P | P | |
| Arr 9 S2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | Px | P | P | P | P | P | P | P | P | |
| Arr 9 ML | P | P | P | P | 2 | Px | 2 | 2 | Px | 2 | 2 | Px | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | P | P | P | P | |
| Arr 10 S | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | P | P | P | P | P | P | P | P | |
| Arr 10 ML | P | P | P | P | 2 | Px | 2 | 2 | Px | 2 | 2 | Px | 2 | 2 | Px | 2 | 2 | Px | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | P | P | P | |
| Arr 11 ML | P | P | P | P | P | P | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | 2 | 2 | 2 | 2 | P | 2 | P | P | P | P | |
| Arr 12 ML | P | P | P | P | P | P | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | 2 | 2 | 2 | 2 | P | 2 | P | P | P | P | |
| Arr 13 ML | P | P | P | P | P | P | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | P | |
| Arr 13 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| Arr 14 ML | P | P | P | P | P | P | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | P |
| Arr 14 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 2 | 2 | 2 | 2 | 2 | 2 | |
| Arr 15 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 2 | P | 2 | 2 | 2 | 2 | |
| Arr 16 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 2 | P | 2 | 2 | 2 | 2 | |
| Arr 17 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 2 | P | 2 | 2 | 2 | 2 | |

| 1 st Move | 2nd Move >>> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|--------------|-----|-----|-----|-----|------|------|-----|------|------|-----|------|------|-----|------|------|-----|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | Arr | |
| | 1 S | 2 S | 3 S | 4 S | 5 S | 5 S2 | 5 ML | 6 S | 6 S2 | 6 ML | 7 S | 7 S2 | 7 ML | 8 S | 8 S2 | 8 ML | 9 S | 9 S2 | 9 ML | 10 S | 10 ML | 11 ML | 12 ML | 13 ML | 13 EL | 14 ML | 14 EL | 15 EL | 16 EL | 17 EL |
| | | | | | S1 | | | S1 | | | S1 | | | S1 | | | S1 | | | | | | | | | | | | | |
| Dep 1 S | 3 | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P |
| Dep 2 S | 3 | 3 | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P |
| Dep 3 S | 3 | 3 | 3 | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P |
| Dep 4 S | 3 | 3 | 3 | 3 | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P |
| Dep 5 S | 3 | 3 | 3 | 3 | 3 | 3 | 4 | Px | 3 | Px | Px | 3 | Px | Px | 3 | Px | Px | 3 | Px | Px | Px | P | P | P | P | P | P | P | P | P |
| Dep 5 ML / ML1 | P | P | P | P | 3 | 3 | 4 | 3 | 3 | Px | 3 | 3 | Px | 3 | 3 | Px | 3 | 3 | Px | 3 | Px | P | P | P | P | P | P | P | P | P |
| Dep 5 ML2 | P | P | P | P | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 4 | P | P | P | P | P | P | P | P | P |
| Dep 6 S | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | Px | 3 | Px | Px | 3 | Px | Px | 3 | Px | Px | Px | P | P | P | P | P | P | P | P | P |
| Dep 6 ML / ML1 | P | P | P | P | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | Px | 3 | 3 | Px | 3 | 3 | Px | 3 | Px | P | P | P | P | P | P | P | P | P |
| Dep 6 ML2 | P | P | P | P | 3 | Px | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 4 | P | P | P | P | P | P | P | P | P |
| Dep 7 S | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | Px | 3 | Px | Px | 3 | Px | Px | Px | P | P | P | P | P | P | P | P | P |
| Dep 7 ML / ML1 | P | P | P | P | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | Px | 3 | 3 | Px | 3 | Px | P | P | P | P | P | P | P | P | P |
| Dep 7 ML2 | P | P | P | P | 3 | Px | 4 | 3 | Px | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 4 | P | P | P | P | P | P | P | P | P |
| Dep 8 S | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | Px | Px | P | P | P | P | P | P | P | P | P |
| Dep 8 ML1 | P | P | P | P | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | Px | P | P | P | P | P | P | P | P | P |
| Dep 8 ML / ML2 | P | P | P | P | 3 | Px | 4 | 3 | Px | 4 | 3 | Px | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 4 | P | P | P | P | P | P | P | P | P |
| Dep 9 S | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | Px | Px | P | P | P | P | P | P | P | P | P |
| Dep 9 ML1 | P | P | P | P | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | Px | P | P | P | P | P | P | P | P | P |
| Dep 9 ML / ML2 | P | P | P | P | 3 | Px | 4 | 3 | Px | 4 | 3 | Px | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 4 | P | P | P | P | P | P | P | P | P |
| Dep 10 S* | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 4 | P | P | P | P | P | P | P | P | P |
| Dep 10 ML | P | P | P | P | 3 | Px | 4 | 3 | Px | 4 | 3 | Px | 4 | 3 | Px | 4 | 3 | Px | 4 | 3 | 4 | P | P | P | P | P | P | P | P | P |
| Dep 11 ML | P | P | P | P | P | P | 4 | P | P | 4 | P | P | 4 | P | P | 4 | P | P | 4 | P | 4 | 3 | P | P | P | P | P | P | P | P |
| Dep 12 ML | P | P | P | P | P | P | 4 | P | P | 4 | P | P | 4 | P | P | 4 | P | P | 4 | P | 4 | 3 | 3 | P | P | P | P | P | P | P |
| Dep 13 ML | P | P | P | P | P | P | 4 | P | P | 4 | P | P | 4 | P | P | 4 | P | P | 4 | P | 4 | 3 | 3 | 3 | 3 | P | P | P | P | P |
| Dep 13 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 3 | 3 | 3 | 3 | 3 | P | P | P |
| Dep 14 ML | P | P | P | P | P | P | 4 | P | P | 4 | P | P | 4 | P | P | 4 | P | P | 4 | P | 4 | 3 | 3 | 3 | 3 | 3 | 3 | P | P | P |
| Dep 14 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 3 | 3 | 3 | 3 | P | P | P |
| Dep 15 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 3 | P | 3 | 3 | 3 | P |
| Dep 16 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 3 | P | 3 | 3 | 3 | 3 |
| Dep 17 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 3 | P | 3 | 3 | 3 | 3 |

| 1 st Move | 2nd Move >>> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|--------------|-----|-----|-----|-----|------|-----|-----|------|-----|-----|------|-----|-----|-----|------|-----|-----|------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | |
| | 1 S | 2 S | 3 S | 4 S | 5 S | 5 ML | 5 | 6 S | 6 ML | 6 | 7 S | 7 ML | 7 | 8 S | 8 | 8 ML | 9 S | 9 | 9 ML | 10S | 10 ML | 11 ML | 12 ML | 13 ML | 13 EL | 14 ML | 14 EL | 15 EL | 16 EL | 17 EL |
| | | | | | | ML1 | ML2 | | ML1 | ML2 | | ML1 | ML2 | | ML1 | ML2 | | ML1 | ML2 | * | | | | | | | | | | |
| Arr 1 S | T | 0-1 | 0-1 | 0-1 | 0-1 | P | P | 0-1 | P | P | 0-1 | P | P | 0-1 | P | P | 0-1 | P | P | 0-1 | P | P | P | P | P | P | P | P | P | P |
| Arr 2 S | P | T | 0-1 | 0-1 | 0-1 | P | P | 0-1 | P | P | 0-1 | P | P | 0-1 | P | P | 0-1 | P | P | 0-1 | P | P | P | P | P | P | P | P | P | P |
| Arr 3 S | P | P | T | 0-1 | 0-1 | P | P | 0-1 | P | P | 0-1 | P | P | 0-1 | P | P | 0-1 | P | P | 0-1 | P | P | P | P | P | P | P | P | P | P |
| Arr 4 S | P | P | P | T | 0-1 | P | P | 0-1 | P | P | 0-1 | P | P | 0-1 | P | P | 0-1 | P | P | 0-1 | P | P | P | P | P | P | P | P | P | P |
| Arr 5 S / S1 | P | P | P | P | T | T | T | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | P | P | P | P | P | P | P | P |
| Arr 5 S2 | P | P | P | P | T | T | T | 0-1 | 0-1 | Px | 0-1 | 0-1 | Px | 0-1 | 0-1 | Px | 0-1 | 0-1 | Px | 0-1 | Px | P | P | P | P | P | P | P | P | P |
| Arr 5 ML | P | P | P | P | T | T | T | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0 | 0 | 0 | P | 0 | P | P | P | P |
| Arr 6 S / S1 | P | P | P | P | Px | 0-1 | 0-1 | T | T | T | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | P | P | P | P | P | P | P | P | P |
| Arr 6 S2 | P | P | P | P | 0-1 | 0-1 | 0-1 | T | T | T | 0-1 | 0-1 | Px | 0-1 | 0-1 | Px | 0-1 | 0-1 | Px | 0-1 | Px | P | P | P | P | P | P | P | P | P |
| Arr 6 ML | P | P | P | P | Px | Px | 0-1 | T | T | T | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0 | 0 | 0 | P | 0 | P | P | P | P |
| Arr 7 S / S1 | P | P | P | P | Px | 0-1 | 0-1 | Px | 0-1 | 0-1 | T | T | T | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | P | P | P | P | P | P | P | P | P |
| Arr 7 S2 | P | P | P | P | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | T | T | T | 0-1 | 0-1 | Px | 0-1 | 0-1 | Px | 0-1 | Px | P | P | P | P | P | P | P | P | P |
| Arr 7 ML | P | P | P | P | Px | Px | 0-1 | Px | Px | 0-1 | T | T | T | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0 | 0 | 0 | P | 0 | P | P | P | P |
| Arr 8 S / S1 | P | P | P | P | Px | 0-1 | 0-1 | Px | 0-1 | 0-1 | Px | 0-1 | 0-1 | T | T | T | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | P | P | P | P | P | P | P | P | P |
| Arr 8 S2 | P | P | P | P | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | T | T | T | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | Px | P | P | P | P | P | P | P | P |
| Arr 8 ML | P | P | P | P | Px | Px | 0-1 | Px | Px | 0-1 | Px | Px | 0-1 | T | T | T | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0 | 0 | 0 | P | 0 | P | P | P | P |
| Arr 9 S / S1 | P | P | P | P | Px | 0-1 | 0-1 | Px | 0-1 | 0-1 | Px | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | T | T | T | 0-1 | 0-1 | P | P | P | P | P | P | P | P | P |
| Arr 9 S2 | P | P | P | P | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | T | T | T | 0-1 | Px | P | P | P | P | P | P | P | P | P |
| Arr 9 ML | P | P | P | P | Px | Px | 0-1 | Px | Px | 0-1 | Px | Px | 0-1 | 0-1 | 0-1 | 0-1 | T | T | T | 0-1 | 0-1 | 0 | 0 | 0 | P | 0 | P | P | P | P |
| Arr 10 S | P | P | P | P | Px | 0-1 | 0-1 | Px | 0-1 | 0-1 | Px | 0-1 | 0-1 | Px | 0-1 | 0-1 | Px | 0-1 | 0-1 | T | T | P | P | P | P | P | P | P | P | P |
| Arr 10 ML | P | P | P | P | Px | Px | 0-1 | Px | Px | 0-1 | Px | Px | 0-1 | Px | Px | 0-1 | Px | Px | 0-1 | T | T | 0 | 0 | 0 | P | 0 | P | P | P | P |
| Arr 11 ML | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | T | 0-1 | 0-1 | P | 0-1 | P | P | P | P |
| Arr 12 ML | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | T | 0-1 | P | 0-1 | P | P | P | P |
| Arr 13 ML | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | T | T | 0-1 | P | P | P | P |
| Arr 13 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | T | T | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 | 0-1 |
| Arr 14 ML | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 0-1 | T | T | P | P | P |
| Arr 14 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | T | T | 0-1 | 0-1 | 0-1 | 0-1 |
| Arr 15 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | T | 0-1 | 0-1 | 0-1 |
| Arr 16 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | T | T | 0-1 |
| Arr 17 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 0-1 | T | T |

| 1 st Move | 2nd Move >>> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|--------------|-----|-----|-----|-----|------|-----|-----|------|-----|-----|------|-----|-----|-----|------|-----|-----|------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | Dep | |
| | 1 S | 2 S | 3 S | 4 S | 5 S | 5 ML | 5 | 6 S | 6 ML | 6 | 7 S | 7 ML | 7 | 8 S | 8 | 8 ML | 9 S | 9 | 9 ML | 10S | 10 ML | 11 ML | 12 ML | 13 ML | 13 EL | 14 ML | 14 EL | 15 EL | 16 EL | 17 EL |
| | | | | | | ML1 | ML2 | | ML1 | ML2 | | ML1 | ML2 | | ML1 | ML2 | | ML1 | ML2 | * | | | | | | | | | | |
| Dep 1 S | 2c | 2 | 2 | 2 | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | P | P | P | P | P | P | P | P | P |
| Dep 2 S | 2 | 2c | 2 | 2 | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | P | P | P | P | P | P | P | P | P |
| Dep 3 S | 2 | 2 | 2c | 2 | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | P | P | P | P | P | P | P | P | P |
| Dep 4 S | 2 | 2 | 2 | 2c | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | P | 2 | P | P | P | P | P | P | P | P | P | P |
| Dep 5 S | 2 | 2 | 2 | 2 | 2c | 2c | 2c | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | P | P | P | P | P | P | P | P | P | P |
| Dep 5 ML / ML1 | P | P | P | P | 2c | 2c | 2c | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | P | P | P | P |
| Dep 5 ML2 | P | P | P | P | 2c | 2c | 2c | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | P | P | P | P |
| Dep 6 S | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2c | 2c | 2c | 2 | 2 | Px | 2 | 2 | Px | 2 | 2 | Px | 2 | Px | P | P | P | P | P | P | P | P | P |
| Dep 6 ML / ML1 | P | P | P | P | 2 | 2 | 2 | 2c | 2c | 2c | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | P | P | P | P |
| Dep 6 ML2 | P | P | P | P | Px | 2 | 2 | 2c | 2c | 2c | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | P | P | P | P |
| Dep 7 S | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2c | 2c | 2c | 2 | 2 | Px | 2 | 2 | Px | 2 | Px | P | P | P | P | P | P | P | P | P |
| Dep 7 ML / ML1 | P | P | P | P | 2 | 2 | 2 | 2 | 2 | 2 | 2c | 2c | 2c | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | P | P | P | P |
| Dep 7 ML2 | P | P | P | P | Px | 2 | 2 | Px | 2 | 2 | 2c | 2c | 2c | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | P | P | P | P |
| Dep 8 S | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2c | 2c | 2c | 2 | 2 | 2 | 2 | Px | P | P | P | P | P | P | P | P | P |
| Dep 8 ML1 | P | P | P | P | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2c | 2c | 2c | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | P | P | P | P |
| Dep 8 ML / ML2 | P | P | P | P | Px | 2 | 2 | Px | 2 | 2 | Px | 2 | 2 | 2c | 2c | 2c | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | P | 2 | P | P | P | P |
| Dep 9 S | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2c | 2c | 2c | 2 | Px | P | P | P | P | P | P | P | P | P |
| Dep 9 ML1 | P | P | P | P | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2c | 2c | 2c | 2 | 2 | 2 | 2 | 2 | P | 2 | P | P | P | P |
| Dep 9 ML / ML2 | P | P | P | P | Px | 2 | 2 | Px | 2 | 2 | Px | 2 | 2 | 2 | 2 | 2 | 2c | 2c | 2c | 2 | 2 | 2 | 2 | 2 | P | 2 | P | P | P | P |
| Dep 10 S* | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2c | 2c | P | P | P | P | P | P | P | P | P | P |
| Dep 10 ML | P | P | P | P | Px | 2 | 2 | Px | 2 | 2 | Px | 2 | 2 | Px | 2 | 2 | Px | 2 | 2 | 2c | 2c | 2 | 2 | 2 | P | 2 | P | P | P | P |
| Dep 11 ML | P | P | P | P | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2c | 2 | 2 | P | 2 | P | P | P | P |
| Dep 12 ML | P | P | P | P | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | 2c | 2 | P | 2 | P | P | P | P |
| Dep 13 ML | P | P | P | P | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | 2 | 2c | 2c | 2 | P | P | P | P |
| Dep 13 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 2c | 2c | 2 | 2 | 2 | 2 | 2 | 2 |
| Dep 14 ML | P | P | P | P | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | P | 2 | 2 | 2 | 2 | 2 | 2c | 2c | P | P | P |
| Dep 14 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 2 | 2c | 2c | 2 | 2 | 2 | 2 |
| Dep 15 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 2 | P | 2 | 2c | 2 | 2 | 2 |
| Dep 16 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 2 | P | 2 | 2 | 2 | 2c | 2 |
| Dep 17 EL | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 2 | P | 2 | 2 | 2 | 2 | 2c |

| Bethnal Green | | |
|---|---|----------------------------|
| Adjustments to sectional running times | | |
| Movement | Reason | Value |
| All down trains from 1600 to 1859 Mondays to Fridays running ML and approaching from Liverpool Street | Platform departure performance recovery allowance | {1} |
| Approaching Up direction moves from Temple Mills line | Via slow speed crossover | {1} Loco hauled {½} EMU |
| Junction Margins | | Margin |
| First Movement | Second Movement | |
| Up train travelling towards Liverpool Street | Down Train travelling towards Stratford | 2½ |
| Down train travelling towards Stratford | Up train travelling towards Liverpool Street | 1 |

| Bow Junction | | |
|--|--------------------------|----------------------------|
| Adjustments to sectional running times | | |
| Movement | Reason | Value |
| Approaching Down direction moves towards BL, DX1, DX3, DX4 or UBL | Via slow speed crossover | {1} Loco hauled {½} EMU |
| Restriction | | |
| For ARS regulating purposes in the Up direction on Temple Mills lines ARR and DEP times with activities A and * to be used and not pathing time. | | |

| Bow Yard | | |
|--|---|--------|
| Note; Only one train can be planned into Bow East Yard at any one time. Bow West can accommodate one train in the Plasmor terminal and one train in the Aggregates terminal but both terminals share the reception/run-round roads. Any train in the Aggregates terminal will block the reception/run-round roads. | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Freight train arrives in Bow West for Plasmor terminal | Freight train arrives in Bow West for Aggregates terminal | 25 |
| Terminal Length | | |
| Bow Depot Reception Loop Length | 42 SLUs | |

| Stratford | | |
|--|--|--------|
| Connectional Allowance | | |
| | 7 | |
| Junction Margins for Stratford Central Junction | | |
| Movements and Conflicting Moves | | Margin |
| Passenger Following Passenger | | 2 |
| Passenger Following Freight | Standard (exceptions below) | 3 |
| Up Freight Pass Platform 10 to Hackney Wick | Down Passenger Arrive Platform 10 | 3½ |
| Freight following Freight | Standard (exceptions below) | 4 |
| Up Freight Pass Platform 10A to Hackney Wick | Down Freight Pass Platform 10A from Hackney Wick | 4 |
| Freight Following Passenger | Standard (exceptions below) | 3 |
| Down Passenger Depart Platform 10 | Up Freight Pass Platform 10 to Hackney Wick | 2½ |
| Up Passenger Pass from Orient Way | Up Freight Pass Platform 10 to Hackney Wick | 1½ |

| Stratford | | |
|---|--|--------|
| Up Passenger Pass from Orient Way | Down Freight Pass Platform 10A from Hackney Wick | 3½ |
| Down Passenger Pass to Orient Way | Down Freight Pass Platform 10A from Hackney Wick | 2½ |
| Down Passenger Pass to Orient Way | Up Freight Pass Platform 10 to Hackney Wick | 1 |
| Up Passenger Depart Platform 10A to Liverpool Street | Down Freight Pass Platform 10A from Hackney Wick | 3 |
| Platform Reoccupation | | |
| First Movement | Second Movement | Margin |
| Platform 11 | | |
| Trains towards Liverpool Street | Trains towards Temple Mills East Jn | 3 |
| Platform 12 | | |
| Trains towards Liverpool Street | Trains towards Temple Mills East Jn, applicable to trains from Liverpool Street | 6 |
| Adjustments to sectional running times | | |
| Movement | Reason | Value |
| For freight from Woodgrange Park via UEL and Maryland East Crossovers into P10 | Acceleration allowance after crossing from slow speed branch line, approach control at L330, and slow speed crossover at Maryland East | {2} |
| For freight from Woodgrange Park via UML from Forest Gate Junction Crossovers into P10 | Acceleration allowance after crossing from slow speed branch line | {1½} |
| For freight from Woodgrange Park via UEL and Maryland East Crossovers into P10a | Acceleration allowance after crossing from slow speed branch line and slow speed crossovers at Maryland into P10a | {3} |
| For freight from Woodgrange Park via UML from Forest Gate Junction Crossovers into P10a | Acceleration allowance after crossing from slow speed branch line and slow speed crossovers at Maryland into P10a | {2½} |
| For freight from Ilford UML crossing over at Maryland East Crossovers into P10a | Slow speed crossovers at Maryland into P10a | {2} |
| For freight from Ilford UML crossing to DML at Forest Gate Junction Crossovers running through P10a | Slow speed crossover at Maryland into P10a | {1½} |
| For freight from Ilford UEL via Maryland East Crossovers into P10 | Slow speed crossover at Maryland East | {1} |
| For freight from Ilford UEL crossing at Forest Gate Junction and running UML into P10 | Acceleration allowance | {½} |
| For freight from Ilford running UEL to Maryland East Crossovers and then into P10a | Slow speed crossovers at Maryland into P10a | {2} |
| For freight from Ilford UEL crossing at Forest Gate Junction to UML and through P10a | Allowance after crossing at Forest Gate Junction from slower speed line and slow speed crossovers at Maryland into P10 | {2½} |
| For freight from Ilford UEL crossing at Forest Gate Junction to DML and through P10a | Slow speed crossovers at Maryland into P10a | {2} |
| Dwell Time | 4 1 Peak time only 1 MTR Elizabeth line services 1 Class 745/755 operated services | |

| Stratford | | |
|--|---|------------------|
| Standage Lengths | | |
| Platform 10A | Length of clear of 2151 points | 39 SLUs / 254m |
| Stratford Signal L295 (Angel Lane Loop) | Length clear of 2151 points (includes Platform 10A) | 83 SLUs / 537m |
| Stratford Signal L295 (Angel Lane Loop) | Length clear of Carpenter's Road North Junction, 645 points (includes Platform 10A). Please note a train extending past 2151 points, towards Carpenter's Road North Junction, will prevent movements to/from Stratford Platforms 11 & 12 at the London end and on or off the Temple Mills Lines at Stratford. Trains may still access Stratford Platforms 11 & 12 to/from Temple Mills East Junction. | 171 SLUs / 1100m |
| Stratford Signal L295 (Angel Lane Loop) | Length clear of Platform 10A A first train can be held at Stratford Signal L295 whilst a second train can be held in Platform 10A providing the first train is no longer than 149m. | 23 SLUs / 149m |
| Stratford Platforms 1 and 2 | | |
| See entry under route EA1320 Camden Road West Junction to Stratford Platform 1 and 2 | | |

| Forest Gate Station | | |
|--|----------------------|--------------|
| Adjustments to sectional running times | | |
| Movement | Reason | Value |
| For freight from Ilford crossing from UML to DML at Forest Gate Junction | Slow speed crossover | {½} |
| For freight from Ilford avoiding line | Slow speed crossover | {½} |

| Forest Gate Junction | | |
|---|--------------------------|---------------|
| Adjustments to sectional running times | | |
| Movement | Reason | Value |
| Trains crossing from down ML to down EL | Via slow speed crossover | {½} |
| Junction Margins | | |
| Movement | | Margin |
| Fouling Moves; | | |
| Passenger following Passenger | | 2 |
| Passenger following Freight | | 3 |
| Freight following Freight | | 3 |
| Freight following Passenger | | 2 |

| | | |
|---|--------------------------------|--------|
| Ilford | | |
| | | |
| Connectional Allowance | 2 | |
| | | |
| Dwell Time | 1* MTR Elizabeth line services | |
| * May be reduced to ½ minute by agreement with the operator | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Freight pass Ilford from Down Passenger Avoiding line | Arrive Ilford Platform 4 | 3 |
| Freight pass Ilford from Down Passenger Avoiding line | Pass Ilford Platform 4 | 4 |

| | | |
|---|--|----------------------------|
| Iflord Depot London End Junction | | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Down train crossing from Main Line to Electric | Faster speed due to not entering Depot | {-½} |
| Up train crossing from Electric Line to Main Line not departing Depot | Faster speed due to not exiting Depot | {-½} approaching Iflord |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down Train Passing Iflord on Electric Lines | Up Train Passing on Electric Lines from Depot | 4 |
| Down Train Departing Iflord on Electric Lines | Up Train Passing on Electric Lines from Depot* | 4½* |
| Up Train Passing on Electric Lines from Depot | Down Train Passing Iflord on Electric Lines | 2 |
| Up Train Passing on Electric Lines from Depot | Down Train Departing Iflord on Electric Lines | 1½ |
| * Margin may be reduced to 4 minutes if the next train following on the Up Electric Line from Seven Kings has {½} approaching its next timing point | | |

| | | |
|---|---|---------------|
| Seven Kings | | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Down train stopping at Seven Kings crossing from the down Electric Line to platform 3 | Approach control prior to slow speed crossover | {1} |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down EL train arrive at Seven Kings | Up train pass/depart Seven Kings towards Iflord EMUD | 1 |
| Down train pass/depart Seven Kings Platform 3 towards Down ML | Up train arrive Seven Kings Platform 3 | 3 |
| Down train pass/depart Seven Kings Platform 3 towards Down ML | Up passenger train which passes Seven Kings Platform 3 pass/arrive Iflord | 4½ |
| Down train pass/depart Seven Kings Platform 3 towards Down ML | Up freight train which passes Seven Kings Platform 3 pass/arrive Iflord | 5 |
| Up train depart Seven Kings Platform 3 | Down train pass/arrive Seven Kings Platform 3 | 3 |
| Up passenger train which has passed Seven Kings Platform 3 pass/arrive Iflord | Down train pass/arrive Seven Kings Platform 3 | 1½ |
| Up freight train which has passed Seven Kings Platform 3 pass/arrive Iflord | Down train pass/arrive Seven Kings Platform 3 | 1 |

Seven Kings

| | | |
|--|---|---|
| Up train pass/depart Seven Kings towards Ilford EMUD | Down train arrive Seven Kings Platform 4 | 4 |
| Up train pass/depart Seven Kings towards Ilford EMUD | Down train pass/depart Ilford routed towards Seven Kings Platform 4 (not stopping at or timed at Seven Kings) | 2 |

EA1011 SEVEN KINGS TO IPSWICH**Romford**

Dwell Time 1* MTR Elizabeth line services

* May be reduced to ½ minute by agreement with the operator

Gidea Park

Connectional Allowance 2

Gidea Park Stabling Lines & Gidea Park Shunt Spur**Restrictions**

Simultaneous arrivals at ~~into~~ the Stabling Lines are not possible. This includes both the Stabling Lines and Shunt Spur, e.g. if one arrival is at the London End and one arrival is at ~~into~~ the Shunt Spur at the Country End. This is due to the signal overlaps on the Stabling Lines extending into the Shunt Spur at the Country End and overrun spur at the London End. Similarly, a simultaneous departure from the Shunt Spur and arrival at ~~into~~ the Stabling Lines is not possible.

Overlap Restrictions

| First Movement | Second Movement | Margin |
|--|--|--------|
| Arrival at into Gidea Park Stabling Lines from Gidea Park | Departure from Gidea Park Shunt Spur | 2 |
| Departure from Gidea Park Shunt Spur | Pass/Depart Gidea Park station towards Gidea Park Stabling Lines | 2 |

Shenfield**Adjustments to Sectional Running Times**

| Movement | Reason | Value |
|---|--------------------------|---|
| Approaching Passenger/ECS Up direction moves for non-stop trains from Chelmsford direction crossing to EL | Via slow speed crossover | {1} |
| Passenger/ECS Down direction moves for non-stop trains towards Chelmsford crossing from EL at Shenfield | Via slow speed crossover | {1} approaching next timing location |

Adjustments to Sectional Running Times

For Down direction moves for non-stop trains towards Chelmsford crossing from EL at Shenfield the below allowances are to be applied at the next timing location

| Timing Load | Reason | Allowance |
|---------------------------------|--------------------|-----------|
| Class 6 under 600t | Speed Differential | {1} |
| Class 6 600t to 1600t inclusive | Speed Differential | {1½} |
| Class 6 over 1600t | Speed Differential | {2} |

| Shenfield | | |
|---|--|-----------|
| Class 4 under 600t | Speed Differential | {1} |
| Class 4 600t to 799t inclusive | Speed Differential | {1½} |
| Class 4 800t to 1000t inclusive | Speed Differential | {2} |
| Class 4 over 1000t | Speed Differential | {2½} |
| Adjustments to Sectional Running Times | | |
| Approaching Up direction moves for non-stop trains from Chelmsford direction crossing to EL or Up Passenger Loop at Shenfield | | |
| Movement | Reason | Allowance |
| Up Freight Trains | Speed differential | {1½} |
| Connectional Allowance | | 3 |
| Dwell Time | | |
| | <div> <div>+</div> <div>1 Peak time only</div> <div>1 Class 745/755 operated services</div> </div> | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrival | Conflicting departure | 1 |
| Passenger passing move | Conflicting departure | 1 |
| Freight passing move | Conflicting departure | 2 |
| Up departure to EL | Conflicting passenger arrival from EL | 3 |
| Up departure to EL | Conflicting freight pass from EL | 4 |
| Overlap Restrictions | | |
| First Movement | Second Movement | Margin |
| Up departure from platform 1 to ML or EL | Up arrival into platform 2 | 2 |
| Up arrival into platform 2 | Up departure from platform 1 to ML or EL | 1 |

| Chelmsford | | |
|---|--|--|
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Down direction non-stop moves to Chelmsford Down Loop | Slow speed crossover into loop | {1} |
| Up direction non-stop moves from Chelmsford Reception or Chelmsford Down Loop | Slow speed exit from loop | {1} approaching next timing point |
| Up direction passenger trains from Chelmsford platform 2 | Speed differential | {½} approaching next timing point |
| Note that these allowances must be added to any other adjustment allowances required in this section, e.g. for crossing movements at Shenfield. | | |
| Connectional Allowance | | 3 |
| Dwell Time | | 1 |
| | 2 AM peak: ECS to passenger train starting from Platform 2 | |
| Splitting and Coupling of trains permitted | | Detaching of trains is permitted in platforms 1, 2 and Down Passenger Loop for ECS only. Attaching is not permitted. |

| | | |
|---|--|--------------------------------------|
| Witham | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Approaching Up direction moves to Platform 1 not timed at Passenger Loop | Via slow speed crossover | {1} |
| Approaching Down Direction moves to Platforms 1 & 4 | Via slow speed crossovers | {½} |
| Up passenger trains departing Platforms 1, 3 & 4 (not required for freight trains which include this allowance in the SRT) | Via slow speed crossover | {½} approaching next timing point |
| | | |
| Connectional Allowance | 2 | |
| | | |
| Dwell Time | 4 1 Peak time only 1 Class 745/755 operated services 2 12-car Class 321 services to Braintree | |
| | | |
| Converging Margins | | |
| First Movement | Second Movement | Margin |
| Up passenger/ECS train pass Platform 2 | Up train depart Platform 1, 3 or 4 | 2 |
| Up passenger/ECS train depart Platform 2 | Up freight train depart Platform 1 | 2 |
| | | |
| Splitting and Coupling of trains permitted | Attaching and Detaching permitted in platforms 1 and 4 only for class 1, 2, 3 ECS, 5 ECS, 9 and 0 | |
| | | |
| Routing of trains passing through or stopping in Platform 1 | | |
| The preferred routing for trains using Platform 1 is via the Up Loop where possible to reduce delay to following services by clearing the Main Line earlier | | |

| | | | |
|---|--|-----------------------------------|------------------------------------|
| Marks Tey | | | |
| Adjustments to Sectional Running Times | | | |
| Movement | Timing Load | Reason | Allowance |
| Pass to Marks Tey Yard | Freight | Deceleration for slow speed entry | {1½} |
| Pass from Marks Tey Up Loop or Yard | Class 4 up to 800t/TR50 | Speed differential | {1½} approaching next timing point |
| | Class 4 1000t/TR60 | Speed differential | {1} approaching next timing point |
| | Class 4 1200t/TR70 and above | Speed differential | {½} approaching next timing point |
| | Class 6 1600t/TR85 | Speed differential | {½} approaching next timing point |
| | Class 6 1800t/TR100 to 2000t/TR115 inclusive | Speed differential | {1} approaching next timing point |
| | Class 6 2200t/TR130 and above | Speed differential | {1½} approaching next timing point |
| Junction Margins | | | |
| First Movement | Second Movement | | Value |
| Freight set back from platform 1 into sidings | Next up service arrives/passes Marks Tey | | 7 |
| Up train pass/depart platform 1 | Up freight depart from Marks Tey Up Loop or Yard | | 1 |

Marks Tey**Connectional Allowance**

2

Splitting and Coupling of trains permitted

Attaching and Detaching permitted in Up Passenger Loop for class 5 ECS only during times of engineering work.

Restriction

Marks Tey Yard can only accommodate one train at a time – single train working. Light engine movements to be treated as an exception to this, i.e. light engines are permitted to depart and arrive when there is a set of wagons already in the sidings.

Colchester**Adjustments to Sectional Running Times**

| Movement | Reason | Allowance |
|---|--------------------------|-----------|
| Approaching Down direction moves to Platform 6 | Via slow speed crossover | {1} |
| Approaching Up direction moves from Manningtree to Platform 4 | Via slow speed crossover | {½} |
| Approaching Up direction moves to Platforms 1 or 2 | Via slow speed crossover | {1} |
| Departure in the Up direction from platforms 1, 2, 4 or 6 | Via slow speed crossover | {½} |

Adjustments to Sectional Running Times

| Movement | Timing Load | Reason | Allowance |
|--|--|--------------------|-----------|
| Applicable to timing loads shown for Down trains passing from Colchester Yard, to be applied approaching next timing point | Class 4 up to 400t | Speed Differential | {1½} |
| | Class 4 600t/TR30 | Speed Differential | {2} |
| | Class 4 800t/TR40 | Speed Differential | {2½} |
| | Class 4 1000t/TR55 | Speed Differential | {3} |
| | Class 4 1200t/TR70 to 1475t/TR80 inclusive | Speed Differential | {3½} |
| | Class 4 1600t/TR85 and over | Speed Differential | {4} |
| | Class 6 up to 600t/TR40 | Speed Differential | {1} |
| | Class 6 800t | Speed Differential | {1½} |
| | Class 6 1000t/TR55 | Speed Differential | {2} |
| | Class 6 1200t/TR60 to 1400t/TR70 inclusive | Speed Differential | {2½} |
| | Class 6 1600t/TR85 | Speed Differential | {3} |
| | Class 6 1800t/TR100 | Speed Differential | {3½} |
| | Class 6 2000t/TR115 to 2200t inclusive | Speed Differential | {4} |
| | Class 6 2400t/TR130 and over | Speed Differential | {4½} |
| Up direction trains routed into Colchester Yard or Colchester Up Loop | Freight Trains | Speed differential | 1½ |

| | | |
|---|---|---------|
| Colchester | | |
| | | |
| Connectional Allowance | 4 | |
| | | |
| Dwell Time | 1 1½ Class 745 operated Norwich InterCity services | |
| | | |
| Junction Margin | | |
| First Movement | Second Movement | Margin |
| Up passenger/ECS pass platform 3 from Manningtree | Up departure from platform 4 | 2 |
| Up direction pass/arrive platform 1 (except from Up and Down Avoiding line) | Down direction arrival into platform 2 | 2* |
| Down direction arrival into platform 2 | Up direction pass/arrive platform 1 (except from Up and Down Avoiding line) | 2* |
| *Overlap on signal CO1067 extends across 3025B points so moves are not parallel | | |
| | | |
| Other Restrictions | Down direction loco hauled Intercity set and Class 170 trains to use Platform 2, where practicable, and Up direction loco hauled Intercity set and and Class 170 trains to use Platform 3 | |
| Other Restrictions | Down Greater Anglia Mainline EMU operated trains to use Platforms 1 or 2. Up Greater Anglia Mainline EMU Operated trains to use Platforms 3 or 4. Clacton/Walton branch terminating trains to use Platform 5 | |
| | Terminating down line and starting up line trains to use Platform 6 where practicable | |
| | It is possible to have simultaneous moves between Colchester station and the depot so long as one movement is between the sidings 1-6 and platform 1 or 2 and the other movement is between the reception road and platforms 3, 4 or 6. | |
| Splitting and Coupling of trains permitted | Platform 1, 2, 3 and 4 Permissive Working - Attaching and Detaching permitted only for class 1, 2, 3 ECS, 5 ECS, 9 and 0 trains. Platform 5 and 6 Permissive Working only for class 1, 2, 3 ECS, 5, 9 and 0 trains | |
| | | |
| Terminal Lengths | | |
| Colchester TC Reception 1 & 2 | | 52 SLUs |

| | | | |
|---|---|--------------------------|------------------|
| Manningtree | | | |
| | | | |
| Adjustments to Sectional Running Times | | | |
| Movement | Timing Load | Reason | Allowance |
| Down direction non-stop trains routed towards Harwich Branch | Passenger & ECS | Via slow speed crossover | {1} |
| | Freight | Speed differential | {1½} |
| Applicable to timing loads shown for Up direction trains passing from the Harwich Line, to be applied approaching the next timing point | Passenger & ECS | Via slow speed crossover | {1} |
| | Class 6 under 600t | Speed Differential | {½} |
| | Class 6 600t/TR35 to 999t inclusive | Speed Differential | {1} |
| | Class 6 1000t/TR55 to 1199t inclusive | Speed Differential | {1½} |
| | Class 6 1200t/TR60 to 1399t/TR70 inclusive | Speed Differential | {2} |
| | Class 6 1400t/TR80 to 2000t/TR115 inclusive | Speed Differential | {2½} |
| | Class 6 over 2000t/TR115 | Speed Differential | {3} |
| | | | |
| Connectional Allowance | | 2 | |

Manningtree**Dwell Time**

1 ~~Class 755-operated services~~
 1 ~~Class 720-operated services~~
 1½ Class 745 operated **Norwich InterCity**
 services

Manningtree North Junction**Junction Margins**

| First Movement | Second Movement | Value |
|--|--|--------------|
| Departing Manningtree to Ipswich | Passing Manningtree North from Manningtree East Jn | 4 |
| Passing Manningtree to Ipswich | Passing Manningtree North from Manningtree East Jn | 3 |
| Arriving Manningtree from Ipswich | Passing Manningtree North from Manningtree East Jn | Simultaneous |
| Passing Manningtree from Ipswich | Passing Manningtree North from Manningtree East Jn | 1 |
| Passing Manningtree North from Manningtree East Jn | Departing Manningtree to Ipswich | 2 |
| Passing Manningtree North from Manningtree East Jn | Passing Manningtree to Ipswich | 2½ |
| Freight Passing Manningtree North from Manningtree East Jn | Arriving Manningtree from Ipswich | 5 |
| Passenger/ECS Passing Manningtree North from Manningtree East Jn | Arriving Manningtree from Ipswich | 4½ |
| Freight Passing Manningtree North from Manningtree East Jn | Passing Manningtree from Ipswich | 4 |
| Passenger/ECS Passing Manningtree North from Manningtree East Jn | Passing Manningtree from Ipswich | 3½ |

Halifax Junction**Adjustments to Sectional Running Times**

| Movement | Reason | Allowance |
|--|---|--|
| Down trains crossing to UL or Griffin Wharf branch at Halifax Jn | Approach control | {1} |
| Up trains crossing from DL to Up Main | Via slow speed crossover | {½} approaching next timing point |
| Up trains which have departed from Griffin Wharf | Slow speed through Halifax Junction and slow acceleration forward | {5} approaching next timing point |

| | | |
|---|---|--|
| Ipswich | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Allowance |
| All Up trains departing from Platform 4 | Via slow speed crossover | { $\frac{1}{2}$ } approaching Halifax Jn |
| Down trains arriving in Platform 4 | Via slow speed crossover | { $\frac{1}{2}$ } |
| Down trains departing from Platforms 1, 2 and 4 towards Stowmarket | Via slow speed crossover | { $\frac{1}{2}$ } approaching next timing point |
| Up trains arriving in Platforms 1, 3, 4 from Stowmarket | Via slow speed crossover | { $\frac{1}{2}$ } |
| Freight trains which stop for a Crew change | Reduced speed due to Running Brake Test after leaving Ipswich | {2} approaching next timing point after Halifax Jn |
| Dwell Time | | |
| Multiple Units | | 1 |
| 745 operated services except as below | | 1 $\frac{1}{2}$ |
| 745 operated Class 9 services | | 1 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Conflicting passenger train arrives at Ipswich | Freight Train passes through Ipswich | 1 |
| Conflicting passenger train arrives at Ipswich | Freight train stopping at Ipswich | 2 |
| Freight train travelling towards Ipswich SS or Reception | Down Passenger train following | 4 |
| Pass/arrive platform 3 from Down Main | Up arrive unoccupied platform 4 | 2* |
| Up arrive unoccupied platform 4 | Pass/arrive platform 3 from Down Main | 3* |
| Down pass/arrive TL from Up Main | Up arrive unoccupied platform 2 | 2 ^{&} |
| Up arrive unoccupied platform 2 | Down pass/arrive TL from Up Main | 3 ^{&} |
| * Overlap on Signal CO302 extends into Ipswich Tunnel on the Down Main | | |
| & Overlap on Signal CO308 extends into Ipswich Tunnel on the Up Main. Up train can only arrive unoccupied platform 2 after the down service if the down arrival does not exceed the Through Line standage length. If the down service exceeds the Through Line standage length it will still be occupying the overlap and arrival into platform 2 will only be possible once the first service has departed the Through Line. | | |
| Location | Length Limits | |
| Ipswich Through Line | 55 SLUs | |
| Ipswich Station Siding | 32 SLUs | |
| Permissive Working | | |
| First Movement | Second Movement | Margin |
| Arrive in occupied platform | Depart same platform in same direction | 2 |
| Other Restrictions | Terminating down trains to use Platform 2 where practicable | |
| Splitting and Coupling of trains permitted | In all platforms for use for class 1, 2, 3 ECS, 5, 9 and 0 | |

EA1012 IPSWICH TO TROWSE JUNCTION**Ipswich Yard****Adjustments to Sectional Running Times**

| Movement | Reason | Allowance |
|--|---|--|
| Freight trains departing from Ipswich Yard towards Halifax Junction following a Crew change or change in train formation (e.g. loco change). | Reduced speed due to Running Brake Test after leaving Ipswich | {2} approaching next timing point after Halifax Jn |

Allowances for Conflicting Movements

| First Movement | Second Movement | Margin |
|---|---|---------------|
| Train arrives at North End of the reception | Train arrives at or departs from South end of the reception | 3 |
| Train arrives at South End of the reception | Train arrives at or departs from North end of the reception | 3 |

Ipswich Yard Capacity

The capacity is controlled by the Ipswich Yard Plan

Note: only the Up and Down Goods Line and No 1 Reception Road are accessible to trains approaching via/ departing towards Stowmarket.

Note: for trains to/from Westerfield only No 2 – 4 Reception Roads are accessible directly from/to the Up East Suffolk Line, trains using the Up and Down Goods Line and No 1 Reception Road must travel via East Suffolk Junction.

Length Limits

The table below shows the distance from the signal at one exit to the signal at the other exit from the loop/siding. These lengths do NOT take into account defensive driving policy / stand-back from signals / space required for run-round moves.

| Line | Signal From | Signal To | Length |
|------------------------|--------------------|------------------|-----------------|
| Up and Down Goods Line | CO322 | CO337 | 87 SLUs / 562m |
| No 1 Reception | GPL 812 | CO341 | 111 SLUs / 712m |
| No 2 Reception | GPL 814 | CO827 | 125 SLUs / 801m |
| No 3 Reception | GPL 816 | CO829 | 108 SLUs / 696m |
| No 4 Reception | GPL 818 | CO825 | 69 SLUs / 444m |

East Suffolk Junction**Adjustments to Sectional Running Times**

| Movement | Timing Load | Reason | Allowance |
|--|---|--------------------|----------------------------------|
| All trains which have departed from Ipswich SS or travelled via the Down & Up Goods line | Freight trains up to 1800t/TR100 inclusive | Speed Differential | {1½} approaching Europa Junction |
| | Freight trains over 1800t/TR100 (exclusive) | Speed Differential | {1} approaching Europa Junction |

Adjustments to Sectional Running Times for timing loads shown in the Up Direction between Stowmarket and Ipswich East Suffolk Junction for trains which will be travelling to Ipswich SS or via DUL

| Movement | Reason | Allowance |
|-------------------|--------------------|------------------|
| Up Freight Trains | Speed differential | {1½} |

Junction Margin

| Movement | Margin |
|-------------------------------------|---------------|
| Fouling move | 3 |
| Before divergence of following move | 3 |
| After merge | 3 |

Europa Junction**Adjustments to Sectional Running Times**

| Movement | Timing Load | Reason | Allowance |
|---|--|--------------------|------------------|
| Applicable to timing loads shown for trains which have departed from Ipswich SS or have travelled via the Down & Up Goods line, to be applied after Europa Junction approaching next timing point | Class 6 1600t to 1800t inclusive & TR100 | Speed Differential | {½} |
| | Class 6 2000t to 2200t inclusive & TR115 | Speed Differential | {1} |
| | Class 6 over 2200t (exclusive) & TR130 | Speed Differential | {1½} |
| | Class 4 over 1600t (exclusive) | Speed Differential | {½} |
| Applicable to Down direction freight trains from Boss Hall Junction | Class 6 over 1400t (exclusive) & TR100 and above | Speed Differential | {½} |
| | Class 4 over 800t (exclusive) | Speed Differential | {½} |

Junction Margins

| First Movement | Second Movement | Margin |
|---|---|---------------|
| First Train passes Europa Junction towards Stowmarket | Freight train from Westerfield passes Europa Junction towards Stowmarket. | 3 |

Stowmarket**Adjustments to Sectional Running Times**

| Movement | Reason | Allowance |
|---|--------------------------|--|
| Up train arriving in Platform 2 | Via slow speed crossover | {1} |
| Up train departing from Platform 2 to Up Main | Via slow speed crossover | {1} approaching next timing point |

Dwell Time

| | |
|------------------------|---|
| All passenger services | 1 |
|------------------------|---|

Haughley Junction**Adjustments to Sectional Running Times**

| Movement | Timing Load | Reason | Allowance |
|--|---|---|------------------|
| Down pass towards Bury St Edmunds | Freight Trains | Speed differential and approach control | {1} |
| Applicable to Up direction passing moves from the Bury St Edmunds direction, to be applied at the next timing location | Class 6 up to 1600t/TR90 (inclusive) | Speed Differential | {½} |
| | Class 6 over 1600t/TR90 | Speed Differential | {1} |
| | Class 4 under 600t/TR30 | Speed Differential | {½} |
| | Class 4 600t/TR30 to 1235t/TR70 (inclusive) | Speed Differential | {1} |
| | Class 4 over 1235t/TR70 | Speed Differential | {1½} |

Junction Margins

| Movement | Margin |
|-------------------------------------|---------------|
| Fouling move | 3 |
| Before divergence of following move | 3 |

| | | |
|---|--------------------------|--|
| Diss | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Allowance |
| Down train arriving in Platform 1 (Up Platform) | Via slow speed crossover | {1} |
| Down train departing from Platform 1 (Up Platform) to Down Main | Via slow speed crossover | {1} approaching next timing point |
| Dwell Time | | |
| All passenger services | | 1 |
| Terminal Lengths | | |
| Up Through Siding | | 23 SLUs |
| Headshunt | | 57 SLUs |

| | | |
|--|--|--|
| EA1013 TROWSE JUNCTION TO NORWICH | | |
| Trowse | | |
| Restriction | | |
| Trowse Yard can only accommodate one train at a time – single train working. Light engine movements to be treated as an exception to this, i.e. light engines are permitted to depart and arrive when there is a set of wagons already in the sidings. | | |
| Trains departing Trowse towards Trowse Jn (EA1012 or EA1580) require a run-round move to be included in the schedule. The loco will use the Up Main for this movement so there must be a suitable train slot between other booked services. | | |

| | | |
|--------------------------------|--|---------------|
| Trowse Swing Bridge | | |
| Junction Margin | | Margin |
| Between all opposing movements | | 3 |

| | | |
|------------------------|--|---------|
| Thorpe Yard | | |
| Terminal Length | | |
| Reception | | 37 SLUs |

| | | |
|---|--|---------|
| Wensum Curve | | |
| Standage Length | | |
| Through Siding | | 40 SLUs |
| Junction Margins | | |
| Trains longer than 40 SLUs stopped at Wensum Junction may foul Trowse Swing Bridge. In this circumstance the junction margin at Trowse Swing Bridge applies between the departure time for the first train departing Wensum Junction and the passing time of the second train at Trowse Swing Bridge. | | |

| | | |
|---|--------------------------------------|--------------|
| Norwich Thorpe Junction | | |
| Junction Margins | | |
| First Movement | Second Movement | Value |
| Departure from Norwich passes Thorpe Junction | Conflicting movement towards Norwich | 1½ |

| | | |
|--|--|--------------|
| Norwich | | |
| Junction Margins | | |
| First Movement | Second Movement | Value |
| Train departs P4, 5 or 6 on E line towards Whitlingham Jn | Train departs P4, 5 or 6 on C line to Trowse Swing Bridge | 2 |
| Train departs P4, 5 or 6 on C line to Trowse Swing Bridge | Train departs P4, 5 or 6 on E line towards Whitlingham Jn | 2 |
| Arrival | Conflicting departure | 1 |
| Departure | Next arrival into same or conflicting platform | 4 |
| Advertised Time Changes | | |
| Intercity trains to be advertised to arrive at least 2 minutes later than WTT time | | |
| Minimum Turnrounds | | |
| East Midlands Railway services – Passenger to Passenger | | 18 |
| Class 745 Passenger to ECS | | 10 |
| Class 745 ECS to Passenger | | 15 |
| Class 745 Passenger to Passenger | | 20 |
| Class 755 | | 5 |
| Length Limit | | |
| Middle siding | One train to be stabled at a time as walking route available at country end buffer stop only | 198m |
| Restriction | | |
| Class 755s in electric mode (Timing Load 755-E) are not to use Platform 6 at Norwich (unwired) | | |
| Splitting and Coupling of trains permitted | | |
| In all platforms | | |

| | | |
|--|--|--|
| EA1020 CARPENTER'S ROAD SOUTH JUNCTION TO CARPENTER'S ROAD NORTH JUNCTION | | |
| Access Restriction to Carpenter's Road Curve | | |
| A train standing in Channelsea Loop prevents access to Carpenter's Road Curve | | |
| Restriction | | |
| Trains cannot be held on Carpenter's Road Curve due to interlocking limitations. | | |

| | | |
|---|---|---------|
| EA1030 FOREST GATE JUNCTION TO WOODGRANGE PARK JUNCTION | | |
| Standage Lengths - this length does not take into account any stand back from the signal | | |
| Woodgrange Park Down Branch Clear of Forest Gate Jn | | 51 SLUs |
| Forest Gate Jn Up Branch Clear of Woodgrange Park Jn | | 51 SLUs |
| Where timing allowances or stops are applied in this section for exceeding the lengths shown above the below must be noted | | |
| Timing allowances/stops at Forest Gate Jn in Up services | The train will foul Woodgrange Park Jn until it has passed Forest Gate Jn | |
| Timing allowances/stops at Woodgrange Park Jn in Down services | The train will foul Forest Gate Jn until it has passed Woodgrange Park Jn | |

EA1040 ROMFORD TO UPMINSTER**Romford**

| | |
|--------------------------|--------|
| Single Line reoccupation | Margin |
| | 10 |

EA1050 SHENFIELD JUNCTION TO SOUTHEND VICTORIA**Billericay**

| | |
|--|---|
| Dwell time | 1 AM/PM peak |
| Splitting and Coupling of trains permitted | Detaching of units permitted in Down Platform 2, down direction only. Attaching is not permitted in any platform. |

Wickford**Adjustments to Sectional Running Times**

| Movement | Reason | Allowance |
|--|----------------------------|-----------|
| Up trains from Southminster formed of 10/12 car EMU trains | Operating on reduced power | {1} |

| | |
|------------------------|---|
| Connectional Allowance | 2 |
|------------------------|---|

| | |
|------------|--------------|
| Dwell time | 1 AM/PM peak |
|------------|--------------|

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------|------------------------|--------|
| Depart to Southminster | Depart to Southend | 2 |
| Depart to Southend | Depart to Southminster | 2 |

| | |
|--|---|
| Splitting and Coupling of trains permitted | Detaching of units permitted in Down Platform 2, down direction only. Attaching is not permitted in any platform. |
|--|---|

Hockley

| | |
|--|---|
| Splitting and Coupling of trains permitted | Detaching of units permitted in Down Platform 2, down direction only. Attaching is not permitted in any platform. |
|--|---|

Prittlewell

| | | |
|------------------------|---|--|
| Operating Restrictions | A train may not depart towards Southend Victoria at the same time as one is leaving from Southend Victoria Platforms 1 and 2 or Down Carriage Siding South towards Prittlewell due to ARS being unable to set the route from L625 signal to L629 signal, due to the reduced overlap | Departure to be 1 minute later than train from Southend Victoria |
|------------------------|---|--|

| | | |
|---|---|---|
| Southend Victoria | | |
| | | |
| Other restrictions | Off Peak trains to use Platforms 2 or 3 where possible (to enable access to CET facilities) | |
| Operating Restrictions | A train from Platforms 1 or 2 or the Down Carriage Sidings South must depart at least 1 minute prior to a departure from Prittlewell towards Southend Victoria due to ARS being unable to set the route from L625 signal at Prittlewell station to L629 signal due to the reduced overlap | Departure to be at least 1 minute earlier than train from Prittlewell |
| | | |
| Splitting and Coupling of trains permitted | In all platforms for use for class 1, 2, 3 ECS, 5, 9 and 0 | |
| EA1060 WICKFORD JUNCTION TO SOUTHMINSTER | | |
| | | |
| South Woodham Ferrers | | |
| | | |
| Dwell Time | | |
| Up Liverpool St services | | 1 AM peak |
| | | |
| North Fambridge | | |
| | | |
| Single Line Crossing | First train arrives at xx and departs xx +01 Second train arrives xx +00½ and departs xx +01 | |
| | | |
| Southminster | | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Allowance |
| Down trains arriving formed of 10/12 car EMU trains | Operating on reduced power | {1} |
| | | |
| Southminster Platform Reversing Moves | | 26 SLUs |
| | | |
| EA1080 MARKS TEY JUNCTION TO SUDBURY | | |
| | | |
| Sudbury | | |
| | | |
| Minimum Turnround Time | | 5 Class 755 |
| | | |
| EA1090 COLCHESTER JUNCTION TO CLACTON-ON-SEA | | |
| | | |
| Wivenhoe | | |
| | | |
| Connectional Allowance | | 3 |
| | | |
| Dwell Time | | |
| Up Liverpool St services | | 1 AM peak |
| | | |
| Thorpe-le-Soken | | |
| | | |
| Connectional Allowance | 1 | |
| | | |

| Thorpe-le-Soken | | |
|--|--|-------|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Value |
| Train arrives in platform 1 or 2 from Colchester | Train arrive opposite platform from Colchester | 3½ |
| Train arrives in platform 1 from Colchester | Train departs platform 2 to Colchester | 1 |
| Train departs platform 1 or 2 towards Clacton | Train departs from opposite platform towards Walton | 1½ |
| Train departs from platform 1 or 2 towards Walton | Train departs from opposite platform towards Clacton | 1½ |
| Train arrives in platform 1 from Walton | Train departs platform 2 towards Clacton or Walton | 1 |
| Train arrives in platform 2 from Clacton or Walton | Train departs platform 1 towards Clacton or Walton | 1 |
| | | |
| Platform reoccupation | | 3 |

| Clacton-on-Sea | | |
|--|---------------------|-----------|
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Allowance |
| Arrival into platform 3 or 4 | Approach control | {½} |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Departure | Conflicting arrival | 4 |
| | | |
| Splitting and Coupling of trains permitted | In all platforms | |

| EA1110 THORPE-LE-SOKEN JUNCTION TO WALTON-ON-THE-NAZE | |
|---|---|
| | |
| Kirby Cross | |
| | |
| Single Line Crossing | First train arrives at xx and departs xx +03½. Second train arrives xx +02½ and departs xx +03 |

| EA1120 MANNINGTREE TO HARWICH TOWN | | |
|------------------------------------|--|-----------------|
| | | |
| Manningtree North Junction | | |
| | | |
| Standage Length | | |
| Manningtree North Junction | North Curve Clear of Manningtree East Junction | 32 SLUs 205m |

| Manningtree East Junction | | |
|---|---|-----------------|
| | | |
| Standage Length | | |
| Manningtree East Junction | North Curve Clear of Manningtree North Junction | 32 SLUs 205m |
| | | |
| Note: Trains towards Manningtree North Junction, and in excess of the standage on the North Curve (32 SLUs), are to be held at this location if required. | | |
| Note: For ARS regulating purposes an Arr and Dep time are to be shown and NOT pathing () time, with an A in the Location Activity field | | |

Up Tip Sidings

| <u>Siding</u> | <u>Length (m)</u> | <u>Length (SLUs)</u> | <u>Comment</u> |
|---------------|-------------------|----------------------|----------------|
| 1 | 462 | 72 | |
| 2 | 388 | 60 | |
| 3 | 388 | 60 | |

Parkeston New Yard

| <u>Siding</u> | <u>Length (m)</u> | <u>Length (SLUs)</u> | <u>Comment</u> |
|---------------|-------------------|----------------------|---|
| 1 | 200 | 31 | |
| 2 | 220 | 34 | |
| 3 | 250 | 39 | |
| 4 | 300 | 46 | |
| 5 | 340 | 53 | |
| 6 | 270 | 42 | |
| 7 | 270 | 42 | |
| 8 | 325 | 50 | |
| 9 | 273 | 42 | |
| 10 | 338 | 52 | Can accommodate up to 395m/61SLU by fouling No11 Siding |
| 11 | 338 | 52 | Can accommodate up to 395m/61SLU by fouling No10 Siding |
| 12 | 485 | 75 | |

Parkeston Carriage Sidings

| <u>Siding</u> | <u>Length (m)</u> | <u>Length (SLUs)</u> | <u>Comment</u> |
|---------------|-------------------|----------------------|---|
| 1 | 365 | 57 | *Can accommodate up to 523m/81SLU by fouling No2 Siding |
| 2 | 365 | 57 | *Can accommodate up to 523m/81SLU by fouling No1 Siding |
| 3 | 512 | 79 | |
| 4 | 335 | 52 | |
| 5 | 300 | 46 | |
| 6 | 300 | 46 | |

Harwich International

| <u>Single Line Reoccupation</u> | <u>Margin</u> |
|--|---------------|
| Reoccupation of single line towards Harwich Town | 4 |

EA1160 BETHNAL GREEN EAST JUNCTION TO BISHOP'S STORTFORD**Bethnal Green****Junction Margins**

| <u>First Movement</u> | <u>Second Movement</u> | <u>Margin</u> |
|---|---|---------------|
| Depart/Pass Bethnal Green from Down Suburban to Down Fast | Arrive/Pass Bethnal Green from Up Suburban | 3 |
| Arrive/Pass Bethnal Green from Up Suburban | Depart/Pass Bethnal Green from Down Suburban to Down Fast | 1 |
| Pass Bethnal Green from Down Main to Down Fast | Arrive/Pass Bethnal Green from Up Fast to Up Suburban | 3 |
| Arrive/Pass Bethnal Green from Up Fast to Up Suburban | Pass Bethnal Green from Down Main to Down Fast | 1 |

| London Fields | | |
|---|--|-------|
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| For trains that have reversed at London Fields Platform 1 towards Hackney Downs | Slow speed move over crossover from Up Suburban to down Suburban | {½} |

| Hackney Downs | | |
|--|--|-------|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Value |
| Down train depart/pass Depart Platform 4 towards Clapton | Up train arrive/pass Arrive Platform 3 from Seven Sisters Rectory Road . (Trains which have called at Rectory Road can be planned at a 2 minute margin). | 3 |
| Up train arrive/pass Platform 3 from Seven Sisters direction | Down train depart /pass Platform 4 towards Clapton Junction | 1 |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Trains crossing from Down Fast Line to Down Slow at Hackney Downs South Junction (for platform 4 Hackney Downs) | Via slow speed crossover | {1} |
| Trains from Platform 4 at Hackney Downs travelling towards Clapton via Hackney Downs North Junction. To be shown approaching next timing point | Via slow speed crossover | {½} |

| Coppermill Junction | | |
|--|--|--------|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train from Temple Mills East Junction direction | Up train towards Clapton Junction | 3 |
| Up train towards Clapton Junction | Down train from Temple Mills East Junction direction | 3 |

| Tottenham South Junction | | |
|---|------------------------------------|--------|
| | | |
| Junction Margins | | |
| Movement | | Margin |
| Fouling move except as below | | 3 |
| Before divergence of following move | | 3 |
| After merge | | 3 |
| First Movement | Second Movement | |
| Passenger train on Down Cambridge Line towards Tottenham Hale | Freight train from South Tottenham | 2½ |

| Tottenham Hale | | |
|--|--------------------------|-------|
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| All Up trains departing from Down platform | Via slow speed crossover | {½} |

| Tottenham Hale | | |
|-------------------------------|--|--------------|
| | | |
| Dwell Time | | 1 AM/PM peak |
| | | |
| Minimum Turnround Time | For EMUs | 6 |
| | | |
| Platform Reoccupation | Minimum time allowed between one train departing and another arriving in the same platform including conflicting movements towards platforms. Subject to future review | 2 |

| Cheshunt | | |
|---|--|--|
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| All trains to Bay Platform 3 | Via slow speed crossover | { $\frac{1}{2}$ } |
| All trains from Bay Platform 3 | Via slow speed crossover | { $\frac{1}{2}$ } approaching next timing point |
| All trains via Southbury | Crossing Main Line to Southbury Loop | { $\frac{1}{2}$ } |
| | | |
| Dwell Time | 1 AM peak Cambridge services | |
| | | |
| Junction Margins | | |
| Movement | | Margin |
| Fouling move | | 2 |
| Before divergence of following move | | 3 |
| After merge | | 2 |
| | | |
| First movement | Second movement | Margin |
| Down train from Lea Valley arrives into Cheshunt platform 2 | Up train departs Cheshunt platform 1 towards Southbury | 1 |
| Depart Platform 2 via preferred route (route code DS) towards Bury Street Junction | Arrive/Pass Platform 2 or 3 from Bury Street Junction (not having stopped at Cheshunt Junction Signal L1395) | 4 |
| Depart Platform 3 | Arrive/Pass Platform 2 from Bury Street Junction (not having stopped at Cheshunt Junction Signal L1395) | 4 |
| Depart Platform 3 | Arrive Platform 3 (not having stopped at Cheshunt Junction Signal L1395) | 4 |
| Depart Platform 2 via preferred route (route code DS) towards Bury Street Junction or Depart Platform 3 | Arrive/Pass Platform 2 or Arrive Platform 3 from stop at Cheshunt Junction Signal L1395 | 3 |
| | | |
| Overlap Restrictions | | |
| If a train is starting from Platform 2 and routed via the preferred route (line code DS) towards Bury Street Junction this will conflict with the overlap of signal L1395 on the Down Southbury approaching Cheshunt, so it is not possible for a train to depart from Theobalds Grove towards L1395. This also applies to a departure from Platform 3 (see margins above). | | |
| If a train is starting from Platform 2 and routed via the non-preferred route (line code UC) towards Bury Street Junction that this will conflict with the overlap of signal L1060 on Platform 1. | | |
| First movement | Second movement | Margin |
| Depart Platform 2 via non-preferred route (route code UC) towards Bury Street Junction | Arrive Platform 1 from Broxbourne direction | 2 |

CheshuntDepart Platform 2 via non-preferred route
(route code UC) towards Bury Street Junction

Pass Platform 1 from Broxbourne direction

3

Broxbourne**Adjustments to Sectional Running Times**

| Movement | Reason | Value |
|--|--------------------------|--|
| All Up trains departing from Platform 4 | Via slow speed crossover | {½} |
| Up trains routed via Platform 1 from Harlow Town direction | Via slow speed crossover | {1} |
| Down trains from Platform 4 towards Harlow Town | Via slow speed crossover | {½} approaching next timing point |

Dwell Time1 AM/PM
peak
Cambridge
services**Junction Margins**

| First Movement | Second Movement | Margin |
|---|----------------------------------|---------------|
| Arrive platform 1 | Pass platform 2 | 2 |
| Arrive platform 4 or pass platform 4 to down goods loop | Pass platform 3 | 2 |
| Down passenger pass/arrive platform 3 | Up train depart platform 4 | 1 |
| Down freight pass platform 3 | Up train depart platform 4 | 2 |
| Down train pass platform 3 | Down train depart platform 4 | 2 |
| Up train pass platform 2 | Up train depart platform 1 or 4 | 2 |
| Up train passes platform 2 | Up freight departs Up Goods Loop | 1 ½ |

Broxbourne Junction**Adjustments to Sectional Running Times**

| Movement | Reason | Value |
|--|--------------------------|--|
| Down trains towards Hertford East | Via slow speed crossover | {½} |
| Up trains from Hertford East direction | Via slow speed crossover | {1} approaching next timing point |

Junction Margins

| First Movement | Second Movement | Margin |
|---|--|---------------|
| Down direction train towards Harlow Town | Up direction train from Hertford Branch | 2 |
| Up direction train from Hertford Branch | Down direction train towards Harlow Town | 2½ |
| Up pass from Harlow Town towards Broxbourne | Up train from Hertford Branch towards Broxbourne | 2 |
| Down direction train towards Hertford East | Down direction train towards Harlow Town | 2 |
| Down direction train towards Harlow Town | Down direction train towards Hertford East | 2 |

Harlow Town**Dwell Time**1 AM/PM
peak

| | | |
|---|--|---------------|
| Harlow Town | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive platform 1/4 | Pass platform 2/3 | 2 |
| Pass platform 2/3 | Depart platform 1/4 | 2 |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| For trains travelling from Bishop's Stortford only - If the first train is routed into Harlow Mill Freight Yard the second train requires extra time approaching Harlow Mill | Slow movement of first train over Junction into Yard | {2} |

| | | |
|---|----------------------|---------------|
| Harlow Mill Freight Yard | | |
| | | |
| Down Trains arriving at Harlow Mill need to reverse in the Down platform in order to gain access to Harlow Mills Freight Yard | | |
| | | |
| Terminal Length | | |
| Freight Length Restriction | Freight Length Limit | 62 SLU |
| | | |
| Junction Margins | | |
| Movement | | Margin |
| Allowance between consecutive arrivals | | 15 |
| | | |
| Restriction | | |
| Harlow Mill Reception is part of Harlow Mill Freight Yard and cannot be used for pathing stops (A stops) in trains. Trains may only enter Harlow Mill Reception when accepted by groundstaff to serve one of the terminals. | | |

| | | |
|--------------------------------------|---|---------------|
| Bishop's Stortford C.S. | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass Bishop's Stortford to Up Main | Conflicting departure from Bishop's Stortford CS towards Bishop's Stortford | 1 |
| Depart Bishop's Stortford to Up Main | Conflicting departure from Bishop's Stortford CS towards Bishop's Stortford | 1½ |

| | | |
|---|--------------------------|--------------------------------------|
| Bishop's Stortford | | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Up trains from Stansted Mountfitchet direction routed via platform 1 or 3 | Via slow speed crossover | {1½} |
| Up train depart Platform 1 or 3 | Via slow speed crossover | {½} approaching next timing point |
| Down train arrive Platform 2 or 3 (not required from Bishop's Stortford CS) | Via slow speed crossover | {½} |
| | | |
| Dwell Time | | 1 AM/PM peak |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |

| Bishop's Stortford | | |
|--|---|---|
| | | |
| Down train depart from platform 2 or 3 | Up train arrive | 4 |
| | | |
| | | |
| Other Restrictions | When platform 2 is occupied trains cannot depart platform 1 in the Up direction | |
| Other Restrictions | When platform 2 is occupied trains cannot depart platform 1 in the Up direction | |
| | | |
| Splitting and Coupling of trains permitted | In all platforms | |

| EA1161 BISHOP'S STORTFORD TO ELY NORTH JUNCTION | | |
|--|--|---------------|
| | | |
| Stansted Mountfitchet | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train pass towards Stansted East Junction | Up train pass from Stansted North Junction | 3 |
| Down train pass towards Stansted East Junction | Up train arrive from Stansted North Junction | 4 |
| Down train depart towards Stansted East Junction | Up train pass from Stansted North Junction | 3½ |
| Down train depart towards Stansted East Junction | Up train arrive from Stansted North Junction | 4½ |
| Up train pass from Stansted North Junction | Down train pass towards Stansted East Junction | 1 |
| Up train pass from Stansted North Junction | Down train depart towards Stansted East Junction | ½ |
| Up train arrive from Stansted North Junction | Down train pass towards Stansted East Junction | ½ |
| Up train arrive from Stansted North Junction | Down train depart towards Stansted East Junction | 0 |

| Stansted North Junction | | |
|---|------------------|-----------------------------------|
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| All trains to Stansted East Junction | Approach control | {½} |
| All trains from Stansted East Junction | Acceleration | {½} after Stansted North Junction |
| | | |
| Junction Margins | | |
| Movement | Margin | |
| Fouling move | 3 | |
| Before divergence of following move | 3 | |
| After merge | 2 | |

| Audley End | | |
|-------------------|--|--------------|
| | | |
| Dwell Time | | 1 AM/PM peak |

| | | |
|------------------------|--|---------|
| Duxford | | |
| | | |
| Terminal Length | | |
| Reception | | 22 SLUs |

| | | |
|--|--|------------------|
| Shepreth Branch Junction | | |
| | | |
| Junction Margins | | |
| Movement | | Margin |
| Fouling move | Up Royston train behind Down Main Line train | 2 |
| Fouling move | Down Main Line train behind Up Royston train | 3 |
| Before divergence of following move | | 3 |
| After merge of following move | | 3 |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Allowance |
| Trains towards Foxton (except trains timed as 365 or 700 which include allowance in SRT) | Approach control | {½} |

| | |
|---|-----------------|
| Cambridge Signal CA147 | |
| | |
| Standage Length | Value |
| Down Slow Standing at CA147 Signal | 114 SLUs / 769m |
| Trains in excess of this length standing at CA147 Signal will prevent any passing movements on the Down Main. | |

| | |
|---|-----------------|
| Cambridge Signal CA149 | |
| | |
| Standage Length | Value |
| Down Main Standing at CA149 Signal | 114 SLUs / 769m |
| Trains in excess of this length standing at CA149 Signal will prevent any passing movements onto the Down Slow. | |

| | |
|---|--|
| Cambridge Signal CA647 | |
| | |
| Restriction | |
| Class 1, Class 2 & Class 9 services to the through line and platforms 7 & 8 at Cambridge cannot pass a service being held at CA647 as it is a shunt signal only. Where a reversal requires to be held for passing Class 1, Class 2 or Class 9 services Cambridge Signals CA147 or CA149 must be used instead. | |

| | | |
|--|--|--|
| Cambridge Reception Sidings | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrival at Cambridge Reception Sidings from the south | Arrival at Cambridge Reception Sidings from the south | 5 |
| Departure from Cambridge Reception Sidings towards the south | Departure from Cambridge Reception Sidings towards the south | 5 |
| Arrival at Cambridge Reception Sidings from the south | Arrival at/departure from Cambridge station | See matrix - treat 1 st move as Arr P8S |
| Departure from Cambridge Reception Sidings towards the south | Arrival at/departure from Cambridge station | See matrix - treat 1 st move as Dep P8S |
| Arrival at/departure from Cambridge station | Arrival at Cambridge Reception Sidings from the south | See matrix - treat 2 nd move as Arr P8S |

Cambridge Reception Sidings

| | | |
|--|--|--|
| Arrival at/departure from Cambridge station | Departure from Cambridge Reception Sidings towards the south | See matrix - treat 2 nd move as Dep P8S |
| For arrivals at & departures from Cambridge Reception Sidings to/from the north see entry under Cambridge Carriage Sidings North and South | | |

Cambridge

| | | |
|---|---|--------------------|
| Dwell Time | 1½ 2 for GTR services 2* XC Class 170 | |
| *May be reduced to 1½ minutes by agreement with CrossCountry | | |
| Minimum Turnround Time | 20 desirable for CrossCountry DMUs and Greater Anglia (Norwich Cambridge) services. 5 for Ipswich services | |
| Splitting and Coupling of trains permitted | In all platforms | |
| Attachment of units – for services operated by GTR | | |
| Class 379 and 387 units | 6 | |
| Detachment of units – for services operated by GTR | | |
| Class 379 and 387 units | 5 | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Allowance |
| Trains travelling from Down Main into Platforms 2, 3, 7 and 8 | Via slow speed crossovers | {1} {½} GA |
| Trains travelling from Down Main into Platform 4 via DMT (e.g. when Platform 1 is occupied) | Via slow speed crossovers | {1} {½} GA |
| Trains travelling from Platform 1 to Down Main via TL (e.g. when Platform 4 is occupied) | Via slow speed crossovers | {1} |
| Trains travelling from Platforms 7 and 8 to the Down Main | Via slow speed crossovers | {1} {½} 170/755 |
| Trains travelling into Platforms 5 and 6 | Approach control | {½} |
| Trains arriving into an occupied platform | Calling on | {½} |
| Cambridge Platform Working Matrix See below | | |

Cambridge Platform Working Matrix for Platforms 1 to 8**Departures after arrivals**

When the moves are conflicting at least one minute should be allowed.

Example: arrive Platform 1 10.06; depart Platform 3 10.07 or later.

Exception when arrival is in Platform 4 from the South, when departures can be at the same time as the arrival.

Arrivals after departures

When the moves are conflicting at least three minutes should be allowed. This also applies for **reoccupation** of the same platform

Example: depart Platform 3 10.27, arrive Platform 2 10.30 or later

| | 2nd Move → | | | | | | | | | | | | | | | | | | | |
|------------|------------|---------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|------------|---------|---------|----------|---------|---------|---------|---------|
| 1st Move ↓ | Arr P1S | Arr P1N | Arr P2/3 | Arr P4S | Arr P4N | Arr P5/6 | Arr P7S | Arr P7N | Arr P8S | Arr P8N | Dep P1S | Dep P1N | Dep P2/3 ^ | Dep P4S | Dep P4N | Dep P5/6 | Dep P7S | Dep P7N | Dep P8S | Dep P8N |
| Arr P1S | - | 3 | H | H | 3* | P | H | P | H | P | - | - | 1 | 2** | P | P | P | P | P | P |
| Arr P1N | 3 | - | P | 3 | H | H | P | H | P | H | - | - | P | 2 | P | P | P | S | P | S |
| Arr P2/3 | H | P | - | H | P | P | H | P | H | P | P | P | 1 | P | P | P | P | P | P | P |
| Arr P4S | H | 3# | H | - | 3 | 3\$ | H | P | H | P | S | 2 | S | - | - | 2\$ | S | P | S | P |
| Arr P4N | 3* | H | P | 3 | - | H | P | H | P | H | P | 2## | P | - | - | 1 | P | S | P | S |
| Arr P5/6 | P | H | P | 3\$ | H | - | P | H | P | H | P | 2 | P | P | 2 | 2 | P | S | P | S |
| Arr P7S | H | P | H | H | P | P | - | 5 | H | P | S | P | S | S | P | P | - | - | 1 | P |
| Arr P7N | P | H | P | P | H | H | 5 | - | P | 3 | P | P | P | P | P | P | - | - | P | 1 |
| Arr P8S | H | P | H | H | P | P | H | P | - | 5 | S | P | S | S | P | P | 1 | P | - | - |
| Arr P8N | P | H | P | P | H | H | P | H | 5 | - | P | P | P | P | P | P | P | 1 | - | - |
| Dep P1S | 3 | 3 | P | 3 | P | P | 4 | P | 4 | P | - | S~ | H | H | P | P | 2% | P | 2% | P |
| Dep P1N | 3 | 3+ | P | 3 | 3 | 3 | P | P@ | P | P@ | S~ | - | P | 2 | 5 | 3@ | P | H | P | H |
| Dep P2/3^ | 3 | P | 3 | 3& | P | P | 4 | P | 4 | P | H | P | - | H | P | P | 2% | P | 2% | P |
| Dep P4S | 3** | 3 | P | 3 | 3 | P | 4 | P | 4 | P | H | 2 | H | - | S~ | P | 2% | P | 2% | P |
| Dep P4N | P | P | P | 3 | 3 | 3 | P | P | P | P | P | H | P | S~ | - | H | P | H | P | H |
| Dep P5/6 | P | P | P | 3\$ | 3 | 3 | P | P | P | P | P | H | P | P | H | - | P | H | P | H |
| Dep P7S | P | P | P | P" | P | P | 4 | 3 | 4 | P | H | P | H | H | P | P | - | S~ | H | P |
| Dep P7N | P | 5 | P | P | 5 | 5 | 3 | 5 | P | 5 | P | 4 | P | P | 4 | 4 | S~ | - | P | H |
| Dep P8S | P | P | P | P" | P | P | 4 | P | 4 | 2 | H | P | H | H | P | P | H | P | - | S~ |
| Dep P8N | P | 4 | P | P | 4 | 4 | P | 5 | 3 | 5 | P | 4 | P | P | 4 | 4 | P | H | S~ | - |

| | |
|---------------|---|
| Notes: | |
| | |
| H | As per normal headway |
| P | Parallel or non conflicting |
| S | Simultaneous moves |
| * | If there is already a train standing in either of these platforms adjacent to the scissors crossover, a further train may be admitted behind it at the same time as one is signalled into the through platform from the other end |
| ** | If there is already a train in platform 1 adjacent to the scissors crossover the margin reduces to P |
| # | May be reduced to 2 minutes if platform 4 arrival is via platform 1 |
| ## | If there is already a train in platform 4 adjacent to the scissors crossover the margin reduces to P |
| \$ | If there is a train standing at the north end of platform 4 the margin reduces to P |
| ~ | Wherever possible this move should be avoided and consideration given to the flow of passengers |
| % | Headway to be restored at Shepreth Branch Junction |
| @ | Increases to 4 minutes if there is a train standing in platform 4 |
| + | Increases to 5 minutes if there is a train standing in platform 4 |
| " | Increases to 4 minutes if there is a train standing in platform 1 |
| & | Increases to 5 minutes if there is a train standing in platform 1 |
| ^ | There is an independent route between platforms 2 & 3 and the 'cupboard', parallel to any moves from platforms 1 or 4 |

Cambridge Reception Roads 1 & 2**Junction Margins**

Please apply margins as per Cambridge Reception Sidings Entry

Standage Lengths**Value**

No 1 Reception

73 SLUs /
467m

No 2 Reception

70 SLUs /
448m**Mill Road Junction****Junction Margins****First Movement****Second Movement****Margin**

Movement across Mill Road Junction

Conflicting movement passes/departs previous
timing point

2

Arrival at Cambridge from Coldham Lane
JunctionMovement across Mill Road Junction towards
Cambridge Carriage Sidings North

3

Cambridge Carriage Sidings North**Junction Margins****First Movement****Second Movement****Margin**

Depart Cambridge platform 7 or 8 to South

Depart from Cambridge Carriage Sidings North
routed via PL (CA710) to same platform at
Cambridge

1

Arrive Cambridge platform 7 from the North

Depart from Cambridge Carriage Sidings North
routed via PL (CA710) to platform 8 at
Cambridge

0

Arrive Cambridge platform 8 from the North

Depart from Cambridge Carriage Sidings North
routed via PL (CA710) to platform 7 at
Cambridge

0

Depart or Arrive Cambridge

Arrive at Cambridge from Cambridge Carriage
Sidings North routed via UM/UM4/UMT
(CA180) to any platform at CambridgeSee matrix at
Cambridge**Coldham Lane Junction****Adjustments to Sectional Running Times****Movement****Reason****Allowance**

Trains towards Dullingham

Approach control

{1/2}

Trains from Dullingham

Not at line speed

{1/2}
approaching
next timing
point**Junction Margins****First Movement****Second Movement****Margin**

Train towards Dullingham

Train towards Cambridge

3

Train towards Cambridge

Train towards Dullingham

2

Chesterton Junction**Terminal Length**

Arrival/Departure

60 SLUs

| | | |
|--|--|-----|
| Cambridge North | | |
| Dwell time | | |
| All | | 1 |
| Reoccupation of Bay Platform 3 | | |
| | | 5 |
| Junction Margins | | |
| First Movement | Second Movement | |
| Pass / depart platform 1 from Ely | Depart Bay platform 3 towards Cambridge | 3 |
| Pass / arrive platform 2 from Cambridge | Depart Bay platform 3 towards Cambridge | 1 |
| Arrive Bay platform 3 from Cambridge | Depart platform 2 towards Cambridge | 1 |
| Depart Bay platform 3 or depart platform 2 towards Cambridge | Arrive platform 1 from Ely | P |
| Depart Bay platform 3 or depart platform 2 towards Cambridge | Depart / pass platform 1 from Ely | 4 |
| Depart Bay platform 3 towards Cambridge | Pass / arrive platform 2 from Cambridge | 4 |
| Depart platform 2 towards Cambridge | Arrive Bay platform 3 from Cambridge | 4 |
| Arrive Bay platform 3 from Cambridge | Pass / arrive platform 2 from Cambridge | 3 |
| Depart platform 2 towards Ely | Arrive platform 2 from Ely | 5* |
| *platform reoccupation of platform 2 when services from Ely terminate at Cambridge North | | |
| Depart platform 2 towards Ely | Freight service depart / pass towards Ely (exit Chesterton Junction yard/sidings) | 2½ |
| Freight service arrive / pass from Ely (arrive yard sidings) | Pass / arrive platform 2 from Cambridge | 3½ |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | |
| Trains travelling from Down Main into Bay Platform 3 | Approach control | {1} |
| Trains departing Bay platform 3 towards Cambridge | To allow for slow speed crossover. Adjustment time to be shown approaching next timing point | {1} |
| Trains departing platform 2 towards Cambridge | To allow for slow speed crossover. Adjustment time to be shown approaching next timing point | {1} |
| Trains arriving from Ely into platform 2 | To allow for slow speed crossover. Adjustment time to be shown approaching Cambridge North | {½} |
| Notes | | |
| P = Parallel/Non-conflicting | | |
| Permissive Working Restrictions | | |
| Permissive working is permitted in Cambridge North Platform 3 subject to the below restrictions: | | |
| Attaching | A train of up to 8-cars can be attached to a 4-car train in platform 3. The 4-car train must have arrived first. A 4-car train cannot be attached to an 8-car train due to the position of the track circuits. | |
| Platform Sharing | A second train of up to 8-cars can arrive in platform 3 if the first train in the platform is no longer than 4-cars. | |
| Detaching | Permitted. | |

| | | |
|---|--|---|
| Waterbeach | | |
| Dwell time | | |
| For services, originating from King's Cross, which depart Cambridge between 1600 and 2000 | | 4 |

Ely Dock Junction

Note: It is not permissible for trains to have pathing, engineering or performance allowances between Ely Dock Junction and Ely station in either direction as there are no signals in this section.

Junction Margins

| Movement | | Margin |
|---|--|--------|
| Fouling move except as shown below | | 3 |
| First Movement | Second Movement | |
| Train on Up Main towards Coldham Lane Junction | Train from Down and Up Bury single | 2 |
| Where timing allowances or stops are applied in this section the below must be noted | | |
| | Reason | |
| Engineering/Performance/Pathing allowances/stops between Ely station and Ely Dock Jn not to be added | There are no signals in this section. | |

Ely**Adjustments to Sectional Running Times**

| Movement | Reason | Value |
|---|--|------------------------------|
| Down arrival to platform 2 or 3 from Waterbeach | Approach control on CA271 signal | {1}* |
| Up departure from platform 1 or 3 towards Waterbeach | 40mph crossover speed at Ely Dock Junction / Line speed through platform 3 | {1/2} approaching Waterbeach |
| * Not required for GA and GTR services since the allowance has been incorporated within the SRT via UL | | |

| | |
|------------------------|---|
| Connectional Allowance | 6 |
|------------------------|---|

| | |
|----------------------|---|
| Dwell Time – minimum | 1 |
|----------------------|---|

| | |
|------------------------|---|
| Minimum Turnround Time | 4 |
|------------------------|---|

Attachment/Detachment of Units

| | |
|---------------------------------------|---|
| DMUs attach/detach on through service | 6 |
|---------------------------------------|---|

Junction Margins

| First Movement | Second Movement | Margin |
|---|---|--------------------|
| Up train arrives Platform 2 or 3 Train arrives in platform 3 or 2 from Ely North Junction | Down train departs Platform 2 or 3 Train departs from other platform (2 or 3) towards Ely North Junction | 1 |
| Down train arrives Platform 2 or 3 Train arrives in platform 3 or 2 from Ely Dock Junction | Up train departs Platform 1, 2 or 3 Train departs from other platform (2 or 3) towards Ely Dock Junction | Same time (0) 4 |

Permissive Working Rules

| First Move | Second Move | Allowance |
|-----------------------------|---|-----------|
| Train arrives in platform 2 | Second train arrives permissively in platform 2 | 3 |
| Train arrives in platform 3 | Second train arrives permissively in platform 3 | 3 |
| Train departs platform 2 | Train departs platform 2 in opposite direction or northbound via different line | 2 |
| Train departs platform 3 | Train departs platform 3 in opposite direction or northbound via different line | 2 |

| | |
|--|------------------|
| Splitting and Coupling of trains permitted | In all platforms |
|--|------------------|

Ely**Note**

Platform 1 at Ely can only be accessed from Ely North Junction via the Down Line. Up trains using Platform 1 conflict at Ely with Down train departures/passes from platforms 2 or 3 unless these are routed via UL.

Ely Down Goods Loop

Trains which will enter Ely Down Goods Loop in the Up Direction must have a dwell time of 2 minutes in Ely Platform 1 to enable the route to be set for the train to enter the Down Goods loop

Ely Papworth Sidings**Adjustments to Sectional Running Times**

| Movement | Reason | Allowance |
|---|--------------------------------------|-----------|
| Trains propelling into Ely Papworth Sidings from Ely North Junction | Reduced speed of propelling movement | {3} |

Junction Margins

| First Movement | Second Movement | Margin |
|--|--|--------|
| Train arrives at Ely Papworth Sidings | Conflicting movement pass Ely North Junction | 3 |
| Conflicting passenger movement pass Ely North Junction | Train timed to depart/pass Ely North Junction towards Ely Papworth Sidings | 1 |
| Conflicting freight movement pass Ely North Junction | Train timed to depart/pass Ely North Junction towards Ely Papworth Sidings | 2 |

Ely North Junction**Junction Margins**

| Movement | | Margin |
|---------------------------------|---|--------|
| All fouling moves | | 3 |
| Exceptions to the above; | | |
| First movement | Second movement | |
| Pass Ely North Junction | Depart Ely West Curve onto down Norwich/King's Lynn | 2 |
| Pass Ely North Junction | Pass Ely West Curve onto down Norwich/King's Lynn | 4 |

Adjustments to Sectional Running Times

| | | |
|---|--|-----|
| Trains travelling towards King's Lynn, Middleton Towers or Norwich via Ely West Curve | To allow for slow speed crossover off curve approaching Ely North Junction, adjustment time to be shown approaching the next timing point on EA1162 or EA1580 as appropriate | {2} |
|---|--|-----|

EA1162 ELY NORTH JUNCTION TO KING'S LYNN**Littleport Signal L24****Junction Margins**

| First Movement | Second Movement | Margin |
|---|----------------------------|--------------|
| Pass/arrive Littleport from King's Lynn | Depart towards King's Lynn | Simultaneous |

| | | |
|--|--|---------------|
| Littleport | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass/arrive from King's Lynn | Depart towards King's Lynn (Not stopping at Littleport Signal L22) | 1 |
| Pass/arrive from King's Lynn | Pass towards King's Lynn (Not stopping at Littleport Signal L22) | 2 |
| Arrive / pass Downham Market from Littleport | Depart / pass Littleport towards Downham Market | Same time (0) |
| | | |
| Restriction | | |
| Down direction trains which exceed the platform length (167m) must not be held in the station for pathing purposes. Trains no longer than 300m in length may be held at Littleport Signal L22 instead. Trains longer than 300m in length must be held at Littleport Signal L24. This is due to the risk of fouling the level crossing immediately south of Littleport station. | | |

| | | |
|---|------------------------|---------------|
| Littleport Signal L22 | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass/arrive Littleport from King's Lynn | Depart to King's Lynn | 1 |

| | | |
|---|---|---------------|
| Downham Market | | |
| | | |
| Dwell time | | |
| For services which depart Cambridge between 1600 and 2000 | | 4 |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass / arrive from Ely | Depart to Ely | 1 |
| Pass / arrive from Ely | Pass to Ely | 2 |
| Arrive / pass Littleport from Downham Market | Depart / pass Downham Market towards Littleport | Same time (0) |

| | | |
|---|---|---------------|
| Watlington Signal MR2 | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass/arrive Watlington from King's Lynn | Depart towards King's Lynn not stopping at Watlington | Simultaneous |

| | | |
|--|------------------------|---------------|
| Watlington | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass/arrive from King's Lynn | Depart to King's Lynn | 1 |
| Pass/arrive from King's Lynn | Pass to King's Lynn | 2 |
| | | |
| Restriction | | |
| Trains to be held at Watlington Signal MR2 instead of Watlington if dwell longer than one minute is required for pathing purposes. This is due to level crossing risk at Watlington. | | |

| | |
|------------------------------------|------|
| King's Lynn Stabling Siding | |
| | |
| Length Limit | 188m |

| King's Lynn Junction | | |
|--|---|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Freight train pass to King's Lynn T.C. from Watlington | Passenger depart King's Lynn station / King's Lynn C.S. | 3 |
| Up passenger train pass to Watlington | Up freight depart King's Lynn T.C. to Watlington | 2 |
| ECS arrive King's Lynn Stabling Siding | Depart King's Lynn / King's Lynn T.C. to Watlington | Same time (0) |

| King's Lynn | | |
|---|--|---------|
| Splitting and Coupling of trains permitted | | |
| In all platforms | | |
| Terminal Lengths | | |
| King's Lynn TC Arrival | | 60 SLUs |
| Junction Margins | | |
| Departure following arrival | | 1 |

| EA1170 HACKNEY DOWNS NORTH JUNCTION TO ENFIELD TOWN | | |
|---|---------------------|---------------|
| Seven Sisters | | |
| Dwell Time | | |
| London Overground only | | 1 all day |
| All other operators | | 1 AM/PM peak |
| Platform Reoccupation | | 2½ |
| Junction Margins | | |
| Movement | | Margin |
| Between all moves | | 3 |
| First Movement | | |
| Second Movement | | |
| Departure of down train (8 car) which has reversed south of Seven Sisters on Up Southbury | Arrival of Up train | 1 |

| Edmonton Green | | |
|-------------------|--|--------------|
| Dwell Time | | |
| | | 1 AM/PM peak |

| Bury Street Junction | | |
|--|--|---------------|
| Junction Margins | | |
| Movement | | Margin |
| Fouling move | | 2½ * |
| Before divergence of following move | | 3 |
| After merge | | 2½ |
| *3 minutes applies if second train does not stop at Bush Hill Park | | |

| Enfield Town | | |
|--|--|---------|
| | | |
| Length Limit | Platform 3 RR using Ground Frame | 24 SLUs |
| Platform 3 | Planning rules for this platform will be shown here when they are confirmed | |
| Splitting and Coupling of trains permitted | Detaching in all platforms but there is no facility for attaching except by shunting from another platform | |
| | | |
| Platform Reoccupation | | |
| Platform 1 | | 4 |
| Platform 2 | | 4 |

| EA1180 READING LANE JUNCTION TO NAVARINO ROAD JUNCTION | | |
|---|--|---------|
| | | |
| Standage Lengths | | |
| Navarino Road Junction – Graham Road Curve (Clear of Reading Lane Junction) | | 31 SLUs |
| Reading Lane Junction – Graham Road Curve (Clear of Navarino Road Junction) | | 31 SLUs |
| Restrictions | | |
| Trains longer than 31 SLUs stopped at Navarino Road Junction will foul the Down Suburban Line. In this circumstance the headway at London Fields (or nearest timing point if second train is not stopping) applies between the departure time for the first train departing Navarino Road Junction and the time of the second train at London Fields (or nearest timing point). | | |
| Trains longer than 31 SLUs stopped at Reading Lane Junction will foul the North London Line. In this circumstance the junction margin and headway at Navarino Road Junction applies between the departure time for the first train departing Reading Lane Junction and the passing time of the second train at Navarino Road Junction. | | |

| EA1190 BURY STREET JUNCTION TO CHESHUNT JUNCTION | | |
|--|---|--------|
| Cheshunt Junction Signal L1395 | | |
| | | |
| Overlap Restrictions | | |
| Both 2687B points and 2545A points are within the overlap of Cheshunt Junction Signal L1395 so the below margins apply for arriving at Cheshunt Junction Signal L1395 following movements over these points or crossing these points following an arrival at Cheshunt Junction Signal L1395. | | |
| First movement | Second movement | Margin |
| Depart Platform 2 via preferred route (route code DS) towards Bury Street Junction or Depart Platform 3 | Arrive Cheshunt Junction Signal L1395 | 3 |
| Arrive Cheshunt Junction Signal L1395 | Depart Platform 2 via preferred route (route code DS) towards Bury Street Junction or Depart Platform 3 | 2 |

| EA1200 CLAPTON JUNCTION TO CHINGFORD | | |
|--------------------------------------|--|---|
| | | |
| Walthamstow Central | | |
| | | |
| Dwell Time | | 1 |

| | | |
|---|------------------------|---------------|
| Chingford | | |
| | | |
| Junction Margin | | |
| All arrivals after conflicting departures 3½ except below | | |
| First Movement | Second Movement | Margin |
| Depart Platform 2 | Arrive Platform 2 | 3 |
| Depart Platform 1 | Arrive Platform 1 | 3 |
| | | |
| Splitting and Coupling of trains permitted | In all Platforms | |

| | | |
|--|------------------|---------|
| EA1210 BROXBOURNE JUNCTION TO HERTFORD EAST | | |
| | | |
| Hertford East | | |
| | | |
| Splitting and Coupling of trains permitted | In all Platforms | |
| | | |
| Length Limits | | |
| Platform 1 and 2 Reversing Moves | | 50 SLUs |
| Platform Reoccupation | Platform 2 | 3 |

| | | |
|--|--|---------------|
| EA1220 STANSTED SOUTH & NORTH JUNCTIONS TO STANSTED AIRPORT | | |
| | | |
| Stansted East Junction | | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Trains to Stansted North Junction | Approach control | {½} 170 only |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to Cambridge Chord | Pass from Stansted Mountfitchet (having stopped there) | 2½ |
| Pass to Cambridge Chord | Pass from Stansted Mountfitchet (not having stopped there) | 2 |
| Pass from Stansted Mountfitchet | Pass to Cambridge Chord | 1½ |

| | | |
|---------------------------|--|---------------|
| Tye Green Junction | | |
| | | |
| Junction Margins | | |
| Movement | | Margin |
| Fouling move | | 2 |

| | | |
|---|---|---------------|
| Coopers Lane Junction | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass from single line | Pass/Depart from Coopers Lane Junction to single line | 2 |
| For ARS regulating purposes for trains towards the single line ARR and DEP times with activities A and * to be used and not pathing time. | | |

Stansted Airport Signal L1201

For ARS regulating purposes for trains towards Stansted Airport on the Arrival Line ARR and DEP times with activities A and * to be used and not pathing time.

Stansted Airport Signal L1143

For ARS regulating purposes for trains towards Stansted Airport on the Departure Line ARR and DEP times with activities A and * to be used and not pathing time.

Stansted Airport**Junction Margin**

| First Movement | Second Movement | Margin |
|----------------|---|--------------|
| Arrival | Departure conflicting at Stansted Airport throat | Simultaneous |
| Departure | Arrival conflicting at Stansted Airport throat, including reoccupation of same platform | 4 |

| | |
|-------------------------------|-----------------------|
| Minimum Turnround Time | 20 desirable for DMUs |
|-------------------------------|-----------------------|

Permissive Working Instructions

| | |
|--|---|
| Splitting and Coupling of trains permitted | In all platforms |
| Platform Sharing | 3/4 car trains must NOT be planned on top of 10/12 car trains in Platform 1 at Stansted Airport. However, 10/12 car trains may be planned on top of 3/4 car trains. |

Length Limits

| | |
|-----------------------------------|---------|
| Platforms 1 and 3 Reversing Moves | 67 SLUs |
|-----------------------------------|---------|

EA1230 ROYSTON TO SHEPRETH BRANCH JUNCTION**Royston**

See entry under LN125 within LNE Timetable Planning Rules

Foxton Exchange Sidings**Terminal Lengths**

Exchange Sidings – there are three sidings which are 75 SLU, 66 SLU and 66 SLU. Please note that these are part of the terminal and are not Network Rail infrastructure.

| Foxton | | |
|---|--|--------------------------------------|
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Down freight from Foxton Exchange Sidings pass to Shepreth Branch Junction | Acceleration | {1} approaching next timing point |
| Up freight to Foxton Exchange Sidings pass from Shepreth Branch Junction | Via slow speed crossover | {1} |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Freight departs Foxton Down platform in the Up direction towards Royston | Down non-stop train passes Foxton | 4 |
| Freight departs Foxton Down platform in the Up direction towards Royston | Down stopping service arrives at Foxton | 3½ |
| Freight departs Foxton Down platform in the Up direction to Foxton Exchange Sidings | Down non-stop train passes Foxton | 7 |
| Freight departs Foxton Down platform in the Up direction to Foxton Exchange Sidings | Down stopping services arrives at Foxton | 6½ |
| Up train non-stop to Royston passes Foxton | Freight departs Foxton Down platform in the Up direction towards Royston | 2 |
| Up passenger departs Shepreth Station | Freight departs Foxton Down platform in the Up direction towards Royston | 2 |
| Down non-stop train passes Foxton | Freight arrives at Foxton from Foxton Exchange Sidings | 5½ |
| Down train departs Foxton | Freight arrives at Foxton from Foxton Exchange Sidings | 6½ |
| Down train pass/depart Foxton | Down Freight from Foxton Exchange Sidings pass towards Cambridge | 3 |

| EA1270 KING'S LYNN JUNCTION TO MIDDLETON TOWERS | |
|---|--|
| Middleton Towers | |
| Restriction | |
| Middleton Towers can only accommodate one train at a time – single train working. Light engine movements to be treated as an exception to this, i.e. light engines are permitted to depart and arrive when there is a set of wagons already in the sidings. | |

| EA1280 STRATFORD CENTRAL JUNCTION TO COPPERMILL JUNCTION | |
|---|--|
| Stratford Station | |
| See entry on Route EA1010 Liverpool Street to Seven Kings | |

| Temple Mills East Junction | | |
|--|---|--------|
| Junction Margins | | |
| Movement | | Margin |
| Reoccupation of Down Temple Mills Line | This allowance applies to Up Trains which will pass through Stratford Platform 12 Note this allowance will continue to apply after the re signalling for this route has been commissioned | 3 |

| | | |
|------------------------------------|------------------------------------|--------------|
| Lea Bridge Station | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Value |
| Depart Lea Bridge onto Single Line | Arrive Lea Bridge from Up Line | 2½ |
| Arrive Lea Bridge from Single Line | Depart Lea Bridge onto Single Line | 2 |

| | |
|---|--------------|
| Coppermill Junction Signal L1005 | |
| | |
| Standage Length | Value |
| Down Temple Mills standing at Coppermill Junction Signal L1005 clear of Lea Bridge Junction | 125 SLUs |

| | |
|--|---------|
| EA1290 TOTTENHAM SOUTH JUNCTION TO SOUTH TOTTENHAM | |
| | |
| South Tottenham | |
| Standage Length | |
| Down Tottenham South Curve towards South Tottenham Station standing at S17 Signal | 91 SLUs |
| Restrictions | |
| Trains longer than 91 SLUs stopped at South Tottenham Signal S17 will foul the Down Cambridge Line at Tottenham South Junction. In this circumstance the headway at Tottenham South Junction applies between the departure time for the first train departing South Tottenham Signal S17 and the passing time of the second train at Tottenham South Junction. | |

| | |
|--|---------|
| Tottenham South Junction | |
| | |
| Standage Length | |
| Up Tottenham South Curve towards Coppermill Junction standing at Tottenham South Junction Signal L1004 | 57 SLUs |
| Restrictions | |
| Trains longer than 57 SLUs stopped at Tottenham South Junction Signal L1004 will foul the T&H Line at South Tottenham. In this circumstance the junction margin and headway at South Tottenham applies between the departure time for the first train departing Tottenham South Junction Signal L1004 and the passing time of the second train at South Tottenham. | |

| | |
|---|---------|
| EA1300 SOUTH TOTTENHAM TO SEVEN SISTERS | |
| | |
| Seven Sisters | |
| | |
| Standage Length | |
| Up & Down Chord Standing at L1327 signal, c/o South Tottenham | 38 SLUs |

| | |
|--|--|
| South Tottenham Chord Line to and from Seven Sisters | |
| | |
| A train cannot be allowed on to the chord line whilst a train on the Down (Eastbound) T&H line is approaching South Tottenham due to the overlap of South Tottenham S16 Signal extending through South Tottenham station | |

| | |
|---|---------|
| South Tottenham | |
| | |
| Standage Length | |
| Up and Down Chord Standing at S16 signal, c/o Seven Sisters | 38 SLUs |

EA1310 CAMDEN ROAD WEST JUNCTION TO RICHMOND**Kentish Town West**

| | |
|------------------------------|----|
| Platform Reoccupation | 2½ |
|------------------------------|----|

Gospel Oak

| | |
|-------------------|---|
| Dwell Time | 1 |
|-------------------|---|

Junction Margins

| First Movement | Second Movement | Margin |
|---|---|---------------|
| Up train travelling towards Kentish Town West | Down train travelling towards Hampstead Heath | 1 |
| Down train travelling towards Hampstead Heath | Up train travelling towards Kentish Town West | 3 |

| | |
|-------------------------------|---|
| Minimum Turnround Time | 5 |
|-------------------------------|---|

| | |
|------------------------------|----|
| Platform Reoccupation | 2½ |
|------------------------------|----|

Hampstead Heath

| | |
|------------------------------|----|
| Platform Reoccupation | 2½ |
|------------------------------|----|

Finchley Road & Frognal

| | |
|------------------------------|----|
| Platform Reoccupation | 2½ |
|------------------------------|----|

West Hampstead

| | |
|-------------------|---|
| Dwell Time | 1 |
|-------------------|---|

| | |
|------------------------------|----|
| Platform Reoccupation | 2½ |
|------------------------------|----|

Brondesbury

| | |
|------------------------------|----|
| Platform Reoccupation | 2½ |
|------------------------------|----|

Brondesbury Park

| | |
|------------------------------|----|
| Platform Reoccupation | 2½ |
|------------------------------|----|

Kensal Rise

| | |
|------------------------------|----|
| Platform Reoccupation | 2½ |
|------------------------------|----|

Kensal Green Turnback Siding

| | |
|--|--|
| Capacity of Siding | 207 metres. This equates to 2x 5 car EMU or 32 SLU |
| Permissive Working for Splitting and Coupling of Trains Permitted | In Turnback Siding |

Kensal Green Junction**Restrictions**

Trains from Willesden Junction High Level may not have timing allowances (apart from adjustment allowance as specified **below** ~~above~~) applied at Kensal Green Junction as there are no signals between Willesden Junction High Level and Kensal Green Junction. Also trains from Willesden Junction High Level cannot be planned to stop between Willesden Junction High Level and Kensal Green Junction. Only trains from Harlesden Junction (MD155) or from Willesden Junction Low Level (MD150) may be planned to stop in the Eastbound (Up) direction.

For ARS regulating purposes, in the Eastbound (Up) Direction ARR and DEP times with activities A and * to be used in place of pathing time for trains which have been timed passing Harlesden Junction (Route MD155)

~~“Dot stops” / “A stops” required for ARS regulating purposes. ARR and DEP times with activities A and * to be used for all trains and not pathing time. This is to ensure correct regulation in ARS.~~

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|---|--|-------|
| Trains signalled towards Kensal Green Turnback Siding | Approach controlled signal NL1036 due to overlap on points | {1½} |

Junction Margins

| Movement | | Margin |
|--|--|--------|
| Fouling move, except for those listed below | | 2½ |
| First move | Second move | Margin |
| Down NLL train passes towards Harlesden Junction | Up NLL train passes from Willesden Jn High Level towards Kensal Rise | 4 |
| Up NLL train passes from Willesden Jn High Level towards Kensal Rise | Down NLL train passes towards Harlesden Junction | 1 |

Willessden Junction High Level

| | |
|-------------------|--|
| Dwell Time | 1½ peak 1 off peak 1 minute for arrivals which are going forward as ECS 1 minute for departures which have arrived as ECS |
|-------------------|--|

Junction Margins

| Movement | Margin |
|--------------|--------|
| Fouling move | 2½ |

| | | |
|-------------------------------|---|---|
| Minimum Turnround Time | Eastbound departure from Westbound platform | 5 |
|-------------------------------|---|---|

| | |
|------------------------------|---|
| Platform Reoccupation | 3 following freight, 2 following passenger |
|------------------------------|---|

Acton Wells Junction**Junction Margins**

| Movement | Margin |
|----------------------------------|--------|
| Fouling move following passenger | 2½ |
| Fouling move following freight | 3 |

Freight Train Restriction – Down Freight Trains towards Acton Main Line or Acton T C

Freight Trains in the Down Direction from the Down Poplars to the Down Goods Line which are booked to change traincrew at Acton Main Line stop adjacent to SN182 signal on the Down Goods. It is not possible to route a second down train from Acton Wells Junction towards the Down Goods or Down Relief or Acton TC until the first train has drawn forward from signal SN182 to signal SN197 signal at Acton West

| | | |
|----------------------|--|---|
| Acton Central | | |
| | | |
| Dwell Time | Dwell time to include traction type changeover | 1 |

| | | |
|-------------------------------|--|---------------|
| South Acton | | |
| | | |
| Junction Margins | | |
| Movement | | Margin |
| Fouling move | | 2½ |
| | | |
| Minimum Turnround Time | | 5 |

| | | |
|---|---|--------------|
| Gunnersbury | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Train arrives Gunnersbury from South Acton | Train departs Gunnersbury towards Turnham Green | ½ |
| Train departs Gunnersbury towards Turnham Green | Train from South Acton arrives Gunnersbury | 1½ |
| Train departs Gunnersbury towards Turnham Green | Train from South Acton passes Gunnersbury | 2 |
| | | Value |
| Minimum Turnround Time | | 5 |

| | | |
|--|--|--------|
| Richmond | | |
| | | |
| Minimum Turnround Time | | 4 LUL |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart platforms 3-7 | Conflicting arrival | 3 |
| Arrive platform 7 | Depart platform 6 | ½ LUL |
| | | |
| Preferred Platforms | | |
| Platforms 3 and 4 | London Overground Services | |
| Platform 5 | | |
| Platforms 6 and 7 | London Underground District Line Services | |
| | | |
| Reoccupation of platform | Minimum time allowed between one train departing and another arriving in the same platform including conflicting movements towards platforms | 3 |
| | | |
| Splitting and Coupling of trains permitted | Platform 3 only for call on to attach units | |
| | | |

| | | |
|--|--|----|
| EA1320 CAMDEN ROAD WEST JUNCTION TO STRATFORD PLATFORMS 1 & 2 | | |
| | | |
| All Stations on EA1320 | | |
| | | |
| Platform Reoccupation | Exceptions shown under individual stations | 2½ |

Camden Road West Junction**Junction Margins**

| Movement | Margin |
|--------------|--------|
| Fouling move | 3 |

~~“Dot stops” / “A stops” required for ARS regulating purposes. ARR and DEP times with activities A and * to be used for all trains and not pathing time. This is to ensure correct regulation in ARS.~~

For ARS regulating purposes, in the Eastbound (Stratford) direction ARR and DEP times with activities A and * to be used and not pathing time for trains which have been timed passing Camden Junction (Route MD145)

Camden Road

| | |
|------------------------------|---|
| Dwell Time | 1 |
| Platform Reoccupation | 2 |

Camden Road Central Junction**Junction Margins**

| Movement | Margin |
|--|--|
| Up Train travelling towards Camden Road on the North London Line | Down Train travelling towards Copenhagen Junction on the North London Incline Line |
| Down Train travelling towards Copenhagen Junction on the North London Incline Line | Up Train travelling towards Camden Road on the North London Line |
| | 3 |
| | 3 |

For ARS regulating purposes, in the Westbound (Down) Direction ARR and DEP times with activities A and * to be used in place of pathing time for trains which have been timed passing York Road North Junction

Camden Road East Junction

For ARS regulating purposes, in the Westbound direction ARR and DEP times with activities A and * to be used and not pathing time for trains routed on the Up NL line

York Way North Junction**This Junction is on the North London Incline Line****Junction Margins**

| Movement | Margin |
|--------------|--------|
| Fouling move | 2½ |

Where trains are required to stand at Copenhagen Junction and are likely to be in excess of 630 metres in length then these should be held at York Way North Junction

Westbourne Road Junction**Junction Margins**

| Movement | Margin |
|--------------|--------|
| Fouling move | 3 |

For ARS regulating purposes, in the Eastbound (Stratford) direction ARR and DEP times with activities A and * to be used and not pathing time for trains routed on the Down RL Line

Highbury Transfer Track ELL Down Direction Only

For ARS regulating purposes in the Down Direction ARR and DEP times with activity OP to be used

Highbury Transfer Track ELL Up Direction Only

For ARS regulating purposes in the Up Direction ARR and DEP times with activity OP to be used

Highbury & Islington

| | | |
|------------------------------|--|--------------------|
| Dwell Time | | 1 1½ AM/PM peak |
| Platform Reoccupation | | 2 |

Canonbury West Junction**Planning Note**

~~Single lead junction. A train cannot pass Canonbury West Junction towards Highbury Vale Junction if the single line from Finsbury Park is occupied.~~

Junction Margins

| Movement | Margin |
|---|---------------|
| Fouling move | 3 |
| “Dot stops” / “A stops” required for ARS regulating purposes. ARR and DEP times with activities A and * to be used for all trains and not pathing time. This is to ensure correct regulation in ARS. | |
| For ARS regulating purposes, in the Eastbound (Stratford) direction ARR and DEP times with activities A and * to be used and not pathing time for trains from the Finsbury Park direction. | |

Dalston Kingsland

| | | |
|-------------------|-----------------------|-----------|
| Dwell Time | Up (Westbound) trains | 1 AM peak |
|-------------------|-----------------------|-----------|

Navarino Road Junction**Junction Margins**

| First Movement | Second Movement | Margin |
|--|--|---------------|
| Down Train travelling towards Reading Lane Junction on the Graham Road Curve | Up Train travelling towards Dalston Kingsland | 2½ |
| Up Train travelling towards Dalston Kingsland | Down Train travelling towards Reading Lane Junction on the Graham Road Curve | 2½ |

Hackney Central

| | |
|-------------------|--------------|
| Dwell Time | 1 AM/PM peak |
|-------------------|--------------|

Homerton

| | | |
|-------------------|------------------------|-----------|
| Dwell Time | Down (Eastbound) train | 1 PM peak |
|-------------------|------------------------|-----------|

Lea Junction**Junction Margins**

| Movement | Margin |
|--|---------------|
| Fouling move | 3 |
| “Dot stops” / “A stops” required for ARS regulating purposes. ARR and DEP times with activities A and * to be used for all trains and not pathing time. This is to ensure correct regulation in ARS. | |
| For ARS regulating purposes, in the Eastbound (Stratford) direction ARR and DEP times with activities A and * to be used and not pathing time for trains which require regulation to avoid conflicting movements approaching Channelsea Junction. The conflicting movements are from Stratford platforms 1 & 2, or towards High Meads Junction | |

Channelsea Junction**Freight Train Length restriction**

Freight trains of more than 50 SLUs brought to a stand at Signal NL1294 on Channelsea Curve will be foul of Stratford Central Junction in rear and junction margins should be applied at Stratford based on departure time from signal NL1294

Junction Margins

| Movement | Margin |
|-----------------------|--------|
| Between all movements | 3 |

~~“Dot stops” / “A stops” required for ARS regulating purposes. ARR and DEP times with activities A and * to be used for all trains and not pathing time. This is to ensure correct regulation in ARS.~~

Channelsea Up Loop Signal NL1286

For ARS regulating purposes in the Westbound direction ARR and DEP times with activities A and * to be used at Lea Jn (TIPLOC – LEAJ).

Stratford Platforms 1 and 2**Junction Margin**

| First Movement | Second Movement | Margin |
|------------------------|---------------------------|--------|
| Depart from Platform 1 | Arrive in Platform 1 or 2 | 3 |
| Depart from Platform 2 | Arrive in Platform 2 | 2 |
| Arrive in Platform 2 | Depart from Platform 1 | 1 |

EA1340 STRATFORD LEA JUNCTION TO HIGH MEADS JUNCTION**Lea Junction**

For ARS regulating purposes in the Westbound direction ARR and DEP times with activities A and * to be used and not pathing time.

EA1350 CHANNELSEA NORTH JUNCTION TO TEMPLE MILLS EAST JUNCTION**High Meads Junction**

For ARS regulating purposes in the Up direction towards Lea Junction or Channelsea Junction, ARR and DEP times with activities A and * to be used and not pathing time.

Temple Mills East Junction

For ARS regulating purposes in the Northbound (Temple Mills Loop/Orient Way/Coppermill Junction) direction, ARR and DEP times with activities A and * to be used and not pathing time.

EA1360 DUDDING HILL JUNCTION TO ACTON WELLS JUNCTION**Neasden Junction**

Note that Route MD 715 Neasden South Junction to Neasden Junction is closed when Neasden Junction Signal Box is switched out. See Section 2.2 Route Opening Hours

| Movement | Minimum Allowance |
|-------------------------------|-------------------|
| Run-round at Neasden Junction | 30 minutes |

| | | |
|-----------------------------------|------------------------------------|---------------|
| Acton Canal Wharf Junction | | |
| | | |
| Length Limits | | |
| Down Cricklewood Run-round | | 43 SLUs |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Train crossing towards MD170 | Down train to Acton Wells Junction | 3 |

| | | |
|--|--|---|
| EA1370 GOSPEL OAK TO BARKING TILBURY LINE JUNCTION WEST | | |
| | | |
| Gospel Oak | | |
| | | |
| Minimum Turnround Time | | 5 |

| | | |
|---|--|---------|
| Gospel Oak Signal NL1306 | | |
| | | |
| “Dot stops” / “A stops” required for ARS regulating purposes. ARR and DEP times with activities A and * to be used for all trains and not pathing time. This is to ensure correct regulation in ARS. | | |
| For ARS regulating purposes, in the Westbound direction and so as not to block the London Overground services in the Bay platform at Gospel Oak ARR and DEP times with activities A and * to be used and not pathing time | | |
| | | |
| Standage Length | | |
| Up T&H Line (Westbound) towards Gospel Oak standing at Gospel Oak Signal NL1306 | | 84 SLUs |
| Restrictions | | |
| Trains longer than 84 SLUs stopped at Gospel Oak Signal NL1306 will foul Junction Road Junction. In this circumstance junction margin and headway at Junction Road Junction applies between the departure time for the first train departing Gospel Oak Signal NL1306 and the passing time of the second train at Junction Road Junction. | | |

| | | |
|-------------------------------|--|---------------|
| Junction Road Junction | | |
| | | |
| Junction Margins | | |
| Movement | | Margin |
| Fouling move | | 3 |

| | | |
|-------------------------|--|---------------|
| Upper Holloway | | |
| | | |
| Junction Margins | | |
| Movement | | Margin |
| Fouling move | | 3 |

| | | |
|--------------------------------|--|---------------|
| Harringay Park Junction | | |
| | | |
| Junction Margins | | |
| Movement | | Margin |
| Fouling move | | 3 |

| | | |
|---|--|--|
| South Tottenham Chord Line to and from Seven Sisters | | |
| | | |
| A train cannot be allowed on to the chord line whilst a train on the Down (Eastbound) T&H line is approaching South Tottenham | | |

| | | |
|-------------------------|--|---------------|
| South Tottenham | | |
| | | |
| Junction Margins | | |
| Movement | | Margin |
| Fouling move | | 3 |

| | |
|------------------------|---|
| Blackhorse Road | |
| | |
| Dwell Time | 1 |

| | | | |
|--|--------------------------------------|--|--|
| Woodgrange Park | | | |
| | | | |
| Adjustments to Sectional Running Times | | | |
| Movement Down | | | |
| Movement | Timing Load | Reason | Allowance |
| Pass from Forest Gate Junction | Freight up to 1235t/TR70 (inclusive) | Speed Differential | {½} approaching Barking Station Junction |
| | Freight over 1235t/TR70 | Speed Differential | {1} approaching Barking Station Junction |
| Movement Up | | | |
| Adjustments to Sectional Running Times Movement | | Reason | Allowance |
| Freight trains passing from Barking which use the Up Goods (GL) approaching Barking | | Not linespeed at Barking due to slow speed of Up Goods | {2} |
| Freight trains passing from Barking which use the Up Tilbury (ML) and contain pathing time between Dagenham Dock and Barking | | Not linespeed at Barking due to seeing restrictive aspects on the approach | {1½} |
| Trains passing towards Forest Gate Jn (if none of the above apply) | | Differential linespeed | {1} except 357 |
| | | | |
| Junction Margins | | | |
| Movement | | | Margin |
| Fouling move | | | 3 |

| | | |
|---|------------------|-------------------------|
| Barking Station Junction | | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Pass to Barking Platform 1 | Via slower route | {½} approaching Barking |
| Pass from Barking Platform 1 | Via slower route | {½} |
| | | |
| Junction Margins | | |
| Movement | | Margin |
| Fouling move | | 2 |
| Overlap Restrictions Restriction | | |
| Down trains from Woodgrange Park routed over the flyover to Barking Platform 7 cannot be booked to pass Barking Station Junction until Platform 7 is clear. Due to the shared overlap between UR605 and UR903, trains are held back at UR601 until such time as the route from UR605 can be set. | | |
| No pathing time to be included in the Up direction between Barking and Barking Station Junction when following a train from Barking platform 1 as the signal overlap fouls the junction. Trains are regulated at Barking Station for conflicts at Barking Station Junction. | | |

| | | |
|-------------------------------|--|---|
| Barking (Platform 1) | | |
| | | |
| Minimum Turnround Time | | 5 |

| | | |
|--|--|---|
| EA1380 FENCHURCH STREET TO SHOEburyNESS | | |
| | | |
| Fenchurch Street | | |
| | | |
| Advertised Time Changes | | |
| Trains booked to arrive at Fenchurch Street between 07.00 and 10.00 Mondays to Fridays are to be advertised to arrive 2 minutes later than WTT. | | |
| Trains which depart from Fenchurch Street between 16.00 and 19.00 Mondays to Fridays are to be advertised to arrive at destination 2 minutes later than WTT. | | |
| | | |
| Connectional Allowance | | 7 |
| | | |
| Platforming Principles | | |
| During AM Peak it is desirable to allow 5 minutes between consecutive arrivals on the same island platform | | |
| | | |
| Splitting, coupling and double docking of trains permitted | | |
| Platforming Restriction – 8 car EMU trains approaching on the Up Slow Line cannot be signalled into a platform which is already occupied by a 4 car EMU train | | |
| Minimum time allowed between one train departing and another arriving in the same platform | | 3 |

| | | |
|----------------------------------|--|---------------|
| Christian Street Junction | | |
| | | |
| Junction Margins | | |
| Movement | | Margin |
| Fouling move | | 2 |

| | | |
|-----------------------------|--|---------------|
| Gas Factory Junction | | |
| | | |
| Junction Margins | | |
| Movement | | Margin |
| Fouling move | | 2 |

| | | |
|--|---|--------------|
| Barking | | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Up freight trains from Ripple Lane Exchange Sidings towards Barking via ML | Slow Speed connection from Ripple Lane Exchange Sidings | {1½} |
| | | |
| Dwell Time | | 1 peak only |

| Barking | | |
|---|---|--|
| | | |
| Junction Margins | | |
| Movement | | Margin |
| Fouling move where the first movement is a non-stopping train | | 2½ unless listed below |
| Barking Platform Working Margin | | |
| First movement | Second movement | Margin |
| Up train departs platform 5 towards West Ham | Down train arrives platform 7 from West Ham | 2½ |
| Down train arrives/passes platform 7 from West Ham | Up train departs platform 5 towards West Ham | Simultaneous |
| Down train arrives/passes platform 7 from West Ham | Up train passes platform 5 towards West Ham | ½ |
| Up train pass/depart platform 8 | Up freight depart Ripple Road Junction | 1 |
| | | |
| Margin for overlap timeout at Barking Upney Junction | | |
| First movement | Second movement | Margin |
| Train arrives onto the Up Connecting Line at Barking Upney Junction from platform 7 or 8 | Up train arrives into platform 5 | 2½ |
| Up train arrives into platform 5 | Train arrives onto the Up Connecting Line at Barking Upney Junction from platform 7 or 8 | 2½ |
| | | |
| Overlap Restrictions | | |
| First Movement | Second Movement | Margin |
| Down train entering platform 7 | Up train entering platform 8 if approaching by the Up Connecting Line | 2½ |
| Up train arriving platform 8 | Up train departing platform 7 towards Barking Station Junction or West Ham via the Up Tilbury (shared overlap across 2207 points) | 3 mins to allow for overlap to timeout |
| Up train departing platform 7 towards Barking Station Junction or West Ham via the Up Tilbury | Up train arriving platform 8 (shared overlap across 2207 points) | 2 mins to allow for first train to clear overlap |
| | | |
| Length Limits | | |
| Platform 1 Reversing Moves | 28 SLUs | |
| Platform 7 | 38 SLUs | |
| Platform 8 | 38 SLUs | |
| Up Connecting Line Both Directions | 36 SLUs | |

| | | |
|---|--|------------------------|
| Upminster | | |
| Dwell Time | | 1 peak only |
| Junction Margins | | |
| Fouling Move | | 3 |
| Except: | | |
| Down departure to Ockendon following conflicting Up arrival | | ½ |
| Platform Reoccupation | | 2 (through lines only) |

| | | |
|---|--------------------------|--------------|
| Laindon | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| For trains to/from middle platform | Via slow speed crossover | {½} |

| | | |
|---------------------|--|-------------|
| Laindon | | |
| | | |
| Dwell Time | | 1 peak only |
| | | |
| Length Limit | | |
| Platform 2 | | 38 SLUs |

| | | |
|-------------------|--|-------------|
| Basildon | | |
| | | |
| Dwell Time | | 1 peak only |

| | | |
|---|--|---------------|
| Pitsea | | |
| | | |
| Junction Margins | | |
| Movement | | Margin |
| Fouling move where the first movement is a non-stopping train | | 2 |

| | | |
|-------------------|--|-------------|
| Benfleet | | |
| | | |
| Dwell Time | | 1 peak only |

| | | |
|---|--------------------------|--------------|
| Leigh-on-Sea | | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| For trains to/from middle platform | Via slow speed crossover | {½} |
| | | |
| Dwell Time | | 1 peak only |
| | | |
| Length Limits | | |
| Platform 2 | | 38 SLUs |

| | | |
|---|--|--------------|
| Southend Central | | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| For trains to/from Platforms 1 & 4 | Via slow speed crossover | {½} |
| Dwell Time | Applies to Class 357 timing loads only | 1 |
| Splitting and Coupling of trains permitted | | |
| Platforms 1 and 4 only | | |

| | | |
|---|---|---------------|
| Shoeburyness Depot London End Junction | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Crossing movement pass Shoeburyness Depot London End Junction | Depart from Shoeburyness station to Up Main | 1 |

Shoeburyness**Junction Margins**

| First Movement | Second Movement | Margin |
|--|---------------------------|--------|
| Departure from platform 1 towards Thorpe Bay | Arrival into any platform | 4 |
| Departure from platforms 2 or 3 towards Thorpe Bay | Conflicting arrival | 3 |

Length Limits

| | | |
|----------------------------|--|---------|
| Platform 1 Reversing Moves | | 40 SLUs |
| Platform 2 Reversing Moves | | 42 SLUs |
| Platform 3 Reversing Moves | | 29 SLUs |

| | |
|---|---------------|
| Splitting and Coupling of trains permitted | All platforms |
|---|---------------|

EA1390 BARKING TILBURY LINE JUNCTION EAST TO PITSEA JUNCTION (VIA TILBURY)**All Junctions****Junction Margins**

| Movement | | Margin |
|---------------|--|------------------------------|
| Fouling moves | | 3 unless otherwise specified |

Ripple Road Junction**Junction Margin**

| First Movement | Second Movement | Margin |
|---|---|--------------------------------|
| Up train pass/depart Barking Platform 8 | Up freight depart Ripple Road Junction / Ripple Lane Signal UR846 | See entry on EA1380 at Barking |

Ripple Lane West Junction**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|--------|
| Freight pass towards Ripple Lane West S.S. or Ripple Lane Renwick Road Junction | Up pass from Barking Riverside | 4 |
| Up pass from Barking Riverside | Freight pass towards Ripple Lane West S.S. or Ripple Lane Renwick Road Junction | 2 |

Ripple Lane West Yard**Ripple Lane West SS**

Consists of three through sidings connected to the Up and Down Goods and a headshunt

Terminal Lengths

| | | |
|----------------|--|---------|
| Headshunt | | 49 SLUs |
| Siding No.1 | | 63 SLUs |
| Siding No.2 | | 73 SLUs |
| Reception Line | | 92 SLUs |

| | | |
|------------------------------|--|---------|
| Ripple Lane West Yard | | |
| | | |
| Ripple Lane West SS | | |
| Harry Group Sidings | | |
| No. 7 Siding | | 72 SLUs |
| No. 8 Siding | | 71 SLUs |
| | | |
| Stora Sidings | | |
| Stora Siding | | 58 SLUs |
| No. 1 ASW | | 31 SLUs |
| No. 2 ASW | | 31 SLUs |

| | | |
|--|--|-------------------------------------|
| Barking Eurohub | | |
| | | |
| Terminal Length | | |
| Consists of two roads 350m in length | | 55 SLUs |
| | | |
| Restriction | | Minimum Allowance |
| Down trains booked to arrive at Barking Eurohub must run-round in Ripple Lane West S.S. or at Ripple Lane Signal 807 before propelling back into Barking Eurohub at 3mph. Ripple Lane West S.S. is the preferred location for the run-round to prevent blocking the Down Goods line for the duration of the run-round. | | 20 minutes at previous timing point |

| | | |
|-------------------------------------|--|----------|
| Ripple Lane Exchange Sidings | | |
| | | |
| Terminal Length | | |
| Freight length restriction | | 118 SLUs |

| | | |
|---|--|--------------|
| Dagenham Dock | | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Down freight trains via ML towards Dagenham Down Yard | Freight Trains under approach control signalling and via slow speed connection to Dagenham Down Yard | {1½} |

| | | |
|---|---|--------------------|
| Purfleet | | |
| | | |
| Junction Margins | | |
| First Move | Second Move | |
| Train Arrives P1 | Train 2 departs into Purfleet Long Sidings | 3 |
| Train departs P2 into Purfleet Long Sidings | Train arrives P1 | 5 |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Departures passing Purfleet from Purfleet Long Siding for trains timed at Deep Wharf LC (via UR1166 signal) | Not linespeed passing Purfleet | {2} after Purfleet |
| Purfleet | 2 minute OP stop required at Purfleet for trains entering Purfleet Long Sidings to await clearance from PIC to enter Long Sidings | 2 |
| Outbound | | |
| UR1176 Signal | Op Stop for trains departing Purfleet Long Sidings from West Thurrock Sidings | 2 |

| Purfleet | | |
|--|--|----------|
| Terminal Lengths | | |
| Purfleet Deep Water Wharf (Car traffic) | | 103 SLUs |
| Purfleet Deep Water Wharf (Intermodal traffic) | | 68 SLUs |
| Foster Yeoman Sidings | | 31 SLUs |
| West Thurrock Sidings | | 64 SLUs |

| Purfleet Long Siding | | |
|--|--|--|
| Restrictions | | |
| Purfleet Long Siding is split into three sections: The Spur, Jurgens Long Siding and Velacotts Long Siding. No more than one train may be in each of these three sections at any time. For timetabling purposes Jurgens Long Siding is between Purfleet and Jurgens LC. For timetabling purposes Velacotts Long Siding is between Jurgens LC and West Thurrock Headshunt. For timetabling purposes, The Spur is not currently used. These sections should be treated as AB sections. | | |

| Deep Wharf LC | | |
|--|--|---------|
| Trains to or from Purfleet Foster Yeoman & to West Thurrock Sidings | | |
| All trains must stop to operate the level crossing at Deep Wharf LC | OP stop | 2 mins |
| Trains to Purfleet Deep Water Wharf | | |
| All trains to Purfleet Deep Water Wharf must have a RR at Deep Wharf LC before propelling back into the terminal. No other trains should be planned onto any part of Purfleet Long Siding until the RR is complete and the train has arrived into Purfleet Deep Water Wharf. | RR Allowance (due to distance the loco must travel via 2267 points, Up Tilbury and 2265/2266 points) | 45 mins |
| Trains from Purfleet Deep Water Wharf | | |
| All trains from Purfleet Deep Water Wharf must be timed with an OP stop at Deep Wharf LC before departing Purfleet Long Siding via UR1166 signal, 2266 & 2265 points to Purfleet. | OP stop | 2 mins |

| Jurgens LC | | |
|---|--|---------|
| Trains to West Thurrock Sidings | | |
| All trains must stop to operate the level crossing at Jurgens LC | OP stop | 2 mins |
| Trains to Purfleet Foster Yeoman | | |
| All trains to Purfleet Foster Yeoman must have an extended OP stop at Jurgens LC in order to activate the level crossing and propel back into the terminal. | OP stop to activate level crossing, RM and PR | 10 mins |
| Trains from Purfleet Foster Yeoman | | |
| All trains from Purfleet Foster Yeoman must have a RR at Jurgens LC before departing Purfleet Long Siding via Deep Wharf LC, UR1166 signal, 2266 & 2265 points to Purfleet. No other trains should be planned onto any part of Purfleet Long Siding until the RR is complete. | RR Allowance (due to distance the loco must travel via 2267 points, Up Tilbury and 2265/2266 points) | 45 mins |

West Thurrock Headshunt**Trains to and from West Thurrock Sidings**All trains stop before propelling move to sidings
or after propelling move from sidings

RM and PR stop

2 mins

West Thurrock Junction

For ARS regulating purposes in the Eastbound direction, ARR and DEP times with activities A and * are to be used and NOT pathing time approaching Grays due to overlap restrictions. This is to apply when a train is departing Platform 3 at Grays towards the Up Tilbury line or from Platform 2 towards Ockendon.

Grays**Dwell Time**

1 peak only

Standage Lengths

Third Line Down Direction

100 SLUs

Third Line Up Direction via Ockendon only

100 SLUs

Restrictions

Trains longer than 100 SLUs stopped at Grays on the Third Line in the Down Direction will foul the Down Tilbury Line at West Thurrock Junction. In this circumstance the headway at West Thurrock Junction applies between the departure time for the first train departing Grays and the passing time of the second train at West Thurrock Junction.

Trains longer than 100 SLUs stopped at West Thurrock Junction on the Third Line in the Up Direction will foul the Down Tilbury Line at Grays. In this circumstance the junction margin and headway at Grays applies between the departure time for the first train departing West Thurrock Junction and the passing time of the second train at Grays.

Adjustments to Sectional Running Times**Movement****Reason****Value**Down freight trains approaching Seabrooks
Sidings or Tilbury RCTFreight Trains under approach control
signalling and via Slow Speed connection

{1½}

Trains travelling from the ML at West Thurrock
into Grays platform 3{1} unless RVL route is used, in which case {½}
is sufficient

{1} or {½}

Trains departing Grays platform 3 onto ML at
West Thurrock Jn

{½}

Splitting and Coupling of trains permitted

Detaching of units permitted in Platform 3 only

Tilbury Town**Connectional Allowance**

3

Tilbury West Junction**Junction Margin****Margin**

Fouling move where the first movement is a
freight train entering Tilbury Riverside
International Rail Freight Terminal.

4

| Thames Haven Junction | | |
|---|---|--------|
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Down freight trains towards London Gateway Port facility/Thames Haven TC | All trains under approach control signalling (UR 715) and via Slow Speed connection towards London Gateway Port facility/Thames Haven | {1½} |
| Junction Margin | | Margin |
| Fouling move where the first movement is a freight train towards London Gateway Port facility/Thames Haven TC | | 4 |

| EA1395 RIPPLE LANE WEST JUNCTION TO BARKING RIVERSIDE | | |
|---|---------------------|--------|
| | | |
| Barking Riverside | | |
| | | |
| Platform End Conflicts | | |
| First Movement | Second Movement | Margin |
| Arrive Platform 2 | Depart Platform 1 | 1 |
| Depart to Barking | Conflicting arrival | 2½ |
| Platform Reoccupation | | 2½ |

| EA1410 UPMINSTER TO WEST THURROCK JUNCTION | |
|---|--|
| | |
| Ockendon | |
| | |
| Single Line Crossing | First train arrives at xx and departs xx +02½. Passing train arrives xx +02 and departs xx +02½ |
| | |
| Restriction | |
| c2c services calling at Ockendon in the down direction must be planned to use Platform 1 unless otherwise agreed in advance with the operator. This is due to a lack of DOO equipment at the country end of Platform 2 meaning that if a train is required to call at this platform in the down direction then dispatch staff are required. | |

| EA1420 THAMES HAVEN JUNCTION TO LONDON GATEWAY PORT/THAMES HAVEN SIDINGS | |
|--|---------|
| | |
| Thames Haven | |
| | |
| Maximum Standage Length | |
| Reception | 68 SLUs |

| EA1430 EAST SUFFOLK JUNCTION TO OULTON BROAD NORTH JUNCTION | |
|---|---------|
| | |
| Ipswich Signal CO348 | |
| | |
| Standage Length | |
| Up East Suffolk Line towards East Suffolk Junction & Ipswich standing at Ipswich Signal CO348 clear of Boss Hall Junction | 46 SLUs |

EA1430 EAST SUFFOLK JUNCTION TO OULTON BROAD NORTH JUNCTION**Ipswich Signal CO348****Restrictions**

Trains longer than 46 SLUs stopped at Ipswich Signal CO348 will foul Boss Hall Junction. In this circumstance headway at Boss Hall Junction applies between the departure time for the first train departing Ipswich Signal CO348 and the passing time of the second train at Boss Hall Junction.

Westerfield**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---------------------------------------|--------|
| Up passenger trains departs/passes platform 1 | Down trains passes/arrives platform 1 | 3 |
| Up freight train passes platform 1 | Down train passes/arrives platform 1 | 3½ |

Woodbridge

| | |
|-------------------|---|
| Dwell Time | 1 |
|-------------------|---|

Melton**Stopping Instructions**

Single Line. Down trains must be timed to stop before continuing over Level Crossing. Services not stopping to set down or pick up passengers should show an OP stop and ½ minute dwell.

Saxmundham

| | |
|-------------------|---|
| Dwell Time | 1 |
|-------------------|---|

Darsham

| | | |
|-------------------|---|---|
| Dwell Time | For ECS/Freight/Network Services trains travelling on either line in Up direction to show an OP stop or Suppression of traffic stop indicator dwell time activity in schedule | ½ |
|-------------------|---|---|

Halesworth

| | |
|-------------------|---|
| Dwell Time | 1 |
|-------------------|---|

Beccles

| | |
|-------------------|---|
| Dwell Time | 1 |
|-------------------|---|

| | |
|-----------------------------|--|
| Single Line crossing | First train arrives at xx and departs xx +03½. Second train arrives xx +02½ and departs xx +03½ |
|-----------------------------|--|

EA1440 WESTERFIELD JUNCTION TO FELIXSTOWE TOWN**Derby Road****Platforming Principles**

Where possible Down services should use platform 2 and Up services should use platform 1.

EA1440 WESTERFIELD JUNCTION TO FELIXSTOWE TOWN**Derby Road**

| | |
|-----------------------------|--|
| Single Line Crossing | First train arrives at xx and departs xx +03 Second train arrives at xx +02 and departs xx +02½ |
| | First train arrives at xx and departs xx +04 Second train passes at xx +02 |

Gun Lane Junction**Adjustments to Sectional Running Times**

| Movement | Reason | Value |
|----------------------------|-------------------------|-----------------------------|
| Train to TL line | Approach control | {½} |
| Train passing from TL line | Line speed differential | {½} After Gun Lane Junction |

Junction Margins

| First Movement | Second Movement | Margin |
|--|---|---------------|
| Passenger train passes to Trimley | Freight train passes to Derby Road from TL | 5 |
| Passenger train passes to Trimley | Freight train departs to Derby Road from TL | 1½ |
| Freight train passes to Trimley via FS | Freight train passes to Derby Road from TL | 5½ |
| Freight train passes to Trimley via FS | Freight train departs to Derby Road from TL | 2 |
| Freight train passes to Trimley via TL | Passenger train passes to Derby Road | 2 |
| Freight train passes to Trimley via TL | Freight train passes to Derby Road from FS | 3 |

Trimley**Adjustments to Sectional Running Times**

| Movement | Reason | Value |
|--|---|--------------------|
| Up train from Felixstowe Beach Junction passing to TL line | Approach control | {1} |
| Up train from Felixstowe North/Central to FS line | Speed differential from slower speed line | {1½} After Trimley |
| Up train from Felixstowe North/Central to TL line | Speed differential from slower speed line | {1} After Trimley |
| Down train towards Felixstowe North/Central from FS line | Approach control | {1} |
| Down train towards Felixstowe Beach Junction from TL line | Speed differential from slower speed line | {1} After Trimley |
| Down train towards Felixstowe Beach Junction from FS line which has stopped at Trimley signal FW9029 | Not at line speed passing Trimley | {1} After Trimley |

Junction Margins

| First Movement | Second Movement | Margin |
|---|--|---------------|
| Freight train passes to Felixstowe Beach Junction from FS | Freight train passes from Felixstowe North/Central crossing to FS | 2½ |
| Freight train passes to Felixstowe Beach Junction from TL | Freight train passes from Felixstowe North/Central | 3½ |
| Freight train passes towards Gun Lane Junction via TL | Freight train passes towards Felixstowe North/Central crossing from FS | 3 |

| Trimley | | |
|--|---|----|
| | | |
| Freight train passes towards Gun Lane Junction | Conflicting Down train departs from signal FW9029 or FW9031 | 2 |
| Freight train passes from Felixstowe Beach Junction | Freight train passes to Felixstowe Beach Junction from TL | 3½ |
| | | |
| Restriction | | |
| There are no down direction signals at Trimley station. This means that: | | |
| <ul style="list-style-type: none"> Down trains which require to be regulated require a stop at Trimley signal FW9029 (FS) or Trimley signal FW9031 (TL). A Down train cannot be routed into Trimley station if an Up train has passed Felixstowe Beach Junction towards Trimley, even if the Up train is routed TL at Trimley. | | |
| At Trimley the up direction signal is located before the platform. This means that: | | |
| <ul style="list-style-type: none"> An Up train cannot be routed into Trimley station if there is another train in the Trimley to Gun Lane Junction section on the FS. | | |

| Felixstowe Beach Junction | | |
|---|--|--------|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Freight Train towards Felixstowe Beach Branch | Passenger Train departing from Felixstowe Town | 3 |

| EA1450 TRIMLEY TO FELIXSTOWE NORTH AND CENTRAL TERMINALS | | |
|--|---|--------|
| | | |
| Felixstowe Signal NQ4 | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Inbound train from Trimley passes Felixstowe NQ4 | Outbound train to Trimley passes Felixstowe NQ4 | 8 |

| EA1460 FELIXSTOWE BEACH JUNCTION TO FELIXSTOWE BEACH | | |
|---|---|--------|
| | | |
| Felixstowe Creek Sidings | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Freight train arrives at Creek RS from site of Felixstowe Beach Station | Freight train departs Creek RS towards site of Felixstowe Beach Station | 3 |

| EA1470 NORWICH THORPE JUNCTION TO LOWESTOFT | | |
|---|--|----|
| | | |
| Brundall | | |
| | | |
| Dwell Time | | 1 |
| | | |
| Single Line Reoccupation | | 2½ |

| Reedham | | |
|--------------------------|---------------------------|----|
| | | |
| Dwell Time | | 1 |
| Single Line reoccupation | To or from Great Yarmouth | 2½ |

| | | |
|---------------------------|--|---|
| Oulton Broad North | | |
| | | |
| Dwell Time | | 1 |

| | | |
|----------------------------|---|---------------|
| Coke Ovens Junction | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up train passes | Down train crosses to Up Lowestoft line | 1½ |

| | | |
|---|---------------------------|---------------|
| Lowestoft | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive platform 3 or 4 | Depart different platform | 1 |
| Depart platform 2 | Arrive platform 2 | 4 |
| | | |
| Terminal Length | | |
| Reception | | 48 SLUs |
| | | |
| Splitting and Coupling of trains permitted | All platforms | |

| | | |
|--|----------------------------------|---------------|
| EA1480 WHITLINGHAM JUNCTION TO CROMER | | |
| | | |
| Hoveton & Wroxham | | |
| | | |
| Dwell Time | | 1 |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Train leaves single line section | Train enters single line section | 1 |

| | | |
|--|---|---------------|
| North Walsham | | |
| | | |
| Dwell Time | | 1 |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Passenger train leaves single line section | Passenger train enters single line section | 1 |
| Freight Train leaves single line section | Freight train enters single line section for North Walsham Yard | 3 |
| Freight Train leaves single line section | Passenger train enters the single line section | 3 |

| | | |
|---|----------------|---|
| Cromer | | |
| | | |
| Minimum Turnround | 1 or 2 Car DMU | 4 |
| Single Line Reoccupation for Diesel Unit | | 2 |
| Single Line Reoccupation for Charter train requiring pilot working | | 5 |

EA1490 CROMER TO SHERINGHAM**Sheringham**

| | |
|---|---|
| Moves on or off the North Norfolk Railway cannot take place without prior agreement from the Local Operations Manager (Trowse) | |
| Allowance for pilot working to be withdrawn after a charter train has departed to Sheringham NN Railway (SHRGNNR). The allowance should be shown as additional dwell at Sheringham | 5 |
| Allowance for pilot working to be introduced before a charter train can depart from Sheringham NN Railway (SHRGNNR) towards Sheringham. The allowance should be shown as additional dwell at Sheringham | 5 |

EA1500 BRUNDALL JUNCTION TO YARMOUTH**Acle**

| | | |
|-----------------------------|---|---|
| Dwell Time | | 1 |
| Single Line Crossing | First train arrives at xx and departs xx +02½ Second train arrives xx +02 and departs xx +03 If the Up train exceeds the Up Loop length the down train must arrive first and depart second. | |

Great Yarmouth

| | | |
|---|---------------|----|
| Single Line Reoccupation | | 2½ |
| Splitting and Coupling of trains permitted | All platforms | |

EA1530 COLDHAM LANE JUNCTION TO HAUGHLEY JUNCTION**Dullingham**

| | | |
|-----------------------------|--|--|
| Single Line Crossing | First train arrives xx and departs xx +02½ Second train arrives xx +02 and departs xx +03 | |
|-----------------------------|--|--|

Newmarket

| | | |
|-------------------|--|---|
| Dwell Time | | 1 |
|-------------------|--|---|

Chippenham Jn

| Junction Margins | | |
|-------------------------------------|-------------------------------------|---------------|
| First Movement | Second Movement | Margin |
| Down train from Cambridge direction | Up train towards Cambridge | 2 |
| Down train from Cambridge direction | Up train towards Soham | 2½ |
| Up passenger train towards Soham | Down train from Cambridge direction | 2½ |
| Up freight train towards Soham | Down train from Cambridge direction | 3 |

Bury St Edmunds

| | | |
|-------------------|--|---|
| Dwell Time | | 1 |
|-------------------|--|---|

Bury St Edmunds**Terminal Lengths**

| | | |
|--|---|---------|
| Up Reception | Headshunt beyond the points leading back to the Up Main line to achieve 60 SLUs | 60 SLUs |
| Up Reception | Without headshunt | 25 SLUs |
| Splitting and coupling of trains permitted | Attaching or detaching in service | 4 |

EA1540 CHIPPENHAM JUNCTION TO ELY DOCK JUNCTION**Snailwell****Terminal Length**

| | |
|-----------|---------|
| Reception | 60 SLUs |
|-----------|---------|

Soham**Junction Margins**

| First Movement | Second Movement | Margin |
|--|--|--------|
| Pass/Depart Soham to Chippenham Junction | Pass Soham/Arrive Soham station to Ely Dock from Chippenham Junction (not timed at Soham Junction Signal CA491) | 2½ |
| Passenger Pass/Depart Soham to Chippenham Junction | Depart Soham Junction Signal CA491 to Ely Dock Junction | 1 |
| Freight Pass Soham to Chippenham Junction | Depart Soham Junction Signal CA491 to Ely Dock Junction | 1½ |

EA1560 ELY NORTH JUNCTION TO KINGS DYKE (INCLUSIVE)**Ely West Junction****Junction Margins**

| First Movement | Second Movement | |
|--|--|---|
| Pass Ely West Junction onto the Ely West Curve | Pass Ely North Junction towards Peterborough | 3 |
| Pass Ely North Junction towards Peterborough | Pass Ely West Junction onto the Ely West Curve | 3 |

Manea**Dwell Time**

1 GA

March

Note: Freight trains, less than 76 SLUs, stopping in the down direction for crew relief, must be planned to stop in the Down Goods Loop if available. Stopping in the down platform at March results in the level crossing being blocked for an extended period of time.

Dwell Time
 1 GA
 1 XC Class 170

| | | |
|-------------------------------|--|--------------|
| March | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Value |
| Freight arrives March Up loop | Freight passes March in the Up direction | 4 |
| | | |
| Terminal Lengths | | |
| Up Reception | | 39 SLUs |

| | | |
|--|-----------------------------|--------------|
| March West Junction | | |
| | | |
| Adjustments to sectional running times for trains onto EA1570 (towards Whitemoor) for deceleration/approach control, to be shown approaching March West Junction | | |
| | | |
| Timing load | | Value |
| All timing loads | | {1½} |
| | | |
| Adjustments to sectional running times for trains from EA1570 (from Whitemoor) for acceleration, to be shown after March West Junction | | |
| | | |
| Timing load | | Value |
| Class 4 timing loads | Up to 1200t and up to TR70 | {2} |
| | 1400t | {3} |
| | 1600t - 1800t | {3½} |
| Class 6 and 7 timing loads (non-HAW) | 400t/600t | {1} |
| | 800t and TR40 | {1½} |
| | 1000t/1200t and TR55/TR70 | {2} |
| | 1400t and TR85 | {3} |
| | 1600t – 2000t and TR100/115 | {3½} |
| | 2200t – 2400t and TR130 | {4} |
| Class 6 and 7 timing loads (HAW) | Up to 2000t and up to TR115 | {1} |
| | 2200t | {1½} |
| | 2400t and TR130 | {2} |

| | |
|-------------------|------|
| Whittlesea | |
| | |
| Dwell Time | 1 GA |

| | |
|--|---------------|
| EA1570 MARCH EAST & WEST JUNCTIONS TO WISBECH | |
| | |
| Whitemoor Junction | |
| | |
| Junction Margin | Margin |
| All movements | 3 |

| | |
|---|---|
| EA1580 ELY NORTH JUNCTION TO TROWSE JUNCTION | |
| | |
| Brandon | |
| | |
| Dwell Time | 1 |

| | |
|-------------------|---|
| Thetford | |
| | |
| Dwell Time | 1 |

| | |
|---------------------|---|
| Attleborough | |
| | |
| Dwell Time | 1 |

| | |
|-------------------------------|---------|
| Wymondham Down Sidings | |
| | |
| Terminal Length | |
| Down Sidings | 45 SLUs |

| | |
|-------------------|------|
| Wymondham | |
| | |
| Dwell Time | 1 GA |

| | |
|------------------------------------|---------|
| Wymondham Lane (Up Sidings) | |
| | |
| Terminal Length | |
| Up Sidings | 45 SLUs |

5.4 Platform Lengths

The table below shows the maximum length of train that may use each of the platforms at the following passenger stations. All lengths are in metres. The quoted lengths are the usable lengths from ramp to ramp unless specified. The measurements take no account of the need for signal sighting. Passenger Trains longer than the quoted lengths will only be accepted subject to the authority of the Route Director.

| Station | Platform | Effective Length | Notes |
|--------------------|-----------|------------------|---|
| Acle | Down | 118 | (86 in use) |
| Acle | Up | 169 | (82 in use) |
| Acton Central | Eastbound | 133 | |
| Acton Central | Westbound | 117 | |
| Alresford | Down | 172 | |
| Alresford | Up | 172 | |
| Althorne | Single | 162 | |
| Attleborough | Down | 114 | |
| Attleborough | Up | 128 | |
| Audley End | Down | 248 | |
| Audley End | Up | 248 | Bi-directional movement available through Up platform |
| Barking | 1 | 183 | |
| Barking | 4 | 278 | |
| Barking | 5 | 257 | |
| Barking | 7 | 246 | |
| Barking | 8 | 257 | |
| Barking Riverside | 1 | 110 | |
| Barking Riverside | 2 | 110 | |
| Basildon | Down | 251 | |
| Basildon | Up | 251 | |
| Battlesbridge | Single | 164 | |
| Beccles | Down | 125 | |
| Beccles | Up | 125 | |
| Benfleet | Down | 251 | |
| Benfleet | Up | 251 | |
| Berney Arms | Single | 18 | |
| Bethnal Green | Down | 187 | Suburban Line only |
| Bethnal Green | Up | 187 | Suburban Line only |
| Billericay | Down | 249 | |
| Billericay | Up | 248 | |
| Bishop's Stortford | 1 | 251 | |
| Bishop's Stortford | 2 | 251 | |
| Bishop's Stortford | 3 | 251 | |
| Blackhorse Road | Eastbound | 84 | |
| Blackhorse Road | Westbound | 84 | |
| Braintree | Single | 247 | |
| Braintree Freeport | Single | 166 | |
| Brampton | Single | 98 | |
| Brandon | Down | 91 | |
| Brandon | Up | 91 | |
| Brentwood | 1 | 211 | |
| Brentwood | 2 | 211 | |
| Brentwood | 3 | 211 | |
| Brentwood | 4 | 211 | |
| Brimsdown | Down | 181 | |
| Brimsdown | Up | 162 | |

| Station | Platform | Effective Length | Notes |
|-----------------------------|--------------------------|------------------|---|
| Brondesbury | Eastbound | 107 | |
| Brondesbury | Westbound | 107 | |
| Brondesbury Park | Eastbound | 127 | |
| Brondesbury Park | Westbound | 107 | |
| Broxbourne | 1 | 172 | Platforming lengthening proposed for Feb 22 – length and commissioning date TBC |
| Broxbourne | 2 | 245 | |
| Broxbourne | 3 | 245 | |
| Broxbourne | 4 | 172 | Platforming lengthening proposed for Feb 22 – length and commissioning date TBC |
| Bruce Grove | Down | 190 | |
| Bruce Grove | Up | 190 | |
| Brundall | Down | 143 | (98 in use) |
| Brundall | Up | 159 | (118 in use) |
| Brundall Gardens | Down | 58 | |
| Brundall Gardens | Up | 58 | |
| Buckenham | Down | 135 | (52 in use) |
| Buckenham | Up | 60 | |
| Bures | Single | 82 | |
| Burnham-on-Crouch | Single | 169 | |
| Bury St Edmunds | Down | 156 | |
| Bury St Edmunds | Up | 105 | |
| Bush Hill Park | Down | 187 | |
| Bush Hill Park | Up | 187 | |
| | | | |
| Caledonian Road & Barnsbury | Eastbound | 123 | |
| Caledonian Road & Barnsbury | Westbound | 140 | |
| Cambridge | 1 | 255 | 12 car capacity |
| Cambridge | 2 | 207 | |
| Cambridge | 3 | 166 | |
| Cambridge | 4 | 260 | |
| Cambridge | 5 | 127 | |
| Cambridge | 6 | 145 | Maximum EMU 4 Car plus DMU Class 158/170 2 Car. Alternatively 4 CAR Class 158/170 |
| Cambridge | 7 | 253 | |
| Cambridge | 8 | 253 | |
| Cambridge Heath | Down | 189 | Suburban Line only |
| Cambridge Heath | Up | 185 | Suburban Line only |
| Cambridge North | 1 | 254 | |
| Cambridge North | 2 | 254 | |
| Cambridge North | 3 | 254 | |
| Camden Road | Eastbound | 121 | |
| Camden Road | Westbound | 109 | |
| Canonbury | Eastbound Platform 4 NLL | 88 | |
| Canonbury | Westbound Platform 3 NLL | 88 | |
| Cantley | Down | 159 | (116 in use) |
| Cantley | Up | 165 | (118 in use) |
| Chadwell Heath | 1 | 211 | |
| Chadwell Heath | 2 | 213 | |
| Chadwell Heath | 3 | 214 | |
| Chadwell Heath | 4 | 213 | |
| Chafford Hundred | Single | 242 | |

| Station | Platform | Effective Length | Notes |
|-----------------------|-----------------|------------------|---|
| Chalkwell | Down | 248 | |
| Chalkwell | Up | 248 | |
| Chappel & Wakes Colne | Single | 107 | |
| Chelmsford | Platform 1 | 247 | |
| Chelmsford | Platform 2 | 248 | |
| Cheshunt | Platform 3 Bay | 164 | |
| Cheshunt | Platform 2 Down | 245 | |
| Cheshunt | Platform 1 Up | 245 | |
| Chingford | Platform 1 | 167 | |
| Chingford | Platform 2 | 193 | |
| Chingford | Platform 3 | 186 | |
| Clacton-on-Sea | Platform 1 | 167 | |
| Clacton-on-Sea | Platform 2 | 248 | |
| Clacton-on-Sea | Platform 3 | 185 | |
| Clacton-on-Sea | Platform 4 | 248 | |
| Clapton | Down | 186 | |
| Clapton | Up | 186 | |
| Colchester | Platform 1 | 251 | |
| Colchester | Platform 2 | 260 | |
| Colchester | Platform 3 | 248 | |
| Colchester | Platform 4 | 318 | (256 in use) |
| Colchester | Platform 5 | 220 | |
| Colchester | Platform 6 | 223 | |
| Colchester Town | Single | 245 | |
| Cressing | Single | 178 | |
| Cromer | Platform 1 | 137 | |
| Cromer | Platform 2 | 137 | |
| Crouch Hill | Eastbound | 122 | |
| Crouch Hill | Westbound | 122 | |
| | | | |
| Dagenham Dock | Down | 243 | |
| Dagenham Dock | Up | 247 | |
| Dalston Kingsland | Eastbound | 108 | |
| Dalston Kingsland | Westbound | 103 | |
| Darsham | Down | 98 | |
| Darsham | Up | 147 | |
| Derby Road | Down | 137 | (74 in use) Platform 2 |
| Derby Road | Up | 137 | (80 in use) Platform 1 |
| Diss | Down | 250 | |
| Diss | Up | 250 | |
| Dovercourt | Single | 166 | |
| Downham Market | Down | 181 | |
| Downham Market | Up | 183 | |
| Dullingham | Down | 103 | |
| Dullingham | Up | 96 | Platform 1 Bi-Directional movement available through Up platform |
| | | | |
| East Tilbury | Down | 245 | |
| East Tilbury | Up | 247 | |
| Eccles Road | Down | 77 | |
| Eccles Road | Up | 77 | |

| Station | Platform | Effective Length | Notes |
|-----------------------|-----------|------------------|--|
| Edmonton Green | Down | 185 | |
| Edmonton Green | Up | 186 | |
| Elmswell | Down | 61 | |
| Elmswell | Up | 61 | |
| Elsenham | Down | 167 | |
| Elsenham | Up | 165 | |
| Ely | 1 | 256 | Bi-Directional working through all platforms |
| Ely | 2 | 256 | Bi-Directional working through all platforms |
| Ely | 3 | 256 | Bi-Directional working through all platforms |
| Emerson Park | Single | 86 | |
| Enfield Lock | Down | 165 | |
| Enfield Lock | Up | 167 | |
| Enfield Town | 1 | 185 | |
| Enfield Town | 2 | 184 | |
| Enfield Town | 3 | 186 | |
| | | | |
| Felixstowe Town | Single | 107 | Actual length 149m, 107m in use. |
| Fenchurch Street | 1 | 250 | |
| Fenchurch Street | 2 | 250 | |
| Fenchurch Street | 3 | 250 | |
| Fenchurch Street | 4 | 250 | |
| Finchley Rd & Frognal | Eastbound | 129 | |
| Finchley Rd & Frognal | Westbound | 107 | |
| Forest Gate | 1 | 173 | |
| Forest Gate | 2 | 178 | |
| Forest Gate | 3 | 190 | |
| Forest Gate | 4 | 198 | |
| Foxton | 1 (Up) | 105 | Trains longer than 5 cars can call providing they are equipped with SDO (Selective Door Opening) equipment |
| Foxton | 2 (Down) | 174 | |
| Frinton On Sea | Single | 179 | |
| | | | |
| Gidea Park | 1 | 211 | |
| Gidea Park | 2 | 211 | |
| Gidea Park | 3 | 227 | |
| Gidea Park | 4 | 228 | |
| Goodmayes | 1 | 212 | |
| Goodmayes | 2 | 212 | |
| Goodmayes | 3 | 212 | |
| Goodmayes | 4 | 212 | |
| Gospel Oak | Bay | 113 | |
| Gospel Oak | Westbound | 106 | |
| Gospel Oak | Eastbound | 121 | |
| Grays | 1 | 247 | |
| Grays | 2 | 253 | |
| Grays | 3 | 173 | |
| Great Bentley | Down | 168 | |
| Great Bentley | Up | 168 | |
| Great Chesterford | Down | 167 | |
| Great Chesterford | Up | 167 | |
| Great Yarmouth | 2 | 282 | |
| Great Yarmouth | 3 | 282 | (180 in use) |
| Great Yarmouth | 4 | 268 | (174 in use) |

| Station | Platform | Effective Length | Notes |
|--------------------------|---------------|------------------|---|
| Gunnersbury | Westbound | 112 | |
| Gunnersbury | Eastbound | 130 | |
| Gunton | Single | 87 | |
| | | | |
| Hackney Central | Eastbound | 126 | |
| Hackney Central | Westbound | 126 | |
| Hackney Downs | 1 | 214 | |
| Hackney Downs | 2 | 192 | |
| Hackney Downs | 3 | 192 | |
| Hackney Downs | 4 | 186 | |
| Hackney Wick | Eastbound | 126 | |
| Hackney Wick | Westbound | 126 | |
| Haddiscoe | Down | 182 | (85 in use) |
| Haddiscoe | Up | 46 | |
| Halesworth | Down | 96 | (66 in use) |
| Halesworth | Up | 152 | (66 in use) |
| Hampstead Heath | Eastbound | 107 | |
| Hampstead Heath | Westbound | 109 | |
| Harling Road | Down | 90 | |
| Harling Road | Up | 127 | |
| Harlow Mill | Down | 168 | |
| Harlow Mill | Up | 168 | |
| Harlow Town | 1 | 251 | |
| Harlow Town | 2 | 251 | |
| Harlow Town | 3 | 251 | |
| Harlow Town | 4 | 251 | |
| Harold Wood | 1 | 209 | |
| Harold Wood | 2 | 211 | |
| Harold Wood | 3 | 209 | |
| Harold Wood | 4 | 211 | |
| Harringay Green Lanes | Eastbound | 220 | |
| Harringay Green Lanes | Westbound | 220 | |
| Harwich International | 1 | 262 | |
| Harwich International | 2 | 264 | |
| Harwich International | 3 | 259 | |
| Harwich Town | Single | 169 | |
| Hatfield Peverel | Down | 250 | |
| Hatfield Peverel | Up | 250 | |
| Hertford East | 1 | 165 | Platforming lengthening proposed for Feb 22 – length and commissioning date TBC |
| Hertford East | 2 | 165 | Platforming lengthening proposed for Feb 22 – length and commissioning date TBC |
| Highams Park | Down | 186 | |
| Highams Park | Up | 180 | |
| Highbury & Islington NLL | 7 – Westbound | 126 | |
| Highbury & Islington NLL | 8 – Eastbound | 128 | |
| Hockley | Down | 250 | |
| Hockley | Up | 250 | |
| Homerton | Eastbound | 104 | |
| Homerton | Westbound | 103 | |
| Hoveton & Wroxham | Down | 104 | |
| Hoveton & Wroxham | Up | 93 | |
| Hythe | 1 – Up | 250 | |
| Hythe | 2 – Down | 272 | |
| | | | |

| Station | Platform | Effective Length | Notes |
|-----------------------|-----------|------------------|--|
| Ilford | 1 | 226 | |
| Ilford | 2 | 221 | |
| Ilford | 3 | 233 | |
| Ilford | 4 | 227 | |
| Ingatestone | 1 | 248 | |
| Ingatestone | 2 | 250 | |
| Ipswich | 1 | 135 | |
| Ipswich | 2 | 245 | |
| Ipswich | 3 | 255 | |
| Ipswich | 4 | 254 | |
| | | | |
| Kelvedon | Down | 257 | |
| Kelvedon | Up | 249 | |
| Kennet | Down | 78 | |
| Kennet | Up | 54 | |
| Kensal Rise | Eastbound | 122 | |
| Kensal Rise | Westbound | 104 | |
| Kentish Town West | Eastbound | 109 | |
| Kentish Town West | Westbound | 109 | |
| Kew Gardens | Eastbound | 112 | |
| Kew Gardens | Westbound | 158 | |
| King's Lynn | 1 | 220 | |
| King's Lynn | 2 | 175 | |
| Kirby Cross | Down | 166 | |
| Kirby Cross | Up | 166 | |
| | | | |
| Laindon | 1 | 249 | |
| Laindon | 2 | 249 | Bi-Directional working permitted |
| Laindon | 3 | 249 | |
| Lakenheath | Down | 149 | |
| Lakenheath | Up | 119 | |
| Lea Bridge | Down | 172 | |
| Lea Bridge | Up | 172 | |
| Leigh-on-Sea | 1 | 247 | |
| Leigh-on-Sea | 2 | 248 | Bi-Directional working permitted |
| Leigh-on-Sea | 3 | 248 | |
| Leyton Midland Road | Westbound | 156 | |
| Leyton Midland Road | Eastbound | 156 | |
| Leytonstone High Road | Westbound | 163 | |
| Leytonstone High Road | Eastbound | 163 | |
| Limehouse | Down | 250 | |
| Limehouse | Up | 250 | |
| Lingwood | Single | 92 | |
| Littleport | 1 (Up) | 86 | Trains longer than 4 cars can call providing they are equipped with SDO (Selective Door Opening) equipment |
| Littleport | 2 (Down) | 167 | |
| Liverpool Street | 1 | 242 | |
| Liverpool Street | 2 | 252 | |
| Liverpool Street | 3 | 252 | |
| Liverpool Street | 4 | 252 | |
| Liverpool Street | 5 | 252 | |
| Liverpool Street | 6 | 252 | |
| Liverpool Street | 7 | 252 | |
| Liverpool Street | 8 | 244 | |

| Station | Platform | Effective Length | Notes |
|------------------|----------|------------------|--|
| Liverpool Street | 9 | 256 | |
| Liverpool Street | 10 | 248 | |
| Liverpool Street | 11 | 261 | |
| Liverpool Street | 12 | 246 | |
| Liverpool Street | 13 | 256 | |
| Liverpool Street | 14 | 246 | |
| Liverpool Street | 15 | 246 | |
| Liverpool Street | 16 | 219 | |
| Liverpool Street | 17 | 207 | |
| London Fields | Down | 197 | Suburban Line only |
| London Fields | Up | 196 | Suburban Line only |
| Lowestoft | 2 | 214 | (119 in use) |
| Lowestoft | 3 | 229 | (115 in use) |
| Lowestoft | 4 | 229 | (115 in use) |
| | | | |
| Manea | Down | 42 | |
| Manea | Up | 49 | |
| Manningtree | 1 | 108 | |
| Manningtree | 2 | 245 | |
| Manningtree | 3 | 245 | |
| Manor Park | 1 | 168 | |
| Manor Park | 2 | 185 | |
| Manor Park | 3 | 194 | |
| Manor Park | 4 | 163 | |
| March | Down | 194 | |
| March | Up | 115 | |
| Marks Tey | Down | 247 | Platform 2 |
| Marks Tey | Sudbury | 50 | Platform 3 |
| Marks Tey | Up | 233 | Platform 1 |
| Maryland | 1 | 168 | |
| Maryland | 2 | 169 | |
| Maryland | 3 | 169 | |
| Maryland | 4 | 168 | Effective length is reduced when reversing, so 8 car train cannot reverse within platform |
| Meldreth | 1 (Up) | 128 | Trains longer than 6 cars can call providing they are equipped with SDO (Selective Door Opening) equipment |
| Meldreth | 2 (Down) | 128 | Trains longer than 6 cars can call providing they are equipped with SDO (Selective Door Opening) equipment |
| Melton | Single | 66 | (56 in use) |
| Meridian Water | 2 | 175 | For use on single line only |
| Meridian Water | 3 | 175 | Up direction platform |
| Meridian Water | 4 | 175 | Down direction platform |
| Mistley | Down | 89 | |
| Mistley | Up | 91 | |
| | | | |
| Needham Market | Down | 83 | |
| Needham Market | Up | 71 | |
| Newmarket | Single | 231 | 68 in use |
| Newport | Down | 167 | |
| Newport | Up | 168 | |

| Station | Platform | Effective Length | Notes |
|---------------------|----------|------------------|--|
| Northumberland Park | 2 | 175.5 | Platform for single line use only |
| Northumberland Park | 3 | 175.5 | Formerly up direction platform 1 Platforming lengthening proposed for Feb 22 – length and commissioning date TBC |
| Northumberland Park | 4 | 175.5 | Formerly down direction platform 2 Platforming lengthening proposed for Feb 22 – length and commissioning date TBC |
| North Fambridge | Down | 165 | |
| North Fambridge | Up | 165 | |
| North Walsham | Down | 101 | |
| North Walsham | Up | 106 | |
| Norwich | 1 | 298 | |
| Norwich | 2 | 296 | |
| Norwich | 3 | 250 | |
| Norwich | 4 | 255 | |
| Norwich | 5 | 198 | |
| Norwich | 6 | 132 | |
| | | | |
| Ockendon | Down | 248 | Bi-Directional working permitted |
| Ockendon | Up | 248 | |
| Oulton Broad North | Down | 149 | (89 in use) |
| Oulton Broad North | Up | 146 | (102 in use) |
| Oulton Broad South | Single | 138 | (92 in use) |
| | | | |
| Pitsea | 1 | 250 | |
| Pitsea | 2 | 250 | |
| Pitsea | 3 | 253 | |
| Pitsea | 4 | 253 | |
| Ponders End | Down | 166 | |
| Ponders End | Up | 167 | |
| Prittlewell | Down | 250 | |
| Prittlewell | Up | 248 | |
| Purfleet | Down | 246 | |
| Purfleet | Up | 266 | |
| | | | |
| Rainham | Down | 242 | |
| Rainham | Up | 247 | |
| Rayleigh | Down | 249 | |
| Rayleigh | Up | 248 | |
| Rectory Road | Down | 187 | |
| Rectory Road | Up | 186 | |
| Reedham | Down | 192 | (83 in use) |
| Reedham | Up | 175 | (91 in use) |
| Richmond | 3 | 120 | |
| Richmond | 4 | 120 | |
| Richmond | 5 | 120 | |
| Richmond | 6 | 129 | |
| Richmond | 7 | 129 | |
| Rochford | Down | 249 | |
| Rochford | Up | 249 | |
| Romford | 1 | 91 | |
| Romford | 2 | 211 | |
| Romford | 3 | 211 | |
| Romford | 4 | 211 | |
| Romford | 5 | 211 | |

| Station | Platform | Effective Length | Notes |
|------------------|--------------------|------------------|--|
| Roughton Road | Single | 58 | |
| Roydon | Down | 170 | |
| Roydon | Up | 172 | |
| Rye House | Down | 170 | |
| Rye House | Up | 186 | |
| | | | |
| St James Street | Down | 188 | |
| St James Street | Up | 187 | |
| St Margarets | Down | 163 | |
| St Margarets | Up | 199 | |
| Salhouse | Down | 125 | (81m in use) Platform 2 |
| Salhouse | Up | 83 | Platform 1 |
| Sawbridgeworth | Platform 2 Down | 245 | |
| Sawbridgeworth | Platform 1 Up | 245 | |
| Saxmundham | Down | 70 | |
| Saxmundham | Up | 108 | |
| Seven Kings | 1 | 180 | |
| Seven Kings | 2 | 180 | |
| Seven Kings | 3 | 187 | |
| Seven Kings | 4 | 187 | |
| Seven Sisters | Down | 184 | |
| Seven Sisters | Up | 188 | |
| Shelford | Down | 180 | |
| Shelford | Up | 180 | |
| Shenfield | 1 | 249 | |
| Shenfield | 2 | 249 | |
| Shenfield | 3 | 255 | |
| Shenfield | 4 | 246 | |
| Shenfield | 5 | 245 | |
| Shenfield | 6 | 209 | |
| Shepreth | 1 (Up) | 97 | Trains longer than 4 cars can call providing they are equipped with SDO (Selective Door Opening) equipment |
| Shepreth | 2 (Down) | 171 | |
| Sheringham | Single | 80 | |
| Shippea Hill | Down | 147 | (85m in use) Platform 1 |
| Shippea Hill | Up | 132 | Platform 2 |
| Shoeburyness | 1 | 255 | |
| Shoeburyness | 2 | 264 | |
| Shoeburyness | 3 | 181 | |
| Silver Street | Down | 188 | |
| Silver Street | Up | 188 | |
| Soham | Single | 99 | Platform 1 |
| Somerleyton | Down | 148 | |
| Somerleyton | Up | 127 | |
| South Acton | Eastbound | 106 | |
| South Acton | Westbound | 116 | |
| South Tottenham | Eastbound | 52 | |
| South Tottenham | Westbound | 81 | |
| Southbury | Down | 186 | |
| Southbury | Up | 186 | |
| Southend Airport | 2 - Down | 250 | |
| Southend Airport | 1 - Up | 250 | |

| Station | Platform | Effective Length | Notes |
|-----------------------|--------------------|------------------|--|
| Southend Central | 1 | 248 | |
| Southend Central | 2 | 251 | |
| Southend Central | 3 | 276 | |
| Southend Central | 4 | 248 | |
| Southend East | Down | 246 | |
| Southend East | Up | 246 | |
| Southend Victoria | 1 | 248 | |
| Southend Victoria | 2 | 244 | |
| Southend Victoria | 3 | 244 | |
| Southend Victoria | 4 | 247 | |
| Southminster | Single | 171 | |
| South Woodham Ferrers | Single | 264 | |
| Spooner Row | Down | 42 | |
| Spooner Row | Up | 48 | |
| Stamford Hill | Down | 186 | |
| Stamford Hill | Up | 187 | |
| Stanford-le-Hope | Down | 243 | |
| Stanford-le-Hope | Up | 257 | |
| Stansted Airport | 1 | 324 | Total length 341 metres |
| Stansted Airport | 2 | 95 | 95m useable length 109m physical length |
| Stansted Airport | 3 | 292 | |
| Stansted Mountfitchet | Platform 2 Down | 248 | |
| Stansted Mountfitchet | Platform 1 Up | 245 | |
| Stoke Newington | Down | * | * 8-car platform, length to be confirmed |
| Stoke Newington | Up | * | * 8-car platform, length to be confirmed |
| Stowmarket | Down | 250 | |
| Stowmarket | Up | 250 | |
| Stratford | 1 | 133 | |
| Stratford | 2 | 100 | |
| Stratford | 3 | - | LUL Central line |
| Stratford | 4 | - | Docklands Light Railway |
| Stratford | 5 | 252 | Up Electric |
| Stratford | 6 | - | LUL Central line |
| Stratford | 8 | 252 | Down Electric |
| Stratford | 9 | 255 | Up Main |
| Stratford | 10 | 255 | |
| Stratford | 10A | 254 | |
| Stratford | 11 | 231 | Platforming lengthening proposed for Feb 22 – length and commissioning date TBC |
| Stratford | 12 | 182 | |
| Sudbury | Single | 52 | |
| | | | |
| Theobalds Grove | Down | 191 | |
| Theobalds Grove | Up | 189 | |
| Thetford | Down | 150 | |
| Thetford | Up | 111 | |
| Thorpe Bay | Down | 249 | |
| Thorpe Bay | Up | 249 | |
| Thorpe-le-Soken | 1 | 248 | |
| Thorpe-le-Soken | 2 | 248 | |
| Thurston | Down | 90 | |
| Thurston | Up | 86 | |

| Station | Platform | Effective Length | Notes |
|-------------------------|-------------|------------------|--|
| Tilbury Town | Down | 247 | |
| Tilbury Town | Up | 249 | |
| Tottenham Hale | 4 | 259.5 | Down direction platform, formally platform 2 |
| Tottenham Hale | 2 | 175 | Platform for use on single line only |
| Tottenham Hale | 3 | 254 | Formally up direction platform 1 |
| Trimley | Single | 141 | (74 in use) |
| Turkey Street | Down | 188 | |
| Turkey Street | Up | 188 | |
| | | | |
| Upminster | Platform 1 | 247 | |
| Upminster | Platform 1a | 143 | 8 car multiple unit ECS reversal permitted |
| Upminster | Platform 2 | 247 | |
| Upminster | Platform 6 | 87 | |
| Upper Holloway | Westbound | 124 | |
| Upper Holloway | Eastbound | 124 | |
| | | | |
| Waltham Cross | Down | 184 | |
| Waltham Cross | Up | 170 | |
| Walthamstow Central | Down | 184 | |
| Walthamstow Central | Up | 188 | |
| Walthamstow Queens Road | Eastbound | 154 | |
| Walthamstow Queens Road | Westbound | 181 | |
| Walton-on-the-Naze | Single | 167 | |
| Wanstead Park | Eastbound | 147 | |
| Wanstead Park | Westbound | 147 | |
| Ware | Single | 165 | Platforming lengthening proposed for Feb 22 – length and commissioning date TBC |
| Waterbeach | Down | 167 | |
| Waterbeach | Up | 167 | |
| Watlington | 1 (Up) | 90 | Trains longer than 4 cars can call providing they are equipped with SDO (Selective Door Opening) equipment |
| Watlington | 2 (Down) | 106 | Trains longer than 5 cars can call providing they are equipped with SDO (Selective Door Opening) equipment |
| Weeley | Down | 167 | |
| Weeley | Up | 167 | |
| West Ham | Down | 248 | LTS route |
| West Ham | Up | 248 | LTS route |
| West Hampstead | Eastbound | 118 | |
| West Hampstead | Westbound | 106 | |
| West Horndon | Down | 248 | |
| West Horndon | Up | 248 | |
| West Runton | Single | 91 | |
| Westerfield | Down | 100 | (83m in use) Platform 2 |
| Westerfield | Up | 100 | (96m in use) Platform 1 |
| Westerfield | Down | 100 | |
| Westerfield | Up | 100 | |
| White Hart Lane | Down | 189 | |
| White Hart Lane | Up | 186 | |
| White Notley | Single | 249 | |
| Whittlesea | Down | 45 | |
| Whittlesea | Up | 62 | |
| Whittlesford Parkway | Down | 254 | |
| Whittlesford Parkway | Up | 254 | |

| Station | Platform | Effective Length | Notes |
|-------------------------------|------------|------------------|--------------|
| Wickford | Platform 1 | 127 | |
| Wickford | Platform 2 | 248 | |
| Wickford | Platform 3 | 252 | |
| Wickford | Platform 4 | 105 | |
| Wickham Market | Single | 161 | |
| Willesden Junction High Level | Eastbound | 120 | |
| Willesden Junction High Level | Westbound | 128 | |
| Witham | Platform 1 | 250 | |
| Witham | Platform 2 | 249 | |
| Witham | Platform 3 | 252 | |
| Witham | Platform 4 | 250 | |
| Wivenhoe | Down | 248 | |
| Wivenhoe | Up | 248 | |
| Wood Street | Down | 186 | |
| Wood Street | Up | 186 | |
| Woodbridge | Down | 129 | (53 in use) |
| Woodbridge | Up | 142 | (130 in use) |
| Woodgrange Park | Eastbound | 165 | |
| Woodgrange Park | Westbound | 165 | |
| Worstead | Single | 79 | |
| Wrabness | Down | 82 | |
| Wrabness | Up | 85 | |
| Wymondham | Down | 118 | |
| Wymondham | Up | 92 | |

5.4.1 Loop Lengths

The table below shows the maximum length of train that may use each of the loops at the following locations. All lengths are in SLU (Standard Length Unit – a SLU measures 21 feet) and metres. All lengths are measured from the signal at the exit to the loop to the block joint in rear unless stated otherwise. All lengths quoted exclude allowance for locomotives or stand back unless stated otherwise. Check Sectional Appendix for locations where standage is not quoted.

| EA1011 SEVEN KINGS TO IPSWICH | | | | |
|--------------------------------------|-----------|---------------|--------|---|
| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
| | | SLU | METRES | |
| Shenfield Up Passenger Loop | Up | 74 | 473 | Can be used for reversals towards Shenfield <ul style="list-style-type: none"> Length extends to 140 SLUs / 890m for Up Passenger Loop plus Shenfield Platform 1 |
| Ingatestone Down Passenger Loop | Down | 68 | 436 | |
| Chelmsford Down Passenger Loop | Down | 40 | 256 | |
| Witham Down Passenger Loop | Down | 42 | 269 | Length extends to 103 SLUs / 659m for Down Passenger Loop plus Witham Platform 4 (n.b. this will be fouling Braintree branch) |
| Witham Up Passenger Loop | Up | 41 | 263 | Length extends to 113 SLUs / 723m for Up Passenger Loop plus Witham Platform 1 |
| Marks Tey Up Passenger Loop | Up | 73 | 468 | |
| Colchester Down Goods Loop | Down | 38 | 243 | CO1051 signal clear of 3044 points |
| | Down | 119 | 762 | CO1051 signal clear of 3040 points |
| Colchester Up Goods Loop | Up | 99 | 637 | CO1028 signal clear of 3048 points |
| | Up | 55 | 352 | CO1036 signal clear of 3048 points |
| | Down | 99 | 637 | CO1055 signal clear of 3041 points |
| | Down | 52 | 337 | CO1055 signal clear of 3043 points |
| | Down | 26 | 169 | CO1023 signal clear of 3041 points |
| Colchester Up Passenger Loop | Up | 60 | 384 | |

| EA1012 IPSWICH TO TROWSE JUNCTION | | | | |
|--|-----------|---------------|--------|-------|
| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
| | | SLU | METRES | |
| Claydon Down Goods Loop | Down | 42 | 269 | |
| Stowmarket Down & Up Goods Loop | Both | 84 | 538 | |

| EA1013 TROWSE JUNCTION TO NORWICH | | | | |
|--|-----------|---------------|--------|-------|
| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
| | | SLU | METRES | |
| Trowse Down & Up Loop | Both | 44 | 285 | |

EA1060 WICKFORD JUNCTION TO SOUTHMINSTER

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|-------------------------------|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| | | | | |
| North Fambridge Crossing Loop | Down | 25 | 165 | |
| North Fambridge Crossing Loop | Up | 30 | 192 | |

EA1110 THORPE-LE-SOKEN JUNCTION TO WALTON-ON-THE-NAZE

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---------------------------|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| | | | | |
| Kirby Cross Crossing Loop | Down | 28 | 179 | |
| Kirby Cross Crossing Loop | Up | 30 | 192 | |

EA1160 BETHNAL GREEN EAST JUNCTION TO BISHOP'S STORTFORD

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|--------------------------------------|-----------|---------------|--------|--|
| | | SLU | METRES | |
| | | | | |
| Broxbourne Down Passenger Loop | Down | 65 | 416 | Length extends to 92 SLUs for Down Passenger Loop plus Broxbourne Platform 4 |
| Broxbourne Up Goods Loop | Up | 65 | 416 | Not electrified |
| Broxbourne Up Passenger Loop | Up | 35 | 224 | |
| Harlow Town Down Passenger Loop | Down | 65 | 416 | Includes Harlow Town Platform 4 |
| Harlow Town Up Passenger Loop | Up | 65 | 416 | Includes Harlow Town Platform 1 |
| Harlow Mill Down Goods Loop | Down | 88 | 564 | Not electrified |
| Bishop's Stortford Up Passenger Loop | Up | 32 | 207 | If reached from Platforms 1 or 2, or access to Carriage Sidings required <ul style="list-style-type: none"> Length extends to 81 SLUs / 523m for Up Passenger Loop plus Bishop's Stortford Platform 3, will prevent access/egress to/from Carriage Sidings Additionally if accessed via Platform 3 length is 47 SLUs / 303m clear of platform, but will prevent access/egress to/from Carriage Sidings |

EA1161 BISHOP'S STORTFORD TO ELY NORTH JUNCTION

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---------------------------------------|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| | | | | |
| Stansted Mountfitchet Down Goods Loop | Down | 67 | 429 | |
| Great Chesterford Up Goods Loop | Up | 80 | 512 | |
| Whittlesford Parkway Down Goods Loop | Down | 80 | 512 | |
| Coldham Lane Down Goods Loop | Down | 89 | 570 | |

EA1161 BISHOP'S STORTFORD TO ELY NORTH JUNCTION

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|----------------------------------|-----------|---------------|--------|---|
| | | SLU | METRES | |
| Ely Down Goods Loop | Down | 90 | 576 | Between CA760 & CA255 No access to or from EA1540 |
| Ely Down Goods/Freight Loop | Down | 179 | 1145 | Between CA760 & CA273 No access to or from EA1540 |
| Ely Down Freight Loop | Down | 60 | 384 | Between CA762 & CA273 No access to or from Route EA1540 |
| Ely Down Freight Siding | Down | 60 | 384 | Between CA764 & CA765 No access to or from Route EA1540 |
| Ely Up Goods Loop | Both | 85 | 544 | Between CA287 & CA270 Access to or from Route EA1540 and Route EA1161 <ul style="list-style-type: none"> Length extends to 111 SLUs / 710m between CA287 & CA262. This allows access to or from Route EA1540 only Not electrified |
| Ely Up Engineers Stabling Siding | Both | 59 | 377 | Between CA272 & CA769 Access to or from Route EA1540 via Up Main and Route EA1161 Not electrified |

EA1280 STRATFORD CENTRAL JUNCTION TO COPPERMILL JUNCTION

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|-------------------|-----------|---------------|--------|-------------------------------|
| | | SLU | METRES | |
| Temple Mills Loop | Both | 137 | 880 | Between signals S715 and S706 |

EA1320 CAMDEN ROAD WEST JUNCTION TO STRATFORD PLATFORMS 1 AND 2

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---|----------------|---------------|--------|--|
| | | SLU | METRES | |
| Lea Junction/Up Channelsea Loop (Signal NL1286) | Up (Westbound) | 65 | 419 | Clear of Up Channelsea Curve <ul style="list-style-type: none"> Length extends to 110 SLUs / 707m clear of Stratford Central Junction (Down Temple Mills Line), will prevent trains passing on the Up Channelsea Curve from Stratford |

EA1370 GOSPEL OAK TO BARKING TILBURY LINE JUNCTION WEST

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|--|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| Upper Holloway Up Goods Loop (Up Reception Line) | Up | 49 | 314 | |

EA1380 FENCHURCH STREET TO SHOEBOURNESS

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|------------------|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| Gas Factory Loop | Up | 38 | 244 | |

EA1410 UPMINSTER TO WEST THURROCK JUNCTION

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|-------------------------|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| Ockendon Up & Down Loop | Both | 38 | 248 | |

EA1440 WESTERFIELD JUNCTION TO FELIXSTOWE TOWN

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|------------|-----------|---------------|--------|--------------------------------|
| | | SLU | METRES | |
| Derby Road | Down | 118 | 755 | Both tracks are bi-directional |
| Derby Road | Up | 118 | 755 | Both tracks are bi-directional |

EA1480 WHITLINGHAM JUNCTION TO CROMER

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---------------|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| North Walsham | Down | 50 | 320 | |
| North Walsham | Up | 50 | 320 | |

EA1500 BRUNDALL JUNCTION TO YARMOUTH

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|----------|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| Acle | Down | 40 | 256 | |
| Acle | Up | 27 | 170 | |

EA1520 SAXMUNDHAM JUNCTION TO SIZEWELL

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|----------|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| Leiston | Both | 19 | 121 | |

EA1530 COLDHAM LANE JUNCTION TO HAUGHLEY JUNCTION

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---------------------------------|-----------|---------------|--------|----------------|
| | | SLU | METRES | |
| Bury St Edmunds Down Goods Loop | Down | 60 | 384 | |
| Dullingham | Down | 141 | 902 | |
| Dullingham | Up | 188 | 1203 | Bi-directional |

EA1560 ELY NORTH JUNCTION TO KINGS DYKE (INCLUSIVE)

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|--------------------|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| March Down Goods 1 | Down | 76 | 487 | |
| March Down Goods 2 | Down | 74 | 474 | |
| March Up Goods | Up | 62 | 397 | |

EA1580 ELY NORTH JUNCTION TO TROWSE JUNCTION

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|-------------------------|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| Brandon Down Goods Loop | Down | 75 | 480 | |

5.5 Timing Allowances

All allowances shown are in minutes.

Allowances apply at all times except where stated

All allowances are indicative for the Final Principle Rules and are subject to change.

No engineering allowance is to be added to Class 345s as a 5% allowance is included in the calculation of the SRTs.

E refers to engineering allowances

P refers to performance allowances

EA1010 LIVERPOOL STREET TO SEVEN KINGS

| Up | | | | Remarks |
|-------------------------------------|---|--|---|---|
| Approaching Bow Jn | E | | 1 | EL trains. (2 for trains which run ML to Ilford/Stratford then EL) |
| Approaching Bow Jn | E | | 1 | ML trains |
| Approaching Stratford | E | | 1 | ML trains towards Bow Jn |
| Approaching Bow Jn or Channelsea Jn | E | | 1 | For 'weaves' To be added to all schedules when trains are timed over a two-track railway (i.e. EL timings) See Engineering Access Statement for detailed timings |
| Up (Sundays only) | | | | |
| Approaching Bow Jn | E | | 2 | See Engineering Access Statement for detailed timings. The required allowance should be shown as adjustment time at individual TIPLOCs to account for the increase in running time when diverted to run EL. |

EA1011 SEVEN KINGS TO IPSWICH

| Down | | | | Remarks |
|---|---|--|---|---|
| Approaching Gidea Park | E | | 1 | EL trains |
| Approaching Shenfield | E | | 1 | EL trains |
| Approaching Shenfield | E | | 1 | ML trains |
| Approaching Shenfield London End Junction | E | | 1 | Applies only to ML trains running to Platforms 5/6 at Shenfield and also Platform 4 if using 2250 points |
| Approaching Shenfield | E | | 1 | For 'weaves' To be added to all schedules when trains are timed over a two-track railway (i.e. EL timings) See Engineering Access Statement for detailed timings |
| Approaching Witham | E | | 1 | |
| Approaching Colchester | E | | 1 | 2 minutes applies to terminating services |
| Approaching Colchester | E | | 6 | Bi-directional working. See Engineering Access Statement for detailed timings |
| Approaching Halifax Jn | E | | 1 | |
| Down (Sundays only) | | | | |
| Approaching Shenfield | E | | * | * For trains timed to run ML. See Engineering Access Statement for detailed timings. The required allowance should be shown as adjustment time at individual TIPLOCs to account for the increase in running time when diverted to run EL. |

| EA1011 SEVEN KINGS TO IPSWICH | | | | | |
|--------------------------------------|---|--|---|--|--|
| Up | | | | | Remarks |
| Approaching Colchester | E | | 1 | | |
| Approaching Witham | E | | 1 | | |
| Approaching Shenfield | E | | 1 | | |
| Approaching Shenfield | E | | 6 | | Bi-directional working. See Engineering Access Statement for detailed timings |
| Approaching Gidea Park | E | | 1 | | EL trains |
| Approaching Gidea Park | P | | 1 | | All ML trains arriving at Liverpool Street between 07:00 and 09:59 (SX except Bank Holidays) |

| EA1012 IPSWICH TO TROWSE JUNCTION | | | | | |
|--|---|--|---|--|--|
| Down | | | | | Remarks |
| Approaching Trowse Jn | E | | 1 | | |
| Up | | | | | Remarks |
| Approaching Europa Jn | E | | 1 | | Does not apply to Greater Anglia 9Pxx services |

| EA1050 SHENFIELD TO SOUTHEND VICTORIA | | | | | |
|--|---|--|---|--|---|
| Down | | | | | Remarks |
| Approaching Wickford | E | | 1 | | |
| Approaching Southend Victoria | E | | 1 | | |
| Approaching Southend Victoria | E | | 4 | | For the use of SIMBIDS. Including (Sun) and (MO). See Engineering Access Statement for detailed timings |
| Up | | | | | Remarks |
| Approaching Wickford | E | | 1 | | Terminating trains only |
| Approaching Mounthnessing Jn | E | | 1 | | |
| Approaching Mounthnessing Jn | E | | 4 | | For the use of SIMBIDS. Including (Sun) and (MO). See Engineering Access Statement for detailed timings |

| EA1060 WICKFORD JUNCTION TO SOUTHMINSTER | | | | | |
|---|---|--|---|--|-------------------------|
| Down | | | | | Remarks |
| Approaching Southminster | E | | 1 | | |
| Up | | | | | Remarks |
| Approaching Wickford | E | | 1 | | Terminating trains only |

| EA1070 WITHAM JUNCTION TO BRAINTREE | | | | | |
|--|---|--|---|--|-------------------------|
| Down | | | | | Remarks |
| Approaching Braintree | E | | 1 | | |
| Up | | | | | Remarks |
| Approaching Witham | E | | 1 | | Terminating trains only |

| EA1090 COLCHESTER JUNCTION TO CLACTON | | | | | |
|--|---|--|---|--|-------------------------|
| Down | | | | | Remarks |
| Approaching Thorpe-Le-Soken | E | | 1 | | |
| Approaching Clacton | E | | 1 | | |
| Up | | | | | Remarks |
| Approaching Thorpe Le Soken | E | | 1 | | Terminating trains only |
| Approaching Colchester | E | | 1 | | |

| EA1100 EAST GATE JUNCTION & HYTHE JUNCTION TO COLCHESTER TOWN | | | | | |
|--|---|--|---|--|---|
| Down | | | | | Remarks |
| Approaching Colchester Town | E | | 1 | | Applies to services starting from beyond Colchester (Main Line) |
| Up | | | | | Remarks |
| Approaching Colchester Main Line Station | E | | 1 | | Applies to services starting from beyond Colchester Town |

| EA1110 THORPE-LE-SOKEN TO WALTON-ON-THE-NAZE | | | | | |
|---|---|--|---|--|---------|
| Down | | | | | Remarks |
| Approaching Thorpe-le-Soken | E | | 1 | | |
| Approaching Walton-on-the-Naze | E | | 1 | | |
| Up | | | | | Remarks |
| Approaching Thorpe-le-Soken | E | | 1 | | |

| EA1120 MANNINGTREE TO HARWICH TOWN | | | | | |
|---|---|--|----|--|---|
| Down | | | | | Remarks |
| Approaching Harwich International/ Parkeston Yard | E | | 1 | | |
| Approaching Harwich International | E | | 10 | | Single Line Working. See Engineering Access Statement for detailed timings |
| Up | | | | | Remarks |
| Approaching Manningtree | E | | 1 | | Terminating trains only |
| Approaching Manningtree | E | | 10 | | Single Line Working. See Engineering Access Statement for detailed timings |

| EA1150 CHANNELSEA SOUTH JUNCTION TO STRATFORD CENTRAL JUNCTION | | | | | |
|---|---|--|---|--|---------|
| Up | | | | | Remarks |
| Approaching Stratford Central Jn West | E | | 2 | | |

| EA1160 BETHNAL GREEN EAST JUNCTION TO BISHOP'S STORTFORD | | | | | |
|---|---|--|---|--|--|
| Down | | | | | Remarks |
| Approaching Broxbourne | E | | 1 | | |
| Approaching Bishop's Stortford | E | | 1 | | |
| Up | | | | | Remarks |
| Approaching Tottenham Hale | E | | 1 | | |
| Approaching Hackney Downs | E | | 1 | | For pathing purposes may instead be applied approaching Clapton Junction on route EA1200 |
| Approaching Hackney Downs | P | | 1 | | (via Southbury) Between 0700 and 1000 Mondays to Fridays only |

| EA1161 BISHOP'S STORTFORD TO ELY NORTH JUNCTION | | | | | |
|---|---|--|-----|--|--|
| Down | | | | | Remarks |
| Approaching Shepreth Branch Jn | E | | 1 | | From the Audley End direction For trains from Audley End only may be applied approaching Cambridge if required |
| | E | | 1 * | | *From the Royston direction, allowance is Allowance usually applied approaching Shepreth Branch Jn on route EA1230 but may be applied approaching Cambridge if when required |
| Approaching Ely Dock Junction | E | | 1 | | Applies to northbound trains terminating at Ely only |
| Up | | | | | Remarks |
| Approaching Stansted North Junction | E | | 1 | | Trains from Audley End and beyond only |

| EA1162 ELY NORTH JUNCTION TO KING'S LYNN | | | | | |
|--|---|--|---|--|---------------------------|
| Down | | | | | Remarks |
| Approaching King's Lynn Junction | E | | 1 | | |
| Up | | | | | Remarks |
| Approaching Ely North Jn | E | | 1 | | From Littleport direction |

| EA1200 CLAPTON JUNCTION TO CHINGFORD | | | | | |
|--------------------------------------|---|--|---|--|--|
| Up | | | | | Remarks |
| Approaching Clapton Jn | P | | 1 | | All trains arriving at Liverpool Street between 07:00 and 10:00 (SX except Bank Holidays) |
| Approaching Clapton Junction | E | | * | | *Allowance usually applied approaching Hackney Downs on route EA1160 may instead be applied approaching Clapton Junction. See EA1160 for details |

| EA1210 BROXBORNE JUNCTION TO HERTFORD EAST | | | | | |
|--|---|--|---|--|---------|
| Down | | | | | Remarks |
| Approaching Hertford East | E | | 1 | | |

| EA1230 ROYSTON TO SHEPRETH BRANCH JUNCTION | | | | | |
|--|---|--|---|--|---|
| Down | | | | | Remarks |
| Approaching Shepreth Branch Jn | E | | 1 | | May be applied approaching Cambridge if required. See EA1161 for details |

| EA1280 STRATFORD CENTRAL JUNCTION TO COPPERMILL JUNCTION | | | | | |
|--|---|--|---|--|---|
| Down | | | | | Remarks |
| Approaching Stratford Station | E | | 2 | | For passenger and ECS trains terminating at Stratford |

| EA1370 GOSPEL OAK TO BARKING TILBURY LINE JUNCTION WEST | | | | | |
|---|---|--|---|--|---------|
| Up | | | | | Remarks |
| Approaching Gospel Oak | E | | 1 | | |

| EA1390 BARKING TILBURY LINE JN EAST TO PITSEA JN (VIA TILBURY) | | | | | |
|--|---|--|---|--|---------------------------------|
| Down | | | | | Remarks |
| Approaching Pitsea | P | | 1 | | All trains from Thames Haven Jn |
| Up | | | | | Remarks |
| Approaching Ripple Lane Renwick Road | P | | 1 | | |
| Approaching Barking | P | | 1 | | All trains from Dagenham Dock. |

| EA1410 UPMINSTER TO WEST THURROCK JUNCTION | | | | | |
|--|---|--|---|--|---|
| Down | | | | | Remarks |
| Approaching Ockendon | P | | 1 | | Terminating trains only |
| Up | | | | | Remarks |
| Approaching Upminster | P | | 1 | | All freight trains from Thames Haven Jn |
| Approaching Upminster | P | | 1 | | All trains off the Ockendon Branch |

| EA1430 EAST SUFFOLK JUNCTION TO OULTON BROAD NORTH JUNCTION | | | | | |
|---|---|--|---|--|--------------|
| Down | | | | | Remarks |
| Approaching Saxmundham | E | | 1 | | |
| Approaching Oulton Broad North Jn | P | | 1 | | From Ipswich |
| Up | | | | | Remarks |
| Approaching Saxmundham | E | | 1 | | |
| Approaching Boss Hall Junction | E | | 1 | | |

| EA1440 WESTERFIELD JUNCTION TO FELIXSTOWE TOWN | | | | | |
|--|---|--|---|--|---------|
| Down | | | | | Remarks |
| Approaching Felixstowe Town | E | | 1 | | |

| EA1450 TRIMLEY TO FELIXSTOWE NORTH QUAY FREIGHTLINER TERMINAL | | | | | |
|---|---|--|---|--|---------|
| Down | | | | | Remarks |
| Approaching Felixstowe North | E | | 2 | | |

| EA1460 FELIXSTOWE BEACH JUNCTION TO FELIXSTOWE BEACH | | | | | |
|--|---|--|---|--|---------|
| Down | | | | | Remarks |
| Approaching Felixstowe Beach | E | | 2 | | |

| EA1470 NORWICH THORPE JUNCTION TO LOWESTOFT | | | | | |
|---|---|--|---|--|---|
| Down | | | | | Remarks |
| Approaching Coke Ovens Junction | E | | 1 | | From Ipswich or Norwich |
| Up | | | | | Remarks |
| Approaching Norwich Thorpe Junction | E | | 1 | | From Lowestoft, Yarmouth and Sheringham |

| EA1490 CROMER TO SHERINGHAM | | | | | |
|-----------------------------|---|--|---|--|--|
| Down | | | | | Remarks |
| Approaching Sheringham | E | | 1 | | |
| Approaching Sheringham | P | | | | Train operator to specify performance time |

| EA1500 BRUNDALL JUNCTION TO YARMOUTH | | | | | |
|--------------------------------------|---|--|---|--|---------|
| Down | | | | | Remarks |
| Approaching Yarmouth | E | | 1 | | |

| EA1510 REEDHAM JUNCTION TO YARMOUTH | | | | | |
|--|---|--|---|--|---------|
| Down | | | | | Remarks |
| Approaching Yarmouth | E | | 1 | | |

| EA1530 COLDHAM LANE JUNCTION TO HAUGHLEY JUNCTION | | | | | |
|--|---|--|---|--|---------|
| Down (Eastbound) | | | | | Remarks |
| Approaching Bury St Edmunds | E | | 1 | | |
| Up (Westbound) | | | | | Remarks |
| Approaching Bury St Edmunds | E | | 1 | | |
| Approaching Chippenham Jn | P | | 1 | | |
| Approaching Coldham Lane Jn | E | | 1 | | |

| EA1540 CHIPPENHAM JUNCTION TO ELY DOCK JUNCTION | | | | | |
|--|---|--|---|--|-------------------------|
| Down (Westbound) | | | | | Remarks |
| Approaching Ely Dock Jn | E | | 1 | | Applies to all services |

| EA1560 ELY NORTH JUNCTION TO KINGS DYKE (INCLUSIVE) | | | | | |
|--|---|--|---|--|---------|
| Down (Westbound) | | | | | Remarks |
| Approaching Peterborough East Junction | E | | 2 | | |
| Up (Eastbound) | | | | | Remarks |
| Approaching Ely North Junction | E | | 2 | | |

| EA1580 ELY NORTH JUNCTION TO TROWSE JUNCTION | | | | | |
|---|---|--|---|--|-------------------------|
| Down | | | | | Remarks |
| Approaching Trowse Jn | E | | 1 | | From Thetford direction |
| Up | | | | | Remarks |
| Approaching Ely North Jn | E | | 1 | | From Thetford direction |

6 Timetabling Considerations

6.1 Advertised and Working Times

It is not permissible for trains to be specified to be advertised to arrive before or depart after the booked times stated in the working timetable (WTT).

It is permissible for trains to be specified to be advertised to depart before the booked times stated in the working timetable in the following circumstances;

- (i) Where the WTT departure time is delayed to achieve the required headway behind a preceding train or margin following a conflicting move.
- (ii) As an aid to punctual departure where this practice has been agreed between the Train Operator and Network Rail.

By agreement between the Train Operator and Network Rail, trains may be specified to be advertised to arrive after the booked times stated in the WTT. This agreement is used instead of engineering/performance allowances.

6.2 Timing of Light Locomotives

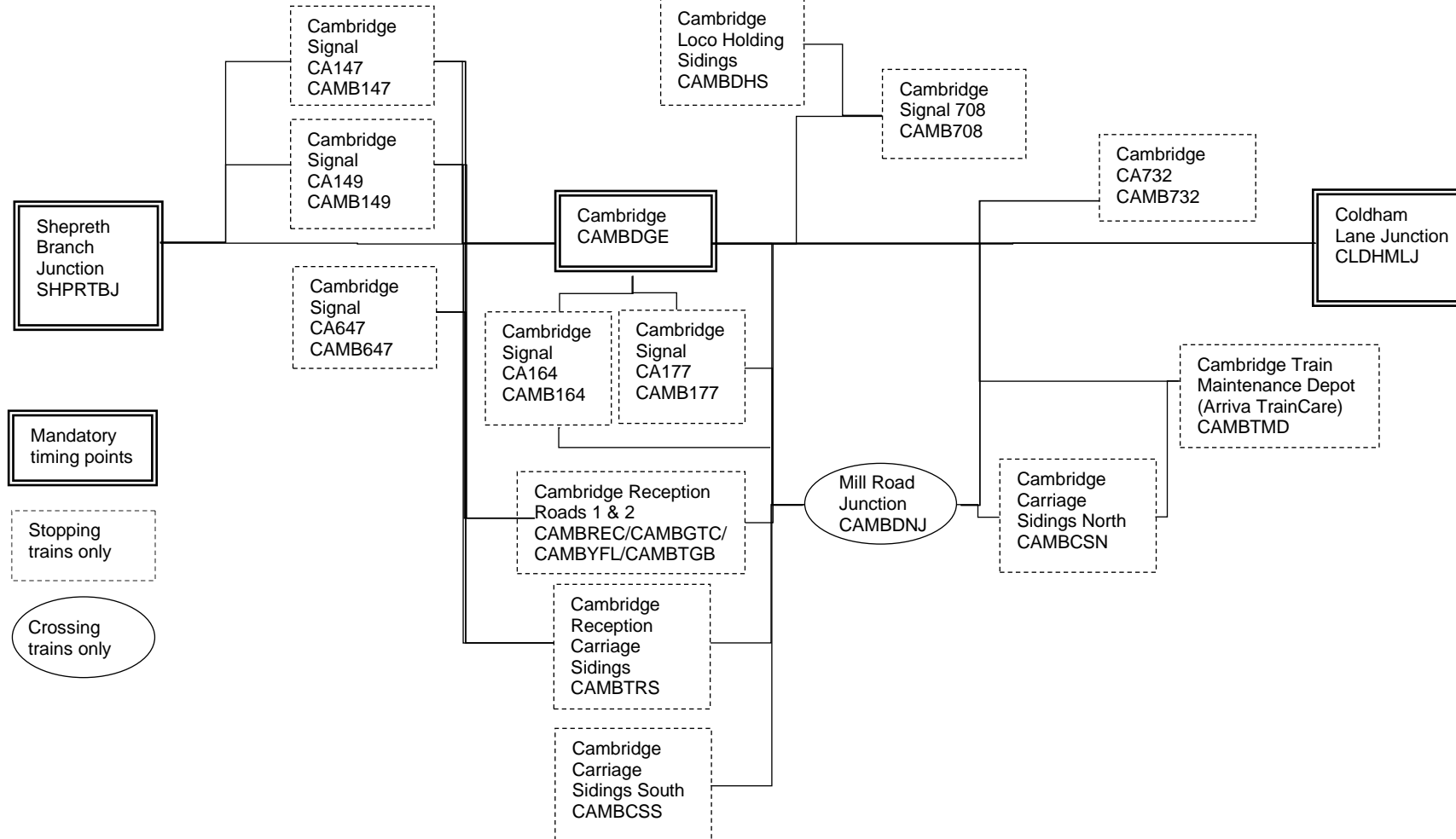
It is a general principle that all light locomotive movements will be timed. Any exceptions to this must be agreed by the appropriate Operational Planning Specialist.

6.3 Two–Track Timetable Railway

See Engineering Access Statement EA1010 & EA1011 Section 4 – Standard Possession Opportunities for details.

Appendix A Timing Point Diagrams

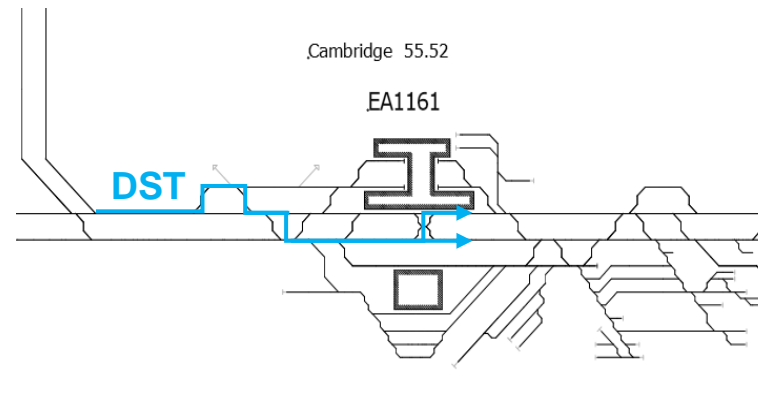
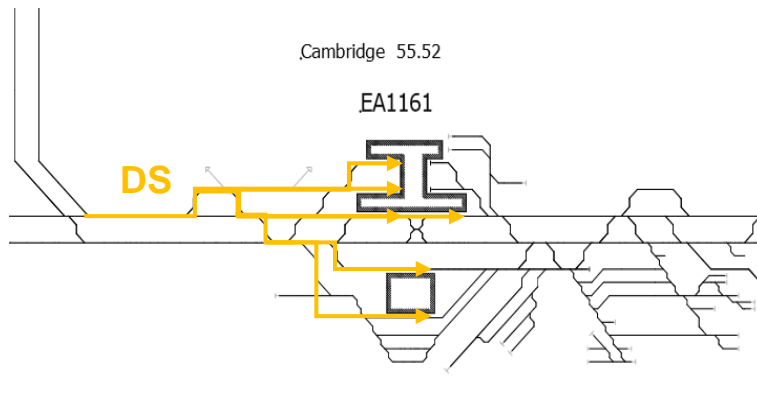
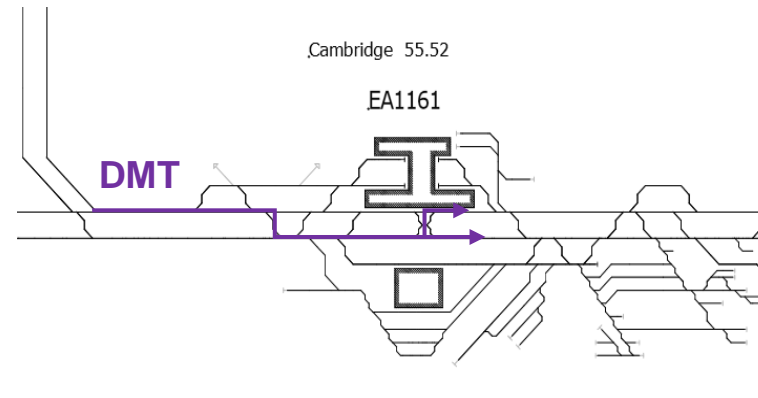
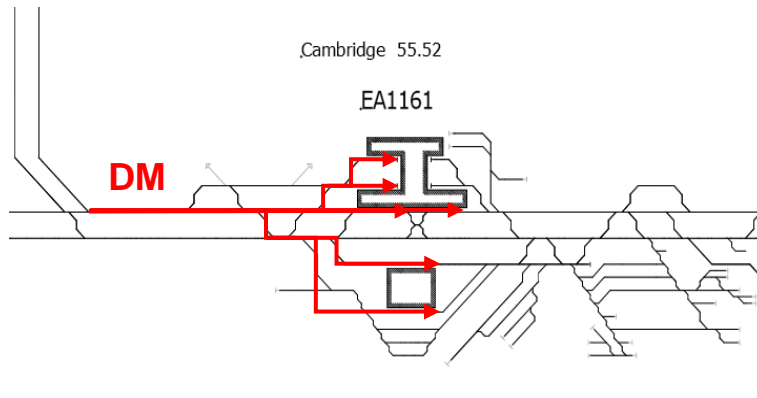
The following diagram is supplementary to the information shown in section 2.1.



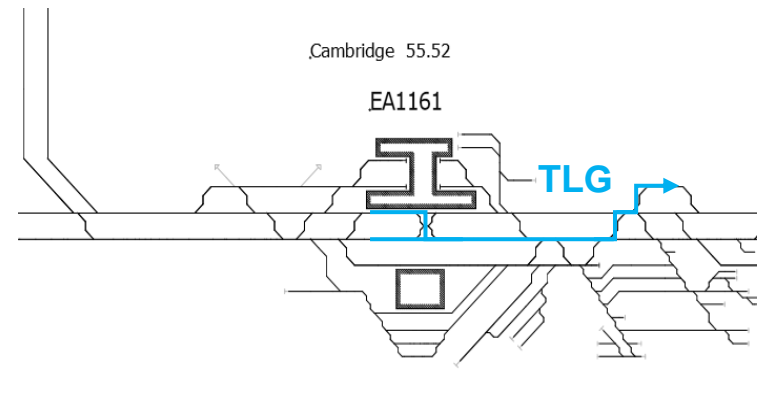
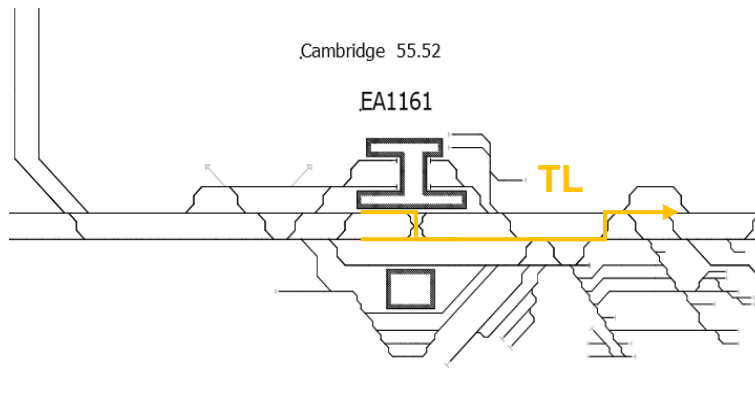
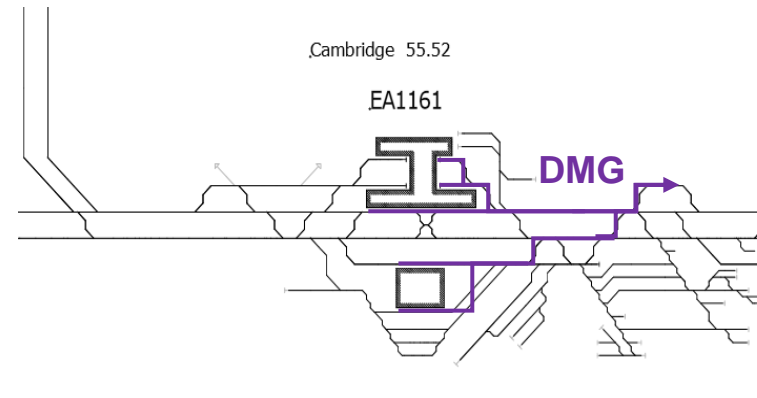
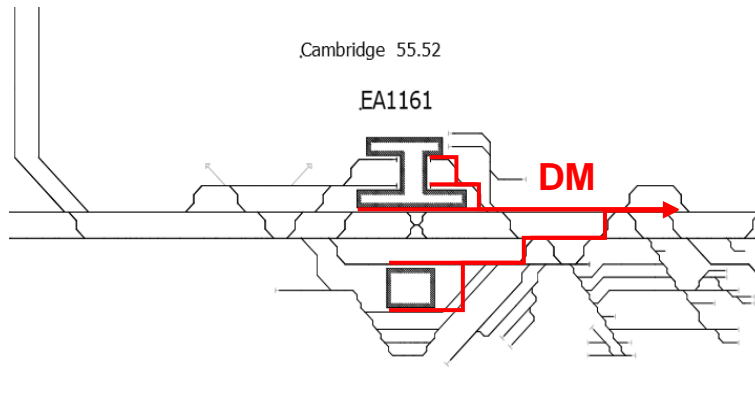
Appendix B Route Code Diagrams

The following diagrams are supplementary to the information shown in section 2.1.

Down direction route codes to Cambridge



Down direction route codes from Cambridge



Up direction route codes from Cambridge

