



Network Rail
Capacity Planning
The Quadrant MK
Elder Gate
Milton Keynes
MK9 1EN

1 April 2022

Commentary on the Anglia Timetable Planning Rules 2023

Version 2.1

Revised Final Rules for Principal Change Timetable 2023

This document is a covering note for the Timetable Planning Rules – Revised Final Rules for Principal Change Timetable 2023 - 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 2.0 of the 2023 Timetable Planning Rules.

1 Introduction and General Notes

1.1 Index of Routes

Route EA1325 reinstated from Highbury and Islington to Dalston Junction (exclusive)

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

No change

1.2.2 Rule Book

No change

1.3 Definitions

1.3.1 Train Classification

Table of definitions for 5th character based on final destination withdrawn

1.3.2 Days of Operation

No change

1.3.3 Traction and Rolling Stock

No change

1.3.4 Line Codes

No change

1.3.5 Activity and Other Codes

Note 6. amended to allow R, D and U to also be valid in XU / OU schedules

2 Route Description**2.1 Planning Geography**

EA1010	Full review of Planning Geography on the GEML (EA1010/11/12/13)
EA1011	Route codes corrected at Stratford
EA1012	Ilford Signal L5087 description amended
EA1013	Shenfield Up Loop shown as mandatory for all trains via Tiploc Ingatestone to become mandatory in the down direction Colchester Up Passenger Loop shown as mandatory for all trains via Tiploc Ardleigh tiploc deleted - crossovers are OOU and due to be removed Claydon to become mandatory for all trains Flordon to become mandatory for all trains
EA1020	Channelsea Junction included for clarification of routes
EA1120	Manningtree North Jn shown as mandatory for all trains on EA1120 Required for crossing moves on EA1011
EA1150	Amendments to clarify routes around Channelsea Jn Notes updated at Stratford to require Platform detail to be shown and to clarify preferred routes towards Lea Jn
EA1160/1	Notes updated at Bishop's Stortford
EA1280	Amendments to notes around Stratford
EA1290	Tottenham South Jn shown as mandatory for all trains on EA1290 Note about LVR is not relevant
EA1320	Amendments to geography around Highbury and Islington to align with changes on Sussex Route and EA1325 Amendments to clarify routes around Channelsea Jn and Stratford
EA1325	Route reinstated for reference - required for Access Planning etc and to align with changes on Sussex Route
EA1340	Amendments to notes around Channelsea Jn
EA1350	Amendments to notes around Channelsea Jn

- EA1530** Notes updated at Dullingham and Bury St Edmunds - Platform detail must be shown
- EA1560** Deferral of proposed new timing points on EMP route
Stonea, Three Horse Shoes, King's Dyke revert to being for reference only
- EA1580** Corrections to route codes at Brandon and Wymondham Down Sidings

2.2 Route Opening Hours

No change

3 Electrification

3.1 Electrification Supply Restrictions

No change

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

4.7 Driver Only Operation Limits

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 2023 Version 2.0. Details will be sent to all forum participants separately.

~~EA1011 Shenfield to Chelmsford - SRTs split at Ingatestone (down direction)~~

~~EA1012 Ipswich Europa Jn to Stowmarket - SRTs split at Claydon~~
Diss to Trowse Jn - SRTs split at Flordon

5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines

No change

5.2 Headways

5.2.1 Headway Values

We continue to review headways on single lines and how these are shown (where several routes do not quote a value currently or are shown as AB)

EA1330 Standard headway changed to be AB+2 reflecting use by freight

EA1370 Clarifying the headways between Upper Holloway and Harringay Park following stopping and non-stopping

EA1380 New note about SIMBIDs only available during planned possessions or other exceptional (unplanned) event

EA1430 Changing headway values to be in the format AB+x; TCB planned as AB

EA1470 Revised headways between Oulton Broad North and Lowestoft

EA1500 Changing headway values to be in the format AB+x; TCB planned as AB

EA1510 Changing headway values to be in the format AB+x; TCB planned as AB

EA1530 Headways Coldham Lane Jn - Dullingham - Chippenham Jn changed to be in the format AB+x; TCB planned as AB

EA1550 Standard headway changed to be AB+2 reflecting use by freight

EA1560 Reinstatement of previous headway rules between Ely North Jn and King's Dyke following deferral of the proposed new timing points

EA1744 Standard headway changed to be AB+2 reflecting use by freight

5.3 Junction Margins and Station Planning Rules

Additional note about Running Brake Tests included

EA1010 **Liverpool Street:** Platform restrictions amended removing Platform 18

Stratford: 2 new margins proposed.

Ilford: Amendment to adjustment for Up trains crossing to Up Avoiding Line.

EA1011 **Chelmsford:** amendments to 1 margin

Witham: amendments to 1 margin

Colchester Yard: adjustments for down freight departing the Yard shown here rather than at Colchester, given that the adjustment is applied after Colchester

Colchester: 2 new adjustments and amendments to 2 others
2 new junction margins

Halifax Jn: 1 new junction margin

EA1161 ~~Cambridge Reception Sidings: New adjustment for down freight~~
Cambridge: New Rolling Stock restriction affecting 12-car Class 387s in Platform 4

EA1370 **Woodgrange Park:** Adjustment amended - freight from Ripple Road Jn passing Barking

Barking Station Jn: New adjustments for trains to/from Barking Platform 1.

EA1380 **Barking:** 2 new adjustments - for freight from Ripple Road Jn (see also Woodgrange Park) and for Up trains approaching P8 via UCL.

EA1430 **Woodbridge:** New junction margin for single line re-occupation

Saxmundham: New junction margin for single line re-occupation

Halesworth: New junction margin for single line re-occupation

EA1480 **North Walsham:** 2 new junction margins and 1 margin removed

5.4 Platform Lengths

The table has been fully revised and updated in connection with the introduction of new rolling stock etc.

Cambridge: New note for Platform 4 for 12-car Class 387 operation
Corrections to note in Platform 6

Ipswich: Correction to note in Platform 1

5.4.1 Loop Lengths

EA1060 **North Fambridge:** Down loop and Up loop lengths corrected

5.5 Timing Allowances

- EA1011 Shenfield / Shenfield London End Jn:** Separate entry for Shenfield London End Jn deleted. Note added at Shenfield regarding placement of the allowance for down ML trains running to Platforms 4, 5 or 6 etc
Colchester: Note added at Shenfield regarding placement of the allowance for trains running Colchester Goods Loop, TC or CS etc
- EA1490 Sheringham:** Deleted requirement for [1] approaching. Allowance incorporated within turnaround time at Cromer
- EA1530 Chippenham Jn:** New caveat applicable to <1> in up direction
- EA1560 March:** New note applicable to placement of [1] in down direction

5.6 Watering of Steam Locomotives

No change

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

Appendices

The Route Code diagrams in Appendix B have all been replaced following infrastructure changes around Cambridge.

These represent the revised Timetable Planning Rules (the “Final Rules”) for the Principal Change 2023 timetable in accordance with Part D of the Network Code, Condition D2.2.3.

As per Condition D2.2.8 of Part D of the Network Code, any Timetable Participant dissatisfied with any decision of Network Rail in respect of those Rules is entitled to appeal against any part of it. Any such appeal shall be conducted in accordance with Condition D 5 of Part D of the Network Code and must be made by a Timetable Participant and initiated in accordance with Network Code Part D Condition D2.2.8 (a) and (b).

Regards

Andrew Smith

Timetable Planning Rules Specialist [Anglia]
 Network Rail

Tel: 07756 218521

Email: Andrew.Smith15@networkrail.co.uk



Timetable Planning Rules

Anglia

2023 TIMETABLE

Version 2.1

Issued by:

Andrew Smith
Timetable Planning Rules Specialist - Anglia

The Quadrant MK
Elder Gate
Milton Keynes
Buckinghamshire
MK9 1EN

Tel 07756 218521

Revised Final Proposal for December 2022 Timetable – Principal Change Timetable 2023
1 April 2022

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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	Carpenters Road South Junction to Carpenters Road North Junction (Carpenters Road Curve)
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 (Channelsea Curve)
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
EA1325	Highbury and Islington to Dalston Junction (exclusive)
EA1330	South Acton Junction to Old & New Kew Junctions
EA1340	Stratford Lea Junction to High Meads Junction (Lea Curve)
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 Shoburyness
EA1390	Barking Tilbury Line Junction East to Pitsea Junction (via Tilbury)
EA1395	Ripple Lane West Junction to Barking Riverside
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

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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 and/or Destination
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)

Second Character	Route and/or Destination
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
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

Second Character	Route and/or Destination
S	To Scotland Zone. Norwich and Sheringham London Liverpool Street and Bishop's Stortford ECS to Shoeburyness. 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	Brentwood, 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 Elizabeth line to Paddington Crossrail (including ECS to Old Oak Depot) Ipswich District (except Felixstowe Branch)
Z	Special Traffic Trains Must NOT be used for WTT services STP additional trains <i>not</i> conforming to any route code

Third and Fourth Characters

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

Fifth and Sixth Characters

The fifth character must match one of the following based on where the train terminates:

B	Kent and Sussex
C	Wessex
D	Wales & Western
E	NW&C (Central and West Coast South) and East Midlands
F	NW&C (North West)
G	LNE
H	Anglia
L	Scotland

The sixth character is the next sequential alpha available / freeform.

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
CR3	Up trains via Up and Down Clacton from East Gate Jn to Colchester Platform 3 avoiding Platform 4
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
DH	Down Harwich
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
DTS	Down Through Siding
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.

Abbreviation	Description
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
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
UH	Up Harwich
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). **R, D and U are additionally valid with Train Categories XU and OU (unadvertised 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				
Liverpool Street	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>
Bethnal Green	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>
Bow Junction	ML EL BL UBL DX1 DX2 DX3 DX4	ML EL XUL		<i>To/from Gas Factory Junction – EA1400</i>
Bow Depot Reception		-	F	Only trains to/from Yard
Bow Yard	BL		F	Only trains to/from Yard
Pudding Mill Lane Junction <i>Pudding Mill Lane</i>	EL	-	X	<i>To/from Stepney Green Junction – Refer to Crossrail Timetable Planning Rules – XR001</i> Trains to and from Crossrail Central Operating Section only.
Carpenters Road South Junction	-	BL DBL ML	X	<i>To/from Carpenters Road North Junction via Carpenters Road Curve – EA1020</i> 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 Carpenters Road North Junction via Channelsea Curve – EA1150</i> <i>To/from Temple Mills East Junction – EA1280</i>
Stratford	ML* EL UML XL XDL -	ML EL BL - AL DML DBL UX1 UX2 UX3 UX4		Platform detail must be shown Default line code applies to trains which stop at Signal L295 or via Channelsea Curve. Up line code AL for moves via Channelsea Avoiding Loop (preferred route towards Lea Junction if available) Line code DBL is to Carpenters 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
<i>Stratford Country End Crossovers</i>				
Maryland	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
<i>Maryland East Crossovers</i>				

EA1010 LIVERPOOL STREET TO SEVEN KINGS

TIMING POINT	DOWN	UP	CODE	NOTES
Forest Gate	ML EL	ML EL DML DEL	S X	Timing point for stopping trains Timing Point for Down trains crossing via Forest Gate Junction ladder Country End Crossovers. Timing point for Up trains crossing via Maryland East Crossovers.
Forest Gate Junction	ML EL	ML EL DML		To/from Woodgrange Park – EA1030 Services required to recess on the Up Passenger Avoiding Line (line code IE) approaching Signal L336 to be planned to stop at Forest Gate Junction
Forest Gate Signal L336				
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	TIPLOC – ALDB337
Aldersbrook Sidings		IL IE	S	
Ilford Sig Signal L341 (approaching Ilford)	IL		S	TIPLOC – ILFE341. Timing point to be used for services requiring to recess on the Down Passenger Avoiding Line only approaching Ilford
Liverpool Street Ilford Signal L5087	-		S	TIPLOC – ILFE507. Timing point for reverse moves to Ilford platform 4 from the Up Electric Line
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 Services using Up Passenger Avoiding Line to use line code IL if routed via 2172 points to Manor Park, or line code IE if via Signal L336 and 2170 points to Forest Gate Junction
Ilford Depot London End Junction	EL - to Ilford EMUD	ML EL DEL	X	TIPLOC – ILFELEJ
Ilford EMUD	-	-		TIPLOC – ILFEMUD 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 To/from Gidea Park – EA1011

EA1011 SEVEN KINGS TO IPSWICH

TIMING POINT	DOWN	UP	CODE	NOTES
Seven Kings	ML EL	ML EL - to Ilford EMUD	S X	Timing point for Down Electric Line trains using Seven Kings Country End Crossovers towards Down Main Line To/from Ilford – EA1010
Seven Kings Country End Crossovers				

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 For trains reversing on the Up Main
Romford Signal L5107	- UML		S	TIPLOC - ROMF107 Conditional timing point for For trains reversing to or from the Upminster Branch
Romford Engineers Sidings	-		S	
Romford Signal L440/Signal L5109	EL		S	Conditional timing point for For trains reversing on the Up Electric
Romford	ML EL	ML EL	S X	<i>To/from Upminster – EA1040</i>
<u>Gidea Park</u>	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	
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 Shenfield Up Loop		ML	S	
<u>Shenfield</u>	-	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	

EA1011 SEVEN KINGS TO IPSWICH

TIMING POINT	DOWN	UP	CODE	NOTES
<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 Ingatestone	- UML	- DML	S	Timing point for all trains in down direction Up trains starting/passing through Chelmsford Down platform to show 'U' 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
Witham Up Tamper Siding	-	-	F	TIPLOC – WITHSDG
<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
Witham Up Passenger Loop		-		Trains passing through or stopping in via Witham Platform 1 to be timed at Witham Up Loop (TIPLOC - WITHMUL) where possible as this is the preferred routing for these movements
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</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

EA1011 SEVEN KINGS TO IPSWICH

TIMING POINT	DOWN	UP	CODE	NOTES
Colchester Up Passenger Loop 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	<i>To/from Harwich Town – EA1120</i> Only trains to/from Harwich branch and Down trains starting from Up platform at Manningtree
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
Halifax Junction	UL DL	-		
Ipswich	- DUL UM	UL DL		Platform detail must be shown <i>To/from East Suffolk Junction – EA1012</i>

EA1012 IPSWICH TO TROWSE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Ipswich	- DUL UM	UL DL		Platform detail must be shown <i>To/from Halifax Junction – EA1011</i>
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 CO326			S	Required for shunting movements

EA1012 IPSWICH TO TROWSE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Ipswich Signal CO328			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
East Suffolk Junction	-	UM DUL		To/from Westerfield – EA1430
Europa Junction	-	-		TIPLOC - IPSWEPJ To/from Boss Hall Junction via Bacon Factory Curve – EA1744
Claydon 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
Stowmarket	-	-		
Haughley Junction	-	-		To/from Bury St Edmunds – EA1530
Cow Green Crossover	-	-	X	Timing point to be used for Single Line working
Diss	-	-		
Diss Reception	-	-	S	
Flordon Flordon Crossover	-	-	X	TIPLOC - TROWFLR Timing point to be used for Single Line working
Lakenham		-	X S	TIPLOC - TROWLKJ Timing point to be used for Up Services using crossing from bi-directional Down Line crossing to Up Line and for reversal moves at GPL CO1747
Trowse Junction	-	- DM		Line code DM required for Up Services using bi-directional Down Line to Lakenham To/from Norwich – EA1013 To/from Ely – EA1580

EA1013 TROWSE JUNCTION TO NORWICH

TIMING POINT	DOWN	UP	CODE	NOTES
Trowse Junction	-	- DM		Line code DM required for Up Services using bi-directional Down Line to Lakenham To/from Ipswich – EA1012 To/from Ely – EA1580 and Ipswich – EA1012
Norwich Victoria Sidings	-		S	
Trowse Down & Up Passenger Loop	-	-	S	D&UPL TIPLOC to be used TROWSE TIPLOC - TROWSE
Trowse RT Roadstone	-	-	F	TIPLOC - TROWSEY
Trowse GPL CO1760		-	S	Timing point to be used for reversal moves
Trowse Swing Bridge	C D	-		To/from Crown Point Depot/Through Siding – EA1470
Norwich Thorpe Junction	E C W	C D		To/from Whitlingham Junction – EA1470
Norwich TC		-	S	Includes Short Dock, Long Dock, Royal Dock and Low Level Sidings TIPLOCs – NRCHTC & NRCHGBF

EA1013 TROWSE JUNCTION TO NORWICH

TIMING POINT	DOWN	UP	CODE	NOTES
Norwich Station Jubilee Sidings		E	S	Only trains to/from CS TIPLOC - NRCHCSD
Norwich	-	E C W		Platform detail must be shown – use platform code MS for Middle Siding

EA1020 CARPENTERS ROAD SOUTH JUNCTION TO CARPENTERS ROAD NORTH JUNCTION – CARPENTERS ROAD CURVE

TIMING POINT	DOWN	UP	CODE	NOTES
Carpenters Road South Junction	-	BL DBL ML		Timing point for all trains routed via EA1020 To/from Liverpool Street – EA1010
Carpenters Road North Junction				To/from Channelsea South Junction – EA1150
Channelsea Junction	AL -	-		AL to be used for trains routed via Channelsea Up Loop to Signal NL1286 at Lea Junction (NB direction change)

EA1030 FOREST GATE JUNCTION TO WOODGRANGE PARK JUNCTION

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

EA1040 ROMFORD TO UPMINSTER

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

EA1050 SHENFIELD JUNCTION TO SOUTHEND VICTORIA

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Shenfield Junction</i>				To/from Shenfield Platforms 1, 2 and 3
<i>Shenfield Southend Loop</i>				To/from Shenfield Platforms 4 and 5
Mountnessing Junction	-	-		
Billericay	-	-	S	
Wickford Down Siding	-		S	
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>				To/from Southminster - EA1060
Wickford Signal L5150		-	S	
Rayleigh	-	-	S	
Hockley	-	-		
Rochford	-	-	S	
Southend Airport	-	-	S	
Prittlewell	-	-	S	

EA1050 SHENFIELD JUNCTION TO SOUTHEND VICTORIA

TIMING POINT	DOWN	UP	CODE	NOTES
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</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</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</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</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
East Gate Junction	-	CR CR3 DA		<i>To/from Colchester Town – EA1100</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</i>
Hythe	-	-		
Wivenhoe	-	-	S	
Alresford	-	-	S	
Great Bentley	-	-	S	

EA1090 COLCHESTER JUNCTION TO CLACTON

TIMING POINT	DOWN	UP	CODE	NOTES
Weeley	-	-	S	
Thorpe-le-Soken Down Electric Siding	-	-	S	TIPLOC – THPLESS
Thorpe-le-Soken	-	-		Platform detail must be shown
<i>Thorpe-le-Soken Junction</i>				<i>To/from Walton-on-the-Naze - EA1110</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
Clacton-on-Sea	-	-		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
East Gate Junction	-	-		<i>To/from Colchester - EA1090</i>
<i>Hythe Junction</i>				<i>To/from Clacton - EA1090</i>
<i>Colne Jn</i>				
Colchester Town	-	-		

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</i>
Kirby Cross	-	-		Platform 2 only to be specified for Up trains when required to use the bi-directional route
Frinton-on-Sea	-	-	S	
Walton-on-the-Naze	-	-		

EA1120 MANNINGTREE TO HARWICH TOWN

TIMING POINT	DOWN	UP	CODE	NOTES
Manningtree	- 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

EA1120 MANNINGTREE TO HARWICH TOWN

TIMING POINT	DOWN	UP	CODE	NOTES
Manningtree North Junction Manningtree North Junction	-	-	✕	To/from Ipswich - EA1011
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
Parkeston Goods Junction	-	-		
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	
Harwich International	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	
Harwich Town	-	-		

EA1130 GRIFFIN WHARF BRANCH

TIMING POINT	DOWN	UP	CODE	NOTES
Halifax Junction	-	-		To/from Colchester - EA1011
Griffin Wharf	-	-	F	

EA1140 IPSWICH DOCKS BRANCH

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

**EA1150 CHANNELSEA SOUTH JUNCTION TO STRATFORD CENTRAL JUNCTION
WEST – CHANNELSEA CURVE**

TIMING POINT	DOWN	UP	CODE	NOTES
<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 at Lea Junction
<i>Channelsea South Junction</i>				<i>To/from Channelsea North Junction – EA1320</i> <i>To/from Stratford Platforms 1 & 2 – EA1320</i>
<i>Carpenters Road North Junction</i>				<i>To/from Carpenters Road South Junction via Carpenters Road Curve – EA1020</i>
<i>Stratford Central Junction West</i>				<i>To/from Forest Gate Junction Liverpool Street and Ilford – EA1010 &</i> <i>To/from Temple Mills East Junction from Coppermill Junction – EA1280</i>
<u>Stratford</u>	*	- AL		Platform detail must be shown * 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 (preferred route towards Lea Junction if available) (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	
Northumberland Park	- LVR	- LVR	S	
Meridian Water	-	- LVR	S	
Ponders End	-	-	S	
<u>Brimsdown</u>	-	-		

EA1160 BETHNAL GREEN EAST JUNCTION TO BISHOP'S STORTFORD

TIMING POINT	DOWN	UP	CODE	NOTES
Enfield Lock	-	-	S	
Waltham Cross	-	-	S	
<i>Cheshunt Junction</i>				<i>To/from Bury Street Junction – EA1190</i>
<u>Cheshunt</u>	-	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
<u>Broxbourne</u>	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
<u>Broxbourne Junction</u>	-	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	
<u>Harlow Town</u>	-	-		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	
<u>Bishop's Stortford</u>	-	-		Platform detail must be shown <i>To/from Stansted Mountfitchet – EA1161</i>

EA1161 BISHOP'S STORTFORD TO ELY NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Bishop's Stortford</u>	-	-		Platform detail must be shown <i>To/from Harlow Town – EA1160</i>
<u>Stansted Mountfitchet</u>	-	-		<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</i>
<u>Stansted North Junction</u>	-	-		<i>To/from Stansted Airport – EA1220</i>
Elsenham	-	-	S	
Newport	-	-	S	
<u>Audley End</u>	-	-		Down trains booked via Up platform must show Up platform (UPL)

EA1161 BISHOP'S STORTFORD TO ELY NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Great Chesterford Loop		-	S	
Great Chesterford	-	-	S	
Whittlesford Parkway	-	-	S	
Whittlesford Down Goods Loop	-		F	
Whittlesford Signal CA540		-	S	
Whittlesford Reception	-		S	
Shelford	-	-	S	
Shepreth Branch Junction	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
Cambridge	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	
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

EA1161 BISHOP'S STORTFORD TO ELY NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
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		To/from Chippenham Junction – EA1530 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 -	-		To/from Chippenham Junction – EA1540. 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 – ELYPPAW for DB Cargo TIPLOC – ELYYGBF for GBRf TIPLOC – ELYYFLT for Freightliner
<u>Ely North Junction</u>	-	DL UL		Line code must be shown. To/from King's Lynn – EA1162, To/from Ely West Junction – EA1550, To/from Peterborough – EA1560, To/from Norwich – EA1580

EA1162 ELY NORTH JUNCTION TO KING'S LYNN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Ely North Junction</u>	-	DL UL		Line code must be shown. <i>To/from Ely – EA1161,</i> <i>To/from Ely West Junction – EA1550</i>
Littleport Signal L24	-		S	Trains to be held at Littleport Signal L24 if required for pathing purposes. See Littleport Signal L22 for details.
<u>Littleport</u>	-	-		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.
<u>Downham Market</u>	-	-		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
<u>Watlington</u>	-	-		Platform detail must be shown
<i>King's Lynn Signal KL45</i>				
<i>King's Lynn Harbour Junction</i>				
<i>King's Lynn Signal KL36</i>				
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
<i>King's Lynn Junction</i>				<i>To/from Middleton Towers – EA1270</i>
King's Lynn T.C.	-	-	F	Only trains to/from T.C.
King's Lynn C.S.	-	-	S	Only trains to/from C.S.
<u>King's Lynn</u>	-	-		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</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>				
<u>Seven Sisters</u>	-	-		
Bruce Grove	-	-	S	
White Hart Lane	-	-	S	
Silver Street	-	-	S	
Edmonton Green	-	-	S	
<u>Bury Street Junction</u>	-	-		<i>To/from Cheshunt Junction – EA1190</i>
Bush Hill Park	-	-	S	

EA1170 HACKNEY DOWNS NORTH JUNCTION TO ENFIELD TOWN

TIMING POINT	DOWN	UP	CODE	NOTES
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 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

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
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 BROXBOURNE 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	-	-		<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
<i>King's Lynn Junction</i>	-	-		<i>To/from King's Lynn T.C. – 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 & To/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
<u>Tottenham South Junction</u>	-	-		<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
<u>Camden Road (West) Junction</u>	-	-		TIPLOC – CMDNRDJ <i>To/from Camden Road – EA1320</i>
Kentish Town West	-	-	S	
<u>Gospel Oak</u>	-	-		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	
<u>West Hampstead</u>	-	-		

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
Willesden Junction High Level Junction				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>	-	-		
South Acton Junction				To/from Kew East Junction – EA1330
Gunnersbury Junction				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
Camden Road Incline Junction				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 NLL 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 Signal NL1238		-	S	Timing point on ELL transfer track for trains which change traction current in up direction TIPLOC - HIGH238 <i>From Highbury and Islington ELL – Refer to Sussex Timetable Planning Rules – SO511</i>
Highbury Signal EL321 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 & and Islington ELL Platform 2 – Refer to Sussex Timetable Planning Rules – SO1325A SO511</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 To/from Highbury & Islington ELL – Refer to Sussex Timetable Planning Rules – SO1325A
Highbury & and Islington	-	-	S	Platform detail must be shown – NLL Platform 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 & and Islington Platform 8 <i>To/from Finsbury Park – Refer to LNE Timetable Planning Rules – LN110</i>
Canonbury	-	-	S	Platform detail must be shown – NLL Platform 3 Up (Westbound) and 4 Down (Eastbound). 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>
Channelsea Up Loop Signal NL1286				Due to ARS specifications stops must be shown at Lea Jn (TIPLOC – LEAJ), ARS will then hold the train at Signal NL1286
<i>Channelsea North Junction</i>				<i>To/from High Meads Junction – EA1350</i>
<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
<i>Channelsea South Junction</i>				<i>To/from Stratford Central Junction West via Channelsea Curve – EA1150</i>
Stratford Platforms 1 and 2	-	NLL		Platform detail must be shown

EA1325 HIGHBURY AND ISLINGTON TO DALSTON JUNCTION (EXCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
				Route EA1325 is being retained in the Anglia WON to show activity between Highbury and Islington and Dalston Junction where Route EA1320 (North London Line) runs parallel. For East London Line timetable planning purposes however, reference should be made to Route SO511 in the Sussex Timetable Planning Rules.
<u>Highbury and Islington</u>	-	-		To/from Westbourne Road Jn – EA1320 Platform detail must be shown TIPLOC HIGHBYE applies to East London Line Services using Platforms 1 and 2 TIPLOC HIGHBYA applies to North London Line services using Platforms 7 and 8 on EA1320
Canonbury	-	-	S	Platform detail must be shown TIPLOC CNNBELL applies to East London Line Services using Platforms 1 and 2 TIPLOC CNNB applies to North London Line services using Platforms 3 and 4 on EA1320
<u>TfL/NR Boundary</u>	-	-		TIPLOC ELLBNLL
<u>Dalston Junction</u>				Platform detail must be shown To/from New Cross Gate – SO511

EA1330 SOUTH ACTON JUNCTION TO OLD & NEW KEW JUNCTIONS

TIMING POINT	DOWN	UP	CODE	NOTES
<i>South Acton Junction</i>				To/from Acton Wells Junction – EA1310
Kew East Junction	-	-		
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 – LEA CURVE

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
<i>Channelsea North Junction</i>				To/from Channelsea South Junction – EA1320 To/from Lea Junction – EA1320
High Meads Junction	-	-		To/from Lea Junction <i>via Lea Curve</i> – EA1340
Temple Mills East Junction	-	-		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		-	S	
<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 – LN165 then LN101
Harringay Green Lanes	-	-	S	
South Tottenham West Junction				To/from Seven Sisters Junction – EA1300
<u>South Tottenham</u>	-	-		
South Tottenham East Junction				To/from Tottenham South Junction – EA1290
South Tottenham Signal S19		-	S	Timing point for reverse moves to/from South Tottenham
Blackhorse Road	-	-	S	
Walthamstow Queens Road	-	-	S	
<u>Leyton Midland Road</u>	-	-		
Leytonstone High Road	-	-	S	
Wanstead Park	-	-	S	
Woodgrange Park Junction				To/from Forest Gate Junction – EA1030
<u>Woodgrange Park</u>	-	-		
<u>Barking Station Junction</u>	-	-		
<u>Barking</u>	-	-		Barking Platform 1 only. For other platforms see EA1380.
Barking Signal UR1103	-		S	Reversing trains only
Barking Tilbury Line Junction West				To/from Barking Platforms 7/8 – EA1380

EA1380 FENCHURCH STREET TO SHOEBURYNNESS

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Fenchurch Street</u>	FL SL	-		Platform detail must be shown. Running line code must be shown
<u>Christian Street Junction</u>	-	FL SL		Running line code must be shown in Up direction
Limehouse	-	-	S	
Gas Factory Loop	-	-	S X	All trains using Loop
<u>Gas Factory Junction</u>	-	-		<i>To/from Bow Junction – EA1400</i>
<u>West Ham</u>	- 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
<u>Barking</u>	- 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
<u>Upminster</u>	-	-		Platform detail must be shown for trains which use other than normal routes. <i>To/from Ockendon – EA1410</i>
West Horndon	-	-	S	
<u>Laindon</u>	-	-		Platform detail must be shown for trains which use other than normal routes and for trains using Reversing Line (Middle Road)
Basildon	-	-	S	
<u>Pitsea</u>	-	-		Platform detail must be shown
<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 S.S.
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>
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>
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	
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	
Rainham	-	-		
Purfleet	- LS	-		
Deep Wharf LC	LS -	LS	F	All trains on Long Siding to be timed here
Purfleet Deep Water Wharf		-	F	Tiplocs PRFLFLT or PRFLTTH dependent on traffic

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

TIMING POINT	DOWN	UP	CODE	NOTES
Purfleet Foster Yeoman	-		F	Tiplocs PRFLFYM, PRFLGBR or PRFLAF dependent on traffic
Jurgens LC	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	
West Thurrock Junction	RVL -	-		To/from Upminster – EA1410 Line code RVL to be shown for Down trains using Third Line
Grays	-	RVL -		Line code RVL to be shown for Up trains using Third Line
Seabrooks RS	-	-	F	
Tilbury FLT	-	-	F	
Tilbury PLA Grain Terminal	-	-	F	
Tilbury Town	-	-		
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
Thames Haven Junction	-	-		To/from Thameshaven – EA1420
Stanford-le-Hope	-	-		Platform detail must be shown for trains
Pitsea	-	-		Platform detail must be shown
<i>Pitsea Junction</i>				To/from Shoeburyness – EA1380

EA1395 RIPPLE LANE WEST JUNCTION TO BARKING RIVERSIDE

TIMING POINT	DOWN	UP	CODE	NOTES
Ripple Lane West Junction	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
Barking Riverside		RL		Platform detail must be shown.

EA1400 GAS FACTORY JUNCTION TO BOW JUNCTION

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

EA1410 UPMINSTER TO WEST THURROCK JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Upminster	-	-		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
Ockendon	-	-		Platform detail must be shown for trains which use other than normal routes
Chafford Hundred	-	-	S	
West Thurrock Junction	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
Thames Haven Junction	-	-		<i>To/from Grays – EA1390</i>
Upminster IECC controlled Signal UR882		-		(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)
London Gateway Port controlled Signal LG11	-			(TIPLOC - THMSL11) Network Rail/DP World London Gateway Port boundary entry signal
Upminster IECC controlled Signal UR888		-		(TIPLOC - THMS888) Network Rail/DP World London Gateway Port boundary exit signal
Up & Dn Thames Haven Branch Signal LG15	-			(TIPLOC - THMSL15)
Up & Dn Thames Haven Branch Signal LG14		-		(TIPLOC - THMSL14)
London Gateway Port Arrival Line Stop Board	-			(TIPLOC - THMSLGA)
London Gateway Port Departure Line		-		(TIPLOC - THMSLGD)
London Gateway Port	-	-		(TIPLOC - THMSDBS, THMSFLI or THMSLGB dependent on traffic)
Thames Haven TC	-	-		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
Trimley	-	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
North Quay Branch Signal NQ4	-	-		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
Felixstowe Beach Junction	-	-		<i>To/from Westerfield Junction – EA1440</i>
Felixstowe Beach	-	-		
Felixstowe Creek R.S.	-	-		Network Rail Boundary
Felixstowe South Quay Freightliner Terminal	-	-		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
Trowse Swing Bridge	-	-		<i>To/from Wensum Junction via Through Siding To/from Trowse Junction – EA1013</i>
Norwich Thorpe Junction	-			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	
Whitlingham Junction	-	-		<i>To/from Cromer – EA1480</i>
Brundall Gardens	-	-	S	
Brundall	-	-		
<i>Brundall Junction</i>				<i>To/from Yarmouth via Acle – EA1500</i>
Buckenham	-	-	S	
Cantley	-	-		
Reedham	-	-		
<i>Reedham Junction</i>				<i>To/from Yarmouth via Berney Arms – EA1510</i>
Haddiscoe	-	-	S	
Somerleyton	-	-		
Oulton Broad North	-	-	S	
Oulton Broad North Junction	-	-		<i>To/from Westerfield Junction – EA1430</i>
Coke Ovens Junction	UL DL -	-		
Lowestoft Reception	-	-	F	
Lowestoft		UL		Platform detail must be shown

EA1480 WHITLINGHAM JUNCTION TO CROMER

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

EA1490 CROMER TO SHERINGHAM

TIMING POINT	DOWN	UP	CODE	NOTES
Cromer	-	-		Platform detail must be shown
<i>Cromer Junction</i>				Single line. <i>To/from Whitlingham Junction – EA1480</i>
West Runton	-	-	S	
Sheringham	-	-		
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
Saxmundham Junction	-	-	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	-	-		Platform detail must be shown
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	-	-		Platform detail must be shown
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	-	-		To/from King's Lynn – EA1162 From Peterborough – EA1560 To/from Norwich – EA1580
Ely West Junction	-	-		To/from Peterborough – EA1560

EA1560 ELY NORTH JUNCTION TO KINGS DYKE (INCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
Ely North Junction	-	-		To/from Ely – EA1161 To Ely West Junction via Ely West Curve – EA1550
Ely West Junction	-	EWC DL	X	To/from Ely North Junction via Ely West Curve – EA1550
Third Drove Signal CA923	-			Required by all trains in the Down direction
Manea Signal CA924	-	-		Required by all trains in the Up direction
Manea Signal M43	-			Required by all trains in the Down direction
Manea	-	-		
Stonea Stonea	-	-		
March South Signal MS933	-			Required by all trains in the Down direction
March South Signal MS934	-	-		Required by all trains in the Up direction
March South	-		S	Used for trains reversing at Signals MS13/21/23/32
March Down R.S.	-	-	F	TIPLOC – MRCHDRG
March Down Yard	-	-	S	TIPLOC – MARCHDS
March Up R.S.	-	-	F	TIPLOC – MARCHUS
March Up Yard	-	-	S	TIPLOCs – 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	-	-		
Eastrea Signal W6	-	-		Required by all trains in the Up direction
Eastrea Signal THS27	-			Required by all trains in the Down direction
Whittlesea	-	-		
King's Dyke King's Dyke	-	-		To/from Peterborough – Refer to LNE Timetable Planning Rules – LN135
Anglia/London North Eastern Route Boundary				98 miles 40 chains

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, To/from Ely West Junction – EA1550</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	TIPLOC WYMONDS
Wymondham Signal EN8223	-		S	TIPLOC WYMN32 To be used for reversal moves
Wymondham Up Siding		-	F	TIPLOC WYMNDLA
Wymondham	-	-		
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. TIPLOC - IPSWBHJ</i>
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 TIPLOC – IPSWEPJ</i>

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.

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 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 stated timing points. A value “x” shall be added to the transit time to allow for the signaller’s actions and sighting of the relevant signal. The planning headway is shown as “AB+x”.

AB methodology may also be used to express the headway in other areas (e.g. TCB), the value “x” including the time taken to reset the route, clear the signal on entry to the section and sight the relevant signal.

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 CARPENTERS ROAD SOUTH JUNCTION TO CARPENTERS ROAD NORTH JUNCTION

TEMPLE MILLS LINE			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
Carpenters Rd South Junction to Carpenters Rd North Junction	Single Line		One train in section
Restrictions			
Up train to Carpenters 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 Carpenters 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 SOUTHBEND 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*	Headway on Cambridge lines Not applicable to Lea Valley Reversible line * 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

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)
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
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)

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	Headway on Temple Mills lines
Lea Bridge to Meridian Water	Single Line		Lea Valley Reversible line 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+2	TCB plan as AB+1	TCB plan as AB+2
Willesden Junction High Level to Acton Wells Junction	TCB plan as AB+2	TCB plan as AB+1	TCB plan as AB+2
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+2	TCB plan as AB+1	TCB plan as AB+2
Willesden Junction High Level to Kensal Green Junction	TCB plan as AB+2	TCB plan as AB+1	TCB plan as AB+2
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			

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	AB+2 AB+1	AB+2 AB+1	TCB timed as AB
Kew East Junction to New Kew Junction	AB+2 AB+1	AB+2 AB+1	TCB timed as AB
Kew East Junction to Old Kew Junction	AB+2 AB+1	AB+2 AB+1	TCB timed as AB

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+2	AB+2	
Acton Canal Wharf to Acton Wells Junction	AB+2	AB+2	

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	4* following non-stop 5 ^Δ following stopping	4* following non-stop 5 ^Δ following stopping	*following non-stopping service Δfollowing stopping service
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 SHOEBURYNNESS

TIMING POINTS INCLUDED	DOWN	UP	NOTES
Fenchurch Street to Barking	2	2	
Barking to Shoeburyness ^Δ	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>Δ 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>

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 (inclusive)	4	4	
Westerfield (exclusive) to Woodbridge (inclusive)	AB+1	AB+1	One train in section
Woodbridge (exclusive) to Saxmundham	AB+1 Single Line		One train in section
Saxmundham to Halesworth	AB+1	AB+1	One train in section
Halesworth to Beccles (exclusive)	AB+1 Single Line		One train in section
Beccles (exclusive) to Oulton Broad North Junction	AB+1 Single Line		One train in section

EA1440 WESTERFIELD JUNCTION TO FELIXSTOWE TOWN

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

EA1440 WESTERFIELD JUNCTION TO FELIXSTOWE TOWN

TIMING POINTS INCLUDED	DOWN	UP	NOTES
Trimley ^s 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+1	AB+1	TCB plan as AB
Brundall to Cantley	AB+1	AB+1	TCB plan as AB
Cantley to Reedham Junction	AB+1	AB+1	TCB plan as AB
Reedham Junction to Reedham Swing Bridge	AB+1	AB+1	TCB plan as AB
Reedham Swing Bridge to Somerleyton	AB+1	AB+1	TCB plan as AB
Somerleyton to Oulton Broad North Junction	AB+1	AB+1	TCB plan as AB
Oulton Broad North Junction to Lowestoft	4* AB+1	4 AB+1	TCB plan as AB *A Norwich-Lowestoft train cannot arrive Oulton Broad North (station) until 2 minutes after an Ipswich-Lowestoft train has passed Coke Ovens Jn

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 (exclusive)	AB+1 Single Line		One train in section
Acle (exclusive) to Yarmouth (exclusive)	AB+1 Single Line		One train in section

EA1510 REEDHAM JUNCTION TO YARMOUTH

TIMING POINTS INCLUDED	DOWN	UP	NOTES
Reedham Junction to Yarmouth (exclusive)	AB+1 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 (exclusive)	AB+1 Single Line		One train in section
Dullingham (exclusive) to Chippenham Junction	AB+1 Single Line		One train in section
Chippenham Junction to Kennett	AB+1	AB+1	TCB plan as AB. 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		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	AB+2 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	
DOWN DIRECTION			
Ely North Junction to Third Drove Signal CA923	4		TCB
Third Drove Signal CA923 to Manea Signal M43	AB+1 tbc		TCB plan as AB
Manea Signal M43 to Manea	AB+2* tbc		AB *Based on time preceding train departs / passes Manea
Manea to Stonea	AB+2 tbc		AB
Stonea to March South Signal MS933	AB+1 tbc		TCB plan as AB
March South Signal MS933 to Three Horse Shoes	4		TCB
Three Horse Shoes to Eastrea Signal THS27	AB+2 tbc		AB
Eastrea Signal THS27 to Whittlesea	AB+2 tbc		AB
Whittlesea to King's Dyke	AB+2 tbc		AB
UP DIRECTION			
King's Dyke to Whittlesea		AB+2* tbc	AB *Based on time preceding train departs / passes Whittlesea
Whittlesea to Eastrea Signal W6		AB+2 tbc	AB
Eastrea Signal W6 to Three Horse Shoes		AB+2 tbc	AB
Three Horse Shoes to March South Signal MS934		4	TCB
March South Signal MS934 to Stonea		AB+1 tbc	TCB plan as AB
Stonea to Manea		AB+2* tbc	AB *Based on time preceding train departs / passes Manea
Manea to Manea Signal CA924		AB+1 tbc	TCB plan as AB
Manea Signal CA924 to Ely North Junction		4	TCB

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	AB+1	AB+1	TCB timed as AB
Shippea Hill to Lakenheath	AB+1	AB+1	TCB timed as AB
Lakenheath to Brandon	AB+1	AB+1	TCB timed as AB
Brandon to Thetford	AB+1	AB+1	TCB timed as AB
Thetford to Harling Road	AB+1	AB+1	TCB timed as AB

EA1580 ELY NORTH JUNCTION TO TROWSE JUNCTION

TIMING POINTS INCLUDED	DOWN	UP	NOTES
Harling Road to Eccles Road	AB+1	AB+1	TCB timed as AB
Eccles Road to Attleborough	AB+1	AB+1	TCB timed as AB
Attleborough to Spooner Row	AB+1	AB+1	TCB timed as AB
Spooner Row to Wymondham	AB+1	AB+1	TCB timed as AB
Wymondham to CO877/ CO878 Signal	4½ 5½	4 5½	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	AB+2 AB+1	AB+2 AB+1	TCB plan as AB. 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.

Running brake tests must be carried out at the first opportunity after beginning a journey/crew change. These allowances are not necessarily listed at individual timing points. Additional adjustment time to allow for running brake tests should be agreed between the respective NR and Operator planners.

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)	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: Midnight times cannot be published; therefore positive or negative adjustment should be used to avoid these being shown.		

Attaching/Detaching Minimum Allowance	4 or as specific TOC traincrew agreement
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Attachment of units – for services operated by GTR

Classes 379 and 387	6
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Detachment of units – for services operated by GTR

Classes 379 and 387	5
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Connectional Allowance	5
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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 which includes an attachment – 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

Junction Margin

Standard value	2
Arrival followed by a conflicting departure from a station	1

Locomotive Run-Round	20
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STANDARD VALUES – MINIMUM**Minimum 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 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.

Platform Re-occupation

Minimum time allowed between one train departing and another arriving in the same platform at terminal stations	3
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Reversal

Reversal of light loco (light engine)	2
Reversal before/after propelling movement	2

Single Line Re-occupation

3
All allowances mentioned in the exceptions should be included in train times when approaching the listed timing point unless otherwise noted.

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	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	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	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	2	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	P	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	P	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 0-1	P	P	0 0-1	P	P	0 0-1	P	P	0 0-1	P	P	0 0-1	P	P	0 0-1	P	P	P	P	P	P	P	P	P	P
Arr 2 S	P	T	0-1	0-1	0 0-1	P	P	0 0-1	P	P	0 0-1	P	P	0 0-1	P	P	0 0-1	P	P	0 0-1	P	P	P	P	P	P	P	P	P	P
Arr 3 S	P	P	T	0-1	0 0-1	P	P	0 0-1	P	P	0 0-1	P	P	0 0-1	P	P	0 0-1	P	P	0 0-1	P	P	P	P	P	P	P	P	P	P
Arr 4 S	P	P	P	T	0 0-1	P	P	0 0-1	P	P	0 0-1	P	P	0 0-1	P	P	0 0-1	P	P	0 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	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	
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	
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	
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	
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	
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	
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	
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	
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	
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	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	
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	
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	
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	
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	
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	
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 0-1	P	0 0-1	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	T	0 0-1	P	0 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	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	
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	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	
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	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	T	0-1	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	

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	2	2c	2c	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

First Movement	Second Movement	Margin
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

Junction Margins

First Movement	Second Movement	Margin
Pass Bow Jn on Down ML	Depart Bow Jn from Up Temple Mills to Up ML	1
Pass/Depart Bow Jn from Up Temple Mills to Up ML	Pass Bow Jn on Down ML	3

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	
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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
Up Freight Pass Platform 10 to Hackney Wick	Up Passenger Arrive Platform 9	2½
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
Down Passenger Depart Platform 10	Down Freight Pass Platform 10A from Hackney Wick	1½
Up Passenger Pass from Orient Way	Up Freight Pass Platform 10 to Hackney Wick	1½
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

Stratford		
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		
	1 Peak time only 1 MTR Elizabeth line services 1 Class 745/755 operated services	
Standage Lengths		
Platform 10A	Length 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 Carpenters Road North Junction, 645 points (includes Platform 10A). Please note a train extending past 2151 points, towards Carpenters 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
Down trains crossing to Down EL towards Ilford	Via slow speed crossover	{½}
Down trains crossing to Woodgrange Park	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**Adjustments to sectional running times**

Movement	Reason	Value
Up trains Trains timed at 75mph or above crossing from Up ML to Up Passenger Avoiding Line	Deceleration Via slow speed crossover	{½} approaching 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

Ilford 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 Ilford

Ilford Depot London End Junction		
Junction Margins		
First Movement	Second Movement	Margin
Down Train Passing Ilford on Electric Lines	Up Train Passing on Electric Lines from Depot	4
Down Train Departing Ilford on Electric Lines	Up Train Passing on Electric Lines from Depot*	4½*
Up Train Passing on Electric Lines from Depot	Down Train Passing Ilford on Electric Lines	2
Up Train Passing on Electric Lines from Depot	Down Train Departing Ilford 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 Ilford 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 Ilford	4½
Down train pass/depart Seven Kings Platform 3 towards Down ML	Up freight train which passes Seven Kings Platform 3 pass/arrive Ilford	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 Ilford	Down train pass/arrive Seven Kings Platform 3	1½
Up freight train which has passed Seven Kings Platform 3 pass/arrive Ilford	Down train pass/arrive Seven Kings Platform 3	1
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 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 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 the Stabling Lines is not possible.

Overlap Restrictions

First Movement	Second Movement	Margin
Arrival at 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}
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

1 Peak time only
1 Class 745/755 operated services

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

Shenfield		
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	
Junction Margins		
First Move	Second Move	Margin
Down train pass/depart Platform 2 towards Witham	Up train pass/arrive Platform 2 from Chelmsford DPL	3
Up passenger/ECS train pass Platform 1	Up train depart Platform 2 towards UML	2
Up train pass/depart Platform 2 towards UML Up passenger/ECS train pass Platform 1	Down train pass/arrive Platform 2 from DML	3
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	

Witham		
Dwell Time	1 Peak time only 1 Class 745/755 operated services 2 12-car Class 321 services to Braintree	
Junction Margins		
First Movement	Second Movement	Margin
Down train pass/arrive Platform 3	Up train depart Platform 4	1
Up train depart Platform 4	Down train pass/arrive Platform 3	3
Down train arrives Platform 1 or 4	Down passenger/ECS train pass Platform 3	2
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
Overlap Restriction		
It is not possible for an Up train to arrive in Platform 2 simultaneous with an Up departure from Platform 4		
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 Yard**Adjustments to Sectional Running Times**

Movement	Reason	Allowance*
Class 4 freight trains departing towards Colchester	Acceleration, not at line speed passing Colchester	up to 400t {1½}
		600t/TR30 {2}
		800t/TR40 {2½}
		1000t/TR55 {3}
		1200t/TR70 to 1475t/TR80 inclusive {3½}
		1600t/TR85 and over {4}
Class 6 freight trains departing towards Colchester	Acceleration, not at line speed passing Colchester	up to 600t/TR40 {1}
		800t {1½}
		1000t/TR55 {2}
		1200t to 1400t/TR70 inclusive {2½}
		1600t/TR85 {3}
		1800t/TR100 {3½}
		2000t/TR115 to 2200t inclusive {4}
		2400t/TR130 and over {4½}

* Allowance to be applied approaching next timing point *after* Colchester

Colchester**Adjustments to Sectional Running Times**

Movement	Reason	Allowance
Approaching Down direction moves to Platforms 1 and 3	Via slow speed crossover	{½}
Approaching Down direction moves to Platform Platforms 4 and 6	Via slow speed crossover	{1}
Down passenger/ECS from Platforms 1, 3 and 4 towards Manningtree	Via slow speed crossover	{½} approaching next timing point
Approaching Up direction moves from Manningtree to Platform 4	Via slow speed crossover	{½}
Approaching Up direction moves from Manningtree 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}
Up freight routed into Colchester Yard or Colchester Up Loop	Deceleration	{1½}

Colchester**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 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

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*
Down train pass/depart Colchester towards East Gate Jn via CR Line	Up train pass/arrive Colchester from East Gate Jn via CR Line	6
Departure from Platform 1, 2, 3 or 4	Departure from same platform in opposite direction	2

*Overlap on signal CO1067 extends across 3025B points so moves are not parallel

Colchester	
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	
Dwell Time		1 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

Manningtree North Junction		
Junction Margins		
First Movement	Second Movement	Value
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
Junction Margin		
First Movement	Second Movement	Value
Fouling move		3

Ipswich		
Adjustments to Sectional Running Times		
Movement	Reason	Allowance
All Up trains departing from Platform 4	Via slow speed crossover	{½} approaching Halifax Jn
Down trains arriving in Platform 4	Via slow speed crossover	{½}
Down trains departing from Platforms 1, 2 and 4 towards Stowmarket	Via slow speed crossover	{½} approaching next timing point
Up trains arriving in Platforms 1, 3, 4 from Stowmarket	Via slow speed crossover	{½}
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

Ipswich		
Dwell Time		
Multiple Units		1
745 operated services except as below		1½
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

EA1012 IPSWICH TO TROWSE JUNCTION**Ipswich Yard****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}

Europa Junction		
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**

Between all opposing movements

Margin

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**

Departure from Norwich passes Thorpe Junction

Second Movement

Conflicting movement towards Norwich

Value

1½

Norwich**Junction Margins****First Movement**

Train departs P4, 5 or 6 on E line towards Whitlingham Jn

Second Movement

Train departs P4, 5 or 6 on C line to Trowse Swing Bridge

Value

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

Norwich		
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 CARPENTERS ROAD SOUTH JUNCTION TO CARPENTERS ROAD NORTH JUNCTION		
Access Restriction to Carpenters Road Curve		
	A train standing in Channelsea Loop prevents access to Carpenters Road Curve	
Restriction		
Trains cannot be held on Carpenters 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		
		Margin
Single Line reoccupation		10

EA1050 SHENFIELD JUNCTION TO SOUTHEND VICTORIA**Billericay**

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

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

Thorpe-le-Soken		
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			
Siding	Length (m)	Length (SLUs)	Comment
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

<u>Adjustments to Sectional Running Times</u>		
<u>Movement</u>	<u>Reason</u>	<u>Value</u>
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 Platform 4 towards Clapton	Up train arrive/pass Platform 3 from Seven Sisters. (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}
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	{½}
All trains from Bay Platform 3	Via slow speed crossover	{½} approaching next timing point
All trains via Southbury	Crossing Main Line to Southbury Loop	{½}
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 conflicts 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
Depart 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 Time		1 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
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

Harlow Town**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
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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
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Junction Margins

First Movement	Second Movement	Margin
Down train depart from platform 2 or 3	Up train arrive	4

Bishop's Stortford	
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		
Adjustments to Sectional Running Times		
Movement	Reason	Allowance
Down Freight to Cambridge Reception Sidings	Approach control and via slow speed crossovers	{2½}
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

Cambridge Reception Sidings

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
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	6	
Detachment of units – for services operated by GTR		
Class 379 and 387	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}
Rolling Stock Restrictions – Class 387		
Due to signal sighting issues at signal CA162 at the south end of Cambridge Platform 4, trains formed of 12-car Class 387 rolling stock <i>may only</i> be planned to use Platform 4 when travelling in the Down (northbound direction). A train formed of 12-car Class 387 rolling stock may be split in Platform 4 <i>providing that</i> both portions then depart northbound.		
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.	

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

Ely**Adjustments to Sectional Running Times**

Movement	Reason	Value
Up departure from platform 1 or 3 towards Waterbeach	40mph crossover speed at Ely Dock Junction / Line speed through platform 3	{ $\frac{1}{2}$ } approaching Waterbeach

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 from Ely North Junction	Down train departs Platform 2 or 3	1
Down train arrives Platform 2 or 3 from Ely Dock Junction	Up train departs Platform 1, 2 or 3	Same time (0)

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

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}
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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)

Littleport**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**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
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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
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		Margin
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
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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
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EA1210 BROXBORNE JUNCTION TO HERTFORD EAST**Hertford East**

Splitting and Coupling of trains permitted	In all Platforms
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Length Limits

Platform 1 and 2 Reversing Moves	50 SLUs
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EA1210 BROXBORNE JUNCTION TO HERTFORD EAST**Hertford East**

Platform Reoccupation	Platform 2	3
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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

Stansted Airport		
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

Ruckholt Road Jn**Junction Margins**

First Movement	Second movement	Value
Pass towards Orient Way CS	Next train pass towards Orient Way CS	3*
* A third movement requires an increased margin of 7 minutes		

Orient Way CS**Junction Margins**

First Movement	Second Movement	Value
Arrival at Orient Way CS from Stratford	Next arrival at Orient Way CS from Stratford	5*
Departure from Orient Way Reception Road towards Orient Way CS	Arrival at Orient Way Reception Road from Tottenham Hale	6
Arrival at Orient Way CS	Arrival at Orient Way Reception Road from Tottenham Hale	2
Arrival at Orient Way CS	Departure from Orient Way CS	13
Departure from Orient Way CS towards Stratford (via Wash)	Next departure from Orient Way CS	10^
Departure from Orient Way Reception Road towards Tottenham Hale	Next departure from Orient Way CS	7
Departure from Orient Way Reception Road towards Tottenham Hale	Arrival at Orient Way Reception Road from Orient Way CS	11

* A second movement will require (2) pathing time approaching Orient Way CS if a margin of 3 minutes has been applied at Ruckholt Road Jn

^ A reduced margin of 9 minutes may apply if the first departure from Orient Way CS towards Stratford is via the Reception, however the preferred route is via the Wash road and should be used where possible.

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
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Gospel Oak

Dwell Time	1
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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
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Platform Reoccupation	2½
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Hampstead Heath

Platform Reoccupation	2½
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Finchley Road & Frognal

Platform Reoccupation	2½
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West Hampstead

Dwell Time	1
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Platform Reoccupation	2½
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Brondesbury

Platform Reoccupation	2½
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Brondesbury Park

Platform Reoccupation	2½
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Kensal Rise

Platform Reoccupation	2½
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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) 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)		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Trains signalled towards Kensal Green Turnback Siding	Approach controlled signal NL1036 due to overlap on points	{½}
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

Willemson 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

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

Channelsea Junction**Junction Margins**

Movement	Margin
Between all movements	3

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
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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

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			
Movement		Reason	Allowance
Freight trains passing Barking from Ripple Road Jn via the Up Goods (GL) / Departure Line Freight trains passing from Barking which use the Up Goods (GL) approaching Barking		Not at line speed passing Barking Not linespeed at Barking due to slow speed of Up Goods	{1} {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		
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
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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
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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}
Up freight trains from Ripple Road Jn towards Barking via the Up Goods (GL) / Departure Line	Acceleration	{1} approaching Barking
Up trains passing Upney Jn to Barking platform 8 via Up Connecting Line (UCL)	Approach control	{1} approaching Barking

Dwell Time	1 peak only
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Junction Margins

Movement	Margin
Fouling move where the first movement is a non-stopping train	2½ unless listed below

Barking

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
ECS depart to East Ham EMUD	Up train depart towards West Ham	3
Depart platform 7 towards Tilbury or Barking Riverside	Arrive platform 8 from Upminster via Up Connecting Line (UCL)	3

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
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		Margin
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
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Junction Margins

First Movement	Second Movement	Margin
Up passenger train arrive platform 2	Down train depart platform 1	0

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
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Junction Margin

First Movement	Second Movement	Margin
Down train arrive platform 2	Up train depart platform 1	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
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Halesworth

Dwell Time	1
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Junction Margin

First Movement	Second Movement	Margin
Up train arrive platform 1	Down train depart platform 2	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.	
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

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
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
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Single Line Reoccupation	2½
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Reedham

Dwell Time	1
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Single Line reoccupation	To or from Great Yarmouth	2½
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Oulton Broad North

Dwell Time	1
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Coke Ovens Junction**Junction Margins**

First Movement	Second Movement	Margin
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Up train passes	Down train crosses to Up Lowestoft line	1½
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Lowestoft**Junction Margins**

First Movement	Second Movement	Margin
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Arrive platform 3 or 4	Depart different platform	1
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Depart platform 2	Arrive platform 2	4
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Terminal Length

Reception	48 SLUs
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Splitting and Coupling of trains permitted	All platforms
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EA1480 WHITLINGHAM JUNCTION TO CROMER**Hoveton & Wroxham**

Dwell Time	1
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Junction Margins

First Movement	Second Movement	Margin
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Train leaves single line section	Train enters single line section	1
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North Walsham

Dwell Time	1
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North Walsham		
Junction Margins		
First Movement	Second Movement	Margin
Passenger train leaves single line section	Passenger train enters single line section	4
Up passenger train arrives from Cromer	Down passenger train departs towards Cromer	½
Down passenger train arrives from Norwich	Up passenger train departs towards Norwich	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
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 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
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**

All movements

Margin

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 Up Siding Lane (Up Sidings)**Terminal Length**

Up Sidings

45 SLUs

Wymondham**Dwell Time**

1 GA

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 m	Notes
Acle	1 (Up)	169	(82m in operational use)
Acle	2 (Down)	118	(86m in operational use)
Acton Central	Eastbound	133	
Acton Central	Westbound	117	
Alresford	Down	172 176	10-car 720 permitted with ASDO operation
Alresford	Up	172 176	10-car 720 permitted with ASDO operation
Althorne	Single	162 161	10-car 720 permitted with ASDO operation
Attleborough	1 (Down)	114	(90m in operational use)
Attleborough	2 (Up)	128	
Audley End	1 (Up)	248 246.7	Bi-directional movement available through Up platform
Audley End	2 (Down)	248 254.6	
Barking	1 (Bay)	183 184.5	
Barking	4	278	
Barking	5	257	
Barking	7 (Down)	246 244	
Barking	8 (Up)	257 250	
Barking Riverside	1	110	
Barking Riverside	2	110	
Basildon	Down	251	
Basildon	Up	251	
Battlesbridge	Single	164 166	10-car 720 permitted with ASDO operation
Beccles	Down	125	
Beccles	Up	125	
Benfleet	Down	251	
Benfleet	Up	251	
Berney Arms	Single	18	3/4-car 755 permitted with ASDO operation
Bethnal Green	1 (Up)	187 174.6	Suburban Line only
Bethnal Green	2 (Down)	187 188.5	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	Westbound 1 (Up)	84 84.7	
Blackhorse Road	Eastbound 2 (Down)	84 85.1	
Braintree	Single	247	
Braintree Freeport	Single	166 165.9	10-car 720 permitted with ASDO operation
Brampton	Single	98 73	
Brandon	1 (Down)	91	
Brandon	2 (Up)	91	
Brentwood	1 (Up Main)	211	
Brentwood	2 (Down Main)	211	
Brentwood	3 (Up Electric)	211	
Brentwood	4 (Down Electric)	211	

Station	Platform	Effective Length m	Notes
Brimsdown	1 (Up)	162.5	L1042 relocation before ASDO can operate at location expected Jul 22
Brimsdown	2 (Down)	181.5	10-car 720 permitted with ASDO operation
Brondesbury	1 Westbound	107	
Brondesbury	2 Eastbound	107 109	
Brondesbury Park	1 Westbound	107 106	
Brondesbury Park	2 Eastbound	127 126	
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	1 (Up)	190 187.1	
Bruce Grove	2 (Down)	190 182.7	
Brundall	1 (Up)	159	(118m in operational use)
Brundall	2 (Down)	143	(98m in operational use)
Brundall Gardens	1 (Up)	58	4-car 755 permitted with ASDO operation
Brundall Gardens	2 (Down)	58	4-car 755 permitted with ASDO operation
Buckenham	Down	135	(52m in operational use) 3/4-car 755 permitted with ASDO operation
Buckenham	Up	60	3/4-car 755 permitted with ASDO operation
Bures	Single	82	TAWS fitted Class 755 units only
Burnham-on-Crouch	Single	169	10-car 720 permitted with ASDO operation
Bury St Edmunds	1 (Down)	156 102.4	
Bury St Edmunds	2 (Up)	105 115.8	
Bush Hill Park	1 (Up)	187 188.5	
Bush Hill Park	2 (Down)	187 188.9	
Caledonian Road & Barnsbury	2 Westbound	140 107	
Caledonian Road & Barnsbury	3 Eastbound	123 124	
Cambridge	1	255	12-car capacity
Cambridge	2	207	
Cambridge	3	166	
Cambridge	4	260	12-car Class 387 permitted in down direction only
Cambridge	5	127 121	
Cambridge	6	145	Maximum 4-car EMU/BMU plus 2-car Class 158/170 DMU, or 6-car 4-car Class 158/170
Cambridge	7	253 270	
Cambridge	8	253 270	
Cambridge Heath	2 (Down)	189 179.3	Suburban Line only
Cambridge Heath	1 (Up)	185 183.8	Suburban Line only
Cambridge North	1 (Up)	254	
Cambridge North	2 (Down)	254	
Cambridge North	3 (Bay)	254	
Camden Road	2 Eastbound	121	
Camden Road	1 Westbound	109	
Canonbury	Eastbound Platform 4 NLL	88 124	
Canonbury	Westbound Platform 3 NLL	88 106	
Cantley	2 (Down)	159	(116m in operational use)
Cantley	1 (Up)	165	(118m in operational use)

Station	Platform	Effective Length m	Notes
Chadwell Heath	1 (Up Main)	211	
Chadwell Heath	2 (Down Main)	213	
Chadwell Heath	3 (Up Electric)	214	
Chadwell Heath	4 (Down Electric)	213	
Chafford Hundred	Single	242	
Chalkwell	Down	248	
Chalkwell	Up	248	
Chappel & Wakes Colne	Single	107	TAWS fitted Class 755 units only
Chelmsford	Platform 1 (Up)	247	
Chelmsford	Platform 2 (Down)	248	
Cheshunt	Platform 1 Up	245	
Cheshunt	Platform 2 Down	245 257.7	
Cheshunt	Platform 3 Bay	164 168.6	
Chingford	Platform 1	167 172	
Chingford	Platform 2	193 197.2	
Chingford	Platform 3	186 164.9	
Clacton-on-Sea	Platform 1	167 213	
Clacton-on-Sea	Platform 2	248 259	
Clacton-on-Sea	Platform 3	185 197	
Clacton-on-Sea	Platform 4	248 245	
Clapton	1 (Up)	186 182.2	
Clapton	2 (Down)	186 189.5	
Colchester	Platform 1	251	
Colchester	Platform 2	260	
Colchester	Platform 3	248	
Colchester	Platform 4	318	(256m in operational use)
Colchester	Platform 5	220	
Colchester	Platform 6	223	
Colchester Town	Single	245 260	(250m in operational use for Class 720)
Cressing	Single	178	10-car 720 permitted with ASDO operation
Cromer	Platform 1	137 139	
Cromer	Platform 2	137 139	
Crouch Hill	1 (Up) Eastbound	122 88.2	
Crouch Hill	2 (Down) Westbound	122 88.3	
Dagenham Dock	1 (Up)	247	
Dagenham Dock	2 (Down)	243	
Dalston Kingsland	1 Westbound	103 107	
Dalston Kingsland	2 Eastbound	108 128	
Darsham	Down	98	
Darsham	Up	147 81	
Derby Road	1 (Up)	137	(80m in operational use) Platform 1
Derby Road	2 (Down)	137	(74m in operational use) Platform 2
Diss	Down	250	
Diss	Up	250	
Dovercourt	Single	166	
Downham Market	Down	181	
Downham Market	Up	183	
Dullingham	1 (Up)	96 86	Platform 1 Bi-Directional movement available through Up platform
Dullingham	2 (Down)	103 82	

Station	Platform	Effective Length m	Notes
East Tilbury	Down	245	
East Tilbury	Up	247	
Eccles Road	1 (Down)	77	
Eccles Road	2 (Up)	77	
Edmonton Green	1 (Up)	186 188.1	
Edmonton Green	2 (Down)	185 188.7	
Elmswell	1 (Up)	64 77	
Elmswell	2 (Down)	64 54	4-car 755 permitted with ASDO operation
Elsenham	Down	167	10-car 720 permitted with ASDO operation
Elsenham	Up	165	10-car 720 permitted with ASDO operation
Ely	1 (Down)	256	Bi-Directional working through all platforms
Ely	2 (Up)	256	Bi-Directional working through all platforms
Ely	3 (Loop)	256	Bi-Directional working through all platforms
Emerson Park	Single	86 87.5	
Enfield Lock	Down	165	10-car 720 permitted with ASDO operation
Enfield Lock	Up	167	L1046 relocation before ASDO can operated at location Jul 22
Enfield Town	1	185 182.5	
Enfield Town	2	184 182.5	
Enfield Town	3	186 176.2	
Felixstowe Town	Single	107 127	Actual length 149m, 107 90m in operational use.
Fenchurch Street	1	250	
Fenchurch Street	2	250	
Fenchurch Street	3	250	
Fenchurch Street	4	250	
Finchley Rd & Frognal	1 Westbound	107 106	
Finchley Rd & Frognal	2 Eastbound	129 128	
Forest Gate	1 (Up Electric)	173	9-car 345 permitted with ASDO operation
Forest Gate	2 (Down Electric)	178	The Driver MUST gain Signallers authority under S5 of RSSB Rule Book for 9-car reversals at these locations
Forest Gate	3 (Up Main)	190	The Driver MUST gain Signallers authority under S5 of RSSB Rule Book for 9-car reversals at these locations
Forest Gate	4 (Down Main)	198	The Driver MUST gain Signallers authority under S5 of RSSB Rule Book for 9-car reversals at these locations
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 (Up Main)	211	
Gidea Park	2 (Down Main)	211	
Gidea Park	3 (Up Electric)	227	
Gidea Park	4 (Down Electric)	228	
Goodmayes	1 (Up Main)	212	
Goodmayes	2 (Down Main)	212	
Goodmayes	3 (Up Electric)	212	
Goodmayes	4 (Down Electric)	212	
Gospel Oak	1 Westbound	106	
Gospel Oak	2 Eastbound	121 113	

Station	Platform	Effective Length m	Notes
Gospel Oak	3 Bay	113 80.2	
Grays	1 (Up)	247	
Grays	2 (Down)	253	
Grays	3 (Third Line)	173	
Great Bentley	Down	168 176	10-car 720 permitted with ASDO operation
Great Bentley	Up	168 176	10-car 720 permitted with ASDO operation
Great Chesterford	Down	167	10-car 720 permitted with ASDO operation
Great Chesterford	Up	167	10-car 720 permitted with ASDO operation
Great Yarmouth	2	282	
Great Yarmouth	3	282	(180m in operational use)
Great Yarmouth	4	268	(174m in operational use)
Gunnersbury	1 Westbound	112 118	
Gunnersbury	2 Eastbound	130	
Gunton	Single	87 60	4-car 755 permitted with ASDO operation
Hackney Central	2 Eastbound	126	
Hackney Central	1 Westbound	126	
Hackney Downs	1 (Up)	214 209	
Hackney Downs	2 (Down)	192 180	8-car 710 permitted with ASDO operation
Hackney Downs	3 (Up)	192 180.2	
Hackney Downs	4 (Down)	186 186.4	8-car 710 permitted with ASDO operation
Hackney Wick	1 Westbound	126	
Hackney Wick	2 Eastbound	126	
Haddiscoe	1 (Up)	46	3/4-car 755 permitted with ASDO operation
Haddiscoe	2 (Down)	182	(85m in operational use)
Halesworth	Down	96	(66m in operational use) 4-car 755 permitted with ASDO operation
Halesworth	Up	152	(66m in operational use) 4-car 755 permitted with ASDO operation
Hampstead Heath	1 Westbound	109	
Hampstead Heath	2 Eastbound	107 102	
Harling Road	1 (Down)	90	
Harling Road	2 (Up)	127	
Harlow Mill	Down	168	10-car 720 permitted with ASDO operation
Harlow Mill	Up	168	10-car 720 permitted with ASDO operation
Harlow Town	1	251	
Harlow Town	2	251	
Harlow Town	3	251	
Harlow Town	4	251	
Harold Wood	1 (Up Main)	209	
Harold Wood	2 (Down Main)	211	
Harold Wood	3 (Up Electric)	209	
Harold Wood	4 (Down Electric)	211	
Harringay Green Lanes	Westbound 1 (Up)	220 90.7	
Harringay Green Lanes	Eastbound 2 (Down)	220 90.6	
Harwich International	1	262	
Harwich International	2	264	
Harwich International	3	259	Class 745 prohibited as per NESA Local Instruction
Harwich Town	Single	169 166.2	(146.2m in operational use for Class 720)
Hatfield Peverel	Down 1 (Up)	250	
Hatfield Peverel	Up 2 (Down)	250	

Station	Platform	Effective Length m	Notes
Hertford East	1	165	Platforming lengthening proposed for Jul 22 – length and commissioning date TBC
Hertford East	2	165	Platforming lengthening proposed for Jul 22 – length and commissioning date TBC
Highams Park	1 (Up)	180 187.3	
Highams Park	2 (Down)	186 186.3	
Highbury & Islington NLL	7 Westbound	126 111	
Highbury & Islington NLL	8 Eastbound	128 113	
Hockley	Down	250	
Hockley	Up	250	
Homerton	1 Westbound	103 106	
Homerton	2 Eastbound	104 106	
Hoveton & Wroxham	1 (Up)	93 110	
Hoveton & Wroxham	2 (Down)	104 114	
Hythe	1 Up	250	
Hythe	2 Down	272	
Ilford	1 (Up Main)	226	
Ilford	2 (Down Main)	221	
Ilford	3 (Up Electric)	233	
Ilford	4 (Down Electric)	227	
Ingatestone	1 (Up)	248	
Ingatestone	2 (Down)	250	
Ipswich	1 (Bay)	135	Bi-mode units only able to use 70m of platform at Country End as per Local Instruction.
Ipswich	2 (Up)	245	
Ipswich	3 (Down)	255	
Ipswich	4 (Down Loop)	254	
Kelvedon	Down 1 (Up)	257 249	
Kelvedon	Up 2 (Down)	249 257	
Kennet	1 (Down)	78 69	4-car 755 permitted with ASDO operation
Kennet	2 (Up)	54 62	4-car 755 permitted with ASDO operation
Kensal Rise	1 Westbound	104 106	
Kensal Rise	2 Eastbound	122	
Kentish Town West	Eastbound	109	
Kentish Town West	Westbound	109	
Kew Gardens	1 Eastbound	112	
Kew Gardens	2 Westbound	158	
King's Lynn	1	220 227	
King's Lynn	2	175 183	
Kirby Cross	1 (Up)	166 168	
Kirby Cross	2 (Down)	166 168	
Laindon	1	249	
Laindon	2	249	Bi-Directional working permitted
Laindon	3	249	
Lakenheath	1 (Down)	149	
Lakenheath	2 (Up)	119	
Lea Bridge	1 (Up)	172	10-car 720 permitted with ASDO operation
Lea Bridge	2 (Down)	172 176	10-car 720 permitted with ASDO operation
Leigh-on-Sea	1	247	
Leigh-on-Sea	2	248	Bi-Directional working permitted
Leigh-on-Sea	3	248	

Station	Platform	Effective Length m	Notes
Leyton Midland Road	Westbound 1 (Up)	156 92.7	
Leyton Midland Road	Eastbound 2 (Down)	156 84.5	
Leytonstone High Road	Westbound 1 (Up)	163 80.5	
Leytonstone High Road	Eastbound 2 (Down)	163 82.9	
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	252 244	
Liverpool Street	9	288 256	
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	205 219	
Liverpool Street	17	205 207	
London Fields	1 (Up)	196 177.5	Suburban Line only
London Fields	2 (Down)	197 194.9	Suburban Line only
Lowestoft	2	214	(119m in operational use)
Lowestoft	3	229	(115 in use 119m in operational use)
Lowestoft	4	229	(115 in use 119m in operational use)
Manea	1 (Down)	42	3/4-car 755 permitted with ASDO operation
Manea	2 (Up)	49	3/4-car 755 permitted with ASDO operation
Manningtree	1 (Bay)	108	5-car 720 permitted with ASDO operation
Manningtree	2 (Up)	245	
Manningtree	3 (Down)	245 235	10-car 720 permitted with ASDO operation 12-car 745 permitted with ASDO operation
Manor Park	1 (Up Electric)	168	9-car 345 permitted with ASDO operation
Manor Park	2 (Down Electric)	185	9-car 345 permitted with ASDO operation
Manor Park	3 (Up Main)	194	9-car 345 permitted with ASDO operation
Manor Park	4 (Down Main)	163	The Driver MUST gain Signallers authority under S5 of RSSB Rule Book for 9-car reversals at these locations
March	1 (Down)	194 112	
March	2 (Up)	115 116	
Marks Tey	2 (Down)	247	Platform 2
Marks Tey	3 (Sudbury)	50	Platform 3 3-car 755 permitted with ASDO operation & TAWS equipment fitted
Marks Tey	1 (Up)	233 235	Platform 1 10-car 755 permitted with ASDO operation

Station	Platform	Effective Length m	Notes
Maryland	1 (Up Electric)	168	9-car 345 permitted with ASDO operation
Maryland	2 (Down Electric)	169	The Driver MUST gain Signallers authority under S5 of RSSB Rule Book for 9-car reversals at these locations
Maryland	3 (Up Main)	169 168	The Driver MUST gain Signallers authority under S5 of RSSB Rule Book for 9-car reversals at these locations
Maryland	4 (Down Main)	168 167	Effective length is reduced when reversing, so 8-car train cannot reverse within platform The Driver MUST gain Signallers authority under S5 of RSSB Rule Book for 9-car reversals at these locations
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 73	(56m in operational use) 4-car 755 permitted with ASDO operation
Meridian Water	2 (Lea Valley Reversible)	175 160	For use on single line only
Meridian Water	3 (Down)	175 172	Up direction platform 10-car 720 permitted with ASDO operation
Meridian Water	4 (Up)	175 173	Down direction platform 10-car 720 permitted with ASDO operation
Mistley	1 (Up)	91	5-car 720 permitted with ASDO operation
Mistley	2 (Down)	89 93	5-car 720 permitted with ASDO operation
Needham Market	Down	83	
Needham Market	Up	71	
Newmarket	Single	231	68 in use (81m in operational use)
Newport	Down	167	10-car 720 permitted with ASDO operation
Newport	Up	168	10-car 720 permitted with ASDO operation
Northumberland Park	2 (Lea Valley Reversible)	175.5 193	Platform for single line use only
Northumberland Park	3 (Down)	175.5 172	Formerly up direction Platform 1 Platforming lengthening proposed for Feb 22 – length and commissioning date TBC
Northumberland Park	4 (Up)	175.5 173	Formerly down direction Platform 2 Platforming lengthening proposed for Feb 22 – length and commissioning date TBC
North Fambridge	Down	189 165	10-car 720 permitted with ASDO operation
North Fambridge	Up	165	10-car 720 permitted with ASDO operation
North Walsham	1 (Up)	106	
North Walsham	2 (Down)	101	
Norwich	1	298	
Norwich	2	296	
Norwich	3	250	
Norwich	4	255	
Norwich	5	198	
Norwich	6	132	Bi-mode or DMU traction only
Ockendon	1 (Down)	248	Bi-Directional working permitted
Ockendon	2 (Up)	248	

Station	Platform	Effective Length m	Notes
Oulton Broad North	1 (Up)	146	(102m in operational use)
Oulton Broad North	2 (Down)	149	(89m in operational use)
Oulton Broad South	Single	138 151	(92m in operational use)
Pitsea	1	250	
Pitsea	2	250	
Pitsea	3	253 251	
Pitsea	4	253 244	
Ponders End	1 (Up)	167	10-car 720 permitted with ASDO operation
Ponders End	2 (Down)	166	10-car 720 permitted with ASDO operation
Prittlewell	1 (Up)	248 247	
Prittlewell	2 (Down)	250 247	
Purfleet	Down	246	
Purfleet	Up	266	
Rainham	Down	242	
Rainham	Up	247	
Rayleigh	Down	249 250	
Rayleigh	Up	248 249	
Rectory Road	1 (Up)	186	
Rectory Road	2 (Down)	187	
Reedham	1 (Up)	175	(91m in operational use)
Reedham	2 (Down)	192	(83m in operational use)
Richmond	3	120	
Richmond	4	120	
Richmond	5	120	
Richmond	6	129	
Richmond	7	129	
Rochford	Down	249	
Rochford	Up	249	
Romford	1 (Bay)	94 85.6	
Romford	2 (Up Main)	211	10-car 720 permitted with ASDO operation
Romford	3 (Down Main)	211	10-car 720 permitted with ASDO operation
Romford	4 (Up Electric)	211	10-car 720 permitted with ASDO operation
Romford	5 (Down Electric)	211	10-car 720 permitted with ASDO operation
Roughton Road	Single	58 60	4-car 755 permitted with ASDO operation
Roydon	Down	170	10-car 720 permitted with ASDO operation
Roydon	Up	172	10-car 720 permitted with ASDO operation
Rye House	Down	170	10-car 720 permitted with ASDO operation once infrastructure changes on HEB completed in Jul 22
Rye House	Up	186	10-car 720 permitted with ASDO operation once infrastructure changes on HEB completed in Jul 22
St James Street	1 (Up)	187 188.9	
St James Street	2 (Down)	188 189.6	
St Margarets	Down	163 167	10-car 720 permitted with ASDO operation once infrastructure changes on HEB completed in Jul 22
St Margarets	Up	199	10-car 720 permitted with ASDO operation once infrastructure changes on HEB completed in Jul 22 (L1241 Relocated)

Station	Platform	Effective Length m	Notes
Salhouse	1 (Up)	83	(75.3m in operational use) Platform 1
Salhouse	2 (Down)	125 128.8	(81m in operational use) Platform 2
Sawbridgeworth	Platform 2 Down	245 249	
Sawbridgeworth	Platform 1 Up	245 281	
Saxmundham	Down	70 72	4-car 755 permitted with ASDO operation
Saxmundham	Up	108 113	
Seven Kings	1 (Up Main)	180	9-car 345 permitted with ASDO operation 10-car 720 permitted with ASDO operation
Seven Kings	2 (Down Main)	180	9-car 345 permitted with ASDO operation 10-car 720 permitted with ASDO operation
Seven Kings	3	187	9-car 345 permitted with ASDO operation 10-car 720 permitted with ASDO operation
Seven Kings	4	187	9-car 345 permitted with ASDO operation 10-car 720 permitted with ASDO operation
Seven Sisters	1 (Up)	188 188.3	10-car 720 permitted with ASDO operation
Seven Sisters	2 (Down)	184 185.1	
Shelford	Down	180	10-car 720 permitted with ASDO operation
Shelford	Up	180	10-car 720 permitted with ASDO operation
Shenfield	1	249	
Shenfield	2	249	
Shenfield	3	255	
Shenfield	4	246 249	
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 1 (Down)	147	(85m in operational use) Platform 1
Shippea Hill	Up 2 (Up)	132	(89m in operational use) Platform 2
Shoeburyness	1	255	
Shoeburyness	2	264	
Shoeburyness	3	181	
Silver Street	2 (Down)	188 188.9	
Silver Street	1 (Up)	188 189.1	
Soham	Single	99	Platform 1
Somerleyton	2 (Down)	148	
Somerleyton	1 (Up)	127	
South Acton	Eastbound	106	
South Acton	Westbound	116	
South Tottenham	1 (Up) Eastbound	52 78.7	
South Tottenham	2 (Down) Westbound	81 72.5	
Southbury	1 (Up)	186 187.2	
Southbury	2 (Down)	186 187.5	
Southend Airport	1 (Up)	250	
Southend Airport	2 (Down)	250	
Southend Central	1	248	
Southend Central	2	251	
Southend Central	3	276	
Southend Central	4	248	

Station	Platform	Effective Length m	Notes
Southend East	Down	246	
Southend East	Up	246	
Southend Victoria	1	248 247.7	
Southend Victoria	2	244 254.8	
Southend Victoria	3	244 254.8	
Southend Victoria	4	247 249.5	
Southminster	Single	171 180	10-car 720 permitted with ASDO operation
South Woodham Ferrers	Single	264	
Spooner Row	1 (Down)	42	3/4-car 755 permitted with ASDO operation
Spooner Row	2 (Up)	48	3/4-car 755 permitted with ASDO operation
Stamford Hill	1 (Up)	187 175.5	
Stamford Hill	2 (Down)	186 188.3	
Stanford-le-Hope	Down	243	
Stanford-le-Hope	Up	257	
Stansted Airport	1	324 332	Total length 341 metres
Stansted Airport	2	95 109	95m useable length (97m in operational use) 109m physical length
Stansted Airport	3	292 291	
Stansted Mountfitchet	Platform 1 Up	245 255	
Stansted Mountfitchet	Platform 2 Down	248 255	
Stoke Newington	1 (Up)	164.1	* 8-car platform, length to be confirmed 8-car 710 permitted with ASDO operation
Stoke Newington	2 (Down)	161.3	* 8-car platform, length to be confirmed
Stowmarket	Down	250	
Stowmarket	Up	250	
Stratford	1	133	NLL
Stratford	2	100	NLL
Stratford	3	-	LUL Central line
Stratford	4	-	Docklands Light Railway
Stratford	5	252 253	Up Electric
Stratford	6	-	LUL Central line
Stratford	8	252 250	Down Electric
Stratford	9	255 256	Up Main
Stratford	10	255 249	Down Main
Stratford	10A	254 256	Avoiding Line
Stratford	11	231	Platforming lengthening proposed for Jul 22 – length and commissioning date TBC
Stratford	12	182	
Sudbury	Single	52	3-car 755 permitted with ASDO operation & TAWS equipment fitted
Theobalds Grove	1 (Up)	189 189.7	
Theobalds Grove	2 (Down)	191 187.2	
Thetford	1 (Down)	150	
Thetford	2 (Up)	111	
Thorpe Bay	1 (Up)	249	
Thorpe Bay	2 (Down)	249	
Thorpe-le-Soken	1	248	
Thorpe-le-Soken	2	248	
Thurston	1 (Up)	86 87	
Thurston	2 (Down)	90 86	
Tilbury Town	Down	247	
Tilbury Town	Up	249	

Station	Platform	Effective Length m	Notes
Tottenham Hale	2 (Lea Valley Reversible)	175 180	Platform for use on single line only
Tottenham Hale	3 (Up)	254	Formerly up direction Platform 1
Tottenham Hale	4 (Down)	259.5 250	Down direction platform, formerly Formerly down direction Platform 2
Trimley	Single	141	(74m in operational use)
Turkey Street	1 (Up)	188 189.4	
Turkey Street	2 (Down)	188 189.2	
Upminster	Platform 1	247	
Upminster	Platform 1a	143	8-car multiple unit ECS reversal permitted
Upminster	Platform 2	247	
Upminster	Platform 6	87 91.7	
Upper Holloway	Westbound 1 (Up)	124 99.7	
Upper Holloway	Eastbound 2 (Down)	124 91.8	
Waltham Cross	Down	184	
Waltham Cross	Up	170	
Walthamstow Central	1 (Up)	188 187.4	
Walthamstow Central	2 (Down)	184 182.3	
Walthamstow Queens Road	Westbound 1 (Up)	154 84.7	
Walthamstow Queens Road	Eastbound 2 (Down)	181 84.7	
Walton-on-the-Naze	Single	167 175	(165m in operational use for Class 720)
Wanstead Park	Eastbound 1 (Up)	147 95	
Wanstead Park	Westbound 2 (Down)	147 88.5	
Ware	Single	165 167	Platforming lengthening proposed for Jul 22 – length and commissioning date TBC
Waterbeach	Down	167	No ASDO until issue with AHB Xing resolved
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	167 175	10-car 720 permitted with ASDO operation
Weeley	Up	167 175	10-car 720 permitted with ASDO operation
West Ham	7 Up	248	LTS route
West Ham	8 Down	248	LTS route
West Hampstead	1 Westbound	106 105	
West Hampstead	2 Eastbound	118 120	
West Horndon	Down	248	
West Horndon	Up	248	
West Runton	Single	91 97	
Westcliff	Down	248	
Westcliff	Up	248	
Westerfield	1 (Up)	100	(96m in use) Platform 1 (71m in operational use in Up Direction; 91m in Down Direction)
Westerfield	2 (Down)	100	(83 88m in operational use) Platform 2
Westerfield	Down	100	
Westerfield	Up	100	

Station	Platform	Effective Length m	Notes
White Hart Lane	1 (Up)	186 188.6	
White Hart Lane	2 (Down)	189 188.6	
White Notley	Single	249	
Whittlesea	1 (Down)	45	3/4-car 755 permitted with ASDO operation
Whittlesea	2 (Up)	62	3/4-car 755 permitted with ASDO operation
Whittlesford Parkway	Down	254	
Whittlesford Parkway	Up	254	
Wickford	Platform 1	127 122.1	
Wickford	Platform 2	248	
Wickford	Platform 3	252	
Wickford	Platform 4	105	Class 720 NOT permitted into this platform
Wickham Market	Single	161 80	
Willesden Junction High Level	4 Eastbound	120 101	
Willesden Junction High Level	5 Westbound	128 126	
Witham	Platform 1 (Up Loop)	250	
Witham	Platform 2 (Up)	249	12-car 745 permitted with ASDO operation
Witham	Platform 3 (Down)	252	
Witham	Platform 4 (Down Loop)	250	
Wivenhoe	Down	248	
Wivenhoe	Up	248	
Wood Street	1 (Up)	186 184.2	
Wood Street	2 (Down)	186 188.3	
Woodbridge	Down	129	(53m in operational use)
Woodbridge	Up	142	(130m in operational use)
Woodgrange Park	Eastbound 1 (Up)	165 89.5	
Woodgrange Park	Westbound 2 (Down)	165 88	
Worstead	Single	79	(69m in operational use) 4-car 755 permitted with ASDO operation
Wrabness	1 (Up)	85 86	5-car 720 permitted with ASDO operation
Wrabness	2 (Down)	82 90	5-car 720 permitted with ASDO operation
Wymondham	1 (Down)	118 126	
Wymondham	2 (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 40	465 256	
North Fambridge Crossing Loop	Up	30 40	492 256	

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

Approaching Location	Type	Value Down	Value Up	Remarks
Bow Jn	E		1 2*	All ML and EL trains * Applies on Sundays or to trains which have run ML to Ilford/Stratford then EL
Stratford	E		1	ML trains towards Bow Jn

EA1011 SEVEN KINGS TO IPSWICH

Approaching Location	Type	Value Down	Value Up	Remarks
Gidea Park	E	1	1	EL trains
	P		1	All ML trains arriving at Liverpool Street between 07:00 and 09:59 SX (except Bank Holidays)
Shenfield London End Junction	E	1		ML trains running to Platforms 5/6 at Shenfield or Platform 4 if using 2250 points
Shenfield	E	1*	1	* Allowance to be applied at Shenfield London End Jn for ML trains running to Platforms 5/6 at Shenfield or to Platform 4 if using 2250 points
Witham	E	1	1	
Colchester	E	1^ 2*	1^	* Terminating services ^ Allowance to be applied approaching Colchester Goods Loop, TC or CS as appropriate if calling or terminating at those locations
Halifax Jn	E	1		
For Bi-directional working				
Shenfield	E		6	See Engineering Access Statement for detailed timings
Colchester	E	6		See Engineering Access Statement for detailed timings

EA1012 IPSWICH TO TROWSE JUNCTION

Approaching Location	Type	Value Down	Value Up	Remarks
Europa Jn	E		1*	* Does not apply to Greater Anglia 9Pxx services
Trowse Jn	E	1		

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 Mountnessing Jn	E		1	
Approaching Mountnessing 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	

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

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 may be applied approaching Cambridge if required
	E		1 *		*From the Royston direction, allowance is usually applied approaching Shepreth Branch Jn on route EA1230 but may be applied approaching Cambridge 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 BROXBOURNE 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 Barking	P		1		All trains from Dagenham Dock to Fenchurch Street or Liverpool Street

EA1410 UPMINSTER TO WEST THURROCK JUNCTION					
Down					Remarks
Approaching Ockendon	P		1		Terminating trains only
Up					Remarks
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		4		
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		Applies only to Cambridge-bound passenger services if a Cambridge-Ipswich service is coming off the single line with a minimum margin of 2 minutes at Chippenham Jn
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 March	E		1		Allowance to be applied approaching March Down Yard if calling or terminating there
Approaching Peterborough East Junction	E		1		
Up (Eastbound)					Remarks
Approaching March West Junction	E		1		
Approaching Ely North Junction	E		1		

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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

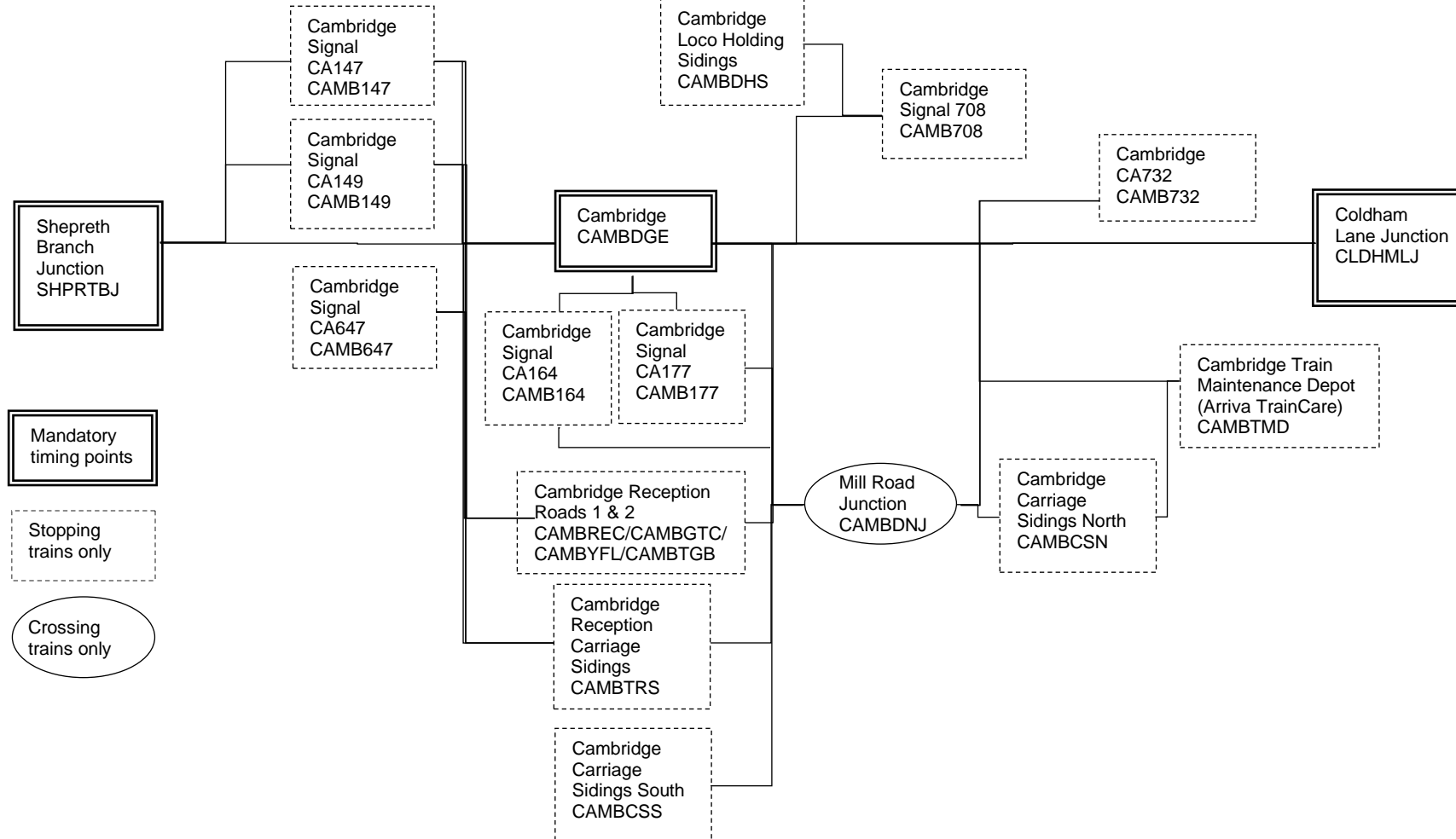
It is a general principle that all light locomotive movements will be timed. Any exceptions to this must be agreed by the appropriate Operational Planning Specialist.

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.

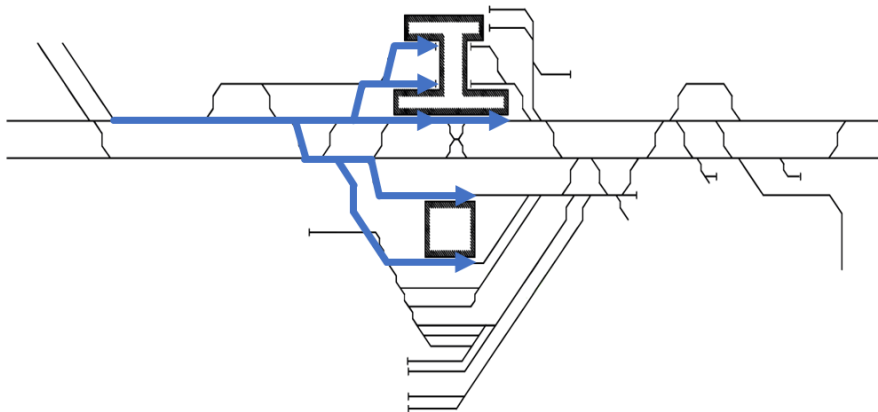


Appendix B Route Code Diagrams

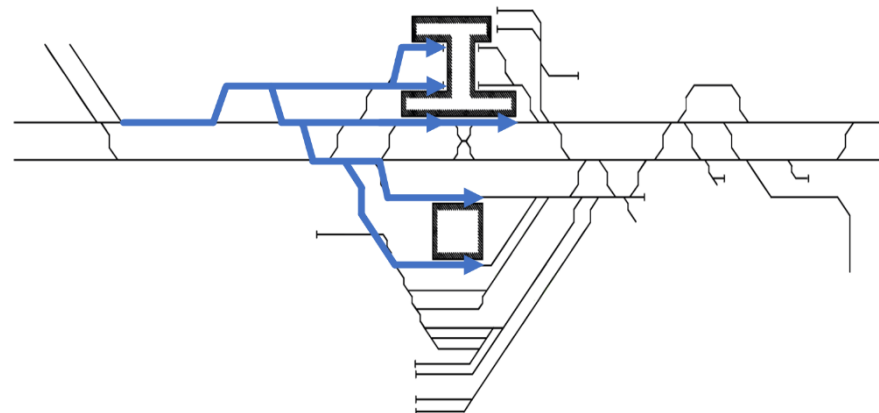
These diagrams are supplementary to information shown in section 2.1.

Down direction route codes to Cambridge

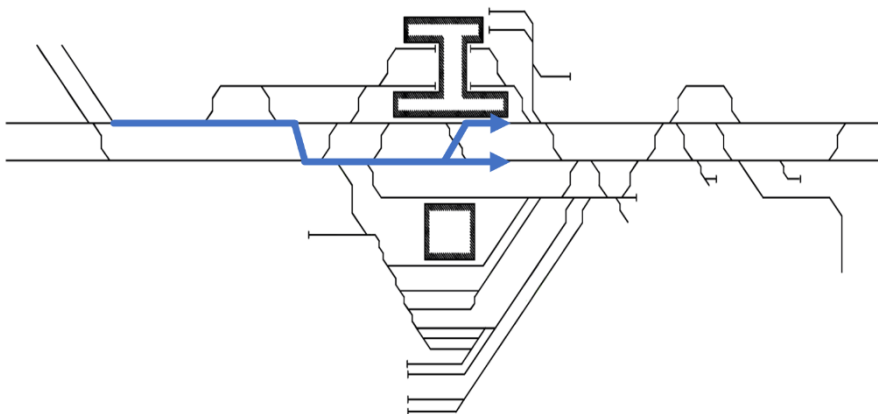
DM - Down Main



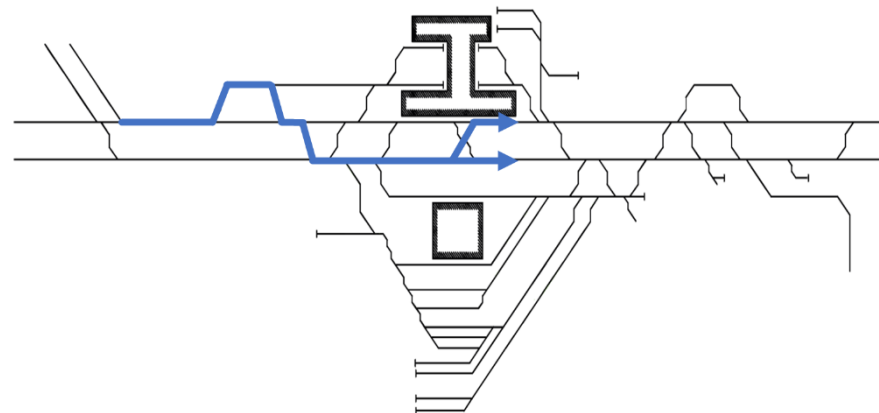
DS - Down Slow

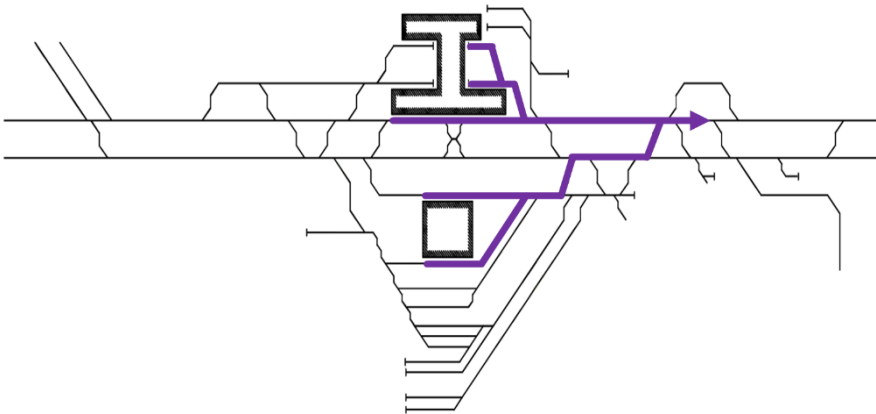
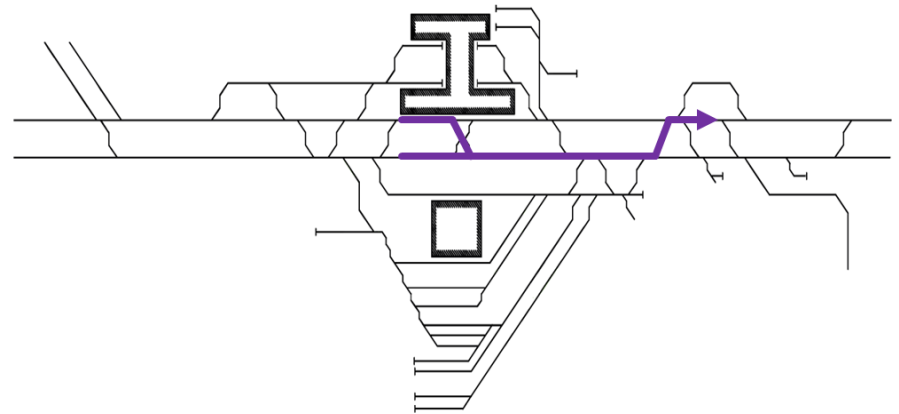
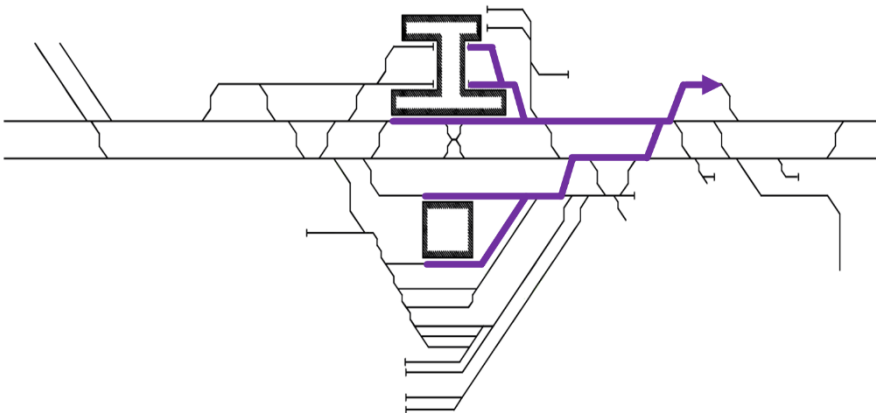
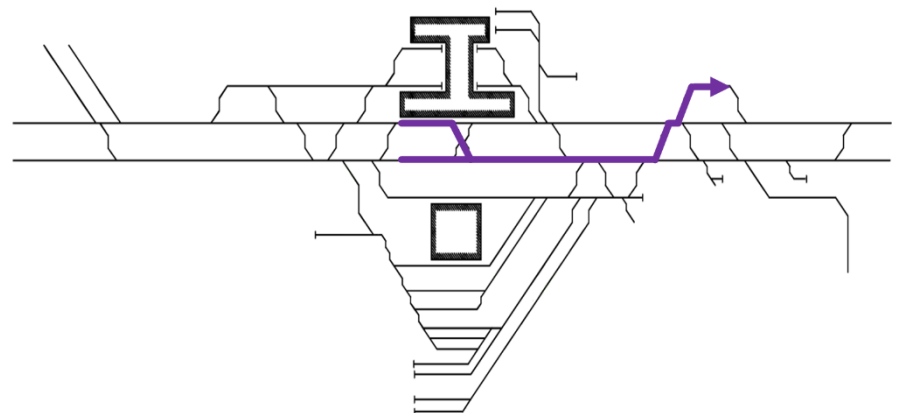


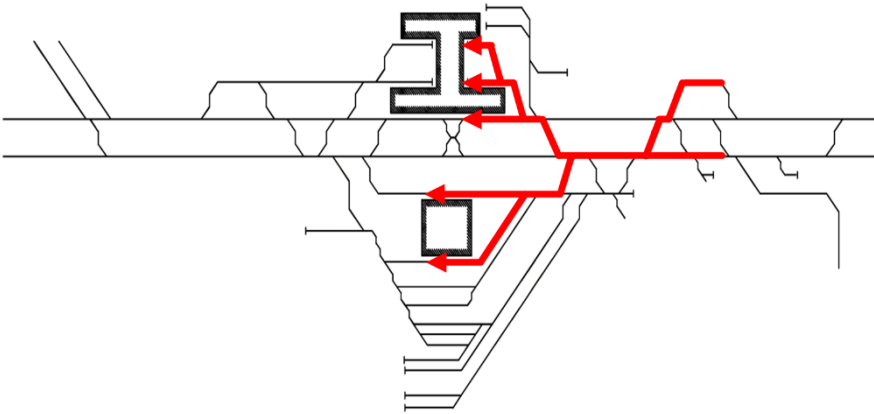
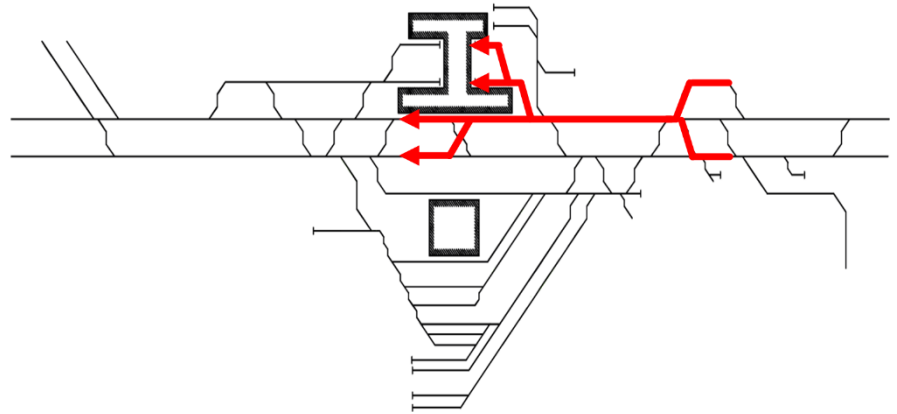
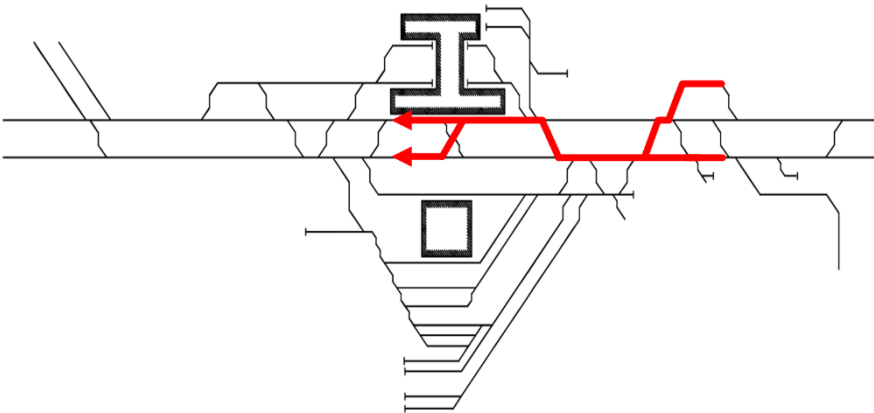
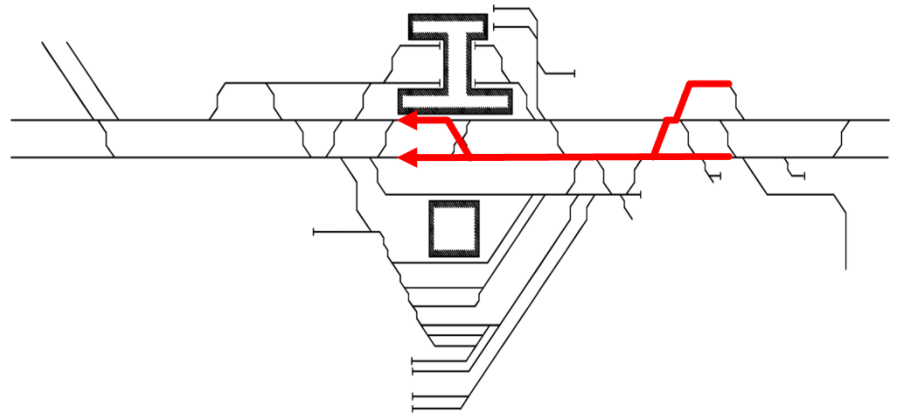
DMT - Down Main then Through Line

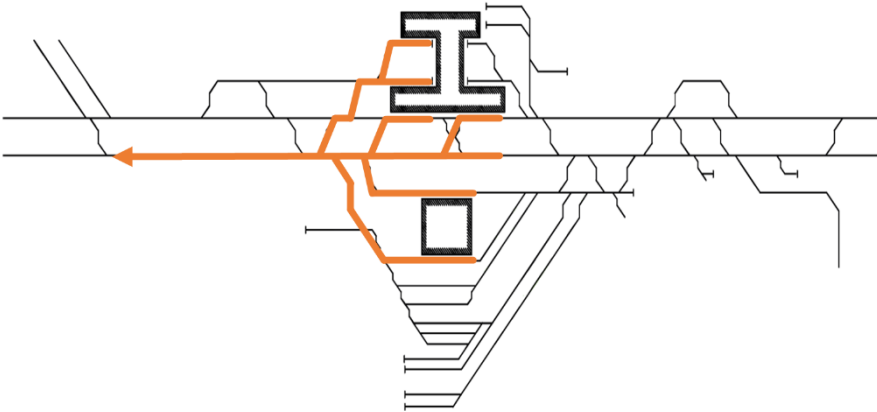
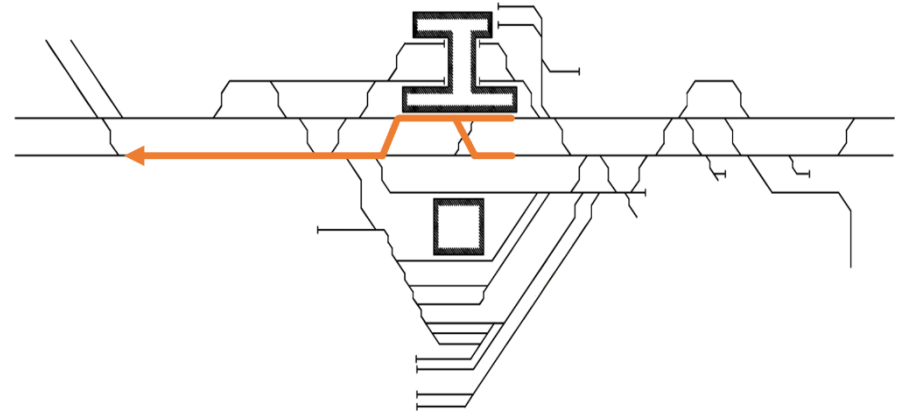
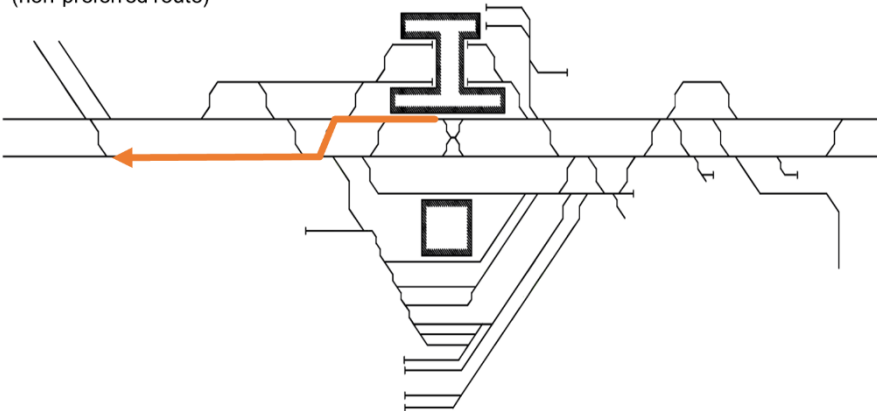


DST - Down Slow then Through Line



Down direction route codes from Cambridge**DM** - Down Main**TL** - Through Line**DMG** - Down Main then Down Goods Loop**TLG** - Through Line then Down Goods Loop

Up direction route codes to Cambridge**UM** - Up Main**UX** - Up trains running DM from 1092 or 1093 points**UM4** - Up Main then via Platform 4**UMT** - Up Main then Through Line

Up direction route codes from Cambridge**UM** - Up Main**1UM** - Up Main via Platform 1**UX** - Up Main via 1052 points
(non-preferred route)**1UX** - Up Main via Platform 1 and 1052 points
(non-preferred route)