

5th June 2025

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Commentary on the Anglia Timetable Planning Rules 2026, Version 2.2 Revised Final Rules for Principal Change Timetable 2026

This document is a covering note for the Timetable Planning Rules – Revised Final Rules for Principal Change Timetable 2026 - and provides a specific commentary to the route described above. If a marked up copy is available from Capacity Planning.

The following is a summary of all changes in content from Version 2.2 of the 2026 Timetable Planning Rules.

1	Introduction and General Notes	
	1.3.1	Train Classifications
		No Change
2	Route Description	
	2.1	Planning Geography
		No Change
	2.2	Route Opening Hours
		No change
3	Electrification	
		No Change
4	Rolling Stock Restrictions	
		No Change
5	Running Times, Margins and Allowances	
	5.1	Sectional Running Times

5.1.1	Source of Current SRTs	
	No change	
5.1.2	Method of Calculation	
	No change	
5.1.3	New and Revised Sectional Running Times	
	No change	
5.1.4	Timing of Trains Consisting of Passenger Vehicles on Goods Lines	
	No change	
5.2	Headways	
5.2.1	Headway Values	
	No change	
5.3	Junction Margins and Station Planning Rules	
	EA1013	Norwich Thorpe Yard notes amended to replace DB Cargo train with freight train
5.4	Platform Lengths	
	No Change	
5.4.1	Loop Lengths	
	No change	
5.5	Timing Allowances	
	EA1560	Amendment in the up direction for allowances approaching Ely North Junction
5.6	Watering of Steam Locomotives	
	No change	
6	Timetabling Considerations	
	No change	
	Appendices	
	No change	

****No further changes****

These represent the Revised Timetable Planning Rules (the “Final Rules”) for the Principal 2026 (Dec 25) timetable in accordance with Part D of the Network Code, Condition D2.2.5.

As per Condition D2.2.15 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 D2.2.15 (a) and (b).

Kind regards

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Timetable Planning Rules

Anglia

2026 TIMETABLE

Version 2.2

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**Revised Final Rules for Principal Change Timetable 2026
5th June 2025**

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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 & 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 Shoeburyness
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

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 Elizabeth Line services through the Crossrail Central Operating Section GA Norwich in 90 services GA services between Stratford and Meridian Water via LVR 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

Second Character	Route and/or Destination
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 (2D60-2D99) 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) - Ipswich to Peterborough passenger services operate as Class 2 ECS to East Ham EMUD (c2c services)
F	Chelmsford (including Braintree branch) and Colchester; Class 1 Liverpool Street to or from Colchester Town NOT calling at Romford; Liverpool Street to or from Clacton/Walton-on-the-Naze via Colchester Town but NOT calling at Romford; also Class 2 Liverpool Street to or from Colchester Town calling at Romford or Liverpool Street to Clacton/Walton-on-the-Naze via Colchester Town and calling at Romford; Colchester to Colchester Town; Colchester to Clacton/Walton-on-the-Naze via Colchester Town London Fenchurch Street/London Liverpool Street and Shoeburyness (via Laindon, if 'B' cannot be used) Colchester District
G	Anglia Internal Special Trains
H	London Liverpool Street and Cambridge, Cambridge North, Ely and King's Lynn Cambridge District (Main Line) Elizabeth Line to Heathrow Terminal 4
I	Richmond and Upminster LT
J	Wickford and Southminster (2J00-2J59) Norwich and Lowestoft (2J60-2J99) 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 (1K50-1K99) Trains which call at either Spooner Row, Eccles Road, Harling Road, Lakenheath or Shippea Hill operate as Class 2 Class 2 Services between Cambridge and Stansted Airport only (CrossCountry) Ockendon Branch
L	To East Anglia Area – Peterborough to Ipswich passenger services operate as Class 2 Clapham Junction to Stratford via Camden Road
M	Orient Way Depot Stratford and Meridian Water via LVR To the Midlands and North West areas

Second Character	Route and/or Destination
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 Laidon 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 Laidon, if diagrammed as Classes 379 and 387) Norwich District
Q	UTU trains only
R	Ipswich to Felixstowe Town/North Terminals. Norwich and Nottingham, Manchester Piccadilly or Liverpool Lime Street ECS trains to Letchworth CSD Fenchurch Street/Liverpool Street and Shoeburyness (via Rainham) Barking District & Felixstowe North Terminals Elizabeth line to Reading
S	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 Terminal 5
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

Second Character	Route and/or Destination
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 not 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

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
EWG	Ely West Curve
FL	Fast Line
FMS	Fast, Main, Suburban
FS	Down & Up Felixstowe Single
FSE	Fast, Suburban, Electric
FSM	Fast, Suburban, Main
GL	Goods Line

Abbreviation	Description
IE	Independent Electric (Ilford). Up direction running Up Passenger Avoiding Line via Signal L336 and 2170 points.
IL	Independent Line (Ilford). Down direction running via Down Passenger Avoiding Line. Up direction running Up Passenger Avoiding Line over short route via 2172 points.
LS	Long Siding
LVR	Lea Valley Reversible
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/Hills Road Spur
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				
<u>Liverpool Street</u>	ML EL S ML1 ML2			Platform detail must be shown
Wheler Street Junction		ML	X	Timing point for Up EL trains crossing to Up ML
<i>Bethnal Green West Junction</i>				<i>To/from Hackney Downs - EA1160</i>
<u>Bethnal Green</u>	ML EL FL S EMM MEM SEM	ML EL S FSM MME FMS FSE MEM S1 S2		
<i>Bethnal Green East Junction</i>				<i>To/from Hackney Downs – EA1160</i>
<u>Bow Junction</u>	ML EL BL UBL DX1 DX2 DX3 DX4	ML EL XUL		<i>To/from Gas Factory Junction – EA1400</i>
Bow Depot Reception		-	S	Only trains to/from Yard
Bow Yard	BL		S	Only trains to/from Yard
Pudding Mill Lane Junction	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
<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>
<u>Stratford</u>	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
Stratford Signal L295 (Angel Lane Loop)	-		S	Tiploc – STFD295
<i>Stratford Country End Crossovers</i>				
Maryland	ML EL UEL UML	ML EL DEL DML XL XDL	S X	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>				
Forest Gate	ML EL	ML EL DML DEL	S X	Timing Point for Down trains crossing via Forest Gate Junction crossovers. Timing point for Up trains crossing via Maryland East Crossovers.
<u>Forest Gate Junction</u>	ML EL	ML EL DML		<i>To/from Woodgrange Park – EA1030</i> 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

EA1010 LIVERPOOL STREET TO SEVEN KINGS				
TIMING POINT	DOWN	UP	CODE	NOTES
Manor Park	ML EL IL	ML EL	S X	Timing point for all trains via the Up and Down Passenger Avoiding Lines with the IL Route Code
Aldersbrook Signal L337/354	-		S	Tiploc – ALDB337
Aldersbrook Sidings		IL IE	S	
Ilford Signal L341	IL		S	Tiploc – ILFE341. Timing point for services requiring to recess on the Down Passenger Avoiding Line approaching Ilford
Ilford Signal L5087	-		S	Tiploc – ILFE507. Timing point for reverse moves to Ilford platform 4 from the Up Electric Line
<u>Ilford</u>	ML EL	ML EL IL IE		Services using Up Passenger Avoiding Line to use line code IL if routed via Manor Park Platform 1 or otherwise use line code IE 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 trains to/from Ilford EMUD <i>To/from Gidea Park – EA1011</i>

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 <i>To/from Ilford – EA1010</i>
<i>Seven Kings Country End Crossovers</i>				
Goodmayes	ML EL	ML EL	S X	Timing point 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 crossing to/from Chadwell Heath Turnback
Chadwell Heath Turnback		-	S	Tiploc – CHDWHTT
Romford Signal L438	-		S	For trains reversing on the Up Main
Romford Signal L5107	- UML		S	TIPLOC - ROMF107 For trains reversing to or from the Upminster Branch
Romford Engineers Sidings	-		S	
Romford Signal L440/Signal L5109	EL		S	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.

EA1011 SEVEN KINGS TO IPSWICH				
TIMING POINT	DOWN	UP	CODE	NOTES
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		ML		Timing point for all trains routed via the loop
<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	
<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	- UML	- DML	S	Up trains starting/passing through Chelmsford Down platform to show '-' in running line
Church Lane Crossing	DML UML	DML UML	X	Tiploc – CHURCHL. Timing point to be used for Single Line working
<u>Chelmsford</u>	-	- ML		Platform detail must be shown Up trains starting in Down platform to show ML in running line
Chelmsford Reception	-	-	S	
Chelmsford Down Passenger Loop	-	-	S	
Chelmsford Arbour Lane	-	- DML	X	Timing point to be used for Single Line working
<u>Beaulieu Park</u>	DML UML -	DML UML -		<i>Tiploc – BEULYPK</i> <i>New station under construction – expected entry into service 2025</i> Platform Details must be shown
Hatfield Peverel	-	-	S	
Witham Signal L763	-		S	Timing point to be used for trains required to reverse on the Up Main toward Witham Station

EA1011 SEVEN KINGS TO IPSWICH				
TIMING POINT	DOWN	UP	CODE	NOTES
Witham Signal L761	-		S	Timing point to be used for trains required to reverse on the Down Main
<u>Witham</u>	- UML	- DML		Platform detail must be shown Down trains using UML will be routed via Platform 1 at Kelvedon
Witham Up Tamper Siding	-		S	Tiploc – WITHSDG
<i>Witham Junction</i>				<i>To/from Braintree – EA1070</i>
Witham Down Passenger Loop	-	-		Timing point for all stopping trains and all trains to/from Colchester via Platform 4 at Witham. Also used for Up trains to Platform 3 4 at Witham running DPL from Kelvedon.
Witham Up Passenger Loop		-		Trains via Witham Platform 1 to be timed at Witham Up Loop (Tiploc - WITHMUL) where possible as this is the preferred routing
Kelvedon	- UML	- DML	S	
<u>Marks Tey</u>	- UM DGL	-		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	-	-	S	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	- DGL	-	S	Tiploc – CLCHGL
Colchester T.C.	-	-	S	Tiploc – CLCHSTY
Colchester CS	DM DPL	-	S	Only trains to/from CS
Colchester Up Passenger Loop		-		Timing point for all trains routed via the loop
Colchester Sudbury Siding		-	S	Tiploc – CLCHUSS. Formerly Sudbury Dock
<u>Colchester</u>	- 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>
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
<u>Manningtree</u>	-	-		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>

EA1011 SEVEN KINGS TO IPSWICH				
TIMING POINT	DOWN	UP	CODE	NOTES
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> Also required for Down trains starting from Platform 2 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
Ipswich Signal CO328			S	Required for shunting movements
Ipswich Down & Up Goods	-	-	S	Tiploc - IPSWUDG
Ipswich Reception Freightliner	-	-	S	Tiploc - IPSWSS
Ipswich Reception GBRF	-	-	S	Tiploc - IPSWYGB
Ipswich Reception DB Cargo	-	-	S	Tiploc - IPSWFDS
East Suffolk Junction	-	UM DUL		<i>To/from Westerfield – EA1430</i>
Europa Junction	-	-		Tiploc - IPSWEPJ <i>To/from Boss Hall Junction via Bacon Factory Curve – EA1744</i>
Claydon	-	-		
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	-	-		<i>To/from Bury St Edmunds – EA1530</i>
Cow Green Crossover	-	-	X	Timing point to be used for Single Line working
Diss	-	-		
Diss Reception	-	-	S	
Flordon	-	-		Tiploc - TROWFLR

EA1012 IPSWICH TO TROWSE JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Lakenham		-	X S	Tiploc - TROWLKJ Timing point for Up Services crossing from bi-directional Down Line and for reversal moves at GPL CO1747
<u>Trowse Junction</u>	-	- DM		Line code DM required for Up Services using bi-directional Down Line to Lakenham <i>To/from Norwich – EA1013</i>

EA1013 TROWSE JUNCTION TO NORWICH				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Trowse Junction</u>	-	- DM		Line code DM required for Up Services using bi-directional Down Line to Lakenham <i>To/from Ipswich – EA1012</i> <i>To/from Ely – EA1580</i>
Norwich Victoria Sidings	-		S	
Trowse Down & Up Passenger Loop	-	-	S	Tiploc - TROWSE
Trowse Yard		-	S	Tiplocs - TROWSEY, TROWFHH, TROWGBR
Trowse GPL CO1760		-	S	Timing point to be used for reversal moves
<u>Trowse Swing Bridge</u>	C D	-		<i>To/from Crown Point Depot/Wensum Junction via Through Siding – EA1470</i>
<u>Norwich Thorpe Junction</u>	E C W	C D		<i>To/from Whitlingham Junction – EA1470</i>
Norwich Goods Yard		-	S	Tiplocs - NRCHTC & NRCHGBF
Norwich Low Level Sidings		-	S	Tiploc - NRCHLL
Norwich Royal Dock		-	S	Tiploc - NRCHDK Includes Short Dock, Long Dock, Royal Dock
Norwich Station Jubilee Sidings		E	S	Only trains to/from CS Tiploc - NRCHCSD
<u>Norwich</u>	-	E C W		Platform detail must be shown – use platform code MS for Middle Siding

EA1020 CARPENTERS ROAD SOUTH JUNCTION TO CARPENTERS ROAD NORTH JUNCTION – CARPENTERS ROAD CURVE				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Carpenters Road South Junction</u>	-	BL DBL ML		<i>To/from Liverpool Street – EA1010</i>
<i>Carpenters Road North Junction</i>				<i>To/from Channelsea South Junction – EA1150</i>
<u>Channelsea Junction</u>	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
<u>Forest Gate Junction</u>	-	ML EL		<i>To/from Liverpool Street - EA1010</i>
<i>Woodgrange Park Junction</i>				<i>To/from Barking – EA1370</i>

EA1040 ROMFORD TO UPMINSTER				
TIMING POINT	DOWN	UP	CODE	NOTES
Romford	-	-		Timing point for all trains routed via EA1040 <i>To/from Ilford – EA1011</i>
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>				<i>To/from Shenfield Platforms 1, 2 and 3</i>
<i>Shenfield Southend Loop</i>				<i>To/from Shenfield Platforms 4 and 5</i>
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>				<i>To/from Southminster - EA1060</i>
Wickford Signal L5150		-	S	
Rayleigh	-	-	S	
Hockley	-	-		
Rochford	-	-	S	
Southend Airport	-	-	S	
Prittlewell	-	-	S	
Southend Up Carriage Sdgs	-	-	S	North and South
Southend Down Carriage Sdgs	-	-	S	North and South
Southend Victoria	-	-		Platform detail must be shown

EA1060 WICKFORD JUNCTION TO SOUTHMINSTER				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Wickford Junction</i>				<i>To/from Wickford/Southend - EA1050</i>
Battlesbridge	-	-	S	
South Woodham Ferrers	-	-	S	
North Fambridge	-	-		
Althorne	-	-	S	
Burnham-on-Crouch	-	-	S	
Southminster CEGB	-	-	S	
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-ON-SEA				
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	
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 Wheel Lathe	-		S	Tiploc – CLACWHL
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
<u>East Gate Junction</u>	-	-		<i>To/from Colchester - EA1090</i>
<i>Hythe Junction</i>				<i>To/from Clacton - EA1090</i>
<i>Colne Jn</i>				
<u>Colchester Town</u>	-	-		

EA1110 THORPE-LE-SOKEN JUNCTION TO WALTON-ON-THE-NAZE				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Thorpe-le-Soken Junction</i>				<i>To/from Thorpe-le-Soken - EA1090</i>
<u>Kirby Cross</u>	-	-		Platform 2 only to be specified for Up trains when required to use the bi-directional route
<i>Frinton-on-Sea</i>	-	-	S	
<u>Walton-on-the-Naze</u>	-	-		

EA1120 MANNINGTREE TO HARWICH TOWN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Manningtree</u>	- UH	-		Platform detail must be shown Line code UH to be used for Down Trains using the Up Harwich Line
<i>Manningtree South Junction</i>				<i>To/from Colchester - EA1011</i>
Manningtree Signal CO196		-	S	Tiploc – CLCH196. For trains required to shunt between Platforms 1 and 2 at Manningtree with an RM in the Location Activity field
Manningtree Signal CO751		-	S	Tiploc – CLCH751. For trains required to shunt between Platforms 2 and 3 at Manningtree with an RM in the Location Activity field
Manningtree North Junction	-	-	X	<i>To/from Ipswich - EA1011</i>
Manningtree East Junction	-	-	X	Timing point for Down Trains from Manningtree using the Up Harwich Line or trains to/from Manningtree North Junction.
Mistley Down Loop	-	-	S	
<u>Mistley</u>	-	-		
Wrabness	-	-	S	
Parkeston Signal P211	-	-	S	Timing point for trains required to shunt
<u>Parkeston Goods Junction</u>	-	-		
Parkeston Signal P12	-	-	S	Timing point for trains required to shunt
Parkeston Signal P21	-	-	S	Timing point for trains required to shunt
Parkeston Carless Curve Headshunt	-	-	S	Timing point for trains required to shunt Tiploc - PRKSCRV
Parkeston Tip Sidings	-	-	S	
Parkeston Carless Refinery Headshunt	-	-	S	Timing point for trains required to shunt Tiploc - PRKSCLH
Parkeston Carless Refinery Sidings	-	-	S	
Parkeston Yard	-	-	S	
Parkeston C S	-	-	S	

EA1120 MANNINGTREE TO HARWICH TOWN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Harwich International</u>	- DTS	- DH		Platform details must be shown Line code DH to be shown for Up trains on the Down Harwich Line towards Parkeston Goods Junction Line code DTS to be used for trains through Platform 1 towards the Down through Siding
Parkeston Down Through Siding	-	- DTS		All trains on the Down Through Siding to be timed here Line code to be shown for trains towards Harwich International Platform 1
Parkeston C. T.	-	-	S	
Dovercourt	-	-	S	
<u>Harwich Town</u>	-	-		

EA1130 GRIFFIN WHARF BRANCH				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Halifax Junction</u>	-	-		<i>To/from Colchester - EA1011</i>
Griffin Wharf	-	-	F	

EA1140 IPSWICH DOCKS BRANCH				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Ipswich Goods Junction</i>				<i>To/from Ipswich and Norwich - EA1012</i>
Ipswich Lower Yard Freight Terminal	-	-	S	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 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 – EA1010</i> <i>To/from Temple Mills East 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)

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. <i>To/from Navarino Rd Junction – EA1180</i>
<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 required for All trains on the Down or Up Cambridge lines
<u>Tottenham South Junction</u>	-	-		<i>To/from Sth Tottenham East Junction – EA1290</i> Timing point required for All trains on the Down or Up Cambridge lines
Tottenham Hale	- LVR	- LVR	S	
Northumberland Park	- LVR	- LVR	S	
Meridian Water	-	- LVR	S	
Ponders End	-	-	S	
<u>Brimsdown</u>	-	-		
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	-	-	S	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.	-	-	S	
Broxbourne L5331 (L.O.S)	-	-	S	For trains required to shunt from Broxbourne C.E.G.B.
Roydon	-	-	S	

EA1160 BETHNAL GREEN EAST JUNCTION TO BISHOP'S STORTFORD				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Harlow Town</u>	-	-		Platform detail must be shown
Harlow Mill Down Goods Loop	-	-	S	
Harlow Mill Yard	-	-	S	Tiploc - HRLWMLY for DB Cargo Tiploc - HRLWFHH for Freightliner Tiploc - HRLWAIG for GBRF
Harlow Mill	-	-	S	
Sawbridgeworth	-	-	S	
Bishop's Stortford Reception	-	-	S	
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>	-	-		
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)
Great Chesterford Loop		-	S	
Great Chesterford	-	-	S	
Whittlesford Parkway	-	-	S	
Whittlesford Down Goods Loop	-		S	
Whittlesford Signal CA540		-	S	
Whittlesford Reception	-		S	
Shelford	-	-	S	
<u>Shepreth Branch Junction</u>	*UM* DM	-		<i>To/from Royston – EA1230</i> *UM* is only available once Cambridge Re-signalling is complete
Cambridge South Signal CA835	DM		S	Timing point for shunt movements only. This timing point is only available once Cambridge Re-signalling is complete
Cambridge South Signal CA837	UM		S	Timing point for shunt movements only. This timing point is only available once Cambridge Re-signalling is complete
<u>Cambridge South</u>	DS DST DM DMT	UM DM		Platform detail must be shown
Cambridge Signal CA147	DS DST		S	To be used until Cambridge Re-signalling is complete

EA1161 BISHOP'S STORTFORD TO ELY NORTH JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Cambridge Signal CA149	DM DMT		S	To be used until Cambridge Re-signalling is complete
Cambridge Signal CA849	DS DST		S	This timing point is only available once Cambridge Re-signalling is complete
Cambridge Signal CA851	DM DMT		S	This timing point is only available once Cambridge Re-signalling is complete
Cambridge Signal CA853	DS DM DMT		S	This timing point is only available once Cambridge Re-signalling is complete
Cambridge Signal CA855	DM DMT		S	This timing point is only available once Cambridge Re-signalling is complete
Cambridge Shunt Signal CA647	UM UMT		S	Timing point for shunt movements only
Cambridge Shunt Signal CA659	-		S	Timing point for shunt movements only
Cambridge Signal CA163	DMT		S	
Cambridge	DM TL PL UM	UM UX 1UM 1UX DM DS *UH*		Platform detail must be shown TL 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 via by-pass line only *UH* is only available once Cambridge Re-signalling is complete.
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 Nos 3,4 and 5	- PL	UM DM DS	S	Tiploc – CAMBTRS Line code DM only applies for movements to Signal CA855. Line code DS only applies for movements to Signal CA853.
Cambridge Carriage Sidings South Nos 6-9	PL		S	Tiploc - CAMBCSS
Cambridge L.H.S.	- DM DMG TL		S	
Cambridge Signal CA178		- DM DMT	S	
Cambridge Signal CA180		-	S	

EA1161 BISHOP'S STORTFORD TO ELY NORTH JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Mill Road Junction	- DM DMG	- UM UMT UM4 PL	X	Only trains to/from Cambridge Carriage Sidings (Cambridge Carriage Sidings North, Cambridge Carriage Sidings South and Cambridge Reception Sidings) PL for trains from Cambridge Carriage Sidings North via by pass line.
Cambridge Carriage Sidings North Nos 10 to 17	-	-	S	Tiploc - CAMBCSN
Coldham Lane Shunt Signal CA733			S	
Coldham Lane Ladder	-	DM UM UMT UM4	X	Crossing moves only into the TMD or from the Up Main to the Down Main.
Cambridge T.M.D.		-	S	Only trains to/from T.M.D.
Coldham Lane Down Goods Loop North	DM	UM UMT DM UM4	S	TIPLOC – CLDHDGL Empty stock movements reversing behind Signal CA732 to be timed here.
<u>Coldham Lane Junction</u>	-	UM *DM* UMT UM4		<i>To/from Chippenham Junction – EA1530</i> UMT and UM4 for trains to the Through Line and platform 1 only. See Appendix B for example diagrams. *DM* is only available once Cambridge Re-signalling is complete
Cambridge Signal CA751	-		S	Timing point to be used for trains required to reverse on Up Main
Chesterton Junction	-	-	X	Timing point for trains routed into the yard only
<u>Cambridge North</u>	-	-		Platform detail must be shown
Chesterton Junction Yard	-	-	S	Please note that this location is parallel to Cambridge North station and trains do not need to be timed at both locations. Tiploc – CESTRTR for DB Cargo Tiploc – CESTFHH for Freightliner Tiploc – CESTGBR for GB Railfreight Tiploc – CESTRTB for other operators
Chesterton Junction Yard North Junction	-	-	X	
<u>Waterbeach</u>	-	-		
Dimmock's Cote Level Crossing	-	-	S	Timing point required for engineering trains travelling to/from a worksite nearby only
Ely Signal CA253	-		S	Old Sutton Junction. For reversals from Ely Reception
<u>Ely Dock Junction</u>	DL UL -	-		<i>To/from Chippenham Junction – EA1540.</i>
Ely Recp.	DL	-	S	Down Goods Loop/Down Through Siding. Line code must be shown on departure
<u>Ely</u>	DL UL	UL DL UG -		Platform detail must be shown. (including UG and TS)
Ely Signal CA288/CA290		UL DL	S	Timing point for reversals Line code must be shown
Ely Papworth Sidings	-	-	S	Locations within Yard either DB Cargo, GBRf or FLHH Tiploc dependent on traffic Tiploc – ELYYPAW for DB Cargo Tiploc – ELYYGBF for GBRf Tiploc – ELYYFLT for Freightliner

EA1161 BISHOP'S STORTFORD TO ELY NORTH JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Ely North Junction</u>	-	UL DL EWC		Line code must be shown. <i>To/from King's Lynn – EA1162,</i> <i>To/from Ely West Junction – EA1550,</i> <i>To/from Peterborough – EA1560,</i> <i>To/from Norwich – EA1580</i>

EA1162 ELY NORTH JUNCTION TO KING'S LYNN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Ely North Junction</u>	-	UL DL EWC		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	-		S	
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
<u>King's Lynn Signal KL45</u>	-			Timing point for all trains in the Down direction
<i>King's Lynn Harbour Junction</i>				
<u>King's Lynn Signal KL36</u>		-		Timing point for all trains in the Up direction
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
<u>King's Lynn Junction</u>	-	-		<i>To/from Middleton Towers – EA1270</i>
King's Lynn T.C.	-	-	S	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

EA1170 HACKNEY DOWNS NORTH JUNCTION TO ENFIELD TOWN				
TIMING POINT	DOWN	UP	CODE	NOTES
<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	
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.
<u>Enfield Town</u>	-	-		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	<i>To/from Liverpool Street – EA1160</i> 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
Graham Road Curve	-	-	S	Timing point only for trains required to reverse, terminate or start on the Graham Road Curve
Navarino Road Junction	-	-	X	<i>To/from Camden Road – EA1320</i>

EA1190 BURY STREET JUNCTION TO CHESHUNT JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Bury Street Junction</u>	-	-		<i>To/from Hackney Downs – EA1170</i>
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>				<i>To/from Broxbourne – EA1160</i>

EA1200 CLAPTON JUNCTION TO CHINGFORD				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Clapton Junction</u>	-	-		<i>To/from Clapton – EA1160</i>
St James Street	-	-	S	
<u>Walthamstow Central</u>	-	-		
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
<u>Chingford</u>	-	-		Platform detail must be shown

EA1210 BROXBOURNE JUNCTION TO HERTFORD EAST				
TIMING POINT	DOWN	UP	CODE	NOTES
Broxbourne Junction	-	-		<i>To/from Hertford East – EA1210</i>
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	-	-	S	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 Signal CA553	-		S	
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	-	-	S	

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>
<u>Stratford</u>	-	BL DBL		Platform detail must be shown
<u>Temple Mills East Junction</u>	-	-		<i>To/from High Meads Junction – EA1350</i>
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 required for All trains on the Down or Up Cambridge lines

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>
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>	-	-		
Brondesbury	-	-	S	
Brondesbury Park	-	-	S	
Kensal Rise	-	-	S	
Kensal Green Turnback	-	-	S	All trains using siding
<u>Kensal Green Junction</u>	-	-		<i>To/from Harlesden Junction – Refer to NW&C Timetable Planning Rules – MD155</i> <i>To/from Willesden Junction Low Level – Refer to NW&C Timetable Planning Rules – MD150</i>
Willesden Junction Turnback	-	-	S	All trains using the siding Tiploc - WLSDJHT
<u>Willesden Junction High Level</u>	-	-		Platform detail must be shown
<i>Willesden Junction High Level Junction</i>				<i>To/from Mitre Bridge Junction – Refer to NW&C Timetable Planning Rules – MD160</i>
<u>Acton Wells Junction</u>	-	-		<i>To/from Acton East Junction – Refer to Western & Wales Timetable Planning Rules – GW130</i> <i>To/from Dudding Hill Branch – EA1360</i> <i>To/from Willesden South West Sidings – Refer to NW&C Timetable Planning Rules – MD167</i>
Acton Central	-	-	S	
<u>South Acton</u>	-	-		
<i>South Acton Junction</i>				<i>To/from Kew East Junction – EA1330</i>
<i>Gunnersbury Junction</i>				<i>To/from Turnham Green (LUL)</i>
<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 <i>To/from Gospel Oak – EA1310</i> <i>To/from Camden Jn – Refer to NW&C Timetable Planning Rules – MD145</i>
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

EA1320 CAMDEN ROAD WEST JUNCTION TO STRATFORD PLATFORMS 1 AND 2				
TIMING POINT	DOWN EAST BOUND	UP WEST BOUND	CODE	NOTES
<i>Camden Road Incline Junction</i>				<i>To/from Cedar Junction – Refer to Kent & HS1 Timetable Planning Rules – SO420</i>
<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 and Islington NLL Platform 7. Tiploc – WSBRRNJ
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	-		S	Timing point on ELL transfer track for trains which change traction current in down direction Tiploc - HIGH321 <i>To Highbury and Islington ELL Platform 2 – Refer to Sussex Timetable Planning Rules – SO511</i>
Highbury & Islington	-	-	S	Any trains planned on the East London Line Platforms 1 and 2 must be timed here, see Southern TPRs 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 for trains towards Highbury & Islington Platform 8 <i>To/from Finsbury Park – Refer to LNE Timetable Planning Rules – LN110</i>
Canonbury	-	-	S	Platform detail must be shown – 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>
<i>Channelsea Up Loop Signal NL1286</i>				Due to ARS specifications stops must be shown at Lea Jn (Tiploc – LEAJ), ARS will then hold the train at Signal NL1286

EA1320 CAMDEN ROAD WEST JUNCTION TO STRATFORD PLATFORMS 1 AND 2				
TIMING POINT	DOWN EAST BOUND	UP WEST BOUND	CODE	NOTES
<i>Channelsea North Junction</i>				<i>To/from High Meads Junction – EA1350</i>
<u>Channelsea Junction</u>	NLL -	- AL		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>
<u>Stratford Platforms 1 and 2</u>	-	NLL		Platform detail must be shown

EA1325 HIGHBURY & 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 & 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.
Highbury & Islington	-	-		<i>To/from Westbourne Road Jn – EA1320</i> Any trains planned on the East London Line Platforms 1 and 2 must be timed here these rules are in Southern TPR's 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 <i>To/from New Cross Gate – SO511</i>

EA1330 SOUTH ACTON JUNCTION TO OLD & NEW KEW JUNCTIONS				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>South Acton Junction</i>				<i>To/from Acton Wells Junction – EA1310</i>
<u>Kew East Junction</u>	-	-		
New Kew Junction	-	-	X	Southern Region timing point for trains towards Barnes
<i>Old Kew Junction</i>				<i>Southern Region boundary</i>
Brentford	-	-	X	Southern Region timing point for trains towards Hounslow

EA1340 STRATFORD LEA JUNCTION TO HIGH MEADS JUNCTION – LEA CURVE				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Lea Junction</u>	-	-		To/from Hackney Wick – EA1320
<u>High Meads Junction</u>	-	-		To/from Temple Mills East Junction – EA1350

EA1350 CHANNELSEA NORTH JUNCTION TO TEMPLE MILLS EAST JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Channelsea Junction</u>	-	-		
Channelsea North Junction				To/from Channelsea South Junction – EA1320 To/from Lea Junction – EA1320
<u>High Meads Junction</u>	-	-		To/from Lea Junction via Lea Curve – EA1340
<u>Temple Mills East Junction</u>	-	-		To/from Coppermill Junction – EA1280

EA1360 DUDDING HILL JUNCTION TO ACTON WELLS JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Dudding Hill Junction</u>	-	-		To/from Brent Curve Junction – Refer to East Midlands Timetable Planning Rules – LN3222 To/from Cricklewood Curve Junction – Refer to East Midlands Timetable Planning Rules – LN3219
Neasden Junction	-	-	X	To/from Neasden South Jn – Refer to NW&C Timetable Planning Rules – MD715
<u>Acton Canal Wharf</u>	-	-		To/from Willesden No.7 – Refer to NW&C Timetable Planning Rules – MD170
<u>Acton Wells Junction</u>	-	-		To/from Acton Central – EA1310 To/from Willesden South West Sidings – Refer to NW&C Timetable Planning Rules – MD167

EA1370 GOSPEL OAK TO BARKING TILBURY LINE JUNCTION WEST				
TIMING POINT	DOWN	UP	CODE	NOTES
Gospel Oak Junction				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>	-	-		

EA1370 GOSPEL OAK TO BARKING TILBURY LINE JUNCTION WEST				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>South Tottenham East Junction</i>				<i>To/from Tottenham South Junction – EA1290</i>
South Tottenham Signal S19		-	S	Timing point for reverse moves to/from South Tottenham
Blackhorse Road	-	-	S	
Walthamstow Queens Road	-	-	S	
Leyton Midland Road	-	-		
Leytonstone High Road	-	-	S	
Wanstead Park	-	-	S	
<i>Woodgrange Park Junction</i>				<i>To/from Forest Gate Junction – EA1030</i>
Woodgrange Park	-	-		
Barking Station Junction	-	-		
Barking	-	-		Barking Platform 1 only. For other platforms see EA1380.
Barking Signal UR1103	-		S	Reversing trains only
<i>Barking Tilbury Line Junction West</i>				<i>To/from Barking Platforms 7/8 – EA1380</i>

EA1380 FENCHURCH STREET TO SHOEBURYNESS				
TIMING POINT	DOWN	UP	CODE	NOTES
Fenchurch Street	FL SL	-		Platform detail must be shown. Running line code must be shown
Christian Street Junction	-	FL SL		Running line code must be shown in Up direction
Limehouse	-	-	S	
Gas Factory Loop	-	-	S X	All trains using Loop
Gas Factory Junction	-	-		<i>To/from Bow Junction – EA1400</i>
West Ham	- DX	-		Line code DX to be used for trains which are routed to Barking Platforms 7 and 8 via East Ham Depot Country End Junction and Signals 519 and 907
East Ham EMUD	- DX	-	S	Only trains to/from EMUD. Line code DX to be used for trains which are routed to Barking Platforms 7 and 8 via Signals 519 and 907
Barking	- ML DCL UCL	-		Platform detail must be shown. Line code to be shown in Down direction for freight trains towards Ripple Lane/Dagenham Dock. Line codes DCL and UCL to be used for shunting moves onto the connecting lines to Barking Upney Junction
Barking Upney Junction	-	DCL UCL	S X	Line codes DCL and UCL to be used for shunting moves on the connecting lines to Barking
Upminster	-	-		Platform detail must be shown for trains which use other than normal routes. <i>To/from Ockendon – EA1410</i>
West Horndon	-	-	S	
Laindon	-	-		Platform detail must be shown for trains which use other than normal routes and for trains using Reversing Line (Middle Road)
Basildon	-	-	S	

EA1380 FENCHURCH STREET TO SHOEBURYNESS				
TIMING POINT	DOWN	UP	CODE	NOTES
<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	-	-	S	
<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	-	-	S	<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	-		S	
Renwick Road Biffa	-		S	Tiploc – RPLLRRB

EA1390 BARKING TILBURY LINE JUNCTION EAST TO PITSEA (VIA TILBURY)				
TIMING POINT	DOWN	UP	CODE	NOTES
Ripple Lane Sig. FW6	-		S	
Ripple Lane F.L.T.	GL	GL	S	
Ripple Lane H Group Sidings	-		S	
Dagenham Storage Coy Sidings	-		S	
<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	-	-	S	
Dagenham Dock A.R.C.	-	-	S	
Dagenham Signal UR826	-	-	S	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	-	-	S	
<u>Rainham</u>	-	-		
<u>Purfleet</u>	- LS	-		
<u>Deep Wharf LC</u>	LS -	LS	S	All trains on Long Siding to be timed here
Purfleet Deep Water Wharf		-	S	Tiplocs PRFLFLT or PRFLT TT dependent on traffic
Purfleet Foster Yeoman	-		S	Tiplocs PRFLFYM, PRFLGBR or PRFLLAFF dependent on traffic
<u>Jurgens LC</u>	LS	- LS	S	All trains on long siding to be timed here
Purfleet Sig. UR1176		-	S	Departures from the long siding via 2267 crossover to the up tilbury to be timed here
West Thurrock Sidings	-		S	
West Thurrock Headshunt		- LS	S	
<u>West Thurrock Junction</u>	RVL -	-		<i>To/from Upminster – EA1410</i> Line code RVL to be shown for Down trains using Third Line
<u>Grays</u>	-	RVL -		Line code RVL to be shown for Up trains using Third Line
Seabrooks RS	-	-	S	
Tilbury FLT	-	-	S	
Tilbury PLA Grain Terminal	-	-	S	
<u>Tilbury Town</u>	-	-		
Tilbury West Junction	-	-	X	For trains to/from Tilbury2 Terminals
Tilbury2 CMAT Sidings		-	S	Construction Materials & Aggregates Terminal Tiploc TLBYTAR
Tilbury2 Container Terminal		-	S	Tiplocs TLBYPFL, TLBPGB, TLBYPRT
East Tilbury	-	-	S	Platform detail must be shown
<u>Thames Haven Junction</u>	-	-		<i>To/from Thameshaven – EA1420</i>
<u>Stanford-le-Hope</u>	-	-		Platform detail must be shown for trains
<u>Pitsea</u>	-	-		Platform detail must be shown
<i>Pitsea Junction</i>				<i>To/from Shoeburyness – EA1380</i>

EA1395 RIPPLE LANE WEST JUNCTION TO BARKING RIVERSIDE				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Ripple Lane West Junction</u>	ML GL RL	RL		All Down trains and Up Riverside trains to be timed here <i>To Barking Riverside Up Junction – EA1390</i>

EA1395 RIPPLE LANE WEST JUNCTION TO BARKING RIVERSIDE				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Barking Riverside Down Junction</i>				<i>From Ripple Lane West Junction – EA1390</i>
<u>Barking Riverside</u>		RL		Platform detail must be shown.

EA1400 GAS FACTORY JUNCTION TO BOW JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Gas Factory Junction</u>	-	-		<i>To/from Fenchurch St – EA1380</i>
<u>Bow Junction</u>	-	-		<i>To/from Stratford – EA1010</i>

EA1410 UPMINSTER TO WEST THURROCK JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Upminster</u>	-	-		Platform detail (1A) must be shown for trains to/from Bay Platform and also for trains which use other than normal routes <i>To/from Barking – EA1380</i>
<u>Ockendon</u>	-	-		Platform detail must be shown for trains which use other than normal routes
Chafford Hundred	-	-	S	
<u>West Thurrock Junction</u>	RVL	-		<i>To/from Grays – EA1390.</i> Line code RVL to be shown for Down trains using Third Line

EA1420 THAMES HAVEN JUNCTION TO LONDON GATEWAY PORT / THAMES HAVEN SIDINGS				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Thames Haven Junction</u>	-	-		<i>To/from Grays – EA1390</i>
Thames Haven Signal UR882		-		(Tiploc - THMS882) Due to ARS requirements this is a mandatory timing point in the Up Direction. All trains from London Gateway must have a dot stop at this timing point-
London Gateway Port Signal LG11	-			(Tiploc - THMSL11) Network Rail/DP World London Gateway Port boundary entry signal
Thames Haven Signal UR888		-		(Tiploc - THMS888) Network Rail/DP World London Gateway Port boundary exit signal
Thames Haven Branch Signal LG15	-			(Tiploc - THMSL15)
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
<u>East Suffolk Junction</u>	-	-		<i>To/from Ipswich – EA1012</i>
Ipswich Signal CO348		-	S	Timing point for trains to be held for regulating purposes approaching East Suffolk Junction
<u>Boss Hall Junction</u>	-	-		<i>To/from Europa Junction via Bacon Factory Curve EA1744</i>
<u>Westerfield</u>	-	-		
<i>Westerfield Junction</i>				<i>To/from Felixstowe – EA1440</i>
<u>Woodbridge</u>	-	-		
<u>Melton</u>	-	-		All Down trains must show a stop here
<u>Wickham Market</u>	-	-		Single line
Saxmundham Signal ES2029	-		S	Timing point for reversal moves
<u>Saxmundham</u>	-	-		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>
<u>Darsham</u>	-	-		All Up trains must show a stop here
<u>Halesworth</u>	-	-		
Brampton	-	-	S	Single line
<u>Beccles</u>	-	-		Passing Loop. Platform details must be shown
Oulton Broad South	-	-	S	Single line
<u>Oulton Broad North Junction</u>	-	-		<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>
<u>Derby Road</u>	-	-		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
<u>Gun Lane Junction</u>	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
<u>Trimley</u>	-	FS TL		<i>To/from Felixstowe North and Central Terminals – EA1450</i>
<u>Felixstowe Beach Junction</u>	-	-		<i>To/from Felixstowe Beach – EA1460</i>
<u>Felixstowe Town</u>	-	-		

EA1450 TRIMLEY TO FELIXSTOWE NORTH AND CENTRAL TERMINALS				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Trimley</u>	-	FS TL		To/from Westerfield Junction – EA1440. Network Rail Boundary at 00m 73ch
Felixstowe New North Terminal	-	-		Tiplocs - FLXSNEW (Felixstowe North DBC) FLXSNFL (Felixstowe North FLT) FLXSNGB (Felixstowe North GBRF)
Felixstowe Central Terminal (former North)	-	-		Tiplocs - FLXSCDB (Felixstowe Central DBC) FLXSCFL (Felixstowe Central FLT) FLXSCGB (Felixstowe Central GBRF)

EA1460 FELIXSTOWE BEACH JUNCTION TO FELIXSTOWE BEACH				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Felixstowe Beach Junction</u>	-	-		To/from Westerfield Junction – EA1440
<u>Felixstowe Beach</u>	-	-		
<u>Felixstowe Creek R.S.</u>	-	-		Network Rail Boundary
<u>Felixstowe South Quay Freightliner Terminal</u>	-	-		Tiplocs - FLXSSEW (Felixstowe South DBC) FLXSSEW (Felixstowe South GBRF) FLXSSEW (Felixstowe South FL)

EA1470 NORWICH THORPE JUNCTION AND TROWSE SWING BRIDGE TO LOWESTOFT				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Trowse Swing Bridge</u>	-	-		To/from Wensum Junction via Through Siding To/from Trowse Junction – EA1013
<u>Norwich Thorpe Junction</u>	-			See Route EA1013 for Line codes to be used towards Norwich station To/from Norwich – EA1013
Crown Point Depot	-	-	S	
Crown Point Reception Road	-	-	S	
Crown Point Signal CP1494		-	S	
Wensum Junction				Required for trains timed through Wensum Curve to or from Trowse Swing Bridge To/from Trowse Swing Bridge via Through Siding
Crown Point Signal CP1498		-	S	
<u>Whitlingham Junction</u>	-	-		To/from Cromer – EA1480
Brundall Gardens	-	-	S	
Brundall	-	-		
<i>Brundall Junction</i>				To/from Yarmouth via Acle – EA1500
Buckenham	-	-	S	
Cantley	-	-		
Reedham	-	-		
<i>Reedham Junction</i>				To/from Yarmouth via Berney Arms – EA1510
Haddiscoe	-	-	S	
Somerleyton	-	-		
Oulton Broad North	-	-	S	
Oulton Broad North Junction	-	-		To/from Westerfield Junction – EA1430
Coke Ovens Junction	UL DL -	-		

EA1470 NORWICH THORPE JUNCTION AND TROWSE SWING BRIDGE TO LOWESTOFT

TIMING POINT	DOWN	UP	CODE	NOTES
Lowestoft Reception	-	-	S	
Lowestoft		UL		Platform detail must be shown

EA1480 WHITLINGHAM JUNCTION TO CROMER

TIMING POINT	DOWN	UP	CODE	NOTES
Whitlingham Junction	-	-		To/from Norwich – EA1470
Salhouse	-	-	S	
Hoveton & Wroxham	-	-		Single line
Worstead	-	-	S	
North Walsham Shell U.K.	-	-	S	
North Walsham	-	-		
Gunton	-	-	S	
Roughton Road	-	-	S	
<i>Cromer Junction</i>				To/from Sheringham – EA1490
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. To/from Whitlingham Junction – EA1480
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. To/from Norwich – EA1470
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. To/from Norwich – EA1470
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 Signal SZ2110		-		Up Trains only
Sizewell Signal SZ2113	-			Down Trains Only
Sizewell Signal SZ2114		-		Up Trains only
Sizewell Signal SZ2117	-			Down Trains Only
Sizewell Signal SZ2121	-			Down Trains Only
Sizewell Signal SZ2118		-		Up Trains only
<u>Leston West Junction</u>	-	-		
Sizewell Signal SZ2122		-		Up trains on the Up Sizewell Down
Sizewell Signal SZ2153	-			Down trains on the Kenton Spur
Sizewell Signal SZ2150		-		Up trains on the Kenton Spur
Sizewell Signal SZ2125	-			Down trains on the Up Sizewell Down
Sizewell Signal SZ2126		-		Up trains on the Up Sizewell Down
Sizewell Signal SZ2157	-			Down trains on the Kenton Spur
Sizewell Signal SZ2130		-		Up trains on the Up Sizewell Down
Sizewell Signal SZ2154		-		Up trains on the Kenton Spur
<u>Sizewell Temporary Construction Area</u>	-	-		
<u>Sizewell ancillary Construction Area</u>	-	-		
Sizewell CEGB	-	-	S	

EA1530 COLDHAM LANE JUNCTION TO HAUGHLEY JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Coldham Lane Jn</u>	-	-		<i>To/from Cambridge – EA1161</i>
Coldham Lane Signal CA200		-	S	Timing point for trains that are planned to stop at Coldham Lane Junction from Dullingham Platform detail must be shown
<u>Dullingham</u>	-	-		
Newmarket	-	-	S	
<u>Chippenham Jn</u>	-	-		<i>To/from Ely Dock Jn – EA1540</i>
<u>Kennett</u>	-	-		
Kennett Ground Frame	-		S	Access from Down Bury only
Kennett Redland Siding	-	-	S	Only trains using Redland Sidings
Bury St Edmunds Down Goods Loop	-		S	
Bury St Edmunds Recp	-	-	S	
Bury St Edmunds Sig BY19	-		S	Reversing trains only
<u>Bury St Edmunds</u>	-	-		Platform detail must be shown
Thurston	-	-	S	
Elmswell	-	-	S	
<u>Haughley Jn</u>	-	-		<i>To/from Stowmarket – EA1012</i>

EA1540 CHIPPENHAM JUNCTION TO ELY DOCK JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Chippenham Junction	-	-		<i>To/from Haughley Junction – EA1530</i>
Snailwell Ground Frame Signal 1182	-	-	S	Timing point for trains from Ely direction propelling into Snailwell Sidings
Snailwell Siding	-	-	S	Access from Up Ely only
Soham Junction Signal CA491	-		S	
Soham	-	-		Single line
Soham Signal CA498		-		Timing point for all trains in the Up Direction
Ely Dock Signal CA259	-		S	
Ely Dock Junction	-	-		Single line. <i>To/from Ely – EA1161</i>

EA1550 ELY NORTH JUNCTION TO ELY WEST JUNCTION (ELY WEST CURVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Ely North Junction	EWC	-		<i>To/from King's Lynn – EA1162</i> <i>From Peterborough – EA1560</i> <i>To/from Norwich – EA1580</i>
Ely West Junction	-	EWC		<i>To/from Peterborough – EA1560</i>

EA1560 ELY NORTH JUNCTION TO KINGS DYKE (INCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Ely North Junction	-	UL DL EWC		<i>To/from Ely – EA1161</i> <i>To Ely West Junction via Ely West Curve – EA1550</i>
Ely West Junction	-	EWC DL	X	<i>To/from Ely North Junction via Ely West Curve – EA1550</i>
Third Drove Signal CA923	-			Timing point for all trains in the Down direction
Manea Signal CA924		-		Timing point for all trains in the Up direction
Manea Signal M43	-			Timing point for all trains in the Down direction
Manea	-	-		
Stonea	-	-		
March South Signal MS933	-			Timing point for all trains in the Down direction
March South Signal MS934		-		Timing point for all trains in the Up direction
March South	-		S	Used for trains reversing at Signals MS13/21/23/32
March Down R.S.	-	-	S	Tiploc – MRCHDRG
March Down Yard	-	-	S	Tiploc – MARCHDS
March Up R.S.	-	-	S	Tiploc – MARCHUS
March Up Yard		-	S	Tiplocs – MARCHUG, MARCUC
March	-	-		Platform detail must be shown
<i>March East Junction</i>				<i>To/from Wisbech/Whitemoor Yard – EA1570</i>
March West Junction	-	-		<i>To/from Wisbech/Whitemoor Yard – EA1570</i>
Three Horse Shoes	-	-		
Eastrea Signal W6		-		Timing point for all trains in the Up direction
Eastrea Signal THS27	-			Timing point for all trains in the Down direction
Whittlesea	-	-		
King's Dyke	-	-		<i>To/from Peterborough – Refer to LNE Timetable Planning Rules – LN135</i>
<i>Anglia/London North Eastern Route Boundary</i>				<i>98 miles 40 chains</i>

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			S	
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	-	UL DL EWC		Line code must be shown <i>To/from Ely – EA1161</i> <i>To/from Ely West Junction – EA1550</i>
Shippea Hill	-	-	S	
Lakenheath	-	-	S	
Brandon Signal EN8063	-		S	Tiploc BNDO063 Timing point for reversal moves
Brandon	-	-		
Brandon Down Sidings	-	-	S	
Brandon Down Goods Loop	-	-	S	
Brandon Signal EN8084		-	S	Tiploc BNDO084 Timing point for reversal moves
Thetford	-	-		
Harling Road	-	-	S	
Eccles Road Johnston's Sdg	-	-	S	
Eccles Road	-	-	S	
Attleborough	-	-		
Spooner Row	-	-	S	
Wymondham Sidings (Down Sidings)	-		S	TIPLOC WYMONDS
Wymondham Signal EN8223	-		S	Tiploc WYMN32 To be used for reversal moves
Wymondham Up Siding		-	S	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
<u>Boss Hall Junction</u>	-	-		<i>To/from Oulton Broad North – EA1430.</i> Tiploc - IPSWBHJ
Ipswich Signal CO352		-	S	Tiploc – IPSW352 All trains on the Up Chord which dwell for pathing time to be shown with Arr/Dep times
Ipswich Signal CO351	-		S	Tiploc – IPSW351 All trains on the Down Chord which dwell for pathing time to be shown with Arr/Dep times
<u>Europa Junction</u>	-	-		<i>To/from Trowse Junction – EA1012</i> Tiploc – IPSWEPJ

2.2 Route Opening Hours

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

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

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

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

PLT denotes passage of last train.

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

3 Electrification

3.1 Electrification Supply Restrictions

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

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

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

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 Norwich IC)	P

EA1011 SEVEN KINGS TO IPSWICH		
ROUTE SECTION	PASS	ECS SLIDE
Seven Kings (excl) to Colchester	P (not 745 Norwich IC)	P
Colchester (excl) to Ipswich	P (not 745 Norwich IC)	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	P

EA1070 WITHAM JUNCTION TO BRAINTREE		
ROUTE SECTION	PASS	ECS SLIDE
Witham Junction to Braintree	P	P

EA1090 COLCHESTER JUNCTION TO CLACTON-ON-SEA		
ROUTE SECTION	PASS	ECS SLIDE
Colchester Junction to East Gate Junction	P (COL-CET)	P

EA1100 EAST GATE JUNCTION & HYTHE JUNCTION TO COLCHESTER TOWN		
ROUTE SECTION	PASS	ECS SLIDE
East Gate Junction to Colchester Town	P (COL-CET)	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 SHOEBURYNESS		
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.

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

Details of how to apply headways are listed in the National TPRs Section 1.5.5

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	* 3 ½ to be applied at Beaulieu Park following Class 4 1400t and above or Class 6 2½ to be applied at Beaulieu Park following non-stop passenger

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

TIMING POINTS INCLUDED	DOWN	UP	NOTES
Carpenters Rd South Junction to Carpenters Rd North Junction	* see restrictions	^ see restrictions	Single line. TCB plan as AB.
Restrictions			
* 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			
^ 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			

EA1030 FOREST GATE JUNCTION TO WOODGRANGE PARK JUNCTION

TIMING POINTS INCLUDED	DOWN	UP	NOTES
Forest Gate Junction to Woodgrange Park Junction	3	3	

EA1040 ROMFORD TO UPMINSTER

TIMING POINTS INCLUDED	DOWN	UP	NOTES
Romford to Upminster	One Train Working		Single line. OTNS.

EA1050 SHENFIELD JUNCTION TO SOUTHEND VICTORIA

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

EA1060 WICKFORD JUNCTION TO SOUTHMINSTER

TIMING POINTS INCLUDED	DOWN	UP	NOTES
Wickford Junction to North Fambridge (excl)	AB+1		Single line. TCB plan as AB.
North Fambridge (excl) to Southminster	One Train Working*		Single line. OTNS. *Shut-in facility exists at Southminster GF

EA1070 WITHAM JUNCTION TO BRAINTREE

TIMING POINTS INCLUDED	DOWN	UP	NOTES
Witham to Braintree	One Train Working		Single line. TCB plan as OTW.

EA1080 MARKS TEY JUNCTION TO SUDBURY

TIMING POINTS INCLUDED	DOWN	UP	NOTES
Marks Tey to Sudbury	One Train Working		Single line. OTNS.

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 to Colchester Town (excl)	4*	4	* A second train cannot pass/depart East Gate Jn or Hythe towards Colne Jn until the first train has arrived at Colchester Town

EA1110 THORPE-LE-SOKEN JUNCTION TO WALTON-ON-THE-NAZE			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
Thorpe-le-Soken to Kirby Cross (excl)	AB+1		Single line. TCB plan as AB.
Kirby Cross (excl) to Walton-on-the-Naze	AB+1		Single line. TCB plan as AB.

EA1120 MANNINGTREE NORTH & SOUTH JUNCTIONS TO HARWICH TOWN			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
Manningtree to Harwich International	4	4	
Harwich International (excl) to Harwich Town	One Train Working		Single line. TCB plan as OTW.

EA1130 GRIFFIN WHARF BRANCH			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
Halifax Junction to Griffin Wharf	One Train Working		Single line. OTS.

EA1140 IPSWICH DOCKS BRANCH			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
Ipswich Goods Junction to Ipswich Lower Yard	One Train Working		Single line.

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 2½ 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*	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 (excl) to Littleport	6*	6	* 4 minutes at Ely North Junction if second train is from Ely West Curve
Littleport (excl) to Downham Market (excl)	AB+0		Single line. TCB plan as AB.
Downham Market to Watlington	7	7	
Watlington (excl) to King's Lynn Signal KL45	AB+1^		Single line. TCB plan as AB. ^ Where the second train is a departure, the headway may be reduced to AB+0
King's Lynn Signal KL45 to King's Lynn Junction	AB+2		Single line. TCB plan as AB.
King's Lynn Junction to King's Lynn Signal KL36		AB+1 AB+2	Single line. TCB plan as AB. Following passenger Following freight
King's Lynn Signal KL36 to Watlington (excl)		AB+1 AB+2	Single line. TCB plan as AB. Following passenger Following freight

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	AB+2		Single line. TCB plan as AB.

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	AB+1		Single line. TCB plan as AB.
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	AB+1		Single line. TCB plan as AB.
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	One Train Working		Single line. OTS.

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	One Train Working		Lea Valley Reversible line Single line. TCB plan as OTW.

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	AB+2		Single line. TCB plan as AB.

EA1310 CAMDEN ROAD WEST JUNCTION TO RICHMOND			
TIMING POINTS INCLUDED	FOLLOWING PASSENGER/ECS		FOLLOWING FREIGHT
	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+1½	AB+1½	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	AB+2	AB+2	
Acton Canal Wharf Junction 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 following stopping	4 following non-stop 5 following stopping	
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 SHOEBOURNESS

TIMING POINTS INCLUDED	DOWN	UP	NOTES
Fenchurch Street to Barking	2	2	
Barking to Shoeburyness	3*	3*	<p>* Trains maybe planned to arrive/depart platform 2 at Leigh-on-Sea/Laindon and the bay platforms at Southend Central with a headway of 2½ minutes.</p> <p>* When a train is planned to follow a train to/from Upminster, it may follow with a headway of 2½ minutes.</p>

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	AB+1		Single line. TCB plan as AB.

EA1410 UPMINSTER TO WEST THURROCK JUNCTION

TIMING POINTS INCLUDED	DOWN	UP	NOTES
Upminster (excl) to Ockendon (excl)	AB+2		Single line. TCB plan as AB. 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	AB+2		Single line. TCB plan as AB. 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
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
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.
UR888 signal towards UR882 signal/Thames Haven Junction			Under Upminster IECC control. Maximum two trains permitted

EA1430 EAST SUFFOLK JUNCTION TO OULTON BROAD NORTH

TIMING POINTS INCLUDED	DOWN	UP	NOTES
East Suffolk Junction to Westerfield	4	4	
Westerfield (exclusive) to Woodbridge	AB+1	AB+1	TCB plan as AB.
Woodbridge (exclusive) to Saxmundham (exclusive)	AB+1		Single Line. TCB plan as AB. To be applied until Sizewell C work has been commissioned.
Woodbridge to Wickham Market	AB+3½ Both Trains Are Non Sizewell traffic AB+4½ where either first or second train is a Sizewell Train AB+5½ where both trains are Sizewell traffic	AB+½	Only applies when Sizewell C work has been commissioned In the Up direction based on Depart/Pass Wickham Market and Arrive/Pass at Woodbridge
Wickham Market to Saxmundham	AB+2 AB+3 - Where the first train is a Sizewell Train	AB+3 AB+5½ Where the first train is a Sizewell Train	Only applies when Sizewell C work has been commissioned In the Up direction based on Depart/Pass Saxmundham and Depart/Pass Wickham Market

EA1430 EAST SUFFOLK JUNCTION TO OULTON BROAD NORTH			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
Saxmundham to Halesworth	AB+1	AB+1	TCB plan as AB.
Halesworth (exclusive) to Beccles (exclusive)	AB+1		Single line. TCB plan as AB.
Beccles (exclusive) to Oulton Broad North Junction	AB+1		Single line. TCB plan as AB.

EA1440 WESTERFIELD JUNCTION TO FELIXSTOWE TOWN			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
Westerfield Junction (excl) to Derby Road (excl)	AB+2		TCB time as AB. Single line
Derby Road (excl) to Derby Road Signal FW9017	AB+2		TCB time as AB. Single line
Derby Road Signal FW9017 to Levington Signal FW9023	AB+2		TCB time as AB. Single line
Levington Signal FW9023 to Gun Lane Junction	AB+2		TCB time as AB. Single line
Gun Lane Junction to Levington Signal FW9024		AB+2	TCB time as AB. Single line
Levington Signal FW9024 to Derby Road Signal FW9018		AB+2	TCB time as AB. Single line
Derby Road Signal FW9018 to Derby Road (excl)		AB+2	TCB time as AB. Single line
Gun Lane Junction to Trimley	AB+2*	AB+2^	TCB time as AB * Exclusive of dwell at Trimley station ^ Inclusive of dwell at Trimley station
Trimley to Felixstowe Beach Junction	AB+2^	AB+2*	TCB time as AB. Single line * Exclusive of dwell at Trimley station ^ Inclusive of dwell at Trimley station
Felixstowe Beach Junction to Felixstowe Town	One Train Working		Single line. TCB plan as OTW

EA1450 TRIMLEY TO FELIXSTOWE NORTH AND CENTRAL TERMINALS			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
Trimley to Felixstowe North and Central Terminals	AB+2		Single line. TCB plan as AB.

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)	AB+2		Single line. TCB plan as AB.

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

EA1470 NORWICH THORPE JUNCTION TO LOWESTOFT			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
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 *A Norwich-Lowestoft train cannot arrive Oulton Broad North (station) until 2 minutes after an Ipswich-Lowestoft train has passed Coke Ovens Jn
Oulton Broad North Junction to Lowestoft	4	4	

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	One Train Working		Single line. OT.

EA1500 BRUNDALL JUNCTION TO YARMOUTH			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
Brundall Junction to Acle (exclusive)	AB+1		Single line. TCB plan as AB.
Acle (exclusive) to Yarmouth (exclusive)	AB+1		Single line. TCB plan as AB.

EA1510 REEDHAM JUNCTION TO YARMOUTH			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
Reedham Junction to Yarmouth (exclusive)	AB+1		Single line. TCB plan as AB.

EA1520 SAXMUNDHAM TO SIZEWELL			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
Saxmundham Junction to Sizewell Signal SZ2113	AB+3½		
Sizewell Signal SA2113 to Sizewell Signal SZ2117	AB+2		
Sizewell Signal SZ2117 to Signal Sizewell SZ2121	AB+2		
Sizewell Signal SZ2121 to Sizewell Signal SZ2153	AB+2		

EA1520 SAXMUNDHAM TO SIZEWELL			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
Sizewell Signal SZ2153 to Sizewell Signal SZ2157	AB+2		
Sizewell Signal SZ2157 to Sizewell Temporary Construction Area	AB+2		
Sizewell SZ2121 to Sizewell Signal SZ2125	AB+2		
Sizewell Signal SZ2125 to Sizewell Ancillary Construction Area	AB+2		
Sizewell Ancillary Construction Area to Sizewell Signal SZ2130		AB+2	
Sizewell Signal SZ2130 to Sizewell Signal SZ2126		AB+2	
Sizewell Signal SZ2126 to Sizewell Signal SZ2122		AB+2½	
Sizewell Signal SZ2122 to Sizewell Signal SZ2118		AB+2½	
Sizewell Temporary Construction Area to Sizewell Signal SZ2154		AB+2	
Sizewell Signal SZ2154 to Sizewell Signal SZ2150		AB+2	
Sizewell Signal SZ2150 to Sizewell Signal SZ2118		AB+2	
Sizewell Signal SZ2118 Sizewell Signal SZ2114		AB+3	
Sizewell Signal SZ2114 to Sizewell Signal SZ2110		AB+3	
Sizewell Signal SZ2110 to Saxmundham		AB+2½	

EA1530 COLDHAM LANE JUNCTION TO HAUGHLEY JUNCTION			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
Coldham Lane Junction to Dullingham (exclusive)	AB+1		Single line. TCB plan as AB.
Dullingham (exclusive) to Chippenham Junction	AB+1		Single line. TCB plan as AB.
Chippenham Junction to Kennett	AB+1½	AB+2	TCB plan as AB. At Kennett in both direction the section ends with a Depart/Pass move
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	AB+2*		* Section includes any dwell at Soham Station
Ely Dock Junction to Soham Signal CA498		AB+2½	
Soham Signal CA498 to Soham		AB+3	Time at Soham is based on departure/pass

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. TCB plan as AB.

EA1560 ELY NORTH JUNCTION TO KINGS DYKE (INCLUSIVE)			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
DOWN DIRECTION			
Ely North Junction (exclusive) to Third Drove Signal CA923	4		TCB
Third Drove Signal CA923 to Manea Signal M43	AB+1		TCB plan as AB
Manea Signal M43 to Manea	AB+2*		AB *Based on time preceding train departs / passes Manea
Manea to Stonea	AB+2		AB
Stonea to March South Signal MS933	AB+1		TCB plan as AB
March South Signal MS933 to Three Horse Shoes	4		TCB
Three Horse Shoes to Eastrea Signal THS27	AB+2		AB
Eastrea Signal THS27 to Whittlesea	AB+2		AB
Whittlesea to King's Dyke	AB+2		AB
UP DIRECTION			
King's Dyke to Whittlesea		AB+2*	AB *Based on time preceding train departs / passes Whittlesea
Whittlesea to Eastrea Signal W6		AB+2	AB
Eastrea Signal W6 to Three Horse Shoes		AB+2	AB
Three Horse Shoes to March South Signal MS934		4	TCB
March South Signal MS934 to Stonea		AB+1	TCB plan as AB
Stonea to Manea		AB+2*	AB *Based on time preceding train departs / passes Manea
Manea to Manea Signal CA924		AB+1	TCB plan as AB
Manea Signal CA924 to Ely North Junction (exclusive)		4	TCB

EA1570 MARCH EAST & WEST JUNCTIONS TO WISBECH			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
March East Junction to Whitemoor Junction	AB+2		Single line. TCB plan as AB.
March West Junction to Whitemoor Junction	AB+2		Single line. TCB plan as AB.
Whitemoor Junction to Wisbech	One Train Working		Single line. OTNS.

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
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	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+1½	AB+1½	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.

ECS, Light Engine movements, postal and test trains 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	
Attachment of units – for services operated by GTR		
Classes 379 and 387	6	
Detachment of units – for services operated by GTR		
Classes 379 and 387	5	
Attachment of units – for services operated by GA		
Class 720	5	
Connectional Allowance	5	
Departure Time from Origin		
Greater Anglia, CrossCountry* and Freight^ Schedules must depart from origin on a whole minute. (This is due to IT systems requirements - *Integrale, ^TOPS)		
Dwell Time (including Safety Check and Train Preparation Allowances)		
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 and GA Classes 720, 745, and 755)	4 minutes unless otherwise specified	
Dwell time values apply only to Class 1, 2 and 9 passenger trains		
CrossCountry Class 170 Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ecs departure to depot		
1 x 170	5	
2 x 170	10	
CrossCountry Class 170 Safety Check Unit (SCU) Allowances <u>which includes an attachment</u> – minimum platform standing allowance between passenger train arrival and ecs departure to depot		
When the second arrival is 1 x 170	9	
When the second arrival is 2 x 170	14	
CrossCountry Class 170 Train Preparation Allowance – minimum platform standing allowance between ECS arrival from depot and passenger train departure		
170	5	

STANDARD VALUES – MINIMUM	
Junction Margin	
Standard value	2
Arrival or Pass followed by a conflicting departure in the opposite direction from a station	1
Locomotive Run-Round	
	20
Minimum Turnrounds	
ARL Class 378 x 5 car	6 minutes (can be reduced to 5 when forming an ECS)
ARL Class 378 x 10- car	8 minutes
ARL Class 710 x 4 car	5 minutes
ARL Class 710 x 5 car	6 minutes (can be reduced to 5 when forming an ECS)
ARL Class 710 X 8 car	7 minutes
ARL Class 710 x 10 car	8 minutes
ARL Class 710 x 12 car	8 minutes
C2C Class 357 x 4 car	5 minutes (allow for 6 minutes where possible)
C2C Class 357 x 8 car	6 minutes
C2C Class 357 x 12 car	7 minutes
C2C Class 720 x 5 car	6 minutes
C2C Class 720 x 10 Car	7 minutes
CrossCountry Class 170	4 minutes
Elizabeth Line Class 345	7 minutes
GA Class 720 x 5 car	4 minutes
GA Class 720 x 10 car	7 minutes
GA Class 745 x 12 car	7 minutes
GA Class 755 x 3/4 car	4 minutes
GTR Classes 379 and 387 x 4 car	8 minutes
GTR Classes 379 and 387 x 8 car	9 minutes
GTR Classes 379 and 387 x 12 car	10 minutes
GTR Class 700 x 8 car	8 minutes
GTR Class 700 x 12 car	10 minutes
GTR Thameslink services to/from south of London Blackfriars	12 unless otherwise stated
The above minimum values may be reduced with operator consent if additional resources, such as a second driver, are provided.	
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.	
Platform Re-occupation	
Minimum time allowed between one train departing and another arriving in the same platform at terminal stations	3

STANDARD VALUES – MINIMUM	
Reversal	
Reversal of light loco (light engine)	2
Reversal before/after propelling movement	2
XC 170	4 (2-4 cars), 5 (5-6 cars), 7 (7-9 cars)
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.	

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)	
Elizabeth Line 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	
4-car EMU/DMU turnround passenger to ECS	5
3 to 9-car EMU/DMU/BMU turnround passenger to passenger	7
10/12-car EMU/DMU turnround passenger to passenger	9
10-car 720 turnround	
12-car 745 turnround except as below	
12-car 745 turnround Norwich IC passenger to ECS	10
12-car 745 turnround ECS to Norwich IC passenger	15
12-car 745 turnround Norwich IC passenger to Norwich IC passenger	20
4/8-car 357 turnround	6
Platform Re-occupation	A platform re-occupation 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 split/attach or run on top of another Class 720 5-car EMU in Platform 7 at Liverpool Street.
Platforming Restrictions	Class 710s – the following maximum capacity applies: Platforms: 1, 2, 7 & 8 - 8 car units in length 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.

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	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	2	2	2	2	2		
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	2	2	2	2	2		
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	2	2	2	2	2	2		
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	2	2	2	2	2		
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	2	2	2	2	2	2		
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	2	2	2	2	2		
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	2	2	2	2	2	2		
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	2	2	2	2	2	2		
Arr 13 ML	P	P	P	P	P	P	2	P	P	2	P	P	2	P	P	2	P	P	2	P	2	2	2	2	2	2	2	2	2	2		
Arr 13 EL	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	2	2	2	2	2	2	2		
Arr 14 ML	P	P	P	P	P	P	2	P	P	2	P	P	2	P	P	2	P	P	2	P	2	2	2	2	2	2	2	2	2	2		
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	2	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	2	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	2	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	P	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	P	P	P	P
Dep 14 ML	P	P	P	P	P	P	4	P	P	4	P	P	4	P	P	4	P	P	4	P	4	3	3	3	3	3	3	P	P	P
Dep 14 EL	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	3	3	3	3	P	P	P
Dep 15 EL	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	3	P	3	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	3	P	3	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	3	P	3	3	3	3	3

1 st Move	2nd Move >>>																													
	Dep	Dep	Dep	Dep	Dep	Dep 5	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	P	P	0	P	P	0	P	P	0	P	P	0	P	P	0	P	P	P	P	P	P	P	P	P	P
Arr 2 S	P	T	0-1	0-1	0	P	P	0	P	P	0	P	P	0	P	P	0	P	P	0	P	P	P	P	P	P	P	P	P	P
Arr 3 S	P	P	T	0-1	0	P	P	0	P	P	0	P	P	0	P	P	0	P	P	0	P	P	P	P	P	P	P	P	P	P
Arr 4 S	P	P	P	T	0	P	P	0	P	P	0	P	P	0	P	P	0	P	P	0	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	P
Arr 5 S2	P	P	P	P	T	T	T	0-1	0-1	Px	0-1	0-1	Px	0-1	0-1	Px	0-1	0-1	Px	0-1	Px	P	P	P	P	P	P	P	P	P
Arr 5 ML	P	P	P	P	T	T	T	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0	0	0	P	0	P	P	P	P
Arr 6 S / S1	P	P	P	P	Px	0-1	0-1	T	T	T	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	P	P	P	P	P	P	P	P	P
Arr 6 S2	P	P	P	P	0-1	0-1	0-1	T	T	T	0-1	0-1	Px	0-1	0-1	Px	0-1	0-1	Px	0-1	Px	P	P	P	P	P	P	P	P	P
Arr 6 ML	P	P	P	P	Px	Px	0-1	T	T	T	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0	0	0	P	0	P	P	P	P
Arr 7 S / S1	P	P	P	P	Px	0-1	0-1	Px	0-1	0-1	T	T	T	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	P	P	P	P	P	P	P	P	P
Arr 7 S2	P	P	P	P	0-1	0-1	0-1	0-1	0-1	0-1	T	T	T	0-1	0-1	Px	0-1	0-1	Px	0-1	Px	P	P	P	P	P	P	P	P	P
Arr 7 ML	P	P	P	P	Px	Px	0-1	Px	Px	0-1	T	T	T	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0	0	0	P	0	P	P	P	P
Arr 8 S / S1	P	P	P	P	Px	0-1	0-1	Px	0-1	0-1	Px	0-1	0-1	T	T	T	0-1	0-1	0-1	0-1	0-1	P	P	P	P	P	P	P	P	P
Arr 8 S2	P	P	P	P	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	T	T	T	0-1	0-1	0-1	0-1	0-1	Px	P	P	P	P	P	P	P	P
Arr 8 ML	P	P	P	P	Px	Px	0-1	Px	Px	0-1	Px	Px	0-1	T	T	T	0-1	0-1	0-1	0-1	0-1	0	0	0	P	0	P	P	P	P
Arr 9 S / S1	P	P	P	P	Px	0-1	0-1	Px	0-1	0-1	Px	0-1	0-1	0-1	0-1	0-1	T	T	T	0-1	0-1	P	P	P	P	P	P	P	P	P
Arr 9 S2	P	P	P	P	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	0-1	T	T	T	0-1	Px	P	P	P	P	P	P	P	P	P
Arr 9 ML	P	P	P	P	Px	Px	0-1	Px	Px	0-1	Px	Px	0-1	0-1	0-1	0-1	T	T	T	0-1	0-1	0	0	0	P	0	P	P	P	P
Arr 10 S	P	P	P	P	Px	0-1	0-1	Px	0-1	0-1	Px	0-1	0-1	Px	0-1	0-1	Px	0-1	0-1	T	T	P	P	P	P	P	P	P	P	P
Arr 10 ML	P	P	P	P	Px	Px	0-1	Px	Px	0-1	Px	Px	0-1	Px	Px	0-1	Px	Px	0-1	T	T	0	0	0	P	0	P	P	P	P
Arr 11 ML	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	T	0-1	0	P	0	P	P	P	P
Arr 12 ML	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	T	0	P	0	P	P	P	P
Arr 13 ML	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	T	T	0-1	P	P	P	P
Arr 13 EL	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	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	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	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	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	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	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	2	2c	2c	2c	2	2	2	2	Px	P	P	P	P	P	P	P	P
Dep 8 ML1	P	P	P	P	2	2	2	2	2	2	2	2	2	2	2c	2c	2c	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	P	2c	2c	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	P	2	2c	2c	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	P	2	P	2	2c	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	P	2	P	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	P	2	P	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	

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 Channelsea Jn	Down Passenger Arrive Platform 10	3½
Up Freight Pass Platform 10 to Channelsea Jn	Up Passenger Arrive Platform 9	2½
Freight following Freight	Standard (exceptions below)	4
Up Freight Pass Platform 10A to Channelsea Jn	Down Freight Pass Platform 10A from Channelsea Jn	4
Freight Following Passenger	Standard (exceptions below)	3
Down Passenger Depart Platform 10	Up Freight Pass Platform 10 to Channelsea Jn	2½
Down Passenger Depart Platform 10	Down Freight Depart Stratford Signal L295	1½
Up Passenger Pass from Orient Way	Up Freight Pass Platform 10 to Channelsea Jn	1½
Up Passenger Pass from Orient Way	Down Freight Pass Platform 10A from Channelsea Jn	3½
Down Passenger Pass to Orient Way	Down Freight Pass Platform 10A from Channelsea Jn	2½
Down Passenger Pass to Orient Way	Up Freight Pass Platform 10 to Channelsea Jn	1
Down Passenger Pass/Arrive Platform 10A from Liverpool Street	Up Freight Pass Platform 10 to Channelsea Jn	1
Up Passenger Depart Platform 10A to Liverpool Street	Down Freight Pass Platform 10A from Channelsea Jn	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}
Down Passenger/ECS departing from Platform 10a not stopping at Maryland or Signal L295	Via slow speed route/crossover	{½} To be applied After Maryland*
* Excluding ARL trains as the SRT already contains the adjustment		
Dwell Time	1	

Stratford		
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		
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
Up Passenger Pass Main Line	Depart Passenger Avoiding Line/Depart from Woodgrange Park Jn	1½
Up Passenger Pass Electric Line	Depart Passenger Avoiding Line/Depart from Woodgrange Park Jn	1½

Ilford		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains timed at 75mph or above crossing from Up ML to Up Passenger Avoiding Line	Deceleration	{½} approaching Ilford
Connectional Allowance	2	
Dwell Time	1* Elizabeth line services	
* May be reduced to ½ minute by agreement with the operator		

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
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

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

EA1011 SEVEN KINGS TO IPSWICH	
Romford	
Dwell Time	1* Elizabeth line services
* May be reduced to ½ minute by agreement with the operator	

Gidea Park	
Connectional Allowance	2
Dwell	
MTR Elizabeth Line	2 Passenger to ECS in the same direction

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}

Shenfield		
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 2 Elizabeth Line - Passenger to ECS in the same direction
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 pass or arrival	3
Overlap Restrictions		
First Movement	Second Movement	Margin
Up departure from platform 1 to ML or EL Via 2265 Points	Up arrival into platform 2	2
Up arrival into platform 2	Up departure from platform 1 to ML or EL Via 2265 Points	1

Ingatestone		
Adjustments to Sectional Running Times		
Down Movement	Reason	Value
Depart to Chelmsford having reversed in Platform 2	Drivers are required to contact the signaller for permission to proceed through a red signal (L683) to return to the Down Direction towards Chelmsford	{1} to be applied approaching Chelmsford {1½}

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	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.	

Beaulieu Park		
Adjustments to Sectional Running Times		
Down Movement	Reason	Allowance
Down pass or arrive platform 2	Slower speed crossover	{1}
Up Movement	Reason	Allowance
Up pass or arrive platform 2	Slower speed crossover	{1}
Junction Margins		
First Movement	Second Movement	Value
Down freight pass platform 3	Following Down passenger arrive	3
Down arrive platform 2	Down pass platform 3	2
Down passenger pass platform 3	Down depart platform 2	2
Up arrive platform 2	Up pass platform 1	2
Up passenger pass platform 1	Up depart platform 2	2

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 1,2 & 4	Via slow speed crossovers	{2}*
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
* Reduces to {1½} for trains that have called at Hatfield Peverel		
Connectional Allowance	2	
Dwell Time	1 Peak time only 1 Class 745/755 operated services	
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	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
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 and Colchester Goods Loop		
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 # can be reduced to {3} if a 2x90		

Colchester		
Adjustments to Sectional Running Times		
Movement	Reason	Allowance
Down Main to Platforms 1 and 3	Via slow speed crossover	{½}
Approaching Down direction moves to 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 Platforms 1, 2 or 4	Via slow speed crossover	{1½}
Departure in the Up direction from platforms 1, 2, 4 or 6	Via slow speed crossover	{½} approaching next timing point
Up freight routed into Colchester Yard or Colchester Up Loop	Deceleration	{1½}

Colchester		
Connectional Allowance	4	
Dwell Time	1 1½ Class 745 operated Norwich InterCity services	
Junction Margins		
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		
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		

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

Halifax Junction		
Adjustments to Sectional Running Times		
Movement	Reason	Allowance
Down trains crossing to UL or Griffin Wharf branch at Halifax Jn	Approach control	{1}
Up trains crossing from DL to Up Main	Via slow speed crossover	{ $\frac{1}{2}$ } * 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
* Does not apply to GA Class 720, 745 and 755		
Junction Margins		
First Movement	Second Movement	Value
Between all conflicting moves except as below		3
Up pass from DL to UL	Down depart	1 $\frac{1}{2}$
Up passenger pass on UL	Down depart from DL to UL or Griffin Wharf branch	1 $\frac{1}{2}$
Up freight pass on UL	Down depart from DL to UL or Griffin Wharf branch	2
Up passenger pass on UL	Down pass from DL to UL	2 $\frac{1}{2}$
Up passenger pass	Up depart from Griffin Wharf Branch	2
Up freight pass	Up depart from Griffin Wharf Branch	2 $\frac{1}{2}$

Ipswich		
Adjustments to Sectional Running Times		
Movement	Reason	Allowance
All Up trains departing from Platform 4	Via slow speed crossover	{ $\frac{1}{2}$ } * approaching Halifax Jn
Down trains arriving in Platform 4	Via slow speed crossover	{ $\frac{1}{2}$ }
Down trains departing from Platforms 1, 2 and 4 towards Stowmarket	Via slow speed crossover	{ $\frac{1}{2}$ } approaching next timing point
Up trains arriving in Platforms 1, 3, 4 from Stowmarket	Via slow speed crossover	{ $\frac{1}{2}$ }
Freight trains which stop for a Crew change	Reduced speed due to Running Brake Test after leaving Ipswich	{2} approaching next timing point after Halifax Jn
* Does not apply to GA Class 720, 745 and 755		
Dwell Time		
Multiple Units		1
745 operated services except as below		1 $\frac{1}{2}$
745 operated Class 9 services		1

Ipswich		
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
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	{1} 2x90 {2} approaching next timing point after Halifax Jn
Allowances for Conflicting Movements		
First Movement	Second Movement	Margin
Train arrives at North End of the reception	Train arrives at or departs from South end of the reception	3
Train arrives at South End of the reception	Train arrives at or departs from North end of the reception	3
Ipswich Yard Capacity		
<p>The capacity is controlled by the Ipswich Yard Plan</p> <p>Note: only the Up and Down Goods Line and No 1 Reception Road are accessible to trains approaching via/ departing towards Stowmarket.</p> <p>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.</p>		

EA1012 IPSWICH TO TROWSE JUNCTION

Ipswich Yard

Length Limits

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

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

East Suffolk Junction

Adjustments to Sectional Running Times

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

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

Movement	Reason	Allowance
Up Freight Trains	Speed differential	{1½}

Junction Margin

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

Europa Junction

Adjustments to Sectional Running Times

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

Junction Margins

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

Claydon		
Junction Margins		
First Movement	Second Movement	Margin
Down Arrive	Down Pass	3
Down Pass	Down Depart to Barham Sidings	1½
Down Passenger Pass	Down Depart to Stowmarket	1½
Down Freight Pass	Down Depart to Stowmarket	2½
Down Pass	Up Arrive	4
Down Pass	Up Depart	1
Down Depart	Up Arrive	6½
Up Arrive	Up Pass	3
Up Arrive	Down Pass	3
Up Pass	Up Depart	2½
Up Depart	Down Passenger Pass	4½
Up Depart	Down Freight Pass	5½
Up Depart	Down Arrive	4½

Stowmarket		
Adjustments to Sectional Running Times		
Movement	Reason	Allowance
Up train arriving in Platform 2	Via slow speed crossover	{1}
Up train departing from Platform 2 to Up Main	Via slow speed crossover	{1} approaching next timing point
Dwell Time		
All passenger services		1

Haughley Junction			
Adjustments to Sectional Running Times			
Movement	Timing Load	Reason	Allowance
Down pass towards Bury St Edmunds	Freight Trains	Speed differential and approach control	{1}
Applicable to Up direction passing moves from the Bury St Edmunds direction, to be applied at the next timing location	Class 6 up to 1600t/TR90 (inclusive)	Speed Differential	{½}
	Class 6 over 1600t/TR90	Speed Differential	{1}
	Class 4 under 600t/TR30	Speed Differential	{½}
	Class 4 600t/TR30 to 1235t/TR70 (inclusive)	Speed Differential	{1}
	Class 4 over 1235t/TR70	Speed Differential	{1½}
Junction Margins			
Movement			Margin
Fouling move			3
Before divergence of following move			3

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

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

Trowse Swing Bridge		
Junction Margin		Margin
Between all opposing movements		3

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

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

Norwich Thorpe Junction		
Standage Length		
Line C	From CO566 to CO567 clear of 2857 pts From CO567 clear of 2848pts at Swing Bridge	25 SLU 160m 36 SLU 228m
Line D	From CO564 to CO565 clear of 2858B pts From CO565 clear of 2849pts at Swing Bridge	35 SLU 221m 44 SLU 279m

Norwich Goods Yard		
Note: The sidings on the down (south) side of Norwich station may be shown differently in different documents. The Goods Yard (Thorpe Yard / Riverside Freight Depot) is not electrified and refers to the sidings where CO570 signal is the departure signal. (Tiplocs NRCHTC, NRCHGBF).		
Terminal Length		37 SLUs

Norwich Low Level Sidings and Norwich Royal Dock		
Note: The remaining sidings on the down side where CO572 signal is the departure signal are collectively known as Norwich Low Level Sidings. Only the Royal Dock (Siding 1) and Siding 2 are electrified. Please use "Norwich Royal Dock" (tiploc NRCHDK) if planning electric trains in this area. Otherwise please use "Norwich Low Level" (tiploc NRCHLL). Norwich Station Jubilee Carriage Sidings are on the up side of the station and not electrified.		

Norwich Thorpe Yard		
Restriction: When a Freight Train is planned into Norwich Thorpe Yard, no other train can be planned into Thorpe Yard at the same time. In addition, it is not possible to arrive/depart from the Royal Dock/ Low Level sidings whilst a Freight train is in Norwich Thorpe Yard. This is due to the movements that this freight train is required to make.		

Norwich		
Junction Margins		
First Movement	Second Movement	Value
Train departs P4, 5 or 6 on E line towards Whitlingham Jn	Train departs P4, 5 or 6 on C line to Trowse Swing Bridge	2
Train departs P4, 5 or 6 on C line to Trowse Swing Bridge	Train departs P4, 5 or 6 on E line towards Whitlingham Jn	2
Arrival	Conflicting departure	1
Departure	Next arrival into same or conflicting platform	4
Minimum Turnrounds		
East Midlands Railway services – Passenger to Passenger		18
Class 745 Liverpool St IC Passenger to ECS		10
Class 745 ECS to Liverpool St IC Passenger		10
Class 745 Liverpool St IC Passenger to Liverpool St IC Passenger		20
Class 755		5

Norwich		
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		
Single Line reoccupation		10

EA1050 SHENFIELD JUNCTION TO SOUTHEND VICTORIA	
Billericay	
Dwell time	1 AM/PM peak
Splitting and Coupling of trains permitted	Detaching of units permitted in Down Platform 2, down direction only. Attaching is not permitted in any platform.

Wickford		
Adjustments to Sectional Running Times		
Movement	Reason	Allowance
Up trains from Southminster formed of 10/12 car EMU trains	Operating on reduced power	{1}
Connectional Allowance		
	2	
Dwell time		
	1 AM/PM peak	
Junction Margins		
First Movement	Second Movement	Margin
Depart to Southminster	Depart to Southend	2
Depart to Southend	Depart to Southminster	2
Splitting and Coupling of trains permitted		
	Detaching of units permitted in Down Platform 2, down direction only. Attaching is not permitted in any platform.	

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

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

Southend Victoria		
Other restrictions	Off Peak trains to use Platforms 2 or 3 where possible (to enable access to CET facilities)	
Operating Restrictions	A train from Platforms 1 or 2 or the Down Carriage Sidings South must depart at least 1 minute prior to a departure from Prittlewell towards Southend Victoria due to ARS being unable to set the route from L625 signal at Prittlewell station to L629 signal due to the reduced overlap	Departure to be at least 1 minute earlier than train from Prittlewell
Splitting and Coupling of trains permitted		
	In all platforms for use for class 1, 2, 3 ECS, 5, 9 and 0	

EA1060 WICKFORD JUNCTION TO SOUTHMINSTER		
South Woodham Ferrers		
Dwell Time		
Up Liverpool St services		1 AM peak

North Farnbridge		
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
Platform reoccupation		3

Clacton-on-Sea		
Adjustments to Sectional Running Times		
Movement	Reason	Allowance
Arrival into platform 3 or 4	Approach control	{1}
Junction Margins		
First Movement	Second Movement	Margin
Departure	Conflicting arrival	4
Splitting and Coupling of trains permitted		
In all platforms Class 720s may only split / attach in Platforms 2 and 4		
Planning Note: Platforms 1 and 2 are the preferred platforms to use		

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		

Parkeston Goods Junction		
Junction Margins		
First Movement	Second Movement	Margin
Up train pass from Parkeston CS or Harwich International Platform 1	Down train pass Parkeston Goods Jn	3

Up Tip Sidings			
Siding	Length (m)	Length (SLUs)	Comment
1	462	72	
2	388	60	
3	388	60	

Parkeston New Yard			
Siding	Length (m)	Length (SLUs)	Comment
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			
Siding	Length (m)	Length (SLUs)	Comment
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	
Single Line Reoccupation	Margin
Reoccupation of single line towards Harwich Town	4

EA1160 BETHNAL GREEN EAST JUNCTION TO BISHOP'S STORTFORD		
Bethnal Green		
Junction Margins		
First Movement	Second Movement	Margin
Depart/Pass Bethnal Green from Down Suburban to Down Fast	Arrive/Pass Bethnal Green from Up Suburban	3
Arrive/Pass Bethnal Green from Up Suburban	Depart/Pass Bethnal Green from Down Suburban to Down Fast	1
Pass Bethnal Green from Down Main to Down Fast	Arrive/Pass Bethnal Green from Up Fast to Up Suburban	3
Arrive/Pass Bethnal Green from Up Fast to Up Suburban	Pass Bethnal Green from Down Main to Down Fast	1

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

Hackney Downs		
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}
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

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		
First Movement	Second Movement	Margin
Passenger train on Down Cambridge Line towards Tottenham Hale	Pass from South Tottenham	2½
All other conflicting moves		3

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

Tottenham Hale		
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.	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	{ $\frac{1}{2}$ }
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	{ $\frac{1}{2}$ } 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 $\frac{1}{2}$

Broxbourne Junction		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down trains towards Hertford East	Via slow speed crossover	{ $\frac{1}{2}$ }
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	2 $\frac{1}{2}$
Up pass from Harlow Town towards Broxbourne	Up train from Hertford Branch towards Broxbourne	2
Down direction train towards Hertford East	Down direction train towards Harlow Town	2
Down direction train towards Harlow Town	Down direction train towards Hertford East	2

Harlow Town		
Dwell Time		1 AM/PM peak

Harlow Town		
Junction Margins		
First Movement	Second Movement	Margin
Arrive platform 1	Pass platform 2	2
Arrive platform 4	Pass platform 3	2
Pass platform 2	Depart platform 1	2
Pass platform 3	Depart platform 4	2
Depart/Pass platform 3	Freight Depart platform 4	1½
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 Mill Freight Yard		
Terminal Length		
Freight Length Restriction	Freight Length Limit	62 SLU
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.		

Harlow Mill		
Dwell		
Freight arriving into Platform 2 which reverses into the Harlow Mill Reception Road		½
Junction Margins		
First Movement	Second Movement	Margin
Arrive Harlow Mill Loop	Down Arrive Harlow Mill	2½
Arrive Harlow Mill Loop	Down Depart Harlow Town not stopping at Harlow Mill	Same Time
Arrive Harlow Mill Loop	Pass Harlow Town not stopping at Harlow Mill	½
Depart Harlow Mill Loop	Down Arrive Harlow Mill	5
Down Depart Harlow Mill	Depart Harlow Mill Loop to Harlow Mill only	2
Down Depart Harlow Town not stopping at Harlow Mill	Depart Harlow Mill Loop to Harlow Mill only	3
Down Pass Harlow Town not stopping at Harlow Mill	Depart Harlow Mill Loop to Harlow Mill only	2½
Arrive Harlow Mill Yard Reception line from Harlow Mill Down Platform	Down Arrive Harlow Mill	1
Arrive Harlow Mill Yard Reception line from Harlow Mill Down Platform	Down Depart/Pass Harlow Town not stopping at Harlow Mill	Same Time
Arrive Harlow Mill Yard Reception line from Harlow Mill Down Platform	Depart Harlow Mill Loop	Same Time
Arrive Harlow Mill Yard Reception line from Harlow Mill Down Platform	Up Arrive Harlow Mill	1½
Arrive Harlow Mill Yard Reception line from Harlow Mill Down Platform	Up Arrive Harlow Town not stopping at Harlow Mill	2½

Harlow Mill		
Dwell		
Freight arriving into Platform 2 which reverses into the Harlow Mill Reception Road		½
Arrive Harlow Mill Yard Reception line from Harlow Mill Down Platform	Up Pass Harlow Town not stopping at Harlow Mill	2
Up Depart Harlow Mill	Depart Harlow Mill Down Platform to Harlow Mill Yard Reception line	1
Up Depart Sawbridgeworth not stopping at Harlow Mill	Depart Harlow Mill Down Platform to Harlow Mill Yard Reception line	3
Up depart/pass Bishops Stortford not stopping at Harlow Mill or Sawbridgeworth	Depart Harlow Mill Down Platform to Harlow Mill Yard	6*
*If the first train is a class 6 margin increases to 7		

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 Up Main towards Harlow	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
Junction Margins		
First Movement	Second Movement	Margin
Down train depart from platform 2 or 3	Up train arrive	4
Other Restrictions		
Due to staggered platforms and the location of the crossover, a train occupying Platform 2 will foul points 2627A preventing another train from departing Platform 1 in the Up direction.		

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		
Adjustments to Sectional Running Times		
Down Movement	Reason	Allowance
Down Pass to Up main having not stopped at Shelford	Approach Control	{½}
Up Movement	Reason	Allowance
Pass to Foxton having not stopped at Cambridge South	Approach Control	{½}*

Duxford		
*Excludes Classes 379, 387 and Class 700 which include the adjustment in the SRT		
Junction Margins		
Movement		Margin
Down Pass from Audley End	Pass to Foxton having stopped at Cambridge South	2
Down Pass from Audley End	Pass to Foxton not stopping at Cambridge South	2½
Pass to Foxton	Down Pass from Audley End	2½
Pass to Foxton from Down Main	Pass from Foxton	3
Up Pass to Audley End	Down Pass from Audley End to Up Main	3
Up Passenger Pass to Audley End	Up Pass to Foxton	2½
Up Passenger Pass to Audley End not calling at Shelford	Up Pass to Audley End calling at Shelford	2½
Up Pass to Foxton	Up Pass to Audley End	2½

Cambridge South		
Dwell time	All	1*
* May be reduced to ½ with prior agreement between Network Rail and Train Operator		
Platform Reoccupation	2½	
Junction Margins		
First Movement	Second Movement	Margin
Down Depart	Down depart using alternative running line	2

Cambridge Signal CA147 – To be used until Cambridge Re-Signalling is completed	
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 – To be used until Cambridge Re-Signalling is completed	
Standage Length	Value
Down Slow 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 CA849 – To only be used when Cambridge Re-Signalling is completed	
Standage Length	Value
Down Slow Standing at CA849 Signal	64 SLUs / 416m
Trains in excess of this length standing at CA849 Signal will prevent any passing movements on the Down Main	

Cambridge Signal CA851 – To only be used when Cambridge Re-Signalling is completed

Standage Length	Value
Down Main Standing at CA851 Signal	64 SLU/ 416m
Trains in excess of this length standing at CA851 Signal will prevent any passing movements onto the Down Slow.	

Cambridge Signal CA853 – To only be used when Cambridge Re-Signalling is completed

Standage Length	Value
Down Slow Standing at CA853 Signal	49 SLUs / 316m
Trains in excess of this length standing at CA853 signal will prevent planning trains stopping at CA849. If a train is in excess of 867m/135 SLUs the train will prevent any passing movements on the down Main.	
For trains that are shunting out of Cambridge to Signal CA853 they must not be longer than 316m	

Cambridge Signal CA855 – To only be used when Cambridge Re-Signalling is completed

Standage Length	Value
Down Slow Standing at CA855 Signal	49 SLUs / 314m
Trains in excess of this length standing at CA855 signal will prevent planning trains stopping at CA851. If a train is in excess of 867m/135 SLUs the train will prevent any passing movements onto the Down Slow	
For trains that are shunting out of Cambridge to Signal CA855 they must not be longer than 314m	

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 Roads 1 & 2

Cambridge Reception Roads 1 & 2		
Junction Margins		
Please apply margins as per Cambridge Reception Sidings Entry		
Berthing Facilities		
Siding	Cars	Notes
1	20	3x 5 car 720
2	16	2x 5 car 720
Applies to GA rolling stock only. GTR does not use Reception Roads 1 and 2 for berthing.		

Cambridge Reception Sidings 3 to 5		
Junction Margins		
First Movement	Second Movement	Margin
Arrival at Cambridge Reception Sidings from the south	Arrival at Cambridge Reception Sidings from the south	5
Departure from Cambridge Reception Sidings towards the south	Departure from Cambridge Reception Sidings towards the south	5
Arrival at Cambridge Reception Sidings from the south	Arrival at/departure from Cambridge station	See matrix - treat 1 st move as Arr P8S
Departure from Cambridge Reception Sidings towards the south	Arrival at/departure from Cambridge station	See matrix - treat 1 st move as Dep P8S
Arrival at/departure from Cambridge station	Arrival at Cambridge Reception Sidings from the south	See matrix - treat 2 nd move as Arr P8S
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		
Berthing Facilities		
Siding	Cars	Notes
3	16	1 x 12 car 700, 2 x 8 car 700, 4 x 4 car 379 or 387 or 2 x 5 car 720
4	12	1 x 12 car 700, 1 x 8 car 700 + 1 x 4 car 379 or 387, 3 x 4 car 379 or 387 or 2 x 5 car 720
5	12	

Cambridge		
Adjustments to Sectional Running Times		
Movement	Reason	Allowance
Trains travelling from Platform 1 to Down Main via TL or TLG (e.g. when Platform 4 is occupied). Excluding trains timed at Mill Road Junction or trains timed at Coldham Lane Ladder.	Via slow speed crossovers	{1} *
Trains travelling from Platforms 7 and 8 to the Down Main. Excluding trains timed at Mill Road Junction or trains timed at Coldham Lane Ladder.	Via slow speed crossovers	{1} {½} 170/755
Trains travelling into Platforms 5 and 6 from Cambridge North.	Approach control	{½} *
Trains arriving into an occupied platform. Excluding trains timed at Mill Road Junction or trains from Coldham Lane Depot.	Calling on	{½} *
* Not required for GTR services as allowance is included within Sectional Running Time		
Junction Margins		
First Movement	Second Movement	Margin
Down train depart Platforms 1/4/5/6 DM towards Coldham Lane Jn	Down ECS depart Platforms 1/4/5/6 DM towards Cambridge Carriage Sidings North	2
Down ECS depart Platforms 1/4/5/6 DM towards Cambridge Carriage Sidings North	Down train depart Platforms 1/4/5/6 DM towards Coldham Lane Jn	4

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 CrossCountry from Birmingham 10 Greater Anglia Norwich Cambridge trains 5 for Ipswich services 10 minutes for GTR services to / from King's Cross * 12 minutes for Thameslink services to / from Brighton or Three Bridges ^
* May be reduced to 8 minutes (Class 700) or 9 minutes (Classes 379 and 387) for 8 car trains by exception and subject to agreement with GTR.	
^ May be reduced to 10 or 11 minutes by exception and subject to agreement with GTR.	
Rolling Stock Restrictions – Classes 379 and 387	
Due to signal sighting issues at signal CA162 at the south end of Cambridge Platform 4, trains formed of 12-car Classes 379 and 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 Classes 379 and 387 rolling stock may be split in Platform 4 <i>providing that</i> both portions then depart northbound.	
Splitting and Coupling of trains permitted	In all platforms
Attachment of units – for services operated by GTR	
Classes 379 and 387	6
Detachment of units – for services operated by GTR	
Classes 379 and 387	5
Cambridge Platform Working Matrix See below	

Cambridge Platform Working Matrix for Platforms 1 to 8

			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	Pass TL Dn	Pass TL Up	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	H	P	-	-	1	2**	P	P	P	P	P	P
Arr P1N	3	-	P	3	H	H	P	H	P	H	3	H	-	-	P	2	P	P	P	S	P	S
Arr P2/3	H	P	-	H	P	P	H	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	H	P£	S	2	S	-	-	2\$	S	P	S	P
Arr P4N	3*	H	P	3	-	H	P	H	P	H	3	H	P	2##	P	-	-	1	P	S	P	S
Arr P5/6	P	H	P	3\$	H	-	P	H	P	H	2	H	P	1	P	P	1	1	P	S	P	S
Pass TL Down	H	4	H	H	4	4	H	4	H	4	H	4	1	H	1	1	H	H	1	H	1X	H
Pass TL Up	P	H	P	P	H	H	4	H	4	H	4	H	H	P%%	H	H	P	P	H	S	H	S
Arr P7S	H	P	H	H	P	P	-	5	H	P	H	2	S	P	S	S	P	P	-	-	1X	P
Arr P7N	P	H	P	P	H	H	5	-	P	H	3	H	P	P	P	P	P	P	-	-	P	1
Arr P8S	H	P	H	H	P	P	H	P	-	5	H	2	S	P	S	S	P	P	1	P	-	-
Arr P8N	P	H	P	P	H	H	P	H	5	-	2	H	P	P	P	P	P	P	P	1	-	-
Dep P1S	3	3	P	3	P	P	3½	P	3½	P	3½	H	-	S~	H	H	P	P	2%	P	2%	P
Dep P1N	3	3+	P	3	3	3	P	P@	P	P@	H	P@	S~	-	P	2	4	3@	P	H	P	H
Dep P2/3^	3	P	3	3&	P	P	3.5	P	3.5	P	3½	H	H	P	-	H	P	P	2%	P	2%	P
Dep P4S	3**	3	P	3	3	P	4	P	4	P	3½	H	H	2	H	-	S~	P	2%	P	2%	P
Dep P4N	P	P	P	3	3	3	P	P	P	P	H	P	P	H	P	S~	-	H	P	H	P	H
Dep P5/6	P	P	P	3\$	3	3	P	P	P	P	H	P	P	H	P	P	H	-	P	H	P	H
Dep P7S	P	P	P	P"	P	P	4	3	4	P	4	H	H	P	H	H	P	P	-	S~	H	P
Dep P7N	P	4	P	P	4	4	3	5	P	5	H	4	P	3.5	P	P	3.5	3.5	S~	-	P	H
Dep P8S	P	P	P	P"X	P	P	4X	P	4	3	4X	H	H	P	H	H	P	P	H	P	-	S~
Dep P8N	P	4	P	P	4	4	P	5	3	5	H	4	P	3.5	P	P	3.5	3.5	P	H	S~	-

Notes:	
H	As per normal headway
P	Parallel or non-conflicting move
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 signaled 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 at Cambridge South
@	Increases to 4 minutes where 1 st Move is planned via route TL
+	Increases to 5 minutes where 1 st Move is planned via route TL
£	Increases to 3 minutes where 1 st Move is planned via route DMT
"	Increases to 4 minutes where 2 nd Move is planned via route DMT
&	Increases to 5 minutes where 2 nd Move is planned via route DMT
^	There is an independent route between platforms 2 & 3 and the Down Slow Loop, parallel to any moves from platforms 1 or 4
X	Can be parallel if the train departing 8 is routed to depart via Hills Road Spur. This option is only available when Cambridge Re-Signalling is completed
%%	Increases to 1 minute if train departing platform 1 is running on the Through Line

Mill Road Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Cambridge Carriage Sidings North	Pass Coldham Lane Jn to Cambridge	4
Pass to Cambridge Carriage Sidings North	Pass to Cambridge Carriage Sidings South	7
Pass from Cambridge Carriage Sidings South	Depart Cambridge to Cambridge Carriage Sidings North	2
Pass from Cambridge Carriage Sidings South	Pass Coldham Lane Jn to Cambridge	3
Pass from Cambridge Carriage Sidings South	Pass to Cambridge Carriage Sidings South	-4
Pass from Cambridge Carriage Sidings South	Pass from Cambridge Carriage Sidings North	5
Arrive Cambridge from Coldham Lane Junction	Pass from Cambridge Carriage Sidings South	3
Pass to Cambridge Carriage Sidings South	Depart Cambridge to Cambridge Carriage Sidings North	3
Pass from Cambridge Carriage Sidings North	Depart Cambridge to Cambridge Carriage Sidings North	4
Pass from Cambridge Carriage Sidings North	Depart Cambridge Carriage Sidings South	3
Pass from Cambridge Carriage Sidings North	Pass to Cambridge Carriage Sidings South	4
Depart Cambridge Carriage Sidings North	Depart Cambridge Carriage Sidings North	6
Depart Cambridge Carriage Sidings South	Depart Cambridge Carriage Sidings South	6

Cambridge Carriage Sidings South and 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 Cambridge	See matrix at Cambridge
Arrive Cambridge Carriage Sidings North	Depart Cambridge Carriage Sidings North	2
Arrive Cambridge Carriage Sidings North	Arrive Cambridge Carriage Sidings North	6
Arrive Cambridge Carriage Sidings North	Depart Cambridge Carriage Sidings South	1
Arrive Cambridge Carriage Sidings South	Depart Cambridge Carriage Sidings South	2
Arrive Cambridge Carriage Sidings South	Arrive Cambridge Carriage Sidings South	6
Arrive Cambridge Carriage Sidings South	Depart Cambridge Carriage Sidings North	1
Cambridge Carriage Sidings South Berthing Facilities		
Siding	Cars	Notes
6	12	1 x 12 car 700, 1 x 8 car 700 + 1 x 4 car 379 or 387, 3 x 4 car 379 or 387 or 2 x 5 car 720
7	8	1 x 8 car 700, 2 x 4 car 379 or 387, 1 x 5 car 720
8	16	1 x 12 car 700 + 1 x 4 car 379 or 387, 2 x 8 car 700, 4 x 4 car 379 or 387 or 2 x 5 car 720
9	16	
Cambridge Carriage Sidings North Berthing Facilities		
Siding	Cars	Notes
10 to 17	12 each	1 x 12 car 700, 1 x 8 car 700 + 1 x 4 car 379 or 387, 3 x 4 car 379 or 387 or 2 x 5 car 720

Cambridge Carriage Sidings South and North		
Coldham Lane Ladder		
Junction Margins		
First Movement	Second Movement	Margin
Up Pass Coldham Lane Junction to Up Main	Depart Cambridge to Coldham Lane Depot	1
Pass from Up Main to Down Main	Pass from Up Main to Coldham Lane Depot	1½
Down Pass Coldham Lane Junction	Pass from Up Main to Down Main	1½
Down Pass to Coldham Lane Depot	Up Pass Coldham Lane Junction to Up Main	2
Down Pass to Coldham Lane Depot	Up Pass Coldham Lane Junction to Down Main	2½
Down Pass to Coldham Lane Depot	Pass from Up Main to Down Main	2½
Pass from Up Main to Coldham Lane Depot	Up Pass Coldham Lane Junction to Up Main	2
Pass from Up Main to Coldham Lane Depot	Pass from Up Main to Down Main	2½
Pass from Coldham Lane Depot to Up Main	Pass from Up Main to Down Main	2½
Pass from Coldham Lane Depot to Down Main	Up Pass Coldham Lane Junction to Up Main	2

Coldham Lane Junction		
Adjustments to Sectional Running Times		
Down Movement	Reason	Allowance
Pass to Dullingham	Approach control	{½}
Up Movement	Reason	Allowance
Pass from Dullingham to Up Main	Not at line speed	{½} approaching next timing point
Up Pass from Cambridge North to Down Main	Approach Control	{1}*
Up Pass from Cambridge North to Cambridge Carriage Sidings South	Approach Control	{1}
* To be reduced to {½} for trains that have stopped at Cambridge North		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Dullingham	Up Pass to Up Main	2½
Up Pass to Up Main	Pass to Dullingham	1½
Down Pass	Pass from Up Main to Down Main	1½
Down Pass	Pass from Dullingham to Down Main	3
Up Pass to Up Main	Pass from Dullingham to Down Main	3
Up Pass to Down Main	Pass from Dullingham to Up Main	3
Pass from Dullingham to Up Main	Pass from Up Main to Down Main	2

Chesterton Junction		
Terminal Length		
Arrival/Departure		60 SLUs

Cambridge North		
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	{1½}
Dwell time		
	All	1
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	Depart / pass platform 1 from Ely	4
Depart Bay platform 3 towards Cambridge	Pass / arrive platform 2 from Cambridge	4
Depart Platform 3	Arrive Platform 3	5
Depart platform 2 towards Cambridge	Arrive Bay platform 3 from Cambridge	3½
Arrive Bay platform 3 from Cambridge	Pass / arrive platform 2 from Cambridge	2
Depart platform 2 towards Ely	Arrive platform 2 from Ely	5
Depart platform 2 towards Ely	Freight service depart / pass towards Ely (exit Chesterton Junction yard/sidings)	2½
Freight service arrive from Ely (arrive yard sidings)	Pass platform 2 from Cambridge	3½
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 Down Goods Loop
Note: 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 Dock Junction		
Note: It is not permissible for trains to have pathing, engineering or performance allowances between Ely Dock Junction and Ely station in the Up Direction as there are no signals in this section.		
Junction Margins		
First Movement	Second Movement	Margin
Between all conflicting movements unless stated otherwise below:		3

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 the Up Direction as there are no signals in this section.		
Pass on Up Main towards Waterbeach	Pass from Soham	2
Pass on Up Main towards Waterbeach	Pass from Waterbeach crossing from Down Main to Up Main	2
Passenger pass from Soham to Ely Platform 1	Pass towards Soham or Waterbeach having departed Ely	2
Freight pass from Soham to Ely Platform 1	Pass towards Soham or Waterbeach having departed Ely	2½

Ely		
Note:		
Platform 1 at Ely can only be accessed from Ely North Junction via the Down Line. Up trains using Platform 1 conflict at Ely with Down train departures/passes from platforms 2 or 3 unless these are routed via UL.		
Class 720 10-car not permitted in Platform 1		
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	{½} approaching Waterbeach
Attachment/Detachment of Units		
DMUs attach/detach on through service	6	
Connectional Allowance		
	6	
Dwell Time – minimum		
	1	
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)
Minimum Turnround Time		
	4 10 minutes for GTR services to / from King's Cross *	
* May be reduced to 9 minutes by exception and subject to agreement with GTR		
Permissive Working Rules		
First Move	Second Move	Allowance
Train arrives in platform 2	Second train arrives permissively in platform 2	3
Train arrives in platform 3	Second train arrives permissively in platform 3	3
Train departs platform 2	Train departs platform 2 in opposite direction or northbound via different line	2
Train departs platform 3	Train departs platform 3 in opposite direction or northbound via different line	2
Splitting and Coupling of trains permitted		
	In all platforms	

Ely 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}

Ely North Junction		
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}
Junction Margins		
Movement	Second movement	Margin
All fouling moves		3
Exceptions to the above		
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
Passenger Pass	Conflicting Depart/Pass to Ely Papworth Sidings	1
Freight Pass	Conflicting Depart/Pass to Ely Papworth Sidings	2

EA1162 ELY NORTH JUNCTION TO KING'S LYNN		
Littleport Signal L24		
Junction Margins		
First Movement	Second Movement	Margin
Pass/arrive Littleport from King's Lynn	Depart towards King's Lynn	Simultaneous

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

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

Downham Market		
Junction Margins		
First Movement	Second Movement	Margin
Pass / arrive from Ely	Depart to Ely	1
Pass / arrive from Ely	Pass to Ely	2
Arrive / pass Littleport from Downham Market	Depart / pass Downham Market towards Littleport	Same time (0)

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

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

King's Lynn Stabling Siding	
Length Limit	188m

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

King's Lynn T.C.	
Terminal Lengths	
King's Lynn T.C. Arrival	60 SLUs

King's Lynn	
Junction Margins	
Movement	Margin
Departure following arrival	1
Minimum Turnround Time	
10 minutes for GTR services to / from King's Cross *	
* May be reduced to 9 minutes by exception and subject to agreement with GTR	
Splitting and Coupling of trains permitted	
In all platforms	

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		
All conflicting moves		2

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

The overlap on Signal L1395 prevents a departure from platform 2 (using line code DS) or platform 3 towards Bury Street Junction. The following margins apply:

First movement	Second movement	Margin
Depart platform 2 (using route code DS) or platform 3 towards Bury Street Junction	Arrive Cheshunt Junction Signal L1395	3
Arrive Cheshunt Junction Signal L1395	Depart platform 2 (using route code DS) or platform 3 towards Bury Street Junction	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

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
Platform Reoccupation	Platform 2 3

EA1220 STANSTED SOUTH & NORTH JUNCTIONS TO STANSTED AIRPORT

Stansted East Junction

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains to Stansted North Junction	Approach control	{ $\frac{1}{2}$ } 170 only

Junction Margins

First Movement	Second Movement	Margin
Pass to Cambridge Chord	Pass from Stansted Mountfitchet (having stopped there)	2½
Pass to Cambridge Chord	Pass from Stansted Mountfitchet (not having stopped there)	2
Pass from Stansted Mountfitchet	Pass to Cambridge Chord	1½

Tye Green Junction

Junction Margins

Movement	Margin
Fouling move	2

Coopers Lane Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from single line	Pass/Depart from Coopers Lane Junction to single line	2

For ARS regulating purposes for trains towards the single line ARR and DEP times with activities A and * to be used and not pathing time.

Stansted Airport Signal L1201

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

Stansted Airport Signal L1143

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

Stansted Airport

Junction Margin

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

Minimum Turnround Time

20 desirable for DMUs

Permissive Working Instructions

Splitting and Coupling of trains permitted	In all platforms
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Stansted Airport		
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
Pass from Foxton Exchange Sidings	Acceleration	{1} approaching next timing point
Pass to Foxton Exchange Sidings	Via slow speed crossover	{1}
Junction Margins		
First Movement	Second Movement	Margin
Up Freight depart Platform 2 towards Royston	Down pass	4
Up Freight depart Platform 2 towards Royston	Down arrive	3½
Pass/depart to Foxton Exchange Sidings	Down arrive/pass	4
Up pass Platform 1 (not calling at Shepreth)	Up depart Platform 2 towards Royston	2
Up depart Shepreth Station	Up depart Platform 2 towards Royston	2
Down pass/depart	Arrive/pass from Foxton Exchange Sidings	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

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		
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	
Seven Sisters Chord Standing at L1327 signal (down), c/o South Tottenham	93m / 14 SLU

Seven Sisters Chord	
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	
Seven Sisters Chord Standing at S16 signal (up), c/o Seven Sisters	134m / 21 SLU

EA1310 CAMDEN ROAD WEST JUNCTION TO RICHMOND	
Kentish Town West	
Platform Reoccupation	2½

Gospel Oak		
Dwell Time		1
Junction Margins		
First Movement	Second Movement	Margin
Up train travelling towards Kentish Town West	Down train travelling towards Hampstead Heath	1
Down train travelling towards Hampstead Heath	Up train travelling towards Kentish Town West	3
Minimum Turnround Time		5
Platform Reoccupation		2½

Hampstead Heath	
Platform Reoccupation	2½

Finchley Road & Frognal	
Platform Reoccupation	2½

West Hampstead	
Dwell Time	1
Platform Reoccupation	2½

Brondesbury	
Platform Reoccupation	2½

Brondesbury Park	
Platform Reoccupation	2½

Kensal Rise	
Platform Reoccupation	2½

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

Kensal Green Junction		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Trains signaled 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

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)

Willesden 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 TC	
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
Depart Platform 1 to Acton Central	Depart Acton Central to Platform 1	4½
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
Minimum Turnround Time		5

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

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		
		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		

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		

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		

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 while a train is reversing at Signal K375.		

Canonbury 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 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		
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	
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

Seven Sisters Chord	
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		
First Movement	Second	Margin
All Conflicting Moves		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		Not at line speed passing Barking	{1}
Freight trains passing from Barking which use the Up Tilbury (ML) and contain pathing time between Dagenham Dock and Barking		Not line speed at Barking due to seeing restrictive aspects on the approach	{1½}
Trains passing towards Forest Gate Jn (if none of the above apply)		Differential line speed	{1} except 357
Junction Margins			
Movement			Margin
Fouling move where the first train is passing and the second train is arriving or passing			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.	

EA1380 FENCHURCH STREET TO SHOEburyNESS		
Fenchurch Street		
Connectional Allowance		7
Platforming Principles		
During AM Peak it is desirable to allow 5 minutes between consecutive arrivals on the same island platform		
Splitting, coupling and double docking of trains permitted		
Platforming Restriction – 8 car EMU trains approaching on the Up Slow Line cannot be signalled into a platform which is already occupied by a 4 car EMU train		
Minimum time allowed between one train departing and another arriving in the same platform		3

Christian Street Junction		
Junction Margins		
Movement		Margin
Fouling move		2

Gas Factory Junction		
Junction Margins		
Movement		Margin
Fouling move		2

Barking		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Up freight trains from Ripple Lane Exchange Sidings towards Barking via ML	Slow Speed connection from Ripple Lane Exchange Sidings	{1½}
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
Junction Margins		
Movement		Margin
Conflicting trains where the first train is passing Barking and the second train is arriving or passing Barking		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		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Freight pass to Ockendon	Approach control and via slow speed crossover	{1}
Freight pass from Ockendon	Acceleration and via slow speed crossover	{1} approaching next timing point
Dwell Time		1 peak only
Junction Margins	Second Movement	Margin
Fouling Move		3
Except:		
First Movement		Margin
Up direction arrival	Conflicting down departure to Ockendon	½

Upminster		
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}
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}
Arrival from Down Main to Platform 3	Via slow speed crossover	{½}
Depart Platform 3 to Down Main	Via slow speed crossover	{½} To be applied approaching next timing point
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
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 line speed 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
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
Trains to Purfleet Deep Water Wharf		

Deep Wharf LC		
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
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

Jurgens LC		
Trains to West Thurrock Sidings		
All trains must stop to operate the level crossing at Jurgens LC	OP stop	2
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
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

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

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		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down freight trains approaching Seabrooks Sidings or Tilbury RCT	Freight Trains under approach control signalling and via Slow Speed connection	{1½}
Trains travelling from Purfleet into Grays platform 3 using RVL route	Slow speed route	{½}
Trains travelling from Purfleet into Grays platform 3 not using RVL route	Slower speed route	{1}
Trains departing Grays platform 3 towards Purfleet	Acceleration	{½}
Dwell Time		1 peak only
Restrictions		
Trains longer than 104 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 122 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.		
Standage Lengths		
Third Line Down Direction		104 SLUs
Third Line Up Direction via Ockendon only		122 SLUs

Tilbury Town		
Connectional Allowance		3

Tilbury Railport Junction (former Tilbury West Junction)		
Junction Margin		Margin
Fouling move where the first movement is a freight train entering Tilbury2 Terminals		4

Thames Haven Junction		
Adjustments to Sectional Running Times		
Down 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}
Up Movement	Reason	Value
All trains from London Gateway	Acceleration	{2} Approaching next timing point
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
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EA1410 UPMINSTER TO WEST THURROCK JUNCTION

Ockendon

Adjustments to Sectional Running Times

Movement	Reason	Value
Pass through Platform 2 (Up & Down Loop)	Approach control	{½}
Pass through Platform 2 (Up & Down Loop)	Acceleration	{½} approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Passenger arrives from Upminster	Passenger departs to Upminster	½
Passenger arrives from Grays	Passenger departs to Grays	0
Passenger departs Ockendon	Passenger departs in opposite direction	0
Freight passes Ockendon	Passenger departs in opposite direction	1

Overlap Restrictions

First Movement	Second Movement	Margin
Down train arrive Ockendon	Up train arrive/pass Ockendon	2
Up train arrive Ockendon	Down train arrive/pass Ockendon	2

Operating Restrictions

When not crossing another train (i.e. passing or being passed by another train), trains normally use Platform 1 in either direction (Up & Down Ockendon).

Down stopping passenger services should be routed via Platform 1 where possible. Should no other timetabling solution be available, the planner must inform the TOC that Platform 2 is being used. This is due to there being no DOO equipment at the country end of Platform 2, requiring dispatch staff to be provided.

Crossing trains cannot arrive from opposite directions simultaneously; trains must arrive at least 2 minutes apart.

A train exceeding 312 metres / 48 SLU (down direction) or 484 metres / 75 SLU (up direction) may pass another train. The second train must not exceed these lengths.

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

Thames Haven

Maximum Standage Length

Reception	68 SLUs
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Thames Haven Signal UR882

Planning Restriction

All trains from London Gateway must have a dot stop at Thames Haven Signal UR882

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
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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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Adjustment to Sectional Running Times

Down Movement	Reason	Value
Train to Sizewell	Reduced speed of 10mph	5½
Up Movement	Reason	Value
Train from Sizewell	Reduced speed of 10mph	3½

Junction Margins

Up passenger train arrive platform 2	Down train depart platform 1	0
Up Pass	Down Pass	½
Up Pass	Down Train depart Platform 1	0

Melton		
Adjustment to Sectional Running Times		
Down Movement	Reason	Value
Train to Sizewell	Reduced speed of 10mph	3½
Up Movement	Reason	Value
Train from Sizewell	Reduced speed of 10mph	2'00
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.		

Wickham Market		
Adjustment to Sectional Running Times		
Down Movement	Reason	Value
Train to Sizewell	Reduced speed of 10mph	2½
Up Movement	Reason	Value
Train from Sizewell	Reduced speed of 10mph	2½

Saxmundham		
Dwell Time		1
Adjustment to Sectional Running Times		
Down Movement	Reason	Value
Train to Sizewell	Reduced speed of 10mph	2½
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Melton (Single Line)	Depart to Melton (Single Line)	1

Saxmundham Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Sizewell	Up Arrive at Saxmundham	5

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

Halesworth		
Dwell Time		1
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Beccles (Single Line)	Depart to Beccles (Single Line)	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		
<p>There are no down direction signals at Trimley station. This means that:</p> <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. <p>At Trimley the up direction signal is located before the platform. This means that:</p> <ul style="list-style-type: none"> An Up train cannot be routed into Trimley station if there is another train in the Trimley to Gun Lane Junction section on the FS. 		

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

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

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

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

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

Oulton Broad North		
Dwell Time		1

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

Lowestoft		
Junction Margins		
First Movement	Second Movement	Margin
Arrive platform 3 or 4	Depart different platform	1
Depart platform 2	Arrive platform 2	4
Terminal Length		
Reception		48 SLUs
Planning Notes		
Platform 2 is preferred for departures to Ipswich		
Platform 3 is preferred for departures to Norwich		
Platform 4 at least one service per day should ideally be planned to use this platform		

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

North Walsham		
Dwell Time		1

North Walsham		
Junction Margins		
First Movement	Second Movement	Margin
Up passenger train arrives from Cromer	Down passenger train departs towards Cromer	½
Down passenger train arrives from Hoveton & Wroxham	Up train departs to Hoveton & Wroxham	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	DMU / BMU	4
Single Line Reoccupation	DMU / BMU	1
	Charter train requiring pilot working	5
Planning Notes Platform 1 is preferred for arrivals from Norwich Platform 2 is preferred for arrivals from Sheringham		

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		
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	DMU / BMU	1
	Other	2½
Planning Notes Platform 2 is preferred for Acle route departures Platform 3 is preferred for Reedham route departures Platform 4 should ideally be planned to use once a day When the Ticket Office is closed Platform 2 is preferred for All Services before 0650 (Mon-Sat), before 0800 (Sunday) and after 1710 (Mon-Sat), 1600 (Sun)		

EA1520 SAXMUNDHAM TO SIZEWELL		
Leiston West Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Sizewell Temporary Construction Area	Pass to Sizewell Ancillary Construction Area	4
Pass to Sizewell Ancillary Construction Area	Pass to Sizewell Temporary Construction Area	4
Pass to Sizewell Temporary Construction Area	Pass from Sizewell Ancillary Construction Area	3
Pass to Sizewell Ancillary Construction Area	Pass from Sizewell Temporary Construction Area	3½

EA1530 COLDHAM LANE JUNCTION TO HAUGHLEY JUNCTION		
Dullingham		
Adjustment to SRT's		
Down Movement	Reason	Value
Passenger Arriving/passing Platform 1	Approach Control	{1}
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
Pass from Dullingham	Pass to Dullingham	2
Pass from Dullingham	Pass to Soham	2½
Passenger train pass to Soham	Pass from Dullingham	2
Freight train pass to Soham	Pass from Dullingham	2½

Bury St Edmunds	
Dwell Time	1
Terminal Lengths	

Bury St Edmunds		
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	2½
Passenger Pass/Depart Soham to Chippenham Junction	Depart Soham Junction Signal CA491	1
Freight Pass Soham to Chippenham Junction	Depart Soham Junction Signal CA491	1½

EA1560 ELY NORTH JUNCTION TO KINGS DYKE (INCLUSIVE)		
Ely West Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass Ely West Junction onto the Ely West Curve	Pass Ely North Junction towards Peterborough	3
Passenger pass Ely North Junction towards Peterborough	Pass Ely West Junction onto the Ely West Curve	2
Freight pass Ely North Junction towards Peterborough	Pass Ely West Junction onto the Ely West Curve	3

Manea	
Dwell Time	1 GA

March		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains via Platform 2 pass towards Whitemoor	Approach control and via slow speed crossover	All timing loads {½}
Movement Up	Reason	Value*

March			
Class 4 freight pass from Whitemoor towards Ely	Acceleration	up to 600t	{1½}
		800t to 1600t	{2½}
		1800t and over	{3}
Class 6 freight pass from Whitemoor towards Ely	Acceleration	up to 600t	{1½}
		800t and over	{2}
*Allowance to be applied approaching next timing point			
Advertised Time Changes			
CrossCountry trains departing March in the Down direction to be advertised to depart 1 minute earlier than WTT if they depart on a whole minute. (This is to help mitigate late running in the event the train encounters cautionary signals on the approach to Norwood Road Level Crossing.)			
Dwell Time		1 GA 1 XC Class 170	

March		
Junction Margins		
First Movement	Second Movement	Margin
Freight arrives March Up loop	Freight passes March in the Up direction	4
Planning 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.		
Terminal Lengths		
Up Reception	39 SLUs	

March West Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value*
Class 4 trains pass from Whitemoor	Acceleration	Up to 1200t/TR70 {2} 1400t {3} 1600t - 1800t {3½}
Class 6 and 7 trains (non HAW) pass from Whitemoor	Acceleration	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 trains (HAW) pass from Whitemoor	Acceleration	Up to 2000t/TR115 {1} 2200t {1½} 2400t and TR130 {2}
*Allowance to be applied approaching next timing point		
Movement Up	Reason	Value
Freight pass to Whitemoor	Deceleration, approach control	All timing loads {1½} approaching March West Jn

Whittlesea	
Dwell Time	1 GA

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

EA1580 ELY NORTH JUNCTION TO TROWSE JUNCTION	
Brandon	
Dwell Time	1
Thetford	
Dwell Time	1
Attleborough	
Dwell Time	1
Wymondham Down Sidings	
Terminal Length	
Down Sidings	45 SLUs
Wymondham Up Siding	
Terminal Length	
Up Siding	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	1 (Westbound)	117	
Acton Central	2 (Eastbound)	133	
Alresford	1 (Up)	176	10-car 720 permitted with ASDO operation
Alresford	2 (Down)	176	10-car 720 permitted with ASDO operation
Althorne	Single	161	10-car 720 permitted with ASDO operation
Attleborough	1 (Down)	114	(90m in operational use)
Attleborough	2 (Up)	128	
Audley End	1 (Up)	246.7	
Audley End	2 (Down)	254.6	
Barking	1 (Bay)	184.5	
Barking	4	278	
Barking	5	257	
Barking	7 (Down)	244	
Barking	8 (Up)	250	
Barking Riverside	1	110	
Barking Riverside	2	110	
Basildon	1 (Up)	251	
Basildon	2 (Down)	251	
Battlesbridge	Single	166	10-car 720 permitted with ASDO operation
Beaulieu Park	1	252	
Beaulieu Park	2	252	
Beaulieu Park	3	252	
Beccles	1 (Up)	125	
Beccles	2 (Down)	125	
Benfleet	1 (Up)	251	
Benfleet	2 (Down)	251	
Berney Arms	Single	18	3/4-car 755 permitted with ASDO operation
Bethnal Green	1 (Up)	174.6	Suburban Line only
Bethnal Green	2 (Down)	188.5	Suburban Line only
Billericay	1 (Up)	248	
Billericay	2 (Down)	249	
Bishop's Stortford	1	251	
Bishop's Stortford	2	251	
Bishop's Stortford	3	251	
Blackhorse Road	1 (Up)	84.7	
Blackhorse Road	2 (Down)	85.1	
Braintree	Single	247	
Braintree Freeport	Single	165.9	10-car 720 permitted with ASDO operation
Brampton	Single	73	4-car 755 permitted with ASDO operation
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	10-car 720 permitted with ASDO operation
Brimsdown	2 (Down)	181.5	10-car 720 permitted with ASDO operation
Brondesbury	1 (Westbound)	107	
Brondesbury	2 (Eastbound)	109	
Brondesbury Park	1 (Westbound)	106	
Brondesbury Park	2 (Eastbound)	126	
Broxbourne	1	244	
Broxbourne	2	245	
Broxbourne	3	245	
Broxbourne	4	244	
Bruce Grove	1 (Up)	187.1	
Bruce Grove	2 (Down)	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	1 (Up)	60	3/4-car 755 permitted with ASDO operation
Buckenham	2 (Down)	135	(52m in operational use) 3/4-car 755 permitted with ASDO operation
Bures	Single	82	TAWS fitted 3-car Class 755 units only
Burnham-on-Crouch	Single	169	10-car 720 permitted with ASDO operation
Bury St Edmunds	1 (Up)	102.4	
Bury St Edmunds	2 (Down)	115.8	
Bush Hill Park	1 (Up)	188.5	
Bush Hill Park	2 (Down)	188.9	
Caledonian Road & Barnsbury	2 (Westbound)	107	
Caledonian Road & Barnsbury	3 (Eastbound)	124	
Cambridge	1	255	12-car capacity
Cambridge	2	207	
Cambridge	3	166	
Cambridge	4	260	12-car Classes 379 and 387 permitted in down direction only
Cambridge	5	121	Class 720s are not permitted to use Platform 5
Cambridge	6	145	Maximum 4-car EMU/BMU plus 2-car Class 158/170 DMU, or 6-car Class 158/170
Cambridge	7	270	
Cambridge	8	270	
Cambridge Heath	1 (Up)	183.8	Suburban Line only
Cambridge Heath	2 (Down)	179.3	Suburban Line only
Cambridge North	1 (Up)	254	
Cambridge North	2 (Down)	254	
Cambridge North	3 (Bay)	254	
Cambridge South	1	254	
Cambridge South	2	254	
Cambridge South	3	254	
Cambridge South	4	254	
Camden Road	1 (Westbound)	109	
Camden Road	2 (Eastbound)	121	
Canonbury	3 (Westbound) NLL	106	
Canonbury	4 (Eastbound) NLL	124	

Station	Platform	Effective Length m	Notes
Cantley	1 (Up)	165	(118m in operational use)
Cantley	2 (Down)	159	(116m in operational use)
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	1 (Up)	248	
Chalkwell	2 (Down)	248	
Chappel & Wakes Colne	Single	107	TAWS fitted 3-car Class 755 units only
Chelmsford	1 (Up)	247	
Chelmsford	2 (Down)	248	
Cheshunt	1 (Up)	245	
Cheshunt	2 (Down)	257.7	
Cheshunt	3 (Bay)	168.6	
Chingford	1	172	
Chingford	2	197.2	
Chingford	3	164.9	
Clacton-on-Sea	1	213	
Clacton-on-Sea	2	259	
Clacton-on-Sea	3	197	
Clacton-on-Sea	4	245	
Clapton	1 (Up)	182.2	
Clapton	2 (Down)	189.5	
Colchester	1	251	
Colchester	2	260	
Colchester	3	248	
Colchester	4	318	(256m in operational use)
Colchester	5	220	
Colchester	6	223	
Colchester Town	Single	260	(250m in operational use)
Cressing	Single	178	10-car 720 permitted with ASDO operation
Cromer	1	139	
Cromer	2	139	
Crouch Hill	1 (Up)	88.2	
Crouch Hill	2 (Down)	88.3	
Dagenham Dock	1 (Up)	247	
Dagenham Dock	2 (Down)	243	
Dalston Kingsland	1 (Westbound)	107	
Dalston Kingsland	2 (Eastbound)	128	
Darsham	1 (Up)	81	
Darsham	2 (Down)	98	
Derby Road	1 (Up)	137	(80m in operational use)
Derby Road	2 (Down)	137	(74m in operational use)
Diss	1 (Up)	250	
Diss	2 (Down)	250	
Dovercourt	Single	166	
Downham Market	1 (Up)	183	
Downham Market	2 (Down)	181	
Dullingham	1 (Down)	82	
Dullingham	2 (Up)	86	
East Tilbury	1 (Up)	247	
East Tilbury	2 (Down)	245	

Station	Platform	Effective Length m	Notes
Eccles Road	1 (Down)	77	
Eccles Road	2 (Up)	77	
Edmonton Green	1 (Up)	188.1	10-car 720 permitted with ASDO operation
Edmonton Green	2 (Down)	188.7	10-car 720 permitted with ASDO operation
Elmswell	1 (Up)	77	
Elmswell	2 (Down)	54	4-car 755 permitted with ASDO operation
Elsenham	1 (Up)	165	10-car 720 permitted with ASDO operation
Elsenham	2 (Down)	167	10-car 720 permitted with ASDO operation
Ely	1 (Down)	256	10-car 720 NOT permitted into this platform
Ely	2 (Up)	256	
Ely	3 (Loop)	256	
Emerson Park	Single	87.5	
Enfield Lock	1 (Up)	167	10-car 720 permitted with ASDO operation
Enfield Lock	2 (Down)	165	10-car 720 permitted with ASDO operation
Enfield Town	1	182.5	
Enfield Town	2	182.5	
Enfield Town	3	176.2	
Felixstowe	Single	127	(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)	106	
Finchley Rd & Frognal	2 (Eastbound)	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)	113	
Gospel Oak	3 Bay	80.2	
Grays	1 (Up)	247	
Grays	2 (Down)	253	
Grays	3 (Third Line)	173	

Station	Platform	Effective Length m	Notes
Great Bentley	1 (Up)	176	10-car 720 permitted with ASDO operation
Great Bentley	2 (Down)	176	10-car 720 permitted with ASDO operation
Great Chesterford	1 (Up)	167	10-car 720 permitted with ASDO operation
Great Chesterford	2 (Down)	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)	118	
Gunnersbury	2 (Eastbound)	130	
Gunton	Single	60	4-car 755 permitted with ASDO operation
Hackney Central	1 (Westbound)	126	
Hackney Central	2 (Eastbound)	126	
Hackney Downs	1 (Up)	209	10-car 720 permitted with ASDO operation
Hackney Downs	2 (Down)	180	8-car 710 permitted with ASDO operation 10-car 720 permitted with ASDO operation
Hackney Downs	3 (Up)	180.2	10-car 720 permitted with ASDO operation
Hackney Downs	4 (Down)	186.4	8-car 710 permitted with ASDO operation 10-car 720 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	1 (Up)	152	(66m in operational use) 4-car 755 permitted with ASDO operation
Halesworth	2 (Down)	96	(66m in operational use) 4-car 755 permitted with ASDO operation
Hampstead Heath	1 (Westbound)	109	
Hampstead Heath	2 (Eastbound)	102	
Harling Road	1 (Down)	90	
Harling Road	2 (Up)	127	
Harlow Mill	1 (Up)	168	10-car 720 permitted with ASDO operation
Harlow Mill	2 (Down)	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	1 (Up)	90.7	
Harringay Green Lanes	2 (Down)	90.6	
Harwich International	1	262	
Harwich International	2	264	
Harwich International	3 (Bay)	259	
Harwich Town	Single	166.2	(146.2m in operational use for Class 720)
Hatfield Peverel	1 (Up)	250	
Hatfield Peverel	2 (Down)	250	
Hertford East	1	249	
Hertford East	2	249	
Highams Park	1 (Up)	187.3	
Highams Park	2 (Down)	186.3	
Highbury & Islington NLL	7 (Westbound)	111	
Highbury & Islington NLL	8 (Eastbound)	113	

Station	Platform	Effective Length m	Notes
Hockley	1 (Up)	250	
Hockley	2 (Down)	250	
Homerton	1 (Westbound)	106	
Homerton	2 (Eastbound)	106	
Hoveton & Wroxham	1 (Up)	110	
Hoveton & Wroxham	2 (Down)	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 Country End as per Local Instruction.
Ipswich	2 (Up)	245	
Ipswich	3 (Down)	255	
Ipswich	4 (Down Loop)	254	
Kelvedon	1 (Up)	249	
Kelvedon	2 (Down)	257	
Kennett	1 (Down)	69	4-car 755 permitted with ASDO operation
Kennett	2 (Up)	62	4-car 755 permitted with ASDO operation
Kensal Rise	1 (Westbound)	106	
Kensal Rise	2 (Eastbound)	122	
Kentish Town West	1 (Westbound)	109	
Kentish Town West	2 (Eastbound)	109	
Kew Gardens	1 (Eastbound)	112	
Kew Gardens	2 (Westbound)	158	
King's Lynn	1	227	
King's Lynn	2	183	
Kirby Cross	1 (Up)	168	
Kirby Cross	2 (Down)	168	
Laindon	1	249	
Laindon	2	249	
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)	176	10-car 720 permitted with ASDO operation
Leigh-on-Sea	1	247	
Leigh-on-Sea	2	248	
Leigh-on-Sea	3	248	
Leyton Midland Road	1 (Up)	92.7	
Leyton Midland Road	2 (Down)	84.5	
Leytonstone High Road	1 (Up)	80.5	
Leytonstone High Road	2 (Down)	82.9	
Limehouse	1 (Up)	250	
Limehouse	2 (Down)	250	
Lingwood	Single	92	

Station	Platform	Effective Length m	Notes
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	
Liverpool Street	9	288	
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	
Liverpool Street	17	205	
London Fields	1 (Up)	177.5	Suburban Line only
London Fields	2 (Down)	194.9	Suburban Line only
Lowestoft	2	214	(119m in operational use)
Lowestoft	3	229	(119m in operational use)
Lowestoft	4	229	(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)	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)	112	
March	2 (Up)	116	
Marks Tey	1 (Up)	235	10-car 720 permitted with ASDO operation
Marks Tey	2 (Down)	247	
Marks Tey	3 (Sudbury)	50	3-car 755 permitted with ASDO operation & TAWS equipment fitted
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)	168	The Driver MUST gain Signallers authority under S5 of RSSB Rule Book for 9-car reversals at these locations
Maryland	4 (Down Main)	167	The Driver MUST gain Signallers authority under S5 of RSSB Rule Book for 9-car reversals at these locations

Station	Platform	Effective Length m	Notes
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	73	(56m in operational use) 4-car 755 permitted with ASDO operation
Meridian Water	2 (Lea Valley Reversible)	160	10-car 720 permitted with ASDO operation
Meridian Water	3 (Up)	172	10-car 720 permitted with ASDO operation
Meridian Water	4 (Down)	173	10-car 720 permitted with ASDO operation
Mistley	1 (Up)	91	5-car 720 permitted with ASDO operation
Mistley	2 (Down)	93	5-car 720 permitted with ASDO operation
Needham Market	1 (Down)	83	
Needham Market	2 (Up)	71	
Newmarket	Single	231	(81m in operational use)
Newport	1 (Up)	168	10-car 720 permitted with ASDO operation
Newport	2 (Down)	167	10-car 720 permitted with ASDO operation
Northumberland Park	2 (Lea Valley Reversible)	193	10-car 720 permitted with ASDO operation
Northumberland Park	3 (Up)	172	10-car 720 permitted with ASDO operation 12-car 745 permitted with ASDO operation
Northumberland Park	4 (Down)	173	10-car 720 permitted with ASDO operation 12-car 745 permitted with ASDO operation
North Fambridge	1 (Up)	165	10-car 720 permitted with ASDO operation
North Fambridge	2 (Down)	189	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	
Ockendon	2 (Up)	248	
Oulton Broad North	1 (Up)	146	(102m in operational use)
Oulton Broad North	2 (Down)	149	(89m in operational use)
Oulton Broad South	Single	151	(92m in operational use)
Pitsea	1	250	
Pitsea	2	250	
Pitsea	3	251	
Pitsea	4	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)	247	
Prittlewell	2 (Down)	247	
Purfleet	1 (Up)	266	
Purfleet	2 (Down)	246	

Station	Platform	Effective Length m	Notes
Rainham	1 (Up)	247	
Rainham	2 (Down)	242	
Rayleigh	1 (Up)	249	
Rayleigh	2 (Down)	250	
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	1 (Up)	249	
Rochford	2 (Down)	249	
Romford	1 (Bay)	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	60	4-car 755 permitted with ASDO operation
Roydon	1 (Up)	172	10-car 720 permitted with ASDO operation
Roydon	2 (Down)	170	10-car 720 permitted with ASDO operation
Rye House	1 (Up)	186	10-car 720 permitted with ASDO operation
Rye House	2 (Down)	170	10-car 720 permitted with ASDO operation
St James Street	1 (Up)	188.9	
St James Street	2 (Down)	189.6	
St Margarets	1 (Up)	199	10-car 720 permitted with ASDO operation
St Margarets	2 (Down)	167	10-car 720 permitted with ASDO operation
Salhouse	1 (Up)	83	(75.3m in operational use)
Salhouse	2 (Down)	128.8	(81m in operational use)
Sawbridgeworth	1 (Up)	281	
Sawbridgeworth	2 (Down)	249	
Saxmundham	1 (Up)	113	
Saxmundham	2 (Down)	72	4-car 755 permitted with ASDO operation
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 (Up Electric)	187	9-car 345 permitted with ASDO operation 10-car 720 permitted with ASDO operation
Seven Kings	4 (Down Electric)	187	9-car 345 permitted with ASDO operation 10-car 720 permitted with ASDO operation
Seven Sisters	1 (Up)	188.3	10-car 720 permitted with ASDO operation 12-car 745 permitted with ASDO operation
Seven Sisters	2 (Down)	185.1	10-car 720 permitted with ASDO operation 12-car 745 permitted with ASDO operation
Shelford	1 (Up)	180	10-car 720 permitted with ASDO operation
Shelford	2 (Down)	180	10-car 720 permitted with ASDO operation

Station	Platform	Effective Length m	Notes
Shenfield	1	249	
Shenfield	2	249	
Shenfield	3	255	
Shenfield	4	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	1 (Down)	147	(85m in operational use)
Shippea Hill	2 (Up)	132	(89m in operational use)
Shoeburyness	1	255	
Shoeburyness	2	264	
Shoeburyness	3	181	
Silver Street	2 (Down)	188.9	
Silver Street	1 (Up)	189.1	
Soham	Single	99	
Somerleyton	2 (Down)	148	
Somerleyton	1 (Up)	127	
South Acton	1 (Westbound)	116	
South Acton	2 (Eastbound)	106	
South Tottenham	1 (Up)	78.7	
South Tottenham	2 (Down)	72.5	
Southbury	1 (Up)	187.2	
Southbury	2 (Down)	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	
Southend East	1 (Up)	246	
Southend East	2 (Down)	246	
Southend Victoria	1	247.7	
Southend Victoria	2	254.8	
Southend Victoria	3	254.8	
Southend Victoria	4	249.5	
Southminster	Single	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)	175.5	
Stamford Hill	2 (Down)	188.3	
Stanford-le-Hope	1 (Up)	257	
Stanford-le-Hope	2 (Down)	243	
Stansted Airport	1	332	
Stansted Airport	2	109	(97m in operational use)
Stansted Airport	3	291	

Station	Platform	Effective Length m	Notes
Stansted Mountfitchet	1 (Up)	255	
Stansted Mountfitchet	2 (Down)	255	
Stoke Newington	1 (Up)	164.1	8-car 710 permitted with ASDO operation
Stoke Newington	2 (Down)	161.3	8-car 710 permitted with ASDO operation
Stowmarket	1 (Up)	250	
Stowmarket	2 (Down)	250	
Stratford	1	133	NLL
Stratford	2	100	NLL
Stratford	5	253	Up Electric
Stratford	8	250	Down Electric
Stratford	9	256	Up Main
Stratford	10	249	Down Main
Stratford	10A	256	Avoiding Line
Stratford	11	307	
Stratford	12	182	Proposed relocation of S697 Signal to allow ASDO operation TBC
Sudbury	Single	52	3-car 755 permitted with ASDO operation & TAWS equipment fitted
Theobalds Grove	1 (Up)	189.7	
Theobalds Grove	2 (Down)	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)	87	
Thurston	2 (Down)	86	
Tilbury Town	1 (Up)	249	
Tilbury Town	2 (Down)	247	
Tottenham Hale	2 (Lea Valley Reversible)	180	10-car 720 permitted with ASDO operation
Tottenham Hale	3 (Up)	254	
Tottenham Hale	4 (Down)	250	
Trimley	Single	141	(74m in operational use)
Turkey Street	1 (Up)	189.4	
Turkey Street	2 (Down)	189.2	
Upminster	1 (Up)	247	
Upminster	1a (Ockendon Bay)	143	8-car multiple unit ECS reversal permitted
Upminster	2 (Down)	247	
Upminster	6 (Romford)	91.7	
Upper Holloway	1 (Up)	99.7	
Upper Holloway	2 (Down)	91.8	
Waltham Cross	1 (Up)	170	10-car 720 permitted with ASDO operation
Waltham Cross	2 (Down)	184	10-car 720 permitted with ASDO operation
Walthamstow Central	1 (Up)	187.4	
Walthamstow Central	2 (Down)	182.3	
Walthamstow Queens Road	1 (Up)	84.7	
Walthamstow Queens Road	2 (Down)	84.7	
Walton-on-the-Naze	Single	175	(165m in operational use for Class 720)
Wanstead Park	1 (Up)	95	
Wanstead Park	2 (Down)	88.5	

Station	Platform	Effective Length m	Notes
Ware	Single	276	
Waterbeach	1 (Up)	167	
Waterbeach	2 (Down)	167	No ASDO until issue with AHB Xing resolved
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	1 (Up)	175	10-car 720 permitted with ASDO operation
Weeley	2 (Down)	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)	105	
West Hampstead	2 (Eastbound)	120	
West Horndon	1 (Up)	248	
West Horndon	2 (Down)	248	
West Runton	Single	97	
Westcliff	1 (Up)	248	
Westcliff	2 (Down)	248	
Westerfield	1 (Up)	100	(71m in operational use in Up Direction; 91m in Down Direction)
Westerfield	2 (Down)	100	(88m in operational use)
White Hart Lane	1 (Up)	188.6	10-car 720 permitted with ASDO operation 12-car 745 permitted with ASDO operation
White Hart Lane	2 (Down)	188.6	10-car 720 permitted with ASDO operation 12-car 745 permitted with ASDO operation
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	1 (Up)	254	
Whittlesford Parkway	2 (Down)	254	
Wickford	1 (Down Bay)	122.1	
Wickford	2 (Down)	248	
Wickford	3 (Up)	252	
Wickford	4 (Up Bay)	105	Class 720 NOT permitted into this platform
Wickham Market	Single	80	
Willesden Junction High Level	4 (Eastbound)	101	
Willesden Junction High Level	5 (Westbound)	126	
Witham	1 (Up Loop)	250	
Witham	2 (Up)	249	12-car 745 permitted with ASDO operation
Witham	3 (Down)	252	
Witham	4 (Down Loop)	250	
Wivenhoe	1 (Up)	248	
Wivenhoe	2 (Down)	248	
Wood Street	1 (Up)	184.2	
Wood Street	2 (Down)	188.3	
Woodbridge	1 (Down)	142	(130m in operational use)
Woodbridge	2 (Up)	129	(53m in operational use)
Woodgrange Park	1 (Up)	89.5	
Woodgrange Park	2 (Down)	88	
Worstead	Single	79	(69m in operational use) 4-car 755 permitted with ASDO operation

Station	Platform	Effective Length m	Notes
Wrabness	1 (Up)	86	5-car 720 permitted with ASDO operation
Wrabness	2 (Down)	90	5-car 720 permitted with ASDO operation
Wymondham	1 (Down)	103.56	
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	
Beaulieu Park Platform 1	Up	115	738	
Beaulieu Park Platform 1	Down	75	481	
Beaulieu Park Platform 2	Up	90	579	
Beaulieu Park Platform 2	Down	88	564	
Beaulieu Park Platform 3	Up	90	579	
Beaulieu Park Platform 3	Down	85	544	
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	40	256	
North Fambridge Crossing Loop	Up	40	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	<p>If reached from Platforms 1 or 2, or access to Carriage Sidings required</p> <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	
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

EA1300 SOUTH TOTTENHAM WEST JUNCTION TO SEVEN SISTERS JUNCTION				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Seven Sisters Chord	Both	14	92	Between signals L1327 and S16

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	

EA1390 BARKING TILBURY LINE JUNCTION EAST TO PITSEA (VIA TILBURY)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Departure Line (Ripple Road Junction Signal UR846)	Up	128	819	
Third Line	Down	104	665	Between West Thurrock Jn and Grays
Third Line	Up	122	780	Only available towards Ockendon

EA1410 UPMINSTER TO WEST THURROCK JUNCTION				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Ockendon Up & Down Loop	Down	49	317	From UR991 including Platform 2
Ockendon Up & Down Loop	Up	75	484	From UR990 including Platform 2
Ockendon Platform 1	Down	48	312	Up & Down Ockendon from UR859
Ockendon Platform 1	Up	75	485	Up & Down Ockendon from UR858

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 Principal 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	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	For pathing purposes may instead be applied approaching Prittlewell
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-ON-SEA

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 Walton-on-the-Naze	E		1		
Up					Remarks
Approaching Thorpe-le-Soken	E		1		

EA1120 MANNINGTREE TO HARWICH TOWN					
Down					Remarks
Approaching Harwich International/ Parkeston Yard	E		1*		* Terminating Trains only
Approaching Harwich Town	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		Applies approaching Tottenham South Jn for trains which do not call at Tottenham Hale
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 BROXBORNE JUNCTION TO HERTFORD EAST					
Down					Remarks
Approaching Hertford East	E		1		

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

EA1280 STRATFORD CENTRAL JUNCTION TO COPPERMILL JUNCTION					
Up					Remarks
Approaching Temple Mills East Jn	E		1		For passenger and ECS trains from Tottenham Hale

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		
Up					Remarks
Approaching Woodbridge	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	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		If required, the allowance can be applied approaching Ely

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

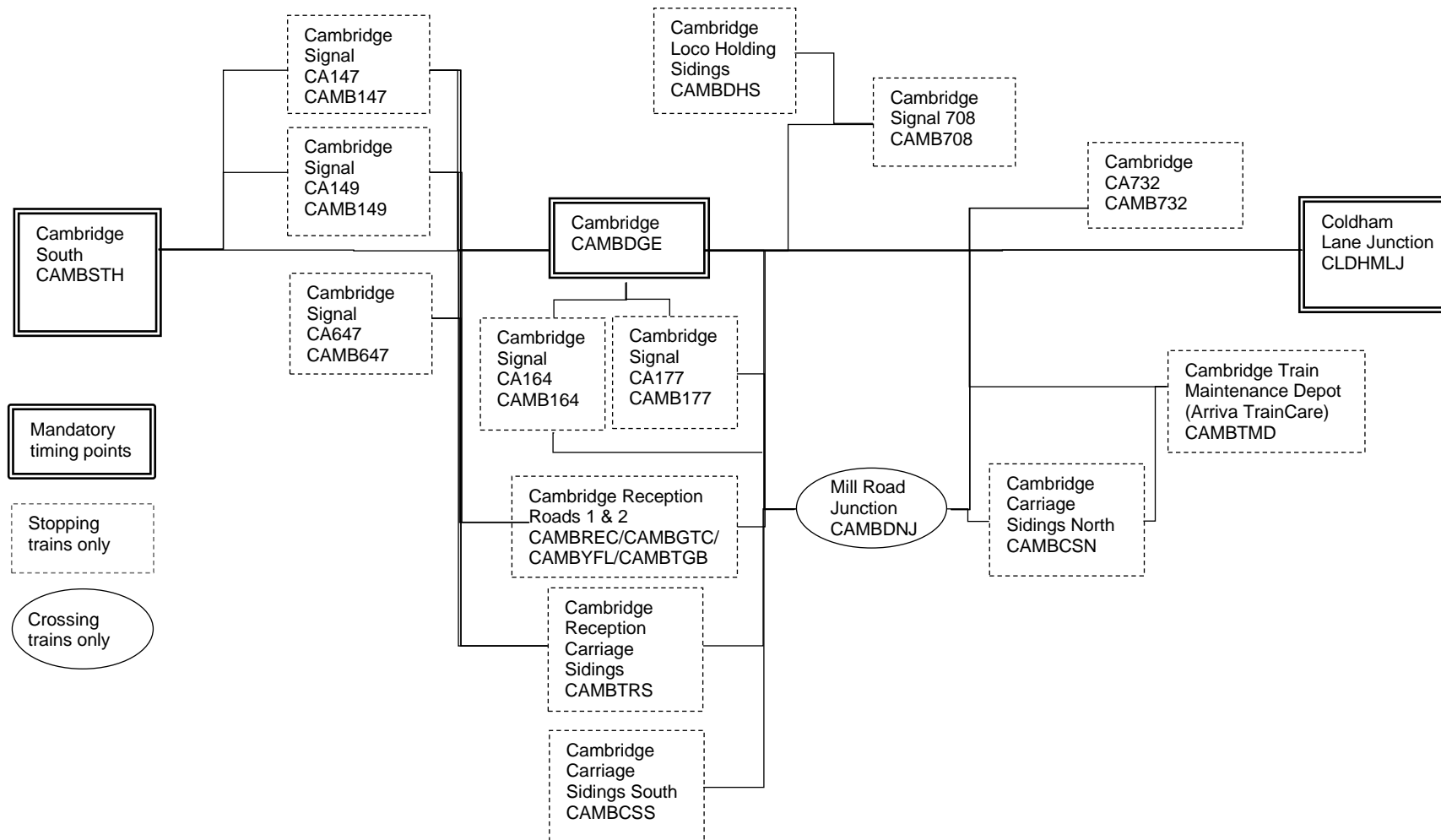
It is a general principle that all light locomotive movements will be timed. Any exceptions to this must be agreed by the appropriate Operational Planning Specialist.

6.3 Two–Track Timetable Railway

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

Appendix A Timing Point Diagrams

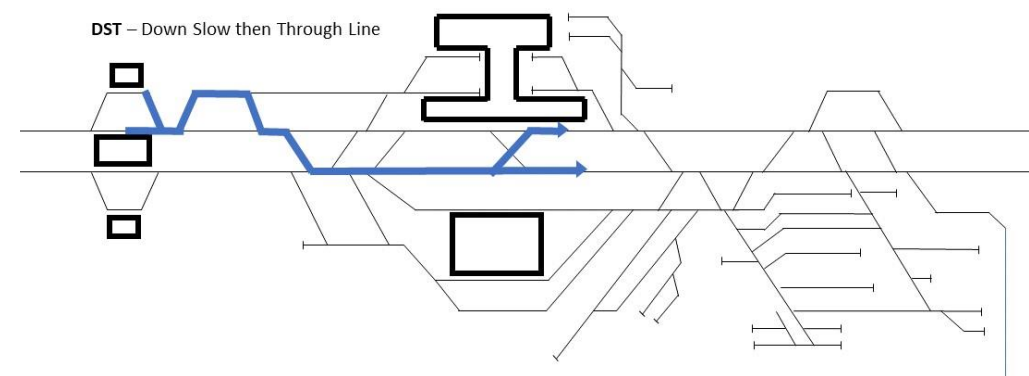
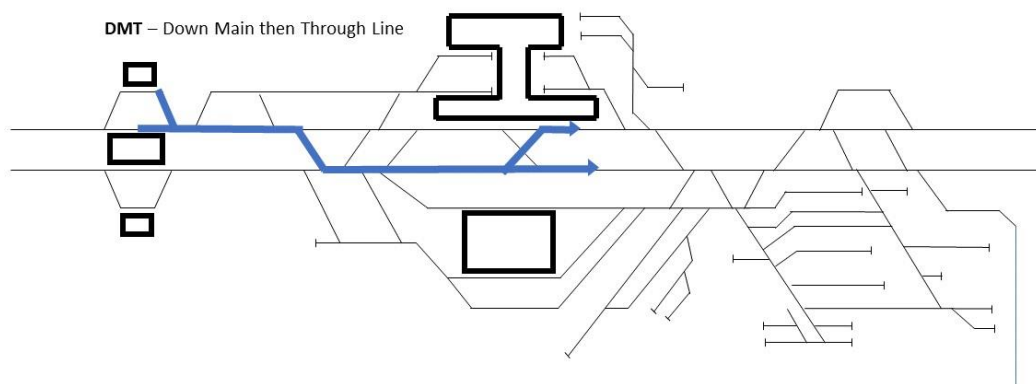
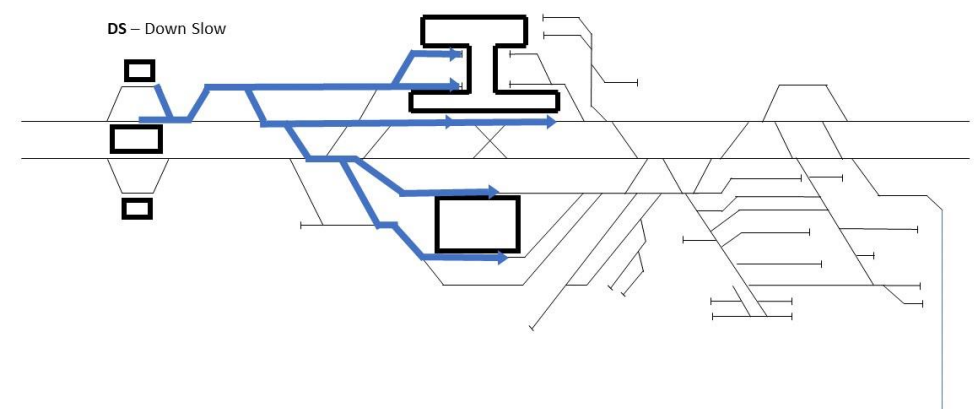
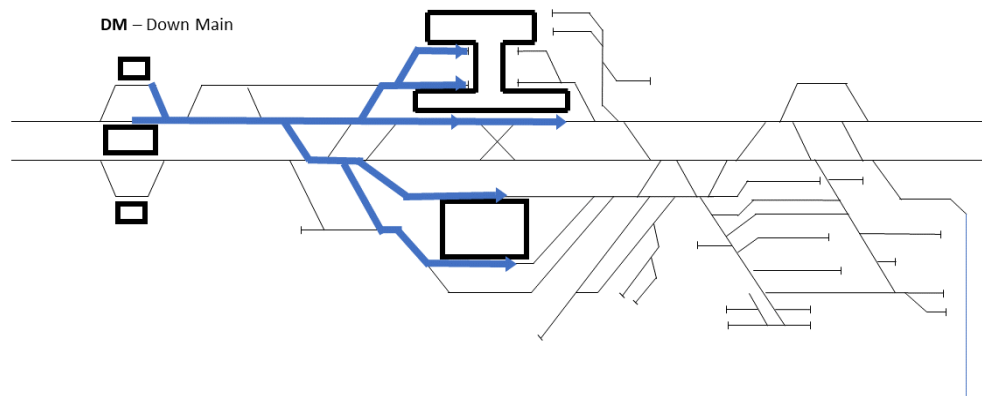
The following diagram is supplementary to the information shown in section 2.1.



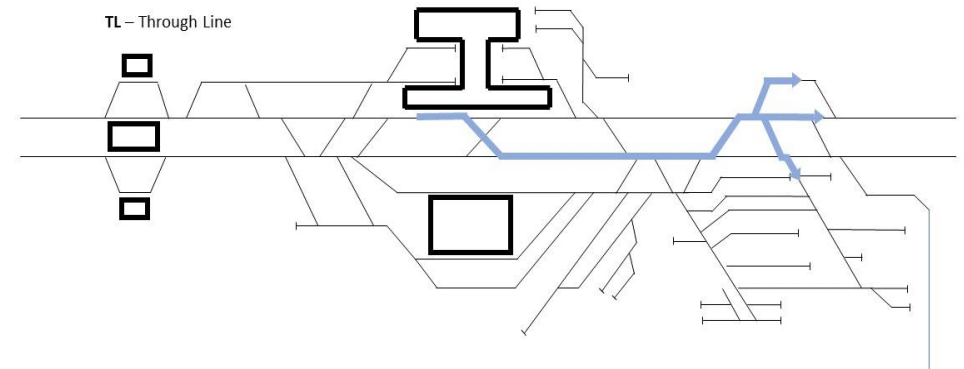
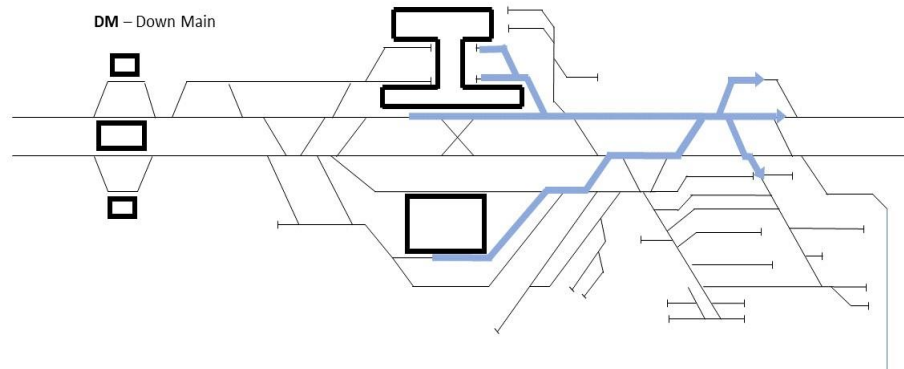
Appendix B Route Code Diagrams

These diagrams are supplementary to information shown in section 2.1.

Down direction route codes to Cambridge

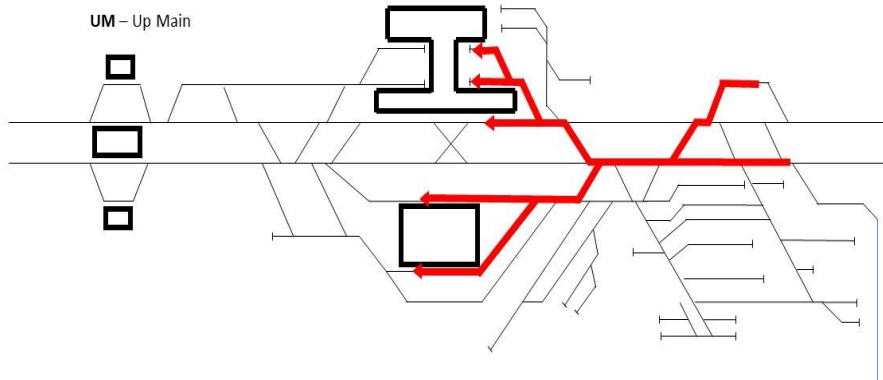


Down direction route codes from Cambridge

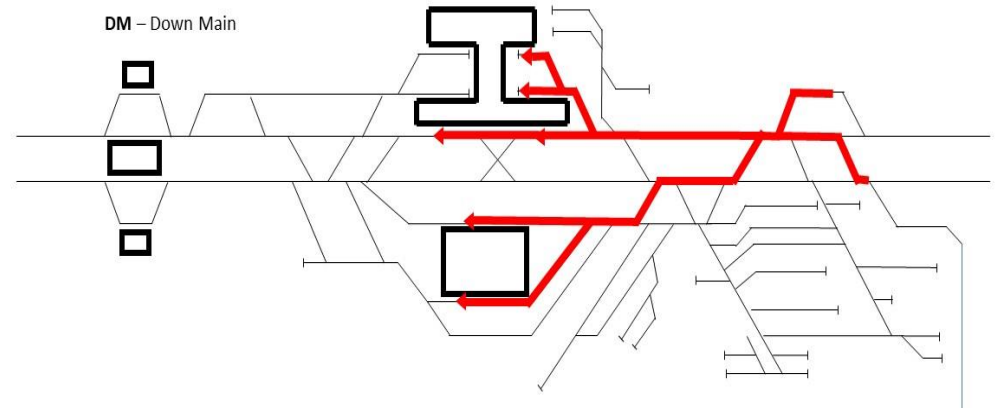


Up direction route codes to Cambridge

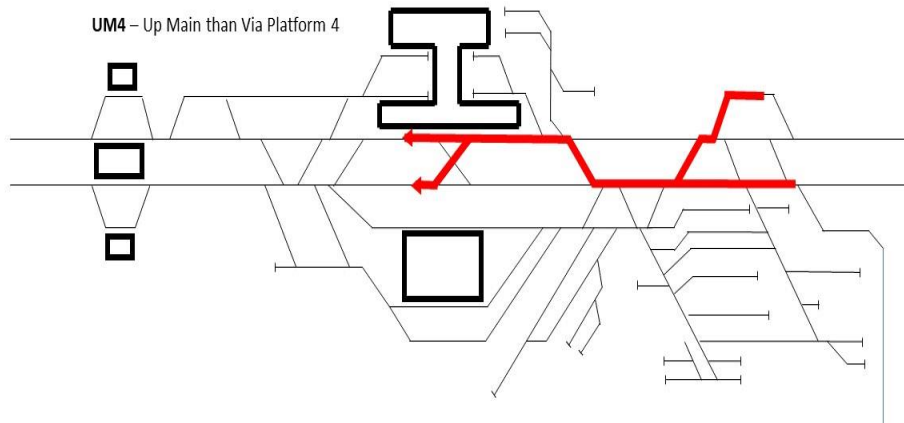
UM – Up Main



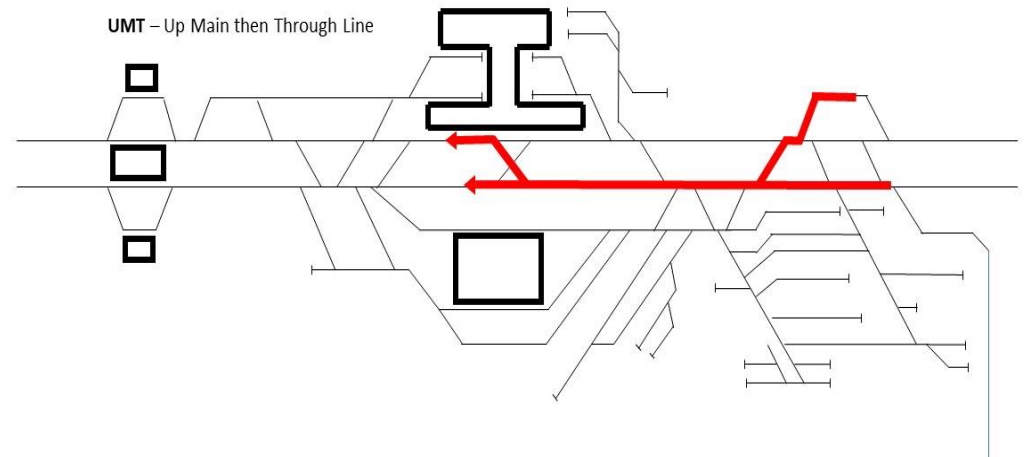
DM – Down Main



UM4 – Up Main then Via Platform 4



UMT – Up Main then Through Line



Up direction route codes from Cambridge

