BOOK WG

WORKING TIMETABLE

SUNDAY 15 DECEMBER 2024 to SATURDAY 07 JUNE 2025

PASSENGER TRAIN SERVICES

WOKING TO SOUTHAMPTON, BOURNEMOUTH AND WEYMOUTH

SURBITON TO WOKING AND ALTON

GUILDFORD TO PORTSMOUTH HARBOUR

BASINGSTOKE AND SALISBURY TO EXETER

WARMINSTER TO EASTLEIGH, SOUTHAMPTON AND PORTSMOUTH

CASTLE CARY TO WEYMOUTH

READING TO BASINGSTOKE

Network Rail
MILTON KEYNES

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Train Operating Companies and Infrastructure Company users should contact their own documentation control point

This timetable contains passenger and parcel train services, together with associated stock and locomotive movements.

The importance of these services dictates that the planned working of these trains must always be maintained.

The associated resource diagrams must at all times be maintained. If, for any reason, it is necessary to cancel a particular service, care must be taken to ensure that the locomotive and train crews and, if necessary, rolling stock, are made available for the next diagrammed working.

INDEX

Note that the Index now contains the Filename references for those users who are referring to the online or Adobe version of this document.

NOTES

Where no separate time is shown for arrival and departure, the time indicated is the departure time. Small type indicates a passing time.

Trains must leave at the advertised time whenever practicable. Where the advertised departure times of passenger trains are slightly earlier than those shown in the Working Timetable, the former must be used in all quotations to the public.

The four-character indication shown at the top of timing columns is for train identification. The first character (numeral) denotes the train classification; the second character (letter) denotes the destination, groups of services or routes (as the case may be) and the last two characters (numerals) are progressive numbers, which provide individual train identification.

TIMING LOADS IN WORKING TIMETABLES

The timing load at the head of a train indicates the type of unit on which the timing of the train is based. The timing load for locomotive hauled trains indicates the speed and class of traction followed by the tonnage on which the timing of the train is based.

Where the tonnage is not a relevant factor, e.g. light movements, the letters LD, LE, LS or ED appear followed by the speed of the traction.

EXPLANATION OF REFERENCES

(i)   GENERAL

M	Monday	**TH**	Thursday
T	Tuesday	**F**	Friday
W	Wednesday	**S**	Saturday

O ... The addition of the letter "O" indicates that the train **will** run on that day or those days only

X ... The addition of the letter "X" indicates that the train **will not** run on that day or those days.

SUN ... Sunday   **BHX**   Does not run on Bank Holidays

a - Arrives 1 minute earlier   **p** – Public time 1-1½ minutes earlier

b - Arrives 1½ minute earlier   **q** – Public time 2-2½ minutes earlier

c - Arrives 2 minutes earlier   **r** – Public time 3-3½ minutes earlier

d - Arrives 2½ minutes earlier   ♣ - Public time 4-4½ minutes earlier

e - Arrives 3 minutes earlier   **£ or Θ** – Public time 5-5½ minutes earlier

f - Arrives 3½ minutes earlier   ↕ – Public time 7-7½ minutes earlier

g - Arrives 4 minutes earlier   **v** – Public time 1 minutes later

h - Arrives 4½ minutes earlier   **w** – Public time 1½ -2 minutes later

j - Arrives 5 minutes earlier   **y** – Public time 2½ -3 minutes later

∇- Arrives 17 minutes earlier   **z** – Public time 3½ -4 minutes later

Ø - Public time 4½ - 5 minutes later

Ω - Public time 10½ - 11 minutes later   ∞ - Public time 9½ - 10 minutes later

● - Public time 14½ - 15 minutes later

¥ - Public time -4 minutes earlier   AND departure
arrival

A fixed percentage of time is allowed in all schedules for contingencies. Allowances over and above this are shown:-

[2]   - Indicates the number of minutes allowed for temporary speed restrictions and other egineering work

(2)   - Extra time for pathing requirements

<**2**>   - Performance allowance

(ii)   LINE ABBREVIATIONS

FL	Fast Line	**L**	Relief Line
ML	Main Line	**L**	Slow or Local Line
PL	Platform Line	**GL**	Goods Line
PV	Passenger Loop	**RVL**	Reversible Line
V	Loop Platform	**BKR**	Back Road

The prefix "D" (Down) or "U" (Up) is used in conjunction with these Line descriptions.

(iii) ACTIVITIES

AE	Stops to attach/detach assisting locomotive.
C (in arr and dep times)	Stops only to change Traincrew.
CWM	Runs via Carriage Washing Machine.
D	Stops to set down/detach.
* (in arr and and dep times)	Stops or shunts for other trains ahead or to pass only.
* (in dep times)	Traffic and shunts for other trains to pass.
L	Stops only to change locomotive.
N	Stop Not Advertised.
OP	Stops for other operational reasons.
PR	Propelling between points shown.
R	Stops when required.
RM	Stops for reversing movement or Driver to change ends.
RR	Stops only for running round.
S	Stops for railway personnel only.
t	Stops only for tablet, staff and token purposes
U	Stops to take up/attach.
X	Points at which trains pass on single lines.
§	Indicates headcode or train number change en route.

(iv) OPERATING CHARACTERISTICS

D	Driver only operation
P	Push and Pull train.
Q	Runs when required.
Y	Runs to/from terminals/yards as determined by traffic demand.
←	Continued in previous column.
→	Continued in subsequent column.

Four Character Train Numbering System

1. General

1.1 Inserted at the head of each timing column in the Working Timetables and Special Notices is a train number composed of four characters.

1.2 These train numbers are meant, primarily, for use with the train describer equipment which is provided in certain signal boxes.

1.3 All four characters must be used to identify a train.

2. First Character

2.1 The first character is a number indicating the classification of the train in accordance with the Rule Book Appendix instructions.

3. Second Character

3.1 The second character is a letter indicating the destination, groups of services or routes and, unless otherwise stated, each letter applies to all classes of trains in both directions and to services which start or terminate at intermediate points.

A	Waterloo and Alton
B	Waterloo and Southampton Docks, Lymington Pier or Poole (not local trains between Brockenhurst and Lymington Pier)
C	Waterloo and Reading via Twickenham Victoria/London Bridge and Portsmouth/Bournemouth via Crawley
D	Waterloo and Horsham via Epsom (class 2 not available)
	Waterloo and Guildford via Epsom (class 1 not available)
	Salisbury and Eastleigh via Redbridge
E	To Network Rail Eastern area
	Portsmouth and Southampton/Wareham via Netley
	Victoria/London Bridge and Dorking/Horsham via Epsom (Class 1 not available)
F	Waterloo and Woking/Guildford
	Portsmouth and Cardiff
G	Waterloo and Guildford/Portsmouth via Cobham
H	Waterloo and Shepperton
	Victoria/London Bridge and Portsmouth/Bournemouth via Hove (Class 2 not available)
I	To or from Bruxelles
J	Reading and Portsmouth/Brighton
	Brockenhurst and Lymington Pier local trains (class 2 not available)
	Waterloo and Hampton Court
K	Waterloo (M) and Waterloo (W) via Teddington/Richmond
L	Waterloo and Basingstoke, Salisbury or Exeter
	To Network Rail ex GE lines
M	To Network Rail North West/Midland areas except trains covered elsewhere
	Southampton and Swindon
	Waterloo and Chessington
N	Waterloo and Farnham/Guildford via Twickenham/Ascot
	Brighton and Portsmouth/Bournemouth
O	To Network Rail Southern area except trains covered elsewhere
	Waterloo (W) and Waterloo (M) via Richmond/Teddington (class 1 not available)
	Reading to Gatwick Airport
	To or from Paris

Four Character Train Numbering System

P	Waterloo/Portsmouth via Woking
R	Salisbury and Totton via Chandlers Ford
	Waterloo (W) and Waterloo (W) via Twickenham and Brentford.
	Victoria and Guildford via Norbury
S	To Network Rail Scotland Zone
	Waterloo and Weybridge/Woking via Hounslow
T	Waterloo and Portsmouth via Botley
U	Waterloo and Windsor via Twickenham
	London Bridge and Guildford via Forest Hill
V	To Network Rail Great Western area except trains covered elsewhere.
	Waterloo (W) and Waterloo (W) via Brentford and Twickenham.
	Gatwick Airport and Reading.
W	Waterloo and Weymouth
	Sandite trains (waterjet only)
X	Out of gauge and exceptional loads.
Y	Deicing and Sandite trains (see also W).
	Clapham Jn and Willesden (class 2 only).
	ECS trains Waterloo to Clapham Yard and Wimbledon Park Depot.
	Trains not covered elsewhere.
Z	Special Traffic trains

4. Third and Fourth Characters

4.1   The third and fourth characters are numbers allocated to individual trains.

4.2   DOWN trains are given ODD numbers and UP trains EVEN numbers (not including E, M, 0, S and V, former inter-regional trains and those lettered Y).
Exceptions:—UP empty trains from Wimbledon Park Depot and Clapham Yard to Waterloo to form outgoing loaded services are given a train number in which the last three characters are the same as that allocated to the loaded service.

Empty trains between Fratton Depot and Portsmouth Harbour or Portsmouth and Southsea and v.v. to form or after forming loaded services are given a train number in which the last three characters are the same as the loaded service.

Empty trains between Bournemouth and Bournemouth Depot and v.v., reversing at Branksome, after forming or to form loaded services are given a train number in which the last three characters are the same as the loaded service.

Other exceptions:—

D	Waterloo and Horsham	Class 1 only
	Waterloo and Guildford	Class 2 only
E	Portsmouth and Wareham	EVEN numbers from Portsmouth
		ODD numbers to Portsmouth
F	Portsmouth and Cardiff	EVEN numbers from Portsmouth
		ODD numbers to Portsmouth
H	Waterloo and Shepperton	00-79 via Teddington
		80-99 via Richmond
J	Brockenhurst and Lymington Pier	Class 1 only
O	Waterloo (W) and Waterloo (M) via Richmond and Teddington	Class 2 only
R	Salisbury and Eastleigh	EVEN numbers to Salisbury ODD numbers from Salisbury
V	Waterloo (W) and Waterloo (W) via Brentford and Twickenham	Class 2 only
Y	ECS Waterloo to Clapham Yard	00-49

		ECS Waterloo to Wimbledon Park Depot		50-99