

BOOK WA

WORKING TIMETABLE

SUNDAY 15 DECEMBER 2024 to SATURDAY 07 JUNE 2025

PASSENGER TRAIN SERVICES

ORPINGTON AND REDHILL TO ASHFORD

OTFORD TO SEVENOAKS

ASHFORD TO MARGATE

SWANLEY TO ASHFORD

SWANLEY TO MARGATE

TONBRIDGE TO HASTINGS

SITTINGBOURNE TO SHEERNESS

ST PANCRAS TO EUROTUNNEL BOUNDARY

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

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.

ORPINGTON AND REDHILL TO ASHFORD	WA01
ASHFORD TO REDHILL AND ORPINGTON	
OTFORD TO SEVENOAKS	WA01A
SEVENOAKS TO OTFORD	
ASHFORD TO MARGATE	WA02
MARGATE TO ASHFORD	
SWANLEY TO ASHFORD	WA03
ASHFORD TO SWANLEY	
SWANLEY TO MARGATE	WA04
MARGATE TO SWANLEY	
TONBRIDGE TO HASTINGS	WA05
HASTINGS TO TONBRIDGE	
SITTINGBOURNE TO SHEERNESS	WA06
SHEERNESS TO SITTINGBOURNE	
ST PANCRAS TO EUROTUNNEL BOUNDARY	WA07
EUROTUNNEL BOUNDARY TO ST PANCRAS	

NOTES

- i. All trains in this timetable are formed of Electric Multiple Unit/s (EMU) unless otherwise indicated.
 - ii. Where no separate time is shown for arrival and departure, the time indicated is the departure time.
Small type indicates passing time
 - iii. 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 quotations to the public.
-

TIMING LOADS IN WORKING TIMETABLES

- The timing load at the head of a diesel unit operated train indicates the type of the unit on which the timing of the train is based.
 - The timing load for locomotive hauled trains indicates the type of traction D, E, or ED (diesel, electric or electro-diesel) 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 D, E or ED appear in isolation.
-

TRAIN BRAKING

Locomotive hauled trains will normally be air-braked. In those cases where vacuum braking applies the symbol VB will appear at the head of the train column.

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

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	v – Public time 1 minutes later
e - Arrives 3 minutes earlier	w – Public time 1½ -2 minutes later
f - Arrives 3½ minutes earlier	y – Public time 2½ -3 minutes later
g - Arrives 4 minutes earlier	z – Public time 3½ -4 minutes later
h - Arrives 4½ minutes earlier	
j - Arrives 5 minutes earlier	

φ, k, n, y or z – See explanatory note in timing column

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 engineering work

②

- Extra time for pathing requirements

<2>

- Performance allowance

ii. LINE ABBREVIATIONS

NIL

iii. ACTIVITIES

AE	- Stops to attach/detach assisting locomotive.
C	- (in arr and dep times) Stops to change traincrew
D	- Stops to set down/detach only
*	- (in arr and dep times) Stops or shunts for other trains ahead or to pass only
*	- (in dep time) Traffic and/or shunts for other trains to pass
L	- Stops only to change locomotive
N	- Stop not advertised
OP	- Stops for other operating reasons
PR	- Propelling between points shown
R	- Stops when required
RM	- Stops for reversing movement or driver to change ends
RR	- Stops to run round
S	- Stops for railway personnel only
U	- Stops to take up/attach only
X	- Points at which trains cross on single lines at crossing points
@	- Indicates headcode or train number change en route (see notes)
§	- Indicates headcode or train number change en route (see notes)
	- When shown above timings – detached timings from previous train
	- When shown below timings – attached to previous train

iv. OPERATING CHARACTERISTICS

DEMU	- Diesel-Electric Unit (Air Brake)
D3	- Diesel-Mechanical Multiple Unit (Vacuum Brake)
ECS	- Empty Coaching Stock - A combination of one or more Electric Multiple Units and non-powered or TC stock with an Electro- Diesel or Diesel Locomotive
†	
EML	
NA	- Not Advertised
NPCCS	- Non-Passenger Carry Coaching Stock
ⓓ	- Driver only operation applies for trains consisting of coaching stock vehicles
Q	- Runs when required
‡	- Advertised in Great Britain Passenger Railway Timetable
+	- Must only convey vehicles authorised to run at 100mph or more
●	- Air-conditioned train. Public Address system applies on day coaches
	- Conveys Sleeper Cars. Timed to a maximum speed of 80mph
→	- Continued in subsequent column/s
←	- Continued from previous column/s

FOUR CHARACTER TRAIN NUMBERING SYSTEM

1. GENERAL

- 1.1. Inserted at the head of each timing column in the Working Timetable and Special Notices is a train number composed of four characters.
- 1.2. These train numbers are meant, primarily, for use with 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 letter 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 or groups of services 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.

3.1.1. "Charing Cross" Section

A	UP trains via Woolwich and Blackheath
B	UP trains via Woolwich and Greenwich London Bridge and Maidstone West/Strood via Redhill
C	UP trains via Bexleyheath
D	UP trains via Sidcup Brighton and Ore (Class 1 not available)
E	UP trains to Eastern Region DOWN trains via Greenwich and Woolwich Local trains Tonbridge and Tunbridge Wells
F	UP local trains from Sevenoaks Victoria/London Bridge and Hastings/Ore via South Central Lines
G	via Chislehurst, Swanley and Chatham Ashford and Brighton Ashford and Rye/Hastings stoppers
H	Trains to/from Hastings (Class 1 only) Trains to/from Tunbridge Wells (Class 2 only)(With the exception of those covered under 'E')
	Hastings line via Tonbridge (except trains covered by E) Folkestone East and Folkestone Harbour (other than through workings)
J	DOWN trains to Bromley North DOWN empty trains to Grove Park DOWN trains Cannon Street to London Bridge Three Bridges and Tunbridge Wells via Tonbridge
K	UP trains from Mid Kent Line Ashford and Brighton via Hastings
L	DOWN trains via Blackheath and Woolwich UP trains to Eastern Region
M	UP trains to North West/Midlands Zones DOWN trains via Bexleyheath
N	DOWN trains via Sidcup

O	From other Zones to Southern Region not covered elsewhere Tunbridge Wells and Three Bridges via Tonbridge
P	UP trains from Bromley North UP empty trains from Grove Park UP trains London Bridge to Cannon Street
Q	Class 2. Non standard services – by prior agreement only
R	DOWN trains via Orpington and Paddock Wood
S	UP trains to Scotland Zone DOWN local trains to Sevenoaks
T	Brighton via London Bridge Tonbridge to Strood via Maidstone West
U	Via Nunhead and Lewisham
V	UP trains to Great Western Zone DOWN trains to Mid Kent Line
W	UP trains via Paddock Wood and Orpington
X	Out of gauge and exceptional loads
Y	To and from Caterham/Tattenham Corner/Horsham Orpington via Mid Kent Line ALL empty trains Blackfriars/Stewarts Lane/ and Cannon Street via Metropolitan Jn. De-icing and Sandite Trains
Z	Trains not covered elsewhere Special traffic trains

3.1.2. “Victoria” Section

A	UP main line trains Maidstone East and Herne Hill UP local trains Sevenoaks via Swanley and Herne Hill
B	ALL local trains to or from Sevenoaks via Catford and Swanley
C	UP main line trains via Sevenoaks, Swanley or Orpington and Herne Hill
D	UP local trains from Sevenoaks via Herne Hill and Orpington Sittingbourne and Sheerness
E	UP trains to Eastern Region DOWN local trains to Sevenoaks or intermediate stations via Herne Hill and Swanley Tunbridge Wells via Redhill
F	Main line trains via Catford and Maidstone East
G	Main line trains via Catford and Orpington
H	Not Used
I	Bruxelles via Channel Tunnel (class 9 only)
J	Thameslink and West Croydon via Herne Hill
K	Via Catford and Chatham
L	Local trains to and from Sevenoaks or intermediate stations via Orpington and Catford UP trains to Eastern Region
M	UP trains to Midland/North West Zones, except trains covered elsewhere DOWN local trains to Sevenoaks via Herne Hill and Orpington
N	DOWN main line trains via Herne Hill and Maidstone East
O	Trains from other Zones to Southern Region not covered elsewhere Paris via Channel Tunnel (Class 9 only) Victoria (Eastern) and Stewarts Lane Thameslink and Sutton via Herne Hill
P	UP main line trains via Chatham and Herne Hill
Q	Class 2. Non standard services – by prior agreement only
S	UP trains to Scotland Zone DOWN main line trains via Herne Hill and Chatham
T	Thameslink and Brighton via London Bridge Victoria (Central) and Stewarts Lane
U	via Nunhead, Lewisham, Dartford and intermediate stations Strood, Sheerness, Ramsgate and Dover
V	UP trains to Great Western area DOWN main line trains via Herne Hill, Orpington or Swanley and Sevenoaks
W	Thameslink and Brighton via Herne Hill
X	Out of gauge and exceptional loads
Y	Empty trains Blackfriars/Stewarts Lane and Cannon Street via Metropolitan Jn De-icing and Sandite trains 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. Eastern

4.2.1. For trains working to and from London terminal stations the basis is:

“Charing Cross” Section

00-98 EVEN numbers to and from Charing Cross:

01-99 ODD numbers to and from Cannon Street:

90-99 These will be reserved for trains outside of the standard pattern, primarily at peak times where trains run in addition to the standard hour or have irregular stopping patterns, eg trains that do not call at London Bridge, services that run fast over normally all stations routes, such as the Sidcup line. The use of a 90 number is designed to make a service stand out and distinguish it from the normal pattern or sequence of events and as such will not be used for the normal standard hour services. Certain limited stop services in the suburban area will also be numbered as Class 1

With the exception of ‘T’

E EVEN numbers Tonbridge to Tunbridge Wells

ODD numbers Tunbridge Wells to Tonbridge

J EVEN numbers Grove Park to Bromley North

P EVEN numbers Bromley North to Grove Park

T EVEN numbers UP trains to Charing Cross

ODD numbers DOWN trains from Charing Cross

4.2.2. “Victoria” Section

EVEN numbers to and from Victoria

ODD numbers to and from Blackfriars

D EVEN numbers Sheerness to Sittingbourne

ODD numbers Sittingbourne to Sheerness

O 00-48 EVEN numbers Victoria (Eastern) to Stewarts Lane

50-98 EVEN numbers Stewarts Lane to Victoria (Eastern)

90-99 These will be reserved for trains outside of the standard pattern, primarily at peak times where trains run in addition to the standard hour or have irregular stopping patterns. The use of a 90 number is designed to make a service stand out and distinguish it from the normal pattern or sequence of events and as such will not be used for the normal standard hour services. Certain limited stop services in the suburban area will also be numbered as Class 1