

BOOK CB

# **WORKING TIMETABLE**

**SUNDAY 15 DECEMBER 2024 to SATURDAY 07 JUNE 2025**

**PASSENGER TRAIN SERVICES**

**EUSTON TO WATFORD JN**

**WATFORD JN TO RUGBY**

**RUGBY TO BASFORD HALL JN  
DERBY AND STONE TO CONGLETON AND  
BARTHOMLEY JN**

**EUSTON TO WATFORD JN (DC)**

**ST ALBANS ABBEY TO WATFORD JN**

**BEDFORD TO BLETCHLEY**

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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.**

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

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**NOTES**

- (i) The codes shown in columns above train titles are train reporting numbers.  
The first position indicates classification, the second the destination indication as shown on page 2, the third and fourth positions the identity number of the train.
- (ii) Where no separate time is shown for arrival and departure, the time indicated is the departure time. figures indicate passing times.
- (iii) Trains must leave at the advertised time whenever practicable but, when booked to set down only, may depart as soon as station duties have been completed. Where the advertised departure time of passenger trains are slightly earlier than those shown in the Working Timetable, the former must be used in all quotations to the public.
- (iv) A half minute is allowed for station duties, unless separate arrival and departure times are provided or more time is specified by letter indications.
- (v) All dates shown herein are inclusive.

<b>DESTINATION INDICATIONS</b>			
<b>Letter</b>	<b>Destination Area</b>	<b>Letter</b>	<b>Destination Area</b>
A	London	H	Birmingham/London/Marylebone
B	London		Manchester South
	London (local)		Manchester North/Shrewsbury
	Bletchley		
C	Carlisle	J	Aberystwyth/Pwllheli
	Chester/North Wales	K	Stoke-on-Trent/Crewe
	Coventry		Milton Keynes
D	Nottingham/Derby	L	Anglia
	London (local)	M	Midlands and North West
E	London & North Eastern	N	Preston/Blackpool
	Nottingham/Derby		London local
	Liverpool	O	South West and South
F	London (local)	R	Virgin Trains Up Morning Peak services
	Birmingham	S	Scotland
G	London (local)	T	Tring
		U	London Midland services timed at 110mph
		V	Great Western
		W	London Peak Services
			London Midland services timed at 110mph

**CALLING PATTERN (SOUTH OF NORTHAMPTON)**

1-99 (Odd) Down Line Services

0-98 (Even) Up Line Services

Empty Trains to Depot will indicate the Train Number of the incoming train prefixed by 5 instead of 1 or 2.

**DC LINES**

C	Up Line
D	Down Line

**LUL SERVICES - DESTINATION INDICATORS****Passenger**

B	Lambeth North
C	Waterloo
D	Piccadilly Circus
E	Paddington
F	Queens Park
G	Kensal Green
H	Willesden Jn
I	Stonebridge Park
J	Harrow and Wealdstone
K	Elephant and Castle
M	Kilburn High Road

**ECS**

N	Elephant and Castle
O	London Road
P	Queens Park
Q	Queens Park 24 Road
R	Willesden Jn
S	Stonebridge Park
T	Harrow and Wealdstone
W	Kilburn High Road
X	Special

**1. TIMING LOADS IN WORKING TIMETABLES**

The timing load at the head of a unit operated train indicates the type of unit on which the timing of the train is based.

The timing load for locomotive hauled trains indicates the maximum speed of the train , i.e. **100, 75, 95** etc. the class of loco traction, **47 , 86, or 90** etc. followed by the tonnage on which the timing of the train is based.

## EXPLANATION OF REFERENCES

<b>M</b>	Monday.	<b>F</b>	Friday.
<b>T</b>	Tuesday.	<b>S</b>	Saturday.
<b>W</b>	Wednesday.	<b>SUN</b>	Sunday.
<b>TH</b>	Thursday.		

- 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.
- BHX** Does not run on Bank Holiday *Mondays* (Easter, May Day, Spring and Late Summer).

The days run normally appear between square brackets, e.g. **[SX]**. In the case of overnight trains, the days run may appear between asterisks indicating that the train departure was on the previous day, e.g. **\*MX\***. In this example, they indicate that the main train its starting point **SX**, but all the times in that particular column are **MX**.

<b>a</b>	Arrives 1 minute earlier.	<b>f</b>	Arrives 3½ minutes earlier.
<b>b</b>	Arrives 1½ minutes earlier.	<b>g</b>	Arrives 4 minutes earlier.
<b>c</b>	Arrives 2 minutes earlier.	<b>h</b>	Arrives 4½ minutes earlier.
<b>d</b>	Arrives 2½ minutes earlier.	<b>j</b>	Arrives 5 minutes earlier.
<b>e</b>	Arrives 3 minutes earlier.		

- p** Advertised departure time 1/1½ minutes earlier.
- q** Advertised departure time 2/2½ minutes earlier.
- r** Advertised departure time 3/3½ minutes earlier.
- v** Advertised arrival time 1 minute later.
- w** Advertised arrival time 1½/2 minutes later.
- y** Advertised arrival time 2½/3 minutes later.
- z** Advertised arrival time 3½/4 minutes later.
- [#]** Indicates the number of minutes allowed for temporary speed restrictions and other engineering work.
- (#)** Extra time for pathing requirements.
- <#>** Extra time for performance requirements

<b>AL</b>	Avoiding Line	<b>PL</b>	Platform Line
<b>CL</b>	Carriage Line	<b>SL</b>	Slow Line
<b>CWM</b>	Via Carriage Washing Machine	<b>TL</b>	Through Line
<b>DEL</b>	Derby Line	<b>UDF</b>	Up and Down Fast Line
<b>DFL</b>	Down Fast Line	<b>UDG</b>	Up and Down Goods Line
<b>DGL</b>	Down Goods Loop	<b>UDGL</b>	Up and Down Goods Loop
<b>DHL</b>	Down Hendon Line	<b>UDS</b>	Up and Down Slow Line
<b>DML</b>	Down Main Line	<b>UFL</b>	Up Fast Line
<b>DVP</b>	Down Passenger Loop	<b>UGL</b>	Up Goods Loop
<b>DSL</b>	Down Slow Line	<b>UHL</b>	Up Hendon Line
<b>FL</b>	Fast Line	<b>UML</b>	Up Main Line
<b>GL</b>	Goods Line	<b>UPL</b>	Up Platform Line
<b>HL</b>	High Level	<b>UPV</b>	Up Passenger Loop
<b>HLG</b>	High Level Goods Line	<b>USL</b>	Up Slow Line
<b>ML</b>	Main Line	<b>V</b>	Loop Platform
<b>DPL</b>	Down Passenger Line	<b>WL</b>	Stour Line
<b>MOL</b>	Moorgate Line		

**EXPLANATION OF REFERENCES - continued**

<b>CMD</b>	Carriage Maintenance Depot	<b>PCD</b>	Parcel Concentration Depot
<b>CHS</b>	Carriage Holding Sidings	<b>PSB</b>	Power Signal Box
<b>CS</b>	Carriage Sidings	<b>RECP</b>	Reception Sidings
<b>DMUD</b>	<i>DMU</i> Diesel Maintenance Depot	<b>RTC</b>	Railway Technical Centre
<b>DS</b>	Down Sidings	<b>SB</b>	Signal Box
<b>EMUD</b>	<i>EMU</i> Electric Maintenance Depot	<b>SF</b>	Shunting Frame
<b>FP</b>	Fuelling Point	<b>SIG</b>	Signal
<b>GF</b>	Ground Frame	<b>TMD(E)</b>	Traction Maintenance Depot (Electric)
<b>HS</b>	Holding Sidings	<b>TMD(D)</b>	Traction Maintenance Depot (Diesel)
<b>JN or Jn</b>	Junction	<b>T&amp;RSMD</b>	Traction and Rolling Stock Maintenance Depot
<b>LC</b>	Level Crossing	<b>US</b>	Up Sidings
<b>LIP</b>	Locomotive Inspection Point	<b>WKS</b>	Works
<b>LMD</b>	Light Maintenance Depot		
<b>AE</b>	Stops to attach/detach assisting locomotive.		
<b>C</b> (in arr. & or dep. times)	Stops to change train (wo)men.		
<b>D</b>	Stops to set down/detach.		
<b>*</b> (in arr. & or dep. times)	Stops or shunts for other trains ahead or to pass only.		
<b>L</b>	Stops to change locomotive		
<b>N</b>	Stop not advertised to public		
<b>OP</b>	Stops for other operating reasons		
<b>OR</b>	Train locomotive in rear		
<b>PR</b>	Propelling between points shown		
<b>R</b>	Stops when required		
<b>RM</b>	Stops for reversing movement or driver to change ends		
<b>RR</b>	Stops to run round		
<b>S</b>	Stops for Railway personnel only		
<b>t</b>	Stops only for tablet, staff or token purposes		
<b>U</b>	Stops to take up/attach		
<b>W</b>	Watering of coaches		
<b>X</b>	Points at which trains cross on single lines		
<b>Ø</b>	Indicates head code or train number change en route		
<b>—</b>	When shown below timings - attach to following train		
<b>—</b>	When shown above timings - detach from previous train		
<b>—</b>	When shown below timings - attach to previous train		
<b>—</b>	When shown above timings - detach from following train		
<b>150</b>	Diesel Multiple Unit (Vacuum braked) class 150 155 and 156 75 mph		
<b>153</b>	Diesel Multiple Unit class 153 75 mph		
<b>158</b>	Class 158 Sprinter (Air braked) 90 mph		
<b>165-0</b>	Class 165/0 Networker Turbo 75 mph		
<b>165-1</b>	Class 165/1 Networker Turbo 90 mph		
<b>168</b>	Class 168 Networker Turbo 100 mph		
<b>170</b>	Class 170 100 mph		
<b>172</b>	Class 172 (LOROL) 100 mph		
<b>172</b>	2 Class 172 (Chiltern and London Midland)		
<b>175</b>	Class 175 100 mph		
<b>180</b>	Class 180 100 mph		
<b>185</b>	Class 185 100 mph		
<b>220</b>	Voyager 125 mph		

**EXPLANATION OF REFERENCES - continued**

<b>221</b>	Voyager	125 mph
<b>313</b>	Class 313 Electrical Multiple Unit	75 mph
<b>318</b>	Class 318 Electrical Multiple Unit	90 mph
<b>319</b>	Class 319 Electrical Multiple Unit	100 mph
<b>319/X</b>	Class 319 Electrical Multiple Unit Express	100 mph
<b>321</b>	Class 321 Electrical Multiple Unit Express	100 mph
<b>323</b>	Class 323 Electrical Multiple Unit	90 mph
<b>325</b>	Class 323 Electrical Parcels Unit	100 mph
<b>332</b>	Heathrow Express Electrical Multiple Unit	100 mph
<b>350/100</b>	Class 350	100 mph
<b>350/110</b>	Class 350	110 mph
<b>378</b>	Class 378	75 mph
<b>390</b>	Class 390 Electrical Multiple Unit 8 vehicles	125 mph
<b>D</b>	Driver Only Operation Applies for trains consisting of Coaching Stock vehicles (in column header)	
<b>D1- 4</b>	Indicates formation - see Sectional Appendix	
<b>ECS or +</b>	Empty Coaching Stock	
<b>EML</b>	One or more EMU and TC stock with an Electro-Diesel or Diesel Locomotive	
<b>HST(v-s)</b>	High Speed Train v is vehicles and s speed i.e. HST7-125	
<b>LD60</b>	Light Diesel Locomotive	60 mph
<b>LD75</b>	Light Diesel Locomotive	75 mph
<b>LE75</b>	Light Diesel Locomotive	75 mph
<b>LS60</b>	Light Steam Locomotive	60 mph
<b>LDS</b>	Worked by Diesel Shunting Locomotive	
<b>NA</b>	Train not advertised to public	
<b>NPCCS</b>	Non-Passenger Carrying Coaching Stock	
<b>P</b>	Push and Pull Train	
<b>Q</b>	Runs when required	
<b>STEAM</b>	Operated by Steam Locomotive	
<b>R</b>	Air-conditioned. Public address system applies on day coaches	
<b>C</b>	Must only convey vehicles authorised to run 100 mph or more	
<b>M</b>	Train timed at 110 mph where authorised. Must only convey vehicles authorised to run at this speed or more	
<b>↳</b>	Continued in subsequent column(s)	
<b>←</b>	Continued from previous column (s)	
<b>!</b>	Light Locomotive	
<b>Postal</b>		
<b>Mail</b>	These trains may convey Royal Mail Couriers	
<b>plt</b>	Platform	
<b>@</b>	Commercial or operating changes at this location	
<b>o</b>		
<b>oo</b>	Advertised public time different to working time	
<b>‡</b>		