BOOK PD

WORKING TIMETABLE

SUNDAY 15 DECEMBER 2024 to SATURDAY 07 JUNE 2025

PASSENGER TRAIN SERVICES

TREHERBERT TO CARDIFF CENTRAL

CARDIFF CENTRAL TO BRIDGEND

Network Rail
MILTON KEYNES

Produced and published by Network Rail, Planning Publication

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

This timetable contains Passenger and Mail train services, together with associated stock and locomotive movements. The importance of these services dictates that the planned working for these trains must always be maintained. The train(s) concerned will normally be altered through printed supplements and only in exceptional cases will alterations be issued at other times

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.

In the Cardiff Valleys a SATURDAY service will operate on designated Bank Holidays, unless further amended in the Amended Train Notice.

NOTES

1. Where no separate time is shown for arrival and departure, the time indicated is the departure time.
2. Trains must leave at the advertised times 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.
3. A half-minute is allowed for station duties unless separate arrival and departure times are provided or a different time is specified by letter indications.
4. Figures in light type indicate the time at which a train should pass a Station, Signal Box or Junction point.

FOUR-CHARACTER TRAIN IDENTIFICATION SYSTEM

The number inserted in each column above the train title is the description allocated under the four character train identification system and provides the following information:-

1. The first figure indicates the classification of the train.

2. The second character indicates the destination area or Zone (see also below).

3. The third and fourth figures represent the individual number of the train.

X   In the second character indicates trains conveying out-of-gauge or other exceptional load.

Z   In the second character indicates excursion, military, Royal or other special train.

LIGHT LOCOMOTIVE AND EMPTY COACHING STOCK MOVEMENTS

These will normally be allocated the individual number of the trains they are "to work" or "after working".

GREAT WESTERN AREA WTT DESTINATION INDICATIONS

TRAINS RUNNING WITHIN THE PD WTT AREA

Letter   Denotes Destination/Routes

Letter	Denotes Destination/Routes
A	Aberdare
B	Cardiff Bay
C	Coryton
D	Bargoed
E	Bridgend
F	Cardiff Central
J	Pontypridd.
K	Caerphilly or Ystrad Mynach
L	Maesteg.
M	Merthyr or Abercynon South
N	*Newport
P	Penarth
R	Rhymney
S	Cardiff Queen St
T	Treherbert
V	Radyr
W	Taffs Well
Y	Barry or Barry Island

* - Headcodes for other services to or from the PB WTT area are as shown in the PB area WTT.

EXPLANATION OF ABBREVIATIONS, NOTES AND SYMBOLS

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.

TRAIN BRAKING

All passenger and parcels trains will normally be air braked.

DAYS OF OPERATION

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 designated Bank/Public Holidays.

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

OPERATING CHARACTERISTICS

C or +   Must only convey vehicles authorised to run at 100 mph or more.

D   Driver Only Operation applies for trains consisting of coaching stock vehicles.

NA   Not Advertised

Q   Runs when required

VB   Vacuum Braked Train

R or □   Air Conditioned. Public address system applies on day coaches.

🚉   Conveys sleeping cars. Timed to a maximum speed of 80 mph.

♠   Timed to a maximum speed of 110 mph.

TRAIN COLUMN NOTES AND STATION ACTIVITIES

AE   Stops to attach/detach assisting locomotive(s)

C   Stops only to change traincrew

D   Stops to set down/detach

L   Stops to change locomotive

N   Stop not advertised

OP   Stops for other operational reasons

OR   Train locomotive in rear

PR   Propelling movement 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

W   Stops for traffic purposes and watering of coaches ("W" in departure time only)

      Stops for watering of coaches ("W" in arrival and departure times)

X   Points at which trains   (a) run from one running line to another,

                      or   (b) crossing point at which trains on single lines will cross

a   Arrives 1 minute earlier

b   Arrives 1½ minutes earlier

c   Arrives 2 minutes earlier

d   Arrives 2½ minutes earlier

e   Arrives 3 minutes earlier

f   Arrives 3½ minutes earlier

g   Arrives 4 minutes earlier

h   Arrives 4½ minutes earlier

j   Arrives 5 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

t   Stops only for tablet, staff and token purposes

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

* Stops or shunts for other trains ahead or to pass only (* in arrival and departure times)

 Traffic and/or shunts for other trains to pass (* in departure time)

+ Empty coaching stock

|| Light Locomotive(s)

§ Indicates route/head code or train number change en route

[3] Indicates the number of minutes allowed for temporary speed restrictions and other engineering work

(2) Extra time for pathing requirements

<1> Performance allowance

ǂ }

o } Advertised public time in National Rail Timetable different to working time

oo }

@ Commercial and/or operating change at this location