

BOOK CG

WORKING TIMETABLE

SUNDAY 15 DECEMBER 2024 to SATURDAY 07 JUNE 2025

PASSENGER TRAIN SERVICES

MARYLEBONE TO AYLESBURY AND BANBURY

HEYFORD TO BIRMINGHAM

STRATFORD-UPON-AVON TO TYSELEY

BIRMINGHAM TO HARTLEBURY

STOURBRIDGE JN TO STOURBRIDGE TOWN

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.

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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. Light 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.

DESTINATION INDICATIONS

Letter	Destination Area	Letter	Destination Area
A	London	H	Birmingham/London/Marylebone Manchester South
B	London London (local)		
C	Carlisle	J	Aberystwyth/Pwllheli
	Chester/North Wales	K	Stoke-on-Trent/Crewe
D	Nottingham/Derby	L	Anglia
	London (local)	M	Midlands and North West
E	London & North Eastern	N	Preston/Blackpool
	Nottingham/Derby		London local
F	Liverpool	O	South West and South
	London (local)	R	EWS Royal Mail Services
G	Birmingham	S	Scotland
	London (local)	V	Great Western
	Banbury		

ECS Trains will indicate the Train Number of the service train prefixed by 5 instead of 1 or 2.

Trains terminating at the following locations are indicated by the individual letter in the second position of the four character train identification code as shown:-

Birmingham Area

B	{	Birmingham Snow Hill
		Leamington Spa from Stratford Stratford upon Avon from Leamington
C	{	Dorridge
H	{	Leamington Spa – (from Birmingham Direction)
		Stourbridge Jn
S	{	Shirley
		Stratford upon Avon - (from Birmingham Direction)
D	{	Warwick
		Stratford upon Avon from Oxford/Reading area Banbury from Oxford/Reading area
K	{	Stourbridge Jn From London Marylebone

Chiltern Area

B	Met Line “down”
C	Met Line “up”
G	Joint Line “down” (except Bicester and Aylesbury)
H	Joint Line “up”
A	Aylesbury via Joint Line
N	Bicester North

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.

2. TRAIN BRAKING

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

EXPLANATION OF REFERENCES

M	Monday.	F	Friday.
T	Tuesday.	S	Saturday.
W	Wednesday.	SUN	Sunday.
TH	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**.

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

EXPLANATION OF REFERENCES - continued

AL	Avoiding Line	PL	Platform Line
CL	Carriage Line	SL	Slow Line
CWM	Via Carriage Washing Machine	TL	Through Line
DEL	Derby Line	UDF	Up and Down Fast Line
DFL	Down Fast Line	UDG	Up and Down Goods Line
DGL	Down Goods Loop	UDGL	Up and Down Goods Loop
DHL	Down Hendon Line	UDS	Up and Down Slow Line
DML	Down Main Line	UFL	Up Fast Line
DVP	Down Passenger Loop	UGL	Up Goods Loop
DSL	Down Slow Line	UHL	Up Hendon Line
FL	Fast Line	UML	Up Main Line
GL	Goods Line	UPL	Up Platform Line
HL	High Level	UPV	Up Passenger Loop
HLG	High Level Goods Line	USL	Up Slow Line
ML	Main Line	V	Loop Platform
DPL	Down Passenger Line	WL	Stour Line
MOL	Moorgate Line		
CMD	Carriage Maintenance Depot	PCD	Parcel Concentration Depot
CHS	Carriage Holding Sidings	PSB	Power Signal Box
CS	Carriage Sidings	RECP	Reception Sidings
DMUD	<i>DMU</i> Diesel Maintenance Depot	RTC	Railway Technical Centre
DS	Down Sidings	SB	Signal Box
EMUD	<i>EMU</i> Electric Maintenance Depot	SF	Shunting Frame
FP	Fuelling Point	SIG	Signal
GF	Ground Frame	TMD(E)	Traction Maintenance Depot (Electric)
HS	Holding Sidings	TMD(D)	Traction Maintenance Depot (Diesel)
JN or Jn	Junction	T&RSMD	Traction and Rolling Stock Maintenance Depot
LC	Level Crossing	US	Up Sidings
LIP	Locomotive Inspection Point	WKS	Works
LMD	Light Maintenance Depot		

EXPLANATION OF REFERENCES - continued

AE	Stops to attach/detach assisting locomotive.	
C (in arr. & or dep. times)	Stops to change train (wo)men.	
D	Stops to set down/detach.	
* (in arr. & or dep. times)	Stops or shunts for other trains ahead or to pass only.	
L	Stops to change locomotive	
N	Stop not advertised to public	
OP	Stops for other operating reasons	
OR	Train locomotive in rear	
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	
t	Stops only for tablet, staff or token purposes	
U	Stops to take up/attach	
W	Watering of coaches	
X	Points at which trains cross on single lines	
Ø	Indicates head code or train number change en route	
	When shown below timings - attach to following train	
	When shown above timings - detach from previous train	
	When shown below timings - attach to previous train	
	When shown above timings - detach from following train	
150	150 155 and 156 Diesel Multiple Unit class	75 mph
153	153 Super Sprinter	75 mph
158	Class 158 Sprinter	90 mph
165-0	Class 165/0 Networker Turbo	75 mph
165-1	Class 165/1 Networker Turbo	90 mph
165-2T	Class 165/1 Networker Turbo 2 track	75 mph
168	Class 168 Clubman Turbo	100 mph
170	Class 170 Turbo Star	100 mph
175	Class 175 Coradia	100 mph
180	Class 180 Adelante	100 mph
220	Voyager	125 mph
221	Super Voyager (5 car)	125 mph
309	Class 309 Electrical Multiple Unit	100 mph
313	Class 313 Electrical Multiple Unit	75 mph
318	Class 318 Electrical Multiple Unit	90 mph
319	Class 319 Electrical Multiple Unit	100 mph
319/X	Class 319 Electrical Multiple Unit Express	100 mph
321	Class 321 Electrical Multiple Unit Express	100 mph
321x2	Class 321 x 2 Electrical Multiple Unit Express	100 mph
323	Class 323 Electrical Multiple Unit	90 mph
325	Class 323 Electrical Parcels Unit	100 mph
332	Heathrow Express Electrical Multiple Unit	100 mph
390	Class 390 Pendolino 8 vehicles	125 mph
391-1	Class 390 Pendolino 9 vehicles	110 mph
508	DC Electrical Multiple Unit	75 mph
D	Driver Only Operation Applies for trains consisting of Coaching Stock vehicles (in column header)	
D1- 4	Indicates formation - see Sectional Appendix	
ECS or +	Empty Coaching Stock	
EML	One or more EMU and TC stock with an Electro-Diesel or Diesel Locomotive	
CG6		

EXPLANATION OF REFERENCES - continued

HST(v-s)	High Speed Train v is vehicles and s speed i.e. HST7-125	
LD60	Light Diesel Locomotive	60 mph
LD75	Light Diesel Locomotive	75 mph
LE75	Light Diesel Locomotive	75 mph
LS60	Light Steam Locomotive	60 mph
LDS	Worked by Diesel Shunting Locomotive	
NA	Train not advertised to public	
NPCCS	Non-Passenger Carrying Coaching Stock	
P	Push and Pull Train	
Q	Runs when required	
STEAM	Operated by Steam Locomotive	
R	Air-conditioned. Public address system applies on day coaches	
C	Must only convey vehicles authorised to run 100 mph or more	
M	Train timed at 110 mph where authorised. Must only convey vehicles authorised to run at	
this	speed or more	
↳	Continued in subsequent column(s)	
←	Continued from previous column (s)	
!	Light Locomotive	
Postal		
Mail	These trains may convey Royal Mail Couriers	
plt	Platform	
@	Commercial or operating changes at this location	
o		
oo	Advertised public time different to working time	
‡		

Special Instructions for Steam Locomotives:
Formation: Steam Locomotive + up to 8 vehicles

1. The instructions contained in Sectional Appendix NR30018/05a for Network Rail London North Western (South) route, Module LNW (S) 1, Page 33 “Special Instructions for working of Steam Locomotives” apply.
2. Maximum permitted speed:
 - Class 49xx Ex GW Hall class locomotive is **60mph, (or 45mph when running tender first)**.
 - Class 50xx Ex GW Castle class locomotive is **75mph, (or 45mph when running tender first)**.
 - Ex BR Britannia Class Locomotive is **75mph, (or 45mph when running tender first)**
 - All lower temporary, emergency or permanent speed restrictions must be strictly observed.
3. The steam locomotive on the train must be:
 - **Ex GWR Hall Class 49xx Locomotive**
 - **Ex GWR Castle Class 50xx Locomotive**
 - **Ex BR 70013 (98713) “Oliver Cromwell”**
4. Additional specific route and speed restrictions: -
 - Must not use crossovers between any platforms.

Ex GW Hall class 49xx Locomotive:

 - Speed must not exceed 15mph through Wilmcote Platform on the UP LINE
 - Speed must not exceed 30mph through Dorridge Platform on either the UP LINE or the DOWN LINE

Ex GW Castle class 50xx Locomotive:

 - No specific restrictions

Ex BR 70000 Britannia Class

 - No specific restrictions
5. The West Coast Railways Traction Inspector or Driver in Charge must inform the Network Rail West Midlands Control before each days service of the following: -
 - His name, and contact details (Mobile phone No.)
 - The locomotive number.
 - The maximum speed of the Loco/train.
 - The NRN radio number.