

BOOK CJ

# **WORKING TIMETABLE**

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

**PASSENGER TRAIN SERVICES**

**ST. PANCRAS TO BEDFORD**

**BEDFORD TO SYSTON SOUTH JN.**

**SYSTON SOUTH JN. TO NOTTINGHAM AND DERBY**

**NEWARK AND BOTTESFORD TO MANSFIELD AND  
CHESTERFIELD**

**BIRMINGHAM TO PETERBOROUGH**

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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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. 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.
- (v) All dates shown herein are inclusive.

**DESTINATION INDICATIONS**

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

Trains to and from Etches Park CS or Nottingham Eastcroft LMD will indicate the Train Number of the service train prefixed by 5 instead of 1 or 2.

Class 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:-

**East Midlands Area**

A	To Manchester Airport
D	Worksop Line and To Nottingham
E	To Lincolnshire
F	Matlock Line and to Derby
G	To Coventry
K	Derby/Leicester/Nottingham to Birmingham
M	From Lincolnshire

**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**

<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).

<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

**EXPLANATION OF REFERENCES - continued**

<b>HLG</b>	High Level Goods Line	<b>USL</b>	Up Slow Line
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<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		
<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>	Class 150 155 and 156 Diesel Multiple Unit	75 mph
<b>153</b>	Class 153 Super Sprinter	75 mph
<b>158</b>	Class 158 Sprinter	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>165-2T</b>	Class 165/1 Networker Turbo 2 track	75 mph
<b>168</b>	Class 168 Networker Turbo	100 mph
<b>170</b>	Class 170 Turbo Star	100 mph
<b>175</b>	Class 175 Coradia	100 mph
<b>180</b>	Class 180 Adelante	100 mph
<b>220</b>	Voyager	125 mph
<b>221</b>	Super Voyager (5 car)	125 mph

**EXPLANATION OF REFERENCES – continued**

<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>321x2</b>	Class 321 x 2 Electrical Multiple Unit Express	100 mph
<b>323</b>	Class 323 Electrical Multiple Unit	90 mph
<b>325</b>	Class 325 Electrical Parcels Unit	100 mph
<b>332</b>	Heathrow Express Electrical Multiple Unit	100 mph
<b>390</b>	Class 390 Electrical Multiple Unit 9 vehicles	125 mph
<b>508</b>	DC Electrical Multiple Unit	75mph
<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	
↳	Continued in subsequent column(s)	
←	Continued from previous column (s)	
!	Light Locomotive	
<b>Postal</b>		
<b>Mail</b>	These trains may convey Royal Mail Couriers	
<b>plt</b>	Platform	

## THAMESLINK HEADCODES

The following headcodes are applied to Thameslink services running between Bedford, Luton, St Albans and Moorgate or Blackfriars:-

<b>A</b>	Moorgate, Farringdon, King's Cross Thameslink, Kentish Town, West Hampstead
<b>G</b>	Bedford
<b>H</b>	Luton, Leagrave
<b>J</b>	Blackfriars, Herne Hill, Tulse Hill, Streatham
<b>K</b>	St Albans, Harpenden

Stopping patterns generally fall into the following ranges:-

<b>01 to 39</b>	All stations
<b>40 to 59</b>	West Hampstead, Mill Hill Broadway then all stations (and vice versa)
<b>60 to 79</b>	fast to St Albans then all stations (and vice versa, may include a West Hampstead stop)
<b>80 to 99</b>	2 - 4 out of Flitwick, Leagrave, Luton, Luton Airport Parkway, Harpenden and St Albans

Trains which predominantly run fast line will carry "1" headcode, those which run slow line "2"

Trains to/from Wimbledon Loop will generally carry a 2Oxx headcode, numbered consecutively.

Trains to/from the Brighton Line will carry headcodes as follows:-

<b>T</b>	via London Bridge
<b>W</b>	via Herne Hill and Crystal Palace or Selhurst

Trains to/from the Brighton Line will carry either a "1" or "2" headcode depending firstly on stopping pattern south of Gatwick and secondly on routing north of Carlton Road. Headcodes will also be numbered consecutively in steps of 2, odd numbers southbound and even numbers northbound.

Associated ECS moves will generally take the same headcode except prefixed by "3" or "5" instead of "1" or "2".

ECS moves from Bedford CS or Bedford to Luton will carry a 5Hxx headcode where the last two digits are the same as the next working. E.g. ECS for 2A42 would be 5H42.

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