

BOOK WB

WORKING TIMETABLE

SATURDAY 08 JUNE 2024 to SATURDAY 14 DECEMBER 2024

PASSENGER TRAIN SERVICES

VICTORIA TO FAWKHAM JN AND ORPINGTON

**CLAPHAM JUNCTION TO WILLESDEN JN HIGH LEVEL
(WEST LONDON LINE)**

Network Rail
MILTON KEYNES

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

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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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CLAPHAM JUNCTION TO WILLESDEN JN HIGH LEVEL (WEST LONDON LINE) WB02
WILLESDEN JN HIGH LEVEL (WEST LONDON LINE) TO CLAPHAM JUNCTION

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

- 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**T** ... Tuesday**W** ... Wednesday**TH** ... Thursday**F** ... Friday**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**b** - Arrives 1½ minute 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

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

p – Public time 1-1½ minutes earlier**q** – Public time 2-2½ minutes earlier**r** – Public time 3-3½ minutes earlier**v** – Public time 1 minutes later**w** – Public time 1½ -2 minutes later**y** – Public time 2½ -3 minutes later**z** – Public time 3½ -4 minutes later

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
EML	- A combination of one or more Electric Multiple Units and non-powered or TC stock with an Electro- Diesel or Diesel Locomotive
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
Trains not covered elsewhere
- Z** 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