

BOOK LA

WORKING TIMETABLE

SATURDAY 08 JUNE 2024 to SATURDAY 14 DECEMBER 2024

PASSENGER TRAIN SERVICES

**LIVERPOOL STREET TO SOUTHMINSTER AND
SOUTHEND VICTORIA**

SHENFIELD TO NORWICH AND BRANCHES

**NORWICH TO SHERINGHAM, GREAT YARMOUTH AND
LOWESTOFT, IPSWICH TO FELIXSTOWE AND
LOWESTOFT**

ROMFORD AND UPMINSTER BRANCH (Both Directions)

MARKS TEY AND SUDBURY BRANCH (Both Directions)

Network Rail
MILTON KEYNES

Produced and published by Network Rail, Planning Publication

Email: NRT-WTT@NetworkRail.Co.Uk

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.

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.

LIVERPOOL STREET TO SOUTHMINSTER AND SOUTHEND VICTORIA SOUTHEND VICTORIA AND SOUTHMINSTER TO LIVERPOOL STREET	LA01
SHENFIELD TO NORWICH AND BRANCHES NORWICH TO SHENFIELD AND BRANCHES	LA02
NORWICH TO SHERINGHAM, GREAT YARMOUTH AND LOWESTOFT, IPSWICH TO FELIXSTOWE AND LOWESTOFT LOWESTOFT, GREAT YARMOUTH AND SHERINGHAM TO NORWICH, LOWESTOFT AND FELIXSTOWE TO IPSWICH	LA03
ROMFORD AND UPMINSTER BRANCH (Both Directions)	LA04
MARKS TEY AND SUDBURY BRANCH (Both Directions)	LA05

STRATFORD AREA A.R.S

Codes have been introduced for all possible moves in this area, which includes many alternative routes and reversible working. Many of these codes will only be used in special circumstances, such as engineering work.

Special note needs to be made of the way trains are shown crossing from one line to another

between Stratford and Forest Gate Junction. Because of a large number of stations and crossovers within a short distance, up and down moves over the same crossover are described in different ways:-

Down Trains:-

Crosses at Stratford Country End Jn	Line Code at Stratford
Crosses at Maryland East Jn	Line Code at Maryland
Crosses at Forest Gate Jn	Line Code at Forest Gate (Station)

Up Trains:-

Crosses at Forest Gate Jn	Line Code at Forest Gate Jn
Crosses at Maryland East Jn	Line Code at Forest Gate (Station)
Crosses at Stratford Country End Jn	Line Code at Maryland.

NOTES

Where no separate time is shown for arrival and departure, the time indicated is the departure time. Small type with a '/' between the times indicates passing times.

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 WTT, the former must be used in all quotations to the public.

A minimum of 30 seconds is allowed for station duties unless separate arrival and departure times are provided, or more time is specified by letter indications. In the case of services operated by Class 321 units a minimum of 40 seconds is allowed.

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.

TIMING LOAD

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 diesel locomotive hauled trains is indicated by **47/xxx** where xxx is the tonnage on which the timing of the train is based. (35 tonnes per coach). Electric locomotive hauled passenger trains are indicated by **86/350**.

150 Class 150, 155 or 156 Diesel Multiple Unit	D3	Twin Power Diesel Multiple Unit
153 Class 153 Diesel Multiple Sprinter Unit	LD	Light Diesel Locomotive
158 Class 158 Diesel Multiple Express Unit	LE	Light Electric Locomotive
312 Class 312 Electric Multiple Unit	HST125	High Speed Train
315 Class 315 Electric Multiple Unit	SANDITE	Sandite Unit
321 Class 321 Electric Multiple Unit	86210-80	Class 86 hauled Mail Train
322 Class 322 Electric Multiple Unit	90210-80	Class 90 hauled Mail Train

RUNNING LINES

London Liverpool Street and Shenfield. (Standard Codes)

- BL** Temple Mills lines between Bow Junction and Stratford.
- EL** Electric lines between London Liverpool Street and Shenfield.
- IL** Via Ilford passenger avoiding line.
- ML** Main lines between London Liverpool Street and Shenfield.
- S** Suburban line between London Liverpool Street and Bethnal Green.

Codes **BL**, **EL** and **ML** may be prefixed with the letter D or U, where D means the use of the Down line by an up train and U means the use of the Up line by a down train.

Special Line Codes

- DCH** For UP trains on Down Channelsea (towards Limit of Shunt)
- DX1** For DOWN trains from Bow Jn running ML to UBL via points 2128R
- DX2** For DOWN trains from Bow Jn running ML to UBL via points 2133R
- DX3** For DOWN trains from Bow Jn running UBL to BL via points 2134R
- DX4** For DOWN trains from Bow Jn running ML to BL via points 2128R/2134R
- UX1** For UP trains from Stratford running BL to DML via points 2128R
- UX2** For UP trains from Stratford running BL to DML via points 2133R
- UX3** For UP trains from Stratford running DBL to BL via points 2134R
- UX4** For UP trains from Stratford running DBL to DML via points 2134R/2128R
- XDL** For trains routed to or from Down ML at Maryland via points 2153R/2159R
- XL** For trains routed to or from Up ML at Maryland via points 2156R
- XUL** For Up trains from Bow Jn to Up ML via points 2120R

Trains may be diverted from one line to another at junctions, but care must be taken that this is only done when necessary to prevent delay.

FOUR CHARACTER TRAIN IDENTIFICATION SYSTEM

The numbers and letters inserted in the columns over the train titles indicate the classification and identification number of the train.

The first character (figure) indicates the classification of the train:-

- 0** Light Locomotive.
- 1** Express Passenger Train or Mail Train.
- 2** Ordinary Passenger Train.
- 5** Empty Coaching Stock Train (E.C.S.).
- 8** Sandite.
- 9** International Passenger Train.

The second character (letter) indicates the destination area or district:-

Trains terminating in, at or between:-

- A** Manningtree and Harwich Town.
- B** LTS trains between London Liverpool Street and Shoeburyness (via Laindon).
- C** Stratford and Gidea Park.
- D** Ipswich to Lowestoft.
- E** To East Coast Main Line area.
- F** Chelmsford (including Braintree branch) and Colchester.
- H** Thornton Field CMD.
- L** East Anglia area.
- J** Wickford and Southminster.
- K** Billericay and Southend Victoria.
- M** To the Midlands and North West areas.
- N** Colchester Town and Clacton/Walton-on-Naze.
- O** To Southern area.
- P** Stowmarket and Norwich/Great Yarmouth.
- R** LTS trains between London Liverpool Street and Shoeburyness (via Rainham), and Ipswich to Felixstowe.
- S** To Scotland.
- T** Colchester/Marks Tey and Sudbury.
- V** To Great Western area.
Romford and Upminster.
ECS trains running to Ilford EMUD.
- W** Harold Wood and Ingatestone.
- X** Special instructions apply.
- Y** Ipswich.
- Z** Special trains.

Trains to London Liverpool Street show the letter appropriate to their point of origin.

The third and fourth characters indicate the individual train reporting number:-

Trains FROM London Liverpool Street are EVEN numbered.
Trains TO London Liverpool Street are ODD numbered.

EXPLANATION OF REFERENCES

Abbreviations used for Days of the Week

M	Monday
T	Tuesday
W	Wednesday
TH	Thursday
F	Friday
S	Saturday

For the above:-

- (i) The addition of the letter “**O**” indicates that the train will run on that day or those days only.
- (ii) The addition of the letter “**X**” indicates that the train will not run on that day or those days indicated.

SUN Sunday

Arrival Time References

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.
k	arrives 5½ or more minutes earlier (see explanatory note in column).
n	see explanatory note in column.

Abbreviations used to identify **earlier** departure times which are advertised in the National Rail Timetable.

p	advertised 1-1½ minutes earlier departure.
q	advertised 2-2½ minutes earlier departure.
r	advertised 3-3½ minutes earlier departure.

Abbreviations used to identify **later** arrival times which are advertised in the National Rail Timetable.

v	advertised 1 minute later arrival.
w	advertised 2 minutes later arrival.
y	advertised 3 minutes later arrival.
z	advertised 4 minutes later arrival.
‡	advertised time in National Rail Timetable.

EXPLANATION OF REFERENCES

C	Stops to change train crew.
D	<i>Other than in timing load</i> - Stops to set down/detach.
(D)	Driver Only Operation applies.
ECS	Also "+" when placed <i>intra-time</i> - Empty coaching stock.
+	When not placed <i>intra-time</i> - Must only convey vehicles authorised to run 100mph or more.
@	when placed <i>intra time</i> at Colchester DOO London side of Colchester only
EMU	Electric Multiple Unit
K/k	See explanatory note.
L	Stops to change Locomotive.
N	Stop not advertised.
NA	Train not advertised.
NPCCS	Non passenger carrying coaching stock.
OP	Stops for other operating reasons.
P	Push pull operated train.
PR	Propelling between points shown.
Q	Runs when required.
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 for tablet, staff or token purposes.
U	Stops to take up/attach.
VB	Vacuum braked train.
X	Points at which;
	(a) Trains run from one running line to another, or
	(b) Trains cross on single lines.
[5]	Indicates the number of minutes allowed for temporary speed restrictions and engineering work.
(5)	Indicates the number of minutes given for pathing requirements.
<5>	Indicates the number of minutes given for performance allowance.
 	Light Locomotive.
*	(In arrival and departure times) Stops and shunts for other trains ahead or to pass only.
*	(In departure time only) Traffic and/or shunts for other trains to pass.
•	Air-conditioned. Public address system applies on day coaches.
§	Indicates headcode is changed en route.
∅	See explanatory note. (May be supplemented by reference letter n).
→	For continuation of train timings see subsequent column.
←	Train timings continued from previous column.