

BOOK CY

# WORKING TIMETABLE

**SATURDAY 08 JUNE 2024 to SATURDAY 14 DECEMBER 2024**

**FREIGHT AND DEPARTMENTAL TRAIN SERVICES**

**CARLTON ROAD JN TO SHARNBROOK JN**

**SHARNBROOK JN TO SILEBY JN**

**SYSTON SOUTH JN TO CHESTERFIELD VIA DERBY**

**TRENT TO CHESTERFIELD VIA TOTON**

**WIGSTON NORTH JN TO COVENTRY AND WATER ORTON**

**KETTON S.B. TO SYSTON JNS**

**KNIGHTON JN TO BURTON LEICESTER JN**

**TRENT TO BOTTESFORD WEST JN AND NEWARK**

**DERBY TO WATER ORTON and WATER ORTON TO BARNT GREEN**

**NORTH STAFFORD JN AND NORTON BRIDGE TO CONGLETON AND  
BARTHOMLEY JN**

**HEYFORD TO LANDOR STREET JN**

**NEASDEN JN TO CLAYDON LNE JN AND AYNHO JN**

**RUGBY TO STAFFORD VIA BESCOT AND WOLVERHAMPTON**

**CREWE AND WREXHAM TO WOLVERHAMPTON**

**GALTON JN TO HARTLEBURY**

**CAMDEN ROAD JN TO TRING and TRING TO RUGBY**

**RUGBY TO BASFORD HALL JN**

**BLETCHLEY TO BEDFORD**

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 trains which are of a stable or regular nature. There may however be occasions on which they will be subject to short notice cancellation on either a week-to-week or a day-to-day basis when insufficient traffic is available for movement. On these occasions separate advice will be given.

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**NOTES**

- 1) Where no separate time is shown for arrival and departure, the time indicated is the departure time.
- 2) Passing times are indicated by italic print with a / between the hours and minutes: e.g. *10/47*.

**FOUR CHARACTER TRAIN IDENTIFICATION SYSTEM****1) GENERAL**

The first four characters of the train ID number above each column in the timetable provide the following information :

The first figure indicates the classification of the train.

The second character can indicate the destination area.

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

The remaining fifth and sixth character(s) are used for timetable production purposes only and should be disregarded.

**2) DESTINATION INDICATIONS.**

<b>Letter</b>	<b>Destination Area</b>
A	London
B	London
C	Carlisle
	London
D	Chester/North Wales
	Nottingham/Derby
E	Eastern Region
F	Liverpool
G	Birmingham
H	Manchester South

<b>Letter</b>	<b>Destination Area</b>
J	Manchester North
K	Stoke-on-Trent/Crewe
L	Anglia Region
M	Midland/North West Region
N	Preston
O	Southern Zone
S	Scottish Region
V	Great Western Region

**TRAIN BRAKING**

Trains will normally be air braked. Where a train is vacuum braked the letter B will be shown in the operating characteristics space at the head of the column.

## TIMING INFORMATION IN WORKING TIMETABLES

The timing load description depicts the particular combination of trailing weight and traction type used for timing the train. The timing load used for any particular train is separate from and does not override the maximum load applicable for the route and traction concerned as published by Railtrack.

To avoid excessively large numbers of different timing loads a banded approach has been adopted for loads in regular use, with steps approximately every 200 tonnes. In some cases the Sectional Running Times (SRTs) may be common to two or more timing load bands pending review of the data used to determine the timings.

The descriptions used reflect the limitation of 8 characters imposed by train planning systems. the following three formats are currently used for freight timing load descriptions;

1. Diesel hauled class 6, 7 and 8 trains (other than class 60 hauled - see below) without specifying a particular traction class. The maximum trailing weight on which the timing is based can be determined by reference to Timing Reference Matrix.

<b>45</b>		<b>TR70</b>
Max speed of the train	Indicates whether the timings incorporate RT3973 speed restrictions	Timing reference number
	<b>B</b> = Both (i.e. a Heavy Axle Weight Container train) <b>C</b> = Container <b>H</b> = Heavy Axle weight train - = Standard SRTs	

2. Used for Class 60 hauled services

<b>60</b>	<b>H</b>	<b>60</b>	<b>S</b>	<b>12</b>
Max speed of the train	Indicates whether the timings incorporate RT3973 speed restrictions	Loco class	Indicates whether the train is single or double headed	Trailing weight - upper limit of a two hundred tonne band (i.e. 12 indicates a weight between 1001 and 1200 tonnes)
	<b>B</b> = Both (i.e. a Heavy Axle Weight Container train) <b>C</b> = Container <b>H</b> = Heavy Axle weight train - = Standard SRTs	Loco class number	<b>S</b> = Single headed <b>D</b> = Double headed	Where appropriate a leading zero is used . (e.g. 08 represents 601-800 tonnes)

**TIMING INFORMATION IN WORKING TIMETABLES – Continued**

3. Used for other freight services (i.e. class 4 freight trains, electrically hauled freight and other specific load and traction combinations).

<b>75</b>	<b>C</b>	<b>86</b>	<b>D</b>	<b>12</b>
Max speed of the train	Indicates whether the timings incorporate RT3973 speed restrictions	Loco class	Indicates whether the train is single or double headed	Trailing weight in hundreds of tonnes with final two figures omitted. (i.e. 12 indicates a weight between 1200 and 1299)
	<b>B</b> = Both (i.e. a Heavy Axle Weight Container train) <b>C</b> = Container <b>H</b> = Heavy Axle weight train <b>-</b> = Standard SRTs	Loco class number	<b>S</b> = Single headed <b>D</b> = Double headed	For less than 1000 tonnes a leading zero is used i.e. 08 indicates 800 - 899 tonnes

**Timing Reference Matrix**

<b>TIMING REF No</b>	<b>Class 37 tonnes</b>	<b>Class 47 tonnes</b>	<b>Class 56 tonnes</b>	<b>Class 58 tonnes</b>	<b>Class 59 tonnes</b>
TR40	305	535	715	650	700
TR55	430	740	975	895	955
TR70	560	940	1235	1135	1210
TR85	685	1145	1495	1375	1470
TR100	815	1350	1760	1620	1725
TR115	940	1550	2020	1860	1980
TR130	1065	1755	2280	2100	2240
TR145	1195	1960	2540	2345	2495
TR160	1320	2160	2800	2585	2750
TR175	1450	2365	3065	2825	3005
TR190	1575	2570	3325	3070	3265
TR200	1660	2705	3500	3230	3435

**N.B.** Pending a full evaluation of the characteristics of the class 66, the class 56 values shown above should be used, subject to any maximum load for a class 66 over the route(s) in question.

**Timing Loads used for Container or Heavy Axle Weight Trains**

A separate series of timing loads will be used for trains conveying Containers or Heavy Axle weight vehicles and therefore subject to specific restrictions.

**Other Timing Loads:**

**LD** Light Diesel Locomotive  
**LE** Light Electric Locomotive

**EXPLANATION OF REFERENCES****DAYS RUN**

M Monday  
T Tuesday

W Wednesday  
Th Thursday

F Friday  
S Saturday

SU or SUN Sundays

The above letters or a combination of them with the letter O indicates that the train runs on the appropriate day or days only.

The above letters or a combination of them with the letter X indicates that the train runs on all weekdays except the appropriate day or days. EWD indicates the train runs Monday to Saturdays.

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 the train departure was on the previous day, e.g. \*MX\*. In this example, they indicate that the train left it's starting point SX, but all the times in that particular column are MX.

**Information in timing columns.**

a Arrives 1 minute earlier.  
c Arrives 2 minutes earlier.  
e Arrives 3 minutes earlier.

g Arrives 4 minutes earlier.  
j Arrives 5 minutes earlier

[2] Indicates recovery time for temporary speed restrictions and other engineering work.

(1) Indicates extra time for pathing requirements.

**Line Abbreviations**

AL Avoiding Line  
CL Carriage Line  
DR Down Reception Line  
DRL Down Relief Line  
DS Down Sidings  
GL Goods Line  
HLG High Level Goods Line  
ML Main Line  
PL Platform Line  
RL Relief Line

DHL Down Hendon Line  
DPL Down Platform Line  
DPV Down Platform Loop  
RVL Reversible Line  
TL Through Line  
UML Up Main Line  
UPL Up Platform Line  
UR Up Reception Line  
US Up Sidings  
UHL Up Hendon Line  
UPV Up Passenger Loop

**EXPLANATION OF REFERENCES – Continued**Other Abbreviations

C.C.D.	Coal Concentration Depot	N.Y.	Network Yard
C.T.	Container Terminal	O.R.	Oil Refinery
D.C.S.	Down Carriage Sidings	P.A.D.	Pre-assembly Depot
F.D.	Freight Depot	Qry	Quarry
F.L.T.	Freightliner Terminal	Recp	Reception Sidings
F.P.	Fuelling Point	R.S.	Recessing Sidings
G.F.	Ground Frame	R.T.S.	Refuse Transfer Station
H.S.	Holding Sidings	Sdgs	Sidings
Jn	Junction	S.F.	Shunting Frame
L.C.	Level Crossing	Sig	Signal
L.I.P.	Locomotive Inspection Point	S.S.	Sorting Sidings
T.C.	Terminal Complex	T. & R.S.	Traction and Rolling
		M.D.	Stock Maintenance Depot
T.M.D.	Traction Maintenance Depot	Yd.	Yard

Activities

*	Stops to await passage of other trains	OR	Train locomotive on rear
AE	Stops to attach or detach assisting locomotive	RM	Stops for reversing movement or for driver to change ends.
BL	Stops to attach or detach banking locomotive	t	Stops only for token, tablet or train staff.
C	Stops to change train crew	PR	Propelling movement
D	Stops to detach	RR	Stops to run round
E	Stops for examination	S	Stops for staff other than train Men
L	Stops to change locomotives	U	Stops to attach
OP	Stops for other operational reasons	X	Stops for train passing in opposite direction on single line

Operating Characteristics

B	Vacuum Braked	Y	Service has two or more paths which run to/from alternative origins/destinations or different routes.
G	Train (Wo)man	Z	May convey traffic to Channel Tunnel Gauge. Not to be diverted from booked route without authority.
Q	Runs when required		Light locomotive