BOOK WK

WORKING TIMETABLE

SATURDAY 08 JUNE 2024 to SATURDAY 14 DECEMBER 2024

FREIGHT AND DEPARTMENTAL
TRAIN SERVICES

WEMBLEY TO HERNE HILL

HERNE HILL TO CHANNEL TUNNEL

HITHER GREEN TO MEDWAY TOWNS AND SHEERNESS

LATCHMERE JN TO TONBRIDGE, ARDINGLY AND NEWHAVEN DAY AGGREGATES

LONGHEDGE JN TO FARNBOROUGH AND BRANCHES

FARNBOROUGH AND SOUTHCOTE JN TO LAVERSTOCK AND REDBRIDGE

REDBRIDGE TO DORCHESTER AND BRANCHES

CHICHESTER TO WARMINSTER

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

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NOTES

TRAIN I.D.

The six-character identification shown at the top of individual train columns in the following pages against the description "Train ID." is for the purpose of train identification.

The first character (numeral) denotes the train classification; the second (letter) denotes the destination Region, groups of services or routes (as the case may be); the third and fourth characters (numerals) are progressive numbers which provide individual train identification. The last two characters (letters) are for train planning purposes only. Channel Tunnel services between Dollands Moor and Wembley Euro Freight Ops Centre and vice .versa only, are given the letter 'B' to denote via Maidstone East, 'C' via Redhill or XD' via Sevenoaks.

DAYS RUN

M	Monday	**TH**	Thursday	**EWD**	Monday to Saturday
T	Tuesday	**F**	Friday		
W	Wednesday	**S**	Saturday	**SUN**	Sunday

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.

OPERATING CHARACTERISTICS

G   Train person required

Q   Runs when required

Y   Runs to and from Terminals/Yards as determined by traffic demand.

♣   Denotes an International Train Service. May convey traffic to SBI-c gauge. Routes have been specially cleared and trains must not be diverted from booked route without Network Rail Control authority.

LINE ABBREVIATIONS

AL	Atlantic Line	QL	Quarry Line
CL	Chatham Loop	RVF	Reversible Fast Line
FL	Fast Line	RVL	Reversible Line
FV	Fast Loop	RVS	Reversible Fast Line
GL	Goods Line or Loop	SL	Slow Line
ML	Main Line	SV	Slow Loop
PV	Passenger Loop	V	Loop Platform or Loop Line

The prefix "D" (Down) or "U" (Up) is used in conjunction with these line descriptions where applicable.

ACTIVITIES

a	Arrives *l* minute earlier	g	Arrives 4 minutes earlier
c	Arrives 2 minutes earlier	j	Arrives 5 minutes earlier
e	Arrives 3 minutes earlier		

4   Indicates the number of minutes allowed for temporary speed restrictions and other engineering work.

(2)   Extra time for pathing requirements.

k/n   See explanatory note in timing column,

/   (between hours and minutes) Indicates passing time.

AE	Stops to attach/detach assisting locomotive
C (in arr. & dep. Times)	Stops to change traincrew.
D	Stops to set down/detach.
* (in arr. & dep. Times)	Stops or shunts for other trains ahead or to pass only.
* (in arr. & dep. Times)	Traffic and shunts for other trains to pass.
L	Stops to change locomotive.
OP	Stops for other operational reasons.
PR	Propelling between points shown.

RM	Stops for reversing movement or driver to change ends.
RR	Stops for reversing movement or running round.
S	Stops for railway personnel only.
t	Stops only for tablet, staff and token purposes.
U	Stops to take up/attach.
X	Points at which trains cross on single lines.

TIMING LOAD

All trains will normally be worked by Diesel 'locomotives unless shown otherwise as a note in the timing column.

Details of the tonnages conveyed are as shown in the Freight Train Loads Book issued by the Ops Planning Manager, Network Rail Southern.

Trains with an X headcode

The use of an X in the headcode of a train shown in this working timetable indicates that the train conveys an exceptional load for which special conditions apply. Signallers must ensure that they are in possession of the special conditions relevant to the trains(s).

Timing Load descriptions

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 Network Rail.

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;

I   Diesel hauled class 4, 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 the Timing Reference Matrix.

45		**TR70**
Max speed of the train	Indicates whether the timings incorporate RT 3973 speed restrictions	Timing Reference number

	B = Both (i.e. a Heavy Axle Weight Container train) **C** = Container **H** = Heavy Axle weight - = Standard SRTs	

2   Used for Class 60 hauled services

60	H	60	S	12
Max speed of the train	Indicates whether the timings incorporate RT 3973 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. 1 2 indicates a weight between 1001 and 1200 tonnes)
	B = Both (i.e. a Heavy Axle Weight Container train) C = Container H = Heavy Axle weight train - = Standard SRTs	Loco class number.	S = single headed D = Double headed	Where appropriate a leading zero is used, (e.g. 08 represents 60 1 - 800 tonnes)

3   Used for other freight services i.e. electrically hauled and other specific load and traction combinations

75	C	86	D	12
Max speed of the train	Indicates whether the timings incorporate RT 3973 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. 1 2 indicates a weight between 1200 and 1299)
	B = Both (i.e. a	Loco class	S = single headed	For less than

	Heavy Axle Weight Container train) C = Container H = Heavy Axle weight - = Standard SRTs	number.	D = Double headed	1 000 tonnes a leading zero is used, i.e. 08 indicates 800 - 899 tonnes

Timing Reference Matrix

TIMING REF No		Class 37 tonnes		Class 47 tonnes		Class 56 tonnes		Class 58 tonnes		Class 59 tonnes
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

Class 66
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. It is the intention that such restrictions will in future be incorporated in the Sectional Running Times for these trains although this may not universally be the case at present.

Double Headed trains
The Working Manual for Rail Staff, Freight Train Operations (GO/RM3056), section C7 contains instructions regarding Assisted Train Loads. However it may not necessarily be the case that double heading a train and increasing the weight hauled as per C7 will enable the Sectional Running Times as published for a single locomotive to be maintained. Where possible specific double headed timing loads are shown.

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