

BOOK LD

# WORKING TIMETABLE

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

FREIGHT AND DEPARTMENTAL TRAIN SERVICES

**TOTTENHAM SOUTH JN TO ELY**

**STOWMARKET AND ELY TO PETERBOROUGH, KINGS LYNN,  
NORWICH AND LOWESTOFT**

**TOTTENHAM SOUTH JN TO THAMES HAVEN**

**FOREST GATE JN TO PARKESTON C.T**

**MANNINGTREE TO FELIXSTOWE, SIZEWELL AND STOWMARKET**

**KEW EAST JN TO WOODGRANGE PARK**

**BARKING TO SHOEBOURNE VIA UPMINSTER**

Produced and published by Network Rail, Planning Publication

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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-to-day basis when insufficient traffic is available for movement. On these occasions separate advice will be given.

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## NOTES

The number shown at the top of each column is the inter-regional or inter-district identification. Timings are shown to the nearest minute.

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.

## TIMING LOAD

### 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;

- 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 the Timing Reference Matrix.

<b>45</b>	<b>-</b>	<b>TR70</b>
Max speed of the train	Indicates whether the timings incorporate BR 29973 (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 <b>-</b> = 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 BR 29973 (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)

- 3** Used for other freight services (i.e. class 3 and 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 BR 29973 (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 - = 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

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 train 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.

### Other Timing Loads:

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

### RUNNING LINES

**BL** TEMPLE MILLS LINES, between Bow Junction and Stratford.  
**DL** DOWN MAIN LINE, between Ely Dock Junction and Ely North Junction.  
**DW** Up train running on the DOWN line at WOODGRANGE PARK.  
**EL** ELECTRIC LINE, between London Liverpool Street and Shenfield.  
**FL** FAST LINE, between Bethnal Green and Hackney Downs.  
**GL** GOODS LINE, Barking and Dagenham Dock  
**IL** Via ILFORD Passenger Avoiding line.  
**ML** MAIN LINES between Liverpool Street and Shenfield.  
 Barking and Dagenham Dock.  
**NLI** NORTH LONDON INCLINE, between Camden Road East Junction and  
 Kings Cross Freight Terminal Junction.  
**1** NUMBER ONE LINE, between Camden Road East Junction and Dalston Junction.  
**2** NUMBER TWO LINE, between Dalston Junction and Camden Road East Junction.  
**REV** REVERSE LINE at Mitre Bridge Junction and Willesden S.W. Sidings.  
**S** SUBURBAN LINE, between London Liverpool Street and Hackney Downs.  
**UL** UP MAIN LINE, between Ely North Junction to Ely Dock Junction.  
**UW** Down train running on the UP line at WOODGRANGE PARK.

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. This applies between Bow Junction and Forest Gate Junction.

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(s).
- 4** Freight train permitted to run at more than 60 mph.
- 6** Freight train permitted to run at 50, 55 or 60 mph.
- 7** Freight train permitted to run at 40 or 45 mph.
- 8** Freight train timed not to exceed 35 mph.

#### The second character (letter) indicates the route:-

##### (1) INTER-REGIONAL TRAINS

<u>Letter</u>	<u>Destination</u>	<u>Letter</u>	<u>Destination</u>
<b>E</b>	Former Eastern Region.	<b>O</b>	Former Southern Region.
<b>L</b>	Former Anglia Region.	<b>S</b>	Former Scottish Region.
<b>M</b>	Former London Midland Region.	<b>V</b>	Former Western Region.

**(2) TRAINS RUNNING WITHIN THE FORMER ANGLIA REGION**

<u>Letter</u>	<u>Destination</u>	<u>Letter</u>	<u>Destination</u>
<b>A</b>	Harwich District.	<b>P</b>	Norwich District.
<b>C</b>	London Liverpool Street District.	<b>R</b>	Barking District & Felixtowe Branch
<b>D</b>	Broxbourne District.	<b>W</b>	Cambridge (from Ipswich)
<b>F</b>	Colchester District.	<b>Y</b>	Ipswich District, (except Felixstowe Branch)
<b>H</b>	Cambridge District (Main Line)		

**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 train (s).

**EXPLANATION OF REFERENCES****Abbreviations used for Days of the Week**

<b>M</b>	Monday
<b>T</b>	Tuesday
<b>W</b>	Wednesday
<b>TH</b>	Thursday
<b>F</b>	Friday
<b>S</b>	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

**EXPLANATION OF REFERENCES****Arrival Time References**

<b>a</b>	arrives 1 minute earlier.
<b>b</b>	arrives 1½ minutes earlier.
<b>c</b>	arrives 2 minutes earlier.
<b>d</b>	arrives 2½ minutes earlier.
<b>e</b>	arrives 3 minutes earlier.
<b>f</b>	arrives 3½ minutes earlier.
<b>g</b>	arrives 4 minutes earlier.
<b>h</b>	arrives 4½ minutes earlier.
<b>j</b>	arrives 5 minutes earlier.

## Other References

<b>AE</b>	Stops to attach/detach assisting locomotive.
<b>C</b>	Stops to change train crew.
<b>D</b>	(Other than in timing load) Stops to Detach.
<b>DBV</b>	Diesel Locomotive Brake Van.
<b>E</b>	(In departure time only) Traffic and Examination.
<b>E</b>	(In arrival and departure times) Examination only.
<b>E</b>	Examine and shunt for other trains to pass (E in arrival time; - in departure time).
<b>(G)</b>	Train(wo)man required on Trains consisting of other than Coaching Stock Vehicles.
<b>GL</b>	Goods Line.
<b>k</b>	See explanatory note.
<b>L</b>	Stops to change locomotive.
<b>n</b>	See explanatory note.
<b>OP</b>	Stops for other operating reasons.
<b>PR</b>	Propelling between points shown.
<b>Q</b>	Runs when required.
<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>t</b>	Stops for tablet, staff or token purposes.
<b>U</b>	Stops to take up/attach.
<b>VB</b>	Vacuum braked train.
<b>X</b>	Points at which; (a) Trains run from one running line to another, <u>or</u> (b) Trains cross on single lines.
<b>Y</b>	Runs to and from Terminal/Yards as determined by traffic demands.
<b>[5]</b>	Indicates the number of minutes allowed for temporary speed restrictions and engineering work.
<b>(5)</b>	Indicates the number of minutes given for pathing requirements.
<b>&lt;5&gt;</b>	Indicates the number of minutes given for performance allowance.
<b>  </b>	Light Locomotive.
<b>*</b>	(In arrival and departure times) Stops and shunts for other trains ahead or to pass only.
<b>*</b>	(In departure time only) Traffic and/or shunts for other trains to pass.
<b>§</b>	Indicates headcode is changed en route.
<b>Ø</b>	See explanatory note.
<b>→</b>	For continuation of train timings see subsequent column.
<b>←</b>	Train timings continued from previous column.
<b>Z</b>	May convey traffic to Channel Tunnel gauge. Not to be diverted from booked route without authority.

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