BOOK CL

WORKING TIMETABLE

SATURDAY 08 JUNE 2024 to SATURDAY 14 DECEMBER 2024

PASSENGER TRAIN SERVICES

MANCHESTER VICTORIA & CASTLEFIELD JN TO BOLTON, EUXTON JN, WIGAN, KIRKBY & SOUTHPORT

ORDSALL LANE JN & SPRINGS BRANCH JN TO LIVERPOOL LIME STREET

MANCHESTER VICTORIA TO NEWTON HEATH, ROCHDALE & STALYBRIDGE

STOCKPORT TO GUIDE BRIDGE & ASHTON MOSS NORTH JN

ASHBURYS TO BREWERY JN

PRESTON & BOLTON TO HELLIFIELD, BURNLEY & COLNE, PRESTON TO ORMSKIRK

PRESTON TO BLACKPOOL

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 passenger and parcels train services, together with associated stock and any light engine movements. The importance of these services dictates that the planned working of these trains must always be maintained.

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.

NOTES

I.   The four digit codes shown in columns above train titles are for train reporting. The first position indicates the classification, the second the destination indication (see below), the third and fourth positions the identity number of the train.

II.   Where no separate time is shown for arrival and departure the time indicated is the departure time. Figures in *italics* indicate passing times.

III.   Trains must leave at the advertised time whenever practicable but, when booked to set down only, may depart as soon as station duties have been completed. Where the advertised departure times of passenger trains are slightly earlier than those shown on the Working Timetable, the former must be used in all quotations to the public.

IV.   A half minute is allowed for station duties, unless separate arrival and departure times are provided or more time is specified by letter indications.

V.   All dates shown herein are inclusive.

DESTINATION INDICATIONS

Letter   Destination Area

A	(Class 1 services only) London Euston
	(Class 2 services only) Crewe / South Manchester via Manchester Airport services
B	(Class 1 services only) London Euston via Birmingham New Street services
	(Class 1 services only) Blackpool North / York services (both ways)
C	Cumbria
D	Chester / North Wales
E	North East England inter-regional services
F	Liverpool / Southport / Kirkby / North West England
G	Birmingham area
H	(Class 1 services only) Manchester Piccadilly / Manchester Airport
	(Class 2 services only) South Manchester services
	(Class 2 services only) Leeds to Carlisle services (both ways) /Morecambe
J	Manchester North
K	(Class 1 services only) Hull / Manchester Piccadilly services (both ways)
	Crewe / Stoke-on-Trent
L	Norwich / Cambridge / Stansted Airport
M	North West / Midlands inter-regional services
N	Clitheroe / Preston / Blackpool North
	(Class 2 services only) Carlisle to North East England services
	(Class 2 services only) Carlisle to Dumfries services (both ways)
O	Southern England inter-regional services
P	Preston / Lancaster
	Manchester Airport / York / Middlesbrough / Newcastle services (both ways)
R	Monday to Friday only peak hour Virgin Trains arrivals into London Euston
S	Scotland inter-regional services. Services to and from Blackpool South
T	Generally Special / Test trains only
V	West of England and South & West Wales inter-regional services
W	West Wales to North Wales and Manchester inter-regional services
Y	Morecambe to Leeds

TIMING LOADS IN WORKING TIMETABLES

The timing load at the head of a unit operated train indicates the class of unit on which the timing of the train is based, and will be one of the following:

142	Class 14x series DMU
150	Class 150, 155 or 156 DMU
153	Class 153 DMU
158	Class 158 DMU
175	Class 175 DMU
185	Class 185 DMU
221	Class 220 'Voyager' DMU or Class 221 'Voyager' DMU operating in non-tilt mode
221T	Class 221 'Voyager' DMU timed at tilt speed on sections of route where tilt is authorised
350	Class 350 'Desiro' EMU
390-125	Class 390 'Pendolino' EMU timed at 125 mph (with tilt, on sections of route where tilt is authorised)
390+57	Class 390 'Pendolino' EMU diesel hauled by Class 57 locomotive
75EMUDC	Class 507 or 508 EMU operating on third rail sections
@	Indicates change of timing load at location en-route – refer to column note

The timing load for locomotive hauled trains is shown in the following format:

- Maximum speed of the train, *followed by*
- The class of locomotive, *followed by*
- The tonnage on which the timings are based

For example, **80-86595** indicates a train timed at a maximum speed of 80mph, hauled by one (or more) Class 86 locomotive, with a maximum tonnage of 595 tonnes.

Where the tonnage is not a relevant factor, e.g. light movements, the letters **LD** ('Light Diesel') or **LE** ('Light Electric') appear followed by the maximum speed.

EXPLANATION OF REFERENCES

Days run

M	Monday		**F**	Friday
T	Tuesday		**S**	Saturday
W	Wednesday		**Sun**	Sunday
Th	Thursday			

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
EWD	Runs every week day (Monday to Saturday)

Where * * appear in the column heading either side of the day(s) run, this indicates that the train starts its journey on the previous day, as indicated in the "Orig. Dep. Time" heading. The days shown in the "Dates of Operation" heading indicate the actual days of operation applicable to that station bank.

TIMING DIFFERENTIALS

Differences between arrival and departure times at locations where only a single line of entry is given are indicated by one of the following codes:

a	Arrives 1 minute earlier		**f**	Arrives 3½ minutes earlier
b	Arrives 1½ minutes earlier		**g**	Arrives 4 minutes earlier
c	Arrives 2 minutes earlier		**h**	Arrives 4½ minutes earlier
d	Arrives 2½ minutes earlier		**j**	Arrives 5 minutes earlier
e	Arrives 3 minutes earlier			

For differences of more than 5 minutes, a foot or column note is given.

For differences between Working and Advertised (Public) arrival or departure times, different codes are used. Please note that, in any case, Working departure times containing a ½ minute are always rounded down to the whole minute when quoted to the public, and Working arrival times containing a ½ minute are always rounded up to the whole minute. For example, a WTT departure time of 12.52½ will be shown as 12.52 in a public timetable. A WTT arrival time of 14.33½ will be shown as 14.34 in a public timetable. Exceptions to this are indicated by one of the following codes:

k	Advertised arrival time ½ / 1 minute earlier
l	Advertised arrival time 1½ / 2 minutes earlier
m	Advertised arrival time 2½ / 3 minutes earlier
p	Advertised departure time 1 / 1½ minutes earlier
q	Advertised departure time 2 / 2½ minutes earlier
r	Advertised departure time 3 / 3½ minutes earlier
v	Advertised arrival time 1 minute later
w	Advertised arrival time 1½ / 2 minutes later
y	Advertised arrival time 2½ / 3 minutes later
z	Advertised arrival time 3½ / 4 minutes later

MARGINS AND ALLOWANCES

[4]   Extra time, shown in minutes, for temporary speed restrictions and other engineering work

(2)   Extra time, shown in minutes, for pathing requirements

<1>   Extra time, shown in minutes, for performance requirements

RUNNING LINE & PLATFORM INDICATIONS

BL	Blackpool Line (indicates Slow Line from Fylde Jn. to Preston)
FL	Fast Line
ML	Main Line
SDG	Siding
SL	Slow Line
UB	Up Bolton Line
UDG	Up & Down Goods Line
UEL	Up East Lancs Line (between Daisyfield Jn. and Blackburn)
UDS	Up & Down Slow Line
UPL	Up Passenger Loop

OTHER COMMONLY USED ABBREVIATIONS

Car. M.D.	Carriage Maintenance Depot
Car. Sdg.	Carriage Siding
C.S.	Carriage Sidings
D.M.U.D.	Diesel Multiple Unit Depot
Jn.	Junction
L.C.	Level Crossing
mgn	Margin (i.e. the provision of an allowance for either engineering, pathing or
performance	
	requirements – see above)
Plat	Platform
Rev. Sdg.	Reversing Siding
S.B.	Signal box
Sig.	Signal
T.M.D.	Traction Maintenance Depot
TMO	Train (wo)man Operated
$ or #	See explanatory column note
*	Non-traffic stop (times not generated in National Rail Timetable)
AE	Stops to attach OR detach assisting locomotive
C	Stops to change train crew only
D	Stops to set down only (shown 's' in National Rail Timetable) OR to detach a unit
OP	Stops for other operating reason(s)
Q	Runs when required
R	Stops when required (shown 'x' in National Rail Timetable)
RM	Stops for reversing movement or for driver to change ends
U	Stops to pick up only (shown 'u' in National Rail Timetable) OR to attach a unit
X	Point at which trains cross on single lines
→	Continued in subsequent column(s)
←	Continued from previous column