

BOOK PF

WORKING TIMETABLE

SATURDAY 08 JUNE 2024 to SATURDAY 14 DECEMBER 2024

FREIGHT AND DEPARTMENTAL TRAIN SERVICES

**OLD OAK COMMON TO READING
PADDINGTON TO GREENFORD LOOP
MAIDENHEAD TO CHALLOW
READING TO WESTBURY
DIDCOT TO CALVERT AND HEYFORD
DIDCOT TO STANDISH JN, WESTBURY, BATHAMPTON JN AND
STOKE GIFFORD
CHIPPENHAM, BATHAMPTON JN AND LAVINGTON TO WILTON JN
AND TAUNTON VIA WESTBURY
BART GREEN AND HARTLEBURY TO KEMBLE, CHARFIELD AND
SEVERN TUNNEL JUNCTION
SWINDON AND STANDISH JN TO AVONMOUTH AND SEVERN
TUNNEL JN
BRISTOL PARKWAY TO BATHAMPTON JN
AWRE AND PATCHWAY TO BRIDGEND
SUTTON BRIDGE JN TO NEWPORT
MACHEN QUARRY TO NEWPORT
CARDIFF VALLEYS
CARDIFF CENTRAL TO COURT SART JN
PORT TALBOT PARKWAY TO ROBESON SDGS
FILTON JN TO TAVISTOCK JN
EXETER TO TRURO VIA PLYMOUTH**

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This timetable contains freight and departmental train services which are of a stable and regular nature, together with associated locomotive movements. There may, however, be occasions on which they will be subject to short notice alteration or cancellation in which case a separate advice will be given.

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Note that the Index now contains the Filename references for those users who are referring to the online or Adobe version of this document.

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NOTES

1. Where no separate time is shown for arrival and departure, the time indicated is the departure time.
2. Figures in light type indicate the time at which a train should pass a Station, Signal Box or Junction point.

FOUR-CHARACTER TRAIN IDENTIFICATION SYSTEM

The number inserted in each column above the train title is the description allocated under the four character train identification system and provides the following information:-

1. The first figure indicates the classification of the train.
2. The second character indicates the destination area or Zone (see also below).
3. The third and fourth figures represent the individual number of the train.

X In the second character indicates trains conveying out-of-gauge or other exceptional load. Signallers must ensure that they are in possession of the special conditions relevant to the train (s).

LIGHT LOCOMOTIVE MOVEMENTS

These will normally be allocated '0' followed by the individual number of the train they are "to work" or "after working". Numbers for timetabled light locomotive movements between Maintenance Depots or stabling points will have a unique number.

TIMING LOADS

The timing load description reflects 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.

EXPLANATION OF ABBREVIATIONS, NOTES AND SYMBOLS

DAYS OF OPERATION

| | | | | | |
|----------|-----------|-----------|----------|------------|----------|
| M | Monday | TH | Thursday | S | Saturday |
| T | Tuesday | F | Friday | SUN | Sunday |
| W | Wednesday | | | | |

- 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.

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

OPERATING CHARACTERISTICS

| | | | |
|----------|------------------------|----------|--|
| B | Vacuum braked | Y | May run to alternative destination, from alternative |
| G | Train (wo)man required | | origin or via an intermediate route |
| Q | Runs as required | | Light locomotive |

TRAIN COLUMN NOTES AND ACTIVITIES

| | |
|------------|--|
| AE | Stops to attach/detach assisting locomotive (s) |
| C | Stops only to change traincrew |
| D | Stops to detach |
| L | Stops to change locomotive |
| OP | Stops for other operational reasons |
| OR | Train locomotive in rear |
| PR | Propelling movement between points shown |
| Q | Runs when required |
| RM | Stops for reversing movement or driver to change ends |
| RR | Stops to run round |
| U | Stops to attach |
| X | Points at which trains (a) run from one running line to another, or (b) crossing point at which trains on single lines will cross |
| 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 |
| * | Stops or shunts for other trains ahead or to pass only (* in arrival and departure times) |
| | Traffic and/or shunts for other trains to pass (* in departure time) |
| | Light Locomotive(s) |
| § | Indicates train number change en route |
| [3] | Indicates the number of minutes allowed for temporary speed restrictions and other engineering work |
| (2) | Extra time for pathing requirements |
| Ø | See explanatory note ('k' or 'n' may also be used) |
| @ | Operating change at this location |

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