

BOOK GC

WORKING TIMETABLE

SATURDAY 08 JUNE 2024 to SATURDAY 14 DECEMBER 2024

PASSENGER TRAIN SERVICES

**BERWICK UPON TWEED, NORTH BERWICK & NEWCRAIGHALL
TO HAYMARKET WEST JN, BENHAR JN & CARSTAIRS**

EDINBURGH TO AIDRIE TO FALKIRK

**FALKIRK TO CUMBERNAULD, SPRINGBURN & GLASGOW QUEEN
STREET HIGH LEVEL**

LARBERT JN TO DUNDEE & INVERNESS

EDINBURGH TO DUNDEE

DUNDEE TO INVERNESS

**INVERNESS TO DINGWALL, KYLE OF LOCHALSH, THURSO &
WICK**

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 mail train services, together with associated stock and locomotive movements. The importance of these services dictates that the planned working of these trains must always be maintained.

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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

- 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 section 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. Timings in *italics* indicate passing times.
- iii. Trains must leave at the advertised times wherever practicable. Where the advertised departure times of passenger trains are slightly earlier than those shown in the Working Timetable, the former must be used in all quotations to the public.
- iv. A half minute is allowed for station duties on passenger train services, unless separate arrival and departure times are provided, or more time is specified by letter indications (see section below).
- v. All dates shown herein are inclusive.

DESTINATION INDICATIONS

| Letter | Destination area or service group |
|---------------|---|
| A | Aberdeen Glasgow Central / Barrhead / Kilmarnock / Ayr / Stranraer services |
| B | Edinburgh Bathgate / Edinburgh / Newcraighall services Certain Glasgow suburban services (mainly to Lanark) |
| C | Certain Glasgow suburban services |
| D | Glasgow Central / Paisley Canal services Motherwell / Cumbernauld services |
| E | Long distance services terminating in former London North Eastern region Certain Glasgow suburban services (mainly to / from Balloch) |
| F | Certain Glasgow suburban services |
| G | Glasgow Central / Gourock services Certain Edinburgh / Fife Circle suburban services |
| H | Inverness (including all North Highland services in both directions) Certain Glasgow suburban services (mainly to / from Helensburgh Central) |
| I | Cathcart Circle "inner" (anti-clockwise) services |
| J | Glasgow Central / East Kilbride services Glasgow Queen Street / Cumbernauld / Falkirk Grahamston services |
| K | Glasgow Central / Ayr / Stranraer services Certain Edinburgh / Fife Circle suburban services |
| L | Dundee, Perth Certain Glasgow suburban services (mainly to / from Larkhall) |
| M | Long distance services terminating in former North West or Midland regions Certain Glasgow suburban services (mainly to / from Milngavie) Certain Glasgow Central / Newton services |
| N | Glasgow Central / Neilston services Glasgow Queen Street / Stirling / Dunblane / Perth services Carlisle / Dumfries services |
| O | Long distance services terminating in former Southern region Cathcart Circle "outer" (clockwise) services |
| P | Certain Glasgow Central / Newton services (Newcraighall) / Edinburgh / Stirling / Dunblane / Perth services |
| R | Glasgow Queen Street / Edinburgh express services Glasgow Central / Whifflet services |
| S | Long distance services terminating in former Scotland region Certain Glasgow suburban services (mainly to Lanark) |
| T | Aberdeen to Glasgow Queen Street |

OFFICIAL

- V Glasgow Central / Ardrossan / Largs services
- V Long distance services terminating in former Western region
- V Certain Glasgow suburban services (mainly to / from Springburn)
- W Glasgow Central / Wemyss Bay services
- W Glasgow Queen Street / Anniesland (via Maryhill) services
- Y West Highland Line services
- Y Edinburgh / North Berwick services
- Y Edinburgh / Glasgow Central via Shotts services

TIMING LOADS

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:

| | |
|--------------------|--|
| 150 | Class 150, 153 or 156 DMU (75 mph) |
| 158 | Class 158 DMU (90 mph) |
| 170 | Class 170 DMU (100 mph) |
| 220 | Class 220 'Voyager' DMU (125 mph) |
| 221 or 221T | Class 221 'Voyager' tilting DMU (125 mph) ('T' indicates timed using tilt speed sectional running times) |
| 322 | Class 322 EMU (100 mph) |
| 390-125 | Class 390 'Pendolino' tilting EMU (125 mph) |
| 75EMUAC | Class 314, 318, 320 or 334 EMU timed at a maximum speed of 75 mph |

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.

GNER locomotive hauled Mark 4 sets are shown with a timing load of **12591410** (i.e. 125 mph speed, class 91 loco and a trailing load of 410 tonnes, equivalent to 9 vehicles).

Services formed from High Speed Train (HST) sets are indicated by **HST**, the number of passenger vehicles in the train and the timing speed – for example, **HST9-125** means a set conveying 9 passenger vehicles timed at a maximum of 125 mph.

Services conveying Sleeping Cars are indicated by "**Sleepers**" under the train's trailing load.

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.

PLATFORMING

Platforms are shown for certain terminating and important intermediate stations, where this information has been provided.

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, or differences between Working and Advertised (Public) arrival or departure times are indicated by one or more 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 | | |
| 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 Lines

The running lines between Edinburgh and Princes Street Gardens are indicated by means of a one letter code as follows: **W, X, Y or Z**

The running lines between Princes Street Gardens and Haymarket West Jn. are indicated by means of a two letter code as follows:

| | |
|-----------|------------|
| DN | Down North |
| DS | Down South |
| UN | Up North |
| US | Up South |

Other running line codes

| | |
|------------|--------------------------------|
| DGL | Down Goods Loop |
| DPL | Down Passenger Loop |
| DPV | Down Passenger Viaduct |
| DRS | Down Reversing / Relief Siding |
| DTL | Down Through Line |
| DV | Down Viaduct |
| PLS | Platform Loop Siding |
| SLS | South Loop Siding |
| UDV | Up & Down Viaduct |
| UL | Up Line / Loop |
| UPL | Up Passenger Loop |

Operating Characteristics

| | |
|-----------------|---|
| D | Driver Only operated |
| E | Electric train conveying Mk 4 coaches |
| M | Must only convey vehicles authorised to operate at 110 mph or more |
| P | Push and pull train |
| Q | Runs when required |
| Sleepers | Conveys Sleeping Cars (maximum speed 80 mph) and seated accommodation (unless otherwise stated) |
| Y | Runs to and from terminals as dictated by traffic demand |

Other commonly used abbreviations

| | |
|------------------|---|
| Car. M.D. | Carriage Maintenance Depot |
| C.S.D. | Coaching Stock Depot |
| H.S. | Holding Sidings |
| I.B. | Intermediate Block (signal) |
| Jn. | Junction |
| mgn | Margin (i.e. the provision of an allowance for either engineering, pathing or performance requirements – see above) |
| P.D.C. | Parcel Distribution Centre |
| plat | Platform |
| P.R.D.C. | Princess Royal Distribution Centre (former Stonebridge Park Royal Mail Terminal at Willesden) |
| S.B. | Signal box |

| | |
|-------------------------|--|
| Sig. | Signal |
| S.S. | Sorting Sidings |
| T.C. | Train Care |
| T.M.D. | Traction Maintenance Depot |
| T.M.D.(E) | Traction Maintenance Depot (Electric) |
| T & R.S.M.D. | Traction and Rolling Stock Maintenance Depot |
| \$ or # | See explanatory column note |

Other commonly used abbreviations continued

| | |
|-----------|---|
| @ | Change of timing load en-route – see explanatory column note |
| C | Stops to change train crew only |
| D | Stops to set down only (shown 's' in National Rail Timetable) OR to detach a unit |
| L | Stops to change locomotives |
| N | Stop not advertised |
| OP | Stops for other operating reason(s) |
| PR | Stops to propel |
| R | Stops when required (shown 'x' in National Rail Timetable) |
| RM | Stops for reversing movement or for driver to change ends |
| RR | Stops to run round |
| t | Stops only for tablet, staff and token purposes |
| 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 |
| * | Non-traffic stop (times not generated in National Rail Timetable) |
| → | Continued in subsequent column(s) |
| ← | Continued from previous column |

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