



Network Rail
Capacity Planning
The Quadrant
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13th May 2021

Commentary on the Wessex Timetable Planning Rules 2022

Version 2.2

Final Revised Rules for Principal Change Timetable 2022

This document is a covering note for the Timetable Planning Rules – Final Revised Rules for Principal Change Timetable 2022 - and provides a specific commentary to the route described above.

In the Timetable Planning Rules document each change in content is indicated by the following convention:

New or Amended text is red

Deleted text is green and struck through

The change is also highlighted with a thick vertical line at the right hand side of the page.

The following is a summary of changes in content from Version 1.0 of the 2022 Timetable Planning Rules.

1 Introduction and General Notes

1.3 Definitions

- 1.3.4** Removed DW line code for Down Windsor.
Removed UMR line code for Up Main Relief.
Removed UW line code for Up Windsor.
Removed WR1 line code for Windsor Relief 1.
Removed WR2 line code for Windsor Relief 2.

2 Route Description

2.1 Planning Geography

- SW100** London Waterloo amended route codes.
Waterloo West Crossings removed proposed mandatory timing point and route codes and changed back to italics for reference purposes only.
- SW105** Wimbledon West Junction removed route codes UHL and DHL.
Shawford Junction amended description to “Shawford Down Junction”.

Shawford amended to conditional timing point for stopping trains only.

Shawford Up Junction created new timing point for all Up trains.

- SW105C** Weymouth Signal DR194 amended to mandatory because it is now the end of the Line of Route.
- SW115C** Yeovil Pen Mill removed note that platform detail must be shown.
- SW135** Botley Signal E290 removed proposed new timing point for shunt signal.
- SW175** Yeovil Pen Mill removed note that platform detail must be shown.

5 Running Times, Margins and Allowances

5.2 Headways

- General** Removed note that headways in Wessex are applied on the depart to depart methodology.
- SW105** Eastleigh – Redbridge removed note about headway following freight at Northam Junction.
- SW105** Moreton – Dorchester South removed proposed changes to headway.
- SW125** Southcote Junction – Bramley removed proposed changes to non-stopping headway.
- SW155** Totton Yard – Marchwood removed proposed changes to headway.
- SW175** Dorchester West – Dorchester Junction removed proposed headway change.

5.3 Junction Margins and Station Planning Rules

- Standard Values** Removed minimum attachment time for Class 313.
- Removed minimum attachment time for Class 377.
- Removed minimum detachment time for Class 313.
- Removed minimum detachment time for Class 377.
- Removed minimum dwell time for Class 313.
- Removed minimum dwell time for Class 377.
- Removed standard platform reoccupation rule.
- Amended minimum turnaround time for class 159 9/10 car.
- Removed minimum turnaround times for Class 313.
- Removed minimum turnaround times for Class 377 7-9 car and 10-12 car.
- SW100** London Waterloo removed proposed changes to junction margins for departures followed by conflicting arrivals.
- London Waterloo removed note that trains can arrive and depart on ½ minutes.
- London Waterloo removed proposed changes to permissive working rules.
- London Waterloo removed proposed changes to station working requirements.
- London Waterloo removed two planning restrictions.
- London Waterloo removed eight simultaneous moves not permitted.
- London Waterloo added train length restrictions for services standing at signals outside Waterloo clear of West Crossings.
- Waterloo West Crossings removed notes about adjustments to sectional running times.
- Waterloo West Crossings removed proposed junction margin.
- Waterloo West Crossings removed simultaneous move not permitted.
- SW105** Shawford Junction amended description to “Shawford Down Junction”.

Shawford removed note about pathing time on Up Slow.
Shawford Up Junction added adjustment allowance.
Shawford Up Junction added note about pathing time on Up Fast or Up Slow.
Eastleigh East Junction added junction margin.
Eastleigh amended two junction margins.
Eastleigh removed minimum turnaround times for Class 22x and HST.
Northam Junction removed junction margin.
Southampton Central removed two adjustment allowances.
Southampton Central reinstated 4-minute connectional allowance for Southern services.
Southampton Central amended four junction margins.
Church Lane Junction amended two adjustment allowances.
Brockenhurst amended note for permissive working into platform 4.
Weymouth amended platform capacity to show number of Class 450 units permitted in Platform 2.

SW110 Guildford reinstated connectional allowance.
SW115 Templecombe removed dwell time for Up direction services.
SW135 Botley amended/removed six junction margins to revert to previous rules.
Botley removed two simultaneous moves not permitted.
Botley removed planning note about freight run round movements.

SW180 Motspur Park amended dwell to previous rule.
Leatherhead reinstated connectional allowances.

SW185 Malden Manor removed dwell time.
Chessington South reinstated platform reoccupation margin.

SW200 Hinchley Wood amended dwell to previous rule.
SW210 Wokingham amended berthing rules for Down Siding.
SW245 Strawberry Hill removed proposed minimum reversal times for 10 car trains reversing in Platform 2 towards Strawberry Hill Depot.

These represent the revised Timetable Planning Rules (the “Final Rules”) for the Principal Change 2022 timetable in accordance with Part D of the Network Code, Condition D2.2.3.

As per Condition D2.2.8 of Part D of the Network Code, any Timetable Participant dissatisfied with any decision of Network Rail in respect of those Rules is entitled to appeal against any part of it. Any such appeal shall be conducted in accordance with Condition D 5 of Part D of the Network Code and must be made by a Timetable Participant and initiated in accordance with Network Code Part D Condition D2.2.8 (a) and (b).

Regards

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Timetable Planning Rules

Wessex

2022 TIMETABLE

Version 2.2

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Final Revised Rules for Principal Change Timetable 2022
13th May 2021

Contents

Section	Page no.	Section	Page no.
1. Introduction and General Notes	3	4.5 Freight Train Length Limits.....	37
1.1 Index of Routes.....	4	4.6 Driver Only Operation Limits.....	38
1.2 Sectional Appendices and Rule Book.....	5	4.7 Engineers' Trains Restrictions	44
1.2.1 Sectional Appendix.....	5	5 Running Times, Margins and Allowances	45
1.2.2 Rule Book	5	5.1 Sectional Running Times	45
1.3 Definitions.....	7	5.1.1 Source of Current SRTs.....	45
1.3.1 Train Classification	7	5.1.2 Method of Calculation	45
1.3.2 Days of Operation	9	5.1.3 New and Revised Sectional Running Times	46
1.3.3 Traction and Rolling Stock.....	9	5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines.....	46
1.3.4 Line Codes	9	5.2 Headways	47
1.3.5 Activity and Other Codes	12	5.2.1 Headway Values	47
2 Route Description	14	5.2.2 General Capacity Constraints.....	63
2.1 Planning Geography	14	5.3 Junction Margins and Station Planning Rules.	66
2.2 Route Opening Hours	35	5.4 Platform Lengths.....	149
3 Electrification	36	5.5 Timing Allowances	162
3.1 Electrification Limits	36	5.5.1 SX Daytime (See routes for applicable times)	163
3.2 Electrification Supply Restrictions.....	36	5.5.2 Sundays Daytime (See routes for applicable times)	163
4 Rolling Stock Restrictions.....	37	6 Timetabling Considerations	164
4.1 Locomotive Route Availability.....	37	6.1 Advertised and Working Times.....	164
4.2 Passenger Stock Restrictions.....	37	6.2 Timing of Light Locomotives	164
4.3 Freight Wagon Restrictions	37	6.3 Two-Track Timetable Railway.....	164
4.4 Freight Train Load Limits.....	37	6.4 Track Patrolling Opportunities.....	165

1. Introduction and General Notes

Network Rail provide the Timetable Planning Rules document to Train Operators and other interested parties to set out the rules which are applicable to Bids for scheduling of train paths on the Network Rail network. Separate sections of Timetable Planning Rules are prepared for each Route with a National Timetable Planning Rules document setting out procedures to be followed and other nationally applicable rules.

Network Rail will determine the contents of Timetable Planning Rules through consultation with Train Operators with the primary aim of achieving the optimal balance between access to the network for train operations and performance robustness of the resulting train plan. This consultation is in line with the Network Code Part D, and Train Operators have a right of appeal to Timetabling Sub-Committee against the contents of the Final Timetable Planning Rules.

Final Timetable Planning Rules are issued with timetable Bidding Information before the commencement of the development period for the Principal Change timetable to which the Rules apply and cover a 12-month period. Revised Timetable Planning Rules are issued with timetable Bidding Information before the commencement of the Subsidiary Change timetable development period and show changes applicable to the Subsidiary Change timetable period; which have been agreed since the issue of the annual Timetable Planning Rules.

Timetable Planning Rules may be changed only through this twice-yearly process or by the change procedure described in the National Timetable Planning Rules.

Train Operators' Bids for train paths must be compliant with Timetable Planning Rules. If a Train Operator wishes to submit a Bid for a train path which is not compliant with Timetable Planning Rules, it should consult the Network Rail Operational Planning team to establish whether an amendment to Timetable Planning Rules is likely to be agreed and, if appropriate, submit an amendment proposal which will be considered by Network Rail in accordance with the Change Procedure set out in the National Timetable Planning Rules. The Timetable Planning Rules amendment proposal should be submitted to Network Rail as early as possible and certainly no later than the time of submission of the Bid. If the proposed change is likely to involve the calculation of new sectional running times or a physical investigation then the Train Operator should liaise with the Operational Planning team to establish a realistic timescale for evaluation of the proposed change before submission of the Bid.

1.1 Index of Routes

Information arranged on a line of route basis in this document is presented in the following order:

SW100	London Waterloo to Clapham Junction
SW100B	Nine Elms Junction to Linford Street Junction
SW100C	West London Junction to Latchmere Junction (No 3)
SW100D	Clapham Junction to Longhedge Junction
SW100E	Clapham Junction to Latchmere Junction (No 2)
SW105	Clapham Junction to Weymouth
SW105A	Southampton to Southampton Western Docks
SW105B	Worgret Junction to Swanage Railway NR Boundary
SW105C	Weymouth Junction to Weymouth Signal DR194
SW110	Woking Junction to Portsmouth Harbour
SW115	Worting Junction to Pinhoe
SW115A	Andover to Ludgershall MOD
SW115B	Laverstock North Junction to Laverstock South Junction
SW115C	Yeovil Junction to Yeovil Pen Mill
SW120	Pirbright Junction to Alton
SW120A	Aldershot North Junction to Aldershot South Junction
SW125	Southcote Junction to Basingstoke
SW130	Eastleigh East Junction to Romsey
SW135	Eastleigh West Junction to Fareham
SW140	St Denys to Portcreek Junction
SW140A	Cosham Junction to Farlington Junction
SW145	Northam Junction to Southampton Eastern Docks
SW150	Redbridge Junction to Salisbury Tunnel Junction
SW155	Totton Yard to Fawley
SW160	Brockenhurst to Lymington Pier
SW165	Hamworthy Junction to Hamworthy Goods
SW170	Warminster to Wilton Junction
SW170A	Wilton Junction G.F. to Quidhampton Siding
SW175	Castle Cary to Dorchester Junction
SW180	Raynes Park to Leatherhead
SW185	Motspur Park Junction to Chessington South
SW190	New Malden to Shepperton
SW195	Surbiton to Hampton Court
SW200	Hampton Court Junction to Guildford (via Cobham)
SW205	Leatherhead to Effingham Junction
SW210	Clapham Junction to Reading (via Richmond)
SW210A	Hounslow Junction to Whitton Junction
SW210B	Reading Spur Junction to Reading New Junction
SW210C	Reading to Reading Southern Junction
SW225	Point Pleasant Junction to Wimbledon
SW230	Barnes to Feltham Junction (via Hounslow)
SW240	Old Kew Junction to Kew East Junction
SW240A	New Kew Junction to Kew East Junction
SW245	Twickenham Junction to Shacklegate Junction
SW245A	Strawberry Hill Junction to Fulwell Junction
SW250	Staines to Windsor And Eton Riverside
SW255	Virginia Water to Weybridge
SW255A	Addlestone Junction to Byfleet Junction
SW260	Ascot to Ash Vale Junction
SW265	Guildford to Wokingham
SW300	Gomshall to Shalford Junction

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

The Sectional Appendix to the Working Timetable and Books of Rules and Regulations shall be used.

The Sectional Appendix is the sole source of information regarding the following:

Electrification limits refer to relevant Table 'A'

Permissive Working refer to relevant Table 'A', then see below.

Route Clearance refer to 'tab' associated with relevant Table 'A'

To identify the type of Permissive Working that applies at a given location refer to the appropriate Sectional Appendix Table A for that location. If there is authority for Permissive Working, this will appear in the Signalling and Remarks. There are different authorities that depend upon the signalling and layout of the location. The following list identifies the types of Permissive Working that will appear in the Sectional Appendix.

Type	Description
PP	Permissive Working – Full use for class 1, 2, 3 ECS, 5, 9 and 0 trains
PP – A	Permissive Working – Attaching and Detaching use only for class 1, 2, 3 ECS, 5, 9 and 0 trains
PP – C	Permissive Working – Contingency use only for class 1, 2, 3 ECS, 5, 9 and 0 trains
PP – S	Permissive Working – Platform Sharing use only for class 1, 2, 3 ECS, 5, 9 and 0 trains
PF	Permissive Working – For class 3 to 8 and 0 trains

Source: Sectional Appendix – General Instructions – National - Explanation of Table A terms and symbols

1.2.2 Rule Book

The following Modules of the Rule Book GE/RT8000 affects all sections unless specified. The sections listed affect railway operations and train movements. The listed section does not apply to Train Planning directly, but its application will affect how trains operate, and it is for that reason the item appears here.

RULE BOOK MODULE	SECTION	NOTES
G1 General safety responsibilities and personal track safety for non-track workers	5.5 Using the phonetic alphabet;	Operational principles
OTM Working of on-track machines (OTM)	2.2 Before starting a journey	Timetable Planning Rules Section 4.6
	5.6 Carrying out a running brake test	Timetable Planning Rules Section 5.1.2
P1 Single line working	6.5 Warning anyone working on or near the line used for single line working	When planning Single Line Working
	9.3 Right-direction movements	
	9.4 Wrong-direction movements	
S1 Signals and indicators controlling train movements		Operational principles
S2 Observing and obeying fixed signals	3.1 Passenger train at a position-light, shunt-ahead or shunting signal	Operational principles
SP Speeds	2.4 Differential permissible speed indicators	Timetable Planning Rules Section 5.1.2
	2.5 Permissible speed indicators with letters	Timetable Planning Rules Section 5.1.2
	2.6 Enhanced permissible speed (EPS) indicators	Timetable Planning Rules Section 5.1.2
T11 Movement of engineering trains and on-track plant under T3 arrangements	3 Movements entering the possession	When planning trains entering possessions

RULE BOOK MODULE	SECTION	NOTES
	7 Instructing the driver or machine controller	When planning trains entering possessions
TW1 Preparation and movement of trains General	7.1 Authority and arrangements for movements (Hauling dead traction units)	Operational principles
TW2 Preparation and movement of multiple-unit passenger trains	6.5 Carrying out a running brake test	Timetable Planning Rules Section 5.1.2
TW3 Preparation and movement of locomotive hauled trains (including HSTs, push-pull, postal, parcels)	2.1 Locomotives running light or hauling trains (Maximum speed of);	Timetable Planning Rules Section 5.1.2
	2.2 Maximum permitted speed of locomotive-hauled trains	Timetable Planning Rules Section 5.1.2
	2.3 Electric-traction speed restrictions	Timetable Planning Rules Section 5.1.2
	3.16 Carrying out a running brake test	Timetable Planning Rules Section 5.1.2
	Section 14.1 Working trains with locomotives at both ends, when this type of working is permitted	Operational principles
Rule Book Handbook 5 Hand Signalling Duties	Section 5.2 Entrance signal	When planning Temporary Block Working (TBW)
	5.3 Exit signal	When planning Temporary Block Working (TBW)
	5.4 Where TBW is divided into two sections	When planning Temporary Block Working (TBW)

1.3 Definitions

The list below is not an exhaustive one but is intended to give readers an understanding of some of the terminology as used for the purposes of this document.

If any term in Timetable Planning Rules is unclear please contact the compiler on the telephone number shown on the cover.

1.3.1 Train Classification

Classification	Description
1	Express passenger train; or Nominated postal or parcels train; or Breakdown or overhead line equipment train going to clear the line or returning from there (1Z99); or Traction unit going to assist a failed train (1Z99) Snow plough going to clear the line (1Z99)
2	Ordinary passenger train; or Breakdown or overhead line equipment train not going to clear the line (2Z99) Officers' special train (2Z01)
3	Freight train which can run at more than 75 mph; or A parcels train; or Autumn railhead treatment train; or Empty coaching stock train if specially authorised
4	Freight train which can run up to 75 mph
5	Empty coaching stock train
6	Freight train which can run up to 60 mph
7	Freight train which can run up to 45 mph
8	Freight train which can run at, or is timed to run at, 35 mph or less
9	London Overground East London Line services and Thameslink services; or Other passenger train if specially authorised
0	Light locomotive or locomotives

Source: The Rule Book GE/RT8000/TW1 Preparation and Movement of Trains General Section 2 Classification and speed of trains

Wessex

Second Character	Wessex Timing Area
A	Waterloo and Alton
B	Waterloo and Southampton Docks, Lymington Pier or Poole (not local trains between Brockenhurst and Lymington Pier)
C	Waterloo and Reading via Hounslow (Class 1). Waterloo and Reading via Twickenham (Class 2). Victoria/ London Bridge and Bognor/Portsmouth/Bournemouth via Three Bridges and Horsham (Class 1).
D	Waterloo and Dorking via Epsom (Class 2 not available). Waterloo and Guildford via Epsom (Class 1 not available)
E	To Network Rail ex GE area Portsmouth and Southampton via Netley. Shepherd's Bush and Clapham Junction (Class 2)
F	Waterloo and Working/Guildford. Portsmouth and Cardiff
G	Waterloo and Guildford/Portsmouth via Cobham East London Line to Clapham Junction (Class 9)
H	Waterloo and Shepperton. Victoria/London Bridge and Littlehampton via Hove (Class 2 not available). East London Line from Clapham Junction (Class 9)

Second Character	Wessex Timing Area
I	Victoria and Sutton/Epsom/Dorking/Horsham via Mitcham Junction (semi-fast class 1, stopping class 2)
J	Brockenhurst and Lymington Pier local trains (Class 2 not available). Waterloo and Hampton Court Guildford and Farnham London Victoria/London Bridge and Southampton Central via Three Bridges and Horsham (class 1) Reading and Basingstoke (class 2) Salisbury to Reading (class 1)
K	Waterloo (Main) to Waterloo (Windsor) via Teddington/Richmond Portsmouth to Bournemouth and Weymouth London Bridge and Epsom/Guildford via West Croydon (semi-fast, class 1)
L	Waterloo and Basingstoke, Salisbury or Exeter To Network Rail ex GE area Clapham Junction to Stratford via Willesden Junction (Class 2)
M	To Network Rail North West/Midland areas except trains covered elsewhere Southampton and Swindon. Waterloo and Chessington.
N	Waterloo and Farnham/Guildford via Twickenham and Ascot. Brighton and Southampton Central via Swanwick (class 1) Littlehampton and Southampton Central (class 1)
O	To Network Rail Southern area except trains covered elsewhere Waterloo (Windsor) to Waterloo (Main) via Teddington (Class 1 not available) Reading to Gatwick Airport
P	Waterloo/Portsmouth via Woking.
Q	Test trains only
R	Salisbury and Totton via Chandlers Ford. Waterloo (Windsor) to Waterloo (Windsor) via Twickenham and Brentford.
S	To Network Rail Scotland Waterloo and Weybridge/Woking via Hounslow. Romsey to Salisbury Brighton and Portsmouth Harbour (class 1) Littlehampton and Portsmouth & Southsea (class 2) Rail Head Treatment Trains (class 3)
T	Waterloo and Portsmouth via Botley.
U	Waterloo and Windsor.
V	Network Rail Great Western area except trains covered elsewhere Waterloo (Windsor) to Waterloo (Windsor) via Brentford and Twickenham. Gatwick Airport and Reading.
W	Waterloo and Weymouth. Sandite trains (water jet only) London Bridge and Blackfriars via Mitcham Junction, Sutton and Wimbledon (class 2)
X	Out of gauge and exceptional loads
Y	Deicing and Sandite trains (see also W) Clapham Junction and Willesden (Class 2). Stratford to Clapham Junction via Willesden Junction (Class 2). ECS trains Waterloo to Clapham Yard/Wimbledon Park Depot. London Waterloo to Fareham/Southampton Central via Havant Brighton and Southampton via Eastleigh (1Y50 to 1Y99) Trains not covered elsewhere
Z	Special Traffic Trains.

1.3.2 Days of Operation

The following abbreviations are used to identify the day or days that a train operates.

Abbreviation	Description
M	Monday
T	Tuesday
W	Wednesday
Th	Thursday
F	Friday
S	Saturday
Su	Sunday
EWD	Every Week Day (Monday to Saturday)
Daily	Every day – will not accept this; there must be a separate entry for Sundays (Note – need to include reference to new ITPS processes).
Suffixes	
O	Adding this indicates that the train will run only on that day or those days shown
X	Adding this indicates that the train will not run on that day or those days shown
General	
BHX	Denotes that this train does not run on a bank holiday

1.3.3 Traction and Rolling Stock

Abbreviation	Description
15X	DMU classes 150/153/155/156/158/159
17X	DMU classes 170 and 175
22X	DMU classes 220/221/222
80X	Bi-mode classes 800/802
DMU	Any diesel multiple unit (excluding classes 220/221/222)
EMU	Any electric multiple unit
ECS	Empty Coaching Stock includes empty diesel and electric multiple units.
HST	Trains consisting of two Class 43 locomotives and Mk 3 passenger vehicles
LH	A passenger or parcels train hauled or propelled by one or more locomotives
LHCV	Locomotive hauled coaching vehicles
Power	Passenger stock equipped with power operated external doors

1.3.4 Line Codes

Abbreviation	Description
AL	Atlantic Lines
BKR	Back Road
BRV	Brighton Reversible
CL	Chatham Loop
CR	Carriage Road
DDG	Down Ripple Lane Chord
DFL	Down Fast Line
DNC	Down International CTRL
DFV	Down Fast Tonbridge Loop
DL	Down Line
DM	Down Main
DML	Down Main Line
DPL	Down Passenger Loop
DPV	Down Loop
DRV	Down Reversible
DSL	Down Slow Line
DSV	Down Slow Tonbridge Loop

Abbreviation	Description
DV	Down Loop
DW	Down Windsor
DWC	Down CTRL West Chord
FL	Fast Line
GL	Goods Line
LW	Ladywell Loop
MFL	Main Fast Line
ML	Main line
MSL	Main Slow Line
NKD	Down North Kent Line Connection CTRL
NKU	Up North Kent Line Connection CTRL
NLC	CTRL – NLL Connecting Line
QL	Quarry Line
PCO	St Pancras to ECML Connecting Line
PNL	CTRL Silo Curve
PRL	CTRL Relief Line
RCL	Reception Line
RCP	Reception
REV	Reversible
RG	Redbridge Goods
RL	Relief Line
RVF	Reversible Fast Line
RVL	Reversible Line
RVS	Reversible Slow Line
SD1	CTRL Turnback siding No 1 Church Path Pit
SD2	CTRL Turnback siding No 2 Church Path Pit
SL	Slow Line
SPR	Spur Line
TPM	Temple Mills Chord
UDG	Up Ripple Lane Chord
UEC	Up CTRL East Chord
UDL	Up & Down Fratton
UFL	Up Fast Line
UFV	Up Fast Tonbridge Loop
UL	Up Line
UM	Up Main
UMF	Up Main Fast
UML	Up Main Line
UMR	Up Main Relief
UMS	Up Main Slow
UPC	Up International CTRL
UPV	Up Passenger Loop
UQL	Up Quarry Line
URV	Up Reversible
USL	Up Slow Line
USV	Up Slow Tonbridge Loop
UV	Up Loop
UW	Up Windsor
UWC	Up CTRL West Chord
UWF	Up Windsor Fast
UWL	Up West London
V	Loop
WCR	Carriage Washing Machine
WFL	Windsor Fast Line
WL	Windsor Line
WR1	Windsor Relief Line 1

Abbreviation	Description
WR2	Windsor Relief Line 2
WSL	Windsor Slow Line

1.3.5 Activity and Other Codes

Abbreviation	Description
*	Suppression of traffic stop indicator
-D	Train stops to detach vehicles
-T	Train stops to attach and detach vehicles
-U	Train stops to attach vehicles
A	Train stops or shunts for other trains ahead or to pass only. Shows as * in WTT
AE	Trains stops to attach/detach assisting locomotive
BL	Train stops to attach or detach a banking locomotive
C	Train stops to change train crew
D	Train only stops to set down passengers. Shows as an 's' in NRT
E	Train stops for examination
G	NRT data to add
H	Notional Activity to prevent WTT column merge
HH	As H, where there is a third column involved
K	Passenger count point
KC	Ticket collection and examination point
KE	Ticket examination point
KF	Ticket examination point – 1 st Class only
KS	Selective ticket examination point
L	Train stops to change locomotives
N	Stop not advertised to the public
OP	Train stops for other operating reasons
OR	Train locomotive on rear of train
PR	Train propelling between points shown
R	Train stops when required. Shows as an 'x' in NRT
RETB	Radio Electronic Token Block
RM	Trains stops for a reversing movement or driver to change ends
RR	Train stops to allow the locomotive to runaround its train
S	Trains for railway personnel only
T	Trains stops to pick up or set down passengers
TB	Train begins (Origin)
TF	Train finishes (Destination)
TS	Detail consist for TOPS Direct requested by DB Schenker
TW	Train stops to pick up or set down a staff, tablet or token on Single Lines. See Section 5.2
U	Train only stops to pick up passengers. Shows as a 'u' in NRT
W	Train stops for watering of coaches
X	Train passes another train at crossing point on single line. See Section 5.2
x{	Suppress running line information
{	Force running line indication
{}	Force path and line indications
}	Force path indication
#	Force stop with TW

Activity Codes - Notes
1. Any passenger train that stops at a location automatically generates a T Activity unless it is suppressed.
2. If an Activity is required that removes the 'passenger stop' Activity (T, D, U and R), then the 'passenger stop' Activity must always appear in the first Activity field (e.g. T -D would be correct, -D T would not). This is because the National Rail Timetable (NRT) extract program only considers the first Activity field. If it does not find a 'passenger stop' Activity in the first field the time will not be extracted to appear in the NRT.
3. Up to 6 Activities may be shown for each event.
4. No two Activities may be duplicated at the same event.
At any one event, the following groups are mutually exclusive a) D, U, T, N, S, TW, OP. b) -D, -U, -T. c) TB, TF. d) KC, KE.
6. N, R, G, D and U are only valid with Train Categories XC, XD, XI, XX, XZ, OO, OW, OL, BS, BR and blank (i.e. 'advertised' services).
7. K, KC, KE, KF, KS are only valid with Train Categories starting X or O.
8. If TF is present then none of K, KC, KE, KF, KS can be present.
9. Activity T indicates that a train stops to pick up and set down. This normally refers to passengers. Activity -T indicates that the train stops to attach and detach vehicles. At any location where a 'stop' time is shown, ITPS or a similar system will assume a default Activity is required unless otherwise specified. These default Activities are as follows: T for trains with a Train Category starting in X or O, OP for trains with a Train Category starting in Z or E, and -T for all other trains (but see below). The default Activity will be generated when the upload file is created.
10. If Activities U, D, N, R, OP, S, TW, -U or -D are specified then this overrides the defaults and only the specified Activities will be included in the upload file (it is not necessary to use the * suppression code if these codes are present).
11. If a traffic Activity is NOT required at a 'stop' location with Activities other than U, D, N, R, OP, S, TW, -U or -D (e.g. at 'C' or 'L' stops) then the * must be input to the ITPS or similar system train specification at that location to suppress -T or T. If the * is not added to indicate a non-traffic stop then T, -T or OP will be added to the upload file
12. If an Activity -T (only) is required on a train with a Category starting in X or O it is necessary to add a * to the spec (to suppress 'T') and positively show -T in the Activity column.

2 Route Description

2.1 Planning Geography

Network Rail maintains the planning geography and issues it to Train Operators using the BPlan system. BPlan data is to be regarded as the master geography and it is the responsibility of Train Operators and nominated Network Rail users to ensure that data in their train planning systems reflects the master geography.

It is essential that all locations, times and full details such as Platforms, running lines, activities, etc. comply fully with all of the following rules. Any Network Links used for buses only are to have running line defined as BUS. All data used by a specifier must be that supplied by Network Rail: use of estimated times added or amended locally will cause the trains concerned to fail validation.

In order to avoid the creation of unnecessary journey legs and associated point-to-point timings, all passing times must conform to these rules.

Locations in **bold type and underlined** are mandatory timing points i.e. apply to all trains on the specified line of route.

Locations in **bold** type are conditional timing points with a mandatory element. These are locations where all trains travelling on a specific line or in a specific direction are required to be timed at this location, which will be defined in the Notes column. For lines/directions for which the mandatory element does not apply they are to be treated as non-mandatory timing points and are only required to be shown in connection with a specific activity with one or more of the codes shown below in the Code column.

Locations in normal type are non-mandatory timing points and are required to be shown only for a specific activity with one or more of the codes shown below in the Code column.

Locations in *italic* type are not timing points but are shown for reference purposes.

Line references shown in italics e.g. *SW100* are only for reference purposes.

In the tables below, the following codes apply:

F	Only freight trains are timed here
P	Only passenger trains are timed here
S	Only stopping trains are timed here
X	Only trains crossing from one running line to another are timed here

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>London Waterloo</u>	MSL MFL UMR DW-UW RVL WR1 WR2 WFL WSL			Platform detail must be shown.
Waterloo C.H.S.		-	S	
<i>International Junction</i>				
West Crossings <u>Waterloo West Crossings</u>	MSL MFL WFL WSL RVL	MSL MFL UMR UW-RVL WR1 WR2		
<i>Carlisle Lane Junction</i>				
Vauxhall	MFL MSL WFL WSL RVL	WL RVL MFL MSL	S X	
Nine Elms Junction	WL RVL UWL	WL RVL		<i>To/from Linford Street Junction - SW100B</i> All trains on Windsor Lines must be timed at this point
Queenstown Road	MSL MFL WSL WFL RVL	WL MFL RVL	S X	All trains on the Down Windsor Line, and Windsor Reversible Line, stopping services on the Up Windsor Line, and trains crossing to/from Windsor side to/from Main Line
West London Junction (Windsor Side)	WSL WFL	WL RVL	X	<i>To/from Latchmere Junction (No 3) - SW100C</i> All up trains and only down trains to Clapham Yard or Latchmere Junction are timed here
West London Junction (Main Line)	-	MFL	X	Timing point for all trains to/from Clapham Yard
Clapham Junction Signal W1047	-		S	Timing point for ECS trains on WFL reversing into Clapham Yard
Clapham Junction Signal W1049	-		S	Timing point for ECS trains on WSL reversing into Clapham Yard
Clapham Yard		WFL WSL MFL	S	ECS moves only
<u>Clapham Junction (Windsor Side)</u>	FL SL	WFL WSL		Platform detail must be shown. <i>To/from Longhedge Junction - SW100D.</i> <i>To/from Latchmere Junction (No 2) - SW100E.</i> <i>To/from Wandsworth Town - SW210</i>
<u>Clapham Junction (Main Line)</u>	FL SL	MFL MSL		Platform detail must be shown. <i>To/from Earlsfield - SW105</i>

SW100B NINE ELMS JUNCTION TO LINFORD STREET JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Nine Elms Junction	-	WL RVL		<i>To/from Vauxhall - SW100</i>
Linford Street Junction	-	-	X	Timing point for services to/from Nine Elms Junction only. <i>To/from Factory Junction - SO110</i>

SW100C WEST LONDON JUNCTION TO LATCHMERE JUNCTION (NO 3)

TIMING POINT	DOWN	UP	CODE	NOTES
West London Junction (Windsor Side)	-	WL RVL		<i>To/from Nine Elms Junction - SW100</i>
Latchmere Junction (No 3)	-	-		<i>For planning purposes, timing point shown as Latchmere Junction.</i> <i>To/from West Brompton - SO250</i>

SW100D CLAPHAM JUNCTION TO LONGHEDGE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Clapham Junction (Windsor Side)	-	FL SL		Platform detail must be shown. <i>To/from Wandsworth Town - SW210</i>
Longhedge Junction	-	-		<i>To/from Factory Junction - SO250.</i> <i>To/from Stewarts Lane Junction - SO 250B</i>

SW100E CLAPHAM JUNCTION TO LATCHMERE JUNCTION (NO 2)

TIMING POINT	DOWN	UP	CODE	NOTES
Clapham Junction (Windsor Side)	- DLC ULC	FL SL		Platform detail must be shown. <i>To/from Wandsworth Town - SW210</i>
Latchmere Junction (No 2)	-	ULC DLC		<i>For planning purposes timing point shown as Latchmere Junction</i> <i>To/from West Brompton - SO250</i>

SW105 CLAPHAM JUNCTION TO WEYMOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
Clapham Junction (Main Line)	FL SL	MFL MSL		Platform detail must be shown. <i>To/from Vauxhall - SW100</i>
Earlsfield	FL SL	SL	S	
Durnsford Road Staff Halt		FL SL	S X	Up trains only
Wimbledon Park C.S.D.	FL UFL USL	FL SL	S	ECS moves only

SW105 CLAPHAM JUNCTION TO WEYMOUTH				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Wimbledon (Wessex Side)</u>	FL SL UFL USL	FL SL		Platform detail must be shown. <i>To/from Wimbledon Park (LUL) - SW225</i>
Wimbledon West Junction	FL SL - UHL DHL	FL SL UHL DHL	X	Timing point for trains to/from Sussex Side. <i>To/from Wimbledon (Sussex side)/Wimbledon Chase - SO700</i>
Raynes Park	SL	FL SL	S X	Timing point for all trains on Slow Lines and trains crossing from Up Slow to Up Fast Lines. <i>To/from Motspur Park - SW180</i>
<u>New Malden</u>	FL SL	FL SL		<i>To/from Norbiton - SW190</i>
Berrylands	SL	SL	S	
<i>Berrylands Junction</i>				
<u>Surbiton</u>	FL SL	FL SL		Platform detail must be shown. <i>To Thames Ditton - SW195</i>
<u>Hampton Court Junction</u>	FL SL	FL SL		<i>From Thames Ditton - SW195. To/from Hinchley Wood – SW200</i>
Esher	SL	SL	S	
Hersham	SL	SL	S	
Walton on Thames	SL	SL	S	
Weybridge	FL SL	FL SL	S X	Timing point for all trains on Slow Lines, Down Trains crossing from Fast Line to Slow Line and vv, Up Trains crossing from Slow Line to Fast Line. <i>To/from Addlestone Junction - SW255</i>
Byfleet and New Haw	FL SL	- SL	S X	Timing point for all trains on Slow Lines, Up trains crossing Fast to Slow Lines, and Down trains crossing from Slow Line to Fast Line. <i>To/from Addlestone Junction – SW255A</i>
West Byfleet	FL SL	SL	S	
Woking East End Sidings	-		S	
<u>Woking</u>	FL SL UFL USL	FL SL		Platform detail must be shown
Woking Down Reception		USL	F	
Woking Up Yard Reception		SL	F	
<u>Woking Junction</u>	FL SL	FL SL DFL DSL		<i>To/from Guildford - SW110</i>
Brookwood London End	SL		X	Timing point for Down trains crossing from Fast Line to Slow Line
Brookwood	FL SL	FL SL	S X	Timing point for trains crossing from Slow Lines to Fast Lines
Brookwood Country End		SL	X	Timing point for Up trains crossing Fast Line to Slow Line
Pirbright Junction	SL	SL		Timing point for all trains on Slow Lines only. <i>To/from Ash Vale - SW120</i>
Farnborough London End	SL		X	Timing point for Down trains crossing Fast Line to Slow Line
<u>Farnborough Main</u>	FL SL	FL SL		
Farnborough Country End		SL	X	Timing point for Up trains crossing Fast

SW105 CLAPHAM JUNCTION TO WEYMOUTH				
TIMING POINT	DOWN	UP	CODE	NOTES
				Line to Slow Line
Fleet	SL	SL		Timing point for all trains on Slow Lines only
Winchfield London End	SL		X	Timing point for Down trains crossing Fast Line to Slow Line
Winchfield	FL SL	FL SL	S X	
Winchfield Country End		SL	X	Timing point for Up trains crossing Fast Line to Slow Line
Hook	SL	SL	S	
Barton Mill Sidings	-		S	ECS moves only
Basingstoke Down East End Sidings	-		S	ECS moves only
Basingstoke	FL SL	FL SL		Platform detail must be shown. <i>To/from Bramley - SW125</i>
Basingstoke West Yard		-	S	ECS moves only
Basingstoke Down Yard		-	S	ECS moves only
Worting Junction	-	FL SL		<i>To/from Overton - SW115</i>
Micheldever	-	-	S	
<i>Weston</i>				
Wallers Ash	-	-		
Winchester Baltic Siding	-		S	
Winchester	-	-		Platform detail must be shown
Shawford Down Junction	FL SL			Timing point for all Down trains only
Shawford Shawford	FL SL	-	S	Timing point for All Up trains and Down stopping trains
Shawford Up Junction		-		Timing point for all Up trains
Allbrook	FL SL RCL	FL SL	X	
Eastleigh E N Y	-		F	
Eastleigh P.A.D.		-	F	
Eastleigh East Junction	-	-	S X	Timing point for all trains to/from Romsey. <i>To/from Romsey - SW130</i>
Eastleigh Aggregate Sidings	-	-	F	
Eastleigh	-	FL SL DFL DSL		Platform detail must be shown
<i>Eastleigh West Junction</i>				<i>To/from Fareham - SW135</i>
Eastleigh Depot Signal 241	-	-	S X	Timing point for trains to/from Eastleigh Works
Eastleigh Depot Signal 243	-		S X	Timing point for trains to Eastleigh T.&R.S.M.D. via Depot Exit Road 2
Eastleigh Depot Signal 245		-	S X	Timing point for trains from Eastleigh T.&R.S.M.D. via Depot Exit Road 1
Eastleigh T&R.S.M.D.	-	-	S	ECS and LE moves only
Eastleigh Works		-	S	
Eastleigh Sig E85		-	S	Timing point for all trains stopping in Eastleigh Up Loop
Southampton Airport Parkway	-	FL SL		Timing Point for All Up trains
Swaythling	-	-	S	
St Denys	FL SL	-		<i>To/from Bitterne - SW140</i>
Southampton Up Yard	FL -	-	S	Timing point for freight services receiving aggregates traffic and services reversing

SW105 CLAPHAM JUNCTION TO WEYMOUTH				
TIMING POINT	DOWN	UP	CODE	NOTES
				in Reception Sidings
<u>Northam Junction</u>	- UL	FL SL		<i>To/from Southampton Eastern Docks - SW145</i>
<u>Southampton Central</u>	FL SL UFL DPL -	- DL		Platform detail must be shown. Trains to Millbrook FLT via UFL.
Southampton Signal E740		-	S	
Southampton Signal E930		-	S	
Southampton Up Goods Loop	UFL	-	S	
Southampton Down Loop	FL -	-	S	
Millbrook	FL SL UFL BKR -	FL SL DFL DPL -	S X	Timing point for trains to/from Millbrook FLT, Western Docks and Departure Road <i>To/from Southampton Western Docks – SW105A</i>
Millbrook FLT	-	-	F	
Millbrook Sig E942		BKR	F	
<u>Church Lane Junction</u>	RG -	FL SL DFL BKR		
Maritime East Junction	RG -	RG BKR	F	Timing point for trains on Redbridge Goods and Maritime Back Road
Southampton MCT	-	-	F	
Maritime West Junction	RG -	RG -	F	Timing point for trains on Redbridge Goods
Redbridge Reception Sidings	-	-	F	
<u>Redbridge</u>	-	RG -		
<i>Redbridge Junction</i>				<i>To/from Romsey - SW150</i>
Totton	-	- DL	S	
Totton Yard	-	-	F S	<i>To/from Marchwood - SW155</i>
Ashurst New Forest	-	-	S	
Beaulieu Road	-	-	S	
<u>Brockenhurst</u>	-	-		Platform detail must be shown. <i>To/from Lymington Town - SW160</i>
Sway	-	-	S	
New Milton	-	-	S	
Hinton Admiral	-	-	S	
Christchurch	-	-	S	
Pokesdown	-	-	S	
<u>Bournemouth</u>	-	-		Platform detail must be shown
<u>Branksome</u>	-	-		Platform detail must be shown. (ECS reversing moves only)
Bournemouth T&R.S.M.D.		-	S	ECS workings to/from Branksome
Parkstone	-	-	S	
<u>Poole</u>	-	-		Platform detail must be shown
Poole S.S.	-	-	S	
Hamworthy	-	-	S X	Timing point for all freight trains to and from Hamworthy Goods - Route SW165
<i>Hamworthy Junction</i>	-	-		<i>To/from Hamworthy Goods - SW165</i>
Holton Heath	-	-	S	
<u>Wareham</u>	-	-		Platform detail must be shown
Worgret Junction	-	-	X	Timing point for all trains to and from Furzebrook and the Swanage Railway <i>To/from Swanage Railway - SW105B</i>

SW105 CLAPHAM JUNCTION TO WEYMOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
Wool	-	-		
Wool MOD Siding Bardon Aggregates			F	
Moreton	-	-		
Dorchester South	- UL	-		Platform detail must be shown
Dorchester Junction	-	-		To/from Dorchester West - SW175
Upwey	-	-	S	
Weymouth Jersey Sidings	-		S	
Weymouth Jubilee Siding		-	S	
Weymouth Junction		-	X	To/from Weymouth Signal DR194 - SW105C
Weymouth		-		Platform detail must be shown

SW105A MILLBROOK TO SOUTHAMPTON WESTERN DOCKS

TIMING POINT	DOWN	UP	CODE	NOTES
Millbrook	-	DFL DPL	S X	Timing point for trains to/from Millbrook FLT, Western Docks and Departure Road To/from Southampton Central – SW105
Millbrook Dock Entrance	-		F	Timing point for all freight trains entering Western Docks.
Millbrook Dock Exit		-	F	Timing point for all freight trains departing Western Docks.
Southampton Western Docks		-		

SW105B WORGRET JUNCTION TO SWANAGE RAILWAY NR BOUNDARY

TIMING POINT	DOWN	UP	CODE	NOTES
Worgret Junction	SINGLE	-		Timing point for all trains to and from Furzebrook/Swanage Railway To/from Wareham - SW105
NR Boundary with Swanage Railway (126m 61ch)				

SW105C WEYMOUTH JUNCTION TO WEYMOUTH SIGNAL DR194

TIMING POINT	DOWN	UP	CODE	NOTES
Weymouth Junction	-	-	X	To/from Upwey - SW105
Weymouth Signal DR194 Weymouth Signal DR194		-	S	

SW110 WOKING JUNCTION TO PORTSMOUTH HARBOUR				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Woking Junction</u>	-	FL SL DFL DSL		<i>To/from Woking - SW105</i>
Woking Signal WK610			S	Reversal point for trains to and from Woking Yard
Worplesdon	-	-	S	
Guildford Signal GD635	-		S	
Guildford North Box Sidings	-		S	
Guildford U.C.H.S.		-	S	
<u>Guildford</u>	-	-		Platform detail must be shown. <i>To/from Ash - SW265.</i> <i>To/from London Road (Guildford) - SW200</i>
Guildford Signal 826		-	S	
Guildford Signal GD1308		-	S	
<u>Shalford Junction</u>	-	-		<i>To/from Shalford - SW300</i>
<u>Farncombe</u>	-	-		
Godalming	-	-	S	
Milford	-	-	S	
Witley	-	-	S	
<u>Haslemere</u>	-	-		Platform detail must be shown
Liphook	-	-	S	
Liss	-	-	S	
<u>Petersfield</u>	-	-		Platform detail must be shown
Rowlands Castle	-	-	S	
<u>Havant</u>	-	-		Platform detail must be shown. <i>To/from Warblington - SO520</i>
Bedhampton	-	-	S	
<u>Farlington Junction</u>	-	-		<i>To/from Cosham Junction - SW140A</i>
<u>Portcreek Junction</u>	-	-		<i>To/from Cosham Junction - SW140</i>
Hilsea	-	-	S	
<u>Fratton East</u>	DML UDL -	-	X	Timing point for all Down trains. Timing point for all Up trains crossing from the Reception Rd No.1/Back Road and all trains reversing at Fratton East.
<u>Fratton</u>	DML UDL	UML DML UDL		Platform detail must be shown
Fratton Depot Fuel Point	-	-	S	
Fratton S.S.	-	-	S	
Fratton C.S.D.	-		S	ECS moves only
Fratton Staff Halt	- DML BKR	-	S	Timing point for trains to/from Fratton C.S.D./Fratton S.S.
Portsmouth & Southsea Back Road	BKR	BKR -	S	
Portsmouth & Southsea D.C.H.S		BKR	S	
<u>Portsmouth and Southsea</u>	-	UML UDL BKR		Platform detail must be shown
<u>Portsmouth Harbour</u>		-		Platform detail must be shown

SW115 WORTING JUNCTION TO PINHOE				
TIMING POINT	DOWN	UP	CODE	NOTES
Worting Junction	-	FL SL		<i>To/from Basingstoke - SW105</i>
Overton	-	-	S	
Whitchurch	-	-	S	
Andover	-	-		Platform detail must be shown. <i>To/from Ludgershall MOD - SW115A</i>
Andover Shunt Signal BE5202		-	S	
Grateley	-	-	S	
Laverstock North Junction	-	-	X	Timing point for trains using Laverstock curve only. <i>To/from Laverstock South Junction - SW115B</i>
Salisbury Tunnel Junction	-	-		<i>To/from Laverstock South Junction - SW150</i>
Salisbury Signal SY215	-		S	Shunters Release required. Shunt signal.
Salisbury Signal SY217	-		S	Shunt signal
Salisbury East C.H.S.	-		S	ECS moves only
Salisbury	-	-		Platform detail must be shown. West Carriage Sidings must be shown as Platform WCS.
Salisbury Reception Line	-	-	S X	Timing point for trains to/from Salisbury T&R.S.M.D.
Salisbury T&R.S.M.D.	-	-	S	ECS moves only
Salisbury Signal SY240		-	S	Shunt signal
Wilton Junction	-	-		<i>To/from Warminster - SW170.</i>
Wilton	-	-		
Tisbury Loop	-	-		Passing point
Tisbury	-	-	S	
Gillingham	-	-		Passing point. Platform detail must be shown
Templecombe	ML RVL	-		
Sherborne	ML RVL	-		Platform detail must be shown
Yeovil Junction	-	-		Platform detail must be shown. Down Main Siding must be shown as Platform DS <i>To/from Yeovil Pen Mill - SW115C</i>
Crewkerne	-	-		
Chard Junction Signal Box	-	-		Passing point
Axminster East Junction	DM UM	-		
Axminster	DM UM	DM UM		Passing point. Platform detail must be shown
Axminster West Junction	-	DM UM		
Honiton	-	-		Passing point. Platform detail must be shown
Feniton	-	-		
Whimble	-	-	S	
Cranbrook	-	-	S	
Pinhoe	-	-		Passing point. Regional handover timing point <i>To/from Exmouth Junction – Refer to Western & Wales Timetable Planning Rules – GW610.</i>

SW115A ANDOVER TO LUDGERSHALL MOD

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Andover</u>	-	-		Platform detail must be shown. <i>To/from Whitchurch - SW115</i>
Andover Sidings	-		F	
Ludgershall Branch Stop Board	-	-		Only for associated Freight Trains
Ludgershall MOD	-	-	F	

SW115B LAVERSTOCK NORTH JUNCTION TO LAVERSTOCK SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Laverstock North Junction	-	-	X	Timing point for trains using Laverstock curve only. <i>To/from Grateley - SW115</i>
Laverstock South Junction	-	-	X	Timing point for trains using Laverstock curve only. <i>To/from Dean - SW150</i>

SW115C YEOVIL JUNCTION TO YEOVIL PEN MILL

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Yeovil Junction</u>	-	-		Platform detail must be shown. Down Main Siding must be shown as Platform DS. <i>To/from Crewkerne - SW115</i>
<u>Yeovil Pen Mill</u>	-	-		Platform detail must be shown. <i>To/from Castle Cary - SW175</i>

SW120 PIRBRIGHT JUNCTION TO ALTON

TIMING POINT	DOWN	UP	CODE	NOTES
Pirbright Junction	-	SL		Timing point for Slow Lines only. <i>To/from Brookwood - SW105</i>
<i>Ash Vale Junction</i>				<i>To/from Frimley Junction - SW260</i>
Ash Vale	-	-		
Aldershot North Junction	-	-		<i>To/from Aldershot South Junction - SW120A</i>
Aldershot	-	-		Platform detail must be shown
Farnham	-	-		
Farnham Depot Reception Road	-	-	S	
Farnham C.S.D.		-	S	ECS moves only
Bentley	-	-		Passing point. Platform detail must be shown
Holybourne Oil Sidings		-	F	
Alton		-		Platform detail must be shown

SW120A ALDERSHOT NORTH JUNCTION TO ALDERSHOT SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Aldershot North Junction</u>	-	-		To/from Aldershot - SW120
<u>Aldershot South Junction</u>	-	-		To/from Ash - SW265

SW125 SOUTHCOTE JUNCTION TO BASINGSTOKE

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Southcote Junction</u>	-	-		Regional handover timing point. Great Western Region timing point To/from Oxford Road Junction – Refer to Western & Wales Timetable Planning Rules – GW500.
Reading Green Park	-	-	S	Opening date to be confirmed
Mortimer	-	-	S	
<u>Bramley</u>	-	-		
Basingstoke Signal BE547	-		S	
Basingstoke Signal BE549	-		S	
Basingstoke North Yard		-	S	
<u>Basingstoke</u>	FL SL	-		Platform detail must be shown. To/from Worting Junction - SW105

SW130 EASTLEIGH EAST JUNCTION TO ROMSEY

TIMING POINT	DOWN	UP	CODE	NOTES
Eastleigh East Junction	-	-	S X	Timing point for all trains to/from Romsey. To/from Eastleigh - SW105
<u>Eastleigh Single Line Junction</u>	-	-		
Chandlers Ford	-	-	S	
<u>Romsey Single Line Junction</u>	-	-		
Romsey Signal E883	-		S	Timing point for all trains which stop at this signal
<u>Romsey</u>	-	-		Platform detail must be shown. To/from Mottisfont - SW150

SW135 EASTLEIGH WEST JUNCTION TO FAREHAM

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Eastleigh West Junction</i>				To/from Eastleigh - SW105
<u>Eastleigh South Junction</u>	-	-		
Eastleigh T&R.S.M.D.		-	S	ECS and LE moves only
Hedge End	-	-	S	
Botley Signal E295	-		S	
Botley Aggregate Sidings	-	-	F	
<u>Botley</u>	-	-		
<i>Botley Signal E290</i>		-	S	
<u>Fareham North Junction</u>	-	-		
Fareham ARC Sidings	-	-	F	
<u>Fareham</u>	-	-		To/from Portchester - SW140

SW140 ST DENYS TO PORTCREEK JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
St Denys	-	FL SL		<i>To/from Northam Junction - SW105</i>
Bitterne	-	-	S	
Woolston	-	-	S	
Sholing	-	-	S	
Netley	-	-	S	
Hamble	-	-	S	
Bursledon	-	-	S	
Swanwick	-	-	S	
Fareham ARC Sidings	-	-	F	
Fareham	-	-		<i>To/from Fareham North Junction - SW135</i>
Portchester	-	-	S	
Cosham	-	-		
Cosham Junction	-	-		<i>To/from Farlington Junction - SW140A</i>
Portcreek Junction	-	-		<i>To/from Hilsea - SW110</i>

SW140A COSHAM JUNCTION TO FARLINGTON JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Cosham Junction	-	-		<i>To/from Cosham - SW140</i>
Farlington Junction	-	-		<i>To/from Bedhampton - SW110</i>

SW145 NORTHAM JUNCTION TO SOUTHAMPTON EASTERN DOCKS

TIMING POINT	DOWN	UP	CODE	NOTES
Northam Junction	-	FL SL		<i>To/from St Denys - SW105</i>
Southampton Dock Gates	-	-		
Southampton Eastern Docks	-	-		

SW150 REDBRIDGE TO SALISBURY TUNNEL JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Redbridge Junction</i>				<i>To/from Redbridge - SW105</i>
Romsey	-	-		Platform detail must be shown. <i>To/from Eastleigh East Junction - SW130</i>
Mottisfont & Dunbridge	-	-	S	
Dean	-	-		
Laverstock South Junction	-	-	X	Timing point for trains using Laverstock Curve. <i>To/from Laverstock North Junction - SW115B</i>
Salisbury Tunnel Junction	-	-		<i>To/from Salisbury - SW115</i>

SW155 TOTTON YARD TO FAWLEY

TIMING POINT	DOWN	UP	CODE	NOTES
Totton Yard	-	-	F S	<i>To/from Totton - SW105</i>
Marchwood	-	-		
Marchwood MOD	-	-	F	
Fawley Esso		-	F	

SW160 BROCKENHURST TO LYMINGTON PIER

TIMING POINT	DOWN	UP	CODE	NOTES
Brockenhurst	-	-		Platform detail must be shown. <i>To/from Beaulieu Road - SW105</i>
Lymington Town	-	-	S	
Lymington Pier		-		

SW165 HAMWORTHY JUNCTION TO HAMWORTHY GOODS

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Hamworthy Junction</i>				<i>To/from Hamworthy - SW105</i>
Hamworthy TC	-	-	F	
Hamworthy Goods		-	F	

SW170 WARMINSTER TO WILTON JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Wilton Junction	-	-		<i>To/from Salisbury - SW115</i>
Wilton Junction G.F.	-	-	S X	<i>To/from Quidhampton Sidings – SW170A</i>
Wishford	-	-		
Wylve A H B	-	-		
Upton Lovell A H B	-	-		
Warminster	-	-		<i>To/From Dilton Marsh – GW5001 Refer to Western & Wales Timetable Planning Rules</i>

SW170A WILTON JUNCTION G.F. TO QUIDHAMPTON SIDINGS

TIMING POINT	DOWN	UP	CODE	NOTES
Wilton Junction G.F.	-	-	S X	<i>To/from Warminster - SW170</i>
Quidhampton Sidings Imerys		-	F	

SW175 CASTLE CARY TO DORCHESTER JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Castle Cary	-	-		Regional handover timing point. <i>To/from East Somerset Junction – GW500</i> <i>Refer to Western & Wales Timetable Planning Rules.</i>
Yeovil Pen Mill	-	-		All trains to/from Maiden Newton must stop for token working. Platform detail must be shown. <i>To/from Yeovil Junction - SW115C</i>
Thornford	-	-	S	
Yetminster	-	-	S	
Chetnole	-	-	S	
Maiden Newton	-	-		All trains must stop for token working.
Dorchester West	-	-		Passing point
Dorchester Junction	-	-		<i>To/from Upwey - SW105</i>

SW180 RAYNES PARK TO LEATHERHEAD

TIMING POINT	DOWN	UP	CODE	NOTES
Raynes Park	-	FL SL		Timing point for all trains on Slow Lines and trains crossing from Up Slow to Up Fast Lines. <i>To/from Wimbledon (Wessex Side) - SW105</i>
Motspur Park	-	-		
<i>Motspur Park Junction</i>				<i>To/from Malden Manor - SW185</i>
Worcester Park	-	-	S	
Stoneleigh	-	-	S	
Ewell West	-	-	S	
Epsom Signal W1181	-	-	S	
Epsom	-	-		Platform detail must be shown. <i>To/from Ewell East - SO680</i>
Epsom Down Siding		-	S	
Epsom Up Siding		-	S	
Ashtead	-	-	S	
Leatherhead Signal W1195	-	-	S	
Leatherhead	-	-		<i>To/from Bookham - SW205.</i> <i>To/from Boxhill & Westhumble - SO680</i>

SW185 MOTSPUR PARK JUNCTION TO CHESSINGTON SOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Motspur Park Junction</i>				<i>To/from Motspur Park - SW180</i>
Malden Manor	-	-	S	
Tolworth	-	-	S	
Tolworth Sidings	-	-	F	
Chessington North	-	-	S	
Chessington South Signal W1161	-	-	S	
Chessington South Up Siding		-	S	
Chessington South		-		

SW190 NEW MALDEN TO SHEPPERTON				
TIMING POINT	DOWN	UP	CODE	NOTES
New Malden	-	SL		<i>To/from Raynes Park - SW105</i>
Norbiton	-	-	S	
Kingston	-	-		Show 'Bay' if to/from Bay Platform detail must be shown
Hampton Wick	-	-	S	Platform detail must be shown
Teddington	-	-		
Shacklegate Jn Signal 2449	-		S	
Shacklegate Junction	-	-		<i>To/from Strawberry Hill - SW245</i>
Shacklegate Jn Signal 2508		-	S	
<i>Fulwell Junction</i>	-	-		<i>To/from Strawberry Hill - SW245A</i>
Fulwell	-	-		
Hampton	-	-	S	
Kempton Park	-	-	S	
Sunbury	-	-	S	
Upper Halliford	-	-	S	
Shepperton Signal 2537	-		S	For movements to/from Up Siding
Shepperton Up Siding		-	S	
Shepperton		-		

SW195 SURBITON TO HAMPTON COURT				
TIMING POINT	DOWN	UP	CODE	NOTES
Surbiton	-	FL SL		<i>To/From Berrylands - SW105</i>
Hampton Court Junction		SL		Timing point for Up Trains from Hampton Court on the Up Line only. See also entry on route SW105
Thames Ditton	-	- DL	S	
Hampton Court		- DL		

SW200 HAMPTON COURT JUNCTION TO GUILFORD (VIA COBHAM)

TIMING POINT	DOWN	UP	CODE	NOTES
Hampton Court Junction	-	FL SL		<i>To/from Surbiton - SW105</i>
Hinchley Wood	-	-	S	
Claygate	-	-	S	
Oxshott	-	-	S	
Cobham and Stoke D'Abernon	-	-	S	
Effingham Junction	-	-		<i>To/from Bookham - SW205</i>
Horsley	-	-	S	
Clandon	-	-	S	
London Road	-	-	S	
Guildford Signal GD1301	-	-	S	
Guildford	-	-		Platform detail must be shown. <i>To/from Shalford Junction - SW110</i>

SW205 LEATHERHEAD TO EFFINGHAM JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Leatherhead	-	-		<i>To/from Ashted - SW180</i>
Bookham	-	-	S	
Effingham Junction	-	-		<i>To/from Horsley - SW200</i>

SW210 CLAPHAM JUNCTION TO READING (VIA RICHMOND)

TIMING POINT	DOWN	UP	CODE	NOTES
Clapham Junction (Windsor Side)	FL SL	WFL WSL		Platform detail must be shown. <i>To/from West London Junction (W) - SW100.</i> <i>To/from Longhedge Junction - SW100D.</i> <i>To/from Latchmere Junction (No 2) - SW100E</i>
Wandsworth Town	FL SL	FL SL	S	
Point Pleasant Junction	- SL	FL	X	Timing point for trains to/from East Putney. <i>To/from East Putney - SW225</i>
Putney	FL SL	FL SL	S	
Barnes	-	FL SL		Platform detail must be shown. <i>To/from Barnes Bridge - SW230</i>
Barnes Signal W1090		-	S	
Mortlake	-	-	S	
North Sheen	-	-	S	
Richmond Signal 2105	-	-	S	
Richmond	-	-		
St Margarets	- UFL	-	S X	Timing point for all Up trains and Down trains crossing to Up Twickenham
Twickenham Signal 2121	-	-	S	
Twickenham Signal 2123	-	-	S	
Twickenham	- UL	FL SL		Platform detail must be shown Down trains to Whitton via 4325 points to be timed via UL
Twickenham Junction	-	FL SL	X	Timing point for all Up trains, also Down trains via Twickenham platforms 3 or 4 <i>To/from Strawberry Hill - SW245</i>

SW210 CLAPHAM JUNCTION TO READING (VIA RICHMOND)				
TIMING POINT	DOWN	UP	CODE	NOTES
Twickenham Signal 2130		-	S	
Whitton	-	-	S	
Whitton Junction	-	-		<i>To/from Hounslow Junction - SW210A</i>
Feltham Junction	-	-		<i>To/from Hounslow Junction - SW230</i>
Feltham Signal F453	-		S	
Feltham Depot Arrival Road London End	-	-	S	Timing point for trains to/from Feltham Depot via Feltham Junction.
Feltham Depot	-	-	S	
Feltham Depot Arrival Road Country End	-	-	S	Timing point for trains to/from Feltham Depot.
Feltham	-	-		Platform detail must be shown.
Ashford (Middlesex)	-	-	S	
Staines D.G.L.	-		F	
Staines Up Loop	-	-	F	
Staines Sidings	-		S	ECS moves only
Staines Sidings Entry/Exit	-		X	ECS moves to or from Sidings
Staines Signal F467	-		S	
Staines	-	-		Platform detail must be shown. <i>To/from Wraysbury - SW250</i>
Egham	-	-	S	
Virginia Water Sig. F491	-		S	
Virginia Water	-	-		Platform detail must be shown. <i>To/from Chertsey - SW255</i>
Longcross	-	-	S	
Sunningdale	-	-	S	
Ascot Signal F501	-		S	
Ascot	-	-		Platform detail must be shown. <i>To/from Bagshot - SW260</i>
Ascot Signal F506		-	S	
Martins Heron	-	-	S	
Bracknell	-	-	S	
Wokingham Signal WM15	-		S	
Wokingham Down Siding	-		S	
Wokingham	-	-		<i>To/from Crowthorne - SW265</i>
Winnersh	-	-	S	
Winnersh Triangle	-	-	S	
Earley	-	-		
Reading Spur Junction	-	-		<i>To/from Reading New Junction - SW210B</i>
Reading Southern Junction	-	-	X	Timing point for all trains to/from Reading via Up & Down Low Level <i>To/from Reading - SW210C</i>
Reading Platforms 4-6		-		Platform detail must be shown

SW210A HOUNSLOW JUNCTION TO WHITTON JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Hounslow Junction</i>				<i>To/from Hounslow - SW230</i>
Whitton Junction	-	-		<i>To/from Whitton - SW210</i>

SW210B READING SPUR JUNCTION TO READING NEW JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Reading Spur Junction</u>	-	-		<i>To/from Earley - SW210</i>
<u>Reading New Junction</u>	DML	-		<i>To/From Reading – GW103 Refer to Western & Wales Timetable Planning Rules</i>

SW210C READING TO READING SOUTHERN JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Reading</u>	-	-		<i>Western Route timing point Refer to Western & Wales Timetable Planning Rules – GW103</i>
Reading Signal TR1691	-		S	<i>Western Route timing point Refer to Western & Wales Timetable Planning Rules – GW103</i>
<u>Reading Southern Junction</u>	-	-	X	<i>To/from Reading Spur Junction SW210 / SW210B</i>

SW225 POINT PLEASANT JUNCTION TO WIMBLEDON

TIMING POINT	DOWN	UP	CODE	NOTES
Point Pleasant Junction	-	FL	X	<i>Timing point for trains to/from East Putney. To/from Wandsworth Town - SW210</i>
<u>East Putney</u>	-	-		
<u>Wimbledon Park (LUL)</u>		-		
<u>Wimbledon (Wessex Side)</u>	FL UFL USL	-		<i>To/from Wimbledon West Crossings - SW105</i>

SW230 BARNES TO FELTHAM JUNCTION (VIA HOUNSLOW)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Barnes</u>	-	FL SL		<i>Platform detail must be shown. To/from Putney - SW210</i>
Barnes Bridge	-	-	S	
Chiswick	-	-	S	
New Kew Junction	-	-	X	<i>Timing point for trains to/from Kew East Junction. To/from Kew East Junction - SW240A</i>
Kew Bridge	-	-	S	
Old Kew Junction			X	<i>To/from Kew East Junction - SW240</i>
<u>Brentford</u>	-	-		
Syon Lane	-	-	S	
Isleworth	-	-	S	
Hounslow Signal F443	-		S	
<u>Hounslow</u>	-	-		
Hounslow Signal F448		-	S	
<i>Hounslow Junction</i>				<i>To/from Whitton Junction - SW210A</i>
<u>Feltham Junction</u>	-	-		<i>To/from Feltham - SW210</i>

SW240 OLD KEW JUNCTION TO KEW EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Old Kew Junction</i>				<i>To/from Brentford - SW230</i>
<u>Kew East Junction</u>	-	-		Regional handover timing point <i>To/from South Acton – Refer to Anglia Timetable Planning Rules – EA1330</i>

SW240A NEW KEW JUNCTION TO KEW EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
New Kew Junction	-	-	X	Timing point for trains to/from Kew East Junction. <i>To/from Chiswick - SW230</i>
<u>Kew East Junction</u>	-	-		Regional handover timing point <i>To/from South Acton – Refer to Anglia Timetable Planning Rules – EA1330</i>

SW245 TWICKENHAM JUNCTION TO SHACKLEGATE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Twickenham Junction	-	FL SL	X	Timing point for all Up Trains, also Down trains via Twickenham platforms 3 or 4 <i>To/from Twickenham - SW210</i>
Strawberry Hill Sig. 2457	-		S	
<u>Strawberry Hill</u>	-	-		Platform detail must be shown
<i>Strawberry Hill Junction</i>				<i>To/from Fulwell Junction - SW245A</i>
Strawberry Hill C.S.D.		-	S	ECS moves only
Shacklegate Jn Signal 2467	-		S	
<u>Shacklegate Junction</u>	-	-		<i>To/from Teddington - SW190</i>

SW245A STRAWBERRY HILL JUNCTION TO FULWELL JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Strawberry Hill Junction</i>	-	-		<i>To/from Strawberry Hill - SW245</i>
Fulwell Signal 2513	-		S	
<i>Fulwell Junction</i>	-	-		<i>To/from Fulwell - SW190</i>

SW250 STAINES TO WINDSOR & ETON RIVERSIDE

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Staines</u>	-	-		Platform detail must be shown. <i>To/from Ashford - SW210</i>
Staines Signal F478		-	S	
Wraysbury	-	-	S	
Sunnymeads	-	-	S	
Datchet	-	-	S	
<u>Windsor & Eton Riverside</u>		-		Platform detail must be shown

SW255 VIRGINIA WATER TO WEYBRIDGE

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Virginia Water</u>	-	-		Platform detail must be shown. <i>To/from Egham - SW210</i>
Chertsey	-	-	S	
Addlestone	-	-	S	
<u>Addlestone Junction</u>	-	-		<i>To/from Byfleet and New Haw - SW255A</i>
<u>Weybridge</u>	SL	-		<i>To/from Walton on Thames - SW105</i>

SW255A ADDLESTONE JUNCTION TO BYFLEET JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Addlestone Junction</u>	-	-		<i>To/from Addlestone - SW255</i>
<i>Byfleet Junction</i>				<i>For planning purposes, timing point shown as Byfleet and New Haw. To/from Byfleet and New Haw - SW105</i>

SW260 ASCOT TO ASH VALE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Ascot</u>	-	-		Platform detail must be shown. <i>To/from Sunningdale - SW210</i>
Ascot Signal F504		-	S	
Bagshot	-	-	S	
Camberley	-	-	S	
Frimley	-	-	S	
<u>Frimley Junction</u>	-	-		
<i>Ash Vale Junction</i>				<i>To/from Ash Vale - SW120</i>

SW265 GUILDFORD TO WOKINGHAM

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Guildford</u>	-	-		Platform detail must be shown. <i>To/from Shalford Junction - SW110</i>
Guildford U.C.H.S.		-	S	
Guildford Signal GD1305	-		S	
Wanborough	-	-	S	
<u>Ash</u>	-	-		
<u>Aldershot South Junction</u>	-	-		<i>To/from Aldershot North Junction - SW120A</i>
<u>North Camp</u>	-	-		
Farnborough North	-	-	S	
<u>Blackwater</u>	-	-		Timing point for all down trains and stopping up trains.
<u>Signal WM530</u>		-		Timing point for all up trains
Sandhurst	-	-	S	
Crowthorne	-	-	S	
Wokingham Signal WM502		-	S	
Wokingham Signal WM14	-		S	
<u>Wokingham</u>	-	-		<i>To/from Winnersh - SW210</i>

SW300 GOMSHALL TO SHALFORD JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Gomshall	-	-		<i>To/from Dorking West - SO560</i>
Chilworth	-	-	S	
Shalford	-	-		
Shalford Junction	-	-		<i>To/from Guildford - SW110</i>

2.2 Route Opening Hours

Subject to constraints imposed by the Engineering Access Statement, all routes are open continuously, except as shown below. The hours shown reflect the contractual opening hours. The actual opening hours may vary from those shown. For a complete listing of current signal box opening hours please refer to the "Compendium of Signal Box Opening Hours" which can be found on the Network Rail website - <https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/> If there is doubt about a signal box's opening hours check with the appropriate Network Rail Operations Manager.

When the routes shown are required for services diverted under the Engineering Access Statement, opening hours will be increased as necessary on a temporary basis.

Signal boxes equipped to be switched-out during a route's opening hours are shown within the routes concerned.

PLT denotes passage of last train.

SW105B WORGET JUNCTION TO SWANAGE RAILWAY NR BOUNDARY			
ROUTE SECTION	ALL DAYS		
Whole Branch	Access is available subject to 7 days prior notice to Network Rail by the operator.		

SW115C YEOVIL JUNCTION TO YEOVIL PEN MILL			
ROUTE SECTION	SX	SO	SUN
Yeovil Pen Mill	Continuous	00:00 – 23:00	09:00 – 24:00

SW155 TOTTON YARD TO FAWLEY			
ROUTE SECTION	SX	SO	SUN
Marchwood	06.53 – 14.30 MO	Closed	Closed
Marchwood	06.53 – 13.45 TO		
Marchwood	06.53 – 13.45 WO		
Marchwood	06.53 – 14.30 THO		
Marchwood	06.53 – 13.45 FO		
CROSSING BOX	SX	SO	SUN
School Road	07.00 – 14.34 MO	Closed	Closed
School Road	07.00 – 13.50 TO		
School Road	07.00 – 13.50 WO		
School Road	07.00 – 14.34 THO		
School Road	07.00 – 13.50 FO		

SW175 CASTLE CARY TO DORCHESTER JUNCTION			
ROUTE SECTION	SX	SO	SUN
Yeovil Pen Mill	Continuous	00:00 – 23:00	09:00 – 24:00

3 Electrification

3.1 Electrification Limits

Limits of the 25 kV AC and 750V DC electrification systems are contained in Table A of the Sectional Appendix to the Working Timetables, issued by, Network Rail. Refer to Table A for the given location to identify the type of electrification that applies.

3.2 Electrification Supply Restrictions

Under normal conditions, the electrification power supplies will not place any restrictions on the use of approved electric traction. However, the Route Clearance sections of the Sectional Appendix to the Working Timetables, issued by, Network Rail do tabulate restrictions on the movement of electric trains. Refer to Table 'A' and select Route Clearance.

Under maintenance conditions, certain sections of the electrified network may be blocked to electric traction. These restrictions are contained within the Network Rail Engineering Access Statement for the appropriate year. Additional restrictions may also arise in connection with engineering possessions requested through the Engineering Access Statement amendment procedure.

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

See the applicable Route Clearance table for the given location in Sectional Appendix to the Working Timetables, issued by Network Rail. Refer to Table A, and select Route Clearance.

4.2 Passenger Stock Restrictions

See the applicable Route Clearance table for the given location in Sectional Appendix to the Working Timetables, issued by Network Rail. Refer to Table A, and select Route Clearance.

4.3 Freight Wagon Restrictions

See the applicable Route Clearance table for the given location in Sectional Appendix to the Working Timetables, issued by Network Rail. The Route Availability for a given location is in the 'Signalling and Remarks' column of Table A. Route Clearance Table D5 Route clearance of freight vehicles gives further guidance on freight wagon restrictions.

Trains conveying vehicles that have a heavy axle weight or other exceptional characteristics, or vehicles conveying containers or swap bodies require an RT3973 form.

Note: The Rule Book GERT8000 Section TW4 of defines a container as an intermodal transport unit constructed to a standard (usually specified by the ISO) suitable for conveyance by road, rail or sea.

Note: The Sectional Appendix does not cover the CTRL HS1. The CTRL has its own Working Manual.

4.4 Freight Train Load Limits

Trailing load limits for all traction types are contained in the Freight Loads Book published by Network Rail.

Note: It is important to understand the weight limitations that apply to trains especially over sections of heavily graded routes. Coupling strength information is also contained in the Freight Loads Book. Coupling strength is important in determining the trailing loads that trains can convey.

4.5 Freight Train Length Limits

Refer to the Freight Train Loads Book published by Network Rail for the length limits of freight trains.

Note: The Sectional Appendix quotes loop lengths in metres and feet. These are the absolute lengths of the loop from the signal at the outlet to the fouling point at the entrance to the loop.

4.6 Driver Only Operation Limits

When special trains are required to operate DOO (NP) over the above routes, it must be ascertained that competent staff are available to deal with these trains at the forwarding and receiving terminals, sidings, yards etc. or where locomotive changes take place en route. Furthermore, signal boxes are to be advised of these additional DOO (NP) services, with particular reference to ECS trains.

Notes:

- Pass - Passenger trains
- ECS Slam - Empty Coaching Stock with slam doors
- ECS Slide - Empty Coaching Stock with power operated sliding doors
- NA - Not authorised (except where # shown).
- P - Permitted.
- + - Subject to any relevant Route Availability restrictions.
- * - Subject to provisions of working manual - White Pages (Sect H) paragraph. H10/1.
- @ - Unless the cab from which the train is being driven is Speed Sensing Fitted (SSF), slam door MU trains are limited to a maximum journey of 10 miles.
- # - Permitted for short notice movements, when all other DOO (NP) conditions are fulfilled and all doors are locked before departure. Authorisation MUST be obtained from Network Rail Operations Control, before this can be applied.

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
London Waterloo - Clapham Junction/Yard	NA		P

SW100B NINE ELMS JUNCTION TO LINFORD STREET JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Nine Elms Junction - Linford Street Junction	NA		P

SW100C WEST LONDON JUNCTION TO LATCHMERE JUNCTION (NO 3)

ROUTE SECTION	PASS		ECS SLIDE +
West London Junction - Latchmere Junction (No 3)	NA		P

SW100D CLAPHAM JUNCTION TO LONGHEDGE JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Clapham Junction/Yard - Longhedge Junction	P		P

SW100E CLAPHAM JUNCTION TO LATCHMERE JUNCTION (NO2)

ROUTE SECTION	PASS		ECS SLIDE +
Clapham Junction/Yard - Latchmere Junction (No 2)	P		NA

SW105 CLAPHAM JUNCTION TO WEYMOUTH

ROUTE SECTION	PASS		ECS SLIDE +
Clapham Junction - Wimbledon Park via Earlsfield and Direct, or via Earlsfield and Wimbledon Station	NA		P

Clapham Junction/Yard - Basingstoke	NA		P
Basingstoke - Eastleigh (include Eastleigh Depot)	NA		P
Eastleigh - Southampton	P		P
Southampton – Bournemouth	NA		P
Bournemouth/Bournemouth Depot - Poole	NA		P
Poole – Weymouth	NA		P

SW105A SOUTHAMPTON TO SOUTHAMPTON WESTERN DOCKS

ROUTE SECTION	PASS		ECS SLIDE +
Southampton - Southampton Western Docks	NA		NA

SW105B WORGRET JUNCTION TO SWANAGE RAILWAY NR BOUNDARY

ROUTE SECTION	PASS		ECS SLIDE +
Worgret Junction – Swanage Railway NR Boundary	NA		P

SW105C WEYMOUTH JUNCTION TO WEYMOUTH SIGNAL DR194

ROUTE SECTION	PASS		ECS SLIDE +
Weymouth Junction - Weymouth Signal DR194	NA		NA

SW110 WOKING JUNCTION TO PORTSMOUTH HARBOUR

ROUTE SECTION	PASS		ECS SLIDE +
Woking – Guildford	NA		P
Guildford –Havant	NA		P
Havant - Fratton	P		P
Fratton - Portsmouth and Southsea (including Down Carriage Sidings)	P		P
Fratton - Portsmouth Harbour (except Portsmouth and Southsea and Down Carriage Sidings (see above))	P		P

SW115 WORTING JUNCTION TO PINHOE

ROUTE SECTION	PASS		ECS SLIDE +
Basingstoke – Salisbury	NA		P
Salisbury - Yeovil Junction	NA		P
Yeovil Junction – Pinhoe	NA		P

SW115A ANDOVER TO LUDGERSHALL MOD

ROUTE SECTION	PASS		ECS SLIDE +
Andover - Ludgershall MOD	NA		NA

SW115B LAVERSTOCK NORTH JUNCTION TO LAVERSTOCK SOUTH JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Laverstock North Junction - Laverstock South Junction	NA		P

SW115C YEOVIL JUNCTION TO YEOVIL PEN MILL

ROUTE SECTION	PASS		ECS SLIDE +
Yeovil Junction - Yeovil Pen Mill	NA		P

SW120 PIRBRIGHT JUNCTION TO ALTON

ROUTE SECTION	PASS		ECS SLIDE +
Pirbright Junction – Alton	NA		P

SW120A ALDERSHOT NORTH JUNCTION TO ALDERSHOT SOUTH JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Aldershot North Junction - Aldershot South Junction	NA		P

SW125 SOUTHCOTE JUNCTION TO BASINGSTOKE

ROUTE SECTION	PASS		ECS SLIDE +
Southcote Junction - Basingstoke	NA		P

SW130 EASTLEIGH EAST JUNCTION TO ROMSEY

ROUTE SECTION	PASS		ECS SLIDE +
Eastleigh – Romsey	NA		P

SW135 EASTLEIGH WEST JUNCTION TO FAREHAM

ROUTE SECTION	PASS		ECS SLIDE +
Eastleigh – Fareham	P		P

SW140 ST DENYS TO PORTCREEK JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
St Denys - Portcreek Junction	P		P

SW140A COSHAM JUNCTION TO FARLINGTON JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Cosham Junction - Farlington Junction	P		P

SW145 NORTHAM JUNCTION TO SOUTHAMPTON EASTERN DOCKS

ROUTE SECTION	PASS		ECS SLIDE +
Northam Junction - Southampton Eastern Docks	NA		NA

SW150 REDBRIDGE JUNCTION TO SALISBURY TUNNEL JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Redbridge - Salisbury Tunnel Junction	NA		P

SW155 TOTTON YARD TO FAWLEY

ROUTE SECTION	PASS		ECS SLIDE +
Totton – Fawley	NA		NA

SW160 BROCKENHURST TO LYMINGTON PIER

ROUTE SECTION	PASS		ECS SLIDE +
Brockenhurst - Lymington Pier	NA		NA

SW165 HAMWORTHY JUNCTION TO HAMWORTHY GOODS

ROUTE SECTION	PASS		ECS SLIDE +
Hamworthy - Hamworthy Goods	NA		NA

SW170 WARMINSTER TO WILTON JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Warminster - Wilton Junction	NA		P

SW170A WILTON JUNCTION G.F. TO QUIDHAMPTON SIDINGS

ROUTE SECTION	PASS		ECS SLIDE +
Wilton Junction G.F. - Quidhampton Sidings	NA		NA

SW175 CASTLE CARY TO DORCHESTER JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Yeovil Pen Mill - Castle Cary	NA		P
Yeovil Pen Mill - Dorchester West	NA		P

SW180 RAYNES PARK TO LEATHERHEAD

ROUTE SECTION	PASS		ECS SLIDE +
Raynes Park –Epsom	NA		P
Epsom - Leatherhead	P		P

SW185 MOTSPUR PARK JUNCTION TO CHESSINGTON SOUTH

ROUTE SECTION	PASS		ECS SLIDE +
Motspur Park Junction – Chessington South	NA		P

SW190 NEW MALDEN TO SHEPPERTON

ROUTE SECTION	PASS		ECS SLIDE +
New Malden – Shepperton	NA		P

SW195 SURBITON TO HAMPTON COURT

ROUTE SECTION	PASS		ECS SLIDE +
Surbiton – Hampton Court	NA		P

SW200 HAMPTON COURT JUNCTION TO GUILDFORD (VIA COBHAM)

ROUTE SECTION	PASS		ECS SLIDE +
Hampton Court Junction – Guildford	NA		P

SW205 LEATHERHEAD TO EFFINGHAM JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Leatherhead – Effingham Junction	NA		P

SW210 CLAPHAM JUNCTION TO READING

ROUTE SECTION	PASS		ECS SLIDE +
Clapham Junction – Point Pleasant Junction	NA		P
Point Pleasant Junction – Virginia Water	NA		P
Virginia Water – Reading	NA		P

SW210A HOUNSLOW JUNCTION TO WHITTON JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Whitton Junction – Hounslow Junction	NA		P

SW210B READING SPUR JUNCTION TO READING NEW JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Reading Spur Junction – Reading New Junction	NA		P

SW225 POINT PLEASANT JUNCTION TO WIMBLEDON

ROUTE SECTION	PASS		ECS SLIDE +
Point Pleasant Junction – Wimbledon Park	NA		P

SW230 BARNES TO FELTHAM JUNCTION (VIA HOUNSLOW)

ROUTE SECTION	PASS		ECS SLIDE +
Barnes – Feltham Junction (via Hounslow)	NA		P

SW240 KEW EAST JUNCTION TO OLD KEW JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Kew East Junction – Old Kew Junction	NA		P

SW240A KEW EAST JUNCTION TO NEW KEW JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Kew East Junction – New Kew Junction	NA		P

SW245 TWICKENHAM JUNCTION TO SHACKLEGATE JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Twickenham – Shacklegate Junction	NA		P

SW245A STRAWBERRY HILL JUNCTION TO FULWELL JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Strawberry Hill Junction – Fulwell Junction	NA		P

SW250 STAINES TO WINDSOR AND ETON (RIVERSIDE)

ROUTE SECTION	PASS		ECS SLIDE +
Staines – Windsor and Eton Riverside	NA		P

SW255 VIRGINIA WATER TO WEYBRIDGE

ROUTE SECTION	PASS		ECS SLIDE +
Virginia Water – Weybridge	NA		P

SW255A ADDLESTONE JUNCTION TO BYFLEET JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Addlestone Junction – Byfleet Junction	NA		P

SW260 ASCOT TO ASH VALE JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Ascot – Ash Vale Junction	NA		P

SW265 GUILDFORD TO WOKINGHAM

ROUTE SECTION	PASS		ECS SLIDE +
Guildford – Wokingham	NA		P

SW300 GOMSHALL TO SHALFORD JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Gomshall – Shalford Junction	NA		P

4.7 Engineers' Trains Restrictions

Some On Track Machines (OTMs) do not reliably activate track circuits. These OTMs must use one of the following special reporting numbers 6Z09, 7Z09 or 8Z09*. Because these OTMs do not reliably activate track circuits it is not possible to apply the headways and junction margins as outlined in Timetable Planning Rules consistently and it is therefore not possible for Operational Planning to provide timings for these movements.

* Source *GE/RT 8000-OTM*

5 Running Times, Margins and Allowances

Except where otherwise stated; the information in this section of the Timetable Planning Rules reflects the general rules used in developing the timetable. Exceptions to the general rules may be possible with the specific agreement by Network Rail in every case.

5.1 Sectional Running Times

The definition for Sectional Running Times (SRTs) is listed in Section 6.4 of the National TPRs.

5.1.1 Source of Current SRTs

The definitive catalogue of SRTs is BPlan.

5.1.2 Method of Calculation

SRTs are revised by Train Operators and Network Rail as part of the Revision of Timetable Planning Rules process outlined in Network Code Part D 2.2. Normally they will not change from one timetable to the next. Network Rail will, however, re-calculate SRTs for particular train/route combinations in the following circumstances:

- i) Where a Train Operator anticipates using a train/route combination for which no suitable SRTs exist;
- ii) Where Network Rail anticipates a change to route data, e.g. line speed changes;
- iii) Where there is evidence that the SRTs in current use do not adequately represent real train performance;
- iv) Where it is cost-effective to re-calculate all SRTs on a route at the same time as a re-calculation for a particular train type.

Network Rail will reflect the methodology and assumptions described in Section 6 of the National TPRs when calculating TPR proposals, unless and to the extent documented otherwise in respect of any given proposal. Timetable participants are encouraged to submit change proposals for review and consultation in line with the national methodology, or in line with such alternative methodology and assumptions as favoured by the proposer. NR will not seek to reject any proposal on the exclusive basis of the methodology employed, provided that the methodology and assumptions are clearly stated and demonstrably adhered to in respect of the proposal received.

SRT change proposals may be calculated in a number of ways including, but not limited to:

- a) Through actual timing of trains
- b) Use of On Train Monitoring Recorder (OTMR) systems
- c) Use of computer system actual values
- d) Use of computer simulation tools
- e) By any other agreed methodology

It is permissible to include percentage uplift in SRTs instead of applying engineering recovery allowances to be agreed by all affected parties.

In the event that the application of different methodologies produces conflicting proposals, a joint observation exercise should be undertaken to ascertain what happens in reality.

When the final SRTs obtained by the above methodology are different from those currently in use, Network Rail presents them to Train Operators for comment either in Section 5.1.3 below or through the Timetable Planning Rules Change Procedure.

5.1.3 New and Revised Sectional Running Times

New and revised SRTs are revised by Train Operators and Network Rail on an individual basis. These should be supplied by applying the methodology described in Section 6 of the National TPRs unless another methodology is deemed appropriate, provided that the methodology and assumptions are clearly stated and demonstrably adhered to in respect of the proposal received.

5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines

The sectional running timings quoted for trains consisting of passenger vehicles on Goods Lines reflect the speeds shown in the relevant Table 'A' of the appropriate Sectional Appendix. They do not constitute an authority to time trains conveying passengers on a Goods Lines. Nor do they reflect the permitted speeds at which a train conveying passengers can proceed. Network Rail will offer the sectional running times for trains conveying passengers on a Goods Line on a train-by-train basis. For those times please apply to the Operational Planning Department.

Operations Publications publish the authority to allow the planned operation of trains conveying passengers on Goods Lines. Before Operations Publications can grant authority they require confirmation that the track is fit for purpose and that there is a safe method of operation. Therefore, the Operational Planning Department must apply to the relevant Track Engineer and Operations Manager for confirmation of these requirements in writing. The Operational Planning Department must pass these responses to Operations Publications. The Operational Planning Department is responsible for advising Operations Publications of the requirement to operate a passenger train on a Goods Line at least 8 weeks before the day of operation.

5.2 Headways

5.2.1 Headway Values

All times are in minutes. All routes are shown.

Where track circuit block (TCB) signalling applies, the standard headways for each route are shown, together with any exceptions.

AB indicates locations where absolute block signalling applies: here the headway is to be calculated from the transit time of the first of each pair of trains running between the consecutive block posts being considered. To this transit time shall be added 2 minutes to allow for the signaller's actions. Exceptions are shown as AB and appear together with the actual headway value to be used, which includes the allowance for signallers' actions. Where there is an intermediate block signal, the absolute block section concerned shall be between this signal and the next block post in advance.

Single lines and other forms of signalling are shown, together with any values applicable, where they occur.

"OTNS" or "OT" indicates One Train Working with No Train Staff; "OTS" or "OT(S)" indicates One Train Working with Train Staff. "NST" indicates No Signaller token. In these cases only one train is allowed in the section at one time; a second train cannot be allowed to enter the section until the first train has left the section.

"ETB" indicates Electric Token Block and "TB" indicates Tokenless Block for single lines.

"RB" indicates Radio Signalling where "long section tokens" can be issued between certain block posts during times of low traffic volume.

Where headways are shown as being "non-stopping" or "stopping" these descriptions refer to the service that the path is following. The "stopping" headway should be applied to a service following a preceding service which stops at either a station or any other location for operational reasons. The "non-stopping" headway should be applied to a service following a preceding service which does not stop at that location. Immediately the preceding service stops at any location for any reason, the following service headway should be amended to the "stopping" value. If in doubt, apply the use of the "stopping" headway.

Light Engine movements to be treated as passenger trains when applying margins/allowances where there is a freight/passenger difference.

~~Headways in Wessex are applied on the depart to depart methodology.~~

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

TIMING POINT	DOWN	UP	NOTES
London Waterloo - Clapham Junction	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW100B NINE ELMS JUNCTION TO LINFORD STREET JUNCTION

TIMING POINT	DOWN	UP	NOTES
Nine Elms Junction - Linford Street Junction	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW100C WEST LONDON JUNCTION TO LATCHMERE JUNCTION (NO 3)

TIMING POINT	DOWN	UP	NOTES
West London Junction - Latchmere Junction (No 3)	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW100D CLAPHAM JUNCTION TO LONGHEDGE JUNCTION

TIMING POINT	DOWN	UP	NOTES
Clapham Junction - Longhedge Junction	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	

SW100E CLAPHAM JUNCTION TO LATCHMERE JUNCTION (NO 2)

TIMING POINT	DOWN	UP	NOTES
Clapham Junction - Latchmere Junction (No2)	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	

SW105 CLAPHAM JUNCTION TO WEYMOUTH

TIMING POINT	DOWN	UP	NOTES
Clapham Junction – New Malden	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW105 CLAPHAM JUNCTION TO WEYMOUTH

TIMING POINT	DOWN	UP	NOTES
New Malden – Hampton Court Junction	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	Minimum Platform re-occupation times for trains travelling in the same direction on restricted aspects at Surbiton – 2 Minutes. Headway for consecutive stopping trains at Berrylands – 3 Minutes
Hampton Court Junction – Woking Junction	2 – Non-stopping 3½ - Stopping	2 – Non-stopping 3½ - Stopping	Minimum re-occupation times for trains travelling in the same direction: Down Fast – 2 Minutes Down Slow – 2½ Minutes
Woking Junction – Pirbright Junction	2 – Non-stopping 3 - Stopping	3 – Non-stopping 3½ – Stopping	
Pirbright Junction - Farnborough	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	
Farnborough - Worting Junction	2 – Non-stopping 3½ – Stopping	2 – Non-stopping 3½ – Stopping	
Worting Junction – Eastleigh*	2 – Non-stopping 3½ – Stopping	2 – Non-stopping 3½ – Stopping	Following Freight in the Up direction into Eastleigh Up Loop a service can depart Southampton Airport Parkway towards the USL 1 minute after the freight has departed Eastleigh Platform 1. If the service is planned to run UFL from Southampton Airport Parkway to pass Eastleigh or go into Platform 2/3 it may be planned on standard headway values *When planning trains into Wallers Ash (Loop) or interacting trains into or out of the loop please refer to Junction Margins
Eastleigh – Redbridge	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	Headway following a freight at Northam Junction: Down direction – 4 minutes. Up direction – 3½ minutes.
Redbridge – Totton	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	
Totton – Brockenhurst	5 – Non-stopping 5½ - Stopping	5 – Non-stopping 5½ - Stopping	
Brockenhurst – Sway	4 – Non-stopping 5 – Stopping	4 – Non-stopping 5 – Stopping	
Sway – Christchurch	5 – Non-stopping 5½ - Stopping	5 – Non-stopping 5½ - Stopping	
Christchurch – Pokesdown	4 – Non-	4 – Non-	

SW105 CLAPHAM JUNCTION TO WEYMOUTH

TIMING POINT	DOWN	UP	NOTES
	stopping 4½ - Stopping	stopping 4½ - Stopping	
Pokesdown – Branksome	3 – Non- stopping 3½ - Stopping	3 – Non- stopping 3½ - Stopping	
Branksome – Poole	4 – Non- stopping 4½ - Stopping	4 – Non- stopping 4½ - Stopping	
Poole - Hamworthy (excl.)	4		
Hamworthy (inc.) to Moreton	4 – Non- stopping 5 - Stopping		Down arrivals at Moreton to be 5 minutes apart
Moreton – Poole		4 – Non- stopping 5 - Stopping	
Moreton – Dorchester South	6½	6½	SINGLE LINE
Moreton – Dorchester South	SINGLE LINE		Down train can pass/depart Moreton 1 minute after previous train passes/arrives Dorchester South Up train can pass/depart Dorchester South 1 minute after previous train passes/arrives Moreton
Dorchester South – Weymouth	5 – Non- stopping 6 – Stopping	5 – Non- stopping 8 – Stopping	

SW105A MILLBROOK DOCK TO SOUTHAMPTON WESTERN DOCKS

TIMING POINT	DOWN	UP	NOTES
Millbrook Dock Gate – Southampton Western Docks			Movements accepted by Shunter

SW105B WORGRET JUNCTION TO SWANAGE RAILWAY NR BOUNDARY

TIMING POINT	DOWN	UP	NOTES
Worgret Junction – Swanage Railway NR Boundary	SINGLE LINE		One train working only.

SW105C WEYMOUTH JUNCTION TO WEYMOUTH SIGNAL DR194

TIMING POINT	DOWN	UP	NOTES
Weymouth Junction – Weymouth Signal DR194	SINGLE LINE		One train working only.

SW110 WOKING JUNCTION TO PORTSMOUTH HARBOUR

TIMING POINT	DOWN	UP	NOTES
Woking Junction – Guildford	2 – Non-stopping 3½ - Stopping	2 – Non-stopping 3½ - Stopping	
Guildford – Shalford Junction	2 *	2	* Headway of 2½ applies following services towards Shalford
Shalford Junction – Petersfield	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	
Petersfield – Havant	3– Non-stopping 3 - Stopping	3 – Non-stopping 3 – Stopping	
Havant – Portcreek Junction	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	
Portcreek Junction – Portsmouth Harbour	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW115 WORTING JUNCTION TO EXETER ST DAVIDS			
TIMING POINT	DOWN	UP	NOTES
Worting Junction - Andover	5 – Non-stopping 6 – Stopping	5 – Non-stopping 6 – Stopping	
Andover – Grateley	6 – Non-stopping 8 - Stopping	6 – Non-stopping 7 – Stopping	
Grateley – Salisbury Tunnel Junction	5 – Non-stopping 6 – Stopping	5 – Non-stopping 6 – Stopping	
Salisbury Tunnel Junction – Salisbury	2½ - Non-stopping and Stopping	2½ - Non-stopping and Stopping	
Salisbury – Wilton	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	
Wilton – Tisbury Loop	SINGLE LINE		Tokenless Block plan as AB
Tisbury Loop – Gillingham	SINGLE LINE		Track Circuit Block Service in the Down direction can depart Tisbury Loop 1 minute after the previous train has arrived at Gillingham. Service in the Up direction may depart Gillingham 1 minute after the previous train has arrived at Tisbury loop.
Gillingham – Templecombe	SINGLE LINE		Track Circuit Block Service in the Down direction can depart Gillingham 1 minute after the previous train has departed from Templecombe. Service in the Up direction cannot arrive into Templecombe until 1 minute after the previous train has arrived at Gillingham.
Templecombe – Sherborne			Track Circuit Block Service in the Down direction can depart Templecombe 1 minute after the previous service has arrived at Sherborne that is formed of a maximum of 5 vehicles. Otherwise it must wait until 1 minute after the service has departed Sherborne as it will be sitting foul of the overlap. Service in the Up direction may now depart from Sherborne 1 minute after the first train has arrived into Templecombe.
Sherborne – Yeovil Junction			Track Circuit Block Service in the Down direction can enter the platform at Sherborne 1 minute after the previous train has arrived at Yeovil Junction

SW115 WORTING JUNCTION TO EXETER ST DAVIDS			
TIMING POINT	DOWN	UP	NOTES
			Service in the Up direction can depart Yeovil Junction 1 minute after a service at Sherborne has departed.
Yeovil Junction – Crewkerne	SINGLE LINE		Track Circuit Block Service in the Down direction can depart Yeovil Junction 1 minute after the previous service departs Crewkerne Service in the Up direction can depart Crewkerne 1 minute after the previous service has arrived into Yeovil Junction
Crewkerne – Chard Junction	SINGLE LINE		Track Circuit Block Service in the Down direction can depart/pass Crewkerne 1 minute after the previous service arrives/passes Chard Junction Service in the Up direction can leave Chard Junction 1 minute after the previous service has departed Crewkerne
Chard Junction – Axminster East Junction	SINGLE LINE		Track Circuit Block Service in the Down direction can depart Chard Junction 1 minute after the previous train has passed Axminster East Junction. Service in the Up direction may depart/pass Axminster East Junction 1 minute after the previous train has arrived at Chard Junction.
Axminster East Junction – Axminster West Junction	PASSING POINT		Passing point
Axminster West Junction - Honiton	SINGLE LINE		Track Circuit Block Service in the Down direction can depart/pass Axminster West Junction 1 minute after the previous down service has departed Honiton
Honiton – Feniton	SINGLE LINE		Track Circuit Block Service in Down direction can depart Honiton 1 minute after previous service has passed/departed Feniton. Service in Up direction can pass/arrive into Feniton 2 minutes after the previous service has arrived into Honiton.
Feniton - Pinhoe	SINGLE LINE		Track Circuit Block Services in Down direction can pass/depart Feniton 1 minute after previous service has arrived at Pinhoe Service in Up direction can depart Pinhoe 1 minute after previous service has passed/arrived into Feniton.

SW115A ANDOVER TO LUDGERSHALL MOD

TIMING POINT	DOWN	UP	NOTES
Andover – Ludgershall MOD	SINGLE LINE		One train working only.

SW115B LAVERSTOCK NORTH JUNCTION TO LAVERSTOCK SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Laverstock North Junction – Laverstock South Junction	7	7	Track Circuit Block Single line

SW115C YEOVIL JUNCTION TO YEOVIL PEN MILL

TIMING POINT	DOWN	UP	NOTES
Yeovil Junction – Yeovil Pen Mill	SINGLE LINE		TCB plan as AB

SW120 PIRBRIGHT JUNCTION TO ALTON

TIMING POINT	DOWN	UP	NOTES
Pirbright Junction – Ash Vale	2	2	
Ash Vale – Aldershot North Junction	3 – Non- stopping 3½ - Stopping	3 – Non- stopping 3½ - Stopping	
Aldershot North Junction – Aldershot	2	2	
Aldershot – Farnham	4	4	
Farnham – Alton	5 – Non- stopping 5½ - Stopping	5 – Non- stopping 5½ - Stopping	Track Circuit Block Single line. Passing loop at Bentley.

SW120A ALDERSHOT NORTH JUNCTION TO ALDERSHOT SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Aldershot North Junction – Aldershot South Junction	2½ - Non- stopping 2½ - Stopping	3 – Non- stopping 3½ - Stopping	

SW125 SOUTHCOTE JUNCTION TO BASINGSTOKE

TIMING POINT	DOWN	UP	NOTES
Southcote Junction – Basingstoke Bramley	4 3½ – Non- stopping* 5½ - Stopping	4 3½ – Non- stopping* 5½ - Stopping	*4 following freight
Bramley – Basingstoke	4 – Non-	4 – Non-	

SW125 SOUTHCOTE JUNCTION TO BASINGSTOKE

TIMING POINT	DOWN	UP	NOTES
	stopping 5½ - Stopping	stopping 5½ - Stopping	

SW130 EASTLEIGH EAST JUNCTION TO ROMSEY

TIMING POINT	DOWN	UP	NOTES
Eastleigh – Eastleigh Single Line Junction	TCB	TCB	Plan as AB
Eastleigh Single Line Junction – Romsey Single Line Junction	SINGLE LINE		TCB plan as AB
Romsey Single Line Junction – Romsey	TCB	TCB	Plan as AB

SW135 EASTLEIGH WEST TO FAREHAM

TIMING POINT	DOWN	UP	NOTES
Eastleigh – Eastleigh South Junction	SINGLE	SINGLE	TCB Plan as AB
Eastleigh South Junction – Botley	5 – Non-stopping 5½ - Stopping	5 – Non-stopping 5½ - Stopping	
Botley – Fareham North Junction	SINGLE	SINGLE	TCB Down service can depart Botley 1 minute after the previous service passes Fareham North Junction. Up service can pass Fareham North Junction 1 minute after previous service arrives at Botley.
Fareham North Junction - Fareham	6	6	

SW140 ST DENYS TO PORTCREEK JUNCTION

TIMING POINT	DOWN	UP	NOTES
St Denys – Fareham	5 – Non-stopping 5½ - Stopping	5 – Non-stopping 5½ - Stopping	
Fareham – Cosham Junction	2½ – Non-stopping 3 - Stopping	3 – Non-stopping 3 - Stopping	
Cosham Junction – Portcreek Junction	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW140A COSHAM JUNCTION TO FARLINGTON JUNCTION

TIMING POINT	DOWN	UP	NOTES
Cosham Junction – Farlington Junction	2½ – Non-stopping 3 - Stopping	3	

SW145 NORTHAM JUNCTION TO SOUTHAMPTON EASTERN DOCKS

TIMING POINT	DOWN	UP	NOTES
Northam Junction – Southampton Eastern Docks	SINGLE LINE		One Train Working Only

SW150 REDBRIDGE JUNCTION TO SALISBURY TUNNEL JUNCTION

TIMING POINT	DOWN	UP	NOTES
Redbridge – Romsey	4 – Non-stopping 4½ - Stopping	4 – Non-stopping 4½ - Stopping	
Romsey – Salisbury Tunnel Junction	6 – Non-stopping 6½ - Stopping	6 – Non-stopping 6½ - Stopping	

SW155 TOTTON YARD TO FAWLEY

TIMING POINT	DOWN	UP	NOTES
Totton – Marchwood	9	9	Single Line
Totton Yard – Marchwood	SINGLE LINE		Plan as AB
Marchwood – Fawley	SINGLE LINE		No Signaller Token Working. One Train Working Only

SW160 BROCKENHURST TO LYMINGTON PIER

TIMING POINT	DOWN	UP	NOTES
Brockenhurst – Lymington Pier	SINGLE LINE		One Train Working Only

SW165 HAMWORTHY JUNCTION TO HAMWORTHY GOODS

TIMING POINT	DOWN	UP	NOTES
Hamworthy – Hamworthy Goods	SINGLE LINE		One Train Working Only

SW170 WESTBURY SOUTH JUNCTION TO WILTON JUNCTION

TIMING POINT	DOWN	UP	NOTES
Wilton Junction – Westbury	5 – Non-stopping 5½ - Stopping	5 – Non-stopping 5½ - Stopping	

SW170A WILTON JUNCTION G.F. TO QUIDHAMPTON SIDINGS

TIMING POINT	DOWN	UP	NOTES
Wilton Junction G.F. – Quidhampton Sidings			One Train Working Only

SW175 CASTLE CARY JUNCTION TO DORCHESTER JUNCTION

TIMING POINT	DOWN	UP	NOTES
Castle Cary – Yeovil Pen Mill	Single Line		TCB. Down train can pass/depart Castle Cary at same time as previous train passes/arrives at Yeovil Pen Mill. Up train can pass/depart Yeovil Pen Mill 1 minute after previous train passes/arrives at Castle Cary.
Yeovil Pen Mill – Maiden Newton	Single Line		Key token working between Maiden Newton and Yeovil Pen Mill and vice versa. Down train can depart Yeovil Pen Mill 4 minutes after previous train arrives at Maiden Newton. Up train can depart Maiden Newton 3 minutes after previous train arrives at Yeovil Pen Mill.
Maiden Newton – Dorchester West	Single Line		Tokenless Block plan as AB
Dorchester West – Dorchester Junction	Single Line		Plan as AB

SW180 RAYNES PARK TO LEATHERHEAD

TIMING POINT	DOWN	UP	NOTES
Raynes Park – Motspur Park	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	
Motspur Park – Epsom	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	
Epsom – Leatherhead*	2 – Non-stopping 3½ - Stopping	2 – Non-stopping 3½ - Stopping	*Changes in this section to be consulted in tandem with the SO680 on the Sussex route.

SW185 MOTSPUR PARK JUNCTION TO CHESSINGTON SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Motspur Park Junction – Chessington South	5 – Non-stopping 5½ - Stopping	5 – Non-stopping 5½ - Stopping	

SW190 NEW MALDEN TO SHEPPERTON

TIMING POINT	DOWN	UP	NOTES
New Malden – Fulwell Junction	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	
Fulwell Junction – Hampton	4 – Non-stopping 4½ - Stopping	4 – Non-stopping 4½ - Stopping	
Hampton – Shepperton	5 – Non-stopping 5½ - Stopping	5 – Non-stopping 5½ - Stopping	

SW195 SURBITON TO HAMPTON COURT

TIMING POINT	DOWN	UP	NOTES
Surbiton – Hampton Court	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	

SW200 HAMPTON COURT JUNCTION TO GUILDFORD (VIA COBHAM)

TIMING POINT	DOWN	UP	NOTES
Hampton Court Junction – Effingham Junction	2 – Non-stopping 3½ - Stopping	2 – Non-stopping 3½ - Stopping	
Effingham Junction – Guildford	3 – Non-stopping 4 – Stopping	3 – Non-stopping 4 – Stopping	

SW205 LEATHERHEAD TO EFFINGHAM JUNCTION

TIMING POINT	DOWN	UP	NOTES
Leatherhead – Effingham Junction	4 – Non-stopping 4½ - Stopping	4 – Non-stopping 4½ - Stopping	

SW210 CLAPHAM JUNCTION TO READING

TIMING POINT	DOWN	UP	NOTES
Clapham Junction – Feltham Junction (via Richmond)	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW210 CLAPHAM JUNCTION TO READING			
TIMING POINT	DOWN	UP	NOTES
Feltham Junction – Ascot	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	
Ascot – Bracknell	4 – Non-stopping 4½ - Stopping	4 – Non-stopping 4½ - Stopping	
Bracknell – Reading	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	

SW210A HOUNSLOW JUNCTION TO WHITTON JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Hounslow Junction – Whitton Junction	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW210B READING SPUR JUNCTION TO READING NEW JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Reading Spur Junction – Reading New Junction	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	

SW210C READING SOUTHERN JUNCTION TO READING (VIA DIVE UNDER)			
TIMING POINT	DOWN	UP	NOTES
Reading Southern Junction – Reading	Single Line *		* TCB but timed as AB

SW225 POINT PLEASANT JUNCTION TO WIMBLEDON			
TIMING POINT	DOWN	UP	NOTES
Point Pleasant Junction – Wimbledon	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW230 BARNES TO FELTHAM JUNCTION (VIA HOUNSLOW)			
TIMING POINT	DOWN	UP	NOTES
Barnes – Feltham Junction	2 – Non-stopping	2 – Non-stopping	

SW230 BARNES TO FELTHAM JUNCTION (VIA HOUNSLOW)

TIMING POINT	DOWN	UP	NOTES
	2½ - Stopping	2½ - Stopping	

SW240 KEW EAST JUNCTION TO OLD KEW JUNCTION

TIMING POINT	DOWN	UP	NOTES
Kew East Junction – Old Kew Junction	4 – Non- stopping 4½ - Stopping	4 – Non- stopping 4½ - Stopping	

SW240A KEW EAST JUNCTION TO NEW KEW JUNCTION

TIMING POINT	DOWN	UP	NOTES
Kew East Junction – New Kew Junction	4 – Non- stopping 4½ - Stopping	4 – Non- stopping 4½ - Stopping	

SW245 TWICKENHAM JUNCTION TO SHACKLEGATE JUNCTION

TIMING POINT	DOWN	UP	NOTES
Twickenham – Shacklegate Junction	2 – Non- stopping 2½ - Stopping	2 – Non- stopping 2½ - Stopping	

SW245A STRAWBERRY HILL JUNCTION TO FULWELL JUNCTION

TIMING POINT	DOWN	UP	NOTES
Strawberry Hill Junction – Fulwell Junction	2 – Non- stopping 2½ - Stopping	2 – Non- stopping 2½ - Stopping	

SW250 STAINES TO WINDSOR AND ETON RIVERSIDE

TIMING POINT	DOWN	UP	NOTES
Staines – Windsor and Eton Riverside	6 – Non- stopping 6½ - Stopping	6 – Non- stopping 6½ - Stopping	

SW255 VIRGINIA WATER TO WEYBRIDGE

TIMING POINT	DOWN	UP	NOTES
Virginia Water – Chertsey	4 – Non-	4 – Non-	

SW255 VIRGINIA WATER TO WEYBRIDGE

TIMING POINT	DOWN	UP	NOTES
	stopping 4½ - Stopping	stopping 4½ - Stopping	
Chertsey – Addlestone Junction	2½ - Non- stopping 4½ - Stopping	2½ - Non- stopping 4½ - Stopping	
Addlestone Junction – Weybridge	3 – Non- stopping 3½ - Stopping	3 – Non- stopping 3½ - Stopping	

SW255A ADDLESTONE JUNCTION TO BYFLEET JUNCTION

TIMING POINT	DOWN	UP	NOTES
Addlestone Junction – Byfleet Junction	3 – Non- stopping 3½ - Stopping	3 – Non- stopping 3½ - Stopping	

SW260 ASCOT TO ASH VALE JUNCTION

TIMING POINT	DOWN	UP	NOTES
Ascot – Ash Vale Junction	5 – Non- stopping 5½ - Stopping	5 – Non- stopping 5½ - Stopping	

SW265 GUILDFORD TO WOKINGHAM

TIMING POINT	DOWN	UP	NOTES
Guildford – North Camp	2½ - Non- stopping 3½ - Stopping	2½ - Non- stopping 3½ - Stopping	
North Camp – Blackwater	TCB		Train can pass/depart North Camp 2 minutes after previous train passes/departs Blackwater
Blackwater – Wokingham	TCB		Train can pass/depart Blackwater 1 minute after previous train passes/arrives Wokingham
Wokingham – Signal WM530		TCB	Train can pass/depart Wokingham 2 minutes after previous train passes WM530. Train may depart Wokingham to Signal WM502 before preceding train has cleared the section to WM530. A train may depart WM502 signal 2 minutes after the previous train passes WM530.
Signal WM530 – North Camp		TCB	Train can pass WM530 signal 2 minutes after previous train passes/arrives at North Camp

SW300 SHALFORD JUNCTION TO GOMSHALL

TIMING POINT	DOWN	UP	NOTES
Shalford Junction – Shalford	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	
Shalford – Gomshall	5 – Non-stopping 7 – Stopping	5 – Non-stopping 7 – Stopping	

5.2.2 General Capacity Constraints

The standard headway as shown in 5.2.1 is defined as the minimum planned interval between trains at their closest point in any route section as shown. Assumptions as to the capacity of any particular route section should not be made solely by the information contained within this sub-section.

Network Rail will expect operators to allow greater margins between trains, where possible, in order that the finished timetable is robust.

If trains are deliberately timed to close up on a preceding train, additional allowances must be inserted.

In the interests of a more robust timetable and performance, it is intended that bids from operators for additional services over certain lines and junctions which have minimal spare capacity will be limited for both permanent and amended train working, with the following exceptions:

- a) Where usage already exceeds the capacity limit, operators will be permitted to retain existing paths but will be encouraged to move trains away from the critical period or route section where there are acceptable customer/cost considerations. If an operator relinquishes a path in the critical period, other operators would not be able to re-occupy the path.
- b) If an operator wishes to bid for an additional train/s in the critical period or over the critical route section, that request will be tabled for discussion. Normally, additional bids that breach the capacity limit will not be accepted but in exceptional circumstances may be accepted subject to all parties affected acknowledging and accepting the performance risks.

In 2007 Network Rail declared the route between Reading and Gatwick Airport as congested, solely on account of the constraints on Platform working at

- ◇ Reading
- ◇ Redhill
- ◇ Gatwick Airport

For further details please refer to 'The Network Statement' as available on the following internet website

- ◇ Networkrail.co.uk

Where single line working is to operate or trains are to be routed to run on a line other than that normally planned for them, constraints on capacity will apply – see Engineering Access Statement.

The following special capacity and timing restrictions apply in addition to the constraints stated elsewhere in this document:

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION			
LINE/LOCATION	SECTION	CRITICAL TIMES SX	REMARKS
Clapham Junction	Latchmere/Ludgate Lines	07.00 – 09.00 16.30 – 18.30	From Ludgate Line /Latchmere Reversible to Down Windsor Lines (Plats 5/6)/Clapham Yard
London Waterloo and Woking	It is intended to restrict usage to 90% of capacity	06.00 – 21.00 EWD	In peak periods no more than 25 non stop trains per hour will be permitted on the fast Lines

SW100C WEST LONDON JUNCTION TO LATCHMERE JUNCTION (NO 3)

LINE/LOCATION	SECTION	CRITICAL TIMES SX	REMARKS
North Pole Junction and Latchmere Junction (No 3)	No more than 13 paths per hour in each direction	All day	Stopping services are likely to absorb more than one path

SW100D CLAPHAM JUNCTION TO LONGHEDGE JUNCTION

LINE/LOCATION	SECTION	CRITICAL TIMES SX	REMARKS
Clapham Junction	Ludgate Junction	07.00 – 09.00 16.30 – 18.30	From Ludgate Line /Latchmere Reversible to Down Windsor Lines (Plats 5/6)/Clapham Yard

SW100E CLAPHAM JUNCTION TO LATCHMERE JUNCTION (NO 2)

LINE/LOCATION	SECTION	CRITICAL TIMES SX	REMARKS
Clapham Junction	Latchmere Junction (No 2)	07.00 – 09.00 16.30 – 18.30	From Ludgate Line /Latchmere Reversible to Down Windsor Lines (Plats 5/6)/Clapham Yard
North Pole Junction and Latchmere Junction (No 3)	No more than 13 paths per hour in each direction	All day	Stopping services are likely to absorb more than one path

SW105 CLAPHAM JUNCTION TO WEYMOUTH

LINE/LOCATION	SECTION	CRITICAL TIMES SX	REMARKS
Basingstoke	Southcote Junction	06.00 – 09.00 16.30 – 19.30	Southbound from Reading direction.
Eastleigh	Platforms 2 and 3	06.00 – 08.00 17.15 – 19.45	Additional moves to/from the Depot and Yard will be subject to negotiation between the bidding operator and Network Rail.
London Waterloo and Woking	It is intended to restrict usage to 90% of capacity	06.00 – 21.00 EWD	In peak periods no more than 25 non stop trains per hour will be permitted on the fast Lines

SW125 SOUTHCOOTE JUNCTION TO BASINGSTOKE

LINE/LOCATION	SECTION	CRITICAL TIMES SX	REMARKS
Basingstoke	Southcote Junction	06.00 – 09.00 16.30 – 19.30	Southbound from Reading direction.

SW130 EASTLEIGH EAST JUNCTION TO ROMSEY

LINE/LOCATION	SECTION	CRITICAL TIMES SX	REMARKS
Eastleigh	Platforms 2 and 3	06.00 – 08.00 17.15 – 19.45	Additional moves to/from the Depot and Yard will be subject to negotiation between the bidding operator and Network Rail.

SW135 EASTLEIGH WEST JUNCTION TO FAREHAM

LINE/LOCATION	SECTION	CRITICAL TIMES SX	REMARKS
Eastleigh	Platforms 2 and 3	06.00 – 08.00 17.15 – 19.45	Additional moves to/from the Depot and Yard will be subject to negotiation between the bidding operator and Network Rail.

NOTE - Two line railway timetables on Sundays are detailed in the Engineering Access Statement document for the relevant parts of the region

5.3 Junction Margins and Station Planning Rules

All times shown are in minutes. Where adjustments to sectional running times are shown, the value must be added to the normal SRTs shown in B Plan. Negative adjustments are specially identified.

Minimum station allowances are the minimum practical for the particular type of stock. These are shown with exceptions being listed by line of route where applicable.

STANDARD VALUES – MINIMUM	
Attachment of Locomotives/Units	
Class 150 DMU	5
Class 153 DMU	5
Class 158 DMU	2
Class 158 DMU (GWR Services)	5
Class 159 DMU	2
Class 165/166 DMU	4
Class 22x DEMU	7
Class 313 EMU	3 (2 for ECS)
Class 377 EMU	4
Class 442 EMU	2
Class 444 EMU	4
Class 450 EMU	4
Class 455/6 EMU	2
Class 458 EMU	5
Class 701	4
Class 707	4
Class 769	7 Passenger 5 ECS
Connectional Allowance	5 minutes
Detachment of Locomotives/Units:	
Class 150 DMU	4
Class 153 DMU	4
Class 158 DMU	2
Class 158 DMU (GWR Services)	4
Class 159 DMU	2
Class 165/166 DMU	4
Class 22x DEMU	7
Class 313 EMU	3 (2 for ECS)
Class 377 EMU	4
Class 442 EMU	2
Class 444 EMU	4
Class 450 EMU	4
Class 455/6 EMU	2
Class 458 EMU	5
Class 701	4
Class 707	4
Class 769	5
Dwell Time*	
* Dwell times may be varied during the production of timings for trains in conjunction with engineering work or other special traffic arrangements at the discretion of the Amended Timetable Manager.	
Class 150 DMU	½

Class 153 DMU	½					
Class 158 DMU	½					
Class 159 DMU	½					
Class 165/166 DMU	½					
Class 22x DEMU	1½					
Class 313 EMU	½					
Class 377 EMU	½					
Class 442 EMU	1					
Class 444 EMU	½ \$					
Class 450 EMU	½ \$					
Class 455/6 EMU	½					
Class 458 EMU	1					
Class 701	½					
Class 769	1					
Class 80X	1½					
Loco Hauled	1					
Trains terminating and then running ECS in the same direction	1					
\$ An actual minimum dwell time of 45 seconds is required at all station stops. As timetable systems can only use multiples of 30 seconds, every second station stop must have a dwell time of at least 1 minute input into the system.						
Locomotive Change	10					
Locomotive Runaround	10					
Junction Margins						
Between all conflicting movements	3					
Resetting of route for a departing service following the arrival of a conflicting inwards service	1					
Platform Reoccupation						
Platform reoccupation in the same direction is equal to the stopping headway minus 30 seconds except where stated otherwise.						
Minimum Turnaround – Passenger Stock						
Stock	1 or 2 Car	3 or 4 Car	5/6 Car	7/8 Car	9/10 Car	11/12 Car
Class 150 DMU	3 Mins	3 Mins				
Class 153 DMU	3 Mins	4 Mins				
Class 158 DMU	3 Mins	4 Mins	5 Mins			
Class 159 DMU		4 Mins	5 Mins		6 & 8 Mins	
Class 165/166 DMU (GWR)	3 Mins	3 Mins	4 Mins*	5 Mins		
Class 22x DEMU		10 Mins	10 Mins	10 Mins	10 Mins	
Class 313		4 Mins	5 Mins			
Class 377		4 Mins	4 Mins	5 Mins	6 Mins ^Δ	6 Mins
Class 378			6 Mins [#]			
Class 442 EMU (SWR)			6 Mins		9 Mins	
Class 444 EMU			6 Mins		7 Mins	
Class 450 EMU		5 Mins		6 Mins		7 Mins
Class 455/6 EMU (South Western Railway)		6 Mins	6 Mins	7 Mins	8 Mins	8 Mins
Class 455 EMU (Southern Trains)		5 Mins		6 Mins		
Class 458 EMU			6 Mins		7 Mins	

HST					7 Mins	
Class 701			6 Mins		7 Mins	
Class 707			6 Mins		7 Mins	
Class 710		5 Mins	6 Mins#			
Class 769		4 Mins		5 Mins		
* 3 minutes turnaround for GWR 5 cars. # 5 minutes turnaround when forming an ECS. ^ 5 minutes turnaround for 9 cars.						
CrossCountry HST / 22x Train Preparation Allowances – minimum platform standing allowance between ECS arrival from depot and passenger train departure						
1 x 22X			15			
2 x 22X / HST			20			
By exception, allowances for 'Train Preparation' (above) and 'Safety Check Unit' (below) may be reduced after discussion and agreement between CrossCountry and Network Rail						
CrossCountry 22x Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ECS departure to depot						
1 x 22x departing in same direction as arrival			8			
1 x 22x departing in reverse direction to arrival			10			
2 x 22x departing in same direction as arrival			15			
2 x 22x departing in reverse direction to arrival			20			
Reversal						
Class 22x			5			
2 x Class 22x			6			
Minimum Allowance for Freight Movements						
Between stopping and then propelling		2				
Crew change		2*				
Light engine reverse		2				
Runaround in stations		20*				
Runaround in yards or depots		20				
* For all New or Changed paths, with Existing paths being actively looked at and changed wherever possible.						
Generic Rolling Stock Classes						
Train Class			ITPS Timing Load			
Class 171 (Southern services)			Class 170			
Class 375 and 377			Class 375			
Adjustments to Sectional Running Times						
Movements		Reason			Value	
Approaching All Bays, Loops, Crossovers and Occupied Platforms		Approach Control			{1/2}	
Terminating trains arriving on half minutes in final timing link (with the exception of ARL services)		Station working			{1/2}	
For route divergence allowance see Station Entries.						
All allowances mentioned in the exceptions should be included in train times when approaching the listed timing point unless otherwise noted.						
Permissive Working						
Where attaching/detaching and Platform sharing is permitted, only class 1, 2, 3 ECS, 5 and 0 trains are allowed to undertake permissive working. See Rule Book						
Station Working Requirements						
All trains that are planned to stop additionally en route are to be advertised later at the destination on the basis of						

3 minutes allowed for each stop.

Engineering Works

DOWN trains, plus UP trains not running to Waterloo are to be advertised **3** minutes later arrival if they have:-

- been subjected to Single Line Working
- operated as connecting services out of bus services
- been diverted via alternative routes
- operated through normally four line sections that have been reduced to two lines
- stopped additionally en route (which must be properly allowed for in the retiming)

Additionally, an extra 3 minutes Performance allowance is to be added to those schedules, at convenient locations, during the preparation of “standard hours” by the Engineering Strategy Manager, South Western Railway.

Signal box allowance

A margin of 5 minutes between trains (should be allowed) when entering a block section where a box is either opening or closing

Light Engine Movements

Light Engine movements to be treated as passenger trains when applying margins/allowances where there is a freight/passenger difference.

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

Permissive Working

Permissive working should be avoided wherever possible but a service may be Platformed on top of another provided at least six minutes exists between departures. This is to enable the second train to be advertised after the first has departed, and to allow sufficient time for boarding.

Attaching/Detaching and Platform Sharing is authorised as shown below:-

Platform 1	Attaching/Detaching and Platform Sharing
Platform 2	Attaching/Detaching and Platform Sharing
Platform 3	Attaching/Detaching and Platform Sharing
Platform 4	Attaching/Detaching and Platform Sharing
Platform 5	Attaching/Detaching and Platform Sharing
Platform 6	Attaching/Detaching and Platform Sharing
Platform 7	Attaching/Detaching and Platform Sharing
Platform 8	Attaching/Detaching and Platform Sharing
Platform 9	Attaching/Detaching and Platform Sharing
Platform 10	Attaching/Detaching and Platform Sharing
Platform 11	Attaching/Detaching and Platform Sharing
Platform 12	Attaching/Detaching and Platform Sharing
Platform 13	Attaching/Detaching and Platform Sharing
Platform 14	Attaching/Detaching and Platform Sharing
Platform 15	Attaching/Detaching and Platform Sharing
Platform 16	Attaching/Detaching and Platform Sharing
Platform 17	Attaching/Detaching and Platform Sharing
Platform 18	Attaching/Detaching and Platform Sharing
Platform 19	Attaching/Detaching and Platform Sharing
Platform 20	Attaching/Detaching and Platform Sharing*
Platform 21	Attaching/Detaching and Platform Sharing*
Platform 22	Attaching/Detaching and Platform Sharing*
Platform 23	Attaching/Detaching and Platform Sharing*
Platform 24	Attaching/Detaching and Platform Sharing*

* Multiple units are not permitted to attach or detach in platforms 20-24 due to platform curvature.

Plat	Operational Platform Length in Metres ‡	Class 158 46.50	Class 442 115.00	Class 444 117.85	Class 450 81.35	Class 455 80.92	Class 458/5 101.84	Class 707 101.52	H.S.T	Coupling/Restrictions
		Class 159 69.70				456 41.02				

‡: When top train working, 2.0 metres should be factored into the total (train) length, and when detaching 0.6m should also be factored in

1	208.60	NP	NP	NP	8	10	10	10	NP	Offside ramp for 4-car units
2	208.30	NP	NP	NP	8	10	10	10	NP	Offside ramp for 4-car units
3	208.50	NP	NP	NP	8	10	10	10	NP	Offside ramp for 4-car units
4	208.80	NP	NP	NP	8	10	10	10	NP	Offside ramp for 4-car units
5	208.10	(8) 8	NP	(1)-(8) 5	8	10	10	10	NP	Offside ramp for 4-car units
6	208.70	(8) 8	NP	(1)-(8) 5	8	10	10	10	NP	Offside ramp for 5-car units
7	243.70	(6)-(9) 10	NP	(2) 10	8	10	10	10	NP	Offside ramp for 5-car units

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

8	249.10	40	NP	40	(2)(3) 12	40	40	40	NP	Offside ramp for 5-car units
9	249.40	40	40	40	(3)(5) 12	(10) 12	40	40	NP	Offside ramp for 5-car units
10	251.40	40	40	40	12	(10) 12	40	40	NP	Offside ramp for 5-car units
11	246.40	40	40	40	(2) 12	(10) 12	40	40	NP	Offside ramp for 5-car units
12	246.70	(4) 40	40	40	(5) 12	(10) 12	40	40	NP	Offside ramp for 5-car units
13	245.00	(4) 40	40	40	(5) 12	(10) 12	40	40	NP	Offside ramp for 5-car units
14	249.20	(4) 40	40	40	(5) 12	(10) 12	40	40	NP	Offside ramp for 5-car units
15	249.10	(4) 40	40	40	(2)(3) 12	(10) 12	40	40	NP	Offside ramp for 5-car units
16	254.70	(4) 40	40	40	12	(10) 12	40	40	NP	Offside ramp for 4-car units
17	267.30	40	40	40	12	(10) 12	40	40	YES	HST: Short swing bogie Offside ramp for 4-car units
18	248.10	40	40	40	(5) 12	(10) 12	40	40	YES	HST: Short swing bogie Offside ramp for 5-car units
19	253.70	NP	NP	40	(2) 12	(10) 12	40	40	YES	HST: Short swing bogie Offside ramp for 5-car units
20	246.00	NP	NP	(7) 10	(7) 12	(7) 10	(7) 10	(7) 10	NP	No attaching or detaching
21	246.00	NP	NP	(7) 10	(7) 12	(7) 10	(7) 10	(7) 10	NP	No attaching or detaching
22	246.00	NP	NP	(7) 10	(7) 12	(7) 10	(7) 10	(7) 10	NP	No attaching or detaching
23	246.00	NP	NP	(7) 10	(7) 12	(7) 10	(7) 10	(7) 10	NP	No attaching or detaching
24	246.00	NP	NP	(7) 10	(7) 12	(7) 10	(7) 10	(7) 10	NP	No attaching or detaching

Restrictions

(1)= Class 444/450 combinations totaling 9 cars can be accommodated.

(2)= No detaching or platform sharing totaling 12-car 450 stock or 10-car 442 & 444 stock owing to signal sighting.

(3)= Unable to attach 2 or 4-car to an 8-car train due to track circuit being occupied.

(4)= Attaching of 158/159 stock is not permitted.

(5)= Only able to split 12-car once at a time. Three 4-car units not allowed.

(6)= No Attaching/Detaching totaling 10-car 158/159 stock. Must arrive/depart complete owing to signal sighting.

(7)= No Attaching/Detaching or platform sharing. Must arrive/depart complete.

(8)= Class 442, 444, 158, 159 may use the Up and Down Main Slow between Waterloo and West Crossings but stop all other movements entering or departing platforms 1-9 due to restricted passing clearance over

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

			Wesminster Bridge Road.
(9)= 9 car 159 stock only able to split once at a time. Three 3 car units not allowed.	(10)= Maximum formation in service with class 456 is 10 cars – Class 455 formation is 8 cars.		

Station Working Requirements

The following principles should be observed when compiling Platform arrangements at Waterloo. ~~These principles are for guidance and are not factors that will determine the validity of an Operator access proposal.~~

Services will be Platformed based on:

- Arrival running line and departure running line.
- Formation of train and relevant Platform restrictions.
- Consequential re-Platformings will be kept to a minimum.
- Services arriving Main Slow Line will normally use Platforms 1 – 4 but may also use Platforms 5/6
- Services arriving Main Fast Line will normally use Platforms 7 – 15 but may also use Platforms 4/5/6. If the Up Main Relief is used, Platforms 7 – 17 are available.
- Windsor Line arrivals will normally use Platforms 14 – 20
- If Carlisle Lane Junction or West Crossings are used, other Platforms are accessible but for a limited number of movements only.
- When a train departs from Platforms 10 – 15 to the Down Main Fast Line, any Up Main Fast arrival within three minutes must run Relief Line. It should be remembered that Platforms 4/5/6, 7/8/9 and 12/13 share common track.*
- * Platform 4 only share common track when arrivals or departures are from or to the Fast lines or if there is a departure off platform 3
- If an operator wishes to utilise 12 cars in Platform 7, this should be done with the agreement of Network Rail under amended timetable purposes outside the peak hours.

Incoming services arriving less than three minutes after a departure should be allocated a higher numbered, non-conflicting Platform (the Platform occupation graph should show a 'fan effect' within groups of Platforms, reflecting this). Where this is not possible, incoming services may be retimed by up to three minutes in order to adhere to crossing margins.

It may be possible on a limited number of occasions for a departing Main Fast service to run down the Up Main Relief Line, and cross behind the arrival, or a departing Main Slow service to run Down Main Fast to West Crossings if the arrival is on the Up Main Slow. ~~Under these circumstances, attention is drawn to a four-minute margin before the next arrival. Under these circumstances, attention is drawn to the relevant junction margin value.~~

For amended timetable purposes, to avoid a number of re-timings, it is permissible to have a limited number of 'same arrival and departing time' workings in conflicting Platforms. Each occasion must be individually agreed with Network Rail's Amended Timetable Manager. This is not to be taken as a general exception to the normal junction margins as stated above.

~~[If a down train from Waterloo consisting of stock equipped with power jumper cables is formed of portions which have been attached at Waterloo and are again to be detached en route, it must depart from the same side Platform face at Waterloo as the Platform face where the detachment will subsequently be made.~~

Trains formed of Class 455 & ~~456~~ Units may be programmed to detach: -

- In any Platform (subject to route restrictions) provided that the jumpers are connected on the Platform side.
- In Platforms 1, 2, 3, 4, 5, 16 and 17 (which are equipped with off-side ramps) irrespective of which side the jumpers are connected

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

Trains formed of Class 442 Units may **be programmed to detach: - not be planned to attach/detach at Waterloo as a result of an SWR operational policy.**

For information, facilities to detach the units should the policy change are as follows:

- In any Platform (subject to route restrictions) provided the jumpers are connected on the Platform side.
- In Platforms **6, 7, 8, 9, 10, 11, 12, 13, 14, 15, and 18 and 19** (which are equipped with off-side ramps) irrespective of which side the jumpers are connected

Down passenger services should not normally be retimed from Waterloo to accommodate an additional or retimed incoming service. **It is acceptable to retime down ECS moves to give priority to an incoming service, although the destination of the ECS (particularly if long distance) should be borne in mind. Down passenger services may, however, be retimed where an engineers' possession dictates that a service booked to the Down Main Slow Line is allocated a Platform that only has exit to the Down Main Fast Line, thus conflicting with a Main Line departure (e.g. 06/36 Down Main Slow departures retimed to 07/37 so as not to clash with 05/35 Down Main Fast departures).**

Ten minutes must be allowed before a movement into a Platform that has been under engineers' possession.

Stock must be out-berthed from Platforms under engineers' possession unless special dispensation is given.

In Platforms 13, 14, 15 and 16 the severity of track curvature makes the coupling of Class 158/159s/170s difficult.

For further information regarding Platform availability please see the Sectional Appendix; Section 3B

*** 3 minutes for peak services between 07.30 and 09.30 SX and between 16.00 and 19.00 SX**

Planning Restrictions

Pathing time must not be used in Up trains approaching Waterloo Platforms 20-24 (final signal is at West Crossings). N.B. It should be noted that it is not possible to stand a train at W906 signal.

When the Down Windsor is under possession in the vicinity of International Junction it is not possible for an Up train to cross from the Windsor Reversible to the Up Windsor at West Crossings, or for a Down train to cross from the Up Windsor to the Windsor Reversible at West Crossings.

Simultaneous Moves Not Permitted

Up train on Windsor Reversible weaving to Up Windsor at West Crossings	Down train on Down Windsor passing West Crossings
Up train on Windsor Reversible passing West crossings towards Platforms 14-19	Down train depart Waterloo Platforms 20-24 via Windsor Relief 1
Up train using ladder at West Crossings to cross to the Windsor Reversible	Down train depart Waterloo via Up Windsor
Down train using ladder at West Crossings to cross from the Windsor Reversible	Down train depart Waterloo via Up Windsor
Down train weaving from Up Main Relief to Down Windsor Fast at West Crossings	Up or Down train running straight along Up Windsor at West Crossings
Down train departing Waterloo via Down Windsor towards Down Windsor Slow (N.B. There is no restriction if train is routed towards Down Windsor Fast)	Down train departing Waterloo via Up Main Relief
Down train routed past West Crossings that has approached via Windsor Reversible (i.e has a proceed aspect at W49)	Down train depart Waterloo via Up Windsor (towards W57)
Down train routed past West Crossings that has approached via Up Windsor (i.e has a proceed aspect	Down train depart Waterloo via Down Windsor (towards W55)

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

at W57)

Train Length Restrictions

Maximum standage at final signals approaching Waterloo whilst still allowing trains to be routed over West Crossings in rear (N.B. longer trains than stated below may be stood but will foul West Crossings)

Line	Maximum standage to be clear of West Crossings
UMS (Signal W2)	234 metres (10-car)
UMF (Signal W4)	176 metres (8-car 450 – however can stand a 12-car 450 and allow route for following train to Up Main Relief)
UMR (Signal W6)	150 metres (5-car 442/444/458/707 – however can stand a 12-car 450 and allow route for following train to MFL)
UW (Signal W10)	97 metres (4-car 450/455)
RVL (Signal W8)	97 metres (4-car 450/455)
WR1 (Signal W906)	Cannot stand at this signal – route must be set into platform
WR2 (Signal W908)	5-car to be clear of International Junction, if 10-car from Up Windsor then fouls both Up Windsor and Windsor Reversible

Waterloo West Crossings**Adjustment to Sectional Running Times**Trains weaving between different running lines at Waterloo West Crossings do not require the standard $\frac{1}{2}$ as it is already included in the SRT.**Junction Margins**

First Movement	Second Movement	Margin
Between all conflicting movements		2

Simultaneous Moves Not PermittedUp train on RVL weaving to UW at West Crossings | Down train on DW passing West Crossings
Please also refer to Simultaneous Moves Not Permitted section under London Waterloo entry above**Vauxhall****Dwell Times**

All Services | 1

Junction Margins

First Movement	Second Movement	Margin
Between all movements		2

When a movement is taking place from the Down Windsor Fast or Slow Lines to the Down Windsor Line via 1778 points at Nine Elms Junction no movement is permitted beyond Signal W89 on the Down Windsor Fast Line or beyond Signal W87 on the Down Windsor Slow Line at Vauxhall.

Nine Elms Junction**Junction Margins**

First Movement	Second Movement	Margin
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Nine Elms Junction

Between all movements except as below		2
Down Service crossing from the Windsor Reversible to the Down Waterloo Curve and Up Service crossing from the Up Waterloo Curve to the Windsor Reversible		3

Queenstown Road

Junction Margins		
First Movement	Second Movement	Margin
Between all movements		2
Simultaneous Moves Not Permitted		
Up train crossing from Up Main Fast/Up Main Slow to Platform 2	Down train arriving Platform 3	
Down train from Platform 2 to Down Main Slow/Down Main Fast/Down Windsor Slow	Down train arriving Platform 3	

Clapham Yard

Acceptance of Trains		
		Margin
Between any two arrivals via the same entrance except as below:		5
Between consecutive arrivals from Up Main Lines		10
Between consecutive arrivals from Up Windsor Lines		10
Dispatch of Trains		
		Margin
Via Up Main Fast Line		5
Via Down Main Lines		10
Via Up Windsor Lines		5
Via Down Windsor Lines	subject to two departures every 10 minutes	5
Electric trains entering Clapham Yard from the Up Windsor Lines between 05.00 and 23.00 daily must be formed of at least 6 cars, owing to performance risk caused by gaps in the conductor rail.		

Train Length restrictions for Clapham Yard

<u>Road</u>	<u>Capacity Passenger (Cars)</u>	<u>Calculated Length (m)</u>	<u>Calculated SLU's</u>	<u>Comment</u>
1	2	40.8	6.8	not electrified
2	2	40.8	6.8	not electrified
3	3	61.2	10.2	not electrified
4	4	81.6	13.6	not electrified
5	6	122.4	20.4	not electrified
6	6	122.4	20.4	not electrified
7	8	163.2	27.2	
8	8	163.2	27.2	not electrified
9	12	244.8	40.8	
10	12	244.8	40.8	
11	8	163.2	27.2	
12	8	163.2	27.2	
13	8	163.2	27.2	
14	8	163.2	27.2	

Clapham Yard				
15	8	163.2	27.2	
16	8	163.2	27.2	
17	8	163.2	27.2	
18	8	163.2	27.2	
34	9	183.6	30.6	not electrified
35	4	81.6	13.6	
36	8	163.2	27.2	
37	8	163.2	27.2	
38	12	244.8	40.8	
39	12	244.8	40.8	
40	16	326.4	54.4	
41	16	326.4	54.4	
42	16	326.4	54.4	
43	16	326.4	54.4	
44	16	326.4	54.4	
45	16	326.4	54.4	
46	16	326.4	54.4	
47	16	326.4	54.4	
48	EPS	392.0	65.3	
49	EPS	392.0	65.3	

Clapham Junction		
Adjustment to Sectional Running Times		
Up services stopping in the loop (Platform 7) do not require the standard $\{\frac{1}{2}\}$ as it is already included in the SRT's.		
Connectional Allowances		
All Services		10
Dwell Times		
Up Main Fast Services Only		1½
All Other Services		1
Freight Restrictions		
Between Longhedge Junction and Clapham Junction is steeply graded. Therefore, a down direction locomotive hauled train from Longhedge Junction via the Ludgate Line must not be allowed to pass signal W135(Culvert Road) until the route can be set from signal W145 into Clapham Junction.		
Junction Margins		
First Movement	Second Movement	Margin
Between all Main Line Side movements except as below		2*
Passing Up Fast or Up Slow train	Down train depart from Clapham Yard	1½
Down Fast or Down Slow Windsor Line train	Up departure from Clapham Yard	1
* 2½ minutes Windsor Side		
Simultaneous Moves Not Permitted		
Up train arriving into Platform 3	Train passing/departing Platform 4 towards Up Windsor Slow/Longhedge Junction/Latchmere Junction	
Up train arriving into Platform 3	Train departing Platform 2 to Up Windsor Slow/Down Latchmere Curve	
Up train arriving into Platform 3	Train arriving into Platform 2 from Down Latchmere Curve/Signal W1049	
Station Working Requirements		
Passenger trains must not stop in Clapham Junction platform 8 except in an emergency. This is due to the curvature of the platform causing an unsafe stepping distance. Up Main Fast Line services stopping at Clapham Junction must be planned to use the Up Main Loop (Platform 7).		
Limit of Shunt		
Platform 7 (clear of W124)		181m

SW100B NINE ELMS JUNCTION TO LINFORD STREET JUNCTION**Nine Elms Junction**

See entry under route – SW100

SW100C WEST LONDON JUNCTION TO LATCHMERE JUNCTION (NO 3)**West London Junction**

See entry under route – SW100

SW100D CLAPHAM JUNCTION TO LONGHEDGE JUNCTION**Clapham Junction**

See entry under route – SW100

Longhedge Junction

See entry under route – SO250

SW100E CLAPHAM JUNCTION TO LATCHMERE JUNCTION (NO 2)**Clapham Junction**

See entry under route – SW100

SW105 CLAPHAM JUNCTION TO WEYMOUTH**Clapham Junction**

See entry under route – SW100

Durnsford Road**Junction Margins**

First Movement	Second Movement	Margin
Between all movements except as below		2
Passing Down Fast Line train	Up departure from Wimbledon Park Depot crossing to Up Slow line	1

Wimbledon Park Depot**Acceptance of Trains**

	Margin
Down Putney to No.1 Reception via 710 points (East Putney)	4 *\$
Down Fast Line to Siding No.1 via 705/707 points (Durnsford Road)	12 *
Wimbledon Station to Up Siding No.1 or Up Siding No.2	4 #

* One train can be accepted via each route simultaneously but 12 minutes must then elapse before acceptance of further trains via either route.

\$ Maximum of two trains in any 12 minutes

Subject to only one train having been accepted via East Putney or Durnsford Road in the previous 12 minutes.

Dispatch of Trains

	Margin
Slam Door trains – D.O.O.	20

From each of:-

- Up Siding No.1 (Washer Road) to USL via 720 points.*
- Siding No.1 to UFL via 707 points (Durnsford Road).
- No.1 Reception to Up Putney via 714 points (East Putney).

Wimbledon Park Depot		
	<ul style="list-style-type: none"> Up Sidings Nos.1/2 towards Wimbledon Station 	
Slam Door trains – D.O.O.	Depot to Up Fast Line via 702 points	\$
Sliding Door trains – D.O.O. and all non D.O.O. trains	From each of:- <ul style="list-style-type: none"> Up Siding No.1 (Washer Road) to USL via 720 points.* Siding No.1 to UFL via 707 points. No.1 Reception to Up Putney via 714 points 	10
Sliding Door trains – D.O.O. and all non D.O.O. trains	Up Siding Nos.1/2 towards Wimbledon Station	5
Sliding Door trains – D.O.O. and all non D.O.O. trains	Depot to Up Fast Line via 702 points	\$
* A maximum of 8 cars only are allowed for these departures		
\$ By arrangement with Depot Manager only		

Wimbledon		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Up Slow Line trains from Motspur Park not stopping at Raynes Park	Speed Differential	{1}
Connectional Allowances		
All Services	6	
Dwell Times		
All Services	1	
During Lawn Tennis Championships All Other Services	To allow extra stops at this station during the Lawn tennis Championship dwell times at surrounding stations may be reduced with agreement from the Business Manager. This is only permissible during the period of the event	
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		2
Arrival from East Putney/Wimbledon Park Depot	Depart Up Slow or Up Fast Line stopping service	1
Depart from Up Platforms in the down direction	Up Fast or Up Slow service re-occupying the Up Platforms	4
Passing Up Slow line train	Departure from Wimbledon Park Depot to Down Fast line	1½
Simultaneous Moves Not Permitted		
Up train arriving Platform 6	Train from Wimbledon Park/Wimbledon Depot to Platform 7	
Station Working Requirements		
All trains that stop additionally at Wimbledon (for Wimbledon Tennis Championships) are to be advertised 3 minutes later at destination.		

Raynes Park		
Adjustment to Sectional Running Times		
Movement	Reason	Value

Raynes Park

Down trains towards Motspur Park passing Raynes Park	Speed Differential	{½}
Connectional Allowances		
All Services	6	

New Malden**Adjustment to Sectional Running Times**

Movement	Reason	Value
Down trains towards Norbiton passing New Malden	Speed Differential	{½}

Connectional Allowances

All Services	6	
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Surbiton**Adjustment to Sectional Running Times**

Services crossing over and stopping do not require the standard {½} as it is already included in the SRT's.

Connectional Allowances

All Services	6	
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Dwell Times

All Peak Services	1½	
All Other Services	1	

Station Working Requirements

All trains that stop additionally at Surbiton (for Hampton Court Flower Show) are to be advertised 3 minutes later at destination.

Hampton Court Junction**Adjustment to Sectional Running Times**

Movement	Reason	Value
Down trains towards Hinchley Wood passing Surbiton	Speed Differential	{1}

Esher**Dwell Times**

Esher	
EMU's	1*
All Trains that stop additionally for Sandown Park Race Meetings	\$
* Morning Peak Only	
\$ To allow extra stops at this station during Sandown Park Race Meetings dwell times at surrounding stations may be reduced with agreement from the Business Manager. This is only permissible on days of the Race Meetings	
Station Working Requirements	
All trains that stop additionally at Esher (for Sandown Park races) are to be advertised 3 minutes later at destination	

Walton on Thames	
Dwell Times	
Class 450	1

Weybridge		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Up trains crossing Slow Line to Fast Line	Speed Differential	{1}
Down Slow Line trains towards Addlestone Junction passing Weybridge	Speed Differential	{1}
Up Slow Line trains from Addlestone Junction passing Weybridge	Speed Differential	{½}*
* This allowance should appear in the section from Weybridge		
Connectional Allowances		
All Services		5
Dwell Times		
Class 450		1
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		3
Up Fast or Up Slow line train	Depart Down Slow Platform towards Addlestone	1
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below -		
Platform 1	Up Bay	Attaching/Detaching *
Platform 2	Up Slow	Prohibited
Platform 3	Down Slow	Prohibited
* In normal circumstances a second train is prohibited from entering this Platform if it will not attach to the first train		

Byfleet and New Haw	
Adjustment to Sectional Running Times	
SL ONLY in the Down Direction between Byfleet and Woking for trains that have passed through Addlestone Junction. Adjustment allowances should be applied at the next timing point after Byfleet &	

Byfleet and New Haw**New Haw.**

Train Class	Trailing Load		Reason	Value
Class 6	801 – 1000t	TR55	Speed Differential	{½}
	1001 – 1400t	TR70	Speed Differential	{1}
	1401 – 2000t	TR85 – TR115	Speed Differential	{1½}
	2001 – 2400t	TR130 +	Speed Differential	{2}
Class 4	Under 400t	TR20	Speed Differential	{1}
	401 – 600t	TR30	Speed Differential	{1½}
	601 – 800t	TR40	Speed Differential	{2}
	801 – 1400t	TR50 – TR80	Speed Differential	{2½}
	1401 – 1600t	TR90	Speed Differential	{3}

SL ONLY in the Up Direction between Woking and Byfleet for trains passing towards Addlestone Junction

Movement	Reason	Value
Up Freight Trains on SL travelling towards Addlestone Junction	Speed differential	{1½}

West Byfleet**Dwell Times**

Class 450 | 1

Services Terminating at Woking (If train has 1 minute dwell at Byfleet and New Haw it is not necessary to have a 1 minute dwell here at West Byfleet).

Woking**Adjustment to Sectional Running Times**

Movement	Reason	Value
Up trains departing Platform 4 or 5	Speed Differential	{½}*
Up trains departing Platform 3 to the Up Slow Line	Speed Differential	{½}*
Train passing from the Up Guilford Line going into Platform 6 (Bay)	Approach Control	{1}

* These allowances should appear in the section from Woking

Berthing Facilities

	Cars
East End Carriage Siding	12
No. 2 Up Siding	8
No. 3 Up Siding	12
No. 5 Up Siding	12
No. 6 Up Siding	12*

* Non-gangwayed stock is not permitted to work in multiple or permissively work in Siding 6 due to limited driver access.

Dwell Times

All Services | 1½

Permissive Working

Attaching/Detaching and Platform Sharing is authorised as shown below -

Woking		
Platform 1	Up Slow	Attaching/Detaching
Platform 2	Up Fast	Attaching/Detaching
Platform 3	Up Bay	Attaching/Detaching
Platform 4	Down Fast	Attaching/Detaching
Platform 5	Down Slow	Attaching/Detaching
Platform 6	Down Bay	Attaching/Detaching
Note: A Down train from Platform 5 on the SL can depart the platform towards Guildford 1 minute after a down train on Platform 4 on the FL going towards Guildford has passed Woking Junction.		
Simultaneous Moves Not Permitted		
Up Train arrives into Platform 6		Down Train arrives into Platform 5
Down Train departs from Platform 6		Down Train arrives into Platform 5

Woking Junction		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Down trains running via FL non-stop to Farnborough which have stopped at Woking	Acceleration from stop	{½}*
* This allowance should appear approaching the next timing point after Woking Junction		
Junction Margins		
First Movement	Second Movement	Margin
Between all movements		3

Brookwood London End Junction		
Adjustment to Sectional Running Times		
The standard {½} for changing lines is already included in the SRT's.		

Brookwood		
Connectional Allowances		
All Services	3	
Dwell Times		
All Peak Services	1	

Pirbright Junction		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Down train towards Ash Vale	Speed Differential	{½}

Farnborough London End		
Adjustment to Sectional Running Times		
The standard {½} for changing lines is already included in the SRT's		

Farnborough	
Dwell Times	
All Services	1
All Trains that stop additionally for the Farnborough Air Show	To allow extra stops at this station during the Farnborough Air Show dwell times at surrounding stations may be reduced with agreement from the Business Manager. This is only permissible on dates of the Air Show

Farnborough Country End	
Adjustment to Sectional Running Times	
The standard {½} for changing lines is already included in the SRT's	

Fleet	
Dwell Times	
All Services	1

Winchfield	
Dwell Times	
Class 450 Down services Only	1

Basingstoke				
Adjustment to Sectional Running Times				
FL & SL for down freight trains passing from Southcote Junction. Allowances should be applied at the next timing point after Basingstoke.				
Train Class	Trailing Load		Reason	Value
Class 6	0 – 1000t	Up to TR55	Speed Differential	{1}
	1001 – 2400t	TR70 – TR130	Speed Differential	{1½}
Class 4	0 – 600t	TR30	Speed Differential	{1}
	601 – 1000t	TR40 – TR50	Speed Differential	{1½}
	1001 – 1200t	TR60 – TR70	Speed Differential	{2}
	1201 – 1800t	TR80 – TR100	Speed Differential	{2½}
FL & SL in the Up Direction Adjustment to Sectional Running Times				
Movement	Reason		Value	
All freight timing loads approaching Basingstoke and passing towards Southcote Junction	Speed Differential		{1½}	
Berthing Facilities				
	Cars	Notes		

Basingstoke		
Barton Mill Siding No 1	12	
Barton Mill Siding No 2	12	
Barton Mill Siding No 3	12	
Barton Mill Siding No 4	12	
Up Siding East	6	
Down East End Siding No 1 (Long Valley Siding)	12	11 car lengths electrified (blocks East End Siding No 2)
Down East End Siding No 2 (Long Valley Siding)	8	Non electrified (to permit use of run round facility)
Down Yard	24	
Up West Siding	12	
Dwell Times		
All Services	1½	
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		4
Up Fast or Up Slow Main Line train except from Bay Platform 5	Down Main Line service arriving from Southcote Junction direction	3
Down Main Line service arriving from Southcote Junction direction	Departing Up Fast or Up Slow Main Line train starting from the Platform - except Bay Platform 5	1*
Up Fast or Up Slow Main Line train departs/passes Basingstoke	Conflicting train departs from Barton Mill Sidings	2
Down service arriving on Platform 2	Up departure from Platform 1	1
Down departure towards Worting Junction	Conflicting train departs from Down Yard.	2
Down service arrives into Bay Platform 5	Down service arriving from Southcote Junction into Platform 1 or 2	4
Down freight from Southcote Junction via Platforms 3 or 4 crossing to Down Fast	Up train arriving or passing from Worting Junction via Up Fast	6
Up freight towards Southcote Junction	Up train arriving into the same platform	4
Down freight from Southcote Junction towards Worting Junction	Down train arriving into the same platform from Farnborough	4
* 1½ minutes if the first movement is a freight service up to 620m long; 2 minutes if first movement is a freight service longer than 620m.		
Simultaneous Moves Not Permitted		
Down train arriving in Platform 1	Down train from Platform 2 to Down Slow/Down Yard	
Down train arriving in Platform 1	Up train from Down Yard to Platform 2	
Up train from Platform 3 to Bramley	Up train arriving in Platform 4	
Down train from Bramley to Platform 3	Up train arriving in Platform 4	
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below -		
Platform 1	Down Slow	Attaching * /Detaching
Platform 2	Down Fast	Attaching * /Detaching
Platform 3	Up Fast	Attaching * /Detaching
Platform 4	Up Slow	Attaching * /Detaching and Platform Sharing
Platform 5	Up Bay	Attaching/Detaching and Platform Sharing
* The second portion is not permitted to approach from the Down Slow, Down Fast, Down Reading or Up Reading A second train must arrive in an occupied Platform before the first train is allowed to depart		

Micheldever**Limit Of Shunt**

Micheldever	
	Length Limit
Down Line clear of Platform End	12 cars

Wallers Ash		
Junction Margins		
First Movement	Second Movement	Margin
Up direction train arrives in Wallers Ash (Loop)	Up direction train passes Wallers Ash (Loop)	3½
Down direction train arrives in Wallers Ash (Loop)	Down direction train passes Wallers Ash (Loop)	3½
Up direction train passes Wallers Ash (Loop)	Up direction train departs Wallers Ash (Loop)	2
Down direction train passes Wallers Ash (Loop)	Down direction train departs Wallers Ash (Loop)	2

Winchester		
Berthing Facilities		
	Cars	Notes
Baltic Siding	12	4 cars on conductor rail. No Overnight (except in connection with engineering work terminations) or Long term berthing permitted. Required by Control as refuge for failures.
Dwell Times		
All Services	1½	
Platform Re-occupation		
	Margin	
Up line	3	
Restrictions		
It is not possible for a down train to terminate in platform 1.		

Shawford Down Junction		
Adjustment to Sectional Running Times		
Movement	Reason	Value
All Freight crossing to Down Slow	Slow Crossover	{1}
All Passenger services crossing to Down Slow	Slow Crossover	{½}

Shawford
NOTE: Any Service running Up Slow line should NOT have any pathing time between Eastleigh and Shawford

Shawford Up Junction		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Up passenger trains passing from Up Slow to	Speed Differential	{½}*

Shawford Up Junction

Up Main not stopping at Shawford

* Applies approaching next timing point

NOTE: Services on the Up Slow or Up Fast must not have more than 1 minute of pathing time between Eastleigh and Shawford Up Junction. Services requiring regulation should instead be timed with a stop at Shawford Up Junction. No pathing is to be applied between Shawford Up Junction and Shawford.

Allbrook**Junction Margins**

First Movement	Second Movement	Margin
Between all movements except as below		3
Down Fast or Down Slow Line train	Up train departing Reception Road	2

Eastleigh East Junction**Junction Margins**

First Movement	Second Movement	Margin
Up departure from Eastleigh Platforms 2/3 towards Chandlers Ford	Down arrival into Eastleigh Platform 2/3 from Chandlers ford	4
Up freight departs Eastleigh Platform 1 towards Shawford	Train departs from Eastleigh East Junction (standing at Signal E32) towards Eastleigh	2½*

* Increase to 3 minutes if first train is longer than 97 SLU/620m.

Eastleigh East Yard**Acceptance and Dispatch of Trains**

Minimum interval between Up arrivals from Eastleigh Station London End	10
Minimum interval between Down arrivals from Allbrook	10
Minimum interval between Down departures towards Eastleigh station	20 *
Minimum interval between Up departures towards Allbrook exit	20 *
Minimum interval between acceptance and despatch	10

* Margins during peak hours and during light engine movements may be revised by agreement with the Freight operator concerned

Simultaneous Moves Not Permitted

Down departure from Eastleigh East Yard passing Eastleigh travelling towards Southampton	Down departure from Eastleigh Station travelling towards Southampton
Departure from Eastleigh East Yard into Eastleigh Platform 3	Up arrival from Hedge End line into Eastleigh Station Platform 2

Eastleigh				
Adjustment to Sectional Running Times				
Movement		Reason	Value	
Up passenger trains from Southampton Airport Parkway to Platforms 2 and 3		Approach Control	{½}	
Up freight approaching Eastleigh via Up Fast Line and passing through platforms. (Not applicable where freight stop in the platform for operational purposes as the adjustment is incorporated into the SRT).		Speed Differential	{1½}	
Down services crossing over to stop or entering the loop to stop, and up services entering Platform 1 do not require the standard {½} as it is already included in the SRT's.				
The following additional allowances should be utilised between Eastleigh and St Denys for Down Freight trains passing through Platforms 2 and 3 at Eastleigh or passing via DFL from the Romsey Line				
Train Class	Trailing Load		Reason	Value
Class 6	0 – 800t	Up to TR40	Speed Differential	{1½}
	801 – 1200t	TR55 – TR70	Speed Differential	{2}
	1201 – 1800t	TR85 – TR100	Speed Differential	{2½}
	1801 – 2400t	TR115 – TR130	Speed Differential	{3}
Class 4	0 – 400t	TR20	Speed Differential	{1½}
	401 – 600t	TR30	Speed Differential	{2}
	601 – 800t	TR40	Speed Differential	{2½}
	801 – 1200t	TR50 – TR70	Speed Differential	{3}
	1201 – 1600t	TR80 – TR90	Speed Differential	{3½}
	1601 – 1800t	TR100	Speed Differential	{4}
Berthing Facilities				
	Cars	Notes		
Eastleigh D.C.S.	8	Electrified		
Connectional Allowances				
All Services	3			
Dwell Times				
All Services except as below	1			
CrossCountry Services	1½			
Freight Restrictions				
Freight train stopping in Platform 1 arriving from Up FL	Foul Up Fast line if longer than 265 metres (approx. 41 SLU)			
Freight train stopping in Platform 1 arriving from Up FL	Foul points E465 if longer than 462 metres (approx 72 SLU)			
Freight train stopping in Platform 1 arriving from Up SL	Foul overlap of signal E85 if longer than 351m (approx. 54 SLU)			
Freight Up train stopping in Platform 2	Foul points E465 if longer than 453 metres (approx 70 SLU)			
Freight Up train stopping in Platform 3	Foul points E465 if longer than 397 metres (approx 62 SLU)			
n.b. the above length limits are total train length, not including stand-back from signals				
Junction Margins				
First Movement	Second Movement		Margin	

Eastleigh		
Between all movements except as below		3
Down or Up Main Line train	Train crossing from Romsey Line	2
Down Fast train	Up departure from Platform 2 or 3 to Up Fast Line	1
Up arrival in Platform 3	Departure towards Portsmouth from Platform 2	2
Down arrival from Eastleigh East Junction into Jubilee through siding (via points 440) or Up departure from Jubilee through siding (via points 440) to Eastleigh East Junction	Movements at the east end of Station	4
Up Train departing Platform 2/3 towards Eastleigh East Yard on Down Slow	Down arrival from Winchester into Platform 2/3 from Down Slow	4½\$
Down freight passes/departs platform 2/3 towards St. Denys	Conflicting down train passes/arrives at Eastleigh	4*
Down freight passes/departs Platform 2/3 towards St. Denys	Up train arrives at Platform 2/3	4½*
Up freight departs Platform 1	Up train arrives or passes Platform 1	5 4*
Up freight departs Platform 1 towards Shawford	Train arrives or passes from Chandlers Ford	5½ 4½*
\$ Only applies to trains of 32 SLU or more. * Increase margin by ½ minute if first train longer than 97 SLU / 620m.		
Limit of Shunt		
	Length Limit	
Up Platform (clear of E93)	12 cars / 10 444	
Minimum Turnaround Time		
	Margin	
Class 22x DEMU – 4 or 5 car unit	5	
Class 22x DEMU – 8,9 or 10 car unit	7	
HST	7	
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below -		
Platform 1	Up Slow	Prohibited
Platform 2	Down Slow	(Both Directions) Attaching/Detaching and Platform Sharing
Platform 3	Portsmouth Loop	(Both Directions) Attaching/Detaching and Platform Sharing
Simultaneous Moves Not Permitted		
Down arrival in Platform 3	Up arrival into Platform 2 from Eastleigh South Junction/Eastleigh TMD/Works or down departure from Platform 2 towards Eastleigh South Junction/Eastleigh TMD/Works	
Down departure from Platform 3 towards St Denys or Up arrival into Platform 3 from St Denys	Down Arrival into Platform 2	
Up arrival into Platform 2	Down arrival into Platform 3 from Down Fast/Chandlers Ford; or up departure from Platform 3 towards Up Fast/Chandlers Ford.	
Up arrival into Platform 3 from Eastleigh South Junction/Eastleigh TMD/Works	Down arrival into Platform 2 at the same time as a train passing on the Down Fast	

Eastleigh Depot Ent/Ext Signal		
Junction Margins		
First Movement	Second Movement	Margin
Between all movements		1

Eastleigh T&R.S.M.D	
Acceptance of Trains	
Minimum margin	10*
* Applies to trains arriving via the same route	
Margin between consecutive arrivals of CrossCountry class 22x via the Depot Exit Road may be reduced as follows: <ul style="list-style-type: none"> • If the first train is formed of 5 cars or less the margin can be reduced to 5-minutes. • If the first train is formed of more than 5 cars the margin is 10-minutes. A 10-minute margin is to be applied between consecutive arrivals via Eastleigh South Junction.	
Despatch of Trains	
Minimum margin	10*
* Applies to trains departing via the same route	

Eastleigh Jubilee Sidings	
Station Working Requirements	
Access is only available by use of a 'Shunters Release' which enables Eastleigh Signalling Centre to set the route.	

Eastleigh Up Loop	
Freight Restrictions	
Pathing Allowance time of no more than 1 minute should be shown for Freight trains using the Up Loop; otherwise a stop should be shown at signal E85.	
Standage at E85 signal is 519m (approx. 81 SLU) clear of the overlap to E337 signal, or 1053m (approx. 164 SLU) clear of 466 points.	
Standage at E337 signal is 354m (approx. 55 SLU) clear of 466 points.	
Freight may depart E85 signal 1 minute after the previous Passenger service has departed Eastleigh platform 1.	
N.b. the above length limits are total train length, not including stand-back from signals.	

Southampton Airport Parkway		
Adjustment to Sectional Running Times		
Movements	Reason	Value
Up non-stop trains towards Eastleigh Up Loop via Up SL*	Speed Differential	{1/2}
*to be shown approaching Southampton Airport Parkway		
Dwell Times		
All Off-Peak Services except as shown below	1	
All Peak Services except as shown below	1½	
Class 158/9 trains formed of 2 or 3 cars only	1	
CrossCountry Services	1½	
Note:		

Southampton Airport Parkway

For a Freight Standing at Signal E85 in Eastleigh Up Loop a following Passenger/Freight service would not be able to depart/Pass Southampton Airport Parkway onto the Up SL until 1 minute after the Freight had departed Eastleigh platform 1.

A Passenger Service could depart Southampton Airport Parkway onto the SL 1 minute after a passenger unit standing at Signal E85 in Eastleigh Up Loop had departed the Signal.

St. Denys		
Adjustment to Sectional Running Times		
Movements	Reason	Value
Down freight trains from Eastleigh direction routed SL	Approach control	{1½}
Down passenger trains from Eastleigh direction routed SL	Approach control	{1}
Up trains towards Fareham except for Class 377	Speed differential	{½}
Dwell Times		
Class 450 all services to/from Fareham	1	
Length Restrictions		
Trains exceeding the following lengths will foul Mount Pleasant LC: Down Slow line (E711 signal): 306m (but foul of access to Northam Nos.1 and 2 Receptions) Down Slow line (E711 signal): 258m (clear of access to Northam Nos.1 and 2 Receptions) Down Fast line (E713 signal): 238m (can be 306m but E705 signal at St Denys becomes approach controlled) Up Fast line (E704 signal): 491m Up Slow line (E706 signal): 492m (but foul of access to Bevois Park Nos.1 and 2 Receptions) Up Slow line (E706 signal): 405m (clear of access to Bevois Park Nos.1 and 2 Receptions)		
The above figures represent total length from signal to block joint. Signal standback allowance is not included – stand-back from signals must be deducted from these values.		
Pathing and dwell times must not exceed 2 minutes unless the train concerned is shorter than the above length limits.		
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		3
Down Fast to Down Slow line Non-Stop Freight train	Down Fast line Non-Stop Passenger train	4
Fareham bound train	Down Main Line Stopping train	2
Down Main Line service	Fareham bound service	2
Simultaneous Moves Not Permitted		
Up train arriving or passing Platform 3	Down train arriving into Platform 2	
Down train from Platform 4 to Down Fast/Up Fast LOS/Reception Sidings	Down train arriving into Platform 2	
Limit of Shunt		
		Length Limit
Platform 4 (clear of E703)	167 yards	4 cars/5 444
Up Fast Line (clear of E704)		12 cars/10 444

St. Denys
Note for Up Trains Calling in Platform 1:
Up trains formed of 8 or more vehicles calling in St. Denys platform 1 should, where possible, be routed via the Up Slow between Northam Junction and St. Denys. An 8-car train routed via the Up Fast standing in St. Denys platform 1 will foul 493A points at St. Denys Junction, preventing a following movement towards the Down Netley until after the first train has departed platform 1. A 10-car train via the Up Slow calling in St. Denys platform 1 will stand foul of 495A points, preventing a following movement from the Up Slow towards the Down Netley; however access to the Down Netley will be available via the Up Fast.

Northam Junction		
Adjustment to Sectional Running Times		
Movements	Reason	Value
Down trains stopping all stations from Fareham to St Denys consisting of Class 450 units	Reduced dwells	<1½>
Down trains from Fareham not stopping at St Denys on the Down Fast Line except for Class 377	Speed differential	{1}
Length and Pathing Restrictions		
See entry under St Denys for restrictions pertaining to trains between St Denys and Northam Jn in either direction		
Junction Margins		
First Movement	Second Movement	Margin
Between all movements		2
Up Fast line train routed from Southampton Eastern Docks	Down Slow to Down main train	3½
Down freight towards Southampton Central	Up freight from Eastern Docks	3½
Simultaneous moves not permitted		
Up Freight from Eastern Docks longer than 560m standing at E838 signal on the approach to Northam Junction	Train to/from Depot Arrival/Departure Line (Northam Signal E842) via 580 points	

Northam Depot	
Acceptance and Dispatch of Trains	
Minimum interval between two departures, two arrivals, or departure following arrival	15
Minimum interval between arrival following departure	5
Trains reversing at E842 Signal	
Minimum reversal time at E842 signal	Standard turnaround plus 2 minutes

Southampton Central		
Adjustment to Sectional Running Times		
Down trains approaching Southampton do not require the standard {½} for crossing over as it is already included in the SRT's.		
Movements	Reason	Value

Southampton Central			
Up freight (up to 620m) crossing from Down Fast/Down Loop to Up Main via Platform 1/2/3		Speed Differential	{½}*
Up freight (over 620m) crossing from Down Fast/Down Loop to Up Main via Platform 1/2/3		Speed Differential	{1}*
* Applies approaching next timing point.			
Connectional Allowances			
All Services except as below	5		
SWR and Southern Services	4		
Dwell Times			
All Services	2		
Junction Margins			
First Movement	Second Movement		Margin
Between all movements except as below			3
Up freight crossing to Up Main at London end of Southampton Central passing via Platform 4 from Down Fast/Down Loop to Up Main	Conflicting Down Arrival		4 [^]
Up freight passing via Platform 1/2/3 from Down Fast/Down Loop to Up Main	Conflicting Down Arrival		4½ ^Δ
Up freight departing Platform 4 to Up Main	Conflicting Down Arrival		4½ ^Δ
Up freight crossing from Up Slow/Down Fast/Down Loop via Platform 1	Down arrival into Platform 2		4
Up freight crossing from Down Fast/Down Loop at country end of Southampton Central	Conflicting Up Arrival		4
Up Freight crossing from Down Fast/Down Loop	Up train arriving into same platform		4½ [^]
Up Freight from Down Fast or Down Loop passes Southampton towards Northam Junction	Up departure towards Northam Junction		4½ ^{\$}
Down Freight passing Platform 4 towards Down Loop	Down Arrival into Platform 4		4
Train passes/departs to Down Loop	Up train arrives/passes Southampton Central from Millbrook via Down Fast		6
Down Freight to Millbrook FLT via Up Fast from Platforms 2-4	Up train arrives/passes from Up Slow		6
Down train passes/departs Southampton Central	Conflicting Up train departs Down Loop towards Southampton Central		2
Train arrives/passes Southampton Central	Departures crossing behind		1*
* 2 minutes if the first movement is a freight service \$ 3 minutes if the second train has {1½} approaching Northam Junction. [^] Increase margin by ½ minute if first train longer than 97 SLU / 620m.			
Permissive Working			
Attaching/Detaching and Platform Sharing is authorised as shown below -			
Platform 1	Up Fast	(Both directions)	Attaching/Detaching
Platform 2	Up Slow	(Both directions)	Attaching/Detaching and Platform Sharing *
Platform 3	Down Slow	(Both directions)	Attaching/Detaching and Platform Sharing *
Platform 4	Down Fast	(Both directions)	Attaching/Detaching
* A second train must arrive in an occupied Platform before the first train is allowed to depart			
Simultaneous moves not permitted			

Southampton Central	
Down Train departing from Platform 4 to the Down Slow	Down Train arriving at Platform 3
Down Train departing Platforms 2/3/4/Bay to the Up Goods Loop/Up Fast or Up Train arriving Platforms 2/3/4/Bay from Up Goods Loop/Up Fast	Up Train approaching E744 signal from Millbrook
Down Train departing Platforms 1/2/3/4/Bay to the Up Goods Loop or Up Train arriving Platforms 1/2/3/4 from the Up Goods Loop	Up Train approaching E746 signal from Millbrook
Up Train from Down Loop/Down Fast/Down Slow/Up Slow to Platform 1	Down Train arriving in Platform 2
Down Train from Platform 1 to Down Slow/Down Fast/Down Loop	Down Train arriving in Platform 2
Train arriving bay Platform from Up Slow/Up Fast/Up Goods Line	Down Train arriving in Platforms 3 and 4
Train departing bay Platform to Down Fast Line	Down Train arriving Platform 4 (only conflicts if there is also an up or down arrival into Platform 3 or a down departure from platform 3)
Train departing bay Platform to Down Slow Line	Down Train arriving in Platforms 3 and 4
Up Train arriving Platform 3	Up Train departing Platform 4
Up Train arriving Platform 1 and Down Train arriving Platform 3	Up Train departing Platform 2
Up Train from Down Loop to Platforms 1/2/3/4 or Down Train to Down loop from Platforms 1/2/3/4	Up Train approaching signal E740 on Down Fast Line
<p>Note: The following routes are approach controlled:</p> <p>Down Direction:</p> <ul style="list-style-type: none"> * Platform 4 to routes other than Down Fast * Platform 3 to routes other than Down Slow * Platform 1 to routes other than Up Fast <p>Up Direction:</p> <ul style="list-style-type: none"> * Up Fast to routes other than Platform 1 * Up Slow to routes other than Platform 2 * Down Fast to routes other than Platform 4 	

Southampton Up Goods Loop	
Permissive Working for attaching/detaching and Platform sharing is authorised as shown below:-	
Sharing, attaching and detaching is permitted	
Berthing Facilities	
	Cars
Up Goods Loop	12

Southampton Down Loop	
Restrictions	
Passenger trains are not able to be divided in the Down Loop	
Loco hauled trains are unable to run round in the Down Loop	

Millbrook		
Junction Margins		
First Movement	Second Movement	Margin
Down Freight passes Millbrook from Down Fast towards Up Docks Branch/Maritime Back Road	Down Fast train passes Church Lane Junction	4½
Down train passes to Maritime Back Road	Up train departs Dock Exit	3
Down Fast train passes Church Lane Junction	Up train departs from E850 Signal on Up Docks Branch to Down Fast	1
Down train from UFL to Millbrook FLT	Up train passes Church Lane Junction to Up Fast	7
Down train from UFL to Millbrook FLT	Up train departs Maritime East Junction to Up Fast	6*
* Based on departure time of second train from Maritime East Junction.		
Limit of Shunt		
		Length Limit
Up Main (clear of Shunt Signal E946)	146m	4 cars/5 444
Planning Restriction		
Pathing time must not be used between Millbrook and Church Lane Junction		

Millbrook FLT
Freight Restriction
Maximum train length that can be accommodated is 84 SLU including locomotive

Church Lane Junction		
Adjustment to Sectional Running Times		
Movements	Reason	Value
Up trains from Redbridge (via Main Line) to Millbrook FLT	Slow speed yard entry and approach control	{1}
Down trains from Down Slow to Redbridge Goods	Speed differential and approach control	{1}
Down trains from Down Fast to Redbridge Goods	Speed differential and approach control	{½}
Down trains from Millbrook FLT to Redbridge	Speed differential	{4}*
Up trains from Redbridge Goods (up to 620m)	Speed differential	{1½}* [^]
Up trains from Redbridge Goods (over 620m)	Speed differential	{2}*
Up trains direct from Maritime FLT to Up Fast/Up Slow	Speed differential	{3}*
Up trains direct from Maritime FLT to Down Fast	Speed differential	{1½}*
* Applies approaching next timing point [^] Increase to {2} for freight longer than 97 SLU / 620m.		
Junction Margins		
First Movement	Second Movement	Margin

Church Lane Junction		
Down train passes towards Redbridge	Up train departs from Maritime East Junction Signal E756/E758	1
Up train passes towards Southampton	Up train departs from Maritime East Junction Signal E756/E758	2*\$
Up freight from Redbridge Goods to Up Fast/Up Slow	Down train towards Redbridge	4½ £^
Up freight direct from Maritime FLT to Up Fast/Up Slow	Down train towards Redbridge	5½ £
Up freight direct from Maritime FLT to Up Fast/Up Slow	Down train towards Redbridge which has stopped at Millbrook	4½
Up freight from Redbridge Goods to Up Fast/Up Slow	Up train passes Church Lane Junction from Redbridge	5½*^
Up freight direct from Maritime FLT to Up Fast/Up Slow	Up train passes Church Lane Junction from Redbridge	7*
Down freight from Down Fast to Redbridge Goods/Maritime FLT	Train from Down Fast towards Redbridge	4
Down freight from Down Slow to Redbridge Goods	Down train towards Redbridge	4½ ^
Down freight from Down Slow to Maritime FLT	Down train towards Redbridge	6½
Freight crossing to/from Millbrook FLT at Redbridge end	Up train to Up Fast/Slow	7
Up train passes from Redbridge via Up Main	Down departure from Millbrook FLT	1
<p>* Margin can be reduced by 1-minute if trains are taking different routes from Church Lane towards Southampton. \$ If the first train calls at Millbrook, then a following train can depart Maritime East Junction Signal E756/E758 towards the Up Slow 2 minutes following the departure of the preceding train from Millbrook. £ Margin can be reduced by ½ minute if the second train has stopped at Southampton Central. ^ Increase margin by ½ minute if first train longer than 97 SLU / 620m.</p>		

Maritime East Junction		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Up trains from Maritime FLT	Slow speed from terminal exit	{2}*
*Approaching next timing point		
Junction Margins		
First Movement	Second Movement	Margin
Up departure from Maritime FLT	Up train pass from Maritime West Junction via Redbridge Goods	10*
Up departure from Maritime FLT	Down train from Millbrook/Church Lane Junction	10*
Up train pass from Maritime West Junction via Redbridge Goods	Up departure from Maritime FLT via a different route from Maritime East Junction	4
Down train to Maritime FLT	Up train pass from Maritime West Junction via Redbridge Goods	9*
Down train to Maritime FLT	Down train to Maritime West Junction via Redbridge Goods	9
Down train to Maritime West Junction via Redbridge Goods	Down train to Maritime FLT	6
* Margin can be reduced by 1 minute if first train is 550m/86 SLU or less. Can be reduced by 3 minutes if the first movement is a light locomotive.		

Maritime East Junction	
Simultaneous moves not permitted	
Down train approaching E757 signal on Redbridge Goods from Church Lane Junction	Train crossing to/from Maritime Back Road
Up train approaching E758 signal on Redbridge Goods from Maritime West Junction	Train crossing to/from Maritime FLT
Planning Notes	
A train in excess of 94 SLU stood at E755 signal on the Maritime Back Road will foul the Up Docks Branch at Millbrook. Therefore, junction margins at Millbrook should be based on the departure time from Maritime East Junction if this is the case.	
A train in excess of 68 SLU stood at E757 signal on the Redbridge Goods will foul the Down Fast at Church Lane Junction (545A points). Therefore, junction margins at Church Lane Junction should be based on the departure time from Maritime East Junction if this is the case.	
Length Restriction	
Freight trains longer than 103 SLU to/from Maritime FLT must be timed via Redbridge Reception Sidings.	

Maritime West Junction		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Up trains from Redbridge Sidings to Maritime East Junction via Redbridge Goods	Slow speed from sidings	{4}*
Down train from Maritime FLT to Redbridge via Redbridge Goods	Slow speed from sidings	{3}*
* Applies approaching next timing point		
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below.		9*
Down departure from Maritime FLT to Redbridge Goods	Down train on Redbridge Goods from Maritime East Junction	10*
Up train from Redbridge Goods to Maritime FLT	Down train on Redbridge Goods from Maritime East Junction	10*
Down train from Redbridge Goods to Redbridge Sidings	Down train on Redbridge Goods from Maritime East Junction	10*
Up train from Redbridge Goods to Maritime FLT	Up train on Redbridge Goods from Redbridge	11*
Up train from Redbridge Sidings to Redbridge Goods	Up train on Redbridge Goods from Redbridge	11*
Down train to Redbridge Sidings from Redbridge Goods	Up train on Redbridge Goods from Redbridge	11*
Down train passes on Redbridge Goods	Up train from Redbridge Sidings to Redbridge Goods	5
Up train passes on Redbridge Goods	Down train from Maritime FLT to Redbridge Goods	5
* Margin can be reduced by 2 minutes if first train is 550m/86 SLU or less. Can be reduced by 3 minutes if the first movement is a light locomotive.		
Simultaneous moves not permitted		
Down train from Maritime FLT to Redbridge Goods	Down train approaching E777 signal from Maritime East Junction via Redbridge Goods	
Up train from Redbridge Goods to Maritime FLT	Down train approaching E777 signal from Maritime East Junction via Redbridge Goods	

Maritime West Junction	
Up train from Redbridge Sidings to Redbridge Goods	Up train approaching E770 signal from Redbridge via Redbridge Goods
Down train from Redbridge Goods to Redbridge Sidings	Up train approaching E770 signal from Redbridge via Redbridge Goods
Planning Notes	
An up train in excess of 93 SLU stood at Maritime West Jn signal E770 will be foul of the Up and Down Main lines at Redbridge. Therefore, junction margins at Redbridge should be based on departure time from Maritime West Jn if this is the case.	
A down train in excess of 93 SLU stood at Redbridge signal E779 will be foul of Maritime West Jn. Therefore, junction margins at Maritime West Jn should be based on departure time from Redbridge if this is the case.	

Redbridge		
Adjustment to Sectional Running Times		
Movements	Reason	Value
Down trains towards Romsey not stopping at Redbridge	Speed Differential	{½}
For Freight trains going towards the Redbridge Goods	Approach Control	{1}
For Freight trains leaving the Redbridge Goods towards Romsey	Speed Differential	{½}
Freight trains leaving the Redbridge Goods towards Totton	Speed Differential	{1}
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		3
Up Bournemouth Line train	Down Romsey Line train	1½
Freight to/from Redbridge Goods crossing to/from Romsey line	Conflicting train arrives/passes Redbridge	5
Down Passenger pass Redbridge to Totton	Down freight departs from Redbridge Goods towards Romsey	2
Simultaneous moves not permitted		
Down train arrives in Redbridge Platform 2	Train crossing to/from Redbridge Goods	
Limit of Shunt		
		Length Limit
Up Line (clear of E772)	200m	8 cars / 5 444

Totton		
Dwell Times		
All Services	1	
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		3
Down Main Line train	Up train departing Fawley Loops	2

Brockenhurst			
Adjustment to Sectional Running Times			
Movements		Reason	Value
Down Main Line arrivals Platform 1 or 4		Approach Control	{1}
Berthing Facilities			
	Cars	Notes	
Up Siding	12	Only to be used in connection with engineering works	
Connectional Allowances			
All Services		3	
Dwell Times			
All Services except as below		1½	
Down direction SWR Services		1	
Junction Margins			
First Movement		Second Movement	Margin
Between all movements except as below			3
Up Main Line or Up Lymington arrivals		Down departures	1
Platform 1 Down Main Line departures		Up Lymington arrivals	4½
Platform 1 Down Main Line departures		Up Main Line arrivals	4
Train passes on Up Main Line		Up Main Line arrival platform 1	4½
Train passes on Down Main Line		ECS crosses from Platform 1 to Down Passenger Loop	2
Up Main Line departure		Down Main Line arrival into platform 1	3
Down Main arrive in Platform 1 or 4		Passing Down Main Line	5
Limit Of Shunt			
		Length Limit	
Up Loop to Up Main (clear of BH60) Country end		12 cars / 10 442/444	
Permissive Working			
Attaching/Detaching and Platform Sharing is authorised as shown below -			
Platform 1	Up Platform Loop	(Up direction)	Attaching/Detaching *
Platform 2	Up Main	(Up direction)	Attaching/Detaching *
Platform 3	Down Main		Prohibited
Platform 4	Down Platform Loop	(Both directions)	Attaching/Detaching and Platform Sharing \$
* Attaching from Lymington Branch only			
\$ A second train must arrive in an occupied Platform before the first train is allowed to depart			
A down train entering occupied platform sharing in platform 4 must not exceed 5-coaches			
Station Working Requirements			
Lymington branch shuttle trains will normally run to Platform 4			

New Milton			
Dwell Times			
All Passenger Services		1	

Christchurch			
Dwell Times			

Christchurch

All Passenger Services

1

Bournemouth**Adjustment to Sectional Running Times**

Movements	Reason	Value
Down trains departing Platform 3 routed via the up line	Speed Differential	{1}*

* These allowances should appear in the section from Bournemouth

Berthing Facilities

	Length
Middle Siding No 1	175m
Middle Siding No 2	260m

Connectional Allowance

All Services except below	5
All South Western Railway services	3

Dwell Times

All Services	2
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Junction Margins

First Movement	Second Movement	Margin
Down departures via Up Line from Platforms 2 & 3	Up arrivals	4

Simultaneous Moves Not Permitted

Up train arrives at Platform 2*	Train arrives or departs Platform 1
Down train arrives at Platform 2	Train to/from Platform 3 at country end of station via 2034 points

* Not applicable if attaching to a train standing in Platform 2.

Permissive Working

Attaching/Detaching and Platform Sharing is authorised as shown below -

Platform 1	Up Bay		Prohibited
Platform 2	Up Main		Attaching/Detaching
Platform 3	Down Main	(Both directions)	Attaching/Detaching
Platform 4	Down Main	(Both directions)	Prohibited

Platform Re-occupation

All trains (opposing direction)	3
All trains (same direction)	2

Branksome**Junction Margins**

First Movement	Second Movement	Margin
Between all movements except as below		3
Down Main Line train	Up Bournemouth Depot train	1

Limit Of Shunt

Branksome	
	Length Limit
Up Platform (clear of BC172/1025)	12 cars / 10 442/444

Bournemouth T&R.S.M.D	
Acceptance of Trains	
Minimum Margin	4
Dispatch of Trains	
DOO trains	10
Non DOO trains	5

Poole		
Berthing Facilities		
	Cars	Notes
Shunting Neck	12	No overnight berthing permitted
Reception Road	12	No overnight berthing permitted
No. 2 Siding	7	Non- Electrified. No overnight berthing permitted
No. 1 Siding	6	No overnight berthing permitted
Connectional Allowances		
All Services	5	
Dwell Times		
All Services	1½	
Adjustment to Sectional Running Times		
Movements	Reason	Margin
Up train arriving into Platform 2 from Hamworthy Direction*	Speed Differential	{½}
* These allowances should appear in the section from Hamworthy		
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		3
Up train arriving at Platform 1	Down train crossing from Platform 2 to sidings	1
Up train arriving into Platform 2	Down train starting from Platform 1 travelling towards Wareham/Weymouth	1*
Down train starting from Platform 1 travelling towards Wareham/Weymouth	Up train arriving into Platform 1 from Wareham/Weymouth	6
Down train crossing from Platform 1 or 2 to sidings	Up train arriving at Platform 1	4 ½
Up train departing Platform 1 towards Branksome	Down train arriving in platform 1 from Branksome	4½
* New Signalling to enable full passenger move to the down platform from up main (country end) subject to commissioning		
Limit Of Shunt		
	Length Limit	
Down Platform	12 cars/10 class 442/444	

Poole Yard**Up train arriving in Poole Sidings****Freight Length Restrictions**

The freight length restriction is 47 SLUs

Hamworthy**Dwell Times**

All services | 1

Junction Margins

First Movement	Second Movement	Margin
Between all movements		4

Wareham**Berthing Facilities**

	Cars	Notes
Down Siding	12	

Dwell Times

All Services | 1

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
Down Main Line departure	Up train from Furzebrook	8

Wool**Dwell Times**

All Services | 1

Moreton**Junction Margins**

First Movement	Second Movement	Margin
Re-occupation of Single Line		1

Station Working Requirements

Up trains must not be timed to stop for more than 1 minute due to level crossing arrangements

Dorchester South**Dwell Times**

All Services | 1½

Junction Margins

First Movement	Second Movement	Margin
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Dorchester South

Re-occupation of Single Line		1
Restrictions		
Pathing time must not be used between Dorchester South and Dorchester Junction because there are no signals between these locations		

Dorchester Junction**Junction Margins**

First Movement	Second Movement	Margin
Between all movements		4

Weymouth**Berthing Facilities**

	Cars	Notes
Jersey Siding No 1	12	
Jersey Siding No 2	12	Approximately 130m electrified
Jersey Siding Extension	6	
Jubilee Siding	8	

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
Down Main Line arrival	Up train crossing behind	1
Up Main Line departure from Platforms 2/3	Down Sidings arrival to Platforms 3/2	3½

Permissive Working

Attaching/Detaching and Platform Sharing is authorised as shown below -

Platform 1		Attaching/Detaching and Platform Sharing
Platform 2		Attaching/Detaching and Platform Sharing*
Platform 3		Attaching/Detaching and Platform Sharing*

* If platform occupied by more than 5 coaches, then it is not possible for another train to be permissively signalled into the platform.

Platform Capacity

	Cars	Notes
Platform 1	5	1 x Class 442/444 or 1 x Class 450
Platform 2	12	2 x Class 442/444 or 3 x Class 450 or 12 Mark 1 or 2 coaches including Locomotives
Platform 3	13	2 x Class 442/444 or 3 x Class 450 or 13 Mark 1 or 2 coaches including Locomotives

SW105A SOUTHAMPTON TO SOUTHAMPTON WESTERN DOCKS**Southampton**

See entry under route – SW105

SW105C WEYMOUTH JUNCTION TO WEYMOUTH SIGNAL DR194**Weymouth**

See entry under route – SW105

SW110 WOKING JUNCTION TO PORTSMOUTH HARBOUR**Woking Junction**

See entry under route – SW105

Guildford**Adjustment to Sectional Running Times**

Movement	Reason	Value
Down EMU trains from Woking to Platforms 2, 3, 5, 6 and 8	Speed Differential	{½}
Up trains from Shalford Junction which are attaching at Guildford	Approach Control	{1}
Up trains approaching Guildford from Shalford Junction and Ash, and down trains from Effingham Junction, already have the standard {½} for crossing over included in the SRT's.		

Berthing Facilities

	Cars	Notes
No 1 Up Carriage Siding	12	
No 2 Up Carriage Siding	12	
No 3 Up Carriage Siding	8	

Connectional Allowances

All Services	5
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Dwell Times

All Services except as below	2
Off-Peak SWR Services	1½
GWR Services	1½

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
Departure platform 5 towards Woking Junction	Down platform 3/5/6/8/Carriage Sidings arrival from Woking Junction	4½
Train departing Platforms 3, 5, 6, & 8 towards Shalford Junction	Train arriving from Shalford Junction	4
All arrivals	Departures crossing behind	1
Down Line converging movements (South End)		3½

Permissive Working

Attaching/Detaching and Platform Sharing is authorised as shown below -

Guildford		
Platform 1	Bay	Attaching/Detaching and Platform Sharing \$
Platform 2	Down Cobham	Attaching/Detaching and Platform Sharing *
Platform 3	Up Cobham	Attaching/Detaching and Platform Sharing *
Platform 4	Down Main	Attaching/Detaching
Platform 5	Up Main	Attaching/Detaching and Platform Sharing *
Platform 6/7	Up Ash	Attaching/Detaching and Platform Sharing *
Platform 8	Up Ash	Attaching/Detaching and Platform Sharing *
* A second train must arrive in an occupied Platform before the first train is allowed to depart		
\$ If platform occupied by more than 5 coaches, then it is not possible for another train to be permissively signalled into the platform.		
Safety Check Unit		
All Cross Country - Class 22x trains which arrive ECS and depart as passenger trains to be allowed a Turnaround / Dwell time of 5 minutes providing the Safety Checks have been carried out prior to arrival at Guildford		
Simultaneous Moves Not Permitted		
Train arriving Platform 5 from Woking/Ash	Arrival from Shalford Junction	
Train arriving Platform 5 from Woking/Ash	Train arriving Platform 3 from Shalford Junction or train departing Platform 3 to Shalford Junction	*
Train arriving Platform 5 from Woking/Ash	Train arriving Platform 6 from Shalford Junction or train departing Platform 6 to Shalford Junction	*
Train arriving Platform 5 from Woking/Ash	Train arriving Platform 8 from Shalford Junction or train departing Platform 8 to Shalford Junction	*
Train from Ash arriving Platform 4	Train arriving Platform 5 from Shalford Junction	
Train arriving Platform 5 from Shalford Junction	Departure from London end of Platform 4 towards Ash/Woking	
Train arriving Platform 3 from Shalford Junction	Train departing Platform 2 to Woking	
Train arriving Platform 3 from Shalford Junction	Down Train shunting from GD635 to Platform 2	
* This is not applicable if the Down Train is "topping" a train already berthed at the tunnel end of Platform 5		

Shalford Junction		
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		3
Down train towards Farncombe	Up train from Shalford	2½

Farncombe	
Dwell Times	
All services	1

Godalming	
Dwell Times	
All Services	1

Haslemere		
Connectional Allowances		
All Services	5	
Dwell Times		
All Peak Services	1½	
All Other Services	1	
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		3
All arrivals	Departures crossing behind	1
Up Departure from 2 or 3	Up Departure from alternate Platform	3 ½

Petersfield		
Dwell Times		
All Peak Services	1½	
All Other Services	1	

Havant		
Dwell Times		
All Services	1	
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		3
Down Waterloo Line arrivals	Brighton Line departures crossing behind	1
Platform Re-occupation		
	Margin	
Up Platform	2½ *	
Down Platform	2½	
* A Margin of 2 minutes applies when there is pathing time approaching Havant		

Bedhampton		
Dwell Times		
Class 444/450 Down services also stopping at Hilsea	1	

Farlington Junction		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Down trains towards Cosham Junction	Speed Differential	{½}
Junction Margins		
First Movement	Second Movement	Margin
Between all movements		2

Portcreek Junction		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Up trains towards Cosham Junction	Speed Differential	{½}
Down trains from Cosham Junction	Speed Differential	{½}* * Allowance to be applied after Portcreek Junction
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		2
Up Main line train	Down train from Cosham Junction	2½

Fratton East		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Train crossing to Down No 1 Reception Line	Approach control	{1}
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		3
Passing Down Service	Up train from Fratton CSD crossing behind	1

Fratton		
Dwell Times		
All Services	1	
Station Working Requirements		
Down 10 and 12 car trains should be Platformed on the Down Main Line		

Fratton S.S.		
Acceptance of Trains		
Minimum Margin	10	
Dispatch of Trains		
Minimum Margin	10*	
* A margin of 2 Minutes is to apply between arrivals and departures.		

Fratton C.S.D.**Acceptance of Trains**

Minimum Margin	10
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Dispatch of Trains

Minimum Margin	10*
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* A margin of 2 Minutes is to apply between arrivals and departures.

Fratton Staff Halt**Junction Margins**

First Movement	Second Movement	Margin
Arrival at Fratton C.S.D.	Arrival at Fratton S.S./Fuel Point	10
Arrival at Fratton S.S./Fuel Point	Arrival at Fratton C.S.D.	10
Departure from Fratton C.S.D.	Departure from Fratton S.S./Fuel Point	10
Departure from Fratton S.S./Fuel Point	Departure from Fratton C.S.D.	10
Arrival at Fratton C.S.D.	Departure from Fratton S.S./Fuel Point	2
Arrival at Fratton S.S./Fuel Point	Departure from Fratton C.S.D.	2

A train standing at the Staff Halt blocks the route across 7 points. It is not possible for a train to depart Fratton C.S.D./Fratton S.S. towards Portsmouth whilst a train is stood at the Staff Halt.

Portsmouth and Southsea Down Carriage Sidings**Berthing Facilities**

	Cars	Notes
No 1 Road	12	
No 2 Road	12	
No 3 Road	8	

Portsmouth & Southsea**Dwell Times**

All Services	1
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Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
Down arrival	Up departure crossing behind	1
Down Main Line arrival on Platform 2	Arrival on Platform 4 from Back Road	4
Up Departure Platform 1 to Up Main	Arrival at Platform 3 or 4	4
Up Departure Platform 3 to Up Main	Down Main arrival on Platform 4	4
Up Departure Platform 4	Down Arrival Platform 3	4

Permissive Working

Attaching/Detaching and Platform Sharing is authorised as shown below -

Platform		
Platform 1		Prohibited
Platform 2	(Down direction)	Prohibited
Platform 3		Attaching/Detaching and Platform Sharing
Platform 4		Attaching/Detaching and Platform Sharing

Portsmouth & Southsea	
Platform Re-occupation	
	Margin
Platforms 3 and 4 (Low Level)	4

Portsmouth Harbour		
Junction Margins		
First Movement	Second Movement	Margin
Up departure	Conflicting Down arrival	3
Down arrival	Conflicting Up departure	1
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below -		
Platform 1		Attaching/Detaching and Platform Sharing
Platform 3		Attaching/Detaching and Platform Sharing
Platform 4		Attaching/Detaching and Platform Sharing
Platform 5		Attaching/Detaching and Platform Sharing *
* Classes 442 and 444 are not permitted to attach by TOC instruction		
Platform Capacity		
	Cars	Notes
Platform 1	8	1 x 5 car Class 442/444 with 1x 3 car Class 158 cannot be accommodated
Platform 3	12	1 x 5 car Class 442/444 with 2x 3 car Class 158 cannot be accommodated
Platform 4	12	1 x 5 car Class 442/444 with 2x 3 car Class 158 cannot be accommodated
Platform 5	12	1 x 5 car Class 442/444 with 2x 3 car Class 158 cannot be accommodated
Platform Re-occupation		
	Margin	
Between a departure and an arrival in the same Platform	3	
Station Working Requirements		
Platforms 3, 4 and 5 are restricted to 12 cars only and, if there are 12 cars they must not consist of more than two trains.		
Platforming restrictions apply to trains formed of Class 165 or 166 – check Sectional Appendix for details.		

SW115 WORTING JUNCTION TO PINHOE	
Worting Junction	
See entry under route – SW105	

Overton	
Dwell Times	
Class 159 DMU Morning and Evening Peak Only	1

Whitchurch	
Dwell Times	
Class 159 DMU Morning and Evening Peak Only	1

Andover	
Dwell Times	
Class 159 DMU	1½
Limit Of Shunt	
Down Platform (clear of GF7 points)	Length Limit 9 cars

Grateley	
Dwell Times	
Class 159 DMU Morning and Evening Peak Only	1

Laverstock North Junction		
Junction Margins		
First Movement	Second Movement	Margin
Between all movements		4 *\$
* If a down train is signalled via Laverstock Loop then a train signalled from Salisbury to the Romsey direction must be held at signal SY40 until the train which has traversed Laverstock Loop has cleared signal SY34		
\$ If a train is signalled from the Romsey direction via Laverstock Loop to the Up Main Line then trains bound for the Romsey line must be held at signal SY40 until the train has cleared Laverstock South Junction		

Salisbury Tunnel Junction		
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		3 *\$
Passing Down Mainline train	Passing Romsey bound train	1½
Passing Romsey bound Freight train	Passing Down Main line train	3½
* If a down train is signalled via Laverstock Loop then a train signalled from Salisbury to the Romsey direction must be held at signal SY40 until the train which has traversed Laverstock Loop has cleared signal SY34.		
\$ If a train is signalled from the Romsey direction via Laverstock Loop to the Up Main Line then trains bound for the Romsey line must be held at signal SY40 until the train has cleared Laverstock South Junction		

Salisbury		
Adjustment to Sectional Running Times		
Movements	Reason	Value
Trains departing from Platforms, 2, 5 or the West Carriage Sidings towards Wilton Junction	Speed Differential	{1}
The standard {½} crossover/bay allowances are already included in the SRT's		

Salisbury		
Dwell Times		
Class 150 DMU	1	
Class 158 DMU	1½	
Class 159 DMU	2	
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		3
Up train arrival at Platform 3	Down train arrival at Platform 4	2
Up train arrival at Platform 4	Down train arrival at Platform 3	2
All arrivals	Departures crossing behind	1
Down train depart/passing Platforms 3 & 4	Up train arrival Platforms 3 & 4	4
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below -		
Platform 1	Reception Road	Attaching/Detaching and Platform Sharing * \$
Platform 2	Up Main	Attaching/Detaching and Platform Sharing \$
Platform 3	Platform Loop	Attaching/Detaching and Platform Sharing \$
Platform 4	Down Main	Attaching/Detaching and Platform Sharing \$
Platform 5	West Bay	Attaching/Detaching and Platform Sharing *
Platform 6	East Bay	Attaching/Detaching and Platform Sharing
* Not a passenger line		
\$ A second train must arrive in an occupied Platform before the first train is allowed to depart		

Salisbury Depot		
Acceptance of Trains		
Minimum Margin	20	
Dispatch of Trains		
Minimum Margin	15	
Between Arrivals and Departures		
Minimum Margin	10	
Timing Point		
Timing Point is the train crew relief point/signal SY232		

Salisbury Signal SY215		
Station Working Requirements		
Access is only available by use of a 'Shunters Release' which enables Salisbury Signal box to set the route. Additional trains planned to reverse behind SY215 should be arranged with local operations staff to ensure staff availability.		

Salisbury East Sidings		
Station Working Requirements		
Access is only available by use of a 'Shunters Release' which enables Salisbury Signal box to set the route.		

Wilton Junction			
Adjustment to Sectional Running Times			
Movements		Reason	Value
Trains towards Warminster		Speed Differential	{½}
Freight timing loads from Quidhampton Sidings towards Salisbury – allowances to be applied approaching next timing point after Wilton Junction:			
Train Class	Trailing Load		Reason
Class 6	601 – 1000t	TR40 – TR55	Not at line speed passing Wilton Junction
	1001 – 1400t	TR70	Not at line speed passing Wilton Junction
	1401 – 1800t	TR85 – TR100	Not at line speed passing Wilton Junction
	1801 – 2400t	TR115 – TR130	Not at line speed passing Wilton Junction
Class 4	601 – 1000t	TR40 – TR50	Not at line speed passing Wilton Junction
	1001 – 1400t	TR60 – TR80	Not at line speed passing Wilton Junction
	1401 – 1600t	TR90	Not at line speed passing Wilton Junction
Junction Margins			
First Movement		Second Movement	Margin
Between all movements except as below			3
A number of margins and restrictions apply for movements to/from Quidhampton Sidings - please see entry under route SW170 for Wilton Junction G.F.			

Wilton		
Junction Margins		
First Movement	Second Movement	Margin
Re-occupation of Single Line		3*
* 1 minute from standing start		

Tisbury Loop		
Junction Margins		
First Movement	Second Movement	Margin
Re-occupation of Single Line		*
* Arrive 3 minutes before crossing, depart 1 minute after		
Note: The signal protecting the loop in the Up direction is at Tisbury Station, so an up train cannot leave Tisbury until the crossing down train is stopped in the loop. If an up train calls at Tisbury, it cannot have pathing time between Tisbury and Tisbury Loop for a crossing movement		

Tisbury	
Dwell Times	
Class 159 DMU	1

Gillingham	
Dwell Times	
All Services	1½
Junction Margins	

Gillingham		
First Movement	Second Movement	Margin
Re-occupation of Single Line		*\$
* Arrive 2 minutes before crossing a stopping train, depart 1 minute after		
\$ Arrive 3 minutes before crossing a non-stopping train, depart 1 minute after		

Gillingham Up Sidings		
Station Working Requirements		
Access is only available by use of a 'Shunters Release' via ground frame which enables Basingstoke Signalling Centre to set the route.		

Templecombe		
Adjustment to Sectional Running Times		
Movements	Reason	Value
Down passing trains proceeding onto ML	Speed Differential	{½}
Dwell Times		
Up Services Only	4	
Junction Margins		
First Movement	Second Movement	Margin
Between all movements		4

Sherborne		
Dwell Times		
Class 159 DMU	1	

Yeovil Junction		
Adjustment to Sectional Running Times		
Movements	Reason	Value
Down train signalled to arrive when movement signalled Single Line to/from Chard Junction	Speed Differential	{1}
Up trains entering the station	Approach Control on Signal SE4732	{1}
Connectional Allowance		
	60	
Connectional allowance between Yeovil Junction and Yeovil Pen Mill		
Dwell Times		
Class 159 DMU	1½	
Junction Margins		
First Movement	Second Movement	Margin
Between all movements		4
Reoccupation of single line		1
Limit of Shunt		

Yeovil Junction	
Length Limit	
Down Line (clear of SE4721)	60 SLUs / 20Mk 1 vehicles
Permissive Working for attaching/detaching and Platform sharing is authorised as shown below:	
Platform 1	Attaching/Detaching \$
Platform 2	Attaching/Detaching \$
\$ Attaching is only permitted when the second arrival is empty coaching stock shunting from signals 4721, 4723 or 4732.	
\$ Detaching is permitted in order to form 2 or more separate workings or to remove vehicles	
Simultaneous Moves Not Permitted	
Up Train signalled into Up Platform	Any Crossing move taking place at the London end of the station between the up and down lines or to or from the Pen Mill branch. Train must come to a stand in the Up platform before these moves are made.
Down Train signalled into Up Platform	Train signalled into or out of the Crewkerne end of the down platform.
Station Working Requirements	
<ul style="list-style-type: none"> All attachments to up trains must be made by bringing the up train to a stand in the Platform, and attaching the portion at the London via signals SE4721 or SE4723. The shunt move must be made via SE4721 or SE4723 after the up train has arrived as it is not possible to be at a stand at SE4721 or SE4723 as this is in the overlap of SE4718 or SE4714 It is possible to hold a 6 Car Class 159 at signal SE4710, waiting line clear for the section ahead. Note: This facility may be used when a train starts from Platform 1 or 2 towards Salisbury, to clear the Platform for another train before the preceding train has cleared the block section to Sherborne. Trains shunting via signal SE4753 are not allowed to run into any occupied Platform for attaching purposes A shunting move only is allowed from one platform to another or between or to and from the sidings for the purposes of attaching, detaching or removing vehicles from the platform. 	

Yeovil Up Siding
Station Working Requirements
Access is only available by use of a 'Shunters Release' via a ground frame. Access to and from this siding is available from Yeovil Junction when Yeovil Pen Mill Box is closed.

Crewkerne	
Dwell Times	
Class 159 DMU	1

Chard Junction		
Adjustment to Sectional Running Times		
The standard {½} allowance required to stop in the loop is already included in the SRT.		
Junction Margins		
First Movement	Second Movement	Margin
Re-occupation of Single Line		*
* Arrive 3 minutes before crossing, depart 1 minute after		

Axminster East Junction		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Down trains approaching Axminster East Junction proceeding to Axminster Platform 1	Speed Differential	{1/2}
Junction Margins		
First Movement	Second Movement	Margin
Re-occupation of Single Line		2½

Axminster	
Dwell Times	
Class 159 DMU	1½

Axminster West Junction		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Up trains approaching Axminster West Junction proceeding to Axminster Platform 2	Speed Differential	{1/2}
Junction Margins		
First Movement	Second Movement	Margin
Re-occupation of Single Line		2½
Note: A down train may not depart in the down direction towards Honiton if the preceding down train is signalled into or occupies the Down Platform at Honiton.		

Honiton		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Loco Hauled & HST Only Up trains approaching Honiton Up Loop	Approach Control & Speed Differential	{1½}
Dwell Times		
Class 159 DMU	1½	
Junction Margins		
First Movement	Second Movement	Margin
Re-occupation of Single Line		*
* Arrive 2 minutes before crossing, depart 1 minute after		
Note: A down train may not depart Axminster West Junction in the down direction towards Honiton if the preceding down train is signalled into or occupies the Down Platform at Honiton.		
Note: A train departing Pinhoe Platform 1 to shunt behind Signal EJ1 prevents a train in the Down direction from being signalled beyond Honiton station. Therefore, any Down direction trains must be planned to depart Honiton no less than 1 minute after a shunt move has arrived into Pinhoe Platform 2.		
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below -		

Honiton

Platform 1	Down Exeter	Detaching only
Platform 2	Up Loop	Prohibited

Operating Restriction

The Up Loop is NOT reversibly signalled and a down train can not enter the Up Loop.
An Up train that has terminated in the Up Loop may be signalled back towards Exeter from this loop.

Pinhoe**Junction Margins**

First Movement	Second Movement	Margin
Re-occupation of Single Line		3*
* 1 minute from standing start		

Planning Note

A train that is required to depart Pinhoe Platform 1 in the Up direction and shunt behind Signal EJ1 prevents a train in the Down direction from being signalled beyond Honiton station (SE4807 or SE4809).
Therefore, any Down direction trains must be planned to depart Honiton no less than 1 minute after a shunt move has arrived into Pinhoe Platform 2.
Changes here to be consulted in tandem with the GW610 on the Western & Wales route.

SW115A ANDOVER TO LUDGERSHALL MOD**Andover**

See entry under route – SW115

Ludgershall Branch Stop Board

All associated freight trains require a 5 minute OP stop at this location in order for the shunter to operate the ground frame.

Ludgershall Loop

Although the loop is on NR property, the country end points are on MOD property and therefore requires MOD authority prior to the loop being available for use.

SW115B LAVERSTOCK NORTH JUNCTION TO LAVERSTOCK SOUTH JUNCTION**Laverstock North Junction**

See entry under route – SW115

Laverstock Loop

It is not possible for a train to stand on Laverstock Loop to await a train to pass on the Up/Down Main (SW115) or Up/Down Dean lines (SW150). Pathing time must not be used between Laverstock South Junction and Laverstock North Junction.

Laverstock South Junction

See entry under route – SW150

SW115C YEOVIL JUNCTION TO YEOVIL PEN MILL**Yeovil Junction**

See entry under route – SW115

Yeovil Up Siding

See entry under route – SW175

Yeovil Pen Mill

See entry under route – SW175

SW120 PIRBRIGHT JUNCTION TO ALTON**Pirbright Junction**

See entry under route – SW105

Ash Vale**Adjustment to Sectional Running Times**

Movement	Reason	Value
Up trains towards Frimley Junction passing Ash Vale	Speed Differential	{½}
Down trains from Frimley Junction passing Ash Vale	Speed Differential	{½}*

* This allowance should appear in the section from Ash Vale

Dwell Times

All Services | 1

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
Service arriving from Frimley	Departure towards Pirbright Junction	1
Up Camberley departure reoccupying single line		1

Aldershot North Junction**Adjustment to Sectional Running Times**

Aldershot North Junction		
Movement	Reason	Value
Up Passenger services towards Aldershot South Junction	Speed Differential	{½}
Up freight services towards Aldershot South Junction	Approach control	{1}
Down services towards Aldershot from Aldershot South Junction	Speed Differential	{½}* * This allowance should appear in the section from Aldershot North Junction
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		2
Up services towards Aldershot South Junction	Down services from Ash Vale	2½

Aldershot			
Berthing Facilities			
	Cars		
Platform 3 – DPL	12		
Connectional Allowances			
All Services	4		
Dwell Times			
All Services	1		
Junction Margins			
First Movement	Second Movement	Margin	
Between all movements except as below		3	
Down arrival	Up departure crossing behind	1	
Limit of Shunt			
	Length Limit		
Up Main Platform (clear of WK422)	12 cars		
Permissive Working			
Attaching/Detaching and Platform Sharing is authorised as shown below -			
Platform 1	Up Main		Prohibited
Platform 2	Down Main	(Down direction)	Attaching/Detaching
Platform 3	Down Platform Loop		Prohibited
In all circumstances a second train is prohibited from entering Platform 2 if it will not attach to the first train			

Farnham			
Dwell Times			
All Services	1		
Junction Margins			
First Movement	Second Movement	Margin	
Between all movements except as below		3	
Up arrival	Down ECS to shed crossing behind	1	
Reoccupation of single line		1	

Farnham			
Limit of Shunt			
		Length Limit	
Down Platform (Clear of WK443)		10 cars	
Permissive Working			
Attaching/Detaching and Platform Sharing is authorised as shown below -			
Platform 1	Up Main	(Up direction)	Attaching/Detaching
Platform 2	Down Main	(Up direction)	Attaching/Detaching *
* A second train is prohibited from entering Platform 2 if it will not attach to the first train			
Simultaneous Moves which ARE Permitted			
Train arrives in Platform 1		Train departs from Platform 2	

Farnham Shed**Berthing Facilities***

	Cars	Notes
No 1 Siding	18 cars clear 20 cars max	(blocking 2 to 5 sidings)
No 2 Siding	16 cars clear 18 cars max	(blocking 3 to 5 sidings)
No 3 Siding	12 cars clear 16 cars max	(blocking 4 and 5 sidings)
No 4 Siding	12 cars clear 14 cars max	(blocking No 5 siding)
No 5 Siding	12	

* Staff walkway crosses sidings beyond 12-car distance. Berthing stock to leave walkway clear reduces siding capacity by 1 car length.

A maximum of 6 moves a day are permitted between Farnham Shed and the CET siding via the main line

Bentley**Dwell Times**

All services	1
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Junction Margins

First Movement	Second Movement	Margin
Re-occupation of Single Line		*

* Services can arrive simultaneously, but there must be 1 minute between departures.

Standard Length

	Limit
Down Passenger Loop	350m

Alton**Junction Margins**

First Movement	Second Movement	Margin
Re-occupation of Single Line		1

SW120A ALDERSHOT JUNCTION TO ALDERSHOT SOUTH JUNCTION**Aldershot North Junction**

See entry under route – SW120

Aldershot South Junction

See entry under route – SW265

SW125 SOUTHCOTE JUNCTION TO BASINGSTOKE**Basingstoke**

See entry under route – SW105

SW130 EASTLEIGH EAST JUNCTION TO ROMSEY**Eastleigh East Junction**

See also entry under route – SW105

Eastleigh Single Line Junction**Junction Margins**

First Movement	Second Movement	Margin
Re-occupation of Single Line		3*
* 1 minute from a standing start at signal E97		
Maximum standage from Eastleigh signal E97 clear of 436 points		94 SLUs
Maximum standage from Eastleigh signal E97 clear of 442 points		121 SLUs
Note: Train arriving from Eastleigh Platform 2/3 needs to be at a stand at Signal E97 before a down train can proceed from Signal E30 to Signal E32		

Romsey Single Line Junction**Junction Margins**

First Movement	Second Movement	Margin
Re-occupation of Single Line		3*
* 1 minute from standing start at Signal E882		

Romsey

See also entry under route – SW150

SW135 EASTLEIGH WEST JUNCTION TO FAREHAM**Eastleigh West Junction**

See entry under route – SW105

Eastleigh South Junction**Junction Margins**

First Movement	Second Movement	Margin
Re-occupation of Single Line		2*
* 1 minute from standing start at Signal E81		

Hedge End**Dwell Times**

Up Services Only | 1

Botley**Dwell Times**

Down Services Only | 1

Junction Margins

First Movement	Second Movement	Margin
Re-occupation of Single Line Up train arrive/pass	Down train pass	3*
Up train arrive/pass	Down train or shunt movement depart	4
Down train pass/depart onto Single Line	Shunt movement onto Single Line Train depart aggregate siding	2
Train depart Platform 2 towards into aggregate siding	Down train arriveing Platform 2	5 [±]
Up train depart Platform 2	Down train arrive Platform 2	4
Up train depart Platform 2	Up train arrive Platform 1	4

* 1 minute from standing start at Signal E827 Can be reduced to 3 if first movement is light locomotive.

Simultaneous Moves Not Permitted

Up train arrive Platform 1	Up train depart Platform 2 towards Eastleigh
Up train arrive Platform 1	Train shunting via Signal E295

Planning Note

Freight Trains from the Aggregate Siding towards Hedge End must have a 20 minute run round allowance shown in platform 2.

Fareham North Junction**Junction Margins**

First Movement	Second Movement	Margin
Re-occupation of Single Line		3*
Freight train to Fareham	Up train from Fareham	3½
Freight train into sidings	Up train from Fareham	4\$

* 1 minute from standing start at Signal E822

\$ 3 minutes from standing start at Signal E822

Fareham Sidings

See also entry under route – SW140

Fareham

See also entry under route – SW140

SW140 ST DENYS TO PORTCREEK JUNCTION**St. Denys**

See entry under route – SW105

Bitterne**Dwell Times**

Class 450 | ½

Woolston**Dwell Times**

Class 450 | ½

Sholing**Dwell Times**

Class 450 | ½

Netley**Dwell Times**

Class 450 | ½

Hamble**Dwell Times**

Class 450 | ½

Bursledon**Dwell Times**

Class 450 | ½

Swanwick**Dwell Times**

Class 450 | ½

Fareham Sidings**Station Working Requirements**

Access is only available by use of a 'Shunters Release' which enables Eastleigh Area Signalling centre to set the route

Berthing Facilities

Fareham Sidings		
	Length	Notes
Siding 1	Length Limit 36 SLU (230 metres)	No long term berthing permitted
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below -		
Siding 1 (Non Electrified)	Network Siding	Attaching/Detaching
Siding 2 (Non Electrified)	DBS Leased Siding	-
* This is only possible with agreement via the Eastleigh Panel and with the availability of a Shunter on the ground.		

Fareham			
Dwell Times			
All Services	1½		
Extract from Sectional Appendix Local Instructions Fareham			
All drivers of terminating trains which require shunting via either the Up Netley or Up Portsmouth lines must contact the signaller before any movement is made, even if a signal is already cleared. This is to ensure that the signaller is aware of and has a clear understanding of the movement to be made			
Junction Margins			
First Movement	Second Movement		Margin
Between all movements except as below			3*
Service arriving from Netley Line	Departure towards Eastleigh Line		1
Note: When down trains of more than 8 coaches call at Fareham they overhang the Junction. Therefore, Junction Margins will need to be applied based on the departure from Fareham.			
* It may be necessary to apply additional time for Trains arriving/departing Fareham Siding using Platform 3 to reverse as they will need to confirm they are clear of points 590 with Eastleigh Signal Centre.			
Trains shunting via 283 Signal: Due to overlap restrictions an up train cannot arrive into platform 1 from Portchester whilst a shunt move is taking place via 283 signal.			
Permissive Working			
Attaching/Detaching and Platform Sharing is authorised as shown below -			
Platform 1	Up Portsmouth	(Up direction)	Attaching/Detaching *
Platform 2	Up Bay		Prohibited
Platform 3	Down Portsmouth	(Down direction)	Detaching only
* A second train is prohibited from entering this Platform if it will not attach to the first train			
Platform Re-occupation			
Platform Re-Occupation			Margin
All Platforms			3
Except: Platform 3 when second movement is from the Botley direction			2

Cosham		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Up trains from Portcreek Junction	Speed Differential	{1/2}
Dwell Times		
All Services	1	
Station Working Requirements		
Down trains exceeding eight cars should not be timed to stop for more than 1 minute to avoid blocking the level crossing.		

Cosham Junction		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Down trains towards Portcreek Junction	Speed Differential	{1/2}
Junction Margins		
First Movement	Second Movement	Margin
Between all movements		2

Portcreek Junction
See also entry under route – SW110

SW140A COSHAM JUNCTION TO FARLINGTON JUNCTION
Cosham Junction
See entry under route – SW140

Farlington Junction
See also entry under route – SW110

SW145 NORTHAM JUNCTION TO SOUTHAMPTON EASTERN DOCKS
Northam Junction
See entry under route – SW105

Southampton Eastern Docks
Acceptance of Trains
Trains can enter when the departing train has cleared Northam Junction
Arriving train cannot depart Northam Junction until it has been accepted by a shunter

Southampton Eastern Docks**Freight Length Restrictions**

Freight Length Restriction is 104 SLUs

SW150 REDBRIDGE JUNCTION TO SALISBURY TUNNEL JUNCTION**Redbridge**

See entry under route – SW105

Romsey**Adjustment to Sectional Running Times**

Movement	Reason	Value
Non-Stop Freight from Dunbridge towards Redbridge	Approach Control	{1½}*
Non-Stop Passenger from Dunbridge towards Redbridge	Approach Control	{1}*

* Adjustment shown approaching Romsey

Dwell Times

Class 158 DMU	1
Class 159 DMU	1

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
Service arriving from Eastleigh	Departure towards Redbridge	1
Freight Service Passing from Eastleigh	Departure towards Redbridge	1½
Up train passing/stopping Platform 1 towards Redbridge	Down train Terminate Platform 2 from Eastleigh	4

Platform Re-occupation

	Margin
Platform 1 (Up Platform)	3

Simultaneous Moves Not Permitted

Up train departing down Platform (Platform 2)	Up train arriving up Platform (Platform 1)
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Laverstock South Junction**Junction Margins**

First Movement	Second Movement	Margin
Between all movements		4*\$
Down train via Laverstock Loop towards Andover passes Laverstock South Junction	Down train towards Salisbury passes Salisbury Tunnel Junction	7

* If a down train is signalled via Laverstock Loop then a train signalled from Salisbury to the Romsey direction must be held at signal SY40 until the train which has traversed Laverstock Loop has cleared signal SY34

\$ If a train is signalled from the Romsey direction via Laverstock Loop to the Up Main Line then trains bound for the Romsey line must be held at signal SY40 until the train has cleared Laverstock South Junction

Salisbury Tunnel Junction

See entry under route – SW115

SW155 TOTTON YARD TO FAWLEY**Totton**

See entry under route – SW105

Marchwood**Junction Margins**

First Movement	Second Movement	Margin
Re-occupation of Single Line		*

* Arrive 2 minutes before crossing, depart 1 minute after

Operating Note

Trains entering the Marchwood MOD from Totton must have a 2 minute OP stop to obtain permission to pass the stop board.

Trains departing Marchwood towards Totton do not require an OP stop at Marchwood.

SW160 BROCKENHURST TO LYMINGTON PIER**Brockenhurst**

See entry under route – SW105

SW165 HAMWORTHY JUNCTION TO HAMWORTHY GOODS**Hamworthy**

See entry under route – SW105

SW170 WARMINSTER TO WILTON JUNCTION**Wilton Junction**

See entry under route – SW115

Wilton Junction G.F.**Junction Margins**

First Movement	Second Movement	Margin
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Wilton Junction G.F.		
Freight departs from Wilton Junction G.F. towards Quidhampton Sidings	Conflicting train passes Wilton Junction	8*
Train from Warminster passes Wilton Junction towards Salisbury	Freight departs Wilton Junction G.F. Signal 7 towards Quidhampton Sidings	3
Train passes Wilton Junction towards Salisbury	Conflicting Freight departs Quidhampton Sidings towards Wilton Junction G.F.	3
* Margin to be increased to 12 minutes if the freight is propelling into Quidhampton Sidings and only a single shunter is available.		
Simultaneous Moves Not Permitted		
Up train passes Wilton Junction on Up Exeter from Tisbury	Train from Down Warminster to Quidhampton Sidings	
Up train passes Wilton Junction on Up Exeter from Tisbury	Train shunting from Quidhampton Sidings to Down Warminster behind Signal 250*	
* It is not possible to signal a train from SY56 on the Up Exeter towards Salisbury at the same time as a train from Quidhampton is stood behind signal 250 or 8. A train from the Up Exeter needs to be clear of Wilton Junction before a train can depart Quidhampton Sidings towards the Down Warminster behind Signal 250 or 8.		
It is not possible for a train to reverse behind Signal 7 on the Up Warminster to travel towards Salisbury. Trains reversing on the Up Warminster behind Signal 7 can only be signalled towards Quidhampton Sidings.		
Limit of Shunt		
	Length Limit	
Down Warminster (from Quidhampton Sidings) (clear of signal 250 or 8)	4 Cars	

SW170A WILTON JUNCTION G.F. TO QUIDHAMPTON SIDINGS
Wilton Junction G.F.
See entry under route – SW170

SW175 CASTLE CARY TO DORCHESTER JUNCTION		
Yeovil Pen Mill		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Down passenger trains routed via Platform 1	Speed Differential	{2}
Connectional Allowance	60	
Connectional allowance between Yeovil Junction and Yeovil Pen Mill		
Dwell Times		
All train classes to or from Maiden Newton, including test trains	2	
Junction Margins		
First Movement	Second Movement	Margin

Between all movements except as below		4
Reoccupation of single line towards Yeovil Junction/ Maiden Newton		4
Reoccupation of single line towards Castle Cary		1
Arrival of first train	Arrival of second train	3
Simultaneous Moves Not Permitted		
Down train arriving Platform 3	Up train arriving Platform 1/2	
Up train arriving Platform 1/2	Down train arriving Platform 3	
Station Working Requirements		
Down passenger trains should use Platform 1 whenever possible		

Maiden Newton		
Dwell Times		
All Down train classes including test trains	2	
All Up train classes including test trains	3	
Junction Margins		
First Movement	Second Movement	Margin
Re-occupation of Single Line		*
* Depart 1 minute after arrival of up train. Depart 4 minutes after arrival of down train		

Dorchester West		
Dwell Times		
Class 150 DMU	1	
Class 158 DMU	1	
Junction Margins		
First Movement	Second Movement	Margin
Re-occupation of Single Line		*
* Arrive 2 minutes before crossing, Depart 1 minute after		
Restrictions		
Pathing time must not be used between Dorchester West and Dorchester Junction because there are no signals between these locations.		

Dorchester Junction		
See entry under route – SW105		

SW180 RAYNES PARK TO LEATHERHEAD		
Raynes Park		
See entry under route – SW105		

Motspur Park		
Dwell Times		
Class 455/6 EMU Up morning peak services only	1	
Junction Margins		
First Movement	Second Movement	Margin
Down pass/depart towards Chessington South	Up pass/arrive from Worcester Park	4*
Up pass/arrive from Worcester Park	Down pass/depart towards Chessington South	Same time*
* Conflicting point is Motspur Park Junction, 1 minute journey to/from Motspur Park		

Epsom		
Berthing Facilities		
	Cars	
Down Siding	12	
Up Siding	10	
Connectional Allowances		
All Services	3	
Dwell Times		
All Services	1	
Junction Margins		
First Movement	Second Movement	Margin
Between all conflicting movements except as below		3
Up departure from Platform 2	Up departure from Platform 3	2
Up departure from Platform 3	Up departure from Platform 2	2
Down arrival into Platform 2	Up departure from Platform 3	2
Up train arriving Platform 3	Up train departing Platform 2	2
Down train departing Platform 1 to Ashted/Up Siding	Down train arriving Platform 2	3½
Down train arriving Platform 2	Down train passing/departing Platform 1 to Ashted/Up Siding	2
Simultaneous Moves Not Permitted - a 3-minute margin is to be applied except where stated above		
Up train arriving Platform 3	Down train ex Ewell West arriving Platform 2	
Up train arriving Platform 3	Up train departing Platform 2 towards Ewell West	
Down train departing Platform 1 to Ashted/Up Siding	Down train ex Ewell West arriving Platform 2	
Up train arriving Platform 1 from Ashted/Up Siding	Down train ex Ewell West arriving Platform 2	

Leatherhead		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Down trains towards Bookham passing Leatherhead	Speed Differential	{½}
Up trains from Bookham passing Leatherhead	Speed Differential	{½}* * This allowance should appear in the section from Leatherhead

Leatherhead		
Connectional Allowances		
All Services except as below	5	
Southern Services	4	
Junction Margins		
First Movement	Second Movement	Margin
Between all conflicting movements except as below		3
Up train arrives from Dorking Line	Down train passes towards Bookham	1½
Up train arrives from Dorking Line	Down train departs towards Bookham	1
Limit of Shunt		
	Length Limit	
Up Platform (clear of W482)	8 cars	

SW185 MOTSPUR PARK JUNCTION TO CHESSINGTON SOUTH		
Motspur Park Junction		
See entry under route – SW180		

Malden Manor		
Dwell Times		
All Services	4	

Chessington South		
Platform Re-occupation		
	Margin	
All Platforms	3	

SW190 NEW MALDEN TO SHEPPERTON		
New Malden		
See entry under route – SW105		

Norbiton		
Dwell Times		
Class 455 EMU Up morning peak services only	1	

Kingston		
Dwell Times		

Kingston		
All Services	1	
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		3
Bay Platform arrival	Down Teddington service	1½
Simultaneous Moves Not Permitted		
Train arrives/departs Bay Platform 1	Down train arrives Platform 2	

Teddington	
Connectional Allowances	
All Services	5

Shacklegate Junction		
Access to Strawberry Hill CSD		
Trains to Strawberry Hill CSD must travel to Strawberry Hill Station and reverse or shunt via F413/2449 signal on the Up Kingston to gain access to the CSD		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Down trains towards Fulwell from Teddington	Speed Differential	{½}
Junction Margins		
First Movement	Second Movement	Margin
Between all movements		2

Fulwell		
Junction Margins		
First Movement	Second Movement	Margin
Down pass/arrive from Strawberry Hill	Up depart towards Teddington	1*
Down pass/arrive from Strawberry Hill	Up pass towards Teddington	2*
Up pass/depart towards Teddington	Down pass/arrive from Strawberry Hill	3*
* Conflict point is Fulwell Junction, ½ minute journey to/from Fulwell		

Shepperton		
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below -		
Single		Attaching/Detaching and Platform Sharing

SW195 SURBITON TO HAMPTON COURT**Surbiton**

See entry under route – SW105

Hampton Court Junction

See entry under route – SW105

Hampton Court**Dwell Times**

Dwell Time at Stations along the Line of Route on SW100, SW105, SW195

All trains including additional trains running during the Hampton Court Flower Show

To enable paths to be provided for additional services to run to Hampton Court during the Hampton Court Flower Show dwell times at intermediate stations between Waterloo and Hampton Court may be reduced with agreement from the Business Manager. This is only permissible during the period of the Hampton Court Flower Show

Junction Margins

First Movement	Second Movement	Margin
Re-occupation of Platforms except as below		2½
Arrival at Platform 1	Departure from Platform 2	1

Permissive Working

Attaching/Detaching and Platform Sharing is authorised as shown below -

Platform 1		Attaching/Detaching
Platform 2		Attaching/Detaching

SW200 HAMPTON COURT JUNCTION TO GUILFORD (VIA COBHAM)**Hampton Court Junction**

See entry under route – SW105

Hinchley Wood**Dwell Times**

Class 455/6 EMU Up morning peak services only	1
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Effingham Junction**Adjustment to Sectional Running Times**

Movement	Reason	Value
Up trains towards Bookham passing Effingham Junction	Speed Differential	{½}
Down trains from Bookham passing Effingham Junction	Speed Differential	{½} *

* This allowance should appear in the section from Effingham Junction

Effingham Junction		
Connectional Allowances		
All Services	6	
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		3
Down Cobham train	Up Bookham train passing behind	1
Simultaneous Moves Not Permitted		
Down train arriving	Train arriving via crossover of 3152 points	
Restriction		
A down train cannot pass/depart Effingham Junction until the previous train has departed Horsley. This is because there are no signals between these locations.		

Horsley
Restriction
An up train cannot depart Horsley until the previous train has departed Effingham Junction. This is because there are no signals between these locations.

Guildford
See entry under route – SW110

SW205 LEATHERHEAD TO EFFINGHAM JUNCTION
Leatherhead
See entry under route – SW180

Effingham Junction
See entry under route – SW200

SW210 CLAPHAM JUNCTION TO READING (VIA RICHMOND)		
Clapham Junction		
See entry under route – SW100 and also Adjustments to Sectional Running Times below		
Adjustment to Sectional Running Times		
For all freight timing loads in the Up Direction on Fast Line or Slow Line		
Movement	Reason	Value
Trains passing towards Latchmere Junction or Longhedge Junction	Speed Differential	{1}

Point Pleasant Junction**Junction Margins**

First Movement	Second Movement	Margin
Between all movements except as below		3
Down Windsor Line service	Up train from East Putney	2

Putney**Connectional Allowances**

All Services	5
Dwell Times	
All Services	1

Barnes**Adjustment to Sectional Running Times**

Movement	Reason	Value
Down passenger trains passing towards Barnes Bridge	Speed Differential	{½}
Down freight passing towards Barnes Bridge	Speed Differential	{1}
Up passenger trains passing from Barnes Bridge	Speed Differential	{½}*

* This allowance should appear in the section from Barnes

Adjustments to Sectional Running Times for up freight trains passing from Barnes Bridge. Allowances should be applied at the next timing point after Barnes.

Train Class	Trailing Load		Reason	Value
Class 6 and 7	801 – 1200t	TR40 – TR70	Speed Differential	{½}
	1201 – 2000t	TR85 – TR115	Speed Differential	{1}
	2001 – 2400t	TR130 – TR145	Speed Differential	{1½}
Class 4	Under 1200t	TR30 – TR70	Speed Differential	{1}
	1201 – 1600t	TR80 – TR90	Speed Differential	{1½}

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		2½
Up Richmond train	Down passing service to Hounslow	1½
Up Richmond train	Down starting service to Hounslow	1

Simultaneous Moves Not Permitted

Train departs/passes Platform 4 towards Barnes Bridge	Down train arrives Platform 3
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Barnes**Terminating Trains Procedure**

Barnes Junction allows trains to be terminated on the Up Lines and sent back towards Richmond or towards Hounslow.

Up train via Richmond and forming a Down train towards Richmond

Train runs into either Up Platform at Barnes but Platform 2 retains the most flexibility.

The driver will change ends and inform the signaller when ready to proceed, who will then set the route and clear the signal. The signaller will clear the signal (either W529 or W527 whichever is appropriate) and route the train over Vine Road (Richmond Line) crossing and 2589 points onto the Down Richmond Line.

Up train via Hounslow and forming a Down train towards Hounslow

Train runs into either Up Platform at Barnes but Platform 2 retains the most operating flexibility

The driver will then change ends and inform the signaller when ready to proceed, who will then set the route and clear the signal

The train is routed onto Down Richmond behind shunt signal W1090 and is brought to a stand

The driver will again change ends and inform the signaller when ready to proceed

Shunt signal W1090 will then be cleared and the train routed over Vine Road (Richmond Line) CCTV level crossing to LOS signal W1092 (platform 4)

The driver will again change ends and inform the signaller when ready to proceed

The signaller will signal W523 and route the train over Vine Road crossing (Hounslow Line) to the Down Hounslow Line

Richmond**Dwell Times**

All Services	1
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St Margarets**Junction Margins**

First Movement	Second Movement	Margin
Up train arrives/passes Platform 2	Down train crossing to Up Twickenham	1
Up train passes from Up Loop to Richmond	Up train passes/arrives from Up Twickenham	3

Simultaneous Moves Not Permitted

Up train departs/passes Platform 1 towards Richmond	Up train arrives platform 2 from Twickenham
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Twickenham**Adjustment to Sectional Running Times**

Movements	Reason	Value
Down trains towards Strawberry Hill passing Twickenham	Speed Differential	{½}

Dwell Times

All Services during peak period	1
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Junction Margins

First Movement	Second Movement	Margin
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Twickenham		
Between all movements except as below		3
Up Line arriving/passing train	Down train starting from Up Line	1
Down train arriving in Platform 3	Up train arriving in Platform 4 from Whitton	2
Up train departs Platform 2	Up train arrives in Platform 3	3½
Up train departs Platform 3	Up train arrives in Platform 3	3
Down train departs Platform 3 or 4	Up train arrives in Platform 3 or 4	4
Down train departs Platform 3 or 4 towards Whitton via UL	Up train arrives in Platform 3 or 4 from Whitton	4½
Simultaneous Moves Not Permitted		
Up train departs platform 2/3 towards Richmond via Up Twickenham	Up train arrives platform 4	
Down train arrives platform 2/3 from St Margarets	Up train arrives platform 4	
Up train arrives platform 3 from Whitton	Down train arrives platform 4 from St Margarets	
Down train departs platform 3 towards Whitton/Strawberry Hill	Down train arrives platform 4 from St Margarets	
Up train arrives platform 3	Train arrives or departs platform 2	
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below -		
Platform 2	No.2 Bay	Attaching/Detaching & Platform Sharing
Station Working Requirements		
All trains that serve Twickenham in the 3 hour period after the end of specified events (by SWR Train Planning Manager) to be advertised 5 minutes later at destination.		
Restrictions		
Pathing time must not be used between Twickenham Junction and Twickenham.		

Twickenham Junction		
Adjustment to Sectional Running Times		
Movements	Reason	Value
All freight timing loads routed via up passenger loop		{1½}

Whitton Junction		
Junction Margins		
First Movement	Second Movement	Margin
Between all movements		2

Feltham Junction		
Adjustments to Sectional Running Times		
Movements	Reason	Value
Up trains towards Hounslow	Speed Differential	{½}

Feltham Junction

Adjustments to Sectional Running Times for down freight trains passing from Hounslow. Allowances should be applied at the next timing point after Feltham Junction.

Train Class	Trailing Load		Reason	Value
Class 6 and 7	801 – 1400t	TR40 – TR70	Speed Differential	{½}
	1401 – 2400t	TR85 – TR130	Speed Differential	{1}
Class 4	Under 600t	TR30	Speed Differential	{½}
	601 – 1000t	TR40 – TR50	Speed Differential	{1}
	1001 – 1400t	TR60 – TR80	Speed Differential	{½}
	1401 – 1600t	TR90	Speed Differential	{1}

Junction Margins

First Movement	Second Movement	Margin
Between all movements		2 *

* 1½ minutes when at least 1 minute pathing time is shown

Feltham Signal F453**Junction Margins**

First Movement	Second Movement	Margin
Down train departs Signal F453 towards Feltham/Feltham Depot	Up train passes/departs Feltham towards Feltham Junction	2½ *

* Based on time of second train at Feltham

Margins are subject to Quality Assurance.

Feltham Depot Arrival Road London End**Junction Margins**

First Movement	Second Movement	Margin
Down train from Feltham Junction passes/arrives Feltham	Up train departs Depot Arrival Road towards Feltham Junction	Same time *
Down train arrives into Depot Arrival Road London End from Feltham Junction/Signal F453	Down train passes Feltham Junction towards Feltham	1 \$
Up train passes Feltham Junction from Feltham	Up train departs Depot Arrival Road towards Feltham Junction	1 £
Up train departs Depot Arrival Road towards Feltham Junction	Down train passes Feltham Junction towards Feltham	4 \$

* Based on time of first train at Feltham

\$ Based on time of second train at Feltham Junction

£ Based on time of first train at Feltham Junction

Simultaneous Moves Not Permitted

Train arrives at Arrival Road Country End	Down train arrives at Arrival Road London End
Train departs Arrival Road Country End towards Feltham Depot	Down train arrives at Arrival Road London End

Feltham Depot Arrival Road Country End**Junction Margins**

First Movement	Second Movement	Margin
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Feltham Depot Arrival Road Country End		
Train arrives at Arrival Road Country End from Feltham station or Feltham Depot	Down train arrives at Arrival Road London End from Feltham Junction	3
Train departs Arrival Road Country End towards Feltham Depot	Down train arrives at Arrival Road London End from Feltham Junction	6
Train arrives at Arrival Road London End from Feltham Junction	Up train arrives at Arrival Road Country End from Feltham	3
Train arrives at Arrival Road London End from Feltham Junction	Train departs from Feltham Depot towards Arrival Road Country End	1
Simultaneous Moves Not Permitted		
Train arrives at Arrival Road Country End	Down train arrives at Arrival Road London End	
Train departs Arrival Road Country End towards Feltham Depot	Down train arrives at Arrival Road London End	

Feltham		
Dwell Times		
All Services		1
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		3
Up train to Feltham Depot	Down train from Feltham Junction	4½
Up train to Feltham Depot	Up train from Staines	3½
Down train from Feltham Junction	Up train passes to Feltham Depot	2
Down train from Feltham Junction	Up train departs to Feltham Depot	1
Down train passes from Feltham Depot	Down train from Feltham Junction	4
Margins are subject to Quality Assurance		

Staines		
Berthing Facilities		
	Cars	Notes
No 1 Siding	10	
No 2 Siding	10	
No 3 Siding	8	
No 4 Siding	8	
Up Loop	10	
Connectional Allowances		
All Services		5
Dwell Times		
All Services		1
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		3
Up Reading Line train	Down Windsor Line train	1
Limit of Shunt		
	Length Limit	
Up Platform (clear of F254)		8 cars

Staines			
Permissive Working			
Attaching/Detaching and Platform Sharing is authorised as shown below -			
Platform 1	Up Main	(Up direction)	Attaching/Detaching
Platform 2	Down Main	(Down direction)	Attaching* /Detaching#
* The second portion is not permitted to approach from the Down Main line			
# 10-car trains cannot detach in platform 2			
Restrictions			
10-car trains cannot reverse in platform 2 due to signal sighting.			
Up trains from Virginia Water longer than 10-cars calling in platform 1 will prevent down departures towards Windsor – the junction margin must be based on the departure time of the up train in this instance. This restriction also applies to 10-car class 442/444 calling in platform 1.			

Egham	
Dwell Times	
Up services only	1

Virginia Water			
Adjustments to Sectional Running Times			
Movements	Reason		Value
Down passenger trains towards Chertsey passing Virginia Water	Speed Differential		{½}
Down freight trains towards Chertsey passing Virginia Water	Speed Differential		{2}
Up trains from Chertsey passing Virginia Water	Speed Differential		{½}*
* This allowance should appear in the section from Virginia Water			
Adjustments to Sectional Running Times for freight timing loads shown in the Up Direction only between Virginia Water and Staines for trains passing from Addlestone Junction. Allowances to be applied approaching the next timing point after Virginia Water.			
Train Class	Trailing Load		Reason
Class 6 and 7	Up to 800t	Up to TR40	Speed Differential
	801 – 2000t	TR55 – TR115	Speed Differential
	2001 – 2400t	TR130 +	Speed Differential
Class 4	Under 400t	TR20	Speed Differential
	401 – 1000t	TR30 – TR50	Speed Differential
	1001 – 1400t	TR60 – TR80	Speed Differential
	1401 – 1600t	TR90	Speed Differential
Connectional Allowances			
All Services			4
Junction Margins			
First Movement	Second Movement		Margin

Virginia Water		
Between all movements except as below		3
Up train arrives from Sunningdale	Up train arrives from Chertsey	3
Down Reading Line train	Up Chertsey Line train	1½ *
* From a standing start at Signal F294 on Plat 3		
Simultaneous Moves Not Permitted		
Up train arrives in platform 1 from Sunningdale	Up train departs/passes platform 3 to Egham	
Limit of Shunt		
	Length Limit	
Up Chertsey Platform (clear of F294)	8	

Ascot			
Connectional Allowances			
All Services	3		
Dwell Times			
All Services	1		
Junction Margins			
First Movement	Second Movement		Margin
Between all movements except as below			3
Up Camberley Line train to Platform 1	Down Reading Line train from Platform 2		1
Arrival in Platforms 1 or 2	Up departure from Platforms 2 or 3		1
Permissive Working			
Attaching/Detaching and Platform Sharing is authorised as shown below -			
Platform 1	Up Main	(Up direction)	Attaching/Detaching
Platform 2	Down Main	(Up direction)	Attaching/Detaching
Platform 3	Down Platform Loop	(Up direction)	Attaching/Detaching (Until Easter 2022)

Bracknell	
Dwell Times	
All Services	1

Wokingham		
Berthing Facilities		
	Cars	Notes
Down Siding	8 12	
Dwell Times		
All Services	1	
Junction Margins		
First Movement	Second Movement	Margin

Wokingham

Between all movements except as below		3
Down train from Bracknell	Up train towards Blackwater	2 *
* 1 minute from a standing start		

Reading Spur Junction

Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		3
Up Reading Line train	Down service to Western Route crossing behind	2
Reversal of trains – when a train is reversing to precede to or from Platforms 4, 5 or 6 no movement is permitted on the Down Line beyond signal WM 12 at Earley.		

Reading Southern Junction

Junction Margins		
First Movement	Second Movement	Margin
Up train departs Reading platforms 4, 5 or 6	Down train passing Reading Southern Junction towards Western Route	4
Down train passing Reading Southern Junction towards Western Route	Up departure from Reading platforms 4, 5 or 6	1

Reading

Connectional Allowances		
All Services	7	
Junction Margins		
First Movement	Second Movement	Margin
Re-occupation of Platforms except as below		3
Arrival at Reading 4, 5 or 6	Departure crossing behind	1
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below -		
Platform 4		Attaching/Detaching and Platform Sharing
Platform 5		Attaching/Detaching and Platform Sharing
Platform 6		Attaching/Detaching and Platform Sharing

SW210A HOUNSLOW JUNCTION TO WHITTON JUNCTION

Hounslow Junction		
See entry under route – SW230		

Whitton Junction

See entry under route – SW210		
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SW210B READING SPUR JUNCTION TO READING NEW JUNCTION**Reading Spur Junction**

See entry under route – SW210

SW225 POINT PLEASANT JUNCTION TO WIMBLEDON**Point Pleasant Junction**

See entry under route – SW210

East Putney**Looping and Passing Trains**

If it is required to pass two trains at East Putney the maximum permitted length (clear of both the LUL District Lines and the single line) is as follows.

Up line stood at W352	211m
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Down line stood at W353	121m
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Junction Margins

First Movement	Second Movement	Margin
Between all movements		2

Wimbledon

See entry under route – SW105

SW230 BARNES TO FELTHAM JUNCTION (VIA HOUNSLOW)**Barnes**

See entry under route – SW210

Kew Bridge**Restriction for when trains are planned to terminate and start from the Up platform via F433 Signal**

When planned and published in the relevant operating notice, multiple unit trains conveying passengers or running as e.c.s. are authorised to terminate and start back from the Up Hounslow platform at Kew Bridge on the authority of position-light signal F433. During these arrangements no conflicting movements can be signalled across Old Kew Junction until the train on the Up Hounslow line has returned to the Down Hounslow line and has cleared beyond F137 signal.

Old Kew Junction**Junction Margins**

First Movement	Second Movement	Margin
Between all movements except as below		3
Re-occupation of Kew East Single Line		4

Hounslow**Dwell Times**

All Services	1
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Restriction for trains shunting via F443 Signal

If a train formed of more than 8 cars has shunted from the Up platform to the Down platform via F443, it is not possible for a train to be signalled into the Up platform until after the Down train has departed Hounslow.

Hounslow Junction**Junction Margins**

First Movement	Second Movement	Margin
Between all movements		2½

Feltham Junction

See entry under route – SW210

SW240 KEW EAST JUNCTION TO OLD KEW JUNCTION**Old Kew Junction**

See entry under route – SW230

SW245 TWICKENHAM JUNCTION TO SHACKLEGATE JUNCTION**Twickenham Junction**

See entry under route – SW210

Strawberry Hill**Connectional Allowances**

All Services	5
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Limit of Shunt

	Length Limit
Twickenham End (clear of Signal 2457)	10 cars

Junction Margins

Strawberry Hill

First Movement	Second Movement	Margin
Re-occupation of Up Platform		3
Between all movements except as below		2½ *
Up Kingston Line train	Down service to Shepperton crossing behind	1*

* Conflicting point is Strawberry Hill Junction.

Minimum Reversal Time for 10-car trains reversing in Platform 2 towards Strawberry Hill Depot

Class 455/456	10-Minutes
Class 458/701/707	9-Minutes

Shacklegate Junction

See entry under route – SW190

SW245A STRAWBERRY HILL JUNCTION TO FULWELL JUNCTION**Strawberry Hill Junction**

See entry under route – SW245

Fulwell Junction

See entry under route – SW190

SW250 STAINES TO WINDSOR AND ETON RIVERSIDE**Staines**

See entry under route – SW210

Windsor and Eton Riverside**Junction Margins**

First Movement	Second Movement	Margin
Re-occupation of Platforms except as below		3
Arrival at Platform 1	Departure from Platform 2 crossing behind	1

SW255 VIRGINIA WATER TO WEYBRIDGE**Virginia Water**

See entry under route – SW210

Chertsey**Dwell Times**

Chertsey

All Services

1

Station Working Requirements

Down trains must not be timed to stop for more than 1 minute owing to level crossing treadle arrangement

Addlestone**Station Working Requirements**

Up trains longer than 8 cars must not be timed to stop for more than 1 minute to avoid blocking the level crossing

Addlestone Junction**Junction Margins****First Movement****Second Movement****Margin**

Between all movements

3

Weybridge

See entry under route – SW105

SW255A ADDLESTONE JUNCTION TO BYFLEET JUNCTION**Addlestone Junction**

See entry under route – SW255

Byfleet Junction

See entry under route – SW105

SW260 ASCOT TO ASH VALE JUNCTION**Ascot**

See entry under route – SW210

Camberley**Station Working Requirements**

Down trains exceeding five cars must not be timed to stop for more than ½ minute to avoid blocking the level crossing

Frimley Junction**Junction Margins**

Frimley Junction

First Movement	Second Movement	Margin
Re-occupation of Single Line		2

SW265 GUILDFORD TO WOKINGHAM**Guildford**

See entry under route – SW110

Wanborough**Dwell Time**

Class 769 | ½

Ash**Connectional Allowances**

All Services | 5

Aldershot South Junction**Junction Margins**

First Movement	Second Movement	Margin
Between all movements		2½

Wokingham

See entry under route – SW210

SW300 GOMSHALL TO SHALFORD JUNCTION**Shalford Junction**

See entry under route – SW110

Chilworth**Dwell Time**

Class 769 | ½

5.4 Platform Lengths

The table below shows the maximum length of train that may use each of the Platforms at the following passenger stations. All lengths are in metres. The quoted lengths are the usable lengths from ramp to ramp unless specified. The measurements take no account of the need for signal sighting. Trains longer than the quoted lengths will only be accepted subject to the authority of the Route Director.

STATION	PLATFORM AND LINE	USABLE LENGTH	NOTES
Addlestone	1 - Down	166	
Addlestone	2 - Up	176	
Aldershot	1 - Up	247	
Aldershot	2 - Down	252	Trains can reverse in the Platform
Aldershot	3 - Down Passenger Loop	252	Trains can reverse in the Platform
Alton	1 - Up	167	
Alton	2 - Down	170	
Andover	1 - Up	219	
Andover	2 - Down	223	
Ascot	1* - Up	212	* - Station entrance side. Down direction
Ascot	1* - Up	252	* - Station entrance side. Up direction
Ascot	1* - Up	166	* - Island Platform side. Down direction
Ascot	1* - Up	166	* - Island Platform side. Up direction
Ascot	2 - Down	213	Down direction
Ascot	2 - Down	214	Up direction
Ascot	3 - Down Passenger Loop	208	Down direction
Ascot	3 - Down Passenger Loop	212	Up direction
Ash	1 - Up	173	
Ash	2 - Down	101	
Ash Vale	1 - Up	169	
Ash Vale	2 - Down	170	
Ashford (Middlesex)	1 - Up	206	
Ashford (Middlesex)	2 - Down	206	
Ashtead	1 - Up Portsmouth	209	
Ashtead	2 - Down Portsmouth	206	
Ashurst New Forest	1 - Up	155	
Ashurst New Forest	2 - Down	156	
Axminster	1 - Up	148	
Axminster	2 - Down	142	
Bagshot	1 - Up	92	
Bagshot	2 - Down	92	
Barnes	1 - Up Slow	207	Trains can reverse in the Platform
Barnes	2 - Up Fast	214	Trains can reverse in the Platform
Barnes	3 - Down Fast	206	
Barnes	4 - Down Slow	212	
Barnes Bridge	1 - Up	204	
Barnes Bridge	2 - Down	204	
Basingstoke	1 - Down Slow	296	Trains can reverse in the Platform
Basingstoke	2 - Down Fast	245	
Basingstoke	3 - Up Fast	245	
Basingstoke	4 - Up Slow	245	
Basingstoke	5 - East Bay	117	
Beaulieu Road	1 - Up	101	
Beaulieu Road	2 - Down	101	
Bedhampton	1 - Up	124	
Bedhampton	2 - Down	124	
Bentley	1 - Up	123	Down direction
Bentley	1 - Up	123	Up direction
Bentley	2 - Down Passenger Loop	122	
Berrylands	1 - Up Slow	209	
Berrylands	2 - Down Slow	207	

Bitterne	1 - Up	136	
Bitterne	2 - Down	148	
Blackwater	1 - Up	84	
Blackwater	2 - Down	84	
Bookham	1 - Up	200	
Bookham	2 - Down	201	
Botley	1 - Up	132	
Botley	2 - Down	132	
Bournemouth	1 - Up Bay	84	
Bournemouth	2 - Up	247	Down direction
Bournemouth	2 - Up	247	Up direction
Bournemouth	3 - Down	263	Down direction
Bournemouth	3 - Down	263	Up direction
Bournemouth	4 - Down Extension	206	
Bournemouth	3 & 4 - Down	522	
Bracknell	1 - Up	220	
Bracknell	2 - Down	208	
Bramley	1 - Up	90	
Bramley	2 - Down	84	
Branksome	1 - Up	114	
Branksome	2 - Down	114	
Brentford	1 - Up	204	
Brentford	2 - Down	204	
Brockenhurst	1 - Up Passenger Loop	262	Down direction
Brockenhurst	1 - Up Passenger Loop	240	Up direction
Brockenhurst	2 - Up	260	
Brockenhurst	3 - Down	243	
Brockenhurst	4 - Down Passenger Loop	243	Down direction
Brockenhurst	4 - Down Passenger Loop	195	Up direction (to Signal BH8)
Brookwood	1 - Up Slow	248	
Brookwood	2 - Down Slow	248	
Bursledon	1 - Up	167	
Bursledon	2 - Down	167	
Byfleet and New Haw	1 - Up Slow	247	
Byfleet and New Haw	2 - Down Slow	247	
Camberley	1 - Up	134	
Camberley	2 - Down	131	
Chandlers Ford	1 - Down & Up	100	
Chertsey	1 - Down	211	
Chertsey	2 - Up	209	
Chessington North	1 - Up	207	
Chessington North	2 - Down	205	
Chessington South	Single	204	
Chetnole	Single	45	Down direction
Chetnole	Single	45	Up direction
Chilworth	1 - Up Reading	85	
Chilworth	2 - Down Reading	92	
Chiswick	1 - Up	205	
Chiswick	2 - Down	205	
Christchurch	1 - Up	185	
Christchurch	2 - Down	185	
Clandon	1 - Up	204	
Clandon	2 - Down	206	
Clapham Junction	1 - Up Bay	92	
Clapham Junction	2 - Up Bay	102	
Clapham Junction	3 - Up Windsor Slow	214	

Clapham Junction	4 - Up Windsor Fast	215	
Clapham Junction	5 - Down Windsor Fast	213	
Clapham Junction	6 - Down Windsor Slow	214	
Clapham Junction	7 - Up Passenger Loop	206	
Clapham Junction	8 - Up Main Fast	183	Must only be used for stopping passenger trains in an emergency.
Clapham Junction	9 - Down Main Fast	220	
Clapham Junction	10 - Up Main Slow	210	
Clapham Junction	11 - Down Main Slow	204	
Claygate	1 - Up	204	
Claygate	2 - Down	207	
Cobham and Stoke D'Abernon	1 - Up	201	
Cobham and Stoke D'Abernon	2 - Down	206	
Cosham	1 - Up	169	
Cosham	2 - Down	169	
Cranbrook	Single -Up	152	
Cranbrook	Single -Down	152	
Crewkerne	Single	148	Down direction
Crewkerne	Single	148	Up direction
Crowthorne	1 - Up	92	
Crowthorne	2 - Down	92	
Datchet	1 - Up	171	
Datchet	2 - Down	157	
Dean	1 - Up	152	
Dean	2 - Down	152	
Dorchester South	1 - Up	171	Down direction
Dorchester South	1 - Up	171	Up direction.
Dorchester South	2 - Down	120	Down direction
Dorchester South	2 - Down	120	Up direction
Dorchester West	1 - Up	170	
Dorchester West	2 - Down	170	
Durnsford Rd Staff Halt	- Up Fast	8	
Earley	1 - Down	170	
Earley	2 - Up	168	
Earlsfield	1 - Down Fast	205	
Earlsfield	2 - Up Slow	205	
Earlsfield	3 - Down Slow	205	
Eastleigh	1 - Up	253	
Eastleigh	2 - Up	253	
Eastleigh	2 - Down	253	
Eastleigh	3 - Down Passenger Loop	253	Down direction
Eastleigh	3 - Down Passenger Loop	190	Up direction
Effingham Junction	1 - Up	204	
Effingham Junction	2 - Down	205	
Egham	1 - Up	207	
Egham	2 - Down	215	
Epsom	1 - Down Portsmouth	208	Down direction
Epsom	1 - Down Portsmouth	208	Up direction
Epsom	2 - Down Epsom	206	Down direction
Epsom	2 - Down Epsom	206	Up direction
Epsom	3 - Up Portsmouth	206	
Epsom	4 - Up Epsom	208	
Esher	1 - Up Slow	247	

Esher	2 - Down Slow	247	
Ewell West	1 - Up	205	
Ewell West	2 - Down	205	
Fareham	1 - Up	189	
Fareham	2 - Up Bay	186	
Fareham	3 - Down	169	
Farnborough	1 - Up Slow	245	
Farnborough	2 - Down Slow	245	
Farnborough North	1 - Up	90	
Farnborough North	2 - Down	90	
Farncombe	1 - Up	246	
Farncombe	2 - Down	183	
Farnham	1 - Up	268	
Farnham	2 - Down	249	
Feltham	1 - Up	224	
Feltham	2 - Down	205	
Feniton	Single	98	Down direction
Feniton	Single	98	Up direction
Fleet	1 - Up Slow	252	
Fleet	2 - Down Slow	252	
Fratton	1 - Up	187	
Fratton	2 - Down	187	
Fratton	3 - Down Relief	187	
Frimley	1 - Up	92	
Frimley	2 - Down	92	
Fulwell	1 - Up	204	
Fulwell	2 - Down	206	
Gillingham (Dorset)	1 - Up	149	Down direction
Gillingham (Dorset)	1 - Up	140	Up direction
Gillingham (Dorset)	2 - Down Passenger Loop	149	Down direction
Gillingham (Dorset)	2 - Down Passenger Loop	140	Up direction
Godalming	1 - Up	249	
Godalming	2 - Down	249	
Gomshall	1 - Up Reading	91	
Gomshall	2 - Down Reading	91	
Grateley	1 - Up	222	
Grateley	2 - Down	222	
Guildford	1 - Up Bay	211	
Guildford	2 - Down Cobham	315	Down direction, 232m if via 3114 points.
Guildford	2 - Down Cobham	232	Up direction
Guildford	3 - Up Cobham	244	Down direction
Guildford	3 - Up Cobham	248	Up direction
Guildford	4 - Down Portsmouth	254	Down direction
Guildford	4 - Down Portsmouth	248	Up direction
Guildford	5 - Up Portsmouth	253	Down direction
Guildford	5 - Up Portsmouth	242	Up direction
Guildford	6 - Up Ash	248	Down direction
Guildford	6 - Up Ash	262	Up direction
Guildford	7 - Up Ash	248	Down direction
Guildford	7 - Up Ash	258	Up direction
Guildford	8 - Down Ash	189	Down direction
Guildford	8 - Down Ash	208	Up direction
Hamble	1 - Up	92	
Hamble	2 - Down	92	

Hampton	1 - Up	204	
Hampton	2 - Down	206	
Hampton Court	1 - Up	208	
Hampton Court	2 - Down	208	
Hampton Wick	1 - Up	205	
Hampton Wick	2 - Down	206	
Hamworthy	1 - Up	124	
Hamworthy	2 - Down	124	
Haslemere	1 - Down	249	
Haslemere	2 - Up	249	Down direction
Haslemere	2 - Up	249	Up direction
Haslemere	3 - Up Passenger Loop	249	
Havant	1 - Up	251	
Havant	2 - Down Passenger Loop	251	Trains can reverse in the Platform
Hedge End	1 - Up	166	
Hedge End	2 - Down	166	
Hersham	1 - Up Slow	246	
Hersham	2 - Down Slow	245	
Hilsea	1 - Up	163	
Hilsea	2 - Down	163	
Hinchley Wood	1 - Up	204	
Hinchley Wood	2 - Down	205	
Hinton Admiral	1 - Up	138	
Hinton Admiral	2 - Down	138	
Holton Heath	1 - Up	124	
Holton Heath	2 - Down	124	
Honiton	1 - Single	143	Down direction
Honiton	1 - Single	148	Up direction
Honiton	2 - Crossing Loop in Single Line	138	Up direction
Hook	1 - Up Slow	198	
Hook	2 - Down Slow	198	
Horsley	1 - Up	204	
Horsley	2 - Down	205	
Hounslow	1 - Up	164	
Hounslow	2 - Down	173	
Isleworth	1 - Up	165	
Isleworth	2 - Down	165	
Kempton Park	1 - Up	204	
Kempton Park	2 - Down	288	
Kew Bridge	1 - Up	204	
Kew Bridge	2 - Down	204	
Kingston	1 - Down Bay	163	
Kingston	2 - Down	208	
Kingston	3 - Up	208	
Leatherhead	1 - Up	206	
Leatherhead	2 - Down	206	
Liphook	1 - Up	168	
Liphook	2 - Down	168	
Liss	1 - Up	161	
Liss	2 - Down	161	
London Road Guildford	1 - Up	206	
London Road Guildford	2 - Down	205	
London Waterloo	1	208	

London Waterloo	2	208	
London Waterloo	3	208	
London Waterloo	4	208	
London Waterloo	5	208	
London Waterloo	6	208	
London Waterloo	7	245	(see note in Section 5.3)
London Waterloo	8	246	
London Waterloo	9	250	
London Waterloo	10	252	
London Waterloo	11	246	
London Waterloo	12	247	
London Waterloo	13	247	
London Waterloo	14	247	
London Waterloo	15	256	
London Waterloo	16	256	
London Waterloo	17	268	
London Waterloo	18	249	
London Waterloo	19	253	
London Waterloo	20	246	
London Waterloo	21	246	
London Waterloo	22	246	
London Waterloo	23	246	
London Waterloo	24	246	
Longcross	1 - Up	158	
Longcross	2 - Down	158	
Lymington Pier	Single	163	
Lymington Town	Single	78	Up direction
Lymington Town	Single	78	Down direction
Maiden Newton	1 - Up	114	
Maiden Newton	2 - Down	114	
Malden Manor	1 - Up	208	
Malden Manor	2 - Down	205	
Martins Heron	1 - Up	207	
Martins Heron	2 - Down	211	
Micheldever	1 - Up	137	Down direction
Micheldever	1 - Up	125	Up direction
Micheldever	2 - Down	125	Down direction
Micheldever	2 - Down	93	Up direction
Milford	1 - Up	162	
Milford	2 - Down	155	
Millbrook	1 - Up Slow	182	
Millbrook	2 - Down Slow	182	
Moreton	1 - Up	121	
Moreton	2 - Down	121	
Mortimer	1 - Down	84	
Mortimer	2 - Up	84	
Mortlake	1 - Up	205	
Mortlake	2 - Down	205	
Motspur Park	1 - Up	204	
Motspur Park	2 - Down	202	
Mottisfont & Dunbridge	1 - Up	58	
Mottisfont & Dunbridge	2 - Down	74	
Netley	1 - Up	155	
Netley	2 - Down	170	
New Malden	1 - Up Slow	208	

New Malden	2 - Up Fast	228	(by special arrangement)
New Malden	3 - Down Fast	228	(by special arrangement)
New Malden	4 - Down Slow	206	
New Milton	1 - Up	137	
New Milton	2 - Down	137	
Norbiton	1 - Up	206	
Norbiton	2 - Down	206	
North Camp	1	153	
North Camp	2	153	
North Sheen	1 - Up	205	
North Sheen	2 - Down	205	
Overton	1 - Up	223	
Overton	2 - Down	223	
Oxshott	1 - Up	202	
Oxshott	2 - Down	203	
Parkstone	1 - Up	130	
Parkstone	2 - Down	130	
Petersfield	1 - Up	241	
Petersfield	2 - Down	245	
Pinhoe	1 - Up	154	
Pinhoe	2 - Down	150	
Pokesdown	1 - Up	167	
Pokesdown	2 - Down	231	
Poole	1 - Up	247	Down direction
Poole	1 - Up	247	Up direction
Poole	2 - Down	247	
Portchester	1 - Up	123	
Portchester	2 - Down	125	
Portsmouth and Southsea	1 - Up (High level)	247	
Portsmouth and Southsea	2 - Down (High level)	247	
Portsmouth and Southsea	3 - Bay (Low level)	205	
Portsmouth and Southsea	4 - Bay (Low level)	253	
Portsmouth Harbour	1	163	
Portsmouth Harbour	3	244	
Portsmouth Harbour	4	244	
Portsmouth Harbour	5	244	
Putney	1 - Up Slow	207	
Putney	2 - Up Fast	205	
Putney	3 - Down Fast	204	
Putney	4 - Down Slow	206	
Queenstown Road (Battersea)	2 - Up Windsor	208	Down direction
Queenstown Road (Battersea)	2 - Up Windsor	205	Up direction
Queenstown Road (Battersea)	3 - Down Windsor	204	
Raynes Park	1 - Up Branch	206	
Raynes Park	2 - Up Slow	206	
Raynes Park	3 - Down Slow	208	
Raynes Park	4 - Down Branch	206	
Reading	6 - Up	268	
Reading	5 - Down	268	
Reading	4 - Down	268	

Reading Green Park	1- Up	150	Proposed Opening Date TBA
Reading Green Park	2- Down	150	Proposed Opening Date TBA
Redbridge	1 - Up	148	
Redbridge	2 - Down	148	
Richmond	1 - Down	203	
Richmond	2 - Up	203	
Romsey	1 - Up	157	
Romsey	2 - Down	154	
Rowlands Castle	1 - Up	133	
Rowlands Castle	2 - Down	133	
Salisbury	1 - Reception Road	223	Only to be used by special instruction. This Platform is proposed for reopening to passenger trains - date to be advised.
Salisbury	2 - Up	228	
Salisbury	3 - Down Passenger Loop	228	Down direction
Salisbury	3 - Down Passenger Loop	228	Up direction
Salisbury	4 - Down	289	Down direction
Salisbury	4 - Down	289	Up direction
Salisbury	5 - West Bay	143	(special instruction)
Salisbury	6 - East Bay	162	
Sandhurst	1 - Up	84	
Sandhurst	2 - Down	84	
Shalford	1 - Up Reading	104	
Shalford	2 - Down Reading	97	Down direction
Shalford	2 - Down Reading	97	Up direction
Shawford	1 - Up	105	
Shawford	2 - Down Fast	105	Down direction
Shawford	2 - Down Fast	105	Up direction
Shawford	3 - Down Slow	86	Down direction
Shawford	3 - Down Slow	105	Up direction
Shepperton	Single	210	
Sherborne	1 - Up	143	Down direction
Sherborne	1 - Up	143	
Sherborne	2 - Down	159	
Sholing	1 - Up	160	
Sholing	2 - Down	160	
Southampton Airport Parkway	1 - Up	248	
Southampton Airport Parkway	2 - Down	248	
Southampton Central	1 - Up Fast	277	Down direction
Southampton Central	1 - Up Fast	277	Up direction
Southampton Central	2 - Up Slow	277	Down direction
Southampton Central	2 - Up Slow	277	Up direction
Southampton Central	3 - Down Slow	277	Down direction
Southampton Central	3 - Down Slow	277	Up direction
Southampton Central	4 - Down Fast	277	Down direction
Southampton Central	4 - Down Fast	277	Up direction
Southampton Central	5 - Down Bay	136	(special instruction)
St Denys	1 - Up	139	
St Denys	2 - Down	139	
St Denys	3 - Down Netley	140	
St Denys	4 - Up Netley	140	
St Margarets	1- Up Passenger Loop	204	
St Margarets	2 - Up	205	
St Margarets	3 - Down	205	

Staines	1 - Up	206	
Staines	2 - Down	205	
Stoneleigh	1 - Up	205	
Stoneleigh	2 - Down	208	
Strawberry Hill	1 - Down	204	
Strawberry Hill	2 - Up	178	Down direction
Strawberry Hill	2 - Up	217	Up direction
Sunbury	1 - Up	204	
Sunbury	2 - Down	205	
Sunningdale	1 - Up	207	
Sunningdale	2 - Down	208	
Sunnymeads	1 - Up	158	
Sunnymeads	2 - Down	158	
Surbiton	1 - Up Slow	243	
Surbiton	2 - Up Fast	243	
Surbiton	3 - Down Slow	243	
Surbiton	4 - Down Hampton Court	243	
Swanwick	1 - Up	159	
Swanwick	2 - Down	159	
Sway	1 - Up	137	
Sway	2 - Down	137	
Swaythling	1 - Up	92	
Swaythling	2 - Down	92	
Syon Lane	1 - Up	165	
Syon Lane	2 - Down	162	
Teddington	1 - Down	207	
Teddington	2 - Up	203	
Templecombe	Single	147	Down direction.
Templecombe	Single	147	Up direction
Thames Ditton	1 - Up	203	
Thames Ditton	2 - Down	205	Down direction
Thames Ditton	2 - Down	207	Up direction
Thornford	Single	45	Down direction
Thornford	Single	45	Up direction
Tisbury	Single	90	Down direction
Tisbury	Single	90	Up direction
Tolworth	1 - Up	205	
Tolworth	2 - Down	207	
Totton	1 - Up	128	
Totton	2 - Down	128	
Twickenham	2 - Up Bay	169	
Twickenham	3 - Up Passenger Loop	207	Trains can reverse in the Platform
Twickenham	4 - Up	207	Trains can reverse in the Platform
Twickenham	5 - Down	206	
Upper Halliford	1 - Up	206	
Upper Halliford	2 - Down	203	
Upwey	1 - Up	127	
Upwey	2 - Down	127	
Vauxhall	1 - Windsor Reversible	209	Down direction
Vauxhall	1 - Windsor Reversible	209	Up direction
Vauxhall	2 - Up Windsor	209	
Vauxhall	3 - Down Windsor Fast	209	
Vauxhall	4 - Down Windsor Slow	209	
Vauxhall	5 - Up Main Fast	191	

Vauxhall	6 - Down Main Fast	191	
Vauxhall	7 - Up Main Slow	206	
Vauxhall	8 - Down Main Slow	204	
Virginia Water	1 - Up	206	
Virginia Water	2 - Down	235	
Virginia Water	3 - Up Chertsey	139	
Virginia Water	4 - Down Chertsey	204	
Walton on Thames	1 - Up Slow	245	
Walton on Thames	2 - Down Slow	245	
Wanborough	1 - Up	90	
Wanborough	2 - Down	90	
Wandsworth Town	1 - Down Slow	205	
Wandsworth Town	2 - Down Fast	206	
Wandsworth Town	3 - Up Fast	206	
Wandsworth Town	4 - Up Slow	212	
Wareham	1 - Up	174	
Wareham	2 - Down	174	
West Byfleet	1 - Up Slow	245	
West Byfleet	2 - Down Fast	245	
West Byfleet	3 - Down Slow	245	
Weybridge	1 - Up Bay Platform	205	
Weybridge	2 - Up Slow	233	
Weybridge	3 - Down Slow	250	
Weymouth	1	120	
Weymouth	2	272	
Weymouth	3	272	
Whimble	Single	78	Down direction
Whimble	Single	78	Up direction
Whitchurch	1 - Up	219	
Whitchurch	2 - Down	219	
Whitton	1 - Up	207	
Whitton	2 - Down	205	
Wimbledon	5 - Up Slow	230	Down direction
Wimbledon	5 - Up Slow	230	Up direction
Wimbledon	6 - Up Fast	230	Down direction
Wimbledon	6 - Up Fast	230	Up direction
Wimbledon	7 - Down Fast	230	
Wimbledon	8 - Down Slow	225	
Winchester	1 - Up	247	
Winchester	2 - Down	247	
Winchfield	1 - Up Slow	161	
Winchfield	2 - Down Slow	198	
Windsor and Eton Riverside	1 - Up	215	
Windsor and Eton Riverside	2 - Down	214	
Widdersh	1 - Up	169	
Widdersh	2 - Down	169	
Widdersh Triangle	1 - Up	167	
Widdersh Triangle	2 - Down	167	
Witley	1 - Up	165	
Witley	2 - Down	165	
Woking	1 - Up Slow	253	Down direction
Woking	1 - Up Slow	253	Up direction
Woking	2 - Up Fast	254	Down direction
Woking	2 - Up Fast	251	Up direction

Woking	3 - Up Bay	255	
Woking	4 - Down Fast	252	Down direction
Woking	4 - Down Fast	256	Up direction
Woking	5 - Down Slow	289	Down direction
Woking	5 - Down Slow	275	Up direction
Woking	6 - Down Bay	127	
Wokingham	1 - Up	209	
Wokingham	2 - Down	272	
Wool	1 - Up	123	
Wool	2 - Down	118	
Woolston	1 - Up	150	
Woolston	2 - Down	150	
Worcester Park	1 - Up	208	
Worcester Park	2 - Down	206	
Worplesdon	1 - Up	246	
Worplesdon	2 - Down	246	
Wraysbury	1 - Up	177	
Wraysbury	2 - Down	165	
Yeovil Junction	1 - Up Passenger Loop	185	Down direction
Yeovil Junction	1 - Up Passenger Loop	153	Up direction
Yeovil Junction	2 - Down	160	Down direction.
Yeovil Junction	2 - Down	152	Up direction
Yeovil Pen Mill	1 - Crossing Loop in Single Line	175	Down direction
Yeovil Pen Mill	1 - Crossing Loop in Single Line	189	Up direction
Yeovil Pen Mill	2 - Crossing Loop in Single Line	163	Down direction
Yeovil Pen Mill	2 - Crossing Loop in Single Line	163	Up direction
Yeovil Pen Mill	3 - Single	162	Down direction only
Yetminster	Single	93	Down direction
Yetminster	Single	93	Up direction

5.4.1 Loop Lengths

The table below shows the maximum length of train that may use each of the loops at the following locations. All lengths are in SLU (Standard Length Unit – an SLU measures 21 feet) and metres. All lengths are measured from the signal at the exit to the loop to the block joint in rear unless stated otherwise. All lengths quoted exclude allowance for locomotives or stand back unless stated otherwise. Check Sectional Appendix for locations where standage is not quoted.

SW105 CLAPHAM JUNCTION TO WEYMOUTH				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Wallers Ash Up Passenger Loop	Up	125	805	
Wallers Ash Down Passenger Loop	Down	173	1108	
Southampton Up Goods Loop	Up / Down	67	433	Between E748 and E753
Southampton Down Loop	Down	69	443	Between E743 and E738
Southampton Down Loop	Up	69	443	At E738 Signal clear of 536A points
Southampton Down Loop	Up	116	745	At E738 Signal clear of 539B points

SW210 CLAPHAM JUNCTION TO READING (VIA RICHMOND)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Staines Up Goods Loop	Up	34	217	
Staines Down Goods Loop	Down	48	307	

5.5 Timing Allowances

All allowances shown are in minutes.

SX Daytime allowances apply at all times except where specified differently in Sections 5.5.2, 5.5.3, 5.5.4, 5.5.5 and 5.5.6 The locations at which allowances are included within a Train Slot may vary. The total allowance included within a Train Slot will not exceed the maximum value allowed.

All allowances are indicative for the Final Principle Rules and are subject to change.

E [] refers to engineering allowance

P < > refers to performance allowances

A { } refers to adjustment allowances (passing over slow crossovers etc.)

Light Engine Movements

All light engine movements will be timed in accordance with National and regional Timetable Planning Rules

Turning moves via Laverstock South and North Junction

All “turning moves” of multiple units and steam locomotives, must be made from Laverstock South to Laverstock North Junctions.

5.5.1 SX Daytime (See routes for applicable times)

On Monday different allowances apply on some routes until the end of the 'Sunday' allowances at the times specified in the tables below. Please refer to Section 5.5.4 for the 'Sunday' allowances section to identify the routes to which those allowances apply.

5.5.2 Sundays Daytime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section.

Engineering recovery allowances		
SUNDAYS - DOWN SERVICES		
		Allowance
Waterloo - Bournemouth/Poole	Approaching Bournemouth	[2]*
Waterloo – Weymouth	Approaching Weymouth	[2]*
Waterloo - Portsmouth via Woking	Approaching Guildford	[1]*
Waterloo - West of England	Approaching Salisbury Tunnel Junction	[2]*
* The foregoing does not apply to trains		
◇ which are timed through the Waterloo - Wimbledon "two-line railway" section as shown in section 3.3 of the Rules of the Route		
◇ which are amended under Short Term Plan arrangements		
Engineering recovery allowances		
SUNDAYS – UP SERVICES		
		Allowance
Weymouth/ Poole/ Bournemouth/ West of England - Waterloo	Approaching Woking	[2]*
Weymouth/ Poole/ Bournemouth/ West of England - Waterloo	Approaching Wimbledon	[1]*
* The foregoing does not apply to trains which are amended under Short Term Plan arrangements		

6 Timetabling Considerations

6.1 Advertised and Working Times

It is not permissible for trains to be specified to be advertised to arrive before or depart after the booked times stated in the working timetable (WTT).

It is permissible for trains to be specified to be advertised to depart before the booked times stated in the working timetable in the following circumstances;

- (i) Where the WTT departure time is delayed to achieve the required headway behind a preceding train or margin following a conflicting move.
- (ii) As an aid to punctual departure where this practice has been agreed between the Train Operator and Network Rail.

By agreement between the Train Operator and Network Rail, trains may be specified to be advertised to arrive after the booked times stated in the WTT. This agreement is used instead of engineering/performance allowances.

Weekdays (Monday to Saturday)		
Movement	Differential	Reason
All SX trains arriving at Waterloo between 0700 and 1000	Advertised to arrive 2 minutes later than the WTT time	
All SX trains departing from Waterloo between 1600 and 1900	Advertised to arrive 2 minutes later than the WTT time at the ultimate destination UNLESS by doing so onward connections are severed. Such instances must be agreed by the service specifier's performance manager.	
Other trains may be advertised to depart earlier or later at the discretion of the service specifier		In order to maintain standard departure patterns

6.2 Timing of Light Locomotives

It is a general principle that all light locomotive movements will be timed. Any exceptions to this must be agreed by the appropriate Area Timing Specialist.

6.3 Two-Track Timetable Railway

On the following sections of route the timetable will be planned such that it can be operated over two tracks (one Down and one Up) over the sections of line shown below.

LOCATION/LIMITS	LINES	DAYS	TIMES
Waterloo to Queenstown Road Platforms 1-10 to 615B, 614B, 613B, 612B Points	Down Main Slow Down Main Fast Up Main Slow Up Main Fast	TWThF & Su	0015 to 0505
Waterloo to Clapham Junction Platforms 12-19 to 653A, 651, 649A, 647A Points	All Windsor Lines & Up Main Relief	SO	0035 to 0500
Queenstown Road to Wimbledon 614A, 613A Points to 734	Down Main Fast Up Main Fast	TWThFS & Su	0005 to 0500

LOCATION/LIMITS	LINES	DAYS	TIMES
Waterloo to Queenstown Road Platforms 1-10 to 615B, 614B, 613B, 612B Points	Down Main Slow Down Main Fast Up Main Slow Up Main Fast	TWThF & Su	0015 to 0505
Points/Diamond			

6.4 Track Patrolling Opportunities

LOCATION/LIMITS	LINES	DAYS	TIMES
Waterloo to West London Junction Platform 19 to 627B Points	Windsor Reversible	SO	0900 to 1100
Waterloo to Carlisle Lane Junction 1525A Points to W61 Signal	Up Main Relief Down Windsor Slow	SO	1200 to 1400
Waterloo to West Crossings Platforms 12/13 to 1577A Points	Up Main Relief	SO	1400 to 1600
Waterloo to Clapham Junction Platform 1-4 to 671 Points	Down Main Slow Up Main Slow	Su	0700 to 1000
Waterloo to Vauxhall/Carlisle Lane Junction Platforms 8-10 to 1601 Points (DMF) / 1593 Points(UMF)	Down Main Fast Up Main Fast	Su	1030 to 1230
Waterloo to Carlisle Lane Junction Platform 15 to 1590 Points	Down Windsor	Su	1300 to 1500
Clapham Junction to Wimbledon 673 Diamond to 734 Points	Down Main Fast	Su	0830 to 1030
Wimbledon West Junction to Wimbledon 750 Points to 734 Diamond	Up Main Fast	Su	0715 to 0815
Hampton court Junction to Weybridge 2116 Points to WK355 Signal	Down Main Fast	Su	0645 to 1000