



Network Rail
Capacity Planning
The Quadrant
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26th March 2021

**Commentary on the Kent Timetable Planning Rules 2022
Version 3
Draft Proposal for Subsidiary Change Timetable 2022**

This document is a covering note for the Timetable Planning Rules – Draft Proposal for Subsidiary Change 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 3 of the May 2022 Timetable Planning Rules.

1. Introduction and General Notes

1.1 Index of Routes

No change

1.2 Sectional Appendices and Rule Book

No change

1.3 Definitions

1.3.1 Train Classification

No change

1.3.2 Days of Operation

No change

1.3.3 Traction and Rolling Stock

No change

1.3.4 Line Codes

No change

1.3.5 Activity and Other Codes

No change

2. Route Description

2.1 Planning Geography

SO180 Addition of Halling Sidings FOC TIPLOC information

SO280 Additional information added in Notes section

SO280A Additional information added in Notes section

2.2 Route Opening Hours

No change

3. Electrification

3.1 Electrification Limits

No change

3.2 Electrification Supply Restrictions

No change

4. Rolling Stock Restrictions

4.1 Locomotive Route Availability

No change

4.2 Passenger Stock Restrictions

No change

4.3 Freight Wagon Restrictions

No change

4.4 Freight Train Load Limits

No change

4.5 Freight Train Length Limits

No change

4.6 Driver Only Operation Limits

No change

4.7 Engineers' Trains Restrictions

No change

5. Running Times, Margins and Allowances

5.1 Sectional Running Times

Sectional Running Time changes around old tractions, and revised timings in lieu of incorrect BPlan data

5.2.1 Headways

SO110 Change of Headway splits involving Brixton and Grosvenor Shed

5.2.2 General Capacity Constraints

No change

5.3 Junction Margins and Station Planning Rules

Standard values – Locomotive Run-round removal, switch of location for Locomotive Change value and Minimum Turnround addition of Class 707 though no value

SO110 Brixton Simultaneous Moves Not Permitted/Overlap Restrictions wording amendment and addition of new margin for train from Catford Loop

SO110 Herne Hill Turnback Siding – removal of Turnround table and correction of spelling error

SO110 Shortlands Junction Length Limits added

SO110 Rochester – removal of Locomotive detail which is covered by the standards

SO110 Gillingham Simultaneous Moves Not Permitted/Overlap Restrictions wording amendments and addition of new Junction Margin

SO110 Sittingbourne Adjustment to Sectional Running Times and Junction Margin addition, alongside changes to Simultaneous Moves Not Permitted/Overlap Restrictions

SO110 Faversham condensing of and changes to Junction Margins from Simultaneous Moves Not Permitted

SO110 Ramsgate Simultaneous Moves Not Permitted/Overlap Restrictions wording amendment and addition of new margin for train from Minster

SO130 New Cross Simultaneous Moves Not Permitted/Overlap Restrictions wording amendment and further detail added

SO130 Tanners Hill Junction Length Restrictions added

SO130 Parks Bridge Junction Adjustment to Sectional Running Times addition in the Down direction and wording amendments in the Up direction. Also the removal of the Planning Note

SO130 Hither Green Adjustment to Sectional Running Times wording amendments and addition of a Planning Note

SO130 Tonbridge Permissive Working additions for ARS working and removal of Station Working Requirements

SO130 Ashford International Permissive Working additions for ARS working, removal of wording within Platform Re-Occupation alongside changes to Simultaneous Moves Not Permitted/Overlap Restrictions

SO140 Maidstone East Simultaneous Moves Not Permitted/Overlap Restrictions wording amendment and addition of new margin for trains using the Reversible

SO180 Maidstone West Planning Note addition

SO220 Minster East Junction Junction Margin additions and removal of Simultaneous Moves Not Permitted

SO280 Smithfield Sidings removal of Minimum Turnround table

SO280 City Thameslink Permissive Working changes

SO280 London Blackfriars Passenger to ECS 8+12 car additions

SO280A Metropolitan Junction spelling correction

SO290 Plumstead Simultaneous Moves Not Permitted removed

SO300 Lewisham Junction addition of Length Restrictions

SO310 Sidcup Simultaneous Moves Not Permitted/Overlap Restrictions wording amendment and additional detail added

SO310 Dartford Simultaneous Moves Not Permitted/Overlap Restrictions wording amendments and additional detail added

SO310 Strood Simultaneous Moves Not Permitted/Overlap Restrictions wording amendments and additional detail added

SO320 Grain Shared Area Special Working Requirements added

5.4 Platform Lengths

Platform length changes included throughout

5.4.1 Loop Lengths

No change

5.5 Timing Allowances

No change

5.5.1 SX Daytime

No change

5.5.2 SX Night Time

No change

5.5.3 SO Daytime

No change

5.5.4 SO Night Time

No change

5.5.5 Sundays Daytime

No change

5.5.6 Sundays Night Time

No change

6 Timing Considerations

6.1 Advertised and Working Times

No change

6.2 Timing of Light Locomotives

No change

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

As per Condition D2.2.4 of Part D of the Network Code, following distribution of the Final Rules and by D-54, Timetable Participants may make representations to Network Rail in respect of any changes they propose or objections they may have to the Final Rules provided to them in accordance with D2.2.3.

Please send any responses to michael.fox@networkrail.co.uk by Friday 30th April 2021 in order that any queries and concerns can be dealt with in advance of the publication of the Final Rules at D-59. It is appreciated that this might not be achievable in all cases and this request does not affect any timetable participant’s ability to respond after D-59 in accordance with Network Code D2.2.4 and 2.2.5.

Regards

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Timetable Planning Rules

South East Route

Kent & HS1 Area

May 2022 TIMETABLE

Version 3

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Draft Proposal for Subsidiary Change Timetable 2022
26th March 2021

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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:

SO110	London Victoria to Ramsgate (via Herne Hill and Chatham)
SO110A	Bickley Junction to Petts Wood Junction
SO110B	Gillingham to Chatham Dockyard
SO130	London Charing Cross to Dover Priory (via Tonbridge)
SO130A	London Cannon Street to Metropolitan Junction
SO130B	London Cannon Street to London Bridge
SO130C	Tanners Hill Junction to Lewisham Vale Junction
SO130D	St Johns Junction to Lewisham Junction
SO130E	Parks Bridge Junction to Ladywell Junction
SO130F	Courthill Loop North Junction to Courthill Loop South Junction
SO130G	Chislehurst Junction to St Mary Cray Junction
SO130H	Saltwood Junction to CTRL/ET Boundary
SO130K	Sevington Loop to Sevington Sidings
SO140	Swanley to Ashford International (via Maidstone East)
SO140A	Oxford Junction to Sevenoaks
SO150	Sittingbourne Western Junction to Sheerness On Sea
SO150A	Sittingbourne Eastern Junction to Sittingbourne Middle Junction
SO160	Faversham to Dover Priory
SO170	Tonbridge to Bopeep Junction
SO180	Paddock Wood to Strood
SO200	Refer to Sussex Timetable Planning Rules - SO600
SO210	Refer to Sussex Timetable Planning Rules – SO610
SO220	Ashford East Junction to Ramsgate (via Canterbury West)
SO240	Buckland Junction to Minster East Junction (via Deal and Sandwich)
SO240A	Minster South Junction to Minster West Junction
SO250	Factory Junction to Mitre Bridge Junction
SO250A	Grosvenor Bridge Junction to Factory Junction
SO250B	Battersea Pier Junction to Longhedge Junction
SO250C	Longhedge Junction to Pouparts Junction
SO250D	Falcon Junction to Latchmere Junction No 1
SO260	Brixton Junction to Shortlands Junction (Catford Loop)
SO280	Farringdon to Herne Hill
SO280A	Blackfriars Junction to Metropolitan Junction
SO280B	Loughborough Junction to Cambria Junction
SO280C	Loughborough Junction to Canterbury Road Junction
SO290	North Kent East Junction to Dartford Junction (via Greenwich)
SO290A	Blackheath Junction to Charlton Junction
SO290B	Angerstein Junction to Angerstein Wharf
SO300	Lewisham Junction to Crayford Creek Junction (via Bexleyheath)
SO300A	Slade Green Junction to Perry Street Fork Junction
SO310	Hither Green to Rochester Bridge Junction (via Sidcup)
SO310A	Lee Spur Junction to Lee Loop Junction
SO310B	Crayford Spur 'A' Junction to Crayford Spur 'B' Junction
SO320	Hoo Junction to Grain Sidings
SO330	Nunhead to Hayes
SO330A	New Beckenham to Beckenham Junction

SO350	Grove Park to Bromley North
SO400	St Pancras International to High Speed1/ET Boundary
SO410A	Regents Canal Junction York Way North Junction
SO410B	Silo Curve Junction to Cedar Junction
SO420	York Way South Junction to Camden Road Incline Junction
SO430	Stratford International West Junction to Temple Mills Depot
SO440	Ripple Lane Exchange Lines to Dagenham Junction
SO450	Ebbsfleet West Junction to Springhead Road Junction
SO460	Fawkham Junction to Southfleet Junction
SO470	Ashford West Junction (AD947 and AD949 Signals) to Ashford International
SO480	Ashford International to Ashford East Junction (AD954 and AD956 Signals)
SO490	Dollands Moor West Junction to Dollands Moor Sidings

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	TTPR Section 4.6
	5.6 Carrying out a running brake test	TTPR 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	TTPR Section 5.1.2
	2.5 Permissible speed indicators with letters	TTPR Section 5.1.2
	2.6 Enhanced permissible speed (EPS) indicators	TTPR 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	TTPR 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);	TTPR Section 5.1.2
	2.2 Maximum permitted speed of locomotive-hauled trains	TTPR Section 5.1.2
	2.3 Electric-traction speed restrictions	TTPR Section 5.1.2
	3.16 Carrying out a running brake test	TTPR 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 Handsignalling 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 or Sandite (M P V)
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	Class 373 or Class 374 train London Overground East London Line services and Thameslink services 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

TIDs EAST LONDON LINE / THAMESLINK SERVICE GROUPS

TID	East London Line / Thameslink Service Group
9Axx	East London Line to Crystal Palace
9Bxx	East London Line from Crystal Palace
9Cxx	East London Line to West Croydon
9Dxx	East London Line from West Croydon
9Exx	East London Line to New Cross St Albans City and St Pancras International (all stations services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof
9Fxx	East London Line from New Cross
9Gxx	East London Line to Clapham Junction Bedford and St Pancras International (semi-fast services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof
9Hxx	East London Line from Clapham Junction and Battersea Park Luton and St Pancras International (all stations services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof
9lxx	East London Line to/from New Cross Gate
9Jxx	Peterborough and Horsham via London Bridge and Redhill
9Kxx	Luton / Kentish Town and Orpington via Catford
9Lxx	Bedford and East Grinstead via London Bridge – Northbound services terminating at London Bridge (Central) must be allocated numbers between 70 and 99

9Mxx	Bedford and St Pancras International (all stations services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof East London Line services to Battersea Park
9N80 – 9N99	Bedford and Littlehampton via London Bridge and Hove
9O01-79	St Albans and Sutton via Mitcham Eastfields, Sutton and St Albans via Wimbledon
9O80-88	Sutton via Wimbledon to West Hampstead, Kentish Town or Blackfriars
9O90-98	Sutton via Wimbledon to Luton or Bedford
9P01-75	Luton and Rainham
9P76-88 (even numbers)	Rainham/Gillingham to West Hampstead
9P81-89 (odd numbers)	Bedford to Rainham / Gillingham (fast from St Albans)
9P90-99	Shuttle services between London Bridge / Dartford and Rainham / Gillingham
9Qxx	NOT USED
9R00-69	Bedford and Gatwick Airport/Three Bridges / Brighton via London Bridge and Redhill - Northbound services terminating at London Bridge (Central) must be allocated numbers between 70 and 79 and 70 to 99 SO and SUN
9R80-99	Bedford and Gatwick Airport/Three Bridges/Brighton via London Bridge and Redhill that have a maximum of four station calls between Bedford and St Pancras (applies SX)
9Sxx	Cambridge and Gatwick Airport/Three Bridges/Brighton via London Bridge and Quarry Lines
9T00-9T73	Bedford and Gatwick Airport/Three Bridges / Brighton via London Bridge and Quarry Lines - Northbound services terminating at London Bridge (Central) must be allocated numbers between 74 and 79 SX and 74 to 99 SO and SUN
9T80 – 9T99	Bedford and Brighton via London Bridge and Quarry Lines that have a maximum of four station calls between Bedford and St Pancras (applies SX)
9Uxx	NOT CURRENTLY USED – will be allocated to relevant service group when 24tph Thameslink service is confirmed
9V01-79	St Albans and Sutton via Wimbledon, Sutton and St Albans via Mitcham Eastfields
9V80-88	Sutton via Mitcham Eastfields to West Hampstead, Kentish Town or Blackfriars
9V90-98	Suton via Mitcham Eastfields to Luton or Bedford
9W01-9W89	Bedford and Gatwick Airport/Three Bridges / Brighton via Tulse Hill and Streatham
9W90-9W99	Horsham or Three Bridges and Peterborough via Tulse Hill and Streatham
9Xxx	NOT USED
9Y01-74	Welwyn Garden City / Blackfriars and Sevenoaks via Catford and Swanley
9Y76-98	Sevenoaks to Welwyn Garden City via Swanley and Catford (SX) or London Victoria (Sundays)
9Zxx	Not to be used in the WTT

Thameslink services †
Northbound Services
Southbound Services

EVEN NUMBERS*
ODD NUMBERS*

* Some services during the AM & PM peak will be given numbers between 80 and 99 to illustrate differences with the off-peak pattern. These may deviate from the numbering convention, by exception, with prior consultation between Network Rail and the Operator.

† This includes Thameslink operated services which start and terminate short of the Thameslink Core route.

Note:

The use of number range 80 to 99 should be used to illustrate trains which deviate from the normal pattern behaviour, be that calling pattern, unusually long stops, or detachments / attachments in locations not often undertaken.

Second Character	LONDON CHARING CROSS SERVICES
A	UP trains via Woolwich and Blackheath
B	UP trains via Woolwich and Greenwich London Bridge and Maidstone West/Strood via Redhill
C	UP trains via Bexleyheath
D	UP trains via Sidcup and Ore (Class 1 not available) UP local trains from Sevenoaks via Orpington and Herne Hill (also applies to services towards London Blackfriars) Hastings – Ashford International (includes Rye shuttles)
E	DOWN trains via Greenwich and Woolwich DOWN local trains to Sevenoaks via Catford and Swanley UP trains to Eastern Region Local trains Tonbridge and Tunbridge Wells
F	UP local trains from Sevenoaks to Cannon Street or Charing Cross London Victoria/London Bridge and Hastings/Ore via Brighton Mainline UP empty trains to Cannon Street or Charing Cross
G	via Chislehurst, Swanley and Chatham Brighton - Hastings Semi-fast (Class 1) Brighton – Hasting stopping services (Class 2)
H	Trains to/from Hastings (Class 1 only) Trains to/from Tunbridge Wells (Class 2 only) (except trains covered by <u>E</u>) Hastings Line via Tonbridge (except trains covered by <u>E</u>)
I	Cannon Street or Charing Cross rounders (via Sidcup and Greenwich) Redhill - Tonbridge
J	DOWN empty trains to Grove Park from Charing Cross or Cannon Street DOWN trains London Cannon Street to London Bridge 2JNN Even Numbers: Bromley North to Grove Park 2JNN Odd Numbers: Grove Park to Bromley North
K	UP trains from Mid Kent Line Ashford International and Brighton via Hastings.
L	DOWN trains via Blackheath and Woolwich UP trains to Eastern Region Local trains to/from Sevenoaks or intermediate stations via Orpington and Catford (also applies to services towards London Blackfriars)
M	DOWN trains via Bexleyheath UP trains to North West/Midlands Zone
N	DOWN trains via Sidcup
O	London Cannon Street or London Charing Cross rounders (via Greenwich and Sidcup) From other Zones to Southern Region not covered elsewhere Tunbridge Wells and Three Bridges via Tonbridge
P	UP trains London Bridge to London Cannon Street Circular services via Greenwich – Slade Green - Bexleyheath
Q	Class 2. Non-standard services – by prior agreement only
R	DOWN trains via Orpington and Paddock Wood.
S	DOWN local trains to Sevenoaks. UP trains to Scotland Zone
T	Tonbridge to Strood via Maidstone West Circular services via Bexleyheath – Slade Green - Greenwich
U	Via Nunhead and Lewisham
V	DOWN trains to Mid Kent Line. Up trains to Great Western Zone
W	UP trains via Paddock Wood and Orpington
X	Out of gauge and exceptional loads

Second Character	LONDON CHARING CROSS SERVICES
Y	Orpington via Mid Kent Line ALL empty trains London Blackfriars/ Stewarts Lane/ and London Cannon Street via Metropolitan Junction De-icing and Sandite Trains Trains not covered elsewhere.
Z	Special Traffic Trains

Second Character	LONDON VICTORIA (EASTERN) SERVICES
A	UP main line trains from Maidstone East and Herne Hill UP local trains Sevenoaks via Swanley and Herne Hill
B	ALL local trains to or from Sevenoaks via Catford and Swanley
C	UP main line trains via Sevenoaks, Swanley or Orpington and Herne Hill
D	UP local trains from Sevenoaks via Herne Hill and Orpington Sittingbourne and Sheerness on Sea
E	UP trains to Eastern Region DOWN local trains to Sevenoaks or intermediate stations via Catford and Swanley Tunbridge Wells via Redhill
F	Main line trains via Catford and Maidstone East
G	Main line trains via Catford and Orpington
H	Not Used
K	Via Catford and Chatham
L	Local trains to and from Sevenoaks or intermediate stations via Orpington and Catford. UP trains to Eastern Region.
M	UP trains to Midland/North West Zones, except trains covered elsewhere. DOWN local trains to Sevenoaks via Herne Hill and Orpington
N	DOWN main line trains via Herne Hill and Maidstone East
O	Trains from other Zones to Southern Region not covered elsewhere. London Victoria (Eastern) and Stewarts Lane. Thameslink services to Sutton via Mitcham Junction and from Sutton via Wimbledon
P	UP main line trains via Chatham and Herne Hill.
Q	Class 2. Non-standard services – by prior agreement only
S	UP trains to Scotland Zone DOWN main line trains via Herne Hill and Chatham
U	via Nunhead, Lewisham, Dartford and intermediate stations Strood, Sheerness, Ramsgate and Dover
V	UP trains to Great Western Area DOWN main line trains via Herne Hill, Orpington or Swanley and Sevenoaks. Thameslink services to Sutton via Wimbledon and from Sutton via Mitcham Junction
X	Out of gauge and exceptional loads
Y	Empty trains London Blackfriars/Stewarts Lane and London Cannon Street via Metropolitan Junction De-icing and Sandite trains Trains not covered elsewhere
Z	Special traffic trains

TIDs Services from Sussex to / from Kent

TID	East London Line / Thameslink Service Group
1Fxx	London Victoria/London Bridge and Eastbourne / Hastings / Ore
1Gxx	Brighton and Hastings (semi-fast)
1Txx	London Victoria and Tonbridge via Redhill
2Axx	Redhill and Tonbridge
2Dxx	Hastings and Ashford International (includes Rye shuttle)
2Gxx	Brighton and Hastings (stopping services)

Third and Fourth Character

London Victoria to/from Kent **EVEN NUMBERS**
London Blackfriars to/from Kent **ODD NUMBERS**

Charing Cross to/from Kent **EVEN NUMBERS**
Cannon Street to/from Kent **ODD NUMBERS**

All Other Kent Services:
Tonbridge to Tunbridge Wells **EVEN NUMBERS**
Tunbridge Wells to Tonbridge **ODD NUMBERS**
Sheerness to Sittingbourne **EVEN NUMBERS**
Sittingbourne to Sheerness **ODD NUMBERS**

The following apply only to High Speed 1:

Classification	Description
9	Passenger or empty coaching stock train formed of International rolling stock
1	Domestic express passenger train capable of running at 200 Kmph or more
2	Domestic express passenger train capable of running at 199 Kmph or less
3	Works train formed of passenger rolling stock or multiple unit type vehicles e.g. MPV
4	Freight train capable of running at 161 Kmph or more
5	Empty coaching stock train formed of Domestic rolling stock
6	Freight train capable of running at 160 Kmph or less
7	On-track plant (OTM) e.g. tamper, TRAMM
8	Works train formed of locomotive and wagons e.g. Ballast train
0	Light locomotive or locomotives

TIDs HIGH SPEED 1 ROUTE EUROSTAR SERVICES

Classification	Description
90**	Class 373 & 374 train between London St Pancras International and Paris or other locations in France in both directions
91**	Class 373 & 374 train between London St Pancras International and Brussels (Bruxelles) in both directions

TIDs HIGH SPEED 1 ROUTE DOMESTIC SERVICES TO AND FROM KENT

Classification	Description
0K**	KRUPP locomotives travelling Light Engine
1C**	High Speed circular services from St .Pancras to St. Pancras via Faversham, Ramsgate and Ashford. Only to be used for trains which complete the circuit.
1F**	High Speed services to and from North Kent
1J**	High Speed services to and from East Kent via Ashford International
1L**	High Speed circular services from St .Pancras to St. Pancras via Ashford, Ramsgate and Faversham. Only to be used for trains which complete the circuit.
1T**	High Speed services to and from Maidstone West

Eurostar services must match the continental train numbering system, where 90nn (Nine Zero x x) = 9Onn (Nine Oscar x x) and 91nn (Nine One x x) = 9Inn (Nine India x x)

Empty Coaching Stock Movements

3Y/5Ynn	Any empty train routed directly between Victoria and Blackfriars (via Canterbury Road Spur) or Charing Cross and Cannon Street
3O/5Onn	Victoria (Eastern) to Stewarts Lane, 00 to 48 Stewarts Lane to Victoria (Eastern), 50 to 98

Where nn reflects the third and fourth characters of the previously loaded (departures) or next loaded (arrivals) service

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)
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
DMU	Any diesel multiple unit
EMU	Any electric multiple unit
ECS	Empty Coaching Stock includes empty diesel and electric multiple units
373	Eurostar
374	Eurostar

1.3.4 Line Codes

Abbreviation	Description
AL	Atlantic Lines
ADN	Line A (from Platforms 1-4) to Down Cannon Street
CL	Chatham Loop
CDN	Line C (from Platforms 4-7) to Down Cannon Street
CRV	Line C (from Platforms 4-7) to Cannon Street Reversible
DC	Down Chatham
DCS	Down Cannon Street
DCX	Down Charing Cross
DDG	Down Ripple Lane Chord
DEC	Down CTRL East Chord
DKF	Down Kent Fast
DFV	Down Fast Tonbridge Loop
DL	Down Line
DM	Down Main
DML	Down Main Line
DMR	Line D (from Platforms 4-7) to Metropolitan Reversible
DNC	Down International CTRL

Abbreviation	Description
DNL	Down Loop, for trains on HS1 using Lenham Heath Down Loop. Also, Down Newington Loop between Rainham and Newington.
DPL	Down Passenger Loop
DPV	Down Loop
DRV	Line D (from Platforms 4-7) to Cannon Street Reversible
DSH	Down Snow Hill
DSL	Down Holborn Slow Line
DSS	Down Snow Hill Spur
DSV	Down Slow Tonbridge Loop
DWC	Down CTRL West Chord
EMR	Line E (from Platform 7) to Metropolitan Reversible
FL	Fast Line
LW	Ladywell Loop
MLV	Maidstone Loop
MR	Maidstone Relief
MRD	Metropolitan Reversible to Line D Cannon Street (Platforms 4-7)
MRE	Metropolitan Reversible to Line E Cannon Street (Platform 7)
NB	Northbound Reversible Line
NKD	Down North Kent Line Connection CTRL
NLC	CTRL to North London Line Connecting Line
PCO	Trains departing St Pancras International towards ECML Connection (Signal K259).
PNL	CTRL Silo Curve
PRL	CTRL Relief Line
REV	Reversible
RVC	Cannon Street Reversible to Line C Cannon Street (Platforms 4-7)
RVD	Cannon Street Reversible to Line D Cannon Street (Platforms 4-7)
RVL	Reversible Line
SB	Southbound Reversible 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
UC	Up Chatham
UCS	Up Cannon Street
UCX	Up Charing Cross
UDG	Up Ripple Lane Chord
UEC	Up CTRL East Chord
UFL	Up Fast Line
UFV	Up Fast Tonbridge Loop
UKF	Up Kent Fast
UM	Up Main
UNL	Up Newington Loop
UML	Up Main Line
UPB	Up Cannon Street to Line B Cannon Street (Platforms 1-4)
UPC	Up Cannon Street to Line C Cannon Street (Platforms 4-7)
UPV	Up Passenger Loop
UPW	Up Waterloo Connecting Line
USH	Up Snow Hill
USL	Up Holborn Slow Line
USV	Up Slow Tonbridge Loop
UWC	Up CTRL West Chord

Abbreviation	Description
V	Loop
London Bridge Approaches	
1	No. 1 Down Cannon Street Services
2	No. 2 Up and Down Cannon Street Reversible
3	No. 3 Up Cannon Street (Down Thameslink Services (Perturbation & Planned Diversion Only))
4	No. 4 Down Snow Hill (Thameslink Services)
5	No. 5 Up Snow Hill (Thameslink Services)
6	No. 6 Down (Charing Cross Services & Up Thameslink Services (Perturbation & Planned Diversion Only))
7	No. 7 Down (Charing Cross Services)
8	No. 8 Up (Charing Cross Services)
9	No. 9 Up (Charing Cross Services)

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 an '*' 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, were 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 run-round 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 freight operators.
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) from ITPS, 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.
5. 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 ITPS 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 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 which one of 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. *SO110* 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

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)				
TIMING POINT	DOWN	UP	CODE	NOTES
London Victoria	FL SL			
Victoria Grosvenor Carriage Shed Entry/Exit	-	-	S	Timing point for all trains to or from Victoria Grosvenor Carriage Shed Access controlled by TOC shunter
Victoria Grosvenor Carriage Shed	-	-	S	Timing point for trains into and out of the shed Access controlled by TOC shunter
Grosvenor Bridge Junction	FL SL RVL	FL SL		<i>To/from Stewarts Lane Junction - SO250A</i>

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)				
TIMING POINT	DOWN	UP	CODE	NOTES
Linford Street Junction	-	-	X	Timing point for services to/from Nine Elms Junction only <i>To/from Nine Elms Junction - Refer to Wessex Timetable Planning Rules - SW100B</i>
Factory Junction	AL RVL	- RVL		Timing point for Atlantic Lines and Reversible Line only <i>To/from Longhedge Junction SO250 To/from Stewarts Lane Junction - SO250A. To/from Wandsworth Road (Atlantic Lines) - Refer to Sussex Timetable Planning Rules - SO645</i>
<u>Voltaire Road Junction</u>	-	FL RVL		
Shepherds Lane Junction	-	- AL	X	Timing point for trains to/from Atlantic Lines. <i>To/from Clapham High Street - SO645</i>
<i>Brixton Junction</i>				<i>To/from Canterbury Road Junction - SO260 Use TIPLOC BRIXTON to/from Catford Loop</i>
<u>Brixton</u>	-	-		
Shunt signal VS595	-			Available for ECS shunt moves London end of Herne Hill Station USE TIPLOC HERN595
<u>Herne Hill</u>	-	-		<i>To/from Tulse Hill - Refer to Sussex Timetable Planning Rules - SO680A To/from Loughborough Junction - SO280</i>
Herne Hill Shunt signal VS600	-			Available for ECS shunt moves Country end of Herne Hill station USE TIPLOC HERN600
Herne Hill Turnback Siding			S	Timing point for movements in and out of siding Stabling not allowed – turnback moves only Use TIPLOC HERNHSD
West Dulwich	-	-	S	
Sydenham Hill	-	-	S	
Penge East	-	-	S	
<u>Kent House</u>	-	-		Platform detail must be shown
Beckenham Shunt Signal VS607	-	-		Use TIPLOC BCKN607
<u>Beckenham Junction</u>	-	-		TIPLOC BCKNHMJ applies to Kent side <i>To/from Birkbeck - Refer to Sussex Timetable Planning Rules - SO650 To/from New Beckenham - SO330A</i>

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Shortlands Junction</u>	FL SL	-		<i>To/from Ravensbourne - SO260</i>
Shortlands	FL SL	FL SL	S	
Bromley South Signal VS617	FL	FL		Shunt available for crossing Use TIPLOC BROM617
<u>Bromley South</u>	FL SL	FL SL	S	Platform detail must be shown
Bickley	FL SL	FL SL	S	
<u>Bickley Junction</u>	FL SL DFV DSV	FL SL		<i>To/from Petts Wood Junction - SO110A</i>
<u>St Mary Cray Junction</u>	FL SL	FL SL CL RVL		<i>To/from Chislehurst - SO130G</i> Line codes CL and RVL are to/from Chislehurst
St Mary Cray	FL SL	FL SL	S	Platform detail must be shown
Swanley Signal VS631	FL SL	FL SL		Shunt available for crossing Use TIPLOC SWLY631
<u>Swanley</u>	-	FL SL		<i>To/from Eynsford - SO140</i>
Swanley Shunt Signal VS636	FL SL			Use TIPLOC SWLY636
Farningham Road	-	-	S	
<u>Fawkham Junction</u>	-	-		<i>To/from Southfleet Junction (CTRL). Refer to SO460</i>
Longfield	-	-	S	
Meopham	-	-	S	
<u>Sole Street</u>	-	-		
<u>Rochester Bridge Junction</u>	-	-		<i>To/from Strood - SO310</i>
<u>Rochester</u>	-	-		Platform detail must be shown
Rochester Down Loop	-	-	S	TIPLOC RCHTDL
Rochester Up Loop	-	-	S	TIPLOC RCHTULS
Chatham	-	-	S	
<u>Gillingham</u>	-	-		<i>To/from Chatham Dockyard - SO110B</i>
Gillingham Down Sidings			S	
Gillingham Reception Road			S	Timing point for trains between Gillingham Station or Gillingham Down Sidings and Gillingham EMU Depot
Gillingham EMU Depot			S	Timing point for trains to/from Gillingham Reception Road or Gillingham Station
<u>Rainham</u>	-	-		Platform detail must be shown
<u>Rainham East Junction</u>	DC DNL	-		
<u>Newington</u>	-	UC UNL		
<u>Sittingbourne Western Junction</u>	-	-		<i>To/from Sheerness - SO150</i>
<u>Sittingbourne Eastern Junction</u>	-	-		<i>To/from Sittingbourne Middle Junction - SO150A</i>
<u>Sittingbourne</u>	-	-		Platform detail must be shown
Sittingbourne Down Goods Loop	-	-		
Teynham	-	-	S	
<u>Faversham</u>	-	-		Platform detail must be shown <i>To/from Canterbury East - SO160</i>
Faversham Down Reception			S	Timing point for trains to/from the Down Sidings or Faversham Station

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)				
TIMING POINT	DOWN	UP	CODE	NOTES
Faversham Back Road			S	Timing point for trains between Faversham Station and Faversham Up Sidings
Faversham Up Sidings			S	Timing point for trains to/from Faversham Station or Back Road Siding numbers must be shown
Whitstable	-	-	S	
Chestfield and Swalecliffe	-	-	S	
Herne Bay	-	-		Platform detail must be shown
Birchington on Sea	-	-	S	
Westgate on Sea	-	-	S	
Margate	-	-		Platform detail must be shown
Broadstairs	-	-	S	
Dumpton Park	-	-	S	
Ramsgate Depot Exit Margate End	-	-	S	Timing point for trains to/from Ramsgate Depot, TIPLOC RAMMKEX Relates to signals EK5160, EK 5162 and EK5164 at the Margate end exit of Ramsgate Depot
Ramsgate Depot	-	-	S	Timing point for ECS moves to/from Depot TIPLOC RAMSGTD Controlled by a depot signaller
Ramsgate Depot Exit Minster End	-	-	S	Timing point for trains to/from Ramsgate Depot, TIPLOC RAMMIEX Relates to signals EK4974 and EK4976 at the Minster end exit of Ramsgate Depot
Ramsgate New Sidings			S	Timing point for trains to/from the Up West Sidings
Ramsgate	-	-		Platform detail must be shown <i>To/from Minster East Junction - SO220</i>

SO110A BICKLEY JUNCTION TO PETTS WOOD JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Bickley Junction	DFV DSV	FL SL		<i>To/from Bickley - SO110</i>
<i>Hawkwood Junction</i>				On Down Slow Tonbridge Loop Only
Petts Wood Junction	FL SL	UFV USV		<i>To/from Petts Wood – SO130</i>

SO110B GILLINGHAM TO CHATHAM DOCKYARD				
TIMING POINT	DOWN	UP	CODE	NOTES
Gillingham	-	-		<i>To/from Chatham - SO110</i>
Chatham Dockyard		-	F	

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>London Charing Cross</u>	FL SL			Platform detail must be shown
London Charing Cross Down Fast Signal TL1002	FL			Shunt signal available for ECS movements Use TIPLOC CHR002
London Charing Cross Down Slow Signal TL1004	FL			Shunt signal available for ECS movements Use TIPLOC CHR004
London Charing Cross Middle Road Signal TL1016	FL SL			Shunt signal available for ECS movements Use TIPLOC CHR016
<u>London Waterloo East</u>	FL SL	FL SL		Platform detail must be shown
<u>Ewer Street Junction</u>	DCX DSH	FL SL		
Metropolitan Junction	DCX DSH	SL USH		Timing point for trains on the Snow Hill lines only. <i>To/from London Cannon Street – SO130A</i> <i>To/from Blackfriars Jn – SO280</i>
Signal TL5109	DCX DSH	6 7 8 UCX -		Shunt signal available for ECS movements Use TIPLOC LNDN109
<u>London Bridge</u>	1 2 4 6 7	2 3 5 6 7 8 UCX USH		Platform detail must be shown <i>To/from London Cannon Street - SO130B</i>
London Bridge Signal TL5110	1 2			Shunt signal available for ECS movements Use TIPLOC LNDN110
Brunswick Court	7 8	7 8	X	Timing Point ONLY for Line Codes Shown <i>Crossing into Sussex side – Refer to</i> <i>Sussex Timetable Planning Rules SO510</i>
Abbey Street Jn		8	X	Timing Point ONLY for Line Codes Shown <i>From Bricklayers Arms Junction – Refer to</i> <i>Sussex Timetable Planning Rules SO510</i>
Spa Road	SL SRV LRV	7 8	X	Timing Point ONLY for Line Codes Shown <i>To/from Bricklayers Arms Junction – Refer to</i> <i>Sussex Timetable Planning Rules</i> <i>SO510</i>
Blue Anchor	DKF RVL	5 7 8		Timing Point ONLY for Line Codes Shown. <i>From Bricklayers Arms Junction – Refer to</i> <i>Sussex Timetable Planning Rules SO510</i>
Corbetts Lane Jn	4 FL			Timing Point ONLY for Line Codes Shown. <i>To Bricklayers Arms Junction – Refer to</i> <i>Sussex Timetable Planning Rules SO510</i>
Surrey Canal Junction	2 3 4	2 3 RVL		Timing Point ONLY for Line Codes Shown TIPLOC SURRCNJ
North Kent East Junction	1 2 -	2 3 4		Timing Point ONLY for Line Codes Shown. <i>To/from Deptford - SO290</i>
<u>New Cross</u>	FL SL	2 3 UKF		Platform detail must be shown.
Tanners Hill Junction	FL	FL		Timing Point for all trains on fast lines <i>To/from Lewisham Vale Junction -</i> <i>SO130C</i>
St Johns <i>St Johns Junction</i>	SL	SL		Timing Point for all trains on slow lines <i>To/from Lewisham Junction - SO130D</i>
<u>Parks Bridge Junction</u>	FL SL LW	FL SL -		<i>To/from Ladywell Junction - SO130E</i>

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Courthill Loop South Junction</i>	-	-		For BPlan/ITPS purposes, timing point shown as Parks Bridge Junction. <i>To/from Courthill Loop North Junction - SO130F</i>
Hither Green	FL SL	FL SL		Platform detail must be shown. <i>To/from Lee Loop Junction - SO310</i>
Hither Green Signal TL1299		FL SL		Shunt signal available for ECS movements Use TIPLOC HTHR299
Hither Green Down Goods Arrival	-	SL	F	Via TL301 signal Use TIPLOC HTHRDGA Access controlled by FOC shunter
Hither Green Down Reception	-	-	F	Use TIPLOC HTHRGRS Used from Bramdean Sidings (41-45)
Hither Green Up Goods Departure	-	-	F	Via TL300 signal Use TIPLOC HTHRUGD Access controlled by FOC shunter
Hither Green Loco Sidings	SL	-	F	Access controlled by FOC shunter
Lee Spur Junction	- CWM SL	-		Timing Point for trains to/from Lee Loop Junction <i>To/from Lee Loop Junction - SO310A</i>
Lee Spur Junction Signal TL1302	-	-		Use TIPLOC HTHR302
Hither Green Shunt Signal TL1311		FL		Use TIPLOC HTHR311
Grove Park Up Sidings	-	-		Timing Point for trains to and from Up Sidings Controlled by a depot signaller
Grove Park Down Sidings (Bramdean)	CWM -	-		Timing Point for trains to and from Down Sidings Controlled by a depot signaller
Lee Spur Junction Shunt Signal TL1314		SL -		Use TIPLOC GRVP314
Grove Park Shunt Signal TL1315	FL SL	FL SL		Use TIPLOC GRVP315
Grove Park Shunt Signal TL1319		SL		Use TIPLOC GRVP319
Grove Park Washer Road	FL SL	FL SL		Use TIPLOC GRVPKWR
Grove Park Shunt Signal TL1330	FL SL	FL SL		Use TIPLOC GRVP330
Grove Park Shed	FL SL	FL SL	S	Via Signal TL1324 Use TIPLOC GRVPSHD
Grove Park C.S.D	-	CWM -	S	Via Signal TL1326 Use TIPLOC GRVPCSD
Grove Park	FL SL	FL SL		<i>To/from Bromley North - SO350</i> Platform detail must be shown.
Elmstead Woods	FL SL	FL SL	S	
Chislehurst	FL SL CL RVL	FL SL		Line Codes CL and RVL are to/from St Mary Cray
<i>Chislehurst Junction</i>				<i>To/from St Mary Cray Junction - SO130G</i>
Petts Wood Junction	FL SL	FL SL UFV USV		<i>To/from Bickley Junction - SO110A</i> Line Codes UFV and USV are to Bickley Junction in the Up direction only
Petts Wood	FL SL	FL SL	S, X	
Orpington	-	FL SL		Platform detail must be shown
Orpington Down Sidings	-	-	S	Timing point for trains to and from Down Sidings. Siding numbers to be shown, S1, S2, S3 or S4 Access controlled by FOC shunter
Chelsfield	-	-	S	
Knockholt	-	-	S	

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Dunton Green	-	-	S	
<u>Sevenoaks</u>	-	-		Platform detail must be shown. <i>To/from Bat and Ball – SO140A</i>
Sevenoaks Gusset Siding	-	-	S	Timing point for trains to/from Gusset Siding and trains routed to Down Sidings via Gusset Siding Tiploc SVNOGUS
Sevenoaks Down Sidings (C.H.S)	-	-	S	Timing point for trains to/from Down Sidings Tiploc SVNOCHS
Hildenborough	-	-	S	
<u>Tonbridge</u>	-	-		Platform detail including through lines must be shown, 1, 2, 3, 4, DF or UF <i>To/from Leigh - Refer to Sussex Timetable Planning Rules – SO550</i> <i>To/from Somerhill Tunnel - SO170</i>
Tonbridge Shunt Signal 2032	-	-		TIPLOC TONB032 Applies to shunt moves on the Down Slow using Shunt Signal 2032
Tonbridge Down Loop	-	-		TIPLOC TONBDLP Applies to movements via the Down Slow which are routed via signal AD163
Tonbridge Post Office Siding	-	-		TIPLOC TONBPOS Applies to movements via the Down Slow which are routed via signal AD167
Tonbridge Up Loop	-	-		TIPLOC TONBULP Applies to movements via the Up Slow which are routed via signal AD164
Tonbridge Signal AD163	-	-	S	TIPLOC TONB163
<u>Paddock Wood</u>	-	-		Platform detail including through lines must be shown <i>To/from Beltring - SO180</i>
Marden	-	-	S	
Staplehurst	-	-	S	
Cranmore Down Loop	-	-		
<u>Headcorn</u>	-	-		Platform detail including through lines must be shown
Pluckley	-	-	S	
Chart Leacon T&R.S.M.D.	-	-		ECS moves only
Ashford West Junction	SL USL	-	X	Timing point for trains to/from Slow Lines. Line Code must be shown TIPLOC ASHFWJN to be used <i>To/from Charing - SO140</i>
<u>Ashford International</u>	- SL	- SL		Platform detail including through lines must be shown. TIPLOC ASHFKY is used for trains on platforms 1, 2, 5 and 6 and the through lines TIPLOC ASHFKI is used for trains on platforms 3 and 4 only <i>To/from Ham Street – Refer to Sussex Timetable Planning Rules - SO600</i>
Ashford Down Side Tamper Siding	-	-	F	TIPLOC ASHFTMP

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)				
TIMING POINT	DOWN	UP	CODE	NOTES
				Timing point for trains to and from Down Tamper Siding
Ashford Up Sidings	-	-	F	TIPLOC ASHFUPS Timing point for trains to and from Newtown Sidings
Ashford P.A.D.	-	-	F	
Ashford Crane Depot	-	-	F	Timing point for trains to and from Crane Depot
<i>Ashford Down Sidings</i>	-	-		<i>See Route SO220 Ashford East Junction - Ramsgate(via Canterbury West)</i>
Ashford East Berthing Sidings	-	-	F	TIPLOC ASHFEBS Siding numbers to be specified Access controlled by separate shunters
Ashford East Junction	-	- SL DSL	X	Timing point for trains to/from Slow Lines. TIPLOC ASHFEJN to be used <i>To/from and Ashford Down Yard - SO220</i>
Sevington Loop	-	-	S	<i>To/from Sevington Sidings - SO130K</i> Timing Point for trains to and from Ashford International
Herringe	-	-	X	Timing point for use during single line working
Westenhanger	-	-	S	
Sandling	-	-	S	
<u>Saltwood Junction</u>	-	-		<i>To/from Network Rail/Eurotunnel Boundary - SO130H</i>
Folkestone West	-	-	S	
<u>Folkestone Central</u>	-	-		
<u>Folkestone East</u>	-	-		
Folkestone East Train Roads	-	-	S	Timing Point for trains to and from Folkestone East Train Roads
<u>Dover Priory</u>	-	-		Platform detail must be shown <i>To/from Buckland Junction - SO160</i>
Dover Priory Sidings				Timing Point for trains to and from Sidings

SO130A LONDON CANNON STREET TO METROPOLITAN JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>London Cannon Street</u>	DMR EMR			Platform detail must be shown
London Cannon Street Signal TL1066	DMR EMR			Shunt signal available for ECS movements Use TIPLOC CANO166
Cannon Street Sidings			S	Timing Point for trains to and from Sidings
<u>Metropolitan Junction</u>	RVL MRD MRE	- SL USH		To/from London Blackfriars - SO280A To/from Ewer Street Junction – SO130

SO130B LONDON CANNON STREET TO LONDON BRIDGE				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>London Cannon Street</u>	ADN CDN CRV DRV			Platform detail must be shown
London Cannon Street Signal TL1066	DMR EMR			Shunt signal available for ECS movements Use TIPLOC CANO166
Cannon Street Sidings			S	Timing Point for trains to and from Sidings
<u>Borough Market Junction</u>	DCS UCS	UPB UPC RVC RVD		Down Direction: UCS can only be accessed from the Cannon Street Reversible (CRV or DRV) DCS can access Platforms 1 & 2 at London Bridge UCS can access Platforms 2 & 3 at London Bridge
<u>London Bridge</u>	1 2 4	- UCS DCS		Platform detail must be shown To/from North Kent East Junction - SO130 Up Direction: UCS can be accessed from Platforms 2 & 3 at London Bridge DCS can only be accessed from Platform 2 at London Bridge

SO130C TANNERS HILL JUNCTION TO LEWISHAM VALE JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Tanners Hill Junction</u>	-	FL		To/from New Cross – SO130
<u>Lewisham Vale Junction</u>	-	-		To/from Lewisham Junction - SO330

SO130D ST JOHNS JUNCTION TO LEWISHAM JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>St Johns Junction</i>				<i>To/from St Johns - SO130</i>
<i>Lewisham Junction</i>				<i>To from Lewisham - SO330 To/from Blackheath – SO300</i>

SO130E PARKS BRIDGE JUNCTION TO LADYWELL JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Parks Bridge Junction	LW	FL SL		<i>To/from New Cross – SO130</i>
Ladywell Junction	-	LW		<i>To/from Ladywell - SO330</i>

SO130F COURTHILL LOOP NORTH JUNCTION TO COURTHILL LOOP SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Courthill Loop North Junction</i>				<i>To/from Lewisham - SO330</i>
Courthill Loop South Junction	FL SL	-		For Bplan/ITPS purposes, timing point shown as Parks Bridge Junction <i>To/from Hither Green - SO130</i>

SO130G CHISLEHURST JUNCTION TO ST MARY CRAY JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Chislehurst Junction</i>				<i>To/from Chislehurst – SO130</i>
<i>Up Chatham Loop Signal AD22</i>		FL SL	S	<i>TIPLOC CHSL22 Applies in the Up direction only for trains that are to be held on the Up Chatham Loop for regulating purposes</i>
<i>Hawkwood Junction</i>				<i>On Up Chatham Loop Only</i>
St Mary Cray Junction	FL SL	FL SL CL RVL		<i>To/from St Mary Cray - SO110</i>

SO130H SALTWOOD JUNCTION TO CTRL/ET BOUNDARY

TIMING POINT	DOWN	UP	CODE	NOTES
Saltwood Junction	-	-		<i>To/from Sandling - SO130</i>
Dollands Moor Sidings	-	-	F	
Dollands Moor LHS	-	-	F	
CTRL/ET Boundary	-	-		<i>To/from CTRL – SO400</i>

SO130K SEVINGTON LOOP TO SEVINGTON SIDINGS

TIMING POINT	DOWN	UP	CODE	NOTES
Sevington Loop	-	-	S	To/from Ashford International/Westenhanger - SO130 Timing Point for trains to and from Sevington Loop
Sevington Sidings		-	F	Access controlled by FOC shunter

SO140 SWANLEY TO ASHFORD INTERNATIONAL (VIA MAIDSTONE EAST)

TIMING POINT	DOWN	UP	CODE	NOTES
Swanley	-	FL SL		To/from St Mary Cray - SO110
Swanley Shunt Signal VS637	-	FL SL		Use TIPLOC SWLY637
Eynsford	-	-	S	
Shoreham	-	-	S	
Otford	-	-	S	
Otford Junction	-	-		To/from Bat and Ball - SO140A
Otford Up Loop		-	S	
Kemsing	-	-	S	
Borough Green Down Passenger Loop	-	-	S	
Borough Green and Wrotham	-	-		
West Malling	-	-	S	
East Malling	-	-	S	
Barming	-	-	S	
Maidstone East	-	-		Platform detail must be shown
Bearsted	-	-	S	
Hollingbourne	-	-	S	
Harrietsham	-	-	S	
Lenham Down Loop	-	-	S	
Lenham	-	-	S	
Charing	-	-		
Hothfield Sidings		-	F	
Beechbrook Farm	-	-	F	Timing point for diesel hauled freight trains using the loop/run-round facility
Ashford Maidstone Loop	-	-		Timing point for all trains using the Bi Directional Maidstone Loop Line TIPLOC ASHFKGR must be used
Ashford International	-	-		Platform detail including through lines must be shown TIPLOC ASHFKY is used for trains on platforms 1, 2, 5 and 6 and the through lines TIPLOC ASHFKI is used for trains on platforms 3 and 4 only To/from Ashford East Junction – SO130 To/from Ham Street - Refer to Sussex Timetable Planning Rules - SO600 To/from CTRL – SO470

SO140A OTFORD JUNCTION TO SEVENOAKS

TIMING POINT	DOWN	UP	CODE	NOTES
Otford Junction	-	-		To/from Otford - SO140
Bat and Ball	-	-	S	
Sevenoaks	-	-		Platform detail must be shown. To/from Tonbridge - SO130

SO150 SITTINGBOURNE WESTERN JUNCTION TO SHEERNESS ON SEA

TIMING POINT	DOWN	UP	CODE	NOTES
Sittingbourne Western Junction	-	-		Timing point for trains to/from Sheerness on Sea To/from Newington – SO110
<i>Sittingbourne Middle Junction</i>				To/from Sittingbourne Eastern Junction - SO150A
Kemsley	-	-		
Kemsley Signal EV807	UL		X	Timing point for Down trains via 2501 crossovers and Up line. TIPLOC SWAL807
Ridham Dock		-	F	
Swale	-	-		
Queenborough	-	-		
Queenborough Yard		-	F	
Sheerness on Sea		-		Platform detail must be shown
Sheerness Steel Works		-	F	

SO150A SITTINGBOURNE EASTERN JUNCTION TO SITTINGBOURNE MIDDLE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Sittingbourne Eastern Junction	-	-		To/from Sittingbourne - SO110
<i>Sittingbourne Middle Junction</i>				To/from Kemsley - SO150

SO160 FAVERSHAM TO DOVER PRIORY

TIMING POINT	DOWN	UP	CODE	NOTES
Faversham	-	-		Platform detail must be shown To/from Teynham - SO110
Selling	-	-	S	
Canterbury East	-	-		Platform detail must be shown
Bekesbourne	-	-	S	
Adisham	-	-	S	
Aylesham	-	-	S	
Snowdown	-	-	S	
Shepherds Well	-	-		Platform detail must be shown
Kearsney	-	-	S	
Buckland Junction	-	-		To/from Martin Mill – SO240
Dover Priory	-	-		Platform detail must be shown To/from Folkestone East - SO130

SO170 TONBRIDGE TO BOPEEP JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Tonbridge</u>	-	-		Platform detail must be shown <i>To/from Hildenborough - SO130</i> <i>To/from Leigh - Refer to Sussex Timetable Planning Rules - SO550</i>
<u>Somerhill Tunnel</u>	-	-		Single line through tunnel. The timing point is at the end of the single line at the North end of the tunnel.
High Brooms	-	-	S	
<u>Wells Tunnel Junction</u>	-	-		
<u>Tunbridge Wells</u>	-	-		Platform detail must be shown
Tunbridge Wells Turnback Siding		-	S	Timing point for ECS movements to and from siding TIPLOC TUNWTB
<u>Strawberry Hill Tunnel</u>	-	-		Single line through tunnel The timing point is at the end of the single line at the South end of the tunnel.
Frant	-	-	S	
<u>Wadhurst</u>	-	-		
<i>Wadhurst Tunnel</i>				Single line through tunnel
<u>Wadhurst Tunnel South</u>	-	-		The timing point is at the end of the single line at the South end of the tunnel
Stonegate	-	-	S	
Etchingam	-	-	S	
<u>Robertsbridge</u>	-	-		
<u>Mountfield Tunnel</u>	-	-		Single line through tunnel The timing point is at the end of the single line at the South end of the tunnel
Mountfield Sidings	-	-	F	Access controlled by FOC shunter
<u>Battle</u>	-	-		
Crowhurst	-	-	S	
West St Leonards	-	-	S	
<u>Bopeep Junction</u>	-	-		<i>To/from Hastings - Refer to Sussex Timetable Planning Rules - SO600</i>

SO180 PADDOCK WOOD TO STROOD

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Paddock Wood</u>	-	-		Platform detail including through lines must be shown <i>To/from Tonbridge - SO130</i>
Beltring	-	-	S	
East Peckham Tip	-	-	F	Access controlled by FOC shunter and groundframe operator
East Peckham Groundframe	-	-	F	Use TIPLOC EPKCKMR Timing point for trains accessing the sidings
Yalding	-	-	S	
<u>Wateringbury</u>	-	-		
<u>East Farleigh</u>	-	-		
<u>Maidstone West</u>	-	-		Platform detail must be shown
<u>Maidstone Barracks</u>	-	-		
Allington Sidings	-	-	F	Access controlled by FOC shunter and groundframe operator
Allington Groundframe	-	-	F	Use TIPLOC ALLGREV Timing point for trains accessing the sidings
<u>Aylesford</u>	-	-		
Brookgate Sidings	-	-	F	
New Hythe	-	-	S	
Snodland	-	-	S	
Halling	-	-	S	
Halling Groundframe	-	-	F	Use TIPLOC HALGGF HALGDBC Timing point for trains accessing the sidings
Rugby Sidings	-	-	F	TIPLOC HALGDBC (DBC) TIPLOC HALGGBR (GBRf) TIPLOC HALGFHH (FHH)
<u>Cuxton</u>	-	-		
<u>Strood</u>	-	-		Platform detail must be shown <i>To/from Higham - SO310</i>

SO200 - Please see Sussex Timetable Planning Rules – SO600

SO210 - Please see Sussex Timetable Planning Rules – SO610

SO220 ASHFORD EAST JUNCTION TO RAMSGATE (VIA CANTERBURY WEST)

TIMING POINT	DOWN	UP	CODE	NOTES
Ashford East Junction	-	SL DSL	X	Timing point for trains to/from slow lines TIPLOC ASHFEJN to be used <i>To/from Ashford International - SO130</i> <i>To/from CTRL – SO480</i>
Ashford Down Sidings and Ashford Down Yard			S	Timing point for trains to/from Ashford International or Wye. TIPLOC ASHFKY must be used Access controlled by separate shunters

SO220 ASHFORD EAST JUNCTION TO RAMSGATE (VIA CANTERBURY WEST)

TIMING POINT	DOWN	UP	CODE	NOTES
Wye	-	-		
Chilham	-	-	S	
Chartham	-	-	S	
Canterbury West	-	-		Platform detail must be shown
Canterbury West Up Siding	-	-	S	Timing point for trains to and from the Up Siding. TIPLOC CNTBWGL
Sturry	-	-		
Minster	-	-		
<i>Minster West Junction</i>				<i>To/from Minster South Junction - SO240A</i>
Minster East Junction	-	-		<i>To/from Minster South Junction - SO240</i>
Ramsgate	-	-		<i>To/from Dumpton Park – SO110</i>

**SO240 BUCKLAND JUNCTION TO MINSTER EAST JUNCTION
(VIA DEAL AND SANDWICH)**

TIMING POINT	DOWN	UP	CODE	NOTES
Buckland Junction	-	-		<i>To/from Dover Priory - SO160</i>
Martin Mill	-	-	S	
Walmer	-	-	S	
Deal	-	-		
Sandwich	-	-		
Minster South Junction	-	-		<i>To/from Minster West Junction - SO240A</i>
Minster East Junction	-	-		<i>To/from Ramsgate - SO220</i>

SO240A MINSTER SOUTH JUNCTION TO MINSTER WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Minster South Junction	-	-		<i>To/from Sandwich - SO240</i>
<i>Minster West Junction</i>				<i>To/from Minster - SO220</i>

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
For Route SO250 Please see Sussex Timetable Planning Rules				

SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
For Route SO250A Please see Sussex Timetable Planning Rules				

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
For Route SO250B Please see Sussex Timetable Planning Rules				

SO250C LONGHEDGE JUNCTION TO POUPARTS JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
For Route SO250C Please see Sussex Timetable Planning Rules				

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

TIMING POINT	DOWN	UP	CODE	NOTES
For Route SO250D Please see Sussex Timetable Planning Rules				

SO260 BRIXTON JUNCTION TO SHORTLANDS JUNCTION (CATFORD LOOP)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Brixton Junction</i>				<i>To/from Shepherds Lane Junction - SO110 Use TIPLOC BRIXTON to/from Catford Loop</i>
Canterbury Road Junction	-	-		<i>To/from Loughborough Junction - SO280C</i>
Cambria Junction Signal VS679	-	-		Shunt available Use TIPLOC CBRI679
Cambria Junction	-	-		<i>To/from Loughborough Junction - SO280B</i>
Cambria Junction Signal VS678	-	-		Shunt available Use TIPLOC CBRI678
Denmark Hill	-	-		Platform detail must be shown.
Crofton Road Junction	-	- AL		<i>To/from Denmark Hill (Atlantic Lines) – Refer to Sussex Timetable Planning Rules - SO645</i>
Peckham Rye	-	-	S	
Nunhead	-	-		
<i>Nunhead Junction</i>	-	-		<i>To/from Lewisham Vale Junction - SO330</i>
Crofton Park	-	-	S	
Catford	-	-	S	
Bellingham	-	-		
Bellingham Down Carriage Sidings	-	-	S	Timing point for trains into and out of the Sidings
Bellingham Shunt Signal VS688	-	-		Use TIPLOC BELN688
Beckenham Hill	-	-	S	
Ravensbourne	-	-	S	
Shortlands Junction	FL SL	-		<i>To/from Shortlands - SO110</i>

SO280 FARRINGDON TO HERNE HILL				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Farringdon</u>	NB SB	NB SB		Regional handover timing point
Smithfield Sidings	-	-	S	Timing point for trains into and out of the Sidings
<u>City Thameslink</u>	NB SB	NB SB		Platform detail must be shown
<u>London Blackfriars</u>	DSS DSH USH DSL USL	NB SB		Platform detail must be shown
<u>Blackfriars Junction</u>	DSH FL SL	USH DSH USL DSL		Timing Point ONLY for Line Codes Shown <i>To/from Metropolitan Junction - SO280A</i>
<u>Southwark Bridge Junction</u>	FL SL	FL SL		
<u>Elephant and Castle</u>	FL SL	FL SL		Platform detail must be shown
<u>Loughborough Junction</u>	-	FL SL		<i>To/from Cambria Junction - SO280B</i> <i>To/from Canterbury Road Junction - SO280C</i>
Herne Hill Turnback Siding	-	-	S	Timing Point for all trains into and out of the Turnback Siding
<u>Herne Hill</u>	-	-		<i>To/from Tulse Hill - Refer to Sussex Timetable Planning Rules - SO680A</i> <i>To/from Loughborough Junction - SO280</i>
Shunt signal VS602		-		Available for ECS shunt moves Country end of Herne Hill station USE TIPLOC HERN602

SO280A BLACKFRIARS JUNCTION TO METROPOLITAN JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Blackfriars Junction</u>	DSH FL SL	USH SL DSH USL DSL		<i>To/from London Blackfriars - SO280</i> <i>SL and FL lines codes only apply towards Southwark Bridge Jn – see SO280</i>
<u>Metropolitan Junction</u>	DCX DSH	SL USH		<i>To/from London Cannon Street – SO130A</i> <i>To/from London Bridge - SO130</i>

SO280B LOUGHBOROUGH JUNCTION TO CAMBRIA JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Loughborough Junction</u>	-	FL SL		<i>To/from Elephant and Castle - SO280</i>
Cambria Junction Signal VS675	-	-		Shunt available Use TIPLOC CBR1675
<u>Cambria Junction</u>	-	-		<i>To/from Denmark Hill – SO260</i>

SO280C LOUGHBOROUGH JUNCTION TO CANTERBURY ROAD JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Loughborough Junction</u>	-	FL SL		<i>To/from Elephant and Castle - SO280</i>
<i>Canterbury Road Junction</i>				<i>To/from Brixton Junction - SO260</i>

SO290 NORTH KENT EAST JUNCTION TO DARTFORD JUNCTION (VIA GREENWICH)				
TIMING POINT	DOWN	UP	CODE	NOTES
North Kent East Junction	-	UCS		<i>To/from Spa Road Junction - SO130</i>
Deptford	-	-	S	
Greenwich	-	-		
Maze Hill	-	-	S	
Westcombe Park	-	-	S	
<i>Charlton Junction</i>				<i>To/from Angerstein Junction - SO290A</i>
Charlton	-	-		
Woolwich Dockyard	-	-	S	
Woolwich Arsenal	-	-		
Plumstead	- DM	-		Down trains commencing journey should show line code
Plumstead Down Sidings	-	-	S	Timing point for trains to/from Sidings
Abbey Wood	-	-	S	Timing point for platforms 1 & 2
Abbey Wood (Crossrail platforms)	-	-	S	Timing point for platforms 3 & 4 TIPLOC – ABWDXR to be used
Abbey Wood Engineering Road	-	-	S	TIPLOC – ABWDER to be used
Alsike Road Junction	-	-	X	Timing point for trains to or from Engineering Road
Belvedere	-	-	S	
Erith	-	-	S	
Slade Green	- DM	- UM		All trains commencing a journey should show a line code Platform detail must be shown.
<i>Slade Green Junction</i>				<i>To/from Perry Street Fork Junction - SO300A</i>
Slade Green T&R.S.M.D.	-	-	S	Timing point for all trains to/from Depot TIPLOC – SLADEGD to be used Controlled by a depot signaller
Slade Green Depot London End	-	-	S	Timing Point for trains to/from Depot via Slade Green end of Depot TIPLOC – SLADGD to be used
Slade Green Depot Country End Exit	-	-		Timing point for trains to/from Depot via Crayford Spur 'A' Junction and to/from Crayford Creek Junction TIPLOC - SLADGEX to be used
Slade Green Up Carriage Sidings	-	-		TIPLOC – SLADGUS to be used
Crayford Creek Junction	-	-		
Crayford Spur 'A' Junction	-	-		<i>To/from Crayford Spur – SO310B</i>
Dartford Junction	DML RVL	-		<i>To/from Crayford Spur 'B' Junction - SO310</i>

SO290A BLACKHEATH JUNCTION TO CHARLTON JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Blackheath Junction</i>				<i>To/from Blackheath – SO300</i>
<u>Angerstein Junction</u>	-	-		<i>To/from Angerstein Wharf - SO290B</i>
Angerstein Shunt Signal L429	-			Use TIPLOC ANGR429
<i>Charlton Junction</i>				<i>To/from Charlton - SO290</i>

SO290B ANGERSTEIN JUNCTION TO ANGERSTEIN WHARF

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Angerstein Junction</u>	(Single)	-		<i>To/from Charlton Junction - SO290A</i>
<u>Angerstein Stop Board</u>	-	-		
<u>Angerstein Wharf Loop</u>		(Single)		Timing point on Arr/Dep line except trains for Norriskips Terminal which stand on the "RR" line and the loco runs round using the Arr/Dep line
<u>Angerstein Wharf Bardon Aggregates</u>			F	TIPLOC BRONLPT or ANGRGBR (for GBRF services) Access controlled by FOC shunter but trains can be signalled onto the single line without a release, however no shunt moves allowed
<u>Angerstein Norriskips</u>			F	TIPLOC ANGRNOR Access controlled by FOC shunter but trains can be signalled onto the single line without a release, however no shunt moves allowed
<u>Angerstein Wharf Tarmac</u>			F	TIPLOC ANGR TAR Access controlled by FOC shunter but trains can be signalled onto the single line without a release, however no shunt moves allowed

SO300 LEWISHAM JUNCTION TO CRAYFORD CREEK JUNCTION (VIA BEXLEYHEATH)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Lewisham Junction</i>				<i>To/from Lewisham Vale Junction - SO330 To/from St Johns - SO130D</i>
Lewisham	-	- NK		
Blackheath	-	-		
<i>Blackheath Junction</i>				<i>To/from Angerstein Junction - SO290A</i>
Kidbrooke	-	-	S	
Eltham	-	-		
Falconwood	-	-	S	
Welling	-	-	S	
Bexleyheath	-	-	S	
Barnehurst	- DM	-		Down trains commencing journey should show line code
Perry Street Fork Junction	-	-		<i>To/from Slade Green Junction - SO300A TILPOC BRNHPSJ</i>
Crayford Creek Junction	-	-		<i>To/from Crayford Spur 'A' Junction - SO290</i>

SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Slade Green Junction</i>				<i>To/from Slade Green - SO290</i>
Erith Loop	-	-		All trains are required to stop to allow ARS to regulate correctly
Perry Street Fork Junction	-	-		<i>To/from Barnehurst – SO300 TILPOC BRNHPSJ</i>

SO310 HITHER GREEN TO ROCHESTER BRIDGE JUNCTION (VIA SIDCUP)

TIMING POINT	DOWN	UP	CODE	NOTES
Hither Green	-	- SL		<i>To/from Parks Bridge Junction - SO130</i>
<i>Lee Loop Junction</i>				<i>To/from Lee Spur Junction - SO310A</i>
Lee	-	-		
Mottingham	-	-	S	
New Eltham	-	-	S	
Sidcup	- DM	-		Down trains commencing journey should show line code
Sidcup Berthing Siding	-	-	S	Timing point for trains to and from Siding
Albany Park	-	-	S	
Bexley	-	-	S	
Crayford	- DM	-		Down trains commencing journey should show line code
Crayford Spur 'B' Junction	-	-		<i>To/from Crayford Spur - SO310B</i>
Dartford Junction	UML DML RVL	-		<i>To/from Crayford Spur 'A' Junction - SO290</i>
Dartford	-	UML DML RVL		Platform detail must be shown

SO310 HITHER GREEN TO ROCHESTER BRIDGE JUNCTION (VIA SIDCUP)				
TIMING POINT	DOWN	UP	CODE	NOTES
Dartford Up Sidings	-	-	S	Timing point for trains to and from Up Sidings. Siding numbers to be shown
Dartford Down Siding	-	-	S	Timing point for trains to and from Down Siding
Stone Crossing	-	-	S	
Greenhithe	-	-	S	
Swanscombe	-	-	S	
Northfleet Junction	- UM	-	F X	Timing point for trains to and from Northfleet Tarmac and for Down trains crossing over to up line. TIPLOC NRTHTJ
Northfleet Tarmac		-	F	TIPLOC NRTHDBC Access controlled by FOC shunter
Northfleet	-	-	S	Platform detail must be shown
Springhead Road Junction	-	-		<i>To/from Ebbsfleet International – SO450</i>
Gravesend	-	-		Platform detail must be shown.
Signal NK1611/NK443	-	-	F	For freight moves between Grain Branch and Hoo Yards TIPLOC HOOJ611 is used for both signals
Hoo Junction	-	-		<i>To/from Grain - SO320</i> See also Section 5.3
Hoo Up Yard			F	Departures in Up direction to use TIPLOC – HOOJ512 Departures in Down direction to use TIPLOC – HOOJ511 See also Section 5.3 Access controlled by FOC shunter
Higham	-	-	S, F	Timing point for all up freight trains crossing into the Up Yard at Hoo Junction. See also section 5.3
Strood	-	-		Platform detail must be shown. <i>To/from Cuxton - SO180</i>
Strood Signal NK1630	-	-		Timing point for trains reversing at Strood
Rochester Bridge Junction	-	-		<i>To/from Rochester - SO110</i>

SO310A LEE SPUR JUNCTION TO LEE LOOP JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Lee Spur Junction	- CWM SL	-		Timing point for trains to/from Lee Loop Junction <i>To/from Grove Park - SO130</i>
Lee Shunt Signal TL345	-	-		Shunt signal available for ECS movements Use TIPLOC LEEE345
<i>Lee Loop Junction</i>				<i>To/from Lee - SO310</i>

SO310B CRAYFORD SPUR 'A' JUNCTION TO CRAYFORD SPUR 'B' JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Crayford Spur 'A' Junction	-	-		<i>To/from Crayford Creek Junction - SO290</i>

SO310B CRAYFORD SPUR 'A' JUNCTION TO CRAYFORD SPUR 'B' JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Crayford Spur</u>	-	-		A dot stop is required to enable ARS to function
<u>Crayford Spur 'B' Junction</u>	-	-		To/from Crayford - SO310

SO320 HOO JUNCTION TO GRAIN SIDINGS

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Hoo Junction</u>	-	-		To/from Gravesend – SO310
<u>Signal NK509</u>	-	-		Use TIPLOC CLFFD12
Cliffe Brett Marine		-	F	Access controlled by FOC shunter and groundframe operator
<u>Grain Level Crossing</u>	-	-		
<u>Grain Shared Area</u>	-	-	F	For ITPS purposes, the timing point to be shown as Grain (former station now a Shared Area)
Grain BP			F	TIPLOC GRAINBP
Grain Thamesport FLT			F	TIPLOC GRAINTR
Grain Foster Yeoman			F	TIPLOC GRAINFG (GBRF) TIPLOC GRAINFY (DBC) TIPLOC GRAINFL (FHH)

SO330 NUNHEAD TO HAYES				
TIMING POINT	DOWN	UP	CODE	NOTES
Nunhead	-	-		<i>To/from Peckham Rye – SO260</i>
<i>Nunhead Junction</i>				<i>To/from Crofton Park - SO260</i>
Lewisham Vale Junction	-	-		<i>To/from Tanners Hill Junction - SO130C</i>
<i>Lewisham Junction</i>				<i>To/from St Johns - SO130D. To/from Blackheath – SO300</i>
Lewisham	-	- NK		Platform detail must be shown
<i>Courthill Loop North Junction</i>				<i>To/from Courthill Loop South Junction - SO130F</i>
Ladywell Junction	-	- LW		Line code LW applies only to trains to Parks Bridge Junction <i>To/from Parks Bridge Junction – SO130E</i>
Ladywell	-	-	S	
Catford Bridge	-	-	S	
Lower Sydenham	-	-	S	
New Beckenham	-	-		<i>To/from Beckenham Junction - SO330A</i>
Clock House	-	-	S	
Elmers End Shunt Signal TL1395	-	-		Use TIPLOC ELME395
Elmers End	-	-	I	
Eden Park	-	-	S	
West Wickham	-	-	S	
Hayes Shunt Signal TL1401	-	-		Use TIPLOC HAYS401
Hayes		-		Platform detail must be shown

SO330A NEW BECKENHAM TO BECKENHAM JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
New Beckenham	-	-		<i>To/from Lower Sydenham - SO330</i>
Beckenham Spur Shunt Signal TL376 or VS163	-	-		Use TIPLOC BCKNSPR Only to be used for trains reversing here
Beckenham Down Sidings	-	-		Use TIPLOC BCKNDSG
Beckenham Junction	-	-		TIPLOC BCKNHMJ applies to Kent side <i>To/from Shortlands Junction - SO110</i>

SO350 GROVE PARK TO BROMLEY NORTH				
TIMING POINT	DOWN	UP	CODE	NOTES
Grove Park	-	FL SL		<i>To/from Hither Green - SO130</i>
Grove Park Shunt Signal TL1336	-			Use TIPLOC GRVP336
Sundridge Park	-	-	S	
Bromley North		-		Platform detail must be shown

SO400 LONDON ST PANCRAS INTERNATIONAL TO HIGH SPEED 1/ET BOUNDARY

TIMING POINT	DOWN	UP	CODE	NOTES
Line codes on SO400 apply forward from the timing point against which they are shown				
<u>London St Pancras International</u>	DNC PCO PNL PRL UPC			Platform detail must be shown
Regents Canal Junction			X	To/from York Way North Junction – SO410A
<u>York Way South Junction</u>	DNC UPC	DNC NLC PRL UPC		To/from Cedar Junction – SO420
<u>Stratford International West Junction</u>	TPM DNC UPC 1 2 3 4	DNC UPC		To/from Temple Mills Depot – SO430
Stratford International	DNC UPC	DNC UPC	S	Platform detail must be shown
<u>Stratford International East Junction</u>	DNC UPC	DNC UPC 1 2 3 4		
<u>Dagenham Dock Junction</u>	DNC UPC	DNC UPC		To/from Ripple Lane Exchange Sidings - SO440
<u>Wennington Crossover</u>	DNC UPC	DNC UPC		
<u>Ebbsfleet International West Junction</u>	DNC UPC 1 2 3 4 5 6	DNC UPC		
Ebbsfleet International	DNC UPC	DNC UPC	S	Platform detail must be shown To/from Springhead Road Junction – SO450
<u>Ebbsfleet International East Junction</u>	DNC UPC	DNC UPC 1 2 3 4		
<u>Southfleet Junction</u>	DNC UPC	DNC UPC		To/from Fawkham Junction – SO460
Southfleet Crossover	UPC	DNC	X	
Singlewell Loop	-	-	F	
Singlewell Crossover	DNC UPC	DNC UPC	X	
<u>Nashenden Crossover</u>	DNC UPC	DNC UPC		
<u>Crismill Crossover</u>	DNC UPC	DNC UPC		
<u>Lenham Crossover</u>	DNC UPC DNL UPL	DNC UPC		Line codes DNL or UPL must be used for trains travelling into Lenham Heath Loop
Lenham Heath Loop	-	UPC DNC	F	
Charing Crossover		UPL DNL	X	Timing point for trains crossing to enter Lenham Heath Loop in the Up Direction only
<u>Ashford West Junction</u>	DNC UPC	DNC UPC		CTRL TIPLOC to be used To/from Ashford International – SO470

SO400 LONDON ST PANCRAS INTERNATIONAL TO HIGH SPEED 1/ET BOUNDARY

TIMING POINT	DOWN	UP	CODE	NOTES
Line codes on SO400 apply forward from the timing point against which they are shown				
<u>Ashford East Junction</u>	DNC UPC	DNC UPC		CTRL TIPLOC to be used <i>To/from Ashford International – SO480</i>
<u>Westenhanger Crossover</u>	DNC UPC	DNC UPC		
<i>Dollands Moor West Junction</i>	-	-		<i>To/from Dollands Moor Sidings – SO490</i>
<u>HS1/ET Boundary</u>				

SO410A REGENTS CANAL JUNCTION TO YORK WAY NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Line codes on SO410A apply forward from the timing point against which they are shown				
Regents Canal Junction	-	-		<i>To/from London St Pancras International – SO400</i>
<i>Silo Curve Junction</i>	-	-		<i>To/from Cedar Junction – SO420</i>
<u>York Way North Junction</u>	-	PCO		<i>To/from Copenhagen Junction – Refer to London North Eastern Timetable Planning Rules – LN101</i>

SO410B REGENTS CANAL JUNCTION TO CEDAR JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Regents Canal Junction</i>				<i>To/from London St Pancras International – SO400</i>
<i>Cedar Junction</i>				<i>To/from Camden Road Incline Junction – SO420</i>

SO420 YORK WAY SOUTH JUNCTION TO CAMDEN ROAD INCLINE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Line codes on SO420 apply forward from the timing point against which they are shown				
<u>York Way South Junction</u>	DNC	PRL UPC DNC NLC		<i>To/from Stratford International West Junction - SO400</i>
Signal AF41		-	S	All trains from North London Line to CTRL must stop.
<i>Cedar Junction</i>	-	-		<i>To/from - Silo Curve Junction – SO410A</i>
<u>Camden Road Incline Junction</u>	-	-		<i>To/from Camden Road Central Junction – Refer to East Anglia Timetable Planning Rules - EA1320</i>

SO430 STRATFORD INTERNATIONAL WEST JUNCTION TO TEMPLE MILLS DEPOT

TIMING POINT	DOWN	UP	CODE	NOTES
Line codes on SO430 apply forward from the timing point against which they are shown				
<u>Stratford International West Junction</u>	TPM	DNC UPC		<i>To/from York Way South Junction – SO400</i>
<u>Temple Mills Depot Reception</u>	-	-		Trains can be routed into any of 4 reception sidings controlled by Temple Mills Depot signaller

SO440 RIPPLE LANE EXCHANGE SIDINGS TO DAGENHAM JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Line codes on SO440 apply forward from the timing point against which they are shown				
Ripple Lane Exchange Sidings	DDG UDG	-	F	<i>To/from Ripple Lane Renwick Road Junction – Refer to East Anglia Timetable Planning Rules – EA1390</i>
<u>Dagenham Junction</u>	DNC UPC	DDG UDG		<i>To/from Ebbsfleet West Junction – SO400</i>

SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Line codes on SO450 apply forward from the timing point against which they are shown				
<u>Ebbsfleet West Junction</u>	5 6	DNC UPC		<i>To/from Dagenham Junction – SO400</i>
<u>Ebbsfleet International</u>	NKD SD1 SD2	DNC UPC		Platform detail must be shown
Church Path Pit Sidings	-	5 6	S	
<u>Springhead Road Junction</u>	-	5 6		<i>To/from Gravesend – SO310</i>

SO460 FAWKHAM JUNCTION TO SOUTHFLEET JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Line codes on SO460 apply forward from the timing point against which they are shown				
<u>Fawkham Junction</u>	-	-		<i>To/from Farningham Road – SO110</i>
<u>Southfleet Junction</u>	DNC UPC	UPW		<i>To/from Southfleet Crossovers – SO400</i>

SO470 ASHFORD WEST JUNCTION (AD947 AND AD949 SIGNALS) TO ASHFORD INTERNATIONAL

TIMING POINT	DOWN	UP	CODE	NOTES
Line codes on SO470 apply forward from the timing point against which they are shown				
<u>Ashford West Junction</u>	DWC UWC	DNC UPC		CTRL TIPLOC to be used <i>To/from Charing Crossover – SO400</i> <i>To/from Ashford International Station – SO130</i>
<u>Ashford International</u>	-	DWC UWC		Only applies to trains which routed via the Ashford CTRL Chords

SO480 ASHFORD INTERNATIONAL TO ASHFORD EAST JUNCTION (AD954 AND AD956 SIGNALS)

TIMING POINT	DOWN	UP	CODE	NOTES
Line codes on SO480 apply forward from the timing point against which they are shown				
<u>Ashford International</u>	-	DWC UWC		Only applies to trains which routed via the Ashford CTRL Chords
<u>Ashford East Junction</u>	DNC UPC	UEC DEC		CTRL TIPLOC to be used <i>To/from Westenhanger Crossovers – SO400</i> <i>To/from Ashford International Station – SO130</i>

SO490 DOLLANDS MOOR WEST JUNCTION TO DOLLANDS MOOR SIDINGS

TIMING POINT	DOWN	UP	CODE	NOTES
Line codes on SO490 apply forward from the timing point against which they are shown				
<u>Dollands Moor West Junction</u>	FRC	DNC UPC		<i>To/from Westenhanger Crossover – SO400</i>
<u>Dollands Moor Sidings (AD759 Signal)</u>	-	FRC		

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 Times” 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.

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 Rules of the Route for the appropriate year. Additional restrictions may also arise in connection with engineering possessions requested through the Rules of the Route 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.

SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION

For Route SO250A Please see Sussex Timetable Planning Rules

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 HS1 route. The HS1 route 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, yard etc. or where locomotive changes take place en route. Furthermore signal boxes are to be advised of these additional DOO (NP) services, which particular reference to ECS trains.

Notes:	
Pass	Passenger trains
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 (Set H) paragraph H10/1
#	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

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)

Route Section	Pass	ECS Slide
London Victoria – Swanley	P	P
Swanley – Ramsgate	P for Class 395 only NA for all other trains	P
Rochester Bridge Junction – Rainham (for Metro services via Dartford and Class 700's ONLY)	P	P

SO110A BICKLEY JUNCTION TO PETTS WOOD JUNCTION

Route Section	Pass	ECS Slide
Bickley Junction – Petts Wood Junction	P	P

SO110B GILLINGHAM TO CHATHAM DOCKYARD

Route Section	Pass	ECS Slide
Gillingham - Chatham Dockyard	NA	

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)

Route Section	Pass	ECS Slide
London Charing Cross – Tonbridge	P	P
Tonbridge – Dover Priory	P for Class 395 only NA for all other trains	P

SO130A LONDON CANNON STREET TO METROPOLITAN JUNCTION

Route Section	Pass	ECS Slide
London Cannon Street – Metropolitan Junction	P	P

SO130B LONDON CANNON STREET TO LONDON BRIDGE

Route Section	Pass	ECS Slide
London Cannon Street – London Bridge	P	P

SO130C TANNERS HILL JUNCTION TO LEWISHAM VALE JUNCTION

Route Section	Pass	ECS Slide
Tanners Hill Junction – Lewisham Vale Junction	P	P

SO130D ST JOHNS JUNCTION TO LEWISHAM JUNCTION

Route Section	Pass	ECS Slide
St Johns Junction – Lewisham Junction	P	P

SO130E PARKS BRIDGE JUNCTION TO LADYWELL JUNCTION

Route Section	Pass	ECS Slide
Parks Bridge Junction – Ladywell	P	P

SO130F COURTHILL LOOP NORTH JUNCTION TO COURTHILL LOOP SOUTH JUNCTION

Route Section	Pass	ECS Slide
Courthill Loop North Junction – Courthill Loop South Junction	P	P

SO130G CHISLEHURST JUNCTION TO ST MARY CRAY JUNCTION

Route Section	Pass	ECS Slide
Chislehurst Junction – St Mary Cray Junction	P	P

SO130H SALTWOOD JUNCTION TO CTRL/ET BOUNDARY

Route Section	Pass	ECS Slide
Saltwood Junction – CTRL/ET Boundary	NA	

SO130K SEVINGTON LOOP TO SEVINGTON SIDINGS

Route Section	Pass	ECS Slide
Sevington Loop – Sevington Sidings	NA	

SO140 SWANLEY TO ASHFORD INTERNATIONAL

Route Section	Pass	ECS Slide
Swanley – Otford Junction	P	P
Otford Junction – Ashford International	P for Class 395 only NA for all other trains	P

SO140A OTFORD JUNCTION TO SEVENOAKS

Route Section	Pass	ECS Slide
Otford Junction – Sevenoaks	P	P

SO150 SITTINGBOURNE WESTERN JUNCTION TO SHEERNESS ON SEA

Route Section	Pass	ECS Slide
Sittingbourne Western Junction to Sheerness on Sea	NA	P

SO150A SITTINGBOURNE EASTERN JUNCTION TO SITTINGBOURNE MIDDLE JUNCTION

Route Section	Pass	ECS Slide
Sittingbourne Eastern Junction – Sittingbourne Middle Junction	NA	P

SO160 FAVERSHAM TO DOVER PRIORY

Route Section	Pass	ECS Slide
Faversham – Buckland Junction	NA	P
Buckland Junction – Dover Priory	P for Class 395 only NA for all other trains	

SO170 TONBRIDGE TO BOPEEP JUNCTION

Route Section	Pass	ECS Slide
Tonbridge – Bopeep Junction	NA	P

SO180 PADDOCK WOOD TO STROOD

Route Section	Pass	ECS Slide
Paddock Wood – Strood	NA	P

SO200 - Please see Sussex Timetable Planning Rules – SO600

SO210 - Please see Sussex Timetable Planning Rules – SO610

SO220 ASHFORD EAST JUNCTION TO RAMSGATE (VIA CANTERBURY WEST)
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Route Section	Pass	ECS Slide
Ashford East Junction – Ramsgate	P for Class 395 only NA for all other trains	

SO240 BUCKLAND JUNCTION TO MINSTER EAST JUNCTION (VIA DEAL AND SANDWICH)

Route Section	Pass	ECS Slide
Buckland Junction – Minster East Junction	P for Class 395 only NA for all other trains	P

SO240A MINSTER SOUTH JUNCTION TO MINSTER WEST JUNCTION

Route Section	Pass	ECS Slide
Minster South Junction – Minster West Junction	P for Class 395 only NA for all other trains	P

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION
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Route Section	Pass	ECS Slide
For Route SO250 Please see Sussex Timetable Planning Rules		

SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION

Route Section	Pass	ECS Slide
For Route SO250A Please see Sussex Timetable Planning Rules		

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

Route Section	Pass	ECS Slide
For Route SO250B Please see Sussex Timetable Planning Rules		

SO250C LONGHEDGE JUNCTION TO POUPARTS JUNCTION

Route Section	Pass	ECS Slide
For Route SO250C Please see Sussex Timetable Planning Rules		

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

Route Section	Pass	ECS Slide
For Route SO250D Please see Sussex Timetable Planning Rules		

SO260 BRIXTON JUNCTION TO SHORTLANDS JUNCTION (CATFORD LOOP)

Route Section	Pass	ECS Slide
Brixton Junction – Shortlands Junction	P	P

SO280 FARRINGDON TO HERNE HILL

Route Section	Pass	ECS Slide
Farringdon – Herne Hill	P	P

SO280A LONDON BLACKFRIARS TO METROPOLITAN JUNCTION

Route Section	Pass	ECS Slide
London Blackfriars – Metropolitan Junction	P	P

SO280B LOUGHBOROUGH JUNCTION TO CAMBRIA JUNCTION

Route Section	Pass	ECS Slide
Loughborough Junction – Cambria Junction	P	P

SO280C LOUGHBOROUGH JUNCTION TO CANTERBURY ROAD JUNCTION

Route Section	Pass	ECS Slide
Loughborough Junction – Canterbury Road Junction	P	P

SO290 NORTH KENT EAST JUNCTION TO DARTFORD JUNCTION (VIA GREENWICH)

Route Section	Pass	ECS Slide
North Kent East Junction – Dartford Junction (via Greenwich)	P	P

SO290A BLACKHEATH JUNCTION TO CHARLTON JUNCTION

Route Section	Pass	ECS Slide
Blackheath – Charlton Junction	P	P

SO290B ANGERSTEIN JUNCTION TO ANGERSTEIN WHARF

Route Section	Pass	ECS Slide
Angerstein Junction – Angerstein Wharf	NA	

SO300 LEWISHAM JUNCTION TO CRAYFORD CREEK JUNCTION (VIA BEXLEYHEATH)

Route Section	Pass	ECS Slide
Lewisham – Crayford Creek Junction (via Blackheath)	P	P

SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION

Route Section	Pass	ECS Slide
Slade Green Junction – Perry Street Fork Junction	P	P

SO310 HITHER GREEN TO ROCHESTER BRIDGE JUNCTION (VIA SIDCUP)

Route Section	Pass	ECS Slide
Hither Green – Strood (via Sidcup)	P	P
Strood – Rochester Bridge Junction	P for Class 395 and 700 only NA for all other trains	P

SO310A LEE SPUR JUNCTION TO LEE LOOP JUNCTION

Route Section	Pass	ECS Slide
Lee Spur Junction – Lee Loop Junction	P	P

SO310B CRAYFORD SPUR 'A' JUNCTION TO CRAYFORD SPUR 'B' JUNCTION

Route Section	Pass	ECS Slide
Crayford Spur 'A' Junction – Crayford Spur 'B' Junction	P	P

SO320 HOO JUNCTION TO GRAIN SIDINGS

Route Section	Pass	ECS Slide
Hoo Junction – Grain Sidings	NA	NA

SO330 NUNHEAD TO HAYES

Route Section	Pass	ECS Slide
Nunhead – Hayes	P	P

SO330A NEW BECKENHAM TO BECKENHAM JUNCTION

Route Section	Pass	ECS Slide
New Beckenham – Beckenham Junction	P	P

SO350 GROVE PARK TO BROMLEY NORTH

Route Section	Pass	ECS Slide
Grove Park – Bromley North*	P	P

* restricted to maximum of 4 cars only

SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION

Route Section	Pass	ECS Slide
Ebbsfleet International (CTRL) to Springhead Road Junction	P for Class 395 only NA for all other trains	

SO460 FAWKHAM JUNCTION TO SOUTHFLEET JUNCTION

Route Section	Pass	ECS Slide
Fawkham Junction – Southfleet Junction (CTRL)	P for Class 395 only NA for all other trains	

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 1994/5 timetable (Several exceptions to the general rules were agreed for 1994/5 and exceptions may continue to be possible with the specific agreement of Network Rail in every case).

5.1 Sectional Running Times

5.1.1 Source of Current SRTs

The definitive catalogue of SRTs is held within BPlan.

5.1.2 Method of Calculation

Sectional running times (SRTs) are agreed between Train Operators and Network Rail as part of the agreement of Timetable Planning Rules: 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.

Timetable Planning Rules values can be calculated in a number of legitimate ways including:

- 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

On certain routes a 5% allowance is included in the calculation to take account of the lack of explicit engineering allowances in Timetable Planning Rules.

Network Rail carries out rounding of the calculated SRTs to obtain values in half minutes. Rounding is carried out cumulatively over a route, with intermediate times being rounded down and arrival at final destination being rounded up. However, during this process the accumulative value of the SRTs should never be more than +/- half-a-minute from the accumulative value of the 'raw' data at important locations such as junctions and major stations.

Network Rail carries out other adjustments to the rounded SRTs, e.g. to remove obvious anomalies where differences in rounding cause a train to have a longer SRT than that of another train with poorer performance. On intensively used, slow speed route sections, Network Rail may adjust SRTs for different train types to show the same numeric values in order to make maximum use of available line capacity.

5.1.3 New and Revised Sectional Running Times

New and revised SRTs are agreed between Train Operators and Network Rail on an individual basis and are supplied by the method agreed in each instance.

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 Capacity 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 Capacity Planning Department must apply to the relevant Track Engineer and Operations Manager for confirmation of these requirements in writing. The Capacity Planning Department must pass these responses to Operations Publications. The Capacity 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

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

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.

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 unless stated otherwise within Section 5.2.1 or 5.3 Junction Margins and Station Planning Rules. 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 unless stated otherwise within Section 5.2.1 or 5.3 Junction Margins and Station Planning Rules.

Headways in Kent are applied on the depart to depart methodology.

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)			
TIMING POINT	DOWN	UP	NOTES
London Victoria – Victoria Grosvenor Shed Brixton	2	2	**3 minutes following freight
London Victoria Brixton – Sole Street (exclusive)	2 Non-Stopping ** 3 Stopping	2 Non-Stopping ** 3 Stopping	**3 minutes following freight
Sole Street (inclusive) – Rochester Bridge Junction (exclusive)	2 ½ Non-Stopping ** 3 Stopping	2 Non-Stopping ** 3 Stopping	**3 minutes following freight
Rochester Bridge Junction (inclusive) – Faversham (exclusive)	2 ½ Non-Stopping ** 3 Stopping	2 Non-Stopping ** 3 Stopping	**3 minutes following freight
Faversham (inclusive) – Margate (exclusive)	2 ½ Non-Stopping ** 4 Stopping	2 Non-Stopping ** 4 Stopping	**3 minutes following freight
Margate (inclusive) – Ramsgate	2 Non-Stopping ** 3 ½ Stopping	2 Non-Stopping ** 4 Stopping	**3 minutes following freight

SO110A BICKLEY JUNCTION TO PETTS WOOD JUNCTION

TIMING POINT	DOWN	UP	NOTES
Bickley Junction – Petts Wood Junction	3	3	

SO110B GILLINGHAM TO CHATHAM DOCKYARD

TIMING POINT	DOWN	UP	NOTES
Gillingham - Chatham Dockyard	OTS		

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)

TIMING POINT	DOWN	UP	NOTES
London Charing Cross – New Cross	2	2	
New Cross - Grove Park	2 Non-Stopping * 2½ Stopping	2 Non-Stopping * 2½ Stopping	*3 minutes following freight
Grove Park – Saltwood Junction	2 Non-Stopping * 3 Stopping	2 Non-Stopping * 3 Stopping	*3 minutes following freight
Saltwood Junction – Dover Priory	3	3	

SO130A LONDON CANNON STREET TO METROPOLITAN JUNCTION

TIMING POINT	DOWN	UP	NOTES
London Cannon Street – Metropolitan Junction	3	3	

SO130B LONDON CANNON STREET TO LONDON BRIDGE

TIMING POINT	DOWN	UP	NOTES
London Cannon Street – London Bridge	2	2	

SO130C TANNERS HILL JUNCTION TO LEWISHAM VALE JUNCTION

TIMING POINT	DOWN	UP	NOTES
Tanners Hill Junction – Lewisham Vale Junction	2	2	

SO130D ST JOHNS JUNCTION TO LEWISHAM JUNCTION

TIMING POINT	DOWN	UP	NOTES
St Johns Junction – Lewisham Junction	2	2	

SO130E PARKS BRIDGE JUNCTION TO LADYWELL JUNCTION

TIMING POINT	DOWN	UP	NOTES
Parks Bridge Junction – Ladywell Junction	2½	2½	

SO130F COURTHILL LOOP NORTH JUNCTION TO COURTHILL LOOP SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Courthill Loop North Junction – Courthill Loop South Junction	2½	2½	

SO130G CHISLEHURST JUNCTION TO ST MARY CRAY JUNCTION

TIMING POINT	DOWN	UP	NOTES
Chislehurst Junction – St Mary Cray Junction	4	4	

SO130H SALTWOOD JUNCTION TO CTRL/ET BOUNDARY

TIMING POINT	DOWN	UP	NOTES
Saltwood Junction – CTRL/ET Boundary	3	3	

SO130K SEVINGTON LOOP TO SEVINGTON SIDINGS

TIMING POINT	DOWN	UP	NOTES
Sevington Loop – Sevington Sidings			One train only

SO140 SWANLEY TO ASHFORD INTERNATIONAL (VIA MAIDSTONE EAST)

TIMING POINT	DOWN	UP	NOTES
Swanley – Ashford International	3 Non-Stopping 4 Stopping	3 Non-Stopping 4 Stopping	

SO140A OTFORD JUNCTION TO SEVENOAKS

TIMING POINT	DOWN	UP	NOTES
Otford Junction – Sevenoaks	3 Non-Stopping 4 Stopping	3 Non-Stopping 4 Stopping	

SO150 SITTINGBOURNE WESTERN JUNCTION TO SHEERNESS ON SEA

TIMING POINT	DOWN	UP	NOTES
Sittingbourne Western Junction – Sheerness on Sea	4	4	

SO150A SITTINGBOURNE EASTERN JUNCTION TO SITTINGBOURNE MIDDLE JUNCTION

TIMING POINT	DOWN	UP	NOTES
Sittingbourne Eastern Junction – Sittingbourne Middle Junction	4	4	

SO160 FAVERSHAM TO DOVER PRIORY

TIMING POINT	DOWN	UP	NOTES
Faversham – Canterbury East (exclusive)	5 ½ Non-Stopping 6 Stopping	4 Non-Stopping 6 ½ Stopping	
Canterbury East (inclusive) – Shepherds Well (exclusive)	5 ½ Non-Stopping 9 ½ Stopping	5 Non-Stopping 10 Stopping	
Shepherds Well (inclusive) – Buckland Junction (exclusive)	4½ Non-Stopping 6 Stopping	4 Non-Stopping 7 Stopping	
Buckland Junction (inclusive) – Dover Priory	3	3	

SO170 TONBRIDGE TO BOPEEP JUNCTION

TIMING POINT	DOWN	UP	NOTES
Tonbridge – Tunbridge Wells (inclusive)	3	3	
Tunbridge Wells (exclusive) – Bo Peep Junction (exclusive)	4½ Non-Stopping 5½ Stopping	4½ Non-Stopping 5½ Stopping	A train travelling to Tunbridge Wells Turnback can depart Tunbridge Wells station 3 minutes after a train has departed Tunbridge Wells towards Frant

SO180 PADDOCK WOOD TO STROOD

TIMING POINT	DOWN	UP	NOTES
Paddock Wood (exclusive) – Watlingbury	6 Non-Stopping 7 Stopping	6 Non-Stopping 7 Stopping	Trains can arrive/depart/pass Paddock Wood 3 minutes apart
Watlingbury - East Farleigh	AB	AB	
East Farleigh - Maidstone West	AB	AB	
Maidstone West – Maidstone Barracks	AB	AB	
Maidstone Barracks – Aylesford	3 ½ Non-Stopping 4 ½ Stopping	3 ½ Non-Stopping 4 ½ Stopping	
Aylesford – Cuxton (exclusive)	4 Non-Stopping 5 Stopping	4 ½ Non-Stopping 5 ½ Stopping	
Cuxton (inclusive) – Strood	3 Non-Stopping 4 Stopping	3 Non-Stopping 4 Stopping	

SO200- Please see Sussex Timetable Planning Rules – SO600

SO210 - Please see Sussex Timetable Planning Rules – SO610

SO220 ASHFORD EAST JUNCTION TO RAMSGATE (VIA CANTERBURY WEST)

TIMING POINT	DOWN	UP	NOTES
Ashford – Ashford Down Yard Exit	3	3	Or 2 consecutive trains into the yard
Ashford East Junction - Wye	4 Non-Stopping 5 Stopping	4 Non-Stopping 5 Stopping	
Wye – Canterbury West	4 ½ Non-Stopping 5 ½ Stopping	4 ½ Non-Stopping 5 ½ Stopping	
Canterbury West – Sturry	4	4	
Sturry – Minster East	AB		The Down platforms at both Sturry and Minster stations are within this section due to the position of Signal ST1. A second Down train cannot arrive at Sturry until after the previous train has departed from Minster, plus two minute margin to allow for the signallers actions.
Minster - Sturry		AB	When the first train is in section from Minster to Sturry, a second train can be standing at, or approaching signal EBE63 - the section signal - <i>and</i> a third train signalled into Minster Up platform.
Minster East - Ramsgate	3		
Ramsgate – Minster		3	

SO240 BUCKLAND JUNCTION TO MINSTER EAST JUNCTION (VIA DEAL AND SANDWICH)

TIMING POINT	DOWN	UP	NOTES
Buckland Junction (inclusive) – Martin Mill (exclusive)	7 Non-Stopping 8 Stopping	6 Non-Stopping 7 Stopping	No pathing time to be added within these sections
Martin Mill (inclusive) – Deal (exclusive)	6 Non-Stopping 7 Stopping	7 Non-Stopping 8 Stopping	No pathing time to be added within these sections
Deal (inclusive) – Sandwich (exclusive)	AB	AB	
Sandwich (inclusive) – Minster South Junction (exclusive)	AB	AB	
Minster South Junction (inclusive) - Minster East Junction (exclusive)	4	4	

SO240A MINSTER WEST JUNCTION TO MINSTER SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Minster West Junction – Minster South Junction	4	4	

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION			
TIMING POINT	DOWN	UP	NOTES
For Route SO250 Please see Sussex Timetable Planning Rules			

SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION			
TIMING POINT	DOWN	UP	NOTES
For Route SO250A Please see Sussex Timetable Planning Rules			

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION			
TIMING POINT	DOWN	UP	NOTES
For Route SO250B Please see Sussex Timetable Planning Rules			

SO250C LONGHEDGE JUNCTION TO POUPARTS JUNCTION			
TIMING POINT	DOWN	UP	NOTES
For Route SO250C Please see Sussex Timetable Planning Rules			

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)			
TIMING POINT	DOWN	UP	NOTES
For Route SO250D Please see Sussex Timetable Planning Rules			

SO260 BRIXTON JUNCTION TO SHORTLANDS JUNCTION (CATFORD LOOP)			
TIMING POINT	DOWN	UP	NOTES
Brixton Junction – Crofton Road Junction	2 Non-Stopping * 3 Stopping	3*	DOWN 3 Following Freight UP *3 Following Freight
Crofton Road Junction – Shortlands Junction	2½ Non-Stopping * 3 Stopping	2 Non-Stopping ** 3 Stopping	* DOWN 3 Following Freight ** UP 3 Following Freight

SO280 FARRINGDON TO HERNE HILL			
TIMING POINT	DOWN	UP	NOTES
Farringdon – London Blackfriars	2½	2½	Trains through the Thameslink Core are planned on a depart to depart headway with a 1 minutes dwell included.
London Blackfriars - Southwark Bridge Junction	2	2	
Southwark Bridge Junction - Herne Hill	3	2* Non-Stopping 3 Stopping	*Up Holborn to Up Holborn Slow only

SO280A LONDON BLACKFRIARS TO METROPOLITAN JUNCTION

TIMING POINT	DOWN	UP	NOTES
London Blackfriars – Metropolitan Junction	2½	2½	
ETCS Level 2 operating within GTR trains will normally be operational between Blue Anchor Junction and Blackfriars Junction via the Snow Hill Lines and lines 4 & 5. Special operational arrangements will need to apply for trains taking alternative routes between these locations. A 2 ½ minute headway is therefore allowed between consecutive trains operated by ETCS compatible rolling stock			

SO280B LOUGHBOROUGH JUNCTION TO CAMBRIA JUNCTION

TIMING POINT	DOWN	UP	NOTES
Loughborough Junction – Cambria Junction	2½	2½	

SO280C LOUGHBOROUGH JUNCTION TO CANTERBURY ROAD JUNCTION

TIMING POINT	DOWN	UP	NOTES
Loughborough Junction – Canterbury Road Junction	2½	2½	

SO290 NORTH KENT EAST JUNCTION TO DARTFORD JUNCTION (VIA GREENWICH)

TIMING POINT	DOWN	UP	NOTES
North Kent East Junction – Greenwich	2½	2 Fast 3 Slow	
Greenwich - Plumstead	2½	2½	
Plumstead – Crayford Creek Junction	2 Non-Stopping * 2½ Stopping	2 Non-Stopping * 2½ Stopping	*2½ Following Freight
Crayford Creek Junction – Dartford Junction	2 Non-Stopping 2½ Stopping	2 Non-Stopping 2½ Stopping	

SO290A BLACKHEATH JUNCTION TO CHARLTON JUNCTION

TIMING POINT	DOWN	UP	NOTES
Blackheath Junction – Charlton Junction	2 Non-Stopping 2½ Stopping	2 Non-Stopping 2½ Stopping	

SO290B ANGERSTEIN JUNCTION TO ANGERSTEIN WHARF

TIMING POINT	DOWN	UP	NOTES
Angerstein Junction – Angerstein Wharf			One train in section between Angerstein Junction and Angerstein Wharf Loop. While a locomotive is running around its train at Angerstein Wharf Loop, a second train can only arrive onto the branch if 46 SLU's or less or more than 30 minutes later than the first train due to the rear of the second train potentially fouling Angerstein Junction.

SO300 LEWISHAM TO CRAYFORD CREEK JUNCTION (VIA BEXLEYHEATH)			
TIMING POINT	DOWN	UP	NOTES
Lewisham – Blackheath	2 Non-Stopping * 2½ Stopping*	2 Non-Stopping * 2½ Stopping*	* 4 minutes following freight
Blackheath - Eltham	2 Non-Stopping * 2½ Stopping*	2½ Non-Stopping * 3 Stopping*	* 4 minutes following freight
Eltham - Crayford Creek Junction	2 Non-Stopping ** 2½ Stopping **	2 Non-Stopping * 2½ Stopping*	* 4 minutes following freight ** 3½ minutes following freight

SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Slade Green Junction – Perry Street Fork Junction	3	3	

SO310 HITHER GREEN TO ROCHESTER BRIDGE JUNCTION (VIA SIDCUP)			
TIMING POINT	DOWN	UP	NOTES
Hither Green – Lee	2½*	2½	<u>DOWN</u> 4 minutes if preceding freight is from Lee Spur Junction
Lee – Crayford	2 Non-Stopping * 2½ Stopping	2 Non-Stopping * 2½ Stopping	<u>DOWN</u> *2½ Following Freight <u>UP</u> 3 minutes if preceding train travels towards Lee Spur Junction
Crayford – Hoo Junction	2 Non-Stopping 2½ Stopping	2 Non-Stopping 2½ Stopping	
Hoo Junction - Strood	3*	2 Non-Stopping * 3 Stopping*	*4½ minutes Following Freight
Strood – Rochester Bridge Junction	TCB	TCB	To be planned as AB

SO310A LEE SPUR JUNCTION TO LEE LOOP JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Lee Spur Junction – Lee Loop Junction	3	3	

SO310B CRAYFORD SPUR 'A' TO CRAYFORD SPUR 'B' JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Crayford Spur 'A' Junction – Crayford Spur 'B' Junction	3	3	

SO320 HOO JUNCTION TO GRAIN SIDINGS

TIMING POINT	DOWN	UP	NOTES
Hoo Junction to Signal NK509	AB**	AB*	Single line. One train in section **Train can pass/depart Hoo Junction 2 minutes after the first train has departed NK509 signal *Train can depart NK509 signal 2 minutes after the first train has departed/pass Hoo Junction
Signal NK509– Grain Level Crossing	AB**	AB*	Key token working. Planned as AB **Train can depart NK509 signal 2 minutes after the first train has departed Grain Level Crossing *Train can depart Grain Level Crossing 2 minutes after the first train has departed NK509 signal

SO330 NUNHEAD TO HAYES

TIMING POINT	DOWN	UP	NOTES
Nunhead – Lewisham Vale Junction	2½	2½	A 2 minute margin applies where a following train takes a different route at Lewisham Vale Junction in the Up Direction, or a different platform at Lewisham in the Down Direction This includes when diverging towards Tanners Hill Junction
Lewisham Vale Junction - Lewisham	2	2	Except for consecutive moves both travelling towards Nunhead, then a 2 ½ (Fast) or 3 (Slow) minute margin applies
Lewisham – Ladywell	2½ Non-Stopping 3 Stopping	2½ Non-Stopping 3 Stopping	
Ladywell – Elmers End	3 Non-Stopping 4 Stopping	3 Non-Stopping 4 Stopping	
Elmers End – Hayes	5 Non-Stopping 6 Stopping	5 Non-Stopping 6 Stopping	

SO330A NEW BECKENHAM TO BECKENHAM JUNCTION

TIMING POINT	DOWN	UP	NOTES
New Beckenham – Beckenham Junction	3 Non-Stopping 4 Stopping	3 Non-Stopping 4 Stopping	

SO350 GROVE PARK TO BROMLEY NORTH

TIMING POINT	DOWN	UP	NOTES
Grove Park – Bromley North	3	3	

SO400 ST PANCRAS INTERNATIONAL TO HIGH SPEED 1/ET BOUNDARY

TIMING POINT	DOWN	UP	NOTES
Standard Headways	3	3	
Exceptions:			
4 minute headway is required at Ashford West Junction for Eurostar trains when following slower trains			
2½ minute headway is permissible at Stratford International West Junction when the first train has run non stop and the second train has stopped at Stratford International			
2½ minute headway is permissible at Stratford International East Junction when the first train has run non stop and the second train has stopped at Stratford International			
2½ minute headway is permissible at Ebbsfleet International West Junction when the first train has run non stop and the second train has stopped at Ebbsfleet International			
2½ minute headway is permissible at Ebbsfleet International East Junction when the first train has run non stop and the second train has stopped at Ebbsfleet International			
2½ minute headway is permissible at Ashford International West Junction when the first train has run non stop via the Ashford Avoiding Line SO400 and the second train has stopped at Ashford International			
2½ minute headway is permissible at Ashford International East Junction when the first train has run non stop via the Ashford Avoiding Line SO400 and the second train has stopped at Ashford International			

SO410A REGENTS CANAL JUNCTION TO YORK WAY NORTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Regents Canal Junction – York Way North Junction	4	3	Single Line

SO410B SILO CURVE JUNCTION TO CEDAR JUNCTION

TIMING POINT	DOWN	UP	NOTES
Silo Curve Junction – Cedar Junction	4	3	Single Line

SO420 YORK WAY SOUTH JUNCTION TO CAMDEN ROAD INCLINE JUNCTION

TIMING POINT	DOWN	UP	NOTES
York Way South Junction – Camden Road Incline Junction	4	6*	Single Line * Includes 2 minute stop at AF41 signal

SO430 STRATFORD INTERNATIONAL WEST JUNCTION TO TEMPLE MILLS DEPOT

TIMING POINT	DOWN	UP	NOTES
Stratford International West Junction – Temple Mills Depot	4	4	Single Line

SO440 RIPPLE LANE EXCHANGE SIDINGS TO DAGENHAM JUNCTION

TIMING POINT	DOWN	UP	NOTES
Ripple Lane Exchange Sidings – Dagenham Junction	4	3	

SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION

TIMING POINT	DOWN	UP	NOTES
Ebbsfleet West Junction – Springhead Road Junction	3	3	

SO460 FAWKHAM JUNCTION TO SOUTHFLEET JUNCTION

TIMING POINT	DOWN	UP	NOTES
Fawkham Junction – Southfleet Junction	3	3	

SO470 ASHFORD WEST JUNCTION (AD 947 AND AD949 SIGNALS) TO ASHFORD INTERNATIONAL

TIMING POINT	DOWN	UP	NOTES
Ashford West Junction – Ashford International	3	3	

SO480 ASHFORD INTERNATIONAL TO ASHFORD EAST JUNCTION (AD954 AND AD956 SIGNALS)

TIMING POINT	DOWN	UP	NOTES
Ashford International– Ashford East Junction	3	3	

SO490 DOLLANDS MOOR WEST JUNCTION TO DOLLANDS MOOR SIDINGS

TIMING POINT	DOWN	UP	NOTES
Dollands Moor West Junction – Dollands Moor Sidings (AD759 Signal)	6	6	

5.2.2 General Capacity Constraints

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 the Engineering Access Statement.

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

ETCS Level 2 operating within GTR trains will normally be operational between Blue Anchor Junction and Blackfriars Junction via the Snow Hill Lines and lines 4 & 5. Special operational arrangements will need to apply for trains taking alternative routes between these locations. A 2 ½ minute headway is therefore allowed between consecutive trains operated by ETCS compatible rolling stock

Junctions

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)

Line/Location	Section	Remarks
Factory Junction	From Longhedge Junction to Atlantic/Chatham Lines	Critical times SX 07.00-09.45, 16.00 – 19.00

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)

Line/Location	Section	Remarks
Saltwood Junction	Northbound from Dollands Moor	Critical times SX 06.00-08.30

SO130D ST JOHNS JUNCTION TO LEWISHAM JUNCTION

Line/Location	Section	Remarks
Lewisham	Lewisham Junction	Critical times SX 0700-09.30, 16.30-19.00 All Directions

SO130H SALTWOOD JUNCTION TO RT/ET BOUNDARY

Line/Location	Section	Remarks
Saltwood Junction	Northbound from Dollands Moor	Critical times SX 06.00-08.30

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

Line/Location	Section	Remarks
For Route SO250 Please see Sussex Timetable Planning Rules		

SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION

Line/Location	Section	Remarks
For Route SO250A Please see Sussex Timetable Planning Rules		

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

Line/Location	Section	Remarks
For Route SO250D Please see Sussex Timetable Planning Rules		

SO290 NORTH KENT EAST JUNCTION TO DARTFORD JUNCTION (VIA GREENWICH)

Line/Location	Section	Remarks
Dartford	Dartford Junction	Critical times SX 06.30-09.30, 16.30-19.30 Both directions

SO300 LEWISHAM TO CRAYFORD CREEK JUNCTION

Line/Location	Section	Remarks
Lewisham	Lewisham Junction	Critical times SX 0700-09.30, 16.30-19.00 All directions

SO310 HITHER GREEN TO ROCHESTER BRIDGE JUNCTION (VIA DARTFORD)

Line/Location	Section	Remarks
Dartford	Dartford Junction	Critical times SX 06.30-09.30, 16.30-19.30 Both directions

SO330 NUNHEAD TO HAYES

Line/Location	Section	Remarks
Lewisham	Lewisham Junction	Critical times SX 07.00-09.30, 16.30-19.00 All directions

Route Sections

SO140A OTFORD JUNCTION TO SEVENOAKS

Line/Location	Section	Remarks
Otford Junction	Otford Junction to Sevenoaks	No train may follow a freight train until the freight train has cleared the junction at Sevenoaks

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

Line/Location	Section	Remarks
For Route SO250D Please see Sussex Timetable Planning Rules		

NB: - Two line railway timetables on Sundays are detailed in the Engineering Access Statement document for the relevant parts of the Kent area.

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 BPlan. Negative adjustments are specially identified.

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

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.

Peak is defined as services arriving in London (Blackfriars, Charing Cross, Cannon Street, Victoria or London Bridge) between 0700 to 0959 SX and departing London (Blackfriars, Charing Cross, Cannon Street, Victoria or London Bridge) between 1600 to 1859 SX.

STANDARD VALUES – MINIMUM		
Additional Allowances		
All the additional allowances referred to in this section must be explicitly identified in the Working Timetable and on no account may they be consolidated into the basic point to point timing. It is essential to the efficient operation of the automatic route setting equipment as installed at Ashford Integrated Electronic Control Centre (IECC) that allowances are separated this way.		
Where a pathing allowance is required for a train that would also be provided with a performance allowance, the performance allowance may be consolidated into the pathing allowance except where mandated by Timetable Planning Rules. However, engineering allowances mandated by Timetable Planning Rules must be kept completely separate from and, where appropriate, additional to any other form of allowance.		
Adjustments to Sectional Running Times		
Movements	Reason	Value
Approaching ALL Bays, Loops and Crossovers	Approach Control	½
Terminating trains arriving on half minutes in final timing link	Station working	½
All allowances mentioned in the exceptions should be included in train times when approaching the listed timing point unless otherwise noted.		
Attachment of Units		
Standard		4*
* - At least ½ minute must be added to the schedule of the rear portion when approaching the front portion to attach		
Class 375/377 EMU		4
Class 376 EMU		4
Class 395 EMU		4
Class 465 EMU		3
Class 466 EMU		3
Connectional Allowance		
		5
Detachment of Units:		
Class 375/377 EMU		4
Class 465/466 EMU		3
Class 395 EMU		4
Dwell Time		
Class 395 and 700 EMU when traction changeover is required		1

STANDARD VALUES – MINIMUM

Dwell Times – Empty Coaching Stock to Passenger Service in the same direction except where otherwise specified*

Stock	1 or 2 car	3 or 4 car	5 or 6 car	8 car	9-10 car	12 car	Eurostar
Class 171	1 min	1 min	1 min	1 min	1 min	1 min	
Class 373/374 EMU							
Class 375/377 EMU		1 min	1 min	1 min	1 min	1 min	
Class 376 EMU			1 min		1 min		
Class 395 EMU			1 min			1 min	
Class 465 EMU		1 min		1 min		1 min	
Class 466 EMU	1 min	1 min	1 min	1 min	1 min	1 min	
Class 700 EMU				1 min		1 min	
Class 707 EMU			1 min		1 min		

*Please note that any train departing needs to be rounded up to a full minute in line with the above

Dwell Times – Passenger service to Empty Coaching Stock in the same direction except where otherwise specified

Stock	1 or 2 car	3 or 4 car	5 or 6 car	8 car	9-10 car	12 car	Eurostar
Class 171	2 mins	2 mins	2 mins	2 mins	2 mins	2 mins	
Class 373/374 EMU							
Class 375/377 EMU		1 min	1 min	1 min	1 min	1 min	
Class 376 EMU			1 min		1 min		
Class 395 EMU			1 min		1 min		
Class 465 EMU		1 min		1 min		1 min	
Class 466 EMU	1 min	1 min	1 min	1 min	1 min	1 min	
Class 700 EMU				4 mins		4 mins	
Class 707 EMU			1 min		1 min		

Generic Rolling Stock Classes

Train Class	ITPS Timing Load	TPR Values
Class 171 DMU	170100 timing load	Class 171 values
Class 375 EMU	375 timing load	Class 375 values
Class 376 EMU	465 timing load	Class 465 values
Class 377 EMU	375 timing load (455RT may be used where appropriate)	Class 375 values
Class 387 EMU	375 timing load	Class 387 values
Class 313 EMU	375 timing load	Class 313 values
Class 395 EMU	395 timing load	Class 395 values
Class 455 EMU	455 RT timing load	Class 455 values
Class 465/466 EMU	465 timing load	Class 465 values

STANDARD VALUES – MINIMUM							
Class 700 EMU		700 timing load				Class 700 values	
Class 707 EMU		465 timing load				Class 465 values	
Junction Margins							
Between all conflicting movements at London Area Junctions between London Termini and Orpington, Otford Junction and Gillingham inclusive					2		
Between all conflicting movements at all other junctions					3		
Between all conflicting movements following a class 4, 6, 7 or non-seasonal class 8					3		
Resetting of route for a departing service following the arrival/passing of conflicting inwards service					1		
Platform Reoccupation							
Platform re-occupation in the same direction unless stated otherwise					2		
Platform re-occupation for movements in opposing directions					3		
Locomotive Allowances							
Change of Locomotive				10			
Runround				10			
Minimum allowance for freight movements							
Between stopping and then propelling					2		
Crew change					2		
Light engine reverse					2		
Change of Locomotive					10		
Runround in stations					20		
Runround in yards or depots					20		
Permissive Working							
Where attaching/detaching and platform sharing is permitted, only class 1, 2, 3, ECS 5, 9 and 0 trains are allowed to undertake permissive working. See Sectional Appendix							
Station Allowances							
These minimum allowances may be increased by negotiation for specific traffic needs. Any subsequent reduction in these allowances must be agreed by Network Rail.							
Minimum Turnround							
Stock	1-2 Car	3-4 Car	5-6 Car	8 Car	9-10 Car	12 Car	Eurostar
Class 171	3	4	4	5			
Class 373/374 EMU							15
Class 375/377 EMU		5	6	7	7	9	
Class 376 EMU			6		7		
Class 395 EMU			5			9	
Class 465 EMU		5	6	7		9	
Class 466 EMU	4	5	6	7	7	9	
Class 700 EMU				8		10	
Class 707 EMU							

THE FOLLOWING PAGES SHOW-THE EXCEPTIONS TO THESE STANDARD VALUES

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)

London Victoria (Eastern)

For London Victoria (Central) Refer to Sussex Timetable Planning Rules, Section 5.3, SO500

For train planning purposes the station is divided into two parts. Platforms 1-8 are known as London Victoria (Eastern). Platforms 9-19 are known as London Victoria (Central).

Berthing Facilities

Location	Cars	Notes
Platform 1	13	
Platform 2	16	
Platform 3	8	
Platform 4	8	
Platform 5	12	(10 cars Class 465/466 vehicles only)
Platform 6	12	(10 cars Class 465/466 vehicles only)
Platform 7	13	
Platform 8	9	10 car 375/377 only

Trains formed of a 12 car Class 700 EMU must not be planned to use Platforms 1-8 for passenger provision, due to operational restrictions

Connectional Allowance | 15*

* - Connectional allowance of 10 minutes applies to Southeastern

Junction Margins

First Movement	Second Movement	Margin
Departure from platforms 6-8 to Down Chatham Fast	Any conflicting Up Chatham Fast arrival	4
Departure from platform 1 to Down Chatham Slow	Any conflicting Up Chatham Fast arrival	4
All other Conflicting moves		3

Planning Note

Anything planned into Platform 2 over 12 cars must have an extra minute added into schedules for Platform re-occupation for movements in opposing directions

Permissive working for attaching/detaching and platform sharing is authorised as shown below:

Platform 1	Attaching/Detaching and Platform Sharing Permitted
Platform 2	Attaching/Detaching and Platform Sharing Permitted
Platform 3	Attaching/Detaching and Platform Sharing Permitted*
Platform 4	Attaching/Detaching and Platform Sharing Permitted
Platform 5	Attaching/Detaching and Platform Sharing Permitted*
Platform 6	Attaching/Detaching and Platform Sharing Permitted*
Platform 7	Attaching/Detaching and Platform Sharing Permitted
Platform 8	Attaching/Detaching and Platform Sharing Permitted

* **Note:** Attaching and detaching of units in these platforms should be avoided where possible due to the platform curvature which restricts sighting of signals

Station Working Requirements

Front Train working: In the event of Front Train working with 2 (or more) loaded services a minimum of 5 minutes should be allowed between departure of Front train and Rear train to allow indicators, etc. to be changed. Passenger trains that divide en route should not be "front trained".

At London termini **3 minutes** to be allowed if possible between arrivals on adjacent platforms to allow customers to clear in morning and evening peak.

Victoria Grosvenor Carriage Shed		
Berthing Facilities		
Location	Cars	Notes
Shed Road No 1	8	
Shed Road No 2	12	
Shed Road No 3	12	
Shed Road No 4	12	
Shed Road No 5	14	
Shed Road No 6	14	
Shed Road No 7	12	
Shed Road No 8	12	
Shed Road No 9	12	
Wall Siding	12	To be used as turnback only for Class 700
Junction Margins		
First Movement	Second Movement	
Departure from Victoria Station to the Down Fast	Train can arrive into Victoria Station 6 minutes later	

Brixton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All Freight Trains which are being routed via Denmark Hill	Speed differential	1
Simultaneous moves not permitted - Overlap Restrictions		
First Movement	Second Movement	Margin
Up train from the Catford Loop	Up train arriving passing Platform 1	2*
Up train from the Catford Loop	Up train stopping Platform 1	2½**
*2½ following freight		
**3½ following freight		

Herne Hill		
Dwell Time		
All Thameslink services	1	
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All freight trains which are being routed via Tulse Hill	Speed differential	1
Down trains from London Blackfriars not calling at Herne Hill	Approach control on signal VS123	1*
Down trains from London Blackfriars towards Kent House not calling at Herne Hill	Acceleration from 20mph crossover	{½} approaching Kent House
Down trains from Brixton towards Tulse Hill not calling at Herne Hill	Approach control on signal VS151 and 20mph crossover	{½} approaching Herne Hill
*adjustment only applies when margin at Herne Hill is less than 2 minutes		

Herne Hill		
Movement Up		
All freight trains from Tulse Hill towards Brixton or from Loughborough Junction towards Kent House	Speed differential	1½ approaching next timing point
Up trains from Kent House towards Blackfriars not calling at Herne Hill	Approach control on signal VS126 and 20mph crossover	{½} approaching Herne Hill
Up trains from Kent House running non-stop via platform 1 at Herne Hill	Approach control on signal VS134 and 15mph crossover	{½} approaching Herne Hill
Up trains towards Brixton running non-stop via platform 1 at Herne Hill	Acceleration from 30mph crossover	{½} approaching Brixton
Connectional Allowance 4		
Junction Margins		
First Movement	Second Movement	Margin
Up non-stop towards Brixton	Down departure for Tulse Hill	1
Down non-stop from Brixton	Up departure towards Loughborough Junction	1
Up train passing Platform 2 towards Brixton	Up train departing Platform 1 towards Loughborough Junction	1
Down train passing Platform 3 towards Beckenham Junction	Down train departing Platform 4 towards Tulse Hill	1
Down train into turnback siding	Down train arrives/passes Herne Hill	3
Up train from turnback siding to Up Holborn	Down train on Down Holborn (non-stop or stopping)	4
Up train on Up Holborn (non-stop or stopping)	Up train from turnback siding to Up Holborn	3
Up train from turnback siding to Up Holborn	Up train on Up Holborn (non-stop or stopping)	3½
Up train from Platform 4 to Up Holborn	Up train on Up Holborn (non-stop or stopping)	3
Up train departing from Platform 1 or 2 to Up Holborn	Down train on Down Chatham Main running non-stop	2½
Planning Restriction		
Down direction loco hauled services towards Tulse Hill cannot be planned to leave Herne Hill until the preceding train has cleared the platform at Tulse Hill. This is due to adverse gradients and curvature.		

Herne Hill Turnback Siding							
Length of Turnback Siding							
270 metres or 42 SLU (12 cars EMU Stock)							
Minimum Turnround							
Stock	1-2 Car	3-4 Car	5-6 Car	8 Car	9-10 Car	12 Car	

Kent House	
Connectional Allowance	4

Beckenham Junction		
Berthing Facilities		
Location	Cars	Notes
Down Bay (Platform 4)	8	Classes 455 and 456 are not permitted in the Down Bay
Up Bay (Platform 1)	8	Not to be used without prior arrangement
Connectional Allowance	4	
Junction Margins		
First Movement	Second Movement	Value
Platform 4 depart to Up Chatham Main	Down Chatham Main passing service	3
Platform 4 depart to Up Chatham Main	Down Beckenham Spur to Down Chatham Main passing service	3

Shortlands Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
All freight trains which will travel from Up Slow to the Catford Loop	Speed Differential	1
Junction Margins		
First Movement	Second Movement	Value
Freight train crosses from Up Chatham Slow to Up Catford Loop	Pass to Down Chatham Slow not stopping at Shortlands	3
Freight Restrictions		
Freight trains using the Up Ravensbourne Chord or Down Ravensbourne Chord should not have any pathing time as the chord lines are steeply graded		
Length Limits		
The standage at VS177 on the Down Ravensbourne Chord is 250 metres/39 SLU's clear of 844 points in rear at Ravensbourne Chord Junction (CAT)		
The standage at VS486 on the Up Ravensbourne Chord is 424 metres/66 SLU's clear of 842 points in rear at Ravensbourne Chord Junction (VIR)		
The standage at VS173 on the Down Catford Loop is 242 metres/37 SLU's clear of 845 points in rear at Ravensbourne Chord Junction (CAT)		
The standage at VS484 on the Up Catford Loop is 365 metres/57 SLU's clear of 833 points in rear at Shortlands Junction		

Shortlands	
Connectional Allowance	4

Bromley South		
Connectional Allowance		
	4	
Dwell Time		
All Services	1	
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 2 towards Shortlands Junction	Arrive Platform 1 from Bickley Junction	2
Depart platform 2 towards Shortlands Junction	Pass platform 1 from Bickley Junction	3

Bickley		
Connectional Allowance		
	4	
Junction Margins		
First Movement	Second Movement	Value
Freight crossing from Down Chatham Fast to Down Chatham Slow	Freight passes Bickley Junction on the Up Chatham Slow	2

Bickley Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Freight trains crossing to the Down Slow Tonbridge Loop	Speed Differential	1
Junction Margins		
First Movement	Second Movement	Value
Freight crossing from Down Chatham Fast or to Down Slow Tonbridge Loop or Freight crossing from Down Chatham Slow to Down Chatham Fast or Down Slow Tonbridge Loop	Freight passes on Up Chatham Fast	3 ½
Length Restrictions		
The standage at signal VS288 on the Up Slow Tonbridge Loop is 690 metres/107 SLUs clear of VS232 signal		
The standage at signal AD31 on the Down Slow Tonbridge Loop n is 432 metres/67 SLUs clear of 873 points in rear at Hawkwood Junction		
The standage at signal VS212 on the Up Fast Tonbridge Loop is 679 metres/106 SLUs clear of VS214 signal in rear		
The standage at signal AD35 on the Down Fast Tonbridge Loop is 604 metres/94 SLUs clear of VS207 signal in rear		

St Mary Cray Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Applies to the following Timing Loads for trains on the Slow Line or Fast Line which have run via the Chatham Reversible Loop from Chislehurst:		

St Mary Cray Junction		
Freight up to 1200T	Speed Differential	½*
Freight between 1400 – 1600 T inclusive	Speed Differential	1*
Any freight over 1800 T	Speed Differential	1½*
*allowance to be applied at the next timing point		

Swanley		
Dwell Time		
All Thameslink services	1	
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Freight from Down Slow towards Otford	Speed Differential	1½
Freight from Down Fast towards Fawkham Junction	Speed Differential	1 Class 4 800T or less 1½ Class 4 over 800T ½ Class 6 1200T or less 1 Class 6 over 1200T
Applies to the following Timing Loads for trains crossing from Fast Line to Down Chatham Main Line:		
Freight up to 1200T inclusive at 60mph	Speed Differential	½
Freight between 1201-2400T inclusive at 60mph	Speed Differential	1
Freight up to 800T inclusive of Containers at 75mph	Speed Differential	1
Freight between 801 - 1600T inclusive of Containers at 75mph	Speed Differential	1 ½
Movement Up	Reason	Value
Freight from Otford to Up Slow Line	Speed Differential	1½*
Freight from Otford to Up Fast Line	Speed Differential	1* Class 4 ½* Class 6 1200T or less 1* Class 6 over 1200T
Freight from Fawkham Junction to Up Fast Line	Speed Differential	1½*
*applied approaching next timing point		
Connectional Allowance	4	
Junction Margins		
First Movement	Second Movement	Margin
Non-stop train travelling from the Down Chatham Fast to the Down Chatham Main	Train from Otford travelling towards the Up Chatham Slow or train travelling from Up Chatham Main to Up Chatham Slow	2½
Non-stop train travelling from the Up Chatham Main to the Up Chatham Fast	Train from the Down Chatham Slow or Down Chatham Fast travelling towards Otford	2½
Passenger/ECS passing Swanley on Down Chatham Slow crossing to Down Maidstone	Non-stop service passing from Up Chatham Main to Up Chatham Slow	2½
Freight train passing Swanley on Down Chatham Slow crossing to Down Maidstone	Non-stop service passing from Up Chatham Main to Up Chatham Slow	3½
Minimum time for a change of locomotive		15

Swanley	
Minimum time for a Locomotive runround	15

Sole Street		
Adjustment Allowance		
Movement Down	Reason	Value
Down train enters Platform 1 and terminates	Single Line Working during engineering works	1

Rochester Bridge Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All freight trains which have passed through Strood	Speed Differential	½ applied at next timing point

Rochester		
Connectional Allowance	4	
Berthing Facilities		
Location	Cars	Notes
Platform 3	12	
Up Loop	12	
Down Loop	12	
Limit of Shunt	Length Limit	
Up Chatham Main (clear of signal ER5)	10	
Up Passenger Loop (clear of signal ER3)	10	
Minimum time for change of Locomotive	45	
Minimum time for a Locomotive runround	45	

Chatham	
Connectional Allowance	4
Dwell Time	
All Services	1

Gillingham		
Dwell Time		
All Thameslink services	1½	
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All freight trains using all 60mph timing loads which are routed via Gillingham Down Reception Line	Speed differential approaching Gillingham	1½

Gillingham		
Berthing Facilities		
Location	Cars	Notes
Up Gillingham Siding	8	
Up Passenger Loop (Platform 1)	12	
Down Gillingham Siding 1	8	12 if pushed back
Connectional Allowance		4
Limit of Shunt		Length Limit
Down Main		10 cars
Permissive working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 1	Up Passenger Loop	Attaching/ Detaching
Platform 2	Up Main (Up direction)	Attaching/ Detaching
Platform 3	Down Main (Down direction)	Detaching only
Junction Margins		
First Movement	Second Movement	Margin
Up train departing Platform 3	Up train arriving Platform 1	3
Simultaneous moves not permitted Overlap Restrictions		
First Movement	Second Movement	Margin
A Down Train entering arriving Platform 1	An Up Train approaching Platform 2	2
An Up Train departing Platform 1 or 2	An Up Train approaching Platform 2	2
A Down Train entering arriving Platform 2	An Up Train approaching Platform 1	2
A Down Train entering arriving Platform 2	An ECS arriving in Platform 1 from Gillingham EMU Depot	2

Gillingham CSD		
Berthing Facilities		
Location	Cars	Notes
No 1 Reception	12	Carriage washing and CET discharge facilities available
No 2 Reception	12	Carriage washing and CET discharge facilities available
Shed No 3	12	Carriage washing and CET discharge facilities available
Shed No 4	12	Carriage washing and CET discharge facilities available
Shed No 5	12	Carriage washing and CET discharge facilities available
Shed No 6	12	Carriage washing and CET discharge facilities available
No 7 Road	10	Carriage washing and CET discharge facilities available
No 8 Road	10	Carriage washing and CET discharge facilities available
No 9 Road	8	Carriage washing and CET discharge facilities available
Shunt Neck	12 10 (Class 465/466)	Carriage washing and CET discharge facilities available
No 10 Road	10	Carriage washing and CET discharge facilities available
No 11 Road	10	Carriage washing and CET discharge facilities available
No 12 Road	10	Carriage washing and CET discharge facilities available
No 13 Road	10	Carriage washing and CET discharge facilities available
Total capacity in CSD not to exceed 126 vehicles		

Rainham

Junction Margins		
First Movement	Second Movement	Margin
Arrive platform 0 from Gillingham	Arrive/Pass platform 1 from Sittingbourne	2
Departure from platform 0	Arrive/platform 1 from Sittingbourne	2
Departure from platform 0	Pass platform 1 from Sittingbourne	4

Berthing Facilities		
Location	Cars	Notes
Platform 0 Up Bay	12	

Sittingbourne Western Junction
Freight Restrictions
Freight trains from Middle Junction should not have any pathing time since the section between Western Junction and Middle Junction is steeply graded and the rear of trains held at Western Junction may overhang Middle Junction

Sittingbourne Eastern Junction		
Junction Margins		
First Movement	Second Movement	Margin
Between all conflicting movements		2
Train from Rainham to Sittingbourne	Train from Kemsley to Sittingbourne	2
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
All movements to Kemsley	Speed Differential approaching Sittingbourne Eastern Junction	½
Movement Down	Reason	Value
All movements from Kemsley	Speed Differential between Sittingbourne Eastern Junction and Sittingbourne	½

Sittingbourne		
Adjustment to Sectional Running Times		
Movement Up	Reason	Value
All movements from the Up Slow to platform 1	Approach control on Signal EK4224	{1}
Berthing Facilities		
Location	Cars	Notes
Down Platform Loop (Platform 3)	10	
Down Carriage Siding	6	
Connectional Allowance	4	
Junction Margins		
First Movement	Second Movement	Margin
Up train departing Down Passenger Loop (Platform 3)	Up train arriving Platform 1	3
Up train departs Platform 1 at Sittingbourne towards Rainham	Up train departs Platform 2 or 3 towards Sheerness-On-Sea	2

Sittingbourne		
Down train arrives from the Rainham direction into Platform 2	Down train arrives into Platform 3 from Sheerness-On-Sea	2
Down train departing Down Passenger Loop (Platform 3)	Down train arriving Platform 2	2
Permissive Working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 1	Up Main	Prohibited
Platform 2	Down Main	Attaching/Detaching in Down direction ONLY
Platform 3	Down Passenger Loop	Attaching/Detaching in Down direction ONLY
Simultaneous moves not permitted - Overlap Restrictions		
First Movement	Second Movement	Margin
Down train departing Down Passenger Loop (Platform 3)	Down train arriving Platform 2	
Up train departing Platform 3	Up train arriving Platform 1	3*
* Can be reduced to 0 rather than 3 minutes provided that the Up Arrival into platform 1 has an adjustment of {1} applied approaching Sittingbourne. See Adjustment to Sectional Running Times above for details.		

Faversham		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All freight trains	Speed differential approaching Faversham platforms 1 or 4	1½
Movement Up	Reason	Value
All freight trains	Speed differential approaching Faversham platforms 1 or 4	1½
Berthing Facilities		
Location	Cars	Notes
Down Platform Loop (Platform 4)	12	
Up Platform Loop (Platform 1)	12	
No 1 Up Siding	16	
No 2 Up Siding	8	
No 3 Up Siding	8	
Back Road	8	
Down Reception Sidings	12	
Connectional Allowance	4	
Dwell Time		
All services	1	
Junction Margins		
First Movement	Second Movement	Margin
Train departs Platform 2 in the Up Direction	Train Departs from Signal EK4325 on arriving from Down Main Line direction into Platform 4	3½

Faversham

Permissive working for attaching/detaching and platform sharing is authorised as shown below:

Platform 1	Up Passenger Loop	Attaching/Detaching and Platform Sharing in Up direction ONLY
Platform 2	Up Main	Attaching/Detaching and Platform Sharing in Up direction ONLY
Platform 3	Down Main	Attaching/Detaching and Platform Sharing in Down direction ONLY
Platform 4	Down Passenger Loop	Attaching/Detaching and Platform Sharing in Down direction ONLY

A second train must arrive in an occupied platform before the first train is allowed to depart

~~Simultaneous moves not permitted~~ Junction Margins

First Movement	Second Movement	Value
Train departs Platform 2 in the Up Direction	Train arrives from Down direction into Platform 1	3
Train departs Platform 1 in the Up direction	Train arrives from Down direction into Platform 2	3
Train departs Platform 1 towards Sittingbourne in the Up direction	Train arrives into Platform 2 from the country end	2
Train departs Platform 2 in the Up direction	Train arrives into Platform 1 from the country end	2
Train departs Platforms 1 or 2 in the Up Down direction to stand behind EK4327 shunt signal	Train arrives crosses 2154 points onto from the Down Chatham direction to arrive in Platforms 3 or 4	2
Train departs Platforms 3 in the Down direction	Train arrives from the Down direction into Platforms 4	2
Train departs Platforms 1 or 2 in the Up direction to cross using 2152 points to stand behind EK4325 signal on the Down Chatham	Train departs from EK4325 on the Down Chatham to arrive into Platforms 3 or 4	2
Train departs Platforms 3 or 4 to stand behind shunt signal EK5060 or EK5062 on the Down Thanet	Train depart from behind EK5060 or EK5062 on the Down Thanet to cross using 2302 points onto the Up Thanet to arrive into Platforms 1 or 2	2
Train departs Platforms 3 or 4 to stand behind shunt signal EK4352 on the Down Chatham	Train crosses 2180 points onto the Up Chatham to arrive into Platforms 1 or 2	2

Herne Bay

Platform Reoccupation

First Movement	Second Movement	Value
Up train departing from Platform 2	Down train arriving into Platform 2	4

Margate

Berthing Facilities

Location	Cars	Notes
Up Bay (Platform 4)	12	

Connectional Allowance 4

Dwell Time

All Services 1

Margate		
Permissive Working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 1	Down Main	Detaching only, platform sharing prohibited
Platform 2	Down Passenger Loop	Detaching only, platform sharing prohibited
Platform 3	Up Main	Attaching & detaching, platform sharing prohibited
Platform 4	Up Bay	Attaching & detaching, platform sharing permitted

Ramsgate		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
12 Car electric trains from Deal towards Ramsgate	Voltage drop in power supply	1
Berthing Facilities		
Location	Cars	Notes
No 1 Siding (formerly No 1 Lay by)	12	
New Sidings No 2	6	
New Sidings No 3	8	
Platform 1	12	
Platform 2		Berthing in platform is prohibited
Platform 3		Berthing in platform is prohibited
Platform 4	12	
Up Siding	12	
West Depot No 1	12	Carriage washing facilities available
West Depot No 2	12	Carriage washing facilities available
West Depot No 3	12	Carriage washing facilities available
West Depot No 4	12	Carriage washing facilities available
West Depot No 19 Slip	8	Carriage washing facilities available
West Depot No 5	12	Carriage washing and CET discharge facilities available
West Depot No 6	12	Carriage washing and CET discharge facilities available
West Depot No 7	12	Carriage washing facilities available
West Depot No 8	12	Carriage washing facilities available
West Depot No 9	12	Carriage washing facilities available
Berthing and Light Maintenance Shed No 10	12	
Berthing and Light Maintenance Shed No 11	12	
Berthing and Light Maintenance Shed No 12	12	
Berthing and Light Maintenance Shed No 13	12	
Berthing and Light Maintenance Shed No 14	8	CET discharge facilities available
West Depot No 15	12	Carriage washing and CET discharge facilities available
West Depot No 16	8	Carriage washing and CET discharge facilities available
West Depot No 17	12	Carriage washing and CET discharge facilities available
West Depot No 18	8 6	Carriage washing facilities available
West Depot No 19	6	CET discharge facilities available
West Depot No 20	6	CET discharge facilities available
Traincare Facility No 21	4	
Traincare Facility No 22	8	
Traincare Facility No 23	8	

Ramsgate		
Traincare Facility No 24	8	
Traincare Facility No 25	8	
Ramsgate Depot Washer Spur	6	Carriage washing facilities available. Standage for 6 cars between signals EK4989 and EK4972 TIPLOC RAMSDWS
Ramsgate Depot Reception West	12	Standage for 12 cars between the buffer stops and signal EK4983, TIPLOC RAMSDRW
Ramsgate Up Siding West	8	
Connectional Allowance		
	4	
Dwell Time		
All services	1	
Loop Lengths		
Down Passenger Loop		35 SLU
Up Passenger Loop		35 SLU
Permissive Working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 1	Up Passenger Loop	Attaching/Detaching and Platform Sharing in Both directions
Platform 2	Up Main	Attaching/Detaching and Platform Sharing in Both directions
Platform 3	Down Main	Attaching/Detaching and Platform Sharing in Both directions
Platform 4	Down Passenger Loop	Attaching/Detaching and Platform Sharing in Both directions
A second train must arrive in an occupied platform before the first train is allowed to depart		
Shunt Limits		
Standage between EK4985 and EK4968 on the Up Stour is 8 cars		
Standage between EK4981 and the Limit of Shunt (EK4966) on the Down Stour is 12 cars		
Standage on both EK5143 (Down Thanet) and EK5145 (Up Thanet) at Margate end of Ramsgate station is 12 cars		
Simultaneous moves not permitted Overlap Restrictions		
First Movement	Second Movement	Value
Train arrives Platform 3 from Minster direction	Train departs from Platform 4 towards Margate	2
Train arrives Platform 1 from Margate direction	Train departs from Platform 2 towards Minster	2
Train arrives Platform 1 or 2 from Minster direction	Train departs Roads 1-6 towards Minster	2
Train arrives Platform 2 from Minster direction	Train departs from Platform 1 or 2 towards Margate	2
Train departs on the Up Thanet towards Dumpton Park	Train departs from Ramsgate or the Depot on the Up Thanet to behind EK5143 signal crossing using 2330 points	2
Train departs on the Up Stour towards Minster	Train departs from Ramsgate or the Depot Reception West to arrive at either EK4985 on the Up Stour or EK4981 on the Down Stour	2
SO110B GILLINGHAM TO CHATHAM DOCKYARD		
Gillingham		
See entry under route – S0110		

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)

London Charing Cross

Berthing Facilities

Location	Cars	Notes
Platform 1	12	Refer to the Sectional Appendix, Route SO130, Local Instructions
Platform 2	12	Refer to the Sectional Appendix, Route SO130, Local Instructions
Platform 3	12	Refer to the Sectional Appendix, Route SO130, Local Instructions
Platform 4	12	Refer to the Sectional Appendix, Route SO130, Local Instructions
Platform 5	12	Refer to the Sectional Appendix, Route SO130, Local Instructions
Platform 6	12	Refer to the Sectional Appendix, Route SO130, Local Instructions

Additional Note

Class 465 trains formed of 12 coaches are not permitted in Platforms 4, 5 and 6

Connectional Allowance

4

Junction Margins

	Margin
Reoccupation/conflicting moves on Platforms 1, 2, 3, 5 and 6	3
Reoccupation/conflicting moves on Platform 4	4*

* An arrival on Platform 4 can take place at the same time as a departure from platform 5 or platform 6 (there is a long run in from 654 points crossover and intermediate signal L17 on the Down Fast)

Permissive Working for 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

Station Working Requirements

At London termini **3 minutes** to be allowed if possible between arrivals on adjacent platforms to allow customers to clear in the morning and evening peak

London Waterloo East

Connectional Allowance

4

Dwell Time

All Services	1
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Platform Reoccupation

Margin

All platforms	2
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Ewer Street Junction	
Junction Margins	Margin
Between all movements	2*
* - 1½ minutes is permissible but not for successive moves	

London Bridge (Eastern)	
For London Bridge (Central) Refer to Sussex Timetable Planning Rules, Section 5.3 - SO510	
Connectional Allowance	4
Dwell Time	
All peak services	1½
All Thameslink services	1½
All other services except Thameslink	1
Junction Margins	Margin
Between all conflicting movements	2*
* - 1½ minutes is permissible but not for successive moves	
Platform Reoccupation	
Location	Margin
Platforms 1-9	1 ½
Planning Note	
Platforms 7-9	Notes Trains formed of a 12 car Class 700 EMU must not be planned to use these platforms for passenger provision, due to operational restrictions

North Kent East Junction	
Junction Margins	Margin
Between all movements	2*
* - 1½ minutes is permissible but not for successive moves	

New Cross			
Simultaneous Moves Not Permitted Overlap Restrictions			
First Movement	Second Movement	Reason	Margin
Train crossing from Down Kent Slow using 7381 and 7390 points to Down Kent Fast	Train arriving on Up Kent Slow into Platform A or B	Overlap on TL 2548 2544 and TL2548 signal	1
Connectional Allowance	4		
Berthing Facilities			
Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions			

St Johns

Berthing Facilities

Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions

Tanners Hill Junction

Junction Margins

Between all movements

Margin

2*

* - 1½ minutes is permissible but not for successive moves

Length Restrictions

The standage at Signal TL238 to be clear of fouling the route on the Down Lewisham is 315 metres/49 SLUs

The standage at Signal TL243 to be clear of fouling the Up Fast at Tanners Hill Junction is 225 metres/35 SLUs

Parks Bridge Junction

Adjustments to Sectional Running Times

Movement Down

Freight pass from Lewisham 2000t/TR115 and above

Reason

Speed differential

Value

½*

Movement Up

All trains travelling towards Lewisham 2000t/TR115 or above
Freight pass to Lewisham

Reason

Approach C control applies approaching Parks Bridge Junction

Value

½

Planning Note

Freight trains should be planned carefully in the Lewisham/Parks Bridge Jn area to avoid long trains fouling following services.

Hither Green

Adjustments to Sectional Running Times

Movement Down

All freight trains on the Down Slow Line crossing to the Down Dartford Loop towards Lee
Freight passing towards Lee

Reason

Speed differential approaching Hither Green
Approach control

Value

½*

All freight trains on the Down Slow Line towards Down Goods Line
Freight pass to Down Goods

Speed differential approaching Hither Green
Approach control

1*

*applies to all passing freight only

Movement Up

Trains crossing from the Up Slow Line to the Up Fast Line
Pass Up Slow to Up Fast

Reason

Speed Differential
Approach control

Value

1

Applies to the following Timing Loads on the Up Slow Line which have travelled from the Up Dartford Loop:
Freight pass from Lee

Speed Differential

Up to 800t/TR55

Speed Differential

½*

Hither Green		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
1000t/TR70 or above	Speed Differential	1*
*applies to all passing freight only from Lee approaching Courthill Junction		
*approaching next timing point		
Connectional Allowance		
	4	
Dwell Time		
All services (Up morning peak only)	1	
Length Restrictions		
The standage at Signal TL301 to be clear of fouling 898 points is 32 SLUs		
The standage at Signal TL300 to be clear of fouling 911 points is 32 SLUs		
Planning Note		
Trains may only be planned to call at Platform 1 during times of engineering work or other circumstances agreed in advance with the TOC. This is due to station staff needing to be present to unlock the platform suicide gates		

Grove Park Down Sidings, Carriage Service Shed and Up Sidings		
Berthing Facilities		
Location	Cars	Notes
Shed No 1	12 *	This must be kept clear for shunt moves to CET/washer
Shed No 2	12 *	
Shed No 3	12 *	Non-Electrified
Shed No 4	12 *	
Shed No 5	12 *	
Shed No 6	12 *	
Shed No 7	12 *	
Shed No 8	12 *	
Shed No 9	12 *	
Shed No 10	12 *	
Shed No 11	12 *	
Shed No 12	12 *	
New Up Sidings No 21	12	
New Up Sidings No 22	12	
New Up Sidings No 23	12	
New Up Sidings No 24	12	
New Up Sidings No 25	12	
New Up Sidings No 26	12	
New Up Sidings No 27	12	
New Up Sidings No 28	12	
New Down Sidings No 31	12	
New Down Sidings No 32	12	
New Down Sidings No 33	12	
New Down Sidings No 34	12	
New Down Sidings No 35	12	
New Down Sidings No 36	12	
New Down Sidings No 37	12	
New Down Sidings No 38	12	
* - Total capacity used in shed roads not to exceed 108		

Grove Park Down Sidings, Carriage Service Shed and Up Sidings

Berthing Facilities

Location	Cars	Notes
Carriage washer available for both Up and Down side vehicles		

Length Restriction

The standage at Signal TL306 to be clear of fouling 927 points is 38 SLUs

The standage at Signal TL312 to be clear of fouling 941 points is 13 SLUs

ECS Allowances

Margin

The following minimum times between successive arrivals and departures apply:

Carriage Service Shed (CSD)	5
Carriage Service Shed (CSD) via carriage washer	5
Down Carriage Holding Sidings (CHS) at same end	5
Up Carriage Holding Sidings (CHS) to/from Hither Green direction	8
Up Carriage Holding Sidings (CHS) to/from Grove Park direction	5

NOTE: As many movements as possible to/from the Carriage Service Shed (CSD) are to be via the carriage washer, whilst taking into consideration pathing and train crew constraints.

Grove Park

Connectional Allowance	4
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Chislehurst

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Movement Up	Reason	Value
Applies to the following Timing Loads on the Up Fast line or Up Slow Line which have travelled from the Up Chatham Loop and the Reversible Chatham Loop:		
Class 4 less than 600 tonnes	Speed Differential	½*
Class 4 between 600 and 1000T inclusive	Speed Differential	1*
Class 4 over 1000T	Speed Differential	1½*
Class 6	Speed Differential	½*

* allowance to be applied at the next timing point

Planning Note

Trains crossing from Down Slow to Down Fast via points 1009/1010 between Chislehurst and Petts Wood Junction must show line code FL at Chislehurst for ARS to operate correctly.

Petts Wood Junction

Adjustments to Sectional Running Times

Applies to the following Timing Loads coming off the Down Slow Tonbridge Loop Line

Movement Down	Reason	Value
1200t/TR70 or above	Speed Differential	½*

* allowance to be applied at the next timing point

Petts Wood	
Connectional Allowance	4

Orpington		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Stopping trains from Sevenoaks crossing to Slow lines	No adjustment is required	
Stopping trains from Sevenoaks crossing to Platforms 3 and 5	Slow Speed Crossovers/Approach Control	1
Passing trains from Sevenoaks crossing to Slow lines*	Slow Speed Crossovers/Approach Control	½
Up trains departing from Platforms 1, 5, 6 or 7	Slow Speed Crossovers	½
Train departing Platform 8 onto Up Slow	Slow Speed Crossovers/Approach Control	1
*applies to trains capable of more than 70mph		
Movement Down	Reason	Value
Trains terminating in Platform 1, 6, 7 or 8	Approach Control	½
Train crossing from Down Slow to platform 4	Approach Control	½
Train crossing from Down Fast to platform 4 or 5	Approach Control	½

Orpington		
Adjustments to Sectional Running Times		
Berthing Facilities		
Location	Cars	Notes
No 1 Siding	12	Siding numbers to be specified in the timetable
No 2 Siding	12	Siding numbers to be specified in the timetable
No 3 Siding	12	Siding numbers to be specified in the timetable/CET discharge facilities available
No 4 Siding	12	Siding numbers to be specified in the timetable/CET discharge facilities available
Platform 1	11	
Platform 6	12	
Platform 7	12	
Platform 8	12	
Connectional Allowance		4
Crew Change Allowances		
Traction		Value
Class 376/465/466 units		1½
Note: Crew changes must be assumed for suburban trains calling off-peak only		
Dwell Time		
All services		1
Junction Margins		
First Movement	Second Movement	Margin
Down train departing platform 3	Up train arriving platform 4	2
Down train arriving platform 3	Up train arriving platform 4	2
Down Train departing from Platform 5	Down Train arriving into Platform 3	2
Departure from platform 5/6/7/8	Down conflicting arrival to platform 4/5/6/7/8	3
Permissive Working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 1	Up Bay	Attaching/Detaching and Platform Sharing
Platform 2	Up Fast	Attaching/Detaching in Up direction ONLY
Platform 3	Down Fast	Attaching/Detaching in Both directions
Platform 4	Up Slow	Attaching/Detaching in Both directions
Platform 5	Down Slow	Attaching/Detaching in Both directions
Platform 6	Down Bay	Attaching/Detaching and Platform Sharing
Platform 7	Down Bay	Attaching/Detaching and Platform Sharing
Platform 8	Down Bay	Attaching/Detaching and Platform Sharing

Sevenoaks		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains from Orpington routed into Platform 2 or Platform 4	Slow Speed Crossovers/Approach Control	½
Trains from Bat & Ball and not stopping at Sevenoaks	Speed Differential after passing Sevenoaks	1
Applies to the following Timing Loads which have travelled via Bat & Ball:		
Freight up to 800T inclusive at 60mph	Speed Differential	½
Freight between 801 - 1400T inclusive at 60mph	Speed Differential	1
Freight between 1401 – 2000T inclusive at 60mph	Speed Differential	1 ½
Freight between 2001 – 2400T inclusive at 60mph	Speed Differential	2
Freight up to 400T inclusive at 75mph	Speed Differential	1
Freight between 401 - 800T inclusive at 75mph	Speed Differential	1 ½
Freight between 801 - 1600T inclusive at 75mph	Speed Differential	2
Movement Up	Reason	Value
Trains from Tonbridge routed into Platform 2	Approach Control	1
Trains from Tonbridge routed into Platform 3	Approach Control and Slow Speed Crossovers	2
Berthing Facilities		
Location	Cars	Notes
Down Siding	12	
Gusset*	6	
Platform 4	12	Only applies when Down Sidings and Gusset are required for maintenance activities (only classes 700, 375, 376, 377, 378, 395 & 455/6 multiple units) Subject to Sectional Appendix conditions
Planning Restrictions		
*When an 8 car train is stabled on the Sevenoaks Gusset, there is no access available to/from Sevenoaks CHS due to the stabled train fouling 1078 crossover.		
Connectional Allowance	4	
Permissive Working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 1	Up Main	Attaching/Detaching in Up direction ONLY
Platform 2	Up Loop	Attaching/Detaching in Both directions
Platform 3	Down Main	Attaching/Detaching in Both directions
Platform 4	Down Loop	Attaching/Detaching in Both directions Subject to Sectional Appendix conditions

Tonbridge		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Applies to the following Timing Loads for trains which have travelled on the Down Godstone via Tonbridge, and do not go into Tonbridge Down Loop:		
Freight up to 800T inclusive of Containers at 75mph	Speed Differential after Tonbridge	½
Freight between 801 – 1600T inclusive of Containers at 75mph	Speed Differential after Tonbridge	1
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All freight trains on the Down Line going into Tonbridge Down Loop.	Speed Differential after Tonbridge	1½ *
*Reduced to 1 minute for moves only using 1125 crossovers from the Sevenoaks direction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Applies to the following Timing Loads for trains which have come from Tunbridge Wells and will be routed towards Sevenoaks		
Freight up to 400T inclusive at 60mph	Speed Differential after Tonbridge	½
Freight between 401 - 600T inclusive at 60mph	Speed Differential after Tonbridge	1
Freight between 601 – 1200T inclusive at 60mph	Speed Differential after Tonbridge	1½
Freight between 1201 – 1600T inclusive at 60mph	Speed Differential after Tonbridge	2
Freight between 1601 – 2000T inclusive at 60mph	Speed Differential after Tonbridge	3
Freight between 2001 - 2200T inclusive at 60mph	Speed Differential after Tonbridge	3½
Freight between 2201 - 2400T inclusive at 60mph	Speed Differential after Tonbridge	4
Adjustments to Sectional Running Times		
Movement	Reason	Value
Propelling movements from Tonbridge towards Tonbridge West Yard	Slow speed movement when propelling.	5
Propelling movements from Tonbridge West Yard towards Tonbridge	Slow speed movement when propelling.	2 ½
All freight trains which will travel on the Up Redhill Line	Speed Differential approaching Tonbridge	1

Tonbridge		
Planning Note		
Trains propelling to or from Tonbridge West Yard in excess of 36 SLU must draw forward towards Paddock Wood and will foul Tonbridge East Junction while reversing. As such standard junction margins must be applied for conflicting moves to/from Tunbridge Wells or Paddock Wood based on the trains departure time from Tonbridge.		
Trains cannot be left unattended or berthed in Platform 2 or 3		
Minimum dwell for freight movements		
Between Stopping and then propelling	4	
After propelling movement and then starting	2	
Planning Restrictions		
When a train is stood on the Down Fast preparatory to propelling into Tonbridge West Yard a route cannot be set from Platform 3 towards Hastings.		
Berthing Facilities		
Location	Cars	Notes
Platform 4	8	If two through roads are free for Channel Tunnel freight traffic, then 12 cars can be berthed in Platform 1
Down Main Siding No 1	8	
Down Main Siding No 2	8	
Jubilee No 1	16	Siding numbers to be specified in the timetable
Jubilee No 2	12	Siding numbers to be specified in the timetable
Jubilee No 3	12	Siding numbers to be specified in the timetable
Jubilee No 4	12*	Siding numbers to be specified in the timetable
* Will only accept one train of 12 cars or 11 cars if more than one train berthed		
Connectional Allowance	4	
Dwell Time		
All Services	1	
Freight Restrictions		
W8 and W9 gauge traffic is prohibited from using the Down Slow (Platform 3) and Up Slow (Platform 2) through Tonbridge station. Please also refer to the Sectional Appendix, Route SO130, Route Clearance.		
Freight Length Restriction		
The standage at Signal AD400 on the Up Hastings to avoid fouling the single line through Somerhill Tunnel is 41 SLU.		
Junction Margins		
First Movement	Second Movement	Margin
Down freight train crossing from Tonbridge West Yard/Redhill direction.	Up passing train routed towards Sevenoaks	4
Down freight train of length less than 100 SLUs, crossing from Tonbridge West Yard/Redhill direction.	Train starting from platform 1 or 2 and routed towards Sevenoaks	1
Down freight train of length 100 SLUs or more, crossing from Tonbridge West Yard/Redhill direction.	Train starting from platform 1 or 2 and routed towards Sevenoaks	1½

Tonbridge			
Down train arriving from Tonbridge West Yard/Redhill direction into platform 1 or 2		Train departing from platform 1 and routed towards Tonbridge West Yard/Redhill	1
Platform 4 Departure to Down Main Sidings		Down Main line to Platform 3	4
Platform 4 Departure to Down Main Sidings		Down Main line to Platform 4	4
Permissive Working for attaching/detaching and platform sharing is authorised as shown below:			
Platform 1	Up Platform Loop	Attaching/Detaching and Platform Sharing in both directions	
Platform 2	Up Slow	Attaching/Detaching and Platform Sharing in both directions	
Platform 3	Down Slow	Attaching/Detaching and Platform Sharing in both directions	
Platform 4	Down Bay	Attaching/Detaching and Platform Sharing from the London end	
Permissive Working Rules – to allow ARS to operate correctly			
First Move	Second Move	Value	
Train departs platform 1	Second train departs platform 1 in the opposite direction	2	
Train departs platform 2	Second train departs platform 2 in the opposite direction	2	
Train departs platform 3	Second train departs platform 3 in the opposite direction	2	
Train arrives platform 1	Second train depart platform 1	3	
Train arrives platform 2	Second train depart platform 2	3	
Train arrives platform 3	Second train depart platform 2	3	
Train arrives platform 1	Second train arrives permissively in platform 1	4	
Train arrives platform 2	Second train arrives permissively in platform 2	4	
Train arrives platform 3	Second train arrives permissively in platform 3	4	
Overlap Restrictions			
First Movement	Second Movement	Signal	Value
Up departure from Platform 1 towards Sevenoaks	Up train arriving Platform 2	AD254	2½
Station Working Requirements			
Where two trains occupy the same platform and are departing in opposite directions, a minimum margin of 2 minutes must be allowed between the departure of the first train and departure of the second. This is to allow ARS to operate correctly.			

Paddock Wood			
Adjustments to Sectional Running Times			
Movement Down	Reason	Value	
All freight trains via Platform 2 which will travel on the Down Maidstone	Speed differential approaching Paddock Wood	1½	
Movement Up	Reason	Value	
All freight trains passing from the Up Maidstone to the Up Main	Speed Differential between Paddock Wood and Tonbridge	1½	
Connectional Allowance	4		
Junction Margins			
First movement	Second movement	Margin	

Paddock Wood		
Pass Paddock Wood on Down Main towards Marden	Depart pl.2 on Up main towards Tonbridge	1

Cranmore Down Loop		
Adjustments to Sectional Running Times		
Movement Down		
Timing Load	Reason	Value
Trains stopping at Cranmore Down Loop:		
Freight up to 800T/TR40 inclusive at 60mph	Speed Differential	½
Freight between 801 - 1000T/TR55 inclusive at 60mph	Speed Differential	1
Freight between 1001 - 1400T/TR70 inclusive at 60mph	Speed Differential	1½
Freight between 1401 - 1600T/TR85 inclusive at 60mph	Speed Differential	2
Freight between 1601 - 2400T/TR100+ inclusive at 60mph	Speed Differential	2½
Freight between 400 - 600T/TR30 inclusive of Containers at 75mph	Speed Differential	½
Freight between 601 - 800T/TR40 inclusive of Containers at 75mph	Speed Differential	1
Freight between 801 - 1600T/TR50+ inclusive of Containers at 75mph	Speed Differential	1½
Planning Note		
These allowances should be applied approaching the next timing point after Headcorn as trains will not have accelerated up to line speed by this time.		

Ashford International		
Adjustments to Sectional Running Times		
Movement Down		
Timing Load	Reason	Value
Down Eurostar Class 373/374 train towards Ashford International	Speed differential after Ashford West Junction	½
Movement Up		
Timing Load	Reason	Value
Up Eurostar Class 373/374 train towards Ashford International	Speed differential after Ashford East Junction	½
Applies to the following Timing Loads for trains which have travelled on the Up Hastings (from Rye):		
Freight up to 600T inclusive at 60mph	Speed Differential	1
Freight between 601 - 1000T inclusive at 60mph	Speed Differential	1½
Freight between 1001 - 1200T inclusive at 60mph	Speed Differential	2
Freight between 1201 - 1600T inclusive at 60mph	Speed Differential	2½
Freight between 1601 - 2400T inclusive at 60mph	Speed Differential	3
Applies to the following Timing Loads for trains which have travelled on the Up Canterbury		

Ashford International			
Freight up to 800T inclusive at 60mph	Speed Differential		½
Freight between 801 - 1200T inclusive at 60mph	Speed Differential		1
Freight between 1201 - 1600T inclusive at 60mph	Speed Differential		1½
Freight between 1601 - 2400T inclusive at 60mph	Speed Differential		2
Freight up to 800T inclusive at 75mph	Speed Differential		½
Freight between 801 - 1200T inclusive at 75mph	Speed Differential		1
Freight between 1201 - 1600T inclusive at 75mph	Speed Differential		1½
Freight between 1601 - 2400T inclusive at 75mph	Speed Differential		2
Berthing Facilities			
Location	Cars	Notes	
Platform 3	18	Eurostar Only	
Platform 4	18	Eurostar Only	
Down Loop (Platform 6)	12		
Up Loop (Platform 1)	12		
Up Berthing Sidings 3	8	Siding numbers to be specified in the timetable	
Up Berthing Sidings 4	8	Siding numbers to be specified in the timetable	
Up Berthing Sidings 5	7	Siding numbers to be specified in the timetable	
Up Berthing Sidings 6	6	Siding numbers to be specified in the timetable	
East Berthing Sidings No 1	12	Siding numbers to be specified in the timetable	
East Berthing Sidings No 2	12	Siding numbers to be specified in the timetable	
Connectional Allowance			
Standard		5	
Services to/from Hastings Line		6	
Connections to/from Eurostar platforms		25	
Minimum Dwell Time			
Standard		1	
Eurostar Services ONLY		3	
Class 395		1½	
Freight Restrictions			
Freight trains may recess in Platforms 3 and 4 at Ashford International provided there is no requirement for the driver to exit the cab (e.g. to change ends)			
Junction Margins			
Movement			Margin
Trains crossing in front of Eurostar services arriving in Platforms 3 or 4			4
Permissive working for attaching/detaching and platform sharing is authorised as shown below:			
Platform 1	Up Loop	Attaching/Detaching and Platform Sharing in both directions	Only 10 cars permitted if Class 171*
Platform 2	Up Slow	Attaching/Detaching and Platform Sharing in both directions	Only 10 cars permitted if Class 171*

Ashford International		
Platform 5	Down Slow	Attaching/Detaching and Platform Sharing in both directions
Platform 6	Down Loop	Attaching/Detaching and Platform Sharing in both directions
Note: A second train must arrive in an occupied platform before the first train is allowed to depart		
*Maximum formations: 2 car Class 171 + 8 coaches , 4 car Class 171 + 6 coaches or 6 car Class 171 + 4 coaches if the 10 car ruling is applicable		
Platform Reoccupation		Margin
Platforms 1 and 2		2*
Reoccupation of Platforms 5 or 6 when a change of direction to/from Maidstone East Relief Line		6
Reoccupation of Platform 5 or 6 when a change of direction to/from Canterbury West		6
*3 minutes required when arriving from the Hastings line into an occupied platform		
Permissive Working Rules – to allow ARS to operate correctly		
First Move	Second Move	Margin
Train departs platform 1	Second train departs platform 1 in the opposite direction	2
Train departs platform 2	Second train departs platform 2 in the opposite direction	2
Train arrives platform 1	Second train depart platform 1	3
Train arrives platform 2	Second train depart platform 2	3
Train arrives platform 1	Second train arrives permissively in platform 1	3
Train arrives platform 2	Second train arrives permissively in platform 2	3
Reversals at Ashford International		
Trains should not be planned to reverse on the Up Fast (UML) at Ashford International as this is not permissible due to the track layout and position of the pointwork. Reversals on the Down Fast (DML) are permitted.		
Station Working Requirements		
Domestic passenger trains may not run via Platforms 3 and 4 because of customs and immigration implications Outbound Eurostar UK services in a flight should be routed first to Platform 4 and then to Platform 3 Inbound Eurostar UK services in a flight should be routed first to Platform 3 and then to Platform 4 Access to Ashford Up Sidings is via Platforms 1 and 2 only		
Simultaneous moves not permitted Overlap Restrictions		
First Movement	Second Movement	Margin
Down arrival from Pluckley into Platform 6	Up train arriving Platform 5	3
Up train arriving Platform 5	Down train arriving from Pluckley	2

Ashford Hitachi Depot		
Berthing Facilities		
Location	Cars	Notes
Depot Road No 1	12	
Depot Road No 2	12	
Depot Road No 3	12	
Depot Road No 4	16	
Depot Road No 5	16	
Depot Road No 6	16	
Depot Road No 7	16	
Depot Road No 8	16	
Depot Road No 9	16	
Depot Road No 10	16	
Depot Road No 11	8	
Depot Road No 12	8	BIO road with Pit
Depot Road No 13	6	
Depot Road No 14	6	

Ashford Hitachi Depot		
Berthing Facilities		
Location	Cars	Notes
Depot Road No 15	6	
Depot Road No 16	6	
Depot Road No 17	6	
Depot Road No 18	6	
Carriage Washer and CET facilities available		

Ashford East Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
All freight trains crossing to the Down Main or Down Slow Line	Speed Differential	1

Saltwood Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All freight trains crossing to the Down Main or Down Slow Line	Speed Differential	1½
Movement Up	Reason	Value
All freight trains timed at 60 mph which have passed through Saltwood Junction	Speed Differential	1
All freight trains timed at 75 mph which have passed through Saltwood Junction	Speed Differential	1½
Planning Note		
Any freight allowances shown should only apply to and from Dollands Moor Sidings		

Folkestone East		
Berthing Facilities		
Location	Cars	Notes
Train Road 1	14	
Train Road 2	14	
Train Road 3	14	
Planning Note		
Any train travelling in the Down direction which requires to couple to a train already berthed in any of the three train roads must first be sent to an empty train road. It will then be shunted via signal YE62 on the Up Main line and into the appropriate Train Road to be coupled.		

Dover Priory		
Berthing Facilities		
Location	Cars	Notes
No 1 Siding	8	
No 2 Siding	8	
No 3 Siding	8	

Dover Priory

Up Platform Loop (Platform 3)	8	
Connectional Allowance		4
Dwell Time		
All Services	1	

SO130A LONDON CANNON STREET TO METROPOLITAN JUNCTION

London Cannon Street

See entry under route SO130B

SO130B LONDON CANNON STREET TO LONDON BRIDGE

London Cannon Street

Berthing Facilities

Location	Cars	Notes
Platform 1	12	
Platform 2	12	
Platform 3	12	
Platform 4	12	
Platform 5	12	
Platform 6	12	
Platform 7	12	
No 1 Siding	4	
No 2 Siding	4	

Junction Margins

Movement	Margin
Reoccupation/conflicting moves	3*
*4 minutes required between conflicting moves if the first train departs Platforms 5 /6 / 7 across 701 / 709 points and the second train arrives into Platforms 1-4	

Permissive Working for 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

Station Working Requirements

At London termini **3 minutes** to be allowed if possible between arrivals on adjacent platforms to allow customers to clear in morning and evening peak.

Borough Market Junction

Borough Market Junction

Junction Margins	Margin
Between all movements	2 *
* - 1½ minutes is permissible, but not for successive moves	

London Bridge

See entry under route SO130

**SO130F COURTHILL LOOP NORTH JUNCTION TO
COURTHILL LOOP SOUTH JUNCTION**

See entry under route SO130

SO130H SALTWOOD JUNCTION TO CTRL/ET BOUNDARY

Saltwood Junction

See entry under route SO130

SO140 SWANLEY TO ASHFORD INTERNATIONAL

Swanley

See entry under route SO110

Otford

Connectional Allowance	4
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Otford Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All freight trains which will travel on the Down Maidstone	Speed Differential	1

Applies to the following timing loads for trains which have travelled on the Down Chatham Slow:

Timing Load	Reason	Value
Freight up to 1200T inclusive at 60mph	Speed Differential	½
Freight between 1201 - 2400T inclusive at 60mph	Speed Differential	1
Freight up to 1600T inclusive of containers at 75mph	Speed Differential	1

Timing Load	Reason	Value
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Applies to the following timing loads for trains which have travelled on the Up Maidstone:

Oxford Junction		
Freight up to 1200T inclusive of containers at 75mph	Speed Differential	1
Freight between 1201 - 2400T inclusive of containers at 75mph	Speed Differential	1½
Planning Restrictions		
Locomotive hauled trains towards Sevenoaks on the Down Bat and Ball cannot pass Oxford Junction until a route can be signalled into its allocated platform at Sevenoaks.		

Maidstone East		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Approaching Platform 3	Approach Control	1
Berthing Facilities		
Location	Cars	Notes
Bay Platform (Platform 3)	8	
Connectional Allowance	4	
Dwell Time		
All Services	1	
Limit of Shunt		Length Limit
Down Maidstone (clear of Signal ME14)		12
Simultaneous moves not permitted - Overlap Restrictions		
First Movement	Second Movement	Margin
Down train passing using the Reversible	Up train arriving Platform 1	2
Down train passing using the Reversible An Up train cannot enter Platform 1 at the same time as a Down through train is passing using the Reversible line	Up train passing Platform 1	3

Bearstead
Berthing Facilities
Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions

Hollingbourne
Berthing Facilities
Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions

Harrietsham
Berthing Facilities
Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions

Charing
Berthing Facilities
Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions

Hothfield	
Limit of Shunt	
Down Maidstone (clear of shunt signal 341)	
Freight Length Restrictions	Length Limit
Hothfield Tarmac Sidings	54 SLU
Planning Note	
<p>Freight trains should be planned as follows: Down direction – Freight timed into the Hothfield Sidings, next train can pass/depart Charing 2 ½ minutes later Freight to cross 444A & 445A points over into Hothfield Substation (Beechbrook Farm Loop). Up direction – Freight train cannot leave Hothfield Substation (Beechbrook Farm Loop) until an Up service has passed ME218 signal, 445A points can be set to enter the Up Maidstone before propelling back across 441A & 442A points into Hothfield Sidings. Engine required to runaround at Hothfield Substation (Beechbrook Farm Loop). 10 minutes is required for propelling services into Hothfield Sidings.</p>	

SO140A OTFORD JUNCTION TO SEVENOAKS
Sevenoaks
See entry under route SO130

SO150 SITTINGBOURNE WESTERN JUNCTION TO SHEERNESS ON SEA
Sittingbourne Western Junction
See entry under route SO110

Sheerness Steel Works	
Freight Length Restrictions	Length Limit
	54 SLU

Sheerness Dockyard	
Freight Length Restrictions	Length Limit
	36 SLU

Sheerness on Sea		
Berthing Facilities		
Location	Cars	Notes
Platform 1	8	
Platform 2	8	
Permissive working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 1	Attaching/Detaching and Platform Sharing	
Platform 2	Attaching/Detaching and Platform Sharing	

SO160 FAVERSHAM TO DOVER PRIORY	
Faversham	
See entry under route SO110	

Canterbury East		
Connectional Allowance	4	
Dwell Time		
All Services	1	
Platform Reoccupation		
First Movement	Second Movement	Value
Up train departing from Platform 2	Down train arriving into Platform 2	4

Buckland Junction	
Junction Margins	Margin
Between all conflicting movements	2

Dover Priory	
See entry under route SO130	

SO170 TONBRIDGE TO BOPEEP JUNCTION	
Tonbridge	
See entry under route SO130	

Somerhill Tunnel		
Junction Margins		
First Movement	Second Movement	Margin
Up Train	Down Train	2
Down Train	Up train	3

Wells Tunnel Junction	
Junction Margins	
Between all conflicting movements	Margin 2

Tunbridge Wells and Tunbridge Wells Turnback Siding		
Berthing Facilities		
Location	Cars	Notes
Turnback Siding	12	
Connectional Allowance	4	
Dwell Time		
All Services	1	
Junction Margins		
First Movement	Second Movement	Margin
Up train arrives	Down train departs	1
Train departs from Turnback Siding towards Platform 1	An Up train arrives in Platform 2	6
Train departs from Platform 1 towards Turnback Siding	An Up train arrives in Platform 2	6
Train departs from Platform 1 towards Turnback Siding	A Down train departs Platform 2 towards Frant or the Turnback Siding	5
Train arrives in Platform 1 from the Turnback Siding	Train departs Platform 2 towards Frant or Turnback Siding	1
Permissive working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 1	Attaching/detaching	
Platform 2	Attaching/detaching	
Simultaneous moves which ARE permitted:		
First Movement	Second Movement	
Train departs from Turnback Siding towards Platform 2 or vice versa	Up Train arrives in Platform 1 from Frant	
Train signalled from PE426 to PE424 (Up direction, Strawberry Hill Tunnel)	Train from Turnback siding to platform 2 or vice versa	

Strawberry Hill Tunnel		
Junction Margins		
First Movement	Second Movement	Margin
Down Train has passed through the tunnel	Up Train approaching the tunnel	3
Up Train has passed through the tunnel	Down Train approaching the tunnel	3

Wadhurst Station		
Junction Margins		
First Movement	Second Movement	Margin
Up train arrives in Platform 1	Down train departs Platform 2	½

Wadhurst Tunnel South		
Junction Margins		
First Movement	Second Movement	Margin
Down Train has passed through the tunnel	Up Train approaching the tunnel	3

Mountfield Tunnel		
Junction Margins		
First Movement	Second Movement	Margin
Up train has passed through the tunnel	Down train approaching the tunnel	3
Down train has passed through the tunnel	Up train approaching the tunnel	3
Planning Note		
Up trains approaching Mountfield Tunnel cannot be held at signal RB6 and will be held back at signal RB5		

SO180 PADDOCK WOOD TO STROOD		
Paddock Wood		
See entry under route SO130		

East Peckham Tip		
Junction Margins		
First Movement	Second Movement	Margin
Freight train arriving inside East Peckham Tip	Down train departs from Paddock Wood	The second train departs from Paddock Wood no more than 1 minute before the first train arrives in East Peckham Tip sidings.

Maidstone West		
Junction Margins		
First Movement	Second Movement	Margin
Northbound departure from Platform 2	Southbound arrival into platform 2	3
Connectional Allowance	4	
Dwell Time		
All Services	1	
Permissive working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 1	Attaching/Detaching in Up direction	
Platform 2	Attaching/Detaching in Down direction	
In all circumstances a second train is prohibited from entering these platforms if it will not attach to the first train		
Planning Note		
Please note a change of line designation here when planning trains to/from the Paddock Wood direction		

Allington Sidings		
Junction Margins		
First Movement	Second Movement	Margin
Train arrives Allington Sidings	Up train pass Maidstone Barracks	2
Train arrives Allington Sidings	Up train departs Maidstone Barracks	same time
Up train pass/arrive Aylesford	Up train depart Allington Sidings	same time

Strood
See entry under route SO310

SO200 - Please see Sussex Timetable Planning Rules – SO600

SO210 - Please see Sussex Timetable Planning Rules – SO610

SO220 ASHFORD EAST JUNCTION TO RAMSGATE (VIA CANTERBURY WEST)		
Canterbury West		
Berthing Facilities		
Location	Cars	Notes
Down Siding	12	
Up Siding	4*	train held at EDH6 signal
Chartham Siding	8	No EMU to be stabled due to partial electrification and risk of gapping
* anything longer a 4 car needs to be held back at EDH25 signal on the Down Main as the back end will foul EDH2 points meaning no movements in either direction. This movement can only be done if there is no Up train scheduled, or once a train has passed EDH36 signal and its overlap has dropped out.		
Connectional Allowance	4	
Dwell Time	All Services 1	
Limit of Shunt	Length Limit	
Down Platform Loop (clear of signal EDH59)	8 cars	

Minster		
Connectional Allowance		
4		
Limit of Shunt		Length Limit
Down Main clear of Shunt Signal 57		8 cars

Minster East Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
12 Car electric trains from Deal towards Ramsgate	Voltage drop in power supply	1
Junction Margins		
First Movement	Second Movement	Margin
Train in the Up direction towards Canterbury West	Train in the down direction from Sandwich towards Ramsgate	2½
Pass Minster East Jn from Sandwich	Down train passing Minster station	3
Pass Minster East Jn from Sandwich	Down train departing Minster station	3½*
*cannot depart Minster until route set across Minster East Junction		
Simultaneous moves not permitted		
First Movement	Second Movement	
Down train from Sandwich towards Ramsgate	Down departure from Minster station towards signal EBE7	
Down train from Minster station towards Ramsgate	Down train from Minster South Jn towards signal EBE10	
Planning Restriction		
Trains on the Down Line must not be brought to a stand at the signal protecting Minster East Junction (EBE7) but must stand at Minster station (EBE5) to avoid activating interlocking at Minster East Junction		

Ramsgate
See entry under route SO110

SO240 BUCKLAND JUNCTION TO MINSTER EAST JUNCTION (VIA DEAL AND SANDWICH)
Buckland Junction
See entry under route SO160

Deal
Engineering Allowance
Trains terminating at Deal (in either the Up or Down direction) due to engineering works, require an additional 2 minute allowance approaching Deal

Minster South Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
12 Car trains towards Deal	Slow speed of the curve between Minster East Junction and Minster South Junction	1

Minster East Junction

See entry under route SO220

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

For Route SO250 Please see Sussex Timetable Planning Rules

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

For Route SO250 Please see Sussex Timetable Planning Rules

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

For Route SO250 Please see Sussex Timetable Planning Rules

**SO260 BRIXTON JUNCTION TO SHORTLANDS JUNCTION
(CATFORD LOOP)**

Canterbury Road Junction

Junction Margin

First Movement	Second Movement	Margin
Down Catford Loop Freight service	Up Brixton Spur to Up Catford Loop	3

Denmark Hill

Dwell Time

All Thameslink Services	1
Connectional Allowance	4

Crofton Road Junction

Adjustments to Sectional Running Times

Movement Up	Movement Down	Margin
Up train not stopping at Peckham Rye crossing Up Catford Loop to Up Atlantic	Approach control and deceleration	½

Peckham Rye

Connectional Allowances

All Services	4
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Junction Margins

First Movement	Second Movement	Margin
Train from East Dulwich towards Peckham Rye	Train from Peckham Rye towards Denmark Hill on Up Atlantic Line	1
Train from Peckham Rye towards Denmark Hill on Up Atlantic Line	Train from East Dulwich towards Peckham Rye	3

Peckham Rye

Planning Note

Pathing time should not be added between Crofton Road Junction and Peckham Rye as the end of train is likely to foul Crofton Road Junction or Peckham Rye Junction. This applies to all trains from the Atlantic Lines and not the Catford Loop which are longer than 5 coaches or 87m length

Nunhead

Dwell Time

All Thameslink Services	1
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Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down freight trains towards Lewisham	Approach Control at Nunhead signal VS451	1
Down passenger and ECS trains towards Lewisham	Approach Control at Nunhead signal VS451	½

Connectional Allowance	4
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Catford

Dwell Time

All Thameslink Services	1
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Bellingham

Dwell Time

All Thameslink Services	1
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Berthing Facilities

Location	Cars	Notes
Down Sidings 1	8	
Down Sidings 2	8	
Down Sidings 3	8	
Headshunt	8	

Planning Restrictions

When a movement from the Down Sidings to the Down Catford Loop takes place, occupation of Platform 1 is necessary to reverse

SO280 FARRINGDON TO HERNE HILL		
Farringdon		
Connectional Allowance	3	
Dwell Time		
All Southbound Services	1	AC to DC traction changeover takes place here
All Northbound Services	1	DC to AC traction changeover normally takes place at City Thameslink.
Platform Reoccupation		
Same direction	1½	
Opposite direction Platform 4 only	3	

Smithfield Sidings							
Berthing Facilities							
Location	Cars	Notes					
Siding No 1	8						
Siding No 2	8						
Planning Restrictions							
Class 465/466 units are prohibited from working to Smithfield Sidings due to OHLE clearance issues at City Thameslink							
Minimum Turnround							
Stock	1-2 Car	3-4 Car	5-6 Car	8 Car	9-10 Car	12 Car	
Class 700 EMU				8			

City Thameslink			
Connectional Allowance	3		
Dwell Time			
All Northbound Services	1	DC to AC traction changeover takes place here..	
All Southbound Services	1	AC to DC traction changeover will normally occur at Farringdon..	
Junction Margins/Platform Reoccupation			
Same direction	1½		
First Movement	Second Movement		Margin
Northbound departure from Platform 1 to Farringdon	Arrival from Smithfield Sidings		3
Northbound departure from Platform 2 to Farringdon	Arrival in Platform 2 from Farringdon		4
Southbound departure from Platform 1 or 2	Northbound arrival in Platform 2		3
Southbound departure from Platform 1	Northbound arrival in Platform 1 or 2		3
Permissive working for attaching/detaching and platform sharing is authorised as shown below:			
Platform 1	Detaching only (Both directions)		
Platform 2	Detaching only (Both directions)		

London Blackfriars		
Connectional Allowance		
		3*
* - Connectional allowance of 5 minutes applies to Southeastern		
Dwell Time		
All Services		1
Passenger to ECS in the same direction		
8 car Class 700		3
12 car Class 700		4
Platform Reoccupation		
Same direction		1½
Opposite direction / conflicting move		3
Planning Note		
A train which arrives in the northbound direction into Platform 1, prevents a second train departing City Thameslink in the southbound direction until the first train has completed its reverse move at Blackfriars and departed. This is due to the Overlap on Signal TVS1061		
Junction Margins		
First Movement	Second Movement	Margin
Northbound arrives in Platform 1	Southbound train departs City Thameslink Platform 2 to London Blackfriars Platform 2 via 6035/6036 crossover	1

Elephant and Castle		
Dwell Time		
All peak services		1
All Thameslink services		1
Platform Reoccupation Margins		
First Movement	Second Movement	Margin
Down train leaves Platform 2	Up train arrives via signal VS396 (30 mph crossover)	3

Loughborough Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Up Non-Stop train crossing to Up Fast	Approach control on signal VS414 and 20mph crossover	½
Junction Margins		
First Movement	Second Movement	Margin
Between all movements (except as below)		2

Loughborough Junction		
Down train crossing from Down Holborn Fast to the Up Brixton Spur	Up train from the Cambria Spur passing Loughborough Junction and/or Up train from the Up Holborn passing Loughborough Junction	3

Herne Hill
See entry under route SO110

SO280A BLACKFRIARS JUNCTION TO METROPOLITAN JUNCTION

Metropolitan Junction
See entry under route SO130A

SO290 NORTH KENT EAST JUNCTION TO DARTFORD JUNCTION (VIA GREENWICH)
North Kent East Junction
See entry under route SO130

Greenwich	
Connectional Allowance	4
Dwell Time	
All Thameslink Services	1

Charlton	
Connectional Allowance	4
Dwell Time	
All Thameslink Services	1

Woolwich Dockyard	
Berthing Facilities	
Platform 1	Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions
Platform 2	Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions

Woolwich Arsenal	
Connectional Allowance	4
Dwell Time	
All Thameslink Services	1
All Other Services	1 (Up morning peak services only)

Plumstead		
Dwell Time		
All Thameslink Services	1	
Berthing Facilities		
Location	Cars	Notes
No 1 Siding	10	
No 2 Siding	8	
No 3 Siding	8	
Simultaneous moves not permitted		
First Movement		Second Movement
Train arriving platform 1 from yard/sidings		Down train arriving platform 2*
* If the Up train from the sidings/yard is formed of 10 or more cars, then the Down train must be held outside Platform 2 until the up train has departed Platform 1. This is because the Up train does not clear the track circuit and hence the Down train cannot get a signal into the Platform.		

Abbey Wood	
Dwell Time	
All Thameslink Services	1

Slade Green		
Berthing Facilities		
Location	Cars	Notes
Depot No 1 Road	18	
Depot No 2 Road	18	
Depot No 3 Road	20	
Depot No 4 Road	20	
Depot No 5 Road	18	CWM Road
Depot No 6 Road	12	Cleaning Road
Depot No 7 Road	12	Cleaning Road
Depot No 8 Road	12 *	
Depot No 9 Road	12 *	
Depot No 10 Road	12 *	
Depot No 11 Road	12 *	
Depot No 12 Road		Reception Road
Depot No 13 Road		Reception Road
Depot No 14 Road		Wheel Lathe - not for berthing
Depot No 15 Road		CET discharge/carriage washing machine - not for berthing
Up Side No 1	10	
Up Side No 2	10	
Up Side No 3	10	8 Class 465/466 cars only
Up Side No 4	10	8 Class 465/466 cars only

Slade Green		
Up Side No 5	10	8 Class 465/466 cars only
* - Total capacity not to exceed 30 cars in maintenance roads 8-11		
Connectional Allowance		
		4
Crew Change Times		Value
Class 376/465/466 units		1½ *
* - Crew changes must be assumed for Dartford/Greenwich SLOW services calling off-peak only		
Planning Note		
Please be aware that by holding any train longer than 4 coaches or 82m between Slade Green Junction and Crayford Creek Junction, the end of train is likely to foul the junction at the opposing end.		

Slade Green Up Carriage Sidings
Planning Restriction
Freight trains must not be booked to recess within this location

Crayford Creek Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
All Freight trains that have travelled via the Crayford Spur	Speed Differential	½

Crayford Spur 'A' Junction		
Adjustments to Sectional Running Times		
Movement	Reason	Value
ALL trains travelling onto the Crayford Spur	Speed Differential/Approach Control	1
Movement	Reason	Value
ALL trains from the Crayford Spur towards Crayford Creek Junction	Speed Differential	½
Planning Restriction		
All trains travelling between Crayford Spur 'A' Junction and Crayford Spur 'B' Junction should be shown a dot stop at Crayford Spur timing point (which is located on the Spur) to enable ARS to regulate trains correctly		

SO290B ANGERSTEIN JUNCTION TO ANGERSTEIN WHARF

Allowance for freight movements	Value
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Between Angerstein Junction and Angerstein Stop Board	3 ½
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Between Angerstein Stop Board and Angerstein Wharf Loop	½
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Runround within the terminal and ready behind stop board on AI side	30*
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*this is mandatory and must be included in the schedule

NOTE: The handover time is the time at which another train could be safely accepted, as that would be the time that the PIC was free from carrying out all safety critical elements

Planning Restrictions

A train from Angerstein Junction cannot arrive at Angerstein Wharf Loop while there is a train occupying the Norriskips Terminal. Trains already berthed in the Bardon & Tarmac Terminals with the loco on the leading end can depart, and pass through Angerstein Wharf Loop, while a train is within the Norriskips Terminal.

Operational Restriction

One train in section between Angerstein Junction and Angerstein Wharf Loop. While a locomotive is running around its train at Angerstein Wharf Loop, a second train can only arrive onto the branch if 46 SLU's or less or more than 30 minutes later than the first train due to the rear of the second train potentially fouling Angerstein Junction.

**SO300 LEWISHAM JUNCTION TO CRAYFORD CREEK JUNCTION
(VIA BEXLEYHEATH)**

Lewisham Junction

Length Restrictions

The standage at Signal TL251 to be clear of fouling the St Johns Junction and the Down Slow towards Hither Green is 270 metres/42 SLUs

The standage at Signal TL240 to be clear of fouling Lewisham Junction in rear is 235 metres/37 SLUs

Lewisham

See entry under route SO330

Blackheath

Connectional Allowance	4
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Kidbrooke

Berthing Facilities

Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions

Eltham

Dwell Time

All services	1 (Peak services only)
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Falconwood

Berthing Facilities

Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions

Welling

Berthing Facilities

Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions

Barnehurst

Connectional Allowance

4

SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION

Erith Loop

All trains are required to stop to allow ARS to regulate trains correctly

SO310 HITHER GREEN TO ROCHESTER BRIDGE JUNCTION (VIA SIDCUP)

Hither Green

For full entry refer to route SO130

Length Restrictions

The standage at Signal TL294 (Platform 5 starter) to be clear of fouling the route from the Down Lee Spur towards Lee is 500 metres/78 SLUs

The standage at Signal TL343 to be clear of fouling Platform 6 at Hither Green is 468 metres/73 SLUs

Sidcup

Berthing Facilities

Location	Cars	Notes
Sidcup Berthing Siding	12	

Dwell Time

All services | 1 (Peak services only)

Simultaneous moves not permitted Overlap Restrictions

First Movement	Second Movement	Margin
Train arriving Platform 1 from Up Siding or 1538 shunt signal	Down Train arriving Platform 2	2

Crayford		
Movement Up	Reason	Value
All trains that have travelled via the Crayford Spur	Speed Differential	1

Crayford Spur 'B' Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
ALL Freight trains travelling onto the Crayford Spur	Speed Differential/Approach Control	1½
Planning Restriction		
All trains travelling between Crayford Spur 'A' Junction and Crayford Spur 'B' Junction should be shown a dot stop at Crayford Spur timing point (which is located on the Spur) to enable ARS to regulate trains correctly		

Dartford		
Berthing Facilities		
Location	Cars	Notes
No 1 Up Siding	16	Siding numbers to be specified in the timetable. Can accommodate 8+8 car
No 2 Up Siding	16 [^]	Siding numbers to be specified in the timetable
No 3 Up Siding	8	Siding numbers to be specified in the timetable
No 4 Up Siding	8*	Siding numbers to be specified in the timetable
Down Siding	10	Siding numbers to be specified in the timetable
Platform 1	10	
[^] No 2 Up Siding can accommodate 14 cars split as 8 cars at the buffer stops end and 6 cars at the London end, to avoid blocking the authorised walking route from No 1 Up Siding * No 4 Up Siding can accommodate 10 car trains shunting from Platform 1 to No 4 Up Siding and returning to Platform 1		
Connectional Allowance	4	
Crew Change Times		Value
Class 376/465/466 units		1½ *
* - Crew changes must be assumed for Gillingham/Gravesend services calling off-peak only		
Dwell Time		
All Thameslink services	1½	
All other services	1	
Permissive working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 1	Up Passenger Loop	Attaching/Detaching in Both directions
Platform 2	Up Main	Attaching/Detaching in Both directions
Platform 3	Down Main	Attaching/Detaching in Both directions
Platform 4	Down Passenger Loop	Attaching/Detaching in Both directions

Dartford		
Simultaneous moves not permitted Overlap Restrictions		
First Movement	Second Movement	Margin
Up train arriving Platform 2 Up Train departing Platform 1	Train departing Platform 1 Up train arriving Platform 2	2
Down train arriving Platform 1	Up Train arriving Platform 2	2
Down train arriving Platform 2 Train departing Platform 1 in the Down direction	Train departing Platform 1 in the Down direction Down train arriving Platform 2	2
Train arriving/departing Platform 3 or 4 from/to the Up Sidings	Down train arriving Platform 2 or 3	2
Train arriving/departing Platform 4 from/to the Up Sidings	Down train arriving Platform 3	2
Station Working Requirements		
All trains departing the sidings must stop in a platform for a minimum of 1 minute to allow for route setting		

Springhead Road Junction	
Junction Margins	Margin
Between all movements	2

Gravesend		
Junction Margins		
First Movement	Second Movement	Margin
Up train arrive/passing platform 1	Down train arriving into platform 0	2½
Up train departing from platform 0	Up train arrive/passing platform 1	2½*
Up train departing/passing platform 1	Up train departing from-platform 0	2
Down train arriving in platform 0	Up train passing/arrives platform 1	2
Down train arriving in platform 0	Up train departing platform 1	1
Down train arriving/passing platform 1	Down train arriving into platform 0	3
Down train arriving platform 2	Down train arriving into platform 0	3
*4 for freight without having to approach a red aspect		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains leaving Bay Platform 0	Speed Differential	½
Trains arriving in Bay platform 0	Speed Differential	1
Down Trains arriving platform 1	Speed Differential	½
Connectional Allowance	4	
Dwell Time		
All services	1	
Berthing Facilities		
Location	Cars	Notes
Platform 0	12	
Permissive working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 0 (Bay platform)	Prohibited	
Platform 1	Prohibited	
Platform 2	Prohibited	

Hoo Junction		
Junction Margins		
Between all conflicting moves	2	
Re-occupation of single line to/from Grain	4	
Adjustments to Sectional Running Times		
Movement	Reason	Value
Freight up to 800T inclusive from Grain Branch	Speed Differential	½ approaching next timing point
Freight over 801T from Grain Branch	Speed Differential	1 approaching next timing point
Limit of Shunt		
Down North Kent (clear of Signal NK443)		
Timing points to enable ARS to operate. See also Section 2.1		
For Freight arrivals at Hoo Junction in up direction	Higham (HIGM) to be used	
For Freight arrivals at Hoo Junction in down direction	Hoo Junction (HOOJ) to be used	

Hoo Junction	
For Freight departures from Hoo Junction in the up direction	Hoo Junction signal NK512 to be used (TIPLOC HOJ512)
For Freight departures from Hoo Junction in the down direction	Hoo Junction signal NK511 to be used(HOOJS11)
For freight departures from Hoo Junction towards the Grain Branch	Cliffe signal NK509 to be used(CLFFD12)
For freight arrivals at Hoo Junction from the Grain Branch	The TIPLOC (HOOJ) must be used and CLFFD12 must not be used

Hoo Down Yard	
Freight Length Restrictions	Length Limit
	60 SLU

Hoo Up Yard	
Freight Length Restrictions	Length Limit
	67 SLU

Strood		
Berthing Facilities		
Location	Cars	Notes
Up Platform Loop (Platform 3)	8	
Connectional Allowance	4	
Dwell Time		
12 Car services in platform 2	1½	
All other services	1	
ECS Working		
ECS trains from Down Main Signal NK1630 running beyond Strood towards Gravesend are required to stand in platforms 2 or 3 for 1 minute to ensure correct operation of ARS		
Permissive working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 1	Down North Kent	Prohibited
Platform 2	Up North Kent	Prohibited
Platform 3	Up Loop	Attaching/Detaching and Platform Sharing
A second train must arrive in an occupied platform before the first train is allowed to depart		
Simultaneous Moves Not Permitted Overlap Restrictions		
First Movement	Second Movement	Value
Train departing arrive from NK1625 signal into Platform 3 (Up Strood Loop) from Maidstone West or Rochester	Arrival of train into Platform 2 from Maidstone West or Rochester	2
Platform 3 departure in Up direction	Arrive into Platform 2 from Maidstone West or Rochester	2

Rochester Bridge Junction

See entry under route SO110

SO310A LEE SPUR JUNCTION TO LEE LOOP JUNCTION

Length Restrictions

The standage at Signal TL345 to be clear of fouling the route to the Number 3 & 4 washer is 55 SLUs

The standage at Signal TL299 to be clear of fouling Lee Loop Junction is 66 SLUs

The standage between Shunt signal 1302 is 1 loco (22m) to be clear of fouling 910 points

The standage between Shunt signal 1305 is 1 loco (22m) to be clear of fouling 910 points

SO310B CRAYFORD SPUR 'A' JUNCTION TO CRAYFORD SPUR 'B' JUNCTION

Crayford Spur 'A' Junction

See entry under route SO290

Crayford Spur 'B' Junction

See entry under route SO310

SO320 HOO JUNCTION TO GRAIN SIDINGS

Hoo Junction

See entry under route – SO310

Hoo Junction Signal NK509

Operational Requirement

Token stop (trains to/from Grain) or operation of ground frame (trains to/from Cliffe Brett Marine)

Value

3

First Movement

Second Movement

Value

Depart towards Cliffe Brett Marine

Depart towards Hoo Jn (from Grain)

5*

Depart towards Grain

Arrive from Cliffe Brett Marine

5\$

Depart towards Hoo Jn (from Grain)

Depart Grain Level Crossing towards NK509

2

* includes 3 minute token stop

\$ includes 3 minutes stop for operation of ground frame

Grain Level Crossing		
Operational Requirement		
Token stop		Value 1
First Movement		
Depart to Shared Area		Second Movement Arrive from Shared Area
Depart to Shared Area		Value 10
Depart to Shared Area		Arrive at NK509 signal (towards Grain)
		2

Grain Shared Area		
Planning Note		
Only 1 train can move within the Shared Area at a time with permission from the Grain Network Rail Signaller and the nominated Person in Charge.		
First Movement		Second Movement
Depart to/arrive from Thamesport		Depart BP Terminal
Arrive BP terminal		Depart to/arrive from Thamesport
		Value 40
		12
Grain Thamesport		
Movement		Margin
Train arriving at Terminal to train departing Terminal where both trains do not exceed 65SLU. Trains over 65SLU should not normally be planned.		2
Special Working Requirements		
A 0 minute 'OP' dot stop is required for trains passing Grain Shared Area		

SO330 NUNHEAD TO HAYES	
Nunhead	
See entry under route SO260	

Lewisham Vale Junction	
Length Restrictions	
The standage at Signal TL253 to be clear of fouling Lewisham Vale Junction in rear is 180 metres/28 SLUs	
The standage at Signal TL252 to be clear of fouling Lewisham Junction in rear is 270 metres/42 SLUs	
Planning Note	
Please note a train needs to be clear of Lewisham Vale Junction in the Down direction in order for the points to be set for any train going towards Tanners Hill Junction in the Up direction	

Lewisham		
Connectional Allowance		
		4
Dwell Time		
All services		1
Junction Margins for Lewisham Station		
First Movement		Second Movement
		Margin

Lewisham		
Down Hayes service from Lewisham	Up service from Hither Green direction towards Lewisham	4
Planning Note		
Freight trains should be planned carefully in the Lewisham/Parks Bridge Jn area to avoid long trains fouling following services.		

New Beckenham		
Berthing Facilities		
Location	Cars	Notes
Siding	24	
Connectional Allowance	4	
Planning Restrictions		
When a movement to/from the siding takes place, another train cannot be signalled to run from Beckenham Junction towards New Beckenham		

Elmers End		
Connectional Allowance	4	
Dwell Time		
All services	1 (Peak services only)	
Planning Restrictions		
Trains cannot be planned into Platform 1 as this is for use only by Croydon Tramlink		

Hayes		
Berthing Facilities		
Location	Cars	Notes
Platform 1	10	
Platform 2	10	
Permissive working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 1	Attaching/Detaching and Platform Sharing	
Platform 2	Attaching/Detaching and Platform Sharing	

SO330A NEW BECKENHAM TO BECKENHAM JUNCTION		
New Beckenham		
See entry under route SO330		

Beckenham Junction		
See entry under route SO110		

SO350 GROVE PARK TO BROMLEY NORTH

Grove Park

See entry under route SO130

Bromley North

Berthing Facilities

Location	Cars	Notes
Platform 1	8	
Platform 2	8	

Permissive working for attaching/detaching and platform sharing is authorised as shown below:

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

SO400 LONDON ST PANCRAS INTERNATIONAL TO HIGH SPEED 1/ET BOUNDARY

Dot Stops

Dot stops are not permitted in any train at any location on this route

London St Pancras International

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves except as shown below:		3
Any arrival	Departure crossing behind	1
Any departure	Any arrival involving a conflicting movement	3 ^{\$} 4 [#]

^{\$} Where both trains are domestic

[#] Where both trains are International

Platform Reoccupation

	Value
Platforms 5 to 10 (International)	4
Platforms 11 to 13 (Domestic)	3

Permissive working for attaching/detaching and platform sharing is authorised as shown below:

Platform 11	Attaching/Detaching and Platform Sharing
Platform 12	Attaching/Detaching and Platform Sharing
Platform 13	Attaching/Detaching and Platform Sharing

York Way South Junction

Adjustments to Sectional Running Times

Movement Up	Reason	Value
International Passenger trains that stopped at Stratford International	Speed differential after York Way South Junction	1

Junction Margins

All conflicting moves	3
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Stratford International West Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down International passenger trains stopping at Stratford International	Speed differential approaching Stratford International West Junction	½
Junction Margins		Margin
All conflicting moves		3

Stratford International		
Dwell Time		
Class 395	1	
International passenger trains	2	
Junction Margins		Margin
First Movement	Second Movement	
To Down International Platform	To Down CTRL Line	3
To Up International Platform	To Up CTRL Line	3
Platform Reoccupation		Value
International Platforms		3

Stratford International East Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down International passenger trains that stopped at Stratford International	Speed differential approaching Dagenham Dock Junction	1
Junction Margins		Margin
All conflicting moves		3

Dagenham Dock Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Up Eurostar Class 373/374 train that stopped at Ebbsfleet International Low Level	Speed differential at Dagenham Dock Junction	½
Junction Margins		Margin
First Movement	Second Movement	
To Ripple Lane Renwick Road Junction	Up CTRL Train	3

Wennington Crossover		
Junction Margins		Margin
All conflicting moves		3

Ebbsfleet International West Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value

Ebbsfleet International West Junction

Class 395 train stopping at Ebbsfleet International Platforms 2 or 3	Speed differential approaching Ebbsfleet International	½
Junction Margins		Margin
All conflicting moves		3

Ebbsfleet International

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up Eurostar Class 373/374 train stopping at Ebbsfleet International	Speed differential after Ebbsfleet International East Junction	½
Wrong direction move into platform		1
Wrong direction move departing from platform		½
Class 395 train departing from Platform 1, 3 or 4 towards Ebbsfleet West Junction		½

Dwell Time

Class 395 Platforms 5 & 6 (High Level)	1½
Class 395 Platforms 2 & 3 (Low Level)	1
Class 373/374	2

Junction Margins

First Movement	Second Movement	Margin
From Down International Platform to Down CTRL Line	From Up CTRL Line to Down International Platform	5
From Down International Platform to Up CTRL Line	From Down CTRL Line to Down International Platform	5
From Up International Platform to Up CTRL Line	From Down CTRL Line to Up International Platform	4

Ebbsfleet International East Junction

Junction Margins		Margin
All conflicting moves		3

Southfleet Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Eurostar Class 373/374 train that stopped at Ebbsfleet International	Speed differential after Ebbsfleet International East Junction	1

Junction Margins		Margin
All conflicting moves		3

Southfleet Crossover

Junction Margins		Margin
All conflicting moves		3

Singlewell Crossover	
Junction Margins	
All conflicting moves	3

Nashenden Crossover		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Eurostar Class 373/374 train that stopped at Ebbsfleet International	Speed differential approaching Nashenden Crossover	½
Junction Margins		
All conflicting moves		3

Crismill Crossover	
Junction Margins	
All conflicting moves	3

Lenham Crossover		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Up Eurostar Class 373/374 train from Ashford International	Speed differential after Ashford West Junction	1
Junction Margins		
All conflicting moves		3

Charing Crossover	
Junction Margins	
All conflicting moves	3

Ashford West Junction	
See entry under route SO470	

Ashford International	
See entry under route SO130	

Ashford East Junction	
See entry under route SO480	

Westenhanger Crossover		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Eurostar Class 373/374 train from Ashford International	Speed Differential after Ashford East Junction	1
Junction Margins		Margin
All conflicting moves		3

(High Speed 1) Eurotunnel Boundary
Restriction Handover times for all trains between Network Rail and Eurotunnel must always be on a whole minute

SO420 YORK WAY SOUTH JUNCTION TO CAMDEN ROAD INCLINE JUNCTION
Signal AF41
Dwell Time 2 minutes. All trains (Passenger and Freight) towards CTRL from the North London Line must stop at Signal AF41 on approach to York Way South Junction for drivers to set up CSR (Cab Secure Radio) and change traction setting. This is due to the North London Line not having CSR coverage and CSR must be set up at the first signal berth on entering a new control area.

SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION
Dot Stops Dot stops are not permitted in any train at any location on this route

Ebbsfleet International
See entry under route SO400

SO470 ASHFORD WEST JUNCTION (AD947 AND AD949 SIGNALS) TO ASHFORD INTERNATIONAL
Dot Stops Dot stops are not permitted in any train at any location on this route

Ashford West Junction		
Junction Margins		
First Movement	Second Movement	Margin
Up train from Ashford International	Up train running fast on CTRL	3
Down train leaving CTRL towards Ashford International	Down fast train running towards Channel Tunnel	2½

SO480 ASHFORD INTERNATIONAL TO ASHFORD EAST JUNCTION (AD 954 AND AD 956 SIGNALS)

Dot Stops

Dot stops are not permitted in any train at any location on this route

Ashford East Junction

Movement Up			Reason			Value		
Up Eurostar Class 373/374 train towards Ashford International			Speed differential after Ashford East Junction			½		
Junction Margins			Second Movement			Margin		
First Movement			Second Movement			Margin		
Down train from Ashford International			Down train running fast towards Channel Tunnel			3		

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	USABLE LENGTH	NOTES
Abbey Wood	1 - Up North Kent	241	12 cars
Abbey Wood	2 - Down North Kent	244	12 cars
Adisham	1 - Up Main	166	
Adisham	2 - Down Main	170	
Albany Park	1 - Up Dartford Loop	284	
Albany Park	2 - Down Dartford Loop	284	
Ashford International			Please see Sussex TPR's
Aylesford	1 - Up Maidstone Branch	106	
Aylesford	2 - Down Maidstone Branch	94	
Aylesham	1 - Up Main	167	
Aylesham	2 - Down Main	167	
Barming	1 - Up Maidstone	122	
Barming	2 - Down Maidstone	125	
Barnehurst	1 - Up Bexleyheath	282	
Barnehurst	2 - Down Bexleyheath	284	
Bat and Ball	1 - Up	170	
Bat and Ball	2 - Down	167	
Battle	1 - Up Hastings	167	
Battle	2 - Down Hastings	172	
Bearstead	1 - Up Maidstone	167	
Bearstead	2 - Down Maidstone	169	
Beckenham Hill	1 - Up Catford Loop	170	
Beckenham Hill	2 - Down Catford Loop	169	
Beckenham Junction	1 - Crystal Palace Single	162 4	
Beckenham Junction	2 - Up Chatham Main	243	
Beckenham Junction	3 - Down Chatham Main	209	
Beckenham Junction	4 - Down Bay	177	
Bekesbourne	1 - Up Main	165	
Bekesbourne	2 - Down Main	166	
Bellingham	1 - Up Catford Loop	164	
Bellingham	2 - Down Catford Loop	164	
Beltring	1 - Up Maidstone	88	
Beltring	2 - Down Maidstone	88	
Belvedere	1 - Up North Kent	2 85 48	
Belvedere	2 - Down North Kent	2 85 49	
Bexley	1 - Up Dartford Loop	285	
Bexley	2 - Down Dartford Loop	285	
Bexleyheath	1 - Up Bexleyheath	287	
Bexleyheath	2 - Down Bexleyheath	294	
Bickley	1 - Up Chatham Fast	184	
Bickley	2 - Down Chatham Fast	183	
Bickley	3 - Up Chatham Slow	184	
Bickley	4 - Down Chatham Slow	184	
Birchington on Sea	1 - Up	247	
Birchington on Sea	2 - Down	247	
Blackheath	1 - Up North Kent	2 82 69	

STATION	PLATFORM	USABLE LENGTH	NOTES
Blackheath	2 - Down North Kent	303 242	
Borough Green and Wrotham	1 - Up Maidstone	167	
Borough Green and Wrotham	2 - Down Maidstone	167	
Brixton	1 - Up	164	
Brixton	2 - Down	165	
Broadstairs	1 - Up Main	247	
Broadstairs	2 - Down Main	248	
Bromley North	1 - Up	179	
Bromley North	2 - Down	179	
Bromley South	1 - Up Chatham Fast	264	
Bromley South	2 - Down Chatham Fast	264	
Bromley South	3 - Up Chatham Slow	264	
Bromley South	4 - Down Chatham Slow	264	
Canterbury East	1 - Up Main	164	
Canterbury East	2 - Down Main	166	
Canterbury West	1 - Up Main	159	
Canterbury West	2 - Down Main	166	
Catford	1 - Up Catford Loop	164	
Catford	2 - Down Catford Loop	162	
Catford Bridge	1 - Up Mid Kent	300	
Catford Bridge	2 - Down Mid Kent	316	
Charing	1 - Up Maidstone	109 24	
Charing	2 - Down Maidstone	109 24	
Charlton	1 - Up North Kent	240 42	
Charlton	2 - Down North Kent	209 43	
Chartham	1 - Up Main	130	
Chartham	2 - Down Main	121	
Chatham	1 - Up Main	249	
Chatham	2 - Down Main	249	
Chelsfield	1 - Up Main	249	
Chelsfield	2 - Down Main	244	
Chestfield and Swalecliffe	1 - Up	287	
Chestfield and Swalecliffe	2 - Down	281	
Chilham	1 - Up Branch	88	
Chilham	2 - Down Branch	88	
Chislehurst	1 - Up Fast	247	
Chislehurst	2 - Down Fast	247	
Chislehurst	3 - Up Slow	247	
Chislehurst	4 - Down Slow	248	
City Thameslink	1 - Up Snow Hill	299 75	Down direction
City Thameslink	1 - Up Snow Hill	299 75	Up direction
City Thameslink	2 - Down Snow Hill	296 75	Down direction
City Thameslink	2 - Down Snow Hill	296 75	Up direction
Clapham High Street	1 - Up Atlantic	100 2	
Clapham High Street	2 - Down Atlantic	100 2	
Clock House	1 - Up Mid Kent	296	
Clock House	2 - Down Mid Kent	283	
Crayford	1 - Up Dartford Loop	285	
Crayford	2 - Down Dartford Loop	288	

STATION	PLATFORM	USABLE LENGTH	NOTES
Crofton Park	1 - Up Catford Loop	167	
Crofton Park	2 - Down Catford Loop	163	
Crowhurst	1 - Up Hastings	169	
Crowhurst	2 - Down Hastings	248	
Cuxton	1 - Up Maidstone Branch	97	
Cuxton	2 - Down Maidstone Branch	77	
Dartford	1 - Up Passenger Loop	22507	Down direction
Dartford	1 - Up Passenger Loop	22507	Up direction
Dartford	2 - Up Main	22507	Down direction
Dartford	2 - Up Main	22507	Up direction
Dartford	3 - Reversible	225	Down direction
Dartford	3 - Reversible	225	Up direction
Dartford	4 - Down Main	225	Down direction
Dartford	4 - Down Main	225	Up direction
Deal	1 - Up	196	
Deal	2 - Down	183	
Denmark Hill	1 - Up Atlantic	1656	
Denmark Hill	2 - Down Atlantic	165	
Denmark Hill	3 - Up Catford Loop	165	
Denmark Hill	4 - Down Catford Loop	165	
Deptford	1 - Up Greenwich	29141	
Deptford	2 - Down Greenwich	29143	
Dover Priory	1 - Down Chatham	245	Down direction
Dover Priory	1 - Down Chatham	245	Up direction
Dover Priory	2 - Up Chatham	209	Down direction
Dover Priory	2 - Up Chatham	209	Up direction
Dover Priory	3 - Up Passenger Loop	181	Down direction
Dover Priory	3 - Up Passenger Loop	181	Up direction
Dumpton Park	1 - Up Main	247	
Dumpton Park	2 - Down Main	250	
Dunton Green	1 - Up Main	281	
Dunton Green	2 - Down Main	279	
East Farleigh	1 - Up Maidstone	85	
East Farleigh	2 - Down Maidstone	92	
East Malling	1 - Up Maidstone	166	
East Malling	2 - Down Maidstone	162	
Ebbsfleet International Low Level	1 Up International [#]	409	Down direction International services only
Ebbsfleet International Low Level	1 Up International [#]	409	Up direction International services only
Ebbsfleet International Low Level	2 Up Domestic ^{\$}	290	Down direction Domestic services only
Ebbsfleet International Low Level	2 Up Domestic ^{\$}	290	Up direction Domestic services only
Ebbsfleet International Low Level	3 Down Domestic ^{\$}	291	Down direction Domestic services only
Ebbsfleet International Low Level	3 Down Domestic ^{\$}	291	Up direction Domestic services only
Ebbsfleet International Low Level	4 Down International [#]	414	Down direction International services only
Ebbsfleet International Low Level	4 Down International [#]	414	Up direction International services only

STATION	PLATFORM	USABLE LENGTH	NOTES
Ebbsfleet International High Level	5 Up Domestic ^{\$}	290	Down direction Domestic services only
Ebbsfleet International High Level	5 Up Domestic ^{\$}	290	Up direction Domestic services only
Ebbsfleet International High Level	6 Down Domestic ^{\$}	290	Down direction Domestic services only
Ebbsfleet International High Level	6 Down Domestic ^{\$}	290	Up direction Domestic services only
Eden Park	1 - Up Mid Kent	284	
Eden Park	2 - Down Mid Kent	282	
Elephant and Castle	1 - Up Slow	149	
Elephant and Castle	2 - Down Slow	156	
Elephant and Castle	3 - Up Fast	157	
Elephant and Castle	4 - Down Fast	161	
Elmers End	1 – Croydon Tramlink Only		Not for Network Rail use
Elmers End	2 - Up Mid Kent	249	
Elmers End	3 - Down Mid Kent	244	
Elmstead Woods	1 - Up Fast	264	
Elmstead Woods	2 - Down Fast	247	
Elmstead Woods	3 - Up Slow	247	
Elmstead Woods	4 - Down Slow	248	
Eltham	1 - Up Bexleyheath	2 13 45	
Eltham	2 - Down Bexleyheath	2 13 45	
Erith	1 - Up North Kent	2 06 45	
Erith	2 - Down North Kent	2 07 42	
Etchingham	1 - Up Hastings	167	
Etchingham	2 - Down Hastings	186	
Eynsford	1 - Up Maidstone	158	
Eynsford	2 - Down Maidstone	162	
Falconwood	1 - Up Bexleyheath	285	
Falconwood	2 - Down Bexleyheath	286	
Farningham Road	1 - Up Chatham Main	165	
Farningham Road	2 - Down Chatham Main	166	
Faversham	1 - Up Passenger Loop	2 46 71	
Faversham	2 - Up Main	2 42 71	
Faversham	3 - Down Main	245	
Faversham	4 - Down Passenger Loop	246	Trains can reverse in the platform
Folkestone East Staff Halt	1 - Up Dover		
Folkestone East Staff Halt	2 - Down Dover		
Folkestone Central	1 - Up Dover	250	
Folkestone Central	2 - Down Dover	245	
Folkestone West	1 - Up Dover	248	
Folkestone West	2 - Down Dover	247	
Frant	1 - Up Hastings	172	
Frant	2 - Down Hastings	175	
Gillingham	1 - Up Passenger Loop	245	Down direction
Gillingham	1 - Up Passenger Loop	245	Up direction
Gillingham	2 - Up Main	246	Down direction
Gillingham	2 - Up Main	246	Up direction
Gillingham	3 - Down Main	247	

STATION	PLATFORM	USABLE LENGTH	NOTES
Gravesend	0 - Bay	249	
Gravesend	1 - Up Main	248	
Gravesend	2 - Down Main	243	
Greenhithe	1 - Up Main	207 43	
Greenhithe	2 - Down Main	205 41	
Greenwich	1 - Down Greenwich	279 41	
Greenwich	2 - Up Greenwich	282 48	
Grove Park	1 - Up & Down Bromley Branch		Down direction
Grove Park	1 - Up & Down Bromley Branch		Up direction
Grove Park	2 - Up Fast	290	
Grove Park	3 - Down Fast	288	
Grove Park	4 - Up Slow	299	
Grove Park	5 - Down Slow	299	
Halling	1 - Up Maidstone Branch	128	
Halling	2 - Down Maidstone Branch	123	
Harrietsham	1 - Up Maidstone	111 24	
Harrietsham	2 - Down Maidstone	109 24	
Hayes	1 - Up Mid Kent	310	
Hayes	2 - Down Mid Kent	310	
Headcorn	1 - Up Passenger Loop	255	
Headcorn	2 - Down Passenger Loop	249	Down direction
Headcorn	2 - Down Passenger Loop	249	Up direction
Herne Bay	1 - Up	246	
Herne Bay	2 - Down	247	
Herne Hill	1 - Up Passenger Loop	189	
Herne Hill	2 - Up Chatham Main	187	
Herne Hill	3 - Down Chatham Main	189	
Herne Hill	4 - Down Passenger Loop	186	
High Brooms	1 - Up Hastings	249	
High Brooms	2 - Down Hastings	249	
Higham	1 - Up North Kent	300	
Higham	2 - Down North Kent	286	
Hildenborough	1 - Up Main	245	
Hildenborough	2 - Down Main	251	
Hither Green	1 - Up Fast	285	
Hither Green	2 - Down Fast	288	
Hither Green	3 - Up Slow	287	
Hither Green	4 - Down Slow	284	
Hither Green	5 - Up Dartford Loop	245	
Hither Green	6 - Down Dartford Loop	246	
Hollingbourne	1 - Up Maidstone	107 24	
Hollingbourne	2 - Down Maidstone	107 24	
Kearsney	1 - Up Main	169	
Kearsney	2 - Down Main	161	
Kemsing	1 - Up Maidstone	122	
Kemsing	2 - Down Maidstone	121	
Kemsley	1 - Up Branch	167	
Kemsley	2 - Down Branch	168	
Kent House	1 - Up Passenger Loop	186	
Kent House	2 - Up Chatham Main	185	

STATION	PLATFORM	USABLE LENGTH	NOTES
Kent House	3 - Down Chatham Main	182	
Kent House	4 - Down Passenger Loop	183	
Kidbrooke	1 - Up Bexleyheath	284	
Kidbrooke	2 - Down Bexleyheath	284	
Knockholt	1 - Up Main	288	
Knockholt	2 - Down Main	291	
Ladywell	1 - Up Mid Kent	291	
Ladywell	2 - Down Mid Kent	292	
Lee	1 - Up Dartford Loop	249	
Lee	2 - Down Dartford Loop	252	
Lenham	1 - Up Maidstone	167	
Lenham	2 - Down Maidstone	167	
Lewisham	1 - Up Mid Kent	297	
Lewisham	2 - Down Mid Kent	297	
Lewisham	3 - Up North Kent	297	
Lewisham	4 - Down North Kent	297	
London Blackfriars	1 – Down Snow Hill	269	
London Blackfriars	2 – Up Snow Hill	282	
London Blackfriars	3 - Bay	282	
London Blackfriars	4 – Bay	284	
London Bridge	1	249 46	Down Cannon Street 12 cars
London Bridge	2	249 46	Up Cannon Street & Reversible 12 cars
London Bridge	3	249 46	Reversible 12 cars
London Bridge	4	249 46	Down Snow Hill 12 cars
London Bridge	5	249 46	Up Snow Hill 12 cars
London Bridge	6	249 46	Reversible 12 cars
London Bridge	7	251 46	Down Charing Cross & Reversible-12 cars
London Bridge	8	249 46	Up Charing Cross 12 cars
London Bridge	9	252 46	Up Charing Cross 12 cars
London Cannon Street	1	259	
London Cannon Street	2	259	
London Cannon Street	3	259	
London Cannon Street	4	259	
London Cannon Street	5	259 62	
London Cannon Street	6	259	
London Cannon Street	7	259	
London Charing Cross *	1	251 2	
London Charing Cross *	2	251 0	
London Charing Cross *	3	299 54	
London Charing Cross *	4	299 22	
London Charing Cross *	5	221 0	
London Charing Cross *	6	221 7	
London St Pancras International	5 [#]	433	CTRL International services only
London St Pancras International	6 [#]	433	CTRL International services only
London St Pancras International	7 [#]	433	CTRL International services only
London St Pancras International	8 [#]	433	CTRL International services only
London St Pancras International	9 [#]	433	CTRL International services only

STATION	PLATFORM	USABLE LENGTH	NOTES
London St Pancras International	10 [#]	433	CTRL International services only
London St Pancras International	11 ^{\$}	295	CTRL Domestic services only
London St Pancras International	12 ^{\$}	295	CTRL Domestic services only
London St Pancras International	13 ^{\$}	295	CTRL Domestic services only
London St Pancras International	A	245	Low Level platform
London St Pancras International	B	245	Low Level platform
London Victoria	1	270	
London Victoria	2	359	
London Victoria	3	188	
London Victoria	4	203 1	
London Victoria	5	247	
London Victoria	6	245	
London Victoria	7	286	
London Victoria	8	2 18 21	
London Waterloo East	A - Down Slow	282	
London Waterloo East	B - Up Slow	245	
London Waterloo East	C - Down Fast	250	
London Waterloo East	D - Up Fast	257	
Longfield	1 - Up Chatham Main	246	
Longfield	2 - Down Chatham Main	246	
Loughborough Junction	1 - Up Holborn	190	
Loughborough Junction	2 - Down Holborn	163	
Lower Sydenham	1 - Up Mid Kent	285	
Lower Sydenham	2 - Down Mid Kent	284	
Maidstone Barracks	1 - Up Maidstone Branch	167	
Maidstone Barracks	2 - Down Maidstone Branch	165	
Maidstone East	1 - Up Maidstone	1 59 66	
Maidstone East	2 - Down Maidstone	1 56 64	Down direction
Maidstone East	2 - Down Maidstone	1 56 64	Up direction
Maidstone East	3 - Down Bay	172	
Maidstone West	1 - Up Passenger Loop	175	
Maidstone West	2 - Down Maidstone Branch	152	
Marden	1 - Up Main	244	
Marden	2 - Down Main	244	
Margate	1 - Down Main	249	
Margate	2 - Down Passenger Loop	248	
Margate	3 - Up Main	249	
Margate	4 - Up Bay	298	
Martin Mill	1 - Up Deal	166	
Martin Mill	2 - Down Deal	166	
Maze Hill	1 - Up Greenwich	300 24 2	
Maze Hill	2 - Down Greenwich	2 89 41	
Meopham	1 - Up Chatham Main	245	
Meopham	2 - Down Chatham Main	244	
Minster	1 - Down	161	
Minster	2 - Up	179	
Mottingham	1 - Up Dartford Loop	206	

STATION	PLATFORM	USABLE LENGTH	NOTES
Mottingham	2 - Down Dartford Loop	206	
New Beckenham	1 - Up Mid Kent	282	
New Beckenham	2 - Down Mid Kent	284	
New Cross	A - No3 Up	298	12 car
New Cross	B - No2 Reversible	243	Down direction 12 car
New Cross	B - No2 Reversible	243	Up direction 12 car
New Cross	C - No1 Down	242	12 car
New Eltham	1 - Up Dartford Loop	285	
New Eltham	2 - Down Dartford Loop	288	
New Hythe	1 - Up Maidstone Branch	166	
New Hythe	2 - Down Maidstone Branch	166	
Newington	1 - Up Passenger Loop	244 6	
Newington	2 - Down Passenger Loop	245 4	
Northfleet	1 - Up Main	208	
Northfleet	2 - Down Main	207	
Nunhead	1 - Up Catford Loop	163	
Nunhead	2 - Down Catford Loop	163	
Orpington	1 - Up Bay	257	
Orpington	2 - Up Fast	270	
Orpington	3 - Down Fast	275	Down direction
Orpington	3 - Down Fast	275	Up direction
Orpington	4 - Up Slow	275	Down direction
Orpington	4 - Up Slow	275	Up direction
Orpington	5 - Down Slow	277	Down direction
Orpington	5 - Down Slow	277	Up direction
Orpington	6 - Down Bay	256	
Orpington	7 - Down Bay	256	
Orpington	8 - Down Bay	254	
Otford	1 - Up	168	
Otford	2 - Down	168	
Paddock Wood	1 - Up Passenger Loop	244	
Paddock Wood	2 - Down Passenger Loop	243	Down direction
Paddock Wood	2 - Down Passenger Loop	243	Up direction
Paddock Wood	3 - Maidstone Branch Bay	170	
Peckham Rye	3 - Up Catford Loop	163	
Peckham Rye	4 - Down Catford Loop	163	
Penge East	1 - Up	184	
Penge East	2 - Down	184	
Petts Wood	1 - Up Fast	297	
Petts Wood	2 - Down Fast	296	
Petts Wood	3 - Up Slow	291	
Petts Wood	4 - Down Slow	292	
Pluckley	1 - Up Main	164	
Pluckley	2 - Down Main	164	
Plumstead	1 - Up North Kent	246	
Plumstead	2 - Down North Kent	243	
Queenborough	1 - Crossing Loop in Single Line	165	
Queenborough	2 - Single	165	

STATION	PLATFORM	USABLE LENGTH	NOTES
Rainham	0 - Up Bay	257	
Rainham	1 - Up Main	351	
Rainham	2 - Down Main	247	
Ramsgate	1 - Down Passenger Loop	245	Down direction
Ramsgate	1 - Down Passenger Loop	245	Up direction
Ramsgate	2 - Down Main	248	Down direction
Ramsgate	2 - Down Main	248	Up direction
Ramsgate	3 - Up Main	245	Down direction
Ramsgate	3 - Up Main	245	Up direction
Ramsgate	4 - Up Passenger Loop	245	Down direction
Ramsgate	4 - Up Passenger Loop	245	Up direction
Ravensbourne	1 - Up Catford Loop	163	
Ravensbourne	2 - Down Catford Loop	162	
Robertsbridge	1 - Up Hastings	166	
Robertsbridge	2 - Down Hastings	186	
Rochester	1 - Up Main	250	
Rochester	2 - Down Main	253	
Rochester	3 - Down Passenger Loop	253	Trains permitted for platform sharing during times of significant service interruption
Sandling	1 - Up Main	183	Down direction
Sandling	1 - Up Main	183	Up direction
Sandling	2 - Down Main	183	Down direction
Sandling	2 - Down Main	183	Up direction
Sandwich	1 - Up	247	
Sandwich	2 - Down	250	
Selling	1 - Up Main	155	
Selling	2 - Down Main	164	
Sevenoaks	1 - Up Main	266	
Sevenoaks	2 - Up Loop	265	Down direction
Sevenoaks	2 - Up Loop	265	Up direction
Sevenoaks	3 - Down Main	264	Down direction
Sevenoaks	3 - Down Main	264	Up direction
Sevenoaks	4 - Down Loop	263	Down direction
Sevenoaks	4 - Down Loop	263	Up direction
Sheerness on Sea	1	167 244	
Sheerness on Sea	2	244 167	
Shepherds Well	1 - Up Main	167	
Shepherds Well	2 - Down Main	174	
Shoreham	1 - Up Maidstone	162	
Shoreham	2 - Down Maidstone	163	
Shortlands	1 - Up Chatham Fast	185	
Shortlands	2 - Down Chatham Fast	184	
Shortlands	3 - Up Chatham Slow	183	
Shortlands	4 - Down Chatham Slow	184	
Sidcup	1 - Up Dartford Loop	285	
Sidcup	2 - Down Dartford Loop	285	
Sittingbourne	1 - Up Main	246	
Sittingbourne	2 - Down Main	247	
Sittingbourne	3 - Down Passenger Loop	241	Trains can reverse in the platform
Slade Green	1 - Up North Kent	207 41	
Slade Green	2 - Down North Kent	207 41	

STATION	PLATFORM	USABLE LENGTH	NOTES
Snodland	1 - Up Maidstone Branch	144	
Snodland	2 - Down Maidstone Branch	122	
Snowdown	1 - Up Main	167	
Snowdown	2 - Down Main	167	
Sole Street	1 - Up Chatham Main	1648	
Sole Street	2 - Down Chatham Main	16478	
St Johns	1 - Up Slow	319	
St Johns	2 - Down Slow	320	
St Mary Cray	1 - Up Chatham Fast	244	
St Mary Cray	2 - Down Chatham Fast	244	
St Mary Cray	3 - Up Chatham Slow	244	
St Mary Cray	4 - Down Chatham Slow	243	
Staplehurst	1 - Up Main	245	
Staplehurst	2 - Down Main	244	
Stone Crossing	1 - Up Main	285	
Stone Crossing	2 - Down Main	338	
Stonegate	1 - Up Hastings	172	
Stonegate	2 - Down Hastings	171	
Stratford International	1 Up International [#]	410	Down direction International services only
Stratford International	1 Up International [#]	410	Up direction International services only
Stratford International	2 Up Domestic LL ^{\$}	285	Down direction Domestic services only
Stratford International	2 Up Domestic LL ^{\$}	285	Up direction Domestic services only
Stratford International	3 Down Domestic LL ^{\$}	276	Down direction Domestic services only
Stratford International	3 Down Domestic LL ^{\$}	276	Up direction Domestic services only
Stratford International	4 Down International [#]	410	Down direction International services only
Stratford International	4 Down International [#]	410	Up direction International services only
Strood	1 - Down North Kent	24783	
Strood	2 - Up North Kent	20676	
Strood	3 - Up Passenger Loop	24686	
Sturry	1 - Up Main	118	
Sturry	2 - Down Main	121	
Sundridge Park	1 - Up	205	
Sundridge Park	2 - Down	205	
Swale	- Single	163	Down direction
Swale	- Single	163	Up direction
Swanley	1 - Up Chatham Fast	252	
Swanley	2 - Down Chatham Fast	251	
Swanley	3 - Up Chatham Slow	251	
Swanley	4 - Down Chatham Slow	250	
Swanscombe	1 - Up Main	20842	
Swanscombe	2 - Down Main	20742	
Sydenham Hill	1 - Up Chatham Main	183	
Sydenham Hill	2 - Down Chatham Main	182	
Teynham	1 - Up Main	248	
Teynham	2 - Down Main	244	

STATION	PLATFORM	USABLE LENGTH	NOTES
Tonbridge	1 - Up Passenger Loop	23955	Down direction
Tonbridge	1 - Up Passenger Loop	23955	Up direction
Tonbridge	2 - Up Slow	23752	Down direction
Tonbridge	2 - Up Slow	23752	Up direction
Tonbridge	3 - Down Slow	247	Down direction
Tonbridge	3 - Down Slow	247	Up direction
Tonbridge	4 - Down Bay	165	
Tunbridge Wells	1 - Up Hastings	232	Down direction
Tunbridge Wells	1 - Up Hastings	232	Up direction
Tunbridge Wells	2 - Down Hastings	228	Down direction
Tunbridge Wells	2 - Down Hastings	228	Up direction
Wadhurst	1 - Up Hastings	168	
Wadhurst	2 - Down Hastings	166	
Walmer	1 - Up Deal	166	
Walmer	2 - Down Deal	165	
Wandsworth Road	1 - Up Atlantic	110	
Wandsworth Road	2 - Down Atlantic	86	
Wateringbury	1 - Up Maidstone	85	
Wateringbury	2 - Down Maidstone	84	
Welling	1 - Up Bexleyheath	287	
Welling	2 - Down Bexleyheath	284	
West Dulwich	1 - Up Chatham Main	169	
West Dulwich	2 - Down Chatham Main	167	
West Malling	1 - Up Maidstone	167	
West Malling	2 - Down Maidstone	167	
West St Leonards	1 - Up Hastings	174	
West St Leonards	2 - Down Hastings	211	
West Wickham	1 - Up Mid Kent	286	
West Wickham	2 - Down Mid Kent	299	
Westcombe Park	1 - Up Greenwich	20641	
Westcombe Park	2 - Down Greenwich	20641	
Westenhanger	1 - Up Main	109	Down direction
Westenhanger	1 - Up Main	109	Up direction
Westenhanger	2 - Down Main	171	Down direction
Westenhanger	2 - Down Main	171	Up direction
Westgate-on-Sea	1 - Up Main	254	
Westgate-on-Sea	2 - Down Main	255	
Whitstable	1 - Up	246	
Whitstable	2 - Down	247	
Woolwich Arsenal	1 - Up North Kent	29848	
Woolwich Arsenal	2 - Down North Kent	28748	
Woolwich Dockyard	1 - Up North Kent	25024	
Woolwich Dockyard	2 - Down North Kent	23924	
Wye	1 - Up Branch	124	
Wye	2 - Down Branch	120	
Yalding	1 - Up Maidstone	86	
Yalding	2 - Down Maidstone	86	

* LONDON CHARING CROSS: Because of reduced platform width special conditions apply to trains arriving at London Charing Cross.

Platform height and lateral clearance to UIC (European) standard (760mm above rail level). Only Eurostar and trains to UIC standards permitted to use these platforms.

\$ Platform height and lateral clearance to UK standard (915mm above rail level). Only trains to UK standards permitted to use these platforms. Eurostar (Class 373/374) trains and trains to UIC standards are permitted to pass over this line in exceptional circumstances. See Signallers Local Instructions for details.

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.

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Herne Hill Down Passenger Loop	Down	27	173	
Herne Hill Up Passenger Loop	Up	28	179	
Kent House Down Passenger Loop	Down	56	358	
Kent House Up Passenger Loop	Up	62	397	
Down Rochester Loop	Down	116	745	
Up Rochester Loop	Up	51	328	
Sittingbourne Down Platform Loop	Down	29	186	
Sittingbourne Down Goods Loop	Down	54	346	
Faversham Down Passenger Loop	Down	33	212	
Faversham Up Passenger Loop	Up	33	212	
Margate Down Thanet Loop	Down	40	256	
Ramsgate Platform Loop	Down	35	224	
Ramsgate Platform Loop	Up	35	224	

SO130 LONDON CHARING CROSS TO DOVER (VIA TONBRIDGE)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Hither Green Arrival Road (DGL)	Down	28	180	
Hither Green Departure Road (UGL)	Up	33	212	
Paddock Wood Down Passenger Loop	Down	37	237	
Paddock Wood Up Passenger Loop	Up	83	532	
Tonbridge Down Loop	Down	121	776	Channel Tunnel Freight Traffic may recess at this location
Tonbridge Up Loop	Up	121	776	Channel Tunnel Freight Traffic may recess at this location
Cranmore Down Loop	Down	117	749	Channel Tunnel Freight Traffic may recess at this location
Headcorn Up Goods Loop	Up	117	749	Channel Tunnel Freight Traffic may recess at this location
Ashford Maidstone Loop	Up/Down	114	728	Clear of AD856 and AD857 via AD855 signals

SO130 LONDON CHARING CROSS TO DOVER (VIA TONBRIDGE)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Hither Green Arrival Road (DGL)	Down	28	180	
Hither Green Departure Road (UGL)	Up	33	212	
Paddock Wood Down Passenger Loop	Down	37	237	
Paddock Wood Up Passenger Loop	Up	83	532	
Tonbridge Down Loop	Down	121	776	Channel Tunnel Freight Traffic may recess at this location
Sevington Loop	Up/Down	118	756	Channel Tunnel Freight Traffic may recess at this location
Dollands Moor Loco Loop	Up/Down	101	649	
Dover Priory Up Passenger Loop	Up	28	182	

SO140 SWANLEY TO ASHFORD INTERNATIONAL (VIA MAIDSTONE EAST)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Otford Up Loop	Up	118	756	Channel Tunnel Freight Traffic may recess at this location
Borough Green & Wrotham Down Passenger Loop	Down	117	749	Clear of signal ME157
Lenham Down Passenger Loop	Down	52	333	Clear of signal ME205
Lenham Up Passenger Loop	Up	47	301	
Beechbrook Farm Loop Reception Line 1	Up	132	845	Clear of signal ME226
Beechbrook Farm Loop Reception Line 1	Down	132	845	Clear of signal ME227
Beechbrook Farm Loop Reception Line 2	Up	84	538	Clear of signal ME356
Beechbrook Farm Loop Reception Line 2	Down	20	128	Clear of signal ME231

SO180 PADDOCK WOOD TO STROOD

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Maidstone West Up Passenger Loop	Up	23	150	Between MS9 (UPL starting signal) and MS41 (UPL to East Farleigh starting signal)

SO220 ASHFORD EAST JUNCTION TO RAMSGATE (VIA CANTERBURY WEST)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Canterbury West Down Passenger Loop	Down	75	483	Clear of signal EDH40

SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Erith Loop	Up/Down	37	241	

SO310 HITHER GREEN TO ROCHESTER BRIDGE JUNCTION (VIA SIDCUP)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Dartford Up Platform (1) Loop	Up	33	212	

SO310A LEE LOOP JUNCTION TO LEE SPUR JUNCTION

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Lee Spur Loop	Up/Down	66	423	

SO310B CRAYFORD SPUR 'A' JUNCTION TO CRAYFORD SPUR 'B' JUNCTION

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Crayford Spur	Up/Down	49	314	

SO400 LONDON ST PANCRAS INTERNATIONAL TO HIGH SPEED 1/ET BOUNDARY

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Singlewell Down Loop	Down	252	1614	
Singlewell Up Loop	Up	237	1521	
Lenham Down Loop	Down	372	2383	
Lenham Up Loop	Up	361	2290	

5.5 Timing Allowances

All allowances shown are in minutes.

E refers to engineering allowance
P refers to performance allowances

Pathing Time:

Pathing time must be added where necessary to observe headways and clearance times.

SIMBIDS

Timing allowances for all trains for SIMBIDS operation: (additional allowance to operate in reverse direction):-

- Between Sevenoaks and Tonbridge - on both Up and Down lines
- Between Tonbridge and Paddock Wood - on both Up and Down lines
- Between Paddock Wood and Headcorn - on both Up and Down lines
- Between Headcorn and Ashford International - on both Up and Down lines

SO130 CHARING CROSS TO DOVER PRIORY (see also SO510 and SO280A)			
TIMING SECTION	VALUE	TYPE	REMARKS
Between Blackfriars Junction and North Kent East Junction or Deptford	P	2	All down trains from the Thameslink Core must have a minimum of <2> minutes between Blackfriars Junction and North Kent East Junction or Deptford (<1> minute must be placed approaching London Bridge)
Between New Cross or Deptford and Blackfriars Junction	P	2	All up trains to the Thameslink Core must have a minimum of <2> minutes between New Cross or Deptford and Blackfriars Junction (<1> minute must be placed approaching Blackfriars Junction)

SO280 FARRINGDON TO HERNE HILL (see also SO130 and SO510)			
TIMING SECTION	VALUE	TYPE	REMARKS
Approaching Blackfriars Junction	1	P	All up Thameslink trains
Approaching Loughborough Junction	1	P	All down Thameslink trains (except ECS movements towards Herne Hill turnback siding)
Approaching Blackfriars	1	E	All southbound Thameslink services during periods when bi-directional working applies
Approaching Farringdon	1	E	All northbound Thameslink services during periods when bi-directional working applies

SO280A BLACKFRIARS JUNCTION TO METROPOLITAN JUNCTION (see also SO130 and SO510)			
TIMING SECTION	VALUE	TYPE	REMARKS
Approaching Blackfriars Junction	1	P	All up Thameslink trains

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.

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 Operational Planning Project Leader/Manager.

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

Train formation	Permissible speed	
	90 mph or above	85 mph or less
Any number of locomotives running light, or one or two locomotives with one, two or three vehicles, or three or more locomotives and any number of vehicles	75 mph	60 mph

Train formation	Permissible speed		
	100 mph or above	90 or 95 mph	80 or 85 mph
A locomotive with four, five or six vehicles, or two locomotives and from four to 10 vehicles	90 mph	80 mph	75 mph

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).

Shortlands – Bickley Junction
Bickley Junction – Swanley

For two-track times, please refer to Section 4 within the Engineering Access Statement