Network Rail
Capacity Planning
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1st April 2022

Commentary on the Western & Wales Timetable Planning Rules 2023

Version 3.0
Final Principal and Preliminary Proposal for Subsidiary Timetable Change 2023

This document is a covering note for the Timetable Planning Rules – Final Principal and Preliminary Proposal for Subsidiary Change Timetable 2023 – 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 3.0 of the 2023 Timetable Planning Rules.

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1 Introduction and General Notes

1.1 Index Of Routes

2 Route Description

2.1 Planning Geography

GW103	Amended some wording to show reality of infrastructure at Paddington New Yard, Westbourne Park C.S, and Portobello Jn.
GW900	Added Up Pilning Loop
GW900	Added S to code column for NT1730
GW900	Added Signal NT1228
GW900	Amended Steelworks East to Llanwern Works East Connection
GW900	Amended notes section at East Usk Jn
GW900	Maindee East Jn now mandatory
GW900	Gaer Jn now Mandatory
GW900	Amended notes section at Ebbw Jn

2.2 Route Opening Hours

5 Running Times, Margins and Allowances

5.2 Headways

GW900	Added (exclusive) to Severn tunnel west to Severn tunnel Jn
GW900	Amended headway Severn tunnel Jn to Newport to show Maindee East Jn vice Newport. Also amended Headway to be 3 vice 4 with an exception for freight
GW900	Added Maindee East Jn (inclusive) to Ebbw Jn (inclusive) to headways, with a headway of 3 in both directions
GW900	Amended headway Newport to Cardiff to be Ebbw Jn to (exclusive) to Long Dyke Jn (exclusive) and amended headway to be 3 vice 4, except for freight
GW900	Added new section for Long Dyke Jn (inclusive) to Leckwith Loop North Jn (inclusive) with a headway value of 3
GW900	Cardiff central to Court Sart Jn entry amended to be Leckwith Loop North Jn (exclusive) to Court Sart Jn (inclusive)

5.3 Junction Margins and Station Planning Rules

GW103	Added planning note at Ladbroke Grove for simultaneous moves not permitted
GW103	Amended and added junction margins at Acton West
GW103	Added platform reoccupation margin at Ealing Broadway
GW103	At Hanwell, added new junction margins and removed platform reoccupation value
GW103	At Southall, added platform reoccupation value
GW103	Added and amended adjustment allowances at Hayes and Harlington
GW103	At Hayes and Harlington, added new platform reoccupation margins, removed old platform reoccupation value
GW103	At Stockley Jn, updated the adjustment value
GW103	At Dolphin jn, added new junction margins
GW103	Added new entry for Maidenhead East Jn with junction margins
GW103	At Maidenhead, added new platform reoccupation values
GW103	At Twyford, amended platform reoccupation to show margins vice single value
GW731	At Shrewsbury, added new adjustment allowances
GW731	At Shrewsbury, removed CV from LHCV in Dwell time reverse section
GW731	At Shrewsbury, added new junction margins
GW900	At Pilning, removed dwell times
GW900	Removed Severn tunnel East entry as no longer required
GW900	At Severn Tunnel West, removed one adjustment allowance and added a new entry
GW900	At Severn Tunnel Jn, amended adjustment allowances
GW900	At Severn Tunnel Jn, amended dwell times
GW900	At Severn Tunnel Jn, removed platform useage and platform conflict sections
GW900	At Llanwern West Jn, amended and added adjustment allowances
GW900	Removed Maindee West Jn entry as no longer required
GW900	At Newport, amended dwell time timing loads
GW900	At Gaer Jn, removed note regarding signal box
GW900	At Ebbw Jn, amended adjustment allowances

5.4 Platform Lengths

5.4.1 Loop Lengths

5.5.1 Timing Allowances

These represent the revised Timetable Planning Rules (the “Draft Rules”) for the Subsidiary May 2023 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 Draft 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 Draft Rules provided to them in accordance with D2.2.3.

Regards

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Timetable Planning Rules

Western and Wales

2023 TIMETABLE

Version 3

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Final Principal and Preliminary Proposal for Subsidiary Change Rules 2023

1st April 2022

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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 Access Requests 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 Access Request 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 Access Request 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' Access Requests for train paths must be compliant with Timetable Planning Rules. If a Train Operator wishes to submit an Access Request for a train path which is not compliant with Timetable Planning Rules, it should consult the Network Rail Capacity 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 Access Request. 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 Capacity Planning team to establish a realistic timescale for evaluation of the proposed change before submission of the Access Request.

1.1 Index of Routes

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

GW103	Paddington to Uffington
GW105	Uffington to Fordgate via Box
GW107	Worle to Uphill via Weston–super–Mare
GW108	Fordgate to Penzance
GW110	Old Oak Common West to South Ruislip (excl.)
GW117	Greenford East Jn to Greenford South Jn
GW130	Acton Wells Junction to Acton East Jn
GW174	West Ealing to Greenford West Junction
GW175	Greenford South Jn to Greenford
GW176	Hanwell to Drayton Green
GW178	Southall to Brentford Goods
GW180	Heathrow Airport Junction to Heathrow Terminals 4 & 5
GW182	West Drayton to Colnbrook
GW184	Slough to Windsor & Eton
GW185	Maidenhead to Marlow
GW187	Twyford to Henley–on–Thames
GW190	Reading Spur Jn to Reading New Jn
GW200	Didcot to Heyford (excl.)
GW220	Oxford Road Jn to Reading West Jn
GW225	Reading caversham road jn to Oxford road jn (Reading feeder lines)
GW240	Didcot East Jn to Didcot North Jn
GW250	Foxhall Jn to Didcot West Curve Jn
GW260	Kennington Junction to Cowley
GW310	Wolvercote Junction to Pershore (exclusive)
GW317	Honeybourne North Junction to Long Marston
GW401	Ashchurch (incl.) to Westerleigh Junction
GW425	Berkeley Road Junction to Sharpness
GW430	Yate Middle Junction to Tytherington
GW440	Yate South Junction to Westerleigh
GW450	Stoke Gifford Junction to Bristol East Junction
GW4501	Stoke Gifford Junction to Bristol Bulk Handling Terminal
GW451	Filton Junction to Filton West Junction (Filton Chord)
GW454	Severn Beach to Narroways Hill Junction
GW456	Lawrence Hill to Barrow Road RTS
GW480	Swindon to Standish Junction
GW490	Gloucester Yard Junction to Horton Road Junction
GW500	Reading to Cogload Junction via Westbury and Frome avoiding lines (Berks. and Hants line)
GW5001	Beechgrove GF to Westbury South Junction
GW510	Westbury North Junction to Bathampton Jn
GW520	Westbury East Loop Jn to Hawkeridge Jn
GW523	Thingley Jn to Bradford Junction
GW528	North Somerset Junction to Bristol West Junction *(Great Western Railway lease from Dec 2006)*
GW530	North Somerset Jn to Dr. Days Jn (“Rhubarb Loop”)
GW540	Filton Junction to Patchway Junction
GW5401	Filton West Junction to Patchway Junction (Patchway Chord)
GW548	Parson Street Junction to Portbury Terminals
GW560	Heywood Road Junction to Fairwood Junction via Westbury
GW570	Clink Road Junction to Blatchbridge Junction via Frome

GW572	Frome North Junction to Whatley Quarry
GW580	East Somerset Junction to Cranmore
GW600	Wootton Bassett Junction to Pilning
GW606	Cowley Bridge Junction to Barnstaple
GW608	Crediton to Meldon Quarry
GW610	Crannaford L.C. (incl.) to Exeter St. David's
GW611	Exmouth Jn to Exmouth
GW618	Newton Abbot East Junction to Heathfield
GW620	Newton Abbot West Junction to Goodrington C.S.
GW628	Laira Jn to Cattewater via Speedway Jn
GW629	Laira Jn to Mount Gould Jn
GW630	Lipson Jn to Mount Gould Jn
GW637	St. Budeaux Junction to Gunnislake
GW640	Liskeard to Looe via Coombe
GW642	Coombe (excl.) to Moorswater
GW650	Lostwithiel to Carne Point, Fowey
GW660	Par to Newquay
GW672	Burngullow to Parkandillack
GW680	Penwithers Junction to Falmouth
GW690	St. Erth to St. Ives
GW700	Gloucester Barnwood Junction to Severn Tunnel Jn
GW710	Llanwern Steelworks East Connection to Llanwern Steelworks West Connection via Service Lines (Tata Steel infrastructure)
GW720	Fifoots Point Power Station to East Usk GF
GW730	Severn Bridge Jn to Newport Maindee West Jn
GW731	Abbey Foregate to Wrexham North Jn
GW732	Abbey Foregate Jn to English Bridge Jn
GW733	Sutton Bridge Junction to Aberystwyth
GW734	Dovey Junction to Pwllheli
GW735	Shrewsbury Crewe Junction to Gresty Lane
GW740	Maindee East Jn to Maindee North Jn
GW750	Hereford Brecon Curve GF to MEB Siding
GW770	Ebbw Vale Town to Gaer Junction
GW773	Machen Quarry to Park Junction
GW780	Park Jn to Ebbw Jn
GW784	Alexandra Dock Junction to 160 miles 27 chains (boundary with ABP Newport Docks)
GW790	Pengam Junction to 4m 54ch (ABP) Cardiff Docks
GW810	Rhymney to Queen Street North Junction
GW820	Cwmbargoed to Ystrad Mynach South
GW828	Coryton to Heath Junction
GW830	Merthyr Tydfil to Barry Island via Cardiff Queen Street
GW834	Hirwaun to Abercynon
GW835	Treherbert to Pontypridd Junction
GW839	Queen Street South Junction to Cardiff Bay
GW840	Radyr Junction to Cardiff Radyr Branch Junction via City Lines
GW850	Leckwith Loop North Jn to Leckwith Loop South Jn
GW860	Penarth Curve North Jn to Penarth Curve South Jn
GW864	Cogan Junction to Penarth
GW870	Barry to Bridgend Barry Junction (Vale of Glamorgan Line)
GW874	Bridgend Llynfi Junction to Maesteg
GW875	Tondu Junction to Garw Loop
GW877	Tondu to Port Talbot Docks (Ogmore Vale Extension Line)
GW890	Court Sart Junction/Up Flying Loop Junction to Morlais Junction (Swansea District Line)

GW8901	Dynevor Junction to Jersey Marine Junction South
GW892	Cwmgwrach to Burrows Sidings
GW893	Onllwyn to Neath and Brecon Junction
GW894	Jersey Marine Junction North to Jersey Marine Junction South
GW897	Grovesend Colliery Loop Junction to Hendy Junction
GW900	Pilning to Fishguard Harbour
GW9001	Landore Junction to Swansea
GW906	Swansea Loop East Junction to Swansea Loop West Junction
GW910	Craven Arms Junction to Llandeilo Junction (Central Wales Line)
GW915	Gwaun–cae–Gurwen to Pantyffynnon
GW930	Carmarthen Station to Carmarthen Junction
GW940	Carmarthen Station to Carmarthen Bridge Junction
GW950	Whitland to Pembroke Dock
GW960	Clarbeston Road to Milford Haven
GW970	Gulf Oil Branch Junction to Waterston Gulf Oil Refinery
GW980	Herbrandston Junction to Robeston Amoco Sidings
NW3001	Saltney Jn to Holyhead
NW3007	Wrexham Central to Neston
NW3015	Llandudno Junction to Blaenau Ffestiniog
NW3017	Llandudno Junction to Llandudno

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	TPR Section 4.6
	5.6 Carrying out a running brake test	TPR 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	TPR Section 5.1.2
	2.5 Permissible speed	TPR Section 5.1.2

RULE BOOK MODULE	SECTION	NOTES
	indicators with letters	
	2.6 Enhanced permissible speed (EPS) indicators	TPR 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
	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	TPR 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);	TPR Section 5.1.2
	2.2 Maximum permitted speed of locomotive–hauled trains	TPR Section 5.1.2
	2.3 Electric–traction speed restrictions	TPR Section 5.1.2
	3.16 Carrying out a running brake test	TPR 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)
9	A train formed of a Class 373 unit or other passenger train if specially authorised Elizabeth Line Services via the COS
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 Priority Empty coaching stock; or a Network Rail Infrastructure Monitoring Train (3Qxx)
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
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

1.3.2 Days of Operation

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

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

1.3.3 Traction and Rolling Stock

Abbreviation	Description
15X	DMU classes 150/153/155/156/158/159
17X	DMU classes 170/171/172 and 175
22X	DMU classes 220/221/222
230	DMU Class 230
769	Bi-mode class 769
80X	Bi-mode classes 800/802
Castle	“Mini HST” GWR 2+4 HST (HSTGW4)
DMU	Any diesel multiple unit (incl. GWR Castle Class (HST) & 769 in diesel mode) (excluding classes 180/22X)
EMU	Any electric multiple unit (incl. 769 in electric mode)
ECS	Empty Coaching Stock includes empty diesel and electric multiple units.
HST	Trains consisting of two Class 43 locomotives and Mk 3 passenger vehicles (except for GWR (HST) Castle class)
LH	A passenger or parcels train hauled or propelled by one or more locomotives
LHCV	Locomotive hauled coaching vehicles
Power	Passenger stock equipped with power operated external doors
Power Door DMU	Class 142, 143, 144, 150, 153, 156, 158, 159, 165, 166, 168, 170, 171, 172, 175, 180, 220, 221, 222

1.3.4 Line Codes

Abbreviation	Description
-	Default Line Code as indicated in Section 2.1
1	Line 1
2	Line 2
3	Line 3
4	Line 4
5	Line 5
6	Line 6
A	Line A
AB	Line A to Line B
B	Line B
BAY	Bay Line
C	Line C
CL	Carriage Line
D	Line D
DB	Down Bletchley
DBL	Down Bromsgrove Loop
DFR	Down Feeder Relief (Reading)
DGL	Down Goods Line
DH	Down Airport (Heathrow Airport Jn to T2&3 and Down T5, Heathrow T2&3 to Heathrow T5 (both for Up direction working)) Down Holyhead (for reversible running)
DHR	Down Airport Relief (Stockley Jn 8210 points) to Heathrow Tunnel Jn (for Up direction working)
DJ	Down Jericho (Oxford)
DK	Down Kemble
DL	Down Line/Loop
DM or DML	Down Main
DNL	Down Newbury Loop
DOX	Down Oxford
DPL	Down Passenger Line/Loop

DRL	Down Relief Line
DT	Down Tunnel
DW	Down Westbury
DWL	Down Westbury Line
E	Line E
ECL	Engine & Carriage Line
FVL	Festival Line (Reading)
GL	Goods Line
ML	Main Line
RCL	Reception Line
RL	Relief Line
RL1	Reception Line 1
RL2	Reception Line 2
RVL	Reversible Line
TL	Through Line
UB	Up Bletchley
UDR	Up and Down Relief
UFM	Up Feeder Main (Reading)
UGL	Up Goods Line
UH	Up Airport (Up T5, Heathrow T5 to T2&3 and Up Airport Heathrow T2&3 to Heathrow Tunnel Jn (both for Down direction working) Up Holyhead (for reversible working)
UK	Up Kemble
UL	Up Line
UM or UML	Up Main
UOX	Up Oxford
UPL	Up Passenger Loop/Line
UR	Up Reception
URL	Up Relief Line (including Up Airport Relief Heathrow Airport Jn to Stockley Jn 8211 points for Down direction working)
UT	Up Through/Tunnel
UWC	Up West Curve
WDL	West Drayton Loop
WL	Westbury Line

1.3.5 Activity and Other Codes

Abbreviation	Description
–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 – 1st 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
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 DB Cargo
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

Activity Codes – Notes
1. Any passenger train that stops at a location automatically generates a T Activity unless it is suppressed.
2. If an Activity is required that removes the ‘passenger stop’ Activity (T, D, U and R), then the ‘passenger stop’ Activity must always appear in the first Activity field (e.g. T –D would be correct, –D T would not). This is because the National Rail Timetable (NRT) extract program only considers the first Activity field. If it does not find a ‘passenger stop’ Activity in the first field the time will not be extracted to appear in the NRT.
3. Up to 6 Activities may be shown for each event.
4. No two Activities may be duplicated at the same event.
At any one event, the following groups are mutually exclusive: a) D, U, T, N, S, TW, OP. b) –D, –U, –T. c) TB, TF. d) KC, KE.
6. N, R, G, D and U are only valid with Train Categories XC, XD, XI, XX, XZ, OO, OW, OL, BS, BR and blank (i.e. 'advertised' services). R, D and U are additionally valid with Train Categories XU and OU (unadvertised 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, TPS 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.

2 Route Description

2.1 Planning Geography

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

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

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

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

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

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

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

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

In the tables below, the following codes apply:

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

GW103 PADDINGTON TO UFFINGTON				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Paddington	1 2 3 4 5 6			Platform detail must be shown. Line code indicates line at Royal Oak
Royal Oak Sidings	–	–	S	
Royal Oak Junction	1 2 3 4 5	– 1 2 3 4 5 6		
Paddington New Yard	5 6 CRL		S	
Westbourne Park GBRf	–		S	
Westbourne Park CS	–	–	S	For MTR Elizabeth Line services to/from Paddington Crossrail
Portobello Junction	1 2 3 4 5 6 CRL	1 2 3 4 5 CRE CRW		CRE – to Crossrail Eastbound CRW – to Crossrail Westbound CRL – to Crossrail Depot Line 1
Ladbroke Grove	ML RL ECL CL A AB B D1 D2 XD2	ECL CL 1 2 3 4 5 6 D1		D1 – To Crossrail Depot Line 1 D2 – To Crossrail Depot Line 2 XD2 – To Crossrail Depot Line 1, via Depot Line 2 and Crossovers
North Pole IEP Depot	–	A AB B		
Old Oak Common Crossrail Depot Departure Signals		D1 D2 ECL		D1 - To Depot Line 1 D2 – To Depot Line 2 ECL – To Engine and Carriage Line
Old Oak Common Crossrail Depot Arrival Signals	-			
Old Oak Common East	RL	RL ECL CL		Timing point for all movements via CL and ECL. trains reversing or running round at Old Oak Common Engine Siding for pathing reasons
Old Oak Common Engine Siding	–	–	S	Timing Point for trains planned to reverse or run-around at this location.
Old Oak Common CS (DB Cargo)				
Old Oak Common Back Line				*To and from Old Oak Common TMD*
Old Oak Common Crossrail Depot				
Old Oak Common West	RL	RL	X	*To/from Park Royal – GW110*
Friars Junction	RL		X	*To/from Old Oak Common Rec.*
Acton Main Line	RL GL	ML RL	SX	*To/from Acton Wells Jn – GW130*
Acton TC (Yard)	GL	GL	S	
Acton West	ML RL	ML RL^ GL URL*		^For trains using Acton Diveunder *For trains using Up Relief (surface route) – Not to be applied to trains weaving ML to RL
Ealing Broadway	ML RL	ML RL	S	
West Ealing	RL	RL	SX	Timing point for all trains on the Relief Lines and trains to/from Greenford. Platform details must be shown *To/from Drayton Green – GW174*

GW103 PADDINGTON TO UFFINGTON

TIMING POINT	DOWN	UP	CODE	NOTES
West Ealing Loop	RL	RL	S	
Hanwell	RL UGL	RL	SX	Up – to West Ealing Loop Down – to Hanwell Bridge Loop *To/from Drayton Green Jn – GW176*
Hanwell Bridge	ML RL GL	ML RL	S	
Southall East Junction	ML RL GL	ML RL GL	X	
Southall	ML RL GL	ML RL GL		*To from Brentford Goods – GW178*
		DML		If running bi-directionally
Southall TC	–		S	
Southall West Junction	ML RL URL* GL	ML RL	X	* For down-direction services running bi-directionally via Up Relief
Hayes Up Goods Loop	GL	GL	S	
Hayes and Harlington Tarmac Sidings	GL	GL	S	
Hayes Up Siding		–	S	
Hayes and Harlington	ML RL URL	ML RL GL DML **(A)**	S X	(A) Services running bi-directionally to Southall East Junction only Values which can be shown in the Platform Details field are: BAY – Train uses Bay Platform
Heathrow Airport Junction	ML RL URL	ML RL DML		*To/from Heathrow Tunnel Jn – GW180*
Stockley Junction	RL	ML	X	Timing point for Up ML Trains. Timing point for all Crossing Moves.
Dawley Up Goods Loop		–	S	
West Drayton ARC		RL	S	
West Drayton	ML RL WDL **(B)** – **(C)**	ML RL	SX	*To/from Colnbrook – GW182* **(B)**: Down trains to the Up Goods Loop (limit of shunt) only **(C)** Down trains to West Drayton TC Platform detail must be shown
West Drayton TC		–	S	
West Drayton Up Goods Loop		RL	S	Trains booked to stand on the Up Goods for pathing /operational reasons to be timed here.
Iver	ML RL	ML RL GL	SX	X – Up Relief to Up Goods
Langley Reception Sidings	RL	RL	S	
Langley	ML RL	ML RL	S	
Dolphin Junction	ML RL	ML RL	X	
Slough	ML RL URL	ML RL		Platform detail must be shown. *To/from Windsor & Eton Central – GW184*
Slough Estates	–	–	S	
Slough Up Goods Loop		RL	S	
Slough West	ML RL	ML RL	X	
Burnham	RL	RL	S	
Taplow	ML RL	ML RL	S	
Maidenhead East	ML RL	ML RL	X	

GW103 PADDINGTON TO UFFINGTON

TIMING POINT	DOWN	UP	CODE	NOTES
	GL			
Maidenhead	ML RL URL**(D)**	ML RL		Platform detail must be shown. **(D)** Services going towards Bourne End only *To/from Bourne End – GW185*
Ruscombe	RL	ML	X	
Twyford Signal T1635	RL	RL	S	Shunting moves only
Twyford	ML RL URL **(E)** – **(F)**	RL ML		**(E):** To Twyford West **(F)**: Services going to Henley–on– Thames only *To/from Henley–on–Thames – GW187*
Twyford West	ML RL	RL	X	
Kennet Bridge Loop	RL		S	
Kennet Bridge Jn	DML DRL URL	ML RL DRL*		* Services going to Kennet Bridge Loop to reverse
Reading New Jn	DML	–	X	*To/from Reading Spur Jn GW190*
Reading Southern Jn	–	–	X	Wessex Route timing point. Trains via Reading Low Level Underpass to be timed here. *To/from Reading Spur Jn – SW210* Refer Wessex Timetable Planning Rules.
Reading Signal T1691	– *		S	* To aid ARS regulation down trains between Reading Southern Jn and Reading to be timed to stop here where it would otherwise be necessary to add pathing time approaching Reading.
Reading East Jn				*To/from Reading Southern Jn - GW195*
Reading	ML RL – * WL UFM DFR FVL UPL	URL, DRL, UML, DML – $		Platform detail must be shown. * Services going to Reading Train Care Depot (direct or via Entrance C) $ Services towards Reading Southern Jn *To/From Oxford Road Jn – GW500*
Reading Caversham Road Jn				*To/from Oxford Road Jn – GW225*
Reading Signal T1732		RL	X	Up Services on the Up Passenger Loop from direction of Reading West Jn or Reading Traincare Depot Entrance C to be timed here
Reading Train Care Depot Entrance A	–	UPL	S X	Services to and from Reading Train Care Depot to be timed here when entering or leaving the Depot using Entrance A
Reading Train Care Depot Entrance C	–	UPL	S X	Services to and from Reading Train Care Depot to be timed here when entering or leaving the Depot using Entrance C
Reading Train Care Depot	–	–		
Reading High Level Jn	ML FVL	ML DML* FVL		Timing point on the Main Lines and Festival Line *up trains via the down main to Platform 8 or 9
Reading West Junction	UPL RL	UPL RL		Timing point on the Relief Lines, Festival Line and Up Passenger Loop

GW103 PADDINGTON TO UFFINGTON

TIMING POINT	DOWN	UP	CODE	NOTES
		FVL		*To/from Oxford Road Jn – GW220*
Scours Lane	URL	UPL	X	Trains crossing to/from the Up Passenger Loop and Reading Traincare Depot via Entrance 'A'
Tilehurst East Junction	ML RL	RL	X	
Tilehurst	ML RL	ML RL	S	
Pangbourne	RL	RL	S	
Goring & Streatley	ML RL	ML RL		
Cholsey	ML RL	ML RL	S	
Moreton Cutting	ML	RL	X	
Didcot East Junction	ML RL URL**(H)**	ML RL	X	**(H)**: Services going to Didcot Parkway Platforms 4 or 5 or reversing at Didcot East Jn for Didcot TC. *To/from Didcot North Jn – GW240* Timing point for all services using the relief lines.
Didcot TC	–	–	S	
Didcot Parkway	ML RL GL(J) URL * DOX ^ UOX " –	ML (I) RL DRL*		Platform detail must be shown. **(I)** Up trains from Platform 3,4 and 5 running to the Up Main at Didcot East Jn must show ML line code at Didcot Parkway. If on DML at Didcot Parkway show – towards Swindon If on DRL at Didcot Parkway show RL towards Swindon **(J)**: Services going to Didcot West End only ***** If running bi–directionally ^ DOX To Didcot North Jn via Down Oxford " UOX to Didcot North Jn via Up Oxford reversible
Didcot West End	GL			
Foxhall Junction	ML RL – **(K)**	ML RL GL – **(L)**	X	**(K):** Services going to Didcot Power Station only **(L):** Services going to Didcot North Jn only *To/from Didcot North Jn–GW250*
Didcot Power Station	–	–		
Didcot SB940 Signal		RL	S	Regulating point on Relief Line in Up Direction
Milton Junction	ML GL	RL	X	Timing point for all services using the relief lines.
Steventon	–	RL	X	
Wantage Road	ML RL	–		
Challow	–	ML RL		
Uffington	– UM*	–		*reversible working

GW105 UFFINGTON TO FORDGATE VIA BOX

TIMING POINT	DOWN	UP	CODE	NOTES

GW105 UFFINGTON TO FORDGATE VIA BOX				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Uffington	– UM*	–		*reversible working
Bourton	– UM*	– DM*	X	Crossing moves under reversible working
Swindon South Marston Jn	– UM*	– DM*	X	Timing point to/from South Marston Euroterminal and *reversible working
Stratton Green Up Goods Loop (also known as Up Swindon Goods Loop)		–	S	
Highworth Junction	–	–	X	
Swindon East Loop (also known as the Down Swindon Goods Loop)	–		S	Down direction only from Highworth Junction
Swindon Transfer	–		S	Down direction only from Highworth Junction
Swindon Rover Group Sidings	–	–	S	
Swindon Cocklebury	–	–		Timing point to / from Holding Sidings and or Rover Group For GWR EMU Stabling Sidings
Swindon Holding Sidings		–	S	
Swindon Stores	–	–	S	
Swindon	– UM* UK#	– RCL DM*		Platform detail must be shown. *If running reversibly # If running via Up Kemble (down direction) to Rodbourne Jn *To/from Rodbourne Jn – GW480*
Swindon Signal SW1212		–	S	Trains timed to stand on the Up Main between Rushey Platt and Swindon
Wootton Bassett Junction	–	–		*To/from Hullavington – GW600*
Wootton Bassett Foster Yeoman	–	–	S	
Wootton Bassett Ground Frame	–	–		Access to Wootton Bassett Foster Yeoman

GW105 UFFINGTON TO FORDGATE VIA BOX				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Chippenham	–	–		Platform detail must be shown.
Thingley East Jn	– UM*	– DM*		*reversible working
Thingley Junction	–	DM		Timing point for all Down services (except when running reversibly to Bathampton Jn on the Up Main) as well as up services ex the Melksham branch. *To/from Bradford Jn (via Melksham) – GW523*
Bathampton Junction	UM♣	DM♣		♣ required for reversible line working only. *To/from Bradford Jn – GW510*
Bath Spa	–	–		Platform detail must be shown.
Bath Goods Signal B175	–		X	For use when train is using Down main from Bristol direction.
Bath Goods Loop	–		S	
Bath RTS	–		S	
Oldfield Park	–	–	S	Platform detail must be shown.
Keynsham	–	–	S	Platform detail must be shown.
Bristol East Depot	–		S	
Bristol East Depot DGL	–	–	S	
North Somerset Junction	DM UM	– DM		*To/from Dr. Days Jn – GW530* *To/from Bristol West Jn – GW528 (Great Western Railway lease)*
Bristol Kingsland Road	–		S	
Bristol East Junction	DM DF UM* UF* UR DR	DM* UM UR UF		*If running bi–directionally *To/from Dr. Days Jn – GW450* **Planning note: The line code between Bristol East Junction and Bristol Temple Meads is the running line the train is on as it passes under Bristol East Jn signal gantry.**
Bristol High Level Siding	–	–	S	
Bristol Temple Meads	DM DT CL P15 UM	UM UF DM DF UR DR		Platform detail must be shown. **Planning note: The line code between Bristol Temple Meads and Bristol East Jn is the running line the train is on as it passes under Bristol East Jn signal gantry.**
Bristol West Junction	– ML CL	UM UR P15* DM* DT		* If running bi–directionally *To/from North Somerset Jn – GW528 (Great Western Railway lease)*
Bedminster	–	ML RL	S	
Bristol Signal 2172		RL	S	Use if train is too long to sit on Up Through at Temple Meads
Parson Street	–	ML RL		Timing point in Up direction only *To/from Ashton Jn – GW548*
				Platform detail must be shown.
Nailsea & Backwell	–	–	S	
Yatton	–	–	S	

GW105 UFFINGTON TO FORDGATE VIA BOX				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Yatton Loops	–	–	S	
Worle	–	–	S	
Worle Junction	–	–		*To/from Weston–super–Mare – GW107*
Uphill Junction	–	–		*To/from Weston–super–Mare – GW107*
Highbridge & Burnham	–	–	S	
Highbridge Goods Loop	–	–	S	
Bridgwater	–	–		
Bridgwater FD		–	S	
Fordgate				*To/from Cogload Jn – GW108*

GW107 WORLE JUNCTION TO UPHILL JUNCTION VIA WESTON–SUPER–MARE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Worle Junction	–	–		*To/from Parson Street – GW105*
Weston Milton	–	–	S	
Weston Super Mare	–	–		
Uphill Junction	–	–		*To/from Bridgwater – GW105*

GW108 FORDGATE TO PENZANCE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Fordgate				*To/from Bridgwater – GW105*
Cogload Junction	–	–		*To/from Athelney – GW500*
Taunton E604 Signal	–	–	S	Shunting moves only
Taunton East Jn	UDR	–	X	To Fairwater Yard via UDR
Taunton	– RL	– UDR		Platform detail must be shown.
Taunton E483 Signal	–	–	S	Shunting moves only
Taunton E619 Signal	–	–	S	Shunting moves only
Fairwater Yard	UDR		S	
Norton Fitzwarren Junction	–	– DRL		*To/from West Somerset Railway*
Whiteball Tunnel	–	–		
Tiverton Parkway	–	–		
Tiverton Loop	–	–		
Cowley Bridge Junction	–	–		*To/from Crediton – GW606*
Exeter Riverside New Yard	–	–	S	
Exeter St.Davids Signal E664	–	–	S	Shunting moves only
Exeter St. David's	–	–		Platform detail must be shown. *To/from Exeter Central – GW610*
Exeter TMD	–	–	S	
Exeter St.Davids Signal E677	–	–	S	Shunting moves only
Exeter St.Davids Signal E679	–	–	S	Shunting moves only
Exeter St.Davids Signal E35		–	S	Shunting moves and regulating as req only
Exeter St. Thomas	–	–	S	Platform detail must be shown.
Exeter City Basin	–	–	S	
Marsh Barton	–	–	S	
Starcross	–	–	S	Platform detail must be shown.
Dawlish Warren	–	–		Platform detail must be shown.
Dawlish	–	–		Platform detail must be shown.
Teignmouth	–	–		Platform detail must be shown.
Hackney Yard	–	–	S	
Newton Abbot East Junction				*To/from Heathfield – GW618*

GW108 FORDGATE TO PENZANCE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Newton Abbot	–	–		Platform detail must be shown.
Newton Abbot West Junction	–	–		*To/from Paignton – GW620*
Dainton Tunnel	–	–		
Totnes	–	–		Platform detail must be shown.
Aish	–	–		
Ivybridge	–	–		Platform detail must be shown.
Hemerdon	–	– UGL		
Tavistock Junction TC	–	–	S	
Laira Junction	–	–	X	*To/from Mount Gould Jn – GW628/GW629*
Lipson Junction	–	–		*To/from Mount Gould Jn – GW630*
Plymouth	–	–		Platform detail must be shown.
Devonport	–	–	S	Platform detail must be shown.
Dockyard	–	–	S	Platform detail must be shown.
Keyham	–	–	S	Platform detail must be shown.
Dockyard Junction				
St. Budeaux Junction	–	–		*To/from St Budeaux Victoria Road – GW637*
St. Budeaux Ferry Road	–	–	S	Platform detail must be shown.
Saltash	–	–		Platform detail must be shown.
St Germans	–	–		Platform detail must be shown.
SIG DM260 (LISK260)	**-**			**Timing point in down direction**
SIG UM259 (MENH259)		**-**		**Timing point in up direction**
Menheniot	–	–	S	Platform detail must be shown.
Liskeard	–	–		*To/from Coombe No.1 GF – GW640*
St Pinnock Viaduct East	–	–		
Largin	–	–		
Bodmin Parkway	–	–		
Lostwithiel Down Goods Loop	–	–	S	
Lostwithiel Up Goods Loop	–	–	S	
Lostwithiel	–	–		Platform detail must be shown.
Lostwithiel Yard	–	–	S	
Lostwithiel Fowey Branch Junction				*To/from Fowey Dock – GW650*
279M 67C (Down) *278M 69C (Up)*				*IBS*
Par	–	–		*To/from St Blazey Jn – GW660* Platform detail must be shown.
St. Austell	–	–	S	
Burngullow Junction	–	–		*To/from Parkandillack – GW672*
Probus	–	–		
Truro	–	–		
Penwithers Junction	–			**Timing point in Down direction** *To/from Penryn – GW680*
Baldhu				**Timing point in Down direction only (block signal)**
SIG R31 (BLDHR31)	**-**			**Timing point in down direction**
SIG R27 (REDRR27)	**-**			**Timing point in down direction**
SIG R14 (REDRR14)				**Timing point in up direction**
Redruth	–	–	S	
Roskear Junction				
SIG R10 (CBORR10)		–		**Timing point in up direction**
Camborne	–	–		
SIG R19 (STERR19)	**-**			**Timing point in down direction**

GW108 FORDGATE TO PENZANCE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
SIG R6 (CBORSR6)		**-**		**Timing point in up direction**
Hayle	–	–	S	Platform detail must be shown.
St. Erth	–	–		*To/from St. Ives – GW690*
Long Rock	–	–		
Ponsandane			S	
Penzance T& RSMD		–	S	
Penzance		–		Platform detail must be shown.

GW110 OLD OAK COMMON WEST TO SOUTH RUISLIP (EXCL.)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Old Oak Common West	–	RL	X	*To/from Ladbroke Grove – GW103* No route between Park Royal and Old Oak Common West
Park Royal	–	–		
Park Royal Marcon	–	–	S	
Greenford East Junction	–	–		*To/from Greenford South Jn –GW117*
Greenford West Junction	–	–		*To/from Greenford South Jn – GW174*
Route Boundary 8m60ch				*To/from South Ruislip – MD705* *Refer to NW&C Timetable planning rules*

GW117 GREENFORD SOUTH JUNCTION TO GREENFORD EAST JUNCTION			
TIMING POINT	**SINGLE**	**CODE**	**NOTES**
Greenford South Junction	–		*To/from Drayton Green – GW174* *To/from Greenford West Jn – GW174*
Greenford East Junction	–		*To/from Park Royal – GW110* *To/from Greenford West Jn – GW110*

GW130 ACTON WELLS JUNCTION TO ACTON EAST JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Acton Wells Junction	–	–		*Anglia Route timing point – EA1310*
Acton East Junction				*To/from Acton Main Line – GW103* *To/from Acton Yard*

GW174 WEST EALING TO GREENFORD WEST JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
West Ealing	–	RL		*To/from Acton West – GW103*
Drayton Green	–	–		*To/from Hanwell – GW176*
Castle Bar Park	–	–	S	
South Greenford	–	–	S	
Greenford South Junction	–	–		*To/from Greenford East – GW117* *To/from Greenford – GW175*
Greenford West Junction	–	–		*To/from South Ruislip – GW110*

GW175 GREENFORD SOUTH JUNCTION TO GREENFORD

TIMING POINT	SINGLE	CODE	NOTES
Greenford South Junction	–		*To/from Greenford East – GW117*
Greenford	–	S	LUL BAY

GW176 HANWELL TO DRAYTON GREEN

TIMING POINT	DOWN	UP	CODE	NOTES
Hanwell	RL	–		*To/from Acton West – GW103* *To/from Southall – GW103*
Drayton Green	–	–		*To/from West Ealing – GW174* *To/from Greenford South Jn – GW174*

GW178 SOUTHALL TO BRENTFORD GOODS

TIMING POINT	DOWN	UP	CODE	NOTES
Southall	–	GL		*To/from Southall TC – GW103*
Brentford Town	–	–		
Brentford Town Day & Sons	–	–	S	
Brentford Town W RTS	–	–	S	

GW180 HEATHROW AIRPORT JUNCTION TO HEATHROW TERMINALS 4 & 5

TIMING POINT	DOWN	UP	CODE	NOTES
Heathrow Airport Jn	ML RL URL	ML RL DML		*To/from Southall – GW103*
Stockley Junction	–	ML RL DH♥		Timing point for Up trains. ♥ Line Code only applies during reversible line working operation.
Heathrow Tunnel Junction	– ♣UH	– ♣DH ♣ DHR		♣Line codes are only required when running bi–directionally.
Heathrow Terminals 2 and 3	– ♥UH	– ♣DH ◆UH		Platform detail must be shown ♥Line code only required when running bi–directionally to T5 ◆Line code only required for trains starting from this location
Heathrow Terminal 4	–	–		Platform detail must be shown.
Heathrow Terminal 5		– ♣DH		Platform detail must be shown ♣ Line code only required when running bi–directionally.

GW182 WEST DRAYTON TO COLNBROOK

TIMING POINT	DOWN	UP	CODE	NOTES
West Drayton	–	RL		*To/from Heathrow Airport Jn – GW103*
Signal T3502		–		
Signal T3503	–			
Thorney Mill Stone Terminal		–	S	NB. Multiple operator specific TIPLOCS
Signal T3511	–			
Signal T3512		–		
Colnbrook Logistics Centre		–	S	NB. Multiple operator specific TIPLOCS
Colnbrook Oil Terminal		–	S	NB. Multiple operator specific TIPLOCS

GW184 SLOUGH TO WINDSOR & ETON				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Slough	–	ML –		*To/from Heathrow Airport Jn – GW103*
Slough Signal T3538	–	–	S	Shunting moves to/from Bay Platform 1 only
Windsor & Eton Central		–		

GW185 MAIDENHEAD TO MARLOW				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Maidenhead	–	RL		*To/from Slough – GW103*
Furze Platt	–	–	S	
Cookham	–	–	S	
Bourne End	–	–		Reverse
Marlow		–		

GW187 TWYFORD TO HENLEY-ON-THAMES				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Twyford	–	RL		*To/from Maidenhead – GW103*
Twyford T1632	–	–	S	Shunting moves to/from Twyford
Wargrave	–	–	S	
Shiplake	–	–	S	
Henley-on-Thames		–		

GW190 READING SPUR JUNCTION TO READING NEW JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Reading Spur Junction		–		*To/from Earley – SW210* Wessex Route timing point *Refer Wessex Timetable Planning Rules – SW210*
Reading New Junction	DML	–	X	*To/from Reading – GW103*

GW195 READING EAST JN TO READING SOUTHERN JN				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Reading Southern Jn	–	–		
Signal T1691	–		S	Down direction only

GW200 DIDCOT TO HEYFORD (EXCL.)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Didcot Parkway	DOX ^ UOX ”	–		*To/from Wantage Road – GW103* *To/from Reading West Junction – GW103* ^ DOX To Didcot North Jn via Down Oxford “ UOX to Didcot North Jn via Up Oxford reversible Platform detail must be shown.
Didcot Fuelling Point	–	–	S	
Didcot West Curve Junction	–		S	*To/from Foxhall Junction – GW250*
Didcot TC	– UOX*	–	S	* For services crossing to the Up Oxford in the down direction
Didcot North Jn	–^ UOX*	– GL		*To/from Foxhall Jn – GW103* ^For normal direction running from Didcot North Jn * For services crossing to the Up Oxford in the down direction
Appleford LC	–	–	X	Applied in the down direction for services crossing from the Up Oxford (reversible) to the Down Oxford, and in the up direction to services crossing from the Down Oxford (reversible) to the Up Oxford. For services to/from Appleford Sidings

GW200 DIDCOT TO HEYFORD (EXCL.)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Appleford Sidings		–	S	
Appleford	–	–	S	Platform detail must be shown.
Culham	–	–	S	Platform detail must be shown.
Radley	–	–	S	Platform detail must be shown.
Kennington Junction	–^ UOX*	–^ DOX”		*To/from Cowley - GW260* ^For maintaining or reverting to normal direction running * For services remaining on (at Kennington Jn), the Up Oxford in the down direction “For Up services via the Down Oxford
Kennington Goods Loop	–	–	S	
Hinksey South Jn	–	– DOX*	X	* for Up services via the Down Oxford
Hinksey Reception Lines	–	–	S	
Hinksey Sidings	–	–	S	Via Hinksey Reception lines
Hinksey North Jn	– URL UML	– DOX*		* for Up services via the Down Oxford
Oxford	DML DRL UML URL	URL UML DML		Platform detail (including through lines) must be shown
Oxford Up Carriage Sidings		–	S	
Oxford Down Carriage Siding 1		–	S	For trains stopping in Siding 1, or passing through to Siding 2
Oxford Down Carriage Siding 2		–	S	Trains enter via 9161Apts if not used with Siding 1 preceding
Oxford Down Carriage Siding 3		–	S	
Oxford Down Turnback Line		–	S	
Oxford Down Headshunt		–	S	For access to/from Engineers Sidings
Oxford Engineers Sidings		–	S	
Oxford North Jn	– DRL DML UML DB UB	UML URL DML	X	Timing point in the Up Direction and for all trains to/from Oxford Parkway *To /From Oxford Parkway – Refer to NW&C Timetable Planning Rules - MD736*
Wolvercote Jn	–	UML URL DML*		*To/from Charlbury – GW310* * Applicable for services from GW310 running reversibly from Wolvercote Jn.
Tackley	–	–	S	Platform detail must be shown.
Heyford	–	–		Platform detail must be shown. *Refer NW&C Timetable Planning Rules – MD401*

GW220 OXFORD ROAD JUNCTION TO READING WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Oxford Road Junction	UWC*	_		* trains running bi-directionally to Reading West Jn Up Passenger Loop. *To/from Southcote Junction – GW500* *To/from Reading – GW500*
Reading West Junction	UPL RL	_		*To/from Didcot Parkway – GW103* *To/from Reading – GW103*

GW225 READING CAVERSHAM ROAD JN to OXFORD ROAD JN (READING FEEDER LINES)

TIMING POINT	DOWN	UP	CODE	NOTES
Reading Caversham Road Jn				*To/from Reading – GW103*
Reading Signal T1726		UFM	S	
Reading Signal T1728		DFR	S	
Oxford Road Jn	–	DFR UFM		*To/from Southcote Jn – GW500*

GW240 DIDCOT EAST JUNCTION TO DIDCOT NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Didcot East Junction	–	ML RL		*To/from Didcot Parkway – GW103* *To/from Reading West Junction – GW103*
Didcot North Junction	–	–		*To/from Kennington Junction – GW200*

GW250 FOXHALL JUNCTION TO DIDCOT WEST CURVE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Foxhall Junction	– RL	–		*To/from Didcot Parkway – GW103* *To/from Wantage Road – GW103*
Didcot West Curve Junction				*To/from Didcot Parkway – GW200* *To/from Didcot North Junction – GW200*

GW260 KENNINGTON JUNCTION TO COWLEY

TIMING POINT	DOWN	UP	CODE	NOTES
Kennington Jn	–	–		*To/from Oxford – GW200*
Littlemore Sidings		–	S	
Cowley		–	S	

GW310 WOLVERCOTE JUNCTION TO PERSHORE (EXCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
Wolvercote Junction	–	–		*To/from Oxford - GW200*
Hanborough	–	–	S	
Combe	–	–	S	
Finstock	–	–	S	
Charlbury	–	–		Platform detail must be shown.
Ascott Under Wychwood	–	–		Platform detail must be shown.
Shipton	–	–	S	Platform detail must be shown.
Kingham	–	–	S	
Moreton in Marsh	–	–		Platform detail must be shown.

GW310 WOLVERCOTE JUNCTION TO PERSHORE (EXCLUSIVE)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Honeybourne	–	–		Platform detail must be shown.
Honeybourne North Junction	–	–	X	*To/from Long Marston – GW317*
Evesham	–	–		
Route Boundary: NW&C & Western and Wales				*Boundary at 112 miles 0 chains – To/From Pershore*

GW317 HONEYBOURNE NORTH JUNCTION TO LONG MARSTON				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Honeybourne North Junction	Single			*To/from Evesham - GW310*
Honeybourne Sidings	Single		S	
Honeybourne Staff Hut	Single		S	Trains MUST stop here to collect the Staff for the single line to Long Marston
Long Marston	Single			

GW401 ASHCHURCH (INCL.) TO WESTERLEIGH JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Ashchurch	–	–		Platform detail must be shown.
Ashchurch MOD	–	–	S	
Ashchurch War Dept. G.F	–	–	S	
Ashchurch G453 Signal	–	–	S	
Cheltenham G422 Signal	–	–	S	Shunt moves crossing to the Down Main
Cheltenham High St Goods Loop	–	–	S	Up goods loop at 86miles
Alstone Level Crossing	–	–	F	Freight trains stop to pick up/set down token for Sharpness branch
Alstone Carriage Sidings	–	–	S	Reversal point for Cheltenham terminating trains
Cheltenham Spa	–	–		Platform detail must be shown.
Cheltenham Lansdown Loop	–	–	S	
Barnwood Junction	–	–		*To/from Horton Road Jn – GW700*
Gloucester New Yard	–	–	S	
G356 Signal	UDG		S	Recess on Up/Down Goods
G339 Signal		UDG	S	Recess on Up/Down Goods
Gloucester Yard Junction	–	–		*To/from Horton Road Jn – GW490*
Haresfield Loop	–	–	S	
Standish Junction	–	–		*To/from St Mary's Level Crossing - GW480*
Cam & Dursley	–	–	S	Platform detail must be shown.
Berkeley Road Junction	–	–	X	*To/from Sharpness GW425*
Charfield				
Yate Middle Junction				*To/from Tytherington – GW430*
Yate	– UL*	–		* for use when running bi-directionally between Yate South Jn and Westerleigh Jn
Yate South Junction				*To/from Westerleigh – GW440*
Westerleigh Junction	–	–		*To/from Bristol Parkway – GW600*

GW425 BERKELEY ROAD JUNCTION TO SHARPNESS				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Berkeley Road Junction	–	–		*To/from Standish Jn – GW401* NB Sharpness branch trains should be timed to stop at Alstone Level Crossing to pick up/set down token (refer GW401)
Berkeley N Electric Sdng	–	–	S	
Sharpness Docks	–	–	S	

GW430 YATE MIDDLE JUNCTION TO TYTHERINGTON				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Yate Middle Junction				*To/from Yate – GW401* Trains to Tytherington stop to pick up/set down token
Tytherington	–	–		

GW440 YATE SOUTH JUNCTION TO WESTERLEIGH				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Yate South Junction				*To/from Yate – GW401*
Yate Signal 568		–	S	Timing point for up trains only
Westerleigh Murco Oil Terminal	–		S	
Westerleigh Refuse Terminal	–		S	

GW450 STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Stoke Gifford Junction				*To/from Bristol Parkway – GW600*
Stoke Gifford Depot	–			*Primary Entrance*
Filton Junction	–	–		*To/from Patchway – GW540*
Filton Abbey Wood	ML RL	UF DF		Platform detail must be shown.
Horfield Junction	ML RL	ML RL		Trains to Up Bristol Loop line must run via Down Filton Relief line.
Narroways Hill Junction	RL	RL		*To/from Clifton Down – GW454* To/ From Relief Lines Only. Timing point for trains on RL only.
Stapleton Road	– RL	– RL	S	Platform detail must be shown.
Lawrence Hill	– RL	– RL	S	Platform detail must be shown.
Lawrence Hill GF	–	–	S	
Barrow Road RTS		–	S	
Dr. Days Junction	DF DR	ML RL		*To/from North Somerset Jn – GW530* *trains to North Somerset Jn or Bristol Barton Hill WRD Trains to Up Bristol Loop line must run via Down Filton Relief line.
Bristol Barton Hill WRD	–	–	S	
Bristol Signal BL1820				Tiploc BRST820 – Maximum 5 car turnback
Bristol East Junction	DM DF UM* UF* UR DR	UF UR		*To/from Bristol Temple Meads – GW105* **Planning note: The line code between Bristol East Junction and Bristol Temple Meads is the running line the train is on as it passes under Bristol East Jn signal gantry.**

GW4501 STOKE GIFFORD JUNCTION TO BRISTOL BULK HANDLING TERMINAL

TIMING POINT	DOWN	UP	CODE	NOTES
Stoke Gifford Junction				*To/from Bristol Parkway – GW600*
Filton West Junction	–	–		*To/from Patchway – GW540* *To/from Filton Abbey Wood – GW450*
Hallen Moor	–	–	S	
Hallen Marsh Junction	–	–		*To/from St Andrews Jn – GW454*
Holesmouth Junction	–	–		*To/from St Andrews Jn – GW454*
Avonmouth National Power	–	–	S	
Avonmouth BBHT		–	S	

GW451 FILTON JUNCTION TO FILTON WEST JUNCTION (FILTON CHORD)

TIMING POINT	DOWN	UP	CODE	NOTES
Filton Abbey Wood	–	–		Platform detail must be shown.
Filton Junction				*To/from Filton Abbey Wood – GW540*
Filton signal 2052		–	S	
Filton West Junction	–	–		*To/from Hallen Marsh Jn – GW4501*

GW454 SEVERN BEACH TO NARROWAYS HILL JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Severn Beach	–			
Severnside SITA	–	–	S	
Holesmouth Junction	–	–		
Avonmouth West Wharf FLHH	–	–	S	
St. Andrews Road	–	–	S	
St. Andrews Junction	–	–		
Avonmouth	–	–		Platform detail must be shown
Portway Park and Ride	–	–	S	
Shirehampton	–	–	S	
Sea Mills	–	–	S	
Clifton Down	–	–		Platform detail must be shown.
Redland	–	–	S	
Montpelier	–	–	S	
Narroways Hill Junction	–	–		*To/from Dr Days Jn – GW450*

GW480 SWINDON TO STANDISH JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Swindon	– UK*	–		*To/from Uffington – GW105* Platform detail must be shown. * trains running via the Up Kemble (down direction) between Swindon Platform 1 or 2 and Rodbourne Jn
Rodbourne Jn	–	– DK*		* trains to Swindon Platform 3 or running via the Down Kemble (up direction) to Platforms 1 or 2
Kemble	–	–		Platform detail must be shown.
St. Mary's Level Crossing	–	–		
Stroud	–	–	S	Platform detail must be shown.
Stonehouse	–	–	S	Platform detail must be shown.
Standish Junction	–	–		*To/from Gloucester Yard Jn – GW401*

GW490 GLOUCESTER YARD JUNCTION TO HORTON ROAD JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Gloucester Yard Junction	–	–		*To/from Standish Junction – GW401*
Horton Road Junction	–	–		*To/from Gloucester – GW700*

GW500 READING TO COGLOAD JUNCTION VIA WESTBURY AND FROME AVOIDING LINES (BERKS AND HANTS LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Westbury Line Junction				*To/from Reading – GW103*
Reading Triangle Sidings	–	–	S	
Reading Signal T1716		–	S	
Reading Signal T1714	–		S	Shunting moves only
Reading Signal T1728		DFR	S	* Up Trains on the Down Feeder Relief of less than 4400t to be timed to stop here where it would otherwise be necessary to add pathing time approaching Reading.
Reading Signal T1726		UFM	S	* Up Trains on the Up Feeder Main of less than 4400t to be timed to stop here where it would otherwise be necessary to add pathing time approaching Reading.
Oxford Road Junction	–	– * UWC• WL DW € UFM DFR DWL$		*Trains to Reading West Jn via Down West Curve • trains running via the Up West Curve in the down direction towards the Up Passenger Loop at Reading West Jn having reversed at Reading West € trains running via the Down Westbury in the Up Direction having reversed at Reading West $ trains travelling in the up direction using 8458pts to access Platforms 3 or 7 to avoid conflict with anything at 8441pts coming to/from the Festival Line going to/from Platform 8. *To/from Reading West Jn – GW220*
Reading West	–	– DW*	S	*reversing trains running via the Down Westbury in the up direction.
Reading Signal T2804	–	– DW*	S	Shunting moves only * reversing trains running via the Down Westbury in the up direction.
Southcote Junction	–	–		*To/from Bramley - SW125* Refer to Wessex Route Timetable Planning Rules.
Theale Signal T2831	–		X	Trains for Theale terminals
Theale	–	–		
Theale Loop	–	–	S	
Theale Reception Lines	–	–	S	
Theale ARC	–	–	S	
Theale Lafarge	–	–	S	
Theale Foster Yeoman	–	–	S	
Theale Murco	–	–	S	
Theale Signal T2834		–	X	Trains for Theale terminals
Towney Down Loop	–		S	
Aldermaston	–	–	S	Platform detail must be shown.
Midgham	–	–	S	Platform detail must be shown.
Thatcham	–	–	S	
Newbury Racecourse Signal T6831		–	S	Shunting moves only from Up Westbury to Down Westbury or Down Newbury Loop

GW500 READING TO COGLOAD JUNCTION VIA WESTBURY AND FROME AVOIDING LINES (BERKS AND HANTS LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Newbury Racecourse C.E. Siding	–	–	S	
Newbury Racecourse	– DNL	–	SX	Platform detail must be shown
Newbury Signal T2865	–	DW	S	Shunting moves only
Newbury Signal T2867	DNL	DNL	S	Shunting moves and regulation only
Newbury	–	– DNL DW		Platform detail must be shown.
Newbury Signal T6844	–	–	S	Shunting moves only
Kintbury	–	–	S	Platform detail must be shown.
Hungerford Loop		–	S	
Hungerford	–	–	S	
Bedwyn	–	–		Platform detail must be shown.
Bedwyn Reversing Siding	–	–	S	
Pewsey	–	–	S	
Woodborough				Trains timed via the Goods Loops must show UGL or DGL in the platform detail field
Lavington	–	–		
Westbury Cement Works	–		S	
Heywood Road Junction	–	–		*To/from Westbury – GW560*
Fairwood Junction	–	–		*To/from Westbury – GW560*
Clink Road Junction	–	–		*To/from Frome – GW570*
Blatchbridge Junction	–	–		*To/from Frome – GW570*
East Somerset Junction	–	–		*To/from Merehead Quarry Jn – GW580*
Bruton	–	–	S	Platform detail must be shown.
Castle Cary	–	–		Platform detail must be shown. *To/from Yeovil Pen Mill - SW175* Refer to Wessex Route Timetable Planning Rules.
Somerton G.F.	–	–		
Athelney LC	–	–		
Cogload Junction	–	–		*To/from Taunton – GW108*

GW5001 BEECHGROVE GF TO WESTBURY SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Beechgrove GF	–	–	S	*To/from Wilton Jn - SW170* Refer Wessex Timetable Planning Rules
Warminster MOD			S	
Warminster	–	–		
Dilton Marsh	–	–	S	Platform detail must be shown.
Westbury South Junction				*To/from Westbury – GW560*

GW510 WESTBURY NORTH JUNCTION TO BATHAMPTON JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Westbury North Junction				*To/from Westbury – GW560*
Westbury Down Trowbridge Siding	–	–	S	Shunt moves only
Hawkeridge Junction	–	–	XF	*To/from Westbury East Loop Junction – GW520*
Trowbridge	–	–	S	
Bradford Junction	–	–		*To/from Thingley Jn (via Melksham) – GW523*
Bradford-on-Avon		–		All trains in the Up direction only to be timed here.
Avoncliff	–	–	S	Platform detail must be shown.
Freshford	–	–	S	Platform detail must be shown.
Signal BL1990		–		All trains in the Up Direction only to be timed here
Signal BL1995	–		S	Down Direction only
Bathampton Junction	–	–		*To/from Bath Spa – GW105*

GW520 WESTBURY EAST LOOP JUNCTION TO HAWKERIDGE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Westbury East Loop Junction				*To/from Heywood Road Junction – GW560* *To/from Westbury – GW560*
Hawkeridge Junction	–	–		*To/from Westbury – GW510* *To/from Bradford Junction – GW510*

GW523 THINGLEY JUNCTION TO BRADFORD JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Thingley Junction	–	–		*To/from Chippenham – GW105*
Melksham	–	–	S	
Bradford Junction	–	–		*To/from Westbury – GW510*

GW530 NORTH SOMERSET JN TO DR. DAY'S JN ("RHUBARB LOOP")

TIMING POINT	DOWN	UP	CODE	NOTES
North Somerset Junction	–	UBL		*To/from Bristol East Junction – GW103* *To/from Bath Spa – GW103* *To/from St.Philip's Marsh Depot - GW528*
Dr. Day's Junction	UBL DBL	–		*To/from Bristol East Junction – GW450* *To/from Narroways Hill Junction – GW450*

GW540 FILTON JUNCTION TO PATCHWAY JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Filton Abbey Wood	–	–		Platform detail must be shown.
Filton Junction				*To/from Filton Abbey Wood – GW450*
Patchway	–	–		*To/from Pilning – GW600* Platform detail must be shown.

GW5401 FILTON WEST JUNCTION TO PATCHWAY JUNCTION (PATCHWAY CHORD)

TIMING POINT	DOWN	UP	CODE	NOTES
Filton West Junction	–	–		*To/from Hallen Marsh Jn – GW4501*
Patchway	–	–		*To/from Pilning – GW600* Platform detail must be shown.

GW548 PARSON STREET JUNCTION TO PORTBURY TERMINALS

TIMING POINT	DOWN	UP	CODE	NOTES
Parson Street	–	ML RL		*To/from Bristol West Jn – GW105*
Ashton Junction	–	–		Single Line
Ashton Junction Signal BL2192		–		Timing point in up direction
Portbury Dock Stop Board	–	–		
Portbury Coal Terminal *or*				
Portbury Automotive Terminal				

GW560 HEYWOOD ROAD JUNCTION TO FAIRWOOD JUNCTION VIA WESTBURY

TIMING POINT	DOWN	UP	CODE	NOTES
Heywood Road Junction	–	–		
Westbury East Loop Junction				*To/from Hawkeridge Jn – GW510*
Westbury North Junction				*To/from Bradford Junction – GW510*
Westbury	–	–		Platform detail must be shown.
Westbury Up TC	–	–	S	
Westbury South Junction				*To/from Warminster – GW5001*
Westbury Down TC	–	–	S	
Fairwood Junction	–	–		

GW570 CLINK ROAD JUNCTION TO BLATCHBRIDGE JUNCTION VIA FROME

TIMING POINT	DOWN	UP	CODE	NOTES
Clink Road Junction	–	–		
Frome North	–	–	X S	*To/from Whatley Quarry – GW572*
Frome	–	–		
Blatchbridge Junction	–	–		

GW572 FROME NORTH JUNCTION TO WHATLEY QUARRY

TIMING POINT	DOWN	UP	CODE	NOTES
Frome North	–	–	X	*To/from Clink Road Jn – GW500*
Whatley Quarry		–		

GW580 EAST SOMERSET JUNCTION TO CRANMORE

TIMING POINT	DOWN	UP	CODE	NOTES
East Somerset Junction	–	–		*To/from Blatchbridge Jn – GW500*
Merehead Quarry Junction	–	–		
Whites Crossing Siding		–		
Merehead Quarry		–		
Cranmore		–		

GW600 WOOTTON BASSETT JUNCTION TO PILNING				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Wootton Bassett Junction	–	–		*To/from Swindon – GW105*
Hullavington	–	–		
Chipping Sodbury		–	S	
Westerleigh Junction	–	–		*To/from Yate – GW401*
Bristol Parkway	–	–		Platform detail must be shown.
Stoke Gifford Down Yard	–	–	S	
Stoke Gifford Junction				*To/from Filton Abbey Wood – GW450* *To/from Filton West Jn– GW4501*
Stoke Gifford Depot		–		Primary Exit
Stoke Gifford Patchway secondary connection				No trains to be planned unless written agreement with depot manager
Patchway	– UT	UT DT		Platform detail must be shown. *To/from Filton Jn – GW540*
Pilning	– UT	–		Platform detail must be shown. UT for bi–directional use only *To/from Severn Tunnel East Junction – GW900*

GW606 COWLEY BRIDGE JUNCTION TO BARNSTAPLE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Cowley Bridge Junction	–	–		*To/from Exeter – GW108*
Newton St. Cyres	–	–	S	
Crediton	–	–		Platform detail must be shown. *To/from Meldon Quarry – GW608*
Yeoford	–	–	S	
Copplestone	–	–	S	
Morchard Road	–	–	S	
Lapford	–	–	S	
Eggesford	–	–		Platform detail must be shown.
Kings Nympton	–	–	S	
Portsmouth Arms	–	–	S	
Umberleigh	–	–	S	
Chapleton	–	–	S	
Barnstaple	–	–		

GW608 CREDITON TO MELDON QUARRY				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Crediton	–	–		*To/from Eggesford – GW606*
Sampford Courtenay	–	–	S	
Okehampton		–		Token exchange to/from Meldon
Meldon Quarry		–		

GW610 CRANNAFORD L.C. (INCL.) TO EXETER ST. DAVID'S

TIMING POINT	DOWN	UP	CODE	NOTES
Crannaford Level Crossing				
Pinhoe	–	–		
Exmouth Junction CE Works		–	S	
Exmouth Junction	–	–		*To/from Topsham – GW611*
St. James Park	–	–	S	Platform detail must be shown.
Exeter Central Signal E730	–	–	S	Exeter Central east end shunting moves only
Exeter Central	–	–		Platform detail must be shown.
Exeter St. Davids	–	– RVL		*To/from Cowley Bridge Jn – GW108* Platform detail must be shown

GW611 EXMOUTH JUNCTION TO EXMOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
Exmouth Junction	–	–		*To/from Exeter Central – GW610*
Polsloe Bridge	–	–	S	
Digby & Sowton	–	–	S	
Newcourt	–	–	S	
Topsham	–	–		
Exton	–	–	S	
Lympstone Commando	–	–	S	
Lympstone Village	–	–	S	
Exmouth		–		

GW618 NEWTON ABBOT EAST JUNCTION TO HEATHFIELD

TIMING POINT	DOWN	UP	CODE	NOTES
Newton Abbot East Junction				*To/from Newton Abbot – GW108*
Heathfield		–		

GW620 NEWTON ABBOT WEST JUNCTION TO GOODRINGTON C.S.

TIMING POINT	DOWN	UP	CODE	NOTES
Newton Abbot West Junction	–	–		*To/from Newton Abbot – GW108*
Torre	–	–	S	Platform detail must be shown.
Torquay	–	–	S	
Paignton Signal 3	–		S	For shunt moves to/from Paignton only
Paignton	–	–		Platform detail must be shown.
Paignton Crossover G.F. P&DSR		–	X	*To/from Paignton & Dartmouth Steam Railway*
Goodrington Sands Carriage Siding		–		

GW628 LAIRA JUNCTION TO CATTEWATER VIA SPEEDWAY JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Laira Junction	–	–	X	*To/from Hemerdon – GW108*
Speedway Junction				
Mount Gould Junction	–	–		
Mount Gould Carriage Wash	–	–	S	
Turnchapel Branch Junction				
Plymouth Friary SS	–	–		
Cattewater		–		

GW629 LAIRA JUNCTION TO MOUNT GOULD JN				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Laira Junction	–	–	X	*To/from Hemerdon – GW108*
Laira T & RSMD	–	–	S	
Mount Gould Junction	–	–		*To/from Plymouth Friary SS – GW628*

GW630 LIPSON JN TO MOUNT GOULD JN				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Lipson Junction	–	–		*To/from Plymouth – GW108*
Speedway Junction				
Mount Gould Junction	–	–		*To/from Plymouth Friary SS – GW628*

GW637 ST BUDEAUX JUNCTION TO GUNNISLAKE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
St. Budeaux Junction	–	–		*To/from Plymouth – GW108*
St. Budeaux Victoria Road	–	–		
Ernesettle Sidings	–	–	S	
Bere Ferrers	–	–	S	
Bere Alston	–	–		
Calstock	–	–	S	
Gunnislake		–		

GW640 LISKEARD TO LOOE VIA COOMBE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Liskeard	–	–		*To/from St Germans / St Pinnock Viaduct East – GW108*
Liskeard GF	–	–	S	
Coombe No.1 GF	–	–		
Coombe Junction Halt	–	–	S	
Coombe No.2 GF				*To/from Moorswater – GW642*
St. Keyne	–	–	S	
Causeland	–	–	S	
Sandplace	–	–	S	
Looe		–		

GW642 COOMBE (EXCL.) TO MOORSWATER

TIMING POINT	DOWN	UP	CODE	NOTES
Coombe No.2 GF				*To/from Coombe No.1 GF – GW640*
Moorswater Lafarge Sidings		–		

GW650 LOSTWITHIEL TO CARNE POINT, FOWEY

TIMING POINT	DOWN	UP	CODE	NOTES
Lostwithiel	–	–		
Lostwithiel Yard	–	–	S	
Lostwithiel Junction				*To/from Lostwithiel – GW108*
Fowey Dock Carne Point		–		

GW660 PAR TO NEWQUAY

TIMING POINT	DOWN	UP	CODE	NOTES
Par	–	–		*To/from Lostwithiel – GW108* Platform detail must be shown.
St. Blazey Junction	–	–		
St. Blazey LIP		–	S	
St. Blazey SS		–	S	
Luxulyan	–	–	S	
Goonbarrow Junction	–	–		
Bugle	–	–	S	
Roche		–	S	
St. Columb Road	–	–	S	
Quintrel Downs	–	–	S	
Newquay		–		

GW672 BURNGULLOW TO PARKANDILLACK

TIMING POINT	DOWN	UP	CODE	NOTES
Burngullow Junction	–	–		*To/from Par – GW108*
Burngullow ECC		–	S	
Treviscoe ECC Siding		–	S	
Parkandillack		–		

GW680 PENWITHERS TO FALMOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
Penwithers Junction	–	–		*To/from Truro – GW108*
Perranwell	–	–	S	
Penryn	–	–		Platform detail must be shown
Penmere	–	–	S	
Falmouth Town	–	–	S	
Falmouth Docks		–		

GW690 ST. ERTH TO ST. IVES

TIMING POINT	DOWN	UP	CODE	NOTES
St. Erth	–	–		*To/from Long Rock – GW108*
Lelant Saltings	–	–	S	
Lelant	–	–	S	
Carbis Bay	–	–	S	
St Ives		–		

GW700 GLOUCESTER BARNWOOD JUNCTION TO SEVERN TUNNEL JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Barnwood Junction	ML DGL	–		*To/from Cheltenham Spa – GW401*
Horton Road Junction	–	ML UGL		*To/from Gloucester Yard Jn – GW490*
Gloucester Carriage Sidings	–	–	S	
Gloucester	– UM♣	–		Platform detail must be shown. Values which can be shown in the "Platform Details" field are: 1 – Platform 1 2 – Platform 2 3 – Platform 3 (Bay) 4 – Platform 4 UML – Up Main Line URL – Up Relief Line ♣ UM line-code only required when running bi–directionally to Over Jn. Any train using Platform 4 or the Up Relief when travelling towards Lydney needs to be timed at Over Junction
Gloucester Signal G419	–	–	S	
Over Jn	–		X	
Awre	–	–		
Lydney Signal 1416	–	–	S	
Lydney Down and Up Loops	–	–	S	
Lydney	–	–		
Chepstow Signal 6421	–	–	S	
Chepstow	–	–		
Caldicot	–	–	S	
Severn Tunnel Junction	ML RL	–		*To/from Llanwern West Jn – GW900*

GW710 LLANWERN STEELWORKS EAST CONNECTION TO LLANWERN WEST JUNCTION – CONNECTION VIA TATA STEEL INFRASTRUCTURE

TIMING POINT	DOWN	UP	CODE	NOTES
Steel Works East	–	RL		*To/from Severn Tunnel Jn – GW900*
Llanwern Exchange Sidings	–	–	S	
Llanwern Coal Sidings	–		S	
Llanwern Tippler Siding	–		S	
Llanwern West Junction	RL	–		*To/from Maindee West Jn – GW900*

GW720 FIFOOTS POINT POWER STATION TO EAST USK GF				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Fifoots Point Power Station	–			
East Usk Branch Birdport	–	–	S	
East Usk	–	–		*To/from Maindee East Jn – GW900*

GW730 SHREWSBURY TO NEWPORT MAINDEE WEST JN (NORTH AND WEST LINE)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Shrewsbury	– UH	–		UH from Platform 3 to English Bridge only
English Bridge Junction	–	–		*To/from Abbey Foregate Jn – GW732*
Sutton Bridge Junction	–	–		
Condover				*IBS if signal box in rear (in direction of travel) is open*
Dorrington	–	–		
Leebotwood				*IBS if signal box in rear (in direction of travel) is open*
Church Stretton	–	–	S	
Marsh Brook L.C.	–	–		
Craven Arms Up Siding		–		
Craven Arms	–	–		Platform detail must be shown. Values which can be shown in the "Platform Details" field are: 1 – Platform 1 2 – Platform 2 DGL – Down Goods Loop
Craven Arms Junction				*To/from Knighton – GW910*
Bromfield	–	–		
Ludlow	–	–	S	
Woofferton	–	–		
Leominster	–	–		
Moreton – on – Lugg	–	–		*To/from Moreton-on-Lugg Sidings*
Shelwick Junction	–	–		*To/from Ledbury – GW340*
Hereford Signal H47 (HEREF47)	–	–	S	
Hereford Yard	–	–		*To MEB Sidings – GW750*
Hereford	–	–		Platform detail must be shown. Values which can be shown in the "Platform Details" field are: 1 – Platform 1 2 – Platform 2 3 – Platform 3 4 – Platform 4 (Bay) DS1 - Sidings
Hereford Diesel Sidings	–	–		
Tram Inn	–	–		
Pontrilas	–	–		
Abergavenny Signal 38		–		Mandatory on the Up
Abergavenny	–	–		
Little Mill Junction	–	–		
Pontypool & New Inn	–	–	S	
Panteg	–	–	S	
Cwmbran	–	–	S	
Maindee North Junction	–	–		*To/from Maindee East Jn – GW740*
Maindee West Junction		–		*To/from Newport – GW900*

GW731 ABBEY FOREGATE JUNCTION TO WREXHAM NORTH JN				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Abbey Foregate Jn	–	–		*To/from English Bridge – GW732*
Shrewsbury	–	–		Platform detail must be shown. *To/from Harlescott Crossing – GW735* *To/from English Bridge Jn – GW730*
Gobowen	–	–		
Chirk	–	–	S	
Chirk Kronospan	–	–	S	
Ruabon	–	–	S	
Croes Newydd North Fork	–	–	S	
Wrexham General	–	–		
Wrexham North Junction	–	–		*Start/end of single line* *To/from NW3005 Wrexham North Jn* *Please refer to NW&C edition of the Timetable Planning Rules*

GW732 ABBEY FOREGATE JUNCTION TO ENGLISH BRIDGE JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Abbey Foregate Junction	–	–		*To/from Wellington – MD801* *To/from Shrewsbury – MD801* *To/from Abbey Foregate C.S.*
English Bridge Junction	–	–		*To/from Sutton Bridge Junction – GW730* *To/from Shrewsbury – GW730*

GW733 SUTTON BRIDGE JUNCTION TO ABERYSTWYTH				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Sutton Bridge Jn	–	–		*To/from Shrewsbury – GW730*
Westbury Down	–	–		Use in down direction only
Westbury Up	–	–		Use in up direction only
Welshpool	DM	UM		Platform detail must be shown
Fron Jn	DM	UM		
Newtown	–	–		Platform detail must be shown
Caersws	–	–	S	
Talerddig	–	–		
Machynlleth carriage sidings	–	–		
Machynlleth	–	–		Platform detail must be shown
Dovey Jn Down Loop	–	–		
Dovey Jn	–	–		Platform detail must be shown *To/from Tywyn – GW734*
Borth	–	–		
Pant-y-Peron	–	–		
Bow Street	–	–	S	
Llanbadarn	–	–		
Aberystwyth		–		

GW734 DOVEY JUNCTION TO PWLLHELI				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Dovey Jn	-			*To/from Machynlleth – GW733*
Penhelig	-		S	
Aberdovey	-		S	
Tywyn	-			Platform detail must be shown
Tonfanau	-		S	
Llwyngwril	-		S	
Fairbourne	-		S	
Morfa Mawddach	-		S	
Barmouth	-			Platform detail must be shown
Llanaber	-			
Talybont	-		S	
Dyffryn Ardudwy	-		S	
Llanbedr	-		S	
Pensarn	-		S	
Llandanwg	-		S	
Harlech	-			Platform detail must be shown
Tygwyn	-		S	
Talsarnau	-		S	
Llandecwyn	-		S	
Penrhyndeudraeth	-		S	
Minffordd	-		S	
Beddgelert (Welsh Highland)				
Cae Pawb Flat Crossing	-			
Porthmadog (Welsh Highland)				
Porthmadog	-			Platform detail must be shown
Criccieth	-		S	
Penychain	-			
Abererch	-		S	
Pwllheli East	-			
Pwllheli	-			
Pwllheli Station Sidings	-	-		

GW735 SHREWSBURY CREWE JUNCTION TO NANTWICH				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Shrewsbury	–			Platform detail must be shown. *To/from Wellington – MD801.* *To/from English Bridge Jn – GW730*
Harlescott Crossing	–	–		
Yorton	–	–	S	
Wem	–	–		
Prees	–	–		
Whitchurch	–	–	S	
Wrenbury	–	–		
Nantwich		–		*To/from Crewe Gresty Lane Signal Box – NW1007.* Refer to NW&C Timetable Planning Rules.

GW740 MAINDEE EAST JUNCTION TO MAINDEE NORTH JUNCTION

TIMING POINT	SINGLE	CODE	NOTES
Maindee East Junction	–		*To/from Llanwern West Junction – GW900* *To/from Maindee West Junction – GW900*
Maindee North Junction	–		*To/from Little Mill Junction – GW730* *To/from Maindee West Junction – GW730*

GW750 HEREFORD BRECON CURVE GF TO MEB SIDING

TIMING POINT	DOWN	UP	CODE	NOTES
Hereford Yard	–	–		*To/from Hereford – GW730*
Bulmers Sidings		–	S	
MEB Siding		–		MEB Sidings Closed

GW770 EBBW VALE TOWN TO GAER JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Ebbw Vale Town	–	–		Single line
Ebbw Vale Parkway	–			Single line
Llanhilleth	–	–	S	Single line
Newbridge	–	–	S	Single line
Crosskeys Jn	–	–		
Crosskeys	–	–		
Risca	–	–	S	
Risca South Jn	–	–		
Rogerstone	–	–	S	Single line
Pye Corner	–	–	S	Single line
Park North Jn	–	–		
Park Junction	–	–		*To/from Machen – GW773* *To/from Ebbw Jn – GW780*
Gaer Junction	DM UM	–		*To/from Newport – GW900*

GW773 MACHEN QUARRY TO PARK JN

TIMING POINT	DOWN	UP	CODE	NOTES
Machen Quarry	–			
Park Junction	–	–		*To/from Gaer Jn – GW770*

GW780 PARK JUNCTION TO EBBW JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Park Junction	–	–		*To/from Machen – GW733* *To/from Gaer Jn – GW770*
5 Whistle Sidings	–	–		
Ebbw Junction	ML RL	–		*To/from Newport – GW900* *To/from Marshfield – GW900*

GW784 ALEXANDRA DOCK JN TO 160M 27C, BOUNDARY WITH ABP NEWPORT DOCKS

TIMING POINT	DOWN	UP	CODE	NOTES
Alexandra Dock Junction	–	–		*To/from Newport – GW900*
ABP Newport Docks		–		

GW790 PENGAM JN TO 4M 54C, BOUNDARY WITH ABP CARDIFF DOCKS				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Pengam Junction	–	–		*To/from Marshfield – GW900*
Cardiff Tidal TC				
Cardiff Docks		–		

GW810 RHYMNEY TO QUEEN STREET NORTH JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Rhymney North Ground Frame	–	–	S	
Rhymney Sidings	–	–	S	
Rhymney	–			
Rhymney South Ground Frame	–	–	S	
Pontlottyn	–	–	S	
Tir–Phil	–	–		Platform detail must be shown
Brithdir	–	–	S	
Bargoed Single Line Jn	–	–	S	Shunt moves from Bargoed Platform 2 to 1
Bargoed Viaduct Siding			S	Shunt moves to/ from Bargoed Platform 1
Bargoed	–	–		Platform detail must be shown
Gilfach Fargoed	–	–	S	
Pengam	–	–	S	
Hengoed	–	–	S	
Ystrad Mynach	–	–		Platform detail must be shown
Ystrad Mynach South	–	–	S X	*To/from Cwmbargoed – GW820* Trains timed via the Down Rhymney Loop must show DPL in the Platform Details field
Llanbradach	–	–	S	
Energlyn and Churchill Park	–	–	S	
Aber	–	–	S	
Caerphilly	–	–		Platform detail must be shown. Values which can be shown in the “Platform Details” field are: 1 – Platform 1 (Bay) 2 – Platform 2 (Down) 3 – Platform 3 (Up)
Lisvane Thornhill	–	–	S	
Llanishen	–	–	S	
Heath High Level	–	–	S	
Heath Junction	–	–		*To/from Coryton – GW828*
Queen Street North Junction				*To/from Queen Street – GW830*

GW820 CWMBARGOED TO YSTRAD MYNACH SOUTH				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Cwmbargoed Opencast Colliery	–			Single Line
Cwmbargoed	–	–		Single Line
Ystrad Mynach South	–	–		*To/from Caerphilly – GW810*

GW828 CORYTON TO HEATH JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Coryton	–			
Whitchurch	–	–	S	
Rhiwbina	–	–	S	
Birch Grove	–	–	S	
Ty Glas	–	–	S	
Heath Low Level	–	–	S	
Heath Junction	–	–		*To/from Queen Street – GW810*

GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Merthyr Tydfil	–			
Pentre–Bach	–	–	S	
Troed–y–Rhiw	–	–		
Merthyr Vale	–	–		
Quakers Yard	–	–	S	
Abercynon	–	–		*To/from Mountain Ash – GW834*
Stormstown	–	–	S	
Pontypridd Signal V753		–		For shunts to/from Pontypridd Station (North end)
Pontypridd Junction	–	–		*To/from Porth – GW835*
Pontypridd	–	–		Platform detail must be shown. Values which can be shown in the "Platform Details" field are: 1 – Platform 1 (Bay Platform) 2 – Platform 2 (Bi-directional) 3 – Platform 3 (Up Platform)
Pontypridd Signal V730	–			For shunts to/from Pontypridd Station (South end)
Trefforest	–	–	S	
Trefforest Estate	–	–	S	
Taffs Well	–	–		
Radyr	–	–		Platform detail must be shown. Values which can be shown in the "Platform Details" field are: 1 – Platform 1 2 – Platform 2 (Bi-directional) 3 – Platform 3
Radyr Junction				*To/from Ninian Park – GW840*
Llandaf	–	–	S	
Cathays	–	–	S	
Queen Street North Junction				*To/from Heath Jn – GW810*
Cardiff Queen Street	– UL	–		Platform detail must be shown. Values which can be shown in the "Platform Details" field are : 1 – Platform 1 (Bay) 2 – Platform 2 (Down Llandaff Loop) 3 – Platform 3 (Down Llandaff) 4 – Platform 4 (Up Llandaff) 5 – Platform 5 (Up Llandaff Loop)
Queen Street South Junction				*To/from Cardiff Bay – GW839*

GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
CVL East Boundary	–	–		
Cardiff Central	– RL	– DL		*To/from Marshfield – GW900* *To/from Pontyclun – GW900* Platform detail must be shown Platforms 4/6/7/8
Cardiff Radyr Branch Junction	–	–		*To/from Penarth Curve North Jn – GW840* Mandatory for trains to/from Penarth Curve North Jn & also for trains travelling from Penarth Curve South Jn via the Up Barry Relief.
Penarth Curve South Junction	–	– RL		*To/from Penarth Curve North Jn – GW860*
Grangetown	–	–	S	
Cogan Junction	–	–		*To/from Penarth – GW864*
Cogan	–	–	S	
Eastbrook	–	–	S	
Dinas Powys	–	–	S	
Barry Docks Line Junction				*To Barry Docks ABP*
Cadoxton	–	–		*From Barry Docks ABP*
Barry Docks ABP	–	–	S	
Barry Dock		–	S	
Barry	–	–		
Barry Junction				*To/from Aberthaw – GW870*
Barry Island		–		Single Line between Barry and Barry Island

GW834 HIRWAUN TO ABERCYNON				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Tower Colliery	–			
Aberdare	–	–		
Cwmbach	–	–	S	
Abercwmboi	–	–		Passing Loop only
Fernhill	–	–	S	
Mountain Ash	–	–		Platform detail must be shown
Penrhiwceiber	–	–	S	
Abercynon A187 Signal	–	–	S	Turn-back moves from direction of Pontypridd
Abercynon				*To/from Pontypridd – GW830*

GW835 TREHERBERT TO PONTYPRIDD JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Treherbert North GF	–	–	S	
Treherbert Sidings	–	–	S	
Treherbert	–			
Ynyswen	–	–	S	
Treorchy	–	–	S	
Ton Pentre	–	–	S	
Ystrad Rhondda	–	–		
Llwynpia	–	–	S	
Tonypandy	–	–	S	
Dinas Rhondda	–	–	S	
Porth	–	–		
Trehafod	–	–	S	
Pontypridd Signal V751		–		For Shunts to/from Pontypridd Station (North)
Pontypridd Junction				*To/from Pontypridd – GW830*

GW839 QUEEN STREET SOUTH JUNCTION TO CARDIFF BAY				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Queen Street South Junction				*To/from Cardiff Queen Street – GW830*
Cardiff Bay		–		

GW840 RADYR JUNCTION TO CARDIFF RADYR BRANCH JUNCTION VIA CITY LINES				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Radyr Junction				*To/from Radyr – GW830*
Danescourt	–	–	S	
Fairwater	–	–	S	
Waun–Gron Park	–	–	S	
CVL West Boundary	–	–		
Leckwith Loop Junction South				*To/from Leckwith Loop North Jn – GW850*
Ninian Park	–	–		
Penarth Curve North Junction	–	–		*To/from Penarth Curve South Jn – GW860*
Radyr Branch Junction	–	–		*To/from Cardiff Central – GW830*

GW850 LECKWITH LOOP NORTH JN TO LECKWITH LOOP SOUTH JN			
TIMING POINT	**SINGLE**	**CODE**	**NOTES**
Leckwith Loop North Junction	–		*To/from Cardiff Central – GW900* *To/from Pontyclun – GW900*
Leckwith Loop South Junction			*To/from Ninian Park – GW840* *To/from Radyr Junction – GW840*

GW860 PENARTH CURVE NORTH JN TO PENARTH CURVE SOUTH JN				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Penarth Curve North Junction	–	–		*To/from Ninian Park – GW840* *To/from Radyr Branch Junction – GW840*
Penarth Curve South Junction	–	–		*To/from Cardiff Central – GW830* *To/from Cogan Junction – GW830* *To Radyr Branch Junction – GW830*

GW864 COGAN JUNCTION TO PENARTH				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Cogan Junction	–	–		*To/from Penarth Curve South Jn – GW830*
Dingle Road	–	–	S	
Penarth		–		

GW870 BARRY TO BRIDGEND BARRY JUNCTION (VALE OF GLAMORGAN LINE)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Barry Junction				*To/from Barry – GW830*
Barry Down Passenger Loop	–		S	
Rhoose	–	–	S	
Aberthaw Reception Sidings	–	–	S	
Aberthaw Power Station	–	–	S	
Aberthaw	–	–		
Aberthaw Cement Works Lafarge	–	–	S	
Llantwit Major	–	–		
CF3433 Signal (Down)	–			Timing point in the Down direction
CF3440 Signal (Up)		–		Timing point in the Up direction
Bridgend Ford Sidings GF	–	–	S	
Cowbridge Road	–	–		
Bridgend PT3453 Signal (Dn VOG)	–	–	S	Shunting moves only
Bridgend PT7501 (Up VOG)	–	–	S	Shunting moves only
Bridgend Barry Junction				*To/from Bridgend – GW900*
Bridgend	–	–	S	

GW874 BRIDGEND LLYNFI JUNCTION TO MAESTEG				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Bridgend Llynfi Junction				*To/from Pontyclun – GW900*
Wildmill	–	–	S	
Sarn	–	–	S	
Tondu	–	–		*To/from Margam Abbey Works East Junction – GW877* *To/from Garw Loop – GW875*
Llynfi Goods Loop	–	–	S	
Garth	–	–	S	
Maesteg Ewenny Road	–	–	S	
Maesteg	–	–		

GW875 TONDU JUNCTION TO GARW LOOP

TIMING POINT	DOWN	UP	CODE	NOTES
Tondu	–	–		*To/from Maesteg – GW874* *To/from Margam Abbey Works East Junction – GW877*
Tondu Garw Loop	–	–		

GW877 TONDU TO PORT TALBOT DOCKS (OGMORE VALE EXTENSION LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Tondu	–	–		*To/from Maesteg – GW874/GW875*
Parc Slip Celtic Energy	–	–	S	
Margam LIP	–	–	S	
Margam Abbey Works East Junction	– OVE	–	S	Token Exchange Point – Trains to/from direction of Tondu MUST stop *To / from Margam Moors Jn –GW900*
Margam TC (Knuckle Yard)	–	–	S	
Port Talbot Grange Siding	–	–	S	–
Margam Abbey Works West Junction	OVE	– OVE	S	
Margam East Junction	– OVE	– OVE	X	
Margam Yard Junction	–	OVE	X	*To/from Port Talbot – GW900*
Port Talbot Docks		–		

GW890 COURT SART JUNCTION / BRITON FERRY UP FLYING LOOP JUNCTION TO MORLAIS JUNCTION (SWANSEA DISTRICT LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Briton Ferry West Junction		–		*To Port Talbot – GW900*
Court Sart Junction	–			*From Port Talbot – GW900*
Dynevor Junction	–	–		*To/from Jersey Marine Jn South – GW8901*
Jersey Marine Junction North	–	–	X	*To/from Jersey Marine Jn South – GW894*
Felin Fran	–	–		
Grovesend PT565		–	X	*For reversals behind PT565 signal to cross back to Up District, only*
Grovesend Colliery Loop Junction	–	–	X	*To/from Hendy Jn – GW897*
Morlais Junction	–	–		*To/from Llandeilo Jn – GW910*

GW8901 DYNEVOR JUNCTION TO JERSEY MARINE JUNCTION SOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
Dynevor Jn	–	–		*To Briton Ferry West Jn (UP) / from Court Sart Jn (DOWN) – GW890*
Jersey Marine Steel Supply			S	
Dynevor Ground Frame	–		S	
PT470 signal	–		S	Reversal point for trains to Jersey Marine Steel Supply
Jersey Marine Jn South	–	–		*To/from Swansea Burrows Sidings – GW892*

GW892 CWMGWRACH TO BURROWS SIDINGS

TIMING POINT	DOWN	UP	CODE	NOTES
Cwmgwrach	–			
Neath & Brecon Junction	–	–		*To/from Onllwyn – GW893*
Jersey Marine Junction South	–	–		*To/from Jersey Marine Jn North – GW892* *To/from Dynevor Jn – GW8901*
Swansea Burrows Sorting Sidings		–		

GW893 ONLLWYN TO NEATH & BRECON JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Onllwyn	–			
Brynteg Loading Pad			S	
Neath & Brecon Junction	–	–		*To/from Jersey Marine Jn South – GW892*

GW894 JERSEY MARINE JUNCTION NORTH TO JERSEY MARINE JUNCTION SOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
Jersey Marine Junction North	–	–		*To/from Felin Fran – GW890*
Jersey Marine Junction South	–	–		*To/from Burrows Sidings – GW892*

GW897 GROVESEND COLLIERY LOOP JUNCTION NORTH TO HENDY JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Grovesend Colliery Loop Jn	–	–	X	*To/from Felin Fran – GW890*
Hendy Junction	–	–		*To/from Pantyffynnon – GW910*

GW900 PILNING TO FISHGUARD HARBOUR

TIMING POINT	DOWN	UP	CODE	NOTES
Pilning	– UT	–		Platform detail must be shown. UT for bi–directional use only
Up Pilning Loop		–	S	
Severn Tunnel East	– UT	– DT UPL		DT & UT for bi–directional use only
Severn Tunnel West	– UT	– DT		DT & UT for bi–directional use only
Severn Tunnel Up Goods Loop		–	S	
Severn Tunnel Junction	ML RL	– DT		DT for bi–directional use only Platform detail must be shown *To/from Chepstow – GW700*
Signal NT1730		DRL	S	Signal for reversal on DRL
Signal NT1228		RL	S	Regulating point on Up Relief
Magor	ML RL	ML RL	X	
Llanwern Works East connection	RL	RL	X	Timing point for Exchange Sidings Timing point for all traffic on RL *To GW710*
Llanwern West Junction	ML RL	ML RL		Llanwern Exchange Sidings only accessible from RL
East Usk Junction	RL	RL	X	Timing point for East Usk Jn NY to/from Llanwern West direction Timing point to/from Uskmouth branch

GW900 PILNING TO FISHGUARD HARBOUR

TIMING POINT	DOWN	UP	CODE	NOTES
				To/from GW720
East Usk Junction New Yard	–	–	S	
Maindee East Jn	ML RL – *	ML RL – $	X	*To/from Maindee North Jn – GW740* * applies to trains to Maindee N. Jn $ applies to trains to E Usk Jn N Yd
Maindee West Junction	ML RL	ML RL		*To/from Maindee North Jn – GW730*
Newport	UM DM UR DR	ML RL		Platform detail must be shown.
Gaer Jn	ML RL	UM DM UR DR	X	*To/from Park Jn – GW770* *To/from Alexandra Dock yard*
Alexandra Dock Junction	RL	RL	S	*To/from Newport Docks – GW784*
Signal NT1273	RL		S	Traincrew relief in down direction only
Ebbw Jn	ML RL	ML RL GL		*To/from Park Jn – GW780* *To/from Alexandra Dock yard*
Marshfield	ML RL	ML RL		
Wentloog	–	RL	S	
Rumney River Bridge Jn	ML RL	ML RL	X	
Pengam Sidings	RL		S	
Pengam Junction	RL	RL	X	*To/from Tidal Sidings – GW790*
Moorland Road Junction	RL URL	RL	X	
Long Dyke Junction	B C D E	ML RL DRL		
Cardiff Central	– D E	B C D E		*To/From Cardiff Queen St – GW830* *To/From Penarth Curve South Jn – GW870* Platform detail must be shown Platform 0/1/2/3/4
Cardiff West Jn		–	S	Platform detail must be shown. **NB:** Not to be used for Cardiff shunts.
Cardiff 2328 Signal	–	–	S	Line A 'short' shunt
Cardiff 7048 Signal	–	–	S	Line E GPL shunt
Cardiff 2342 Signal	–	–	S	Line A 'long' shunt
Cardiff Brickyard Sidings	–	–	S	
Canton 2324 Signal	–		S	
Canton T & RSMD			S	
Leckwith Loop North Junction	–	A B C		*To/from Leckwith Loop South Junction – GW850*
Cardiff 2036 Signal	–	A B C		For reversing moves between Leckwith Bridge Ground Frame and Cardiff Central. Reversals at this location will require to be signaled manually, and Local Operations informed.
Miskin	–	–	S	
Pontyclun	–	–		
Llanharan	–	–	S	
Pencoed	–	–	S	
Tremains	–		S	
Barry Junction	–	–		
Bridgend	–	–		*To/from Tondu – GW874*

GW900 PILNING TO FISHGUARD HARBOUR				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
				To/from Cowbridge Road SB – GW870
Bridgend PT3028 (UM)	–	–	S	Shunt moves only
Bridgend PT3462 (UD)			S	Shunt moves only
Llynfi Junction	–	–		
Stormy Down Loop	–			
Stormy	–	–		
Stormy Up Loop		–		
Pyle	–	–	S	
Margam Moors Junction	–	–		
Margam LIP	–	–	S	
Margam Abbey Works East Junction	– OVE	–	S	Token Exchange Point for trains to/from Tondu, therefore these trains must stop. *To/from Tondu – GW877*
Margam TC (Knuckle Yard)	–	–	S	
Margam Abbey Works West Junction	OVE	– OVE	S	
Margam East Junction	– OVE	– OVE	X	
Margam Yard Junction	–	OVE	X	*To/from Port Talbot Docks – GW877*
Margam Middle Junction	–		X	
Margam PT3365 (DR)	–			
Port Talbot PT7533	–	–	S	
Port Talbot East Jn	DR	– UR	X	Applies to Down trains to Down Relief and Up trains changing lines.
Port Talbot Parkway	–	– DM		
Port Talbot West Junction		UR	X	Applies only to Up trains to the Up Relief
Port Talbot PT7548	–	–	S	
Baglan	– UM	– DM	S	
Briton Ferry East Junction	– UM	–	X	*To/from Baglan Bay & Briton Ferry Sidings*
Briton Ferry West Junction	– UM	– DM	X	*From Dynevor Jn – GW890*
Briton Ferry	– UM	– DM	S	
Court Sart Jn	–		X	*To Dynevor Jn – GW890*
Neath	– UM	– DM		
Skewen	– UM	– DM	S	
Llansamlet	– UM	– DM	S	
Landore East Junction	– UM	– DM	X	*To/from Swansea Loop East Jn– GW9001* Mandatory for trains not using GW9001 (Swansea Stn.)
Swansea PT7573 (UM)	– UM		S	Reversals on Up Main at Landore Jn
Swansea PT7571 (DM)	– UM		S	Reversals on Down Main at Landore Jn
Landore TMD		–	S	
Swansea Loop West Junction	–	–		*To/from Swansea Loop East Jn – GW906* Mandatory unless reversing at PT7592
Swansea PT7592 (DM)		–	S	Reversals on Down Main at Swansea Loop West Jn
Cockett West		–		Timing point in the Up direction only
Gowerton	–	–	S*	Timing point in the Down direction only * applies in the Up direction
Duffryn West		–		Timing point in the Up direction only
Llandeilo Junction	–	–		*To/from Morlais Jn – GW915*
Llandeilo West Junction	–	–	S	
Llanelli	–	–		
Pembrey & Burry Port	–	–		

GW900 PILNING TO FISHGUARD HARBOUR				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Kidwelly	–	–		
Ferryside	–	–		
Carmarthen Junction	–	–		*To/from Carmarthen – GW930*
Carmarthen Bridge Junction			PX	*To/from Carmarthen – GW940* Timing point for passenger trains only
Whitland	–	–		*To/from Tenby – GW950*
Clunderwen	–	–	S	Also an *IBS if signal box in rear (in direction of travel) is open*
Clarbeston Road	–	–		
Clarbeston Road Junction				*To/from Haverfordwest – GW960*
Fishguard & Goodwick	–	–	S	
Fishguard Harbour		–		

GW9001 LANDORE JUNCTION TO SWANSEA				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Landore East Junction	–	–	X	*To/from Neath – GW900*
Swansea PT7573 (UM)	– UM		S	Reversals on Up Main at Landore Jn
Swansea PT7571 (DM)	– UM		S	Reversals on Down Main at Landore Jn
Landore West Junction				
Swansea Loop East Junction	– UM*	– DM		*To/from Swansea Loop West Jn – GW906* * Only to be used if train has come from Landore Jn, not from Swansea Loop West
Swansea PT3163 (CL)	–		S	Reversals on Carriage Line
Swansea Maliphant IEP Depot	MR WR	MR WR		
Swansea		– DM		Platform detail must be shown.

GW906 SWANSEA LOOP EAST JUNCTION TO SWANSEA LOOP WEST JN				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Swansea Loop East Jn	–	–		*To/from Swansea – GW9001*
Swansea Loop West Jn	–	–		*To Gowerton/from Cockett West – GW900*
Swansea PT7592 (DM)		–	S	Reversals on Down Main at Swansea Loop West Jn

GW910 CRAVEN ARMS JUNCTION TO LLANDEILO JUNCTION (CENTRAL WALES LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Craven Arms Junction		–		*To/from Craven Arms – GW730*
Broome	–	–	S	
Hopton Heath	–	–	S	
Bucknell	–	–	S	
Knighton	–	–		
Knucklas	–	–	S	
Llangunllo	–	–	S	
Llanbister Road	–	–	S	
Dolau	–	–	S	
Pen–y–bont	–	–	S	
Llandrindod Crossing	–	–		
Llandrindod	–	–		
Builth Road	–	–	S	
Cilmeri	–	–	S	
Garth	–	–	S	
Llangammarch	–	–	S	
Llanwrtyd	–	–		
Sugar Loaf	–	–	S	
Cynghordy	–	–	S	
Llandovery	–	–		
Llanwrda	–	–	S	
Llangadog	–	–	S	
Llandeilo	–	–		
Ffairfach	–	–	S	
Llandybie	–	–	S	
Ammanford	–	–	S	
Pantyffynnon	–	–		*To/from Gwaun–cae–Gurwen – GW915*
Pontarddulais	–	–	S	
Hendy Junction	–	–		*To/from Grovesend Colliery Loop Jn – GW897*
Morlais Junction	–	–		*To/from Grovesend Colliery Loop Jn – GW890*
Llangennech	–	–	S	
Bynea	–	–	S	
Genwen Jn	GL		XS	*To/from Llanelli Dock Jn East – GW918* Reversal point for Trostre from Llandeilo Jn direction
Trostre Works	–	GL	S	
Llandeilo Junction	–	–		*To/from Llanelli – GW900*

GW915 GWAUN-CAE-GURWEN TO PANTYFFYNNON

TIMING POINT	DOWN	UP	CODE	NOTES
Gwaun–cae–Gurwen	–			
Pantyffynnon	–	–		*To/from Hendy Jn – GW910*

GW930 CARMARTHEN STATION TO CARMARTHEN JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Carmarthen	–	–		*To/from Carmarthen Bridge Jn – GW940*
Carmarthen Junction	–	–		*To/from Whitland – GW900*

GW940 CARMARTHEN STATION TO CARMARTHEN BRIDGE JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Carmarthen	–	–		*To/from Carmarthen Jn – GW930*
Carmarthen Bridge Junction	–	–		*To/from Whitland – GW900*

GW950 WHITLAND TO PEMBROKE DOCK				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Whitland	–	–		*To/from Carmarthen Bridge Jn / Carmarthen Jn – GW900*
Whitland Signal W34	–	–	S	
Narberth	–	–	S	
Kilgetty	–	–	S	
Saundersfoot	–	–	S	
Tenby	–	–		
Penally	–	–	S	
Manorbier	–	–	S	
Lamphey	–	–	S	
Pembroke	–	–	S	
Pembroke Dock		–		

GW960 CLARBESTON ROAD TO MILFORD HAVEN				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Clarbeston Road Junction				*To/from Clarbeston Road – GW900*
Haverfordwest	–	–		Platform detail must be shown. Values which can be shown in the "Platform Details" field are: 1 – Platform 1 (Up Main) 2 – Platform 2 (Down Main)
Johnston	–	–		
Gulf Oil Branch Junction				*To/from Waterston – GW970*
Herbrandston Jn	–	–		*To/from Robeston – GW980*
Milford Haven		–		

GW970 GULF OIL BRANCH JUNCTION TO WATERSTON GULF OIL REFINERY				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Gulf Oil Branch Junction				*To/from Johnston – GW960*
Waterston Sidings		–		

GW980 HERBRANDSTON JUNCTION TO ROBESTON AMOCO SIDINGS				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Herbrandston Junction	–	–		*To/from Johnston – GW960*
Robeston Sidings		–		

NW3001 SALTNEY JUNCTION TO HOLYHEAD				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Shotton (Low Level)	– UH	– DH		*To/from Saltney Jn – NW3001* *Please refer to NW&C edition of the Timetable Planning Rules*
Flint Jn	– UH	– DH	X	
Flint	– UH	– DH		
Mostyn East Junction	– UH UL	– DH		
Mostyn Docks	–	–	F	
Mostyn West Junction	– UH	– DH UL	X	
Prestatyn	– UH	– DH		
Rhyl Jn	– UH	– DH	X	
Rhyl Signal 2	–	–	S	
Rhyl	–	–		Down platform is on Down Passenger Loop
Abergele & Pensarn	–	–		
Colwyn Bay	–	–		
Llandudno Junction	–	–		Platform detail must be shown *To/from Tal–y–Cafn – NW3015* *To/from Llandudno – NW3017*
Conwy	–	–	S	
Penmaenmawr Quarry	–	–	S	
Penmaenmawr	–	–		
Llanfairfechan	–	–	S	
Bangor (Gwynedd)	–	–		Platforms are on Passenger Loops
Bangor Signal BR32	–	–	S	
Menai Bridge	–	–		Single line across Britannia Bridge
Llanfairpwll	–	–		Single line across Britannia Bridge
Gaerwen	–	–		
Bodorgan	–	–	S	
Ty Croes	–	–	S	
Rhosneigr	–	–	S	
Valley	–	–		
Holyhead Signal H86	–	–	S	
Holyhead		–		Platform detail must be shown
Holyhead Car M.D	–	–	S	

NW3007 WREXHAM CENTRAL TO BIDSTON

TIMING POINT	DOWN	UP	CODE	NOTES
Wrexham Central	–			
Wrexham General	–	–		*To/from NW3005*
Wrexham Exchange Junction	–	–		For trains timed to reverse here only
Gwersyllt	–	–	S	
Cefn–y–Bedd	–	–	S	
Caergwrle	–	–	S	
Hope (Flintshire)	–	–	S	
Penyffordd	–	–		
Penyffordd Cement Works G.F.	–	–	S	For trains to Penyffordd Cement Works only OP stop required
Buckley	–	–	S	
Hawarden	–	–	S	
Shotton (High Level)	–	–	S	
Hawarden Bridge	–	–	S	
Signal DM19		–	S	
Dee Marsh Junction	–	–		
Neston	–	–	S	*To/from NW3007* *Please refer to NW&C edition of the Timetable Planning Rules*

NW3015 LLANDUDNO JUNCTION TO BLAENAU FFESTINIOG

TIMING POINT	DOWN	UP	CODE	NOTES
Llandudno Junction	–	– UL		Platform detail must be shown *To/from Penmaenmawr – NW3001* *To/from Llandudno – NW3017*
Glan Conwy	–	–	S	
Tal–y–Cafn	–	–		Show "OP" for trains which do not stop to pick up/set down passengers
Tal–y–Cafn Level Crossing				*Stop Board in both directions*
Dolgarrog	–	–	S	
Llanrwst North	–	–		Passing Loop. Show "TW" for trains which do not stop to pick up or set down passengers
Llanrwst	–	–	S	
Betws–y–Coed	–	–	S	
Pont–y–Pant	–	–	S	
Dolwyddelan	–	–	S	
Roman Bridge	–	–	S	
Blaenau Ffestiniog No. 2 Ground Frame	–	–		Only for trains reversing into or out of the siding
Blaenau Ffestiniog	–	–		Siding (run–round loop)
Blaenau Ffestiniog No. 3 Ground Frame	–	–		Only for trains reversing into or out of the siding. Note: Beyond Blaenau Ffestiniog GF No. 3 is out of use

NW3017 LLANDUDNO JUNCTION TO LLANDUDNO

TIMING POINT	DOWN	UP	CODE	NOTES
Llandudno Junction	–	–		Platform detail must be shown *To/from Colwyn Bay – NW3001*

NW3017 LLANDUDNO JUNCTION TO LLANDUDNO				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
				To/from Tal–y–Cafn – NW3015
Deganwy	–	–	S	
Llandudno		–		Platform detail must be shown

2.2 Route Opening Hours

Subject to constraints imposed by the Engineering Access Statement all routes are open continuously, except as shown below. The hours shown reflect the contractual opening hours. The actual opening hours may vary from those shown. For a complete listing of current signal box opening hours please refer to the "Compendium of Signal Box Opening Hours" under the "Operational Rules" section 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.

GW103 PADDINGTON TO UFFINGTON
Note: Acton Canal Wharf Signal Box is closed between 07:00 and 19:00 hrs on Sundays. The following routes are not available during these periods: Trains linking with the West Coast Main line via EA1310, EA1360 and MD170 (via Acton Canal Wharf Junction cannot run during this period; Links to the Midland Mainline in both directions via EA1310 and EA1360 to and from both Brent Curve Junction and Cricklewood Junction are also unavailable at the same time).

GW108 FORDGATE TO PENZANCE			
ROUTE SECTION	**SX**	**SO**	**SUN**
Fordgate to Penzance	Open continuously	Open continuously	Open continuously
The following signal box is equipped to be switched-out, opening hours are:			
St. Erth	0630 – 2330	0630 – 2330	0830 – 2230 Summer 1130 – 2045 Winter

GW310 WOLVERCOTE JUNCTION TO PERSHORE (EXCLUSIVE)			
ROUTE SECTION	**SX**	**SO**	**SUN**
Wolvercote Junction to Ascott - under - Wychwood	FSX 0505 – 0010 FO 0505 – 0000	0000 – 0010 (Sun)	0900 - 0010
Ascott - under - Wychwood to Moreton in Marsh	FSX 0515 – 0010 FO 0505 – 0000	0000 – 0010 (Sun)	0900 - 2355
Moreton in Marsh to Evesham SB	0515 – 0010	0515 – 0010	0900 - 0010
Evesham SB to Norton Junction	0515 – 0010	0515 – 0010	0900 - 0010

GW317 HONEYBOURNE NORTH JUNCTION TO LONG MARSTON~~$$~~			
ROUTE SECTION	**SX**	**SO**	**SUN**
Honeybourne North Jn to Honeybourne Staff Hut (Start of	0515 – 0010	05:15 – 0010	0900 – 0010

GW317 HONEYBOURNE NORTH JUNCTION TO LONG MARSTON$$			
ROUTE SECTION	**SX**	**SO**	**SUN**
One Train Working)			
Honeybourne Staff Hut (Start of One Train Working) to Long Marston	0800 – 1730*	Closed*	Closed*
	* Outside these hours the FOC bidding for the train must agree with the terminal operator that the train can access the terminal yard and confirm to NR that these arrangements are in place.		

GW4501 STOKE GIFFORD JUNCTION TO BRISTOL BULK HANDLING TERMINAL			
ROUTE SECTION	**SX**	**SO**	**SUN**
Stoke Gifford Junction to Bristol Bulk Handling Terminal	0000 - 2400	0000 - 2200	0600 – 2400

GW451 FILTON JUNCTION TO FILTON WEST JUNCTION (FILTON CHORD)			
ROUTE SECTION	**SX**	**SO**	**SUN**
Filton Junction to Filton West Junction	0000 - 2400	0000 - 2400	06:00 – 00:00

GW454 SEVERN BEACH TO NARROWAYS HILL JUNCTION			
ROUTE SECTION	**SX**	**SO**	**SUN**
Clifton Down to Severn Beach	0000 - 2400	0000 – 0100 Sun	06:00-00:00

GW540 FILTON WEST JUNCTION TO PATCHWAY JUNCTION (PATCHWAY CHORD)			
ROUTE SECTION	**SX**	**SO**	**SUN**
Filton West Junction to Patchway Junction	0000 - 2400	0000 - 2200	0600 - 2400

GW580 EAST SOMERSET JUNCTION TO CRANMORE			
ROUTE SECTION	**SX**	**SO**	**SUN**
Whites Crossing to Cranmore	Open as required by East Somerset Railway	Open as required by East Somerset Railway	Open as required by East Somerset Railway

GW606 COWLEY BRIDGE JUNCTION TO BARNSTAPLE			
ROUTE SECTION	**SX**	**SO**	**SUN**
Cowley Bridge Junction to Barnstaple	0545 – 2300 FSX 0545 – 0000 FO	0000 - 0100 0545 - 2300	0840 -2240

GW608 CREDITON TO COLEFORD (MELDON LINE)			
ROUTE SECTION	**SX**	**SO**	**SUN**
Crediton to Coleford	0545 - 2300	0545 - 2300	0900 - 2240

GW620 NEWTON ABBOT WEST JUNCTION TO GOODRINGTON C.S.			
ROUTE SECTION	**SX**	**SO**	**SUN**
Newton Abbot West Junction to Paignton	0540 - 0005	0550 - 2245	0900 – 2330

GW660 PAR TO NEWQUAY			
ROUTE SECTION	**SX**	**SO**	**SUN**
Par to St. Blazey	00:00 – 2400	00:00 –2400	00:00 – 2400
St. Blazey to Goonbarrow	0550 - 2240	0635 - 2235	1000 – 1830 (Winter) 0850 – 2105 (Summer)
Goonbarrow to Newquay	0550 - 2240	0635 - 2235	1000 – 1830 (Winter) 0850 – 2105 (Summer)

GW690 ST. ERTH TO ST. IVES			
ROUTE SECTION	**SX**	**SO**	**SUN**
St. Erth to St. Ives	0630 - 2230	0630 - 2230	0830 – 2230 Summer 1130 – 2030 Winter

GW720 FIFOOTS POINT POWER STATION TO EAST USK GF			
ROUTE SECTION	**SX**	**SO**	**SUN**
Fifoots Point Power Station to East Usk	Open when required.	Open when required.	Open when required.

GW730 SHREWSBURY, SUTTON BRIDGE JUNCTION (EXCL.) TO MAINDEE WEST JUNCTION (NORTH AND WEST LINE)			
ROUTE SECTION	**SX**	**SO**	**SUN**
Sutton Bridge Junction to Marsh Brook L.C.	Open Continuously	0000 - 2330	0930 - 2400
Marsh Brook L.C. to Craven Arms	Open Continuously	0000 - 2300	0930 - 2400
Craven Arms to Onibury	Open Continuously	0000 - 2230	0930 - 2400
Onibury to Bromfield	Open Continuously	0000 - 2230	0930 - 2400
Bromfield to Woofferton	Open Continuously	0000 – 0600 Sun	0930 - 2400
Woofferton to Moreton- on- Lugg	Open Continuously	0000 – 0600 Sun	0930 - 2400
Moreton- on- Lugg to Shelwick Junction	Open Continuously	0000 – 0600 Sun	0930 - 2400
Shelwick Junction to Hereford	Open Continuously	0000 – 0600 Sun	0800 - 2400
Hereford to Tram Inn	Open Continuously	0000 – 0600 Sun	0800 - 2400
Tram Inn to Abergavenny	Open Continuously	0000 – 0600 Sun	0830 - 2400
Abergavenny to Little Mill Junction	Open Continuously	Open Continuously	0830 - 2400
Little Mill Junction to Maindee North Junction	Open Continuously	Open Continuously	0830 - 2400
The following signal boxes are equipped to be switched-out, opening hours are:			
Sutton Bridge			Switches in at 1000 on a Sunday.
Dorrington	0540 - 2300	0540 - 2300	1200 - 2045
Pontrilas	0515 – 2315	0515 - 1800	1400 – 2200

GW731 ABBEY FOREGATE JUNCTION TO CROES NEWYDD NORTH FORK

ROUTE SECTION	SX	SO	SUN
Severn Bridge Jn to Crewe Jn	Open Continuously	Open until 0100 Sun	Open from 0700
Crewe Jn to Croes Newydd North Fork LC	Open Continuously	Open Continuously	Open continuously

GW732 ABBEY FOREGATE JUNCTION TO ENGLISH BRIDGE JUNCTION

ROUTE SECTION	SX	SO	SUN
Abbey Foregate to English Bridge Jn	Open Continuously	Open until 0200 Sun	Open from 0800

GW733 SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

ROUTE SECTION	SX	SO	SUN
Sutton Bridge Jn *	0540 – 2220	0540 – 2220	1000 – 2200
Machynlleth	Open Continuously	Open Continuously	Open Continuously
* No access to Cambrian lines when Sutton Bridge Jn switched-out			

GW734 DOVEY JUNCTION TO PWLLHELI

ROUTE SECTION	SX	SO	SUN
Machynlleth	Open Continuously	Open Continuously	Open Continuously
Llwyn Cadgwan	0630 – 2215	0630 – 2215	1430 – 2000

GW770 EBBW VALE TOWN TO GAER JUNCTION (WESTERN VALLEY LINE)

ROUTE SECTION	SX	SO	SUN
Ebbw Vale Town to Gaer Junction	OPEN CONTINUOUSLY	OPEN CONTINUOUSLY	OPEN CONTINUOUSLY

GW773 MACHEN QUARRY TO PARK JUNCTION

ROUTE SECTION	SX	SO	SUN
Machen Quarry to Park Junction	0600-2200	0600-2200	1030-2330

GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET

ROUTE SECTION	SX	SO	SUN
Merthyr Tydfil to Abercynon	OPEN CONTINUOUSLY	OPEN CONTINUOUSLY	OPEN CONTINUOUSLY
Abercynon to Pontypridd Junction	OPEN CONTINUOUSLY	OPEN CONTINUOUSLY	OPEN CONTINUOUSLY

GW834 HIRWAUN TO ABERCYNON

ROUTE SECTION	SX	SO	SUN
Hirwaun to Abercynon	OPEN CONTINUOUSLY	OPEN CONTINUOUSLY	OPEN CONTINUOUSLY

GW874 BRIDGEND LLYNFI JUNCTION TO MAESTEG

ROUTE SECTION	SX	SO	SUN
Tondu to Maesteg	0630-2400	0630-2400	CLOSED

GW877 TONDU TO PORT TALBOT DOCKS (OGMORE VALE EXTENSION LINE)			
ROUTE SECTION	**SX**	**SO**	**SUN**
Tondu to Newlands Jn	0630-2400	0630-2400	CLOSED

GW892 CWMGWRACH TO BURROWS SIDINGS			
ROUTE SECTION	**SX**	**SO**	**SUN**
Cwmgwrach to Neath and Brecon Junction	0000 - 2400	0530-2230	1800 - 2400
Neath and Brecon Junction to Jersey Marine South Junction	0000 - 2400	0530-2230	1800 - 2400

GW893 ONLLWYN TO NEATH & BRECON JUNCTION			
ROUTE SECTION	**SX**	**SO**	**SUN**
Onllwyn to Neath and Brecon Junction	0000 - 2400	0530-2230	1800 - 2400

GW910 CRAVEN ARMS JUNCTION TO LLANDEILO JUNCTION (CENTRAL WALES LINE)			
ROUTE SECTION	**SX**	**SO**	**SUN**
Craven Arms to Pantyffynnon	0500 - 2130	0500 - 2130	1100 - 2200
Pantyffynnon to Morlais Junction	0500 - 2130	0500 - 2130	1100 - 2200

GW915 GWAUN-CAE-GURWEN TO PANTYFFYNNON			
ROUTE SECTION	**SX**	**SO**	**SUN**
Gwaun - Cae - Gurwen to Pantyffynnon	0500-2130*	0500-2130*	CLOSED
* Level Crossings on this route shall normally only be operated between 0930 hours and 1500 hours Monday to Friday when trains have cause to pass. Where, in exceptional circumstance, it is necessary for the crossing to be operated at other times, such additional precautions as are necessary shall be taken to ensure the safety of crossing users.			

NW3001 SALTNEY JUNCTION TO HOLYHEAD			
ROUTE SECTION	**SX**	**SO**	**SUN**
Saltney Junction to Llandudno Junction	Open continuously	Open continuously	Open continuously from May to September & until 0550 and from 1000 from December to May & from September to December
Llandudno Junction to Bangor	Open continuously	Open continuously	Open continuously from May to September & until 0550 and from 0900 from December to May & from September to December

NW3001 SALTNEY JUNCTION TO HOLYHEAD			
ROUTE SECTION	**SX**	**SO**	**SUN**
Bangor to Holyhead	Open continuously	Open continuously	Open continuously from May to September & until 0550 and from 1000 from December to May & from September to December
The following signal boxes are equipped to be switched–out. Opening hours are:			
	SX	**SO**	**SUN**
Mostyn	Closed	Closed	Closed
Talacre	0620 – 2056	0620 – 2056	1000 – 1900
Prestatyn	0620 – 2056	0620 – 2056	1000 – 1800
Abergele & Pensarn	0610 – 0010	0610 – 0010	1000 – 2330
Penmaenmawr	0600 – 2200	0600 – 2200	1100 – 1800

NW3015 LLANDUDNO JUNCTION TO BLAENAU FFESTINIOG			
ROUTE SECTION	**SX**	**SO**	**SUN**
Llandudno Junction to Blaenau Ffestiniog	0530 – 2130	0530 – 2130	1005 – 1855 (May to September) only

NW3017 LLANDUDNO JUNCTION TO LLANDUDNO			
ROUTE SECTION	**SX**	**SO**	**SUN**
Llandudno Junction to Llandudno	0600 – 2200	0600 – 2200	1100 – 1750 Easter to May 1000 – 1905 May to September Closed outside these periods

NW3007 WREXHAM CENTRAL TO NESTON			
ROUTE SECTION	**SX**	**SO**	**SUN**
Wrexham Central to Neston	Open continuously	Open continuously	Open continuously
The following signal box is equipped to be switched–out. Opening hours are:			
	SX	**SO**	**SUN**
Penyffordd	0630 – 2130	0630 – 2130	1200 – 2000 for TfW enhanced service to operate

3 Electrification

3.1 Electrification Limits

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

3.2 Electrification Supply Restrictions

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

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

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

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

4.2 Passenger Stock Restrictions

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

4.3 Freight Wagon Restrictions

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

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

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

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

4.4 Freight Train Load Limits

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

Note: It is important to understand the weight limitations that apply to trains especially over sections of heavily graded routes. Coupling strength information is also contained in the a). 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 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 Capacity 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

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

5.1.1 Source of Current SRTs

The definitive catalogue of SRTs is BPlan.

5.1.2 Method of Calculation

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

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

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

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

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

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

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

5.1.3 New and Revised Sectional Running Times

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

5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines

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

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

The definition for Headways is listed in Section 6.5 of the National TPRs.

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 stated timing points. A value “x” shall be added to the transit time to allow for the signaller’s actions and sighting of the relevant signal. The planning headway is shown as “AB+x”.

AB methodology may also be used to express the headway in TCB areas, the value “x” including the time taken to reset the route, clear the signal on entry to the section and sight the signal. Where there is an intermediate block signal, the absolute block section concerned shall be between this signal and the next block post in advance.

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

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

‘ETB’ indicates Electric Token Block, and ‘TB’ indicates Tokenless Block for single lines.

‘RB’ indicates Radio Signalling where ‘Long Section Tokens’ can be issued between certain block posts during times of low traffic volume.

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

REDUCED HEADWAY FOR A TRAIN FOLLOWING FROM A STAND			
Route Section	Margin		
First train speed passing the loop	50 – 55 mph	60 – 95 mph	100 – 125 mph
Headway			
2	1.5	1.5	1.0
3	2.5	2.0	1.5
4	3.0	2.5	2.0
5	4.0	3.0	2.5
6	4.5	4.0	3.0
7	5.5	4.5	3.5
8	6.0	5.0	4.0
9	7.0	5.5	4.5
10	7.5	6.0	5.0
Note this does not apply in absolute block areas.			
Note the normal headway applies at the next mandatory timing point.			
Note this shall not apply where the preceding train has an intermediate calling point before the next mandatory timing point.			

GW103 PADDINGTON TO UFFINGTON			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Paddington to Ladbroke Grove	2	2	
Ladbroke Grove to Acton West (incl.)	2*	2½	*2½ minutes following stopping services
Acton West (excl.) to Heathrow Airport Jn (incl.)	2 Main*	2 Main*	***DOWN** 2½ minutes following stopping services 4 minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower ***UP** 2½ minutes following stopping services 3½ minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower Note the Heathrow Airport Junction Signalling Restrictions stated in Section 5.3
	2 Relief*	2 Relief*	***DOWN** 2½ minutes following stopping services 3½ minutes following Freight class 4 or 6 5 minutes following Freight class 7 ***UP** 2½ minutes following stopping services 2½ minutes following Freight class 4 or 6 3½ minutes following Freight class 7 or slower Note the Heathrow Airport Junction Signalling Restrictions stated in Section 5.3
Heathrow Airport Jn (excl.) to Twyford (excl.)	2 Main*	2 Main*	***DOWN** 3 minutes following stopping services 3½ minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower ***UP** 3 minutes following stopping services 3½ minutes following Freight class 4 or 6 5 minutes following Freight class 7 or slower
	2½ Relief *	2½ Relief *	***DOWN** 3 minutes following stopping services 3½ minutes following Freight class 4 or 6 5½ minutes following Freight class 7 or slower ***UP** 3 minutes following stopping services 3 minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower

Twyford (incl.) to Reading High Level Jn (Main Line) or Reading West Junction (Relief Line)	2 Main*	2 Main*	***DOWN** 3 minutes following stopping services 3½ minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower ***UP** 3 minutes following stopping services 4 minutes following Freight class 4 or 6 6 minutes following Freight class 7 or slower
	3 Relief*	2½ Relief*	***DOWN** 3½ minutes following Freight class 4 or 6 5 minutes following Freight class 7 or slower ***UP** 3 minutes following stopping services 4 minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower
Reading High Level Jn (Main Line) or Reading West Junction (Relief Line) to Didcot Parkway	3 Main*	3 Main*	***UP** 3½ minutes following stopping services 4 minutes following Freight ***DOWN** 3½ minutes following stopping services 4 minutes following Freight After the two track railway has been given up between Reading and Didcot in the morning the first train in each direction must be block worked between Reading West Junction and Didcot East Junction (AB + 2). Refer to Engineering Access Statement for handback times
	3 Relief*	3 Relief*	***UP** 3½ minutes following stopping services 4 minutes following Freight ***DOWN** 3½ minutes following stopping services 4 minutes following Freight After the two track railway has been given up between Reading and Didcot in the morning the first train in each direction must be block worked between Reading West Junction and Didcot East Junction (AB + 2). Refer to Engineering Access Statement for handback times
Didcot Parkway to Uffington	4	4	

GW105 UFFINGTON TO FORDGATE (VIA BOX)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Uffington to North Somerset Jn	4	4	
North Somerset Jn to Fordgate	3*	3*	*4 minutes following stopping/freight

GW107 WORLE JUNCTION TO UPHILL JUNCTION VIA WESTON-SUPER-MARE			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Worle Junction to Weston-super-Mare	Single Line		AB+1
Weston-super-Mare to Uphill Junction	Single Line		AB+1

GW108 FORDGATE TO PENZANCE			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Fordgate to Cogload Jn	3*	3*	*4 minutes following stopping/freight
Cogload Jn to Dawlish Warren (exclusive)	4	4	
Dawlish Warren (inclusive) to Newton Abbot West Jn	3*	3*	*4 minutes following stopping/freight
Newton Abbot West Jn to Totnes	6	6	
Totnes to Ivybridge	8	10	
Ivybridge to Hemerdon	8	8	
Hemerdon to Tavistock Jn	7	8*	* A up freight train can follow a passenger train from Tavistock Jn after 4 minutes
Tavistock Jn to St. Budeaux Jn	4	4	
From St. Budeaux Junction to Penzance down and up directions are described separately.			
St.Budeaux Jn to Saltash (dep)	Single line		If second train calls at St Budeaux Ferry Road, AB section applies to departure from Ferry Road
Saltash to St. Germans	§AB+2		
St. Germans to Sig DM260	AB+2		
Sig DM260 to Liskeard	AB+2		
Liskeard to St. Pinnock Viaduct East	§AB+2		
St. Pinnock Viaduct East to Bodmin Parkway	AB+2		Absolute Block to apply. Any pathing time required to achieve this must be placed before Bodmin Parkway (if the train calls there) or before Lostwithiel if not.
Bodmin Parkway to Lostwithiel	AB+2		
Lostwithiel to Par	AB+2		
Par to Burngullow Junction	5		
Burngullow to Probus	§AB+2		
Probus to Truro	AB+2		
Truro to Penwithers Junction	AB+2		
Penwithers Junction to Baldhu	AB+2		
Baldhu to Sig R31	AB+2		
Sig R31 to Sig R27	AB+2		
Sig R27 to Camborne	AB+2		
Camborne to Sig R19	AB+2		
Sig R19 to St Erth	AB+2		When St. Erth ‘box is switched out Absolute Block to apply between Camborne and Penzance.
St. Erth to Penzance	AB+2		

§ Track Circuit Block to be timed as per Absolute Block.			
Penzance to Long Rock		§AB+2	At Long Rock it is possible for an up train to clear the single line standing at signal PZ64.
Long Rock to St. Erth		AB+2	Absolute Block to apply based on departure from St. Erth. When St.Erth 'box is switched out Absolute Block to apply between Long Rock and Camborne based on departure from Camborne
St Erth to Sig R6		AB+2	
Sig R6 to Camborne		AB+2	Absolute Block to apply based on departure from Camborne
Camborne to Sig R10		AB+2	
Sig R10 to Sig R14		AB+2	
Sig R14 to Truro		AB+2	
Truro to Probus		AB+2	
Probus to Burngullow Junction		§AB+2	
Burngullow Junction to Par		5	
Par to Lostwithiel		AB+2	
Lostwithiel to Bodmin Parkway		AB+2	
Bodmin Parkway to Largin		AB+2	
Largin to Liskeard		§AB+2	
Liskeard to Sig UM259		AB+2	
Sig UM259 to St. Germans		AB+2	
St. Germans to Saltash		§AB+2	
Saltash to St. Budeaux Junction		Single line	
§ Track Circuit Block to be timed as per Absolute Block.			

GW110 OLD OAK COMMON WEST TO SOUTH RUISLIP (EXCL.)

TIMING POINT	DOWN	UP	NOTES
Park Royal to South Ruislip	6	6	Contains some single line

GW117 GREENFORD SOUTH JUNCTION TO GREENFORD EAST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Greenford South Jn to Greenford East Jn	Single Line		TCB but timed as AB

GW130 ACTON WELLS JUNCTION TO ACTON EAST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Acton Wells Junction to Acton East Junction	AB+2*	AB+2*	* Only one signal at either end of Down and Up Poplar. AB to apply

GW174 WEST EALING TO GREENFORD WEST JUNCTION

TIMING POINT	DOWN	UP	NOTES
West Ealing to Greenford South Jn	6	6	Contains single line between West Ealing and Drayton Green
Greenford South Jn to Greenford West Jn	Single Line		One train working

GW175 GREENFORD SOUTH JUNCTION TO GREENFORD

TIMING POINT	DOWN	UP	NOTES
Greenford South Junction to Greenford	Single Line		One train working

GW176 HANWELL TO DRAYTON GREEN

TIMING POINT	DOWN	UP	NOTES
Hanwell to Drayton Green	AB+2*	AB+2*	Contains single line *TCB but timed as AB

GW178 SOUTHALL TO BRENTFORD GOODS

TIMING POINT	DOWN	UP	NOTES
Southall to Brentford Goods	Single Line		Only one train may operate on Single Line at any one time. Only two trains may be sent to or be at Brentford Goods at any one time. No shunting may take place within Brentford Sidings until all movements on the Single Line have stopped.

GW180 HEATHROW AIRPORT JUNCTION TO HEATHROW TERMINALS 4 & 5

TIMING POINT	DOWN	UP	NOTES
Heathrow Airport Jn to Heathrow Tunnel Jn	2	2	
Heathrow Tunnel Jn to Heathrow Terminals 2-3	2	2	
Heathrow Terminals 2-3 to Heathrow Terminal 4	4	4	Heathrow Terminal 4 exclusive and Heathrow Terminals 2 and 3 exclusive single line
Heathrow Terminals 2-3 to Heathrow Terminal 5	2	2	

GW182 WEST DRAYTON TO COLNBROOK

TIMING POINT	DOWN	UP	NOTES
West Drayton to Signals T3502/T3503	Single Line		One train in section
Signals T3502/T3503 to Colnbrook Oil Terminal	Single Line		One train in section. One freight train can be ‘shut in’ at all terminals, following train cannot enter section until this has occurred.

GW184 SLOUGH TO WINDSOR & ETON

TIMING POINT	DOWN	UP	NOTES
Slough to Windsor & Eton	Single Line		One train working.

GW185 MAIDENHEAD TO MARLOW

TIMING POINT	DOWN	UP	NOTES
Maidenhead to Bourne End and Bourne End to Marlow	Single Line		Two sections, one train working in each section.

GW187 TWYFORD TO HENLEY-ON-THAMES

TIMING POINT	DOWN	UP	NOTES
Twyford to Henley - on - Thames	Single Line		One train working.

GW190 READING SPUR JUNCTION TO READING NEW JUNCTION

TIMING POINT	DOWN	UP	NOTES
Reading Spur Jn to Reading New Jn	AB+2	AB+2	

GW200 DIDCOT TO HEYFORD (EXCL.)

TIMING POINT	DOWN	UP	NOTES
Didcot Parkway to Wolvercote Junction (Inclusive)	3 4”	3 4”	“ Following stopping passenger A 4-minute minimum headway shall be applied at Didcot North Junction following a Class 4, 6 or 7 service which is running to or from West Curve Junction
Wolvercote Junction (Exclusive) to Heyford	6	6	
	4*	4*	From Completion of Level Crossing Risk Mitigation works * 5 at Heyford if first train is stopping

GW220 OXFORD ROAD JN TO READING WEST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Oxford Road Jn Reading West Jn	AB+2*	AB+2*	*TCB but timed as AB

GW240 DIDCOT EAST JN TO DIDCOT NORTH JN

TIMING POINT	DOWN	UP	NOTES
Didcot East Jn to Didcot North Jn	3*	3*	* only one train in section in each direction

GW250 FOXHALL JN TO DIDCOT WEST CURVE JN

TIMING POINT	DOWN	UP	NOTES
Foxhall Jn to Didcot West Curve Jn	*	*	* only one train in section in each direction

GW260 KENNINGTON JUNCTION TO MORRIS COWLEY

TIMING POINT	DOWN	UP	NOTES
Kennington Jn to Morris Cowley	Single Line		One train working.

GW310 WOLVERCOTE JUNCTION TO PERSHORE (EXCLUSIVE)			
LOCATION	**DOWN**	**UP**	**NOTES**
Wolvercote Junction to Charlbury	Single Line		TCB
Charlbury to Ascott – under - Wychwood	TCB*	TCB*	* TCB timed as AB+2
Ascott – under – Wychwood to Moreton in Marsh	AB+2¥	AB+2	¥ Based on Moreton departure.
Moreton in Marsh to Honeybourne	AB+2	AB+2¥	¥ Based on Moreton departure.
Honeybourne to Evesham	TCB*	TCB*	* TCB timed as AB+2.
Evesham to Norton Junction	Single Line		TCB

GW317 HONEYBOURNE NORTH JUNCTION TO LONG MARSTON			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Honeybourne North Jn to Honeybourne Staff Hut	Single Line		One train working.
Honeybourne Staff Hut to Long Marston	Single Line		One train working with Train Staff

GW401 ASHCHURCH (INCL.) TO WESTERLEIGH JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Ashchurch to Westerleigh Junction	3*	3*	*4 minutes following stopping/freight

GW425 BERKELEY ROAD JUNCTION TO SHARPNESS			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Berkeley Road to Sharpness	Single Line		One train working with staff obtained from Alstone Level Crossing 'box.

GW430 YATE MIDDLE JUNCTION TO TYTHERINGTON			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Yate Middle Jn to Tytherington	Single Line		One train working with staff obtained from Yate Middle.

GW440 YATE SOUTH TO WESTERLEIGH			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Yate South to Westerleigh	Single Line		One train working.

GW450 STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Stoke Gifford Junction to Bristol East Junction	3*	3*	*4 minutes following stopping/freight

GW4501 STOKE GIFFORD JUNCTION TO BRISTOL BULK HANDLING TERMINAL			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Stoke Gifford Junction to Bristol Bulk Handling Terminal	6	6	Contains some single line

GW451 FILTON JUNCTION TO FILTON WEST JUNCTION (FILTON CHORD)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Filton Jn to Filton West Jn	Single Line		6 minute headway applies

GW454 SEVERN BEACH TO NARROWAYS HILL JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Severn Beach to Holesmouth Jn	Single Line		One train working without staff
Holesmouth Jn to Avonmouth	AB+2 *	AB+2 *	
Avonmouth to Clifton Down	AB+2 *	AB+2 *	Contains Single Line * TCB but timed as AB
Clifton Down to Narroways Hill Jn	AB+1 *	AB+1 *	Contains Single Line * TCB but timed as AB

GW456 LAWRENCE HILL TO BARROW ROAD RTS			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Lawrence Hill to Barrow Road RTS	Single Line		Siding (out of use until further notice)

GW480 SWINDON TO STANDISH JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Swindon to Rodbourne Jn	4	4	
Rodbourne Jn to Standish Jn	6	6	

GW490 GLOUCESTER YARD JUNCTION TO HORTON ROAD			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Gloucester Yard Junction to Horton Road Junction	AB+2	AB+2	

GW500 READING TO COGLOAD JUNCTION VIA WESTBURY AND FROME AVOIDING LINES (BERKS. AND HANTS)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Reading to Southcote Junction (inclusive)	3	3	
Southcote Junction (exclusive) to Theale	3 5*	3 5*	*When following a freight train
Theale to Fairwood Junction	5	5	
Fairwood Junction to Clink Road Junction	3	3	
Clink Road Junction to Castle Cary	5	5	

Castle Cary to Somerton G.F.	AB+1		
Somerton GF to Athelney	AB+2		
Athelney to Cogload Jn	AB+2		
Cogload Jn to Athelney		5 4 4	Following Class 7 Following Class 6 Following 22X/80X/XC HST
Athelney to Somerton GF		AB+2	
Somerton GF to Castle Cary		AB+2	

GW5001 BEECHGROVE GF TO WESTBURY SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Beechgrove GF to Westbury South Junction	5 fast 5½ slow	5 fast 5½ slow	Applying the principle of Fast and Slow described in 5.2 of the Wessex TPRs. Apply fast headway when first train does not stop at the location of application. Apply slow headway upon departure, when first train does stop at the location.

GW510 WESTBURY NORTH JUNCTION TO BATHAMPTON JUNCTION

TIMING POINT	DOWN	UP	NOTES
Westbury to Bradford Junction	4	4	May be reduced to 3 minutes on Timetable Manager's agreement
Bradford Junction to Bathampton Junction	6		
Bathampton Jn to Signal BL1990		AB+1*	*TCB planned as AB
Signal BL1990 to Bradford-on-Avon		AB+2*	*Based on previous train pass / depart Bradford-on-Avon. TCB planned as AB
Bradford-on-Avon to Bradford Jn		AB+2*	*TCB planned as AB

GW520 WESTBURY EAST LOOP JN TO HAWKERIDGE JN

TIMING POINT	DOWN	UP	NOTES
Westbury East Loop Jn to Hawkeridge Jn	AB+2 *	AB+2 *	* TCB but timed as AB

GW523 THINGLEY JUNCTION TO BRADFORD JUNCTION

TIMING POINT	DOWN	UP	NOTES
Thingley Jn to Bradford Jn	Single Line		TCB but timed as AB+2

GW528 BRISTOL, NORTH SOMERSET JUNCTION TO BRISTOL WEST JUNCTION VIA ST. PHILIP'S MARSH

TIMING POINT	DOWN	UP	NOTES
North Somerset Junction to Bristol West Junction	10 *	10	
North Somerset Junction to St Philips Marsh HSTD	AB+0*	10#	* TCB but timed AB # For Depot departures
St Philips Marsh HSTD to Bristol West Jn	AB+2*	20#	* TCB but timed as AB # Minimum time between arrivals. Refer to GWR Depot Capability Rules.

GW530 NORTH SOMERSET JN TO DR. DAY'S JN ("RHUBARB LOOP")			
TIMING POINT	**DOWN**	**UP**	**NOTES**
North Somerset Jn to Dr. Days Jn	AB+2 *	AB+2 *	* TCB but timed as AB

GW540 FILTON JUNCTION TO PATCHWAY JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Filton Jn to Patchway Jn	4	4	

GW5401 FILTON WEST JUNCTION TO PATCHWAY JUNCTION (PATCHWAY CHORD)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Filton West Jn to Patchway Jn	Single Line		TCB but timed as AB+2

GW548 PARSON STREET JUNCTION TO PORTBURY			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Ashton Junction to Portbury Dock Stop Board	AB+2*		* TCB but timed as AB
Portbury Dock Stop Board to Signal BL2192		AB+2*	* TCB but timed as AB
Signal BL2192 to Parson Street		AB+2*	* TCB but timed as AB
Beyond Portbury Dock Stop Board			

GW560 HEYWOOD ROAD JUNCTION TO FAIRWOOD JUNCTION VIA WESTBURY			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Heywood Road Junction to Fairwood Junction	5	5	

GW570 CLINK ROAD JUNCTION TO BLATCHBRIDGE JUNCTION VIA FROME			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Clink Road Jn to Blatchbridge Jn	Single Line		5 minute headway applies Trains in same direction

GW572 FROME NORTH JUNCTION TO WHATLEY QUARRY			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Frome North Jn to Whatley Quarry	Single Line		AB+2

GW580 EAST SOMERSET JUNCTION TO CRANMORE			
TIMING POINT	**DOWN**	**UP**	**NOTES**
East Somerset Jn to Cranmore	Single Line		AB+2

GW600 WOOTTON BASSETT JUNCTION TO PILNING			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Wootton Bassett Jn to Westerleigh Jn	4	4	
Westerleigh Jn to Bristol Parkway	3	3	
Bristol Parkway to Pilning	4	4	

GW606 COWLEY BRIDGE JUNCTION TO BARNSTAPLE			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Cowley Bridge Jn to Crediton	Single Line		AB+2
Crediton to Eggesford	Single Line		AB+2
Eggesford to Barnstaple	Single Line		One train working

GW608 CREDITON TO MELDON QUARRY			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Crediton to Okehampton	Single Line		One train working
Okehampton to Meldon Quarry	Single Line		One train working

GW610 CRANNAFORD L.C. (INCL.) TO EXETER ST DAVIDS			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Crannaford to Pinhoe	Single Line		AB+2
Pinhoe to Exmouth Junction	AB+2	AB+2	
Exmouth Jn to Exeter Central	AB+1	AB+1	
Exeter Central to Exeter St Davids	3	3	For successive moves from Exeter St. Davids to Exeter Central and beyond over the same line (either up line or reversible), a minimum of 2 minutes must elapse after the first train has departed Exeter Central before the second train can depart Exeter St. Davids.

GW611 EXMOUTH JUNCTION TO EXMOUTH			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Exmouth Junction to Topsham	Single Line		AB+2
Topsham to Exmouth	Single Line		One train working

GW618 NEWTON ABBOT EAST JUNCTION TO HEATHFIELD			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Newton Abbot East Junction to Heathfield	Single Line		One train working

GW620 NEWTON ABBOT WEST JUNCTION TO GOODRINGTON C.S.			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Newton Abbot West Junction to Paignton	6	7	

GW628 LAIRA JUNCTION TO CATTEWATER VIA SPEEDWAY JUNCTION

TIMING POINT	DOWN	UP	NOTES
Laira Junction to Cattewater	Single Line		TBC

GW637 ST BUDEAUX JUNCTION TO GUNNISLAKE

TIMING POINT	DOWN	UP	NOTES
St.Budeaux Jn to Gunnislake	Single Line		One train working

GW640 LISKEARD TO LOOE (VIA COOMBE)

TIMING POINT	DOWN	UP	NOTES
Liskeard to Coombe Junction	Single Line		AB+2
Coombe Junction to Looe	Single Line		One train working

GW642 COOMBE (EXCL.) TO MOORSWATER

TIMING POINT	DOWN	UP	NOTES
Coombe to Moorswater	Single Line		One train working

GW650 LOSTWITHIEL GOODS LOOPS TO CARNE POINT, FOWEY

TIMING POINT	DOWN	UP	NOTES
Lostwithiel to Carne Point, Fowey	Single Line		One train working

GW660 PAR TO NEWQUAY

TIMING POINT	DOWN	UP	NOTES
Par to St Blazey Signal Box	AB+2	AB+2	
St Blazey Signal Box to Goonbarrow Junction	AB+2		Single line
Goonbarrow Junction to Newquay	Single line		One Train Working

GW672 BURNGULLOW TO PARKANDILLACK

TIMING POINT	DOWN	UP	NOTES
Burngullow to Parkandillack	Single Line		One train working

GW680 PENWITHERS JUNCTION TO FALMOUTH

TIMING POINT	DOWN	UP	NOTES
Penwithers Jn to Penryn	Single Line		One train working
Penryn to Falmouth Docks	Single Line		One train working

GW690 ST. ERTH TO ST. IVES

TIMING POINT	DOWN	UP	NOTES
St. Erth to St.Ives	Single Line		One train working

GW700 GLOUCESTER BARNWOOD JUNCTION TO SEVERN TUNNEL JUNCTION

TIMING POINT	DOWN	UP	NOTES
Gloucester Barnwood Junction to Horton Road Junction	AB+1*	AB+1*	*TCB planned as AB
Horton Road Junction to Gloucester	AB+1*	AB+1*	*TCB planned as AB Refer to Junction Margins and Station Planning Rules
Gloucester to Severn Tunnel Junction	4	4	Down Trains must not be timed to depart from Caldicot until either 1-minute after a previous train has passed Severn Tunnel Junction or 2 minutes after a previous train has departed Severn Tunnel Junction.

GW710 LLANWERN STEELWORKS EAST CONNECTION TO LLANWERN WORKS WEST CONNECTION VIA TATA STEEL SERVICE LINES

TIMING POINT	DOWN	UP	NOTES
Llanwern Works East Connection to Llanwern Works West Connection via Tata Steel Service Lines	TCB	TCB	

GW720 FIFOOTS POINT POWER STATION TO EAST USK GF

TIMING POINT	DOWN	UP	NOTES
Fifoots Point Power Station to East Usk GF	Single Line		One train working

GW730 SHREWSBURY SUTTON BRIDGE JUNCTION (EXCL.) TO NEWPORT MAINDEE WEST JUNCTION (NORTH AND WEST LINE)

TIMING POINT	DOWN	UP	NOTES
Sutton Bridge Jn to Dorrington	AB+2	AB+2	When Dorrington ‘box is switched out Absolute Block to apply between Sutton Bridge Jn and Marsh Brook When Sutton Bridge Jn ‘box and Dorrington ‘box are both switched out Absolute Block to apply between English Bridge Jn and Marsh Brook
Dorrington to Marsh Brook	AB+2	AB+2	
Marsh Brook L.C. to Craven Arms	AB+2	AB+2	
Craven Arms to Bromfield	AB+2	AB+2	
Bromfield to Woofferton	AB+2	AB+2	
Woofferton to Leominster	AB+2	AB+2	
Leominster to Moreton on Lugg	AB+½	AB+2	
Moreton on Lugg to Shelwick Jn	AB+2	AB+2	
Shelwick Jn to Hereford	AB+2	AB+2	See ‘Note’ GW340 for Ledbury to Shelwick Junction’
Hereford to Tram Inn	AB+2	AB+2	
Tram Inn to Pontrilas	AB+2¥	AB+2	¥ When Pontrilas ‘box is switched out Absolute Block to apply between Tram Inn and Abergavenny in the down direction
Pontrilas to Abergavenny	AB+2	AB+2*§	*IBS Abergavenny Signal 38 in the Up Direction § When Pontrilas ‘box is switched out Absolute Block to apply between Abergavenny Signal 38 and Tram Inn in the up direction

GW730 SHREWSBURY SUTTON BRIDGE JUNCTION (EXCL.) TO NEWPORT MAINDEE WEST JUNCTION (NORTH AND WEST LINE)

TIMING POINT	DOWN	UP	NOTES
Abergavenny to Little Mill Junction	AB+2	AB+2	
Little Mill Jn to Maindee West Jn	5	5	

GW731 ABBEY FOREGATE JUNCTION TO WREXHAM NORTH JN

TIMING POINT	DOWN	UP	NOTES
Abbey Foregate Jn to Shrewsbury (inclusive)	AB+2	AB+2	
Shrewsbury (exclusive) to Gobowen	11	11	
Gobowen to Croes Newydd North Fork	AB+2	AB+2	
Croes Newydd North Fork to Wrexham North Junction	4	4	

GW732 ABBEY FOREGATE JUNCTION TO ENGLISH BRIDGE JUNCTION

TIMING POINT	DOWN	UP	NOTES
Abbey Foregate to English Bridge Junction	AB+2	AB+2	

GW733 SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

TIMING POINT	DOWN	UP	NOTES
Sutton Bridge Jn to Welshpool	AB+2*	AB+2*	* ERTMS but timed as AB
Welshpool to Fron Jn	AB+2*	AB+2*	
Fron Jn to Newtown	AB+2*	AB+2*	
Newtown to Talerddig	AB+2*	AB+2*	
Talerddig to Machynlleth	AB+2*	AB+2*	
Machynlleth to Dovey Jn	3	3	
Dovey Jn to Borth	AB+2*	AB+2*	
Borth to Aberystwyth	AB+2*	AB+2*	

GW734 DOVEY JUNCTION TO PWLLHELI

TIMING POINT	DOWN	UP	NOTES
Dovey Jn to Tywyn	AB+2*	AB+2*	* ERTMS but timed as AB
Tywyn to Barmouth	AB+2*	AB+2*	
Barmouth to Llanaber	AB+2*	AB+2*	
Llanaber to Harlech	AB+2*	AB+2*	
Harlech to Porthmadog	AB+2*	AB+2*	
Porthmadog to Penychain	AB+2*	AB+2*	
Penychain to Pwllheli	AB+2*	AB+2*	

GW735 SHREWSBURY CREWE JUNCTION TO NANTWICH

TIMING POINT	DOWN	UP	NOTES
Shrewsbury to Harlescott Crossing	AB+2*	AB+2*	*TCB but timed as AB
Harlescott Crossing to Wem	AB+2*	AB+2*	
Wem to Prees	AB+2*	AB+2*	
Prees to Wrenbury	AB+2*	AB+2*	
Wrenbury to Nantwich	AB+2*	AB+2*	

GW750 HEREFORD BRECON CURVE GF TO MEB SIDING

TIMING POINT	DOWN	UP	NOTES
Hereford Brecon Curve GF to MEB Siding	Single Line		One train working

GW740 MAINDEE EAST JUNCTION TO MAINDEE NORTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Maindee East to Maindee North	Single Line		One train working

GW770 EBBW VALE TOWN TO GAER JUNCTION (WESTERN VALLEY LINE)

TIMING POINT	DOWN	UP	NOTES
Ebbw Vale Town to Park Jn	Single Line		AB+2
Park Junction to Gaer Junction	Single Line*		*TCB but timed as AB+2

GW773 MACHEN QUARRY TO PARK JUNCTION

TIMING POINT	DOWN	UP	NOTES
Machen Quarry to Park Junction	Single Line		One train working

GW780 PARK JUNCTION TO EBBW JUNCTION

TIMING POINT	DOWN	UP	NOTES
Park Junction to Ebbw Junction	AB+2 *	AB+2 *	* TCB but timed as AB

GW784 ALEXANDRA DOCK JN TO 160M 27C (BOUNDARY WITH ABP NEWPORT DOCKS)

TIMING POINT	DOWN	UP	NOTES
Alexandra Dock Junction to Boundary with Newport Docks	Single Line		Lines are worked under the control of a person in charge. See section C2 Sectional Appendix

GW790 PENGAM JN TO 4M 54C (ABP) CARDIFF DOCKS

TIMING POINT	DOWN	UP	NOTES
Pengam Junction to Boundary with Cardiff Docks	Single Line		Lines are worked under the control of a person in charge. See section C2 Sectional Appendix

GW810 RHYMNEY TO QUEEN STREET NORTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Rhymney to Tir-Phil	Single Line*		*TCB but timed as AB+2
Tir-Phil to Bargoed	Single Line*		*TCB but timed as AB+2
Bargoed to Ystrad Mynach	5	5½	
Ystrad Mynach to Caerphilly	5	5	
Caerphilly to Heath Junction	6	6	
Heath Junction to Queen Street North Junction	3	3	

GW820 CWMBARGOED TO YSTRAD MYNACH SOUTH

TIMING POINT	DOWN	UP	NOTES
Cwbargoed to Ystrad Mynach South	Single Line		Tokenless block*. *'lock in' facility at Cwmbargoed permitting a second train to be admitted onto the branch

GW828 CORYTON TO HEATH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Coryton to Heath Junction	Single Line		One train working without staff

GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET

TIMING POINT	DOWN	UP	NOTES
Merthyr Tydfil to Troed-Y-Rhiw	Single Line		One train working
Troed-Y-Rhiw to Merthyr Vale	AB+2	AB+2	
Merthyr Vale to Abercynon	Single Line		One train working
Abercynon to Cardiff Queen Street North Junction	4	4	
Cardiff Queen Street North Junction to Barry	3	3	
Barry to Barry Island	Single Line		One train working without staff

GW834 HIRWAUN TO ABERCYNON

TIMING POINT	DOWN	UP	NOTES
Hirwaun to Aberdare	Single Line		One train working
Aberdare to Abercwmboi	Single Line		8 minute headway applies Can be reduced to 6 minutes if following a freight train.
Abercwmboi to Mountain Ash	Single Line		8 minute headway applies Passing point
Mountain Ash to Abercynon	Single Line		8 minute headway applies Passing point

GW835 TREHERBERT TO PONTYPRIDD			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Treherbert to Ystrad Rhondda	Single Line		Subject to trains shunting into the siding and operating the ground frame
Ystrad Rhondda to Porth	Single Line		
Porth to Pontypridd	4	4	

GW839 QUEEN STREET SOUTH JUNCTION TO CARDIFF BAY			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Queen Street South Junction to Cardiff Bay	Single Line		One train working without staff

GW840 RADYR JUNCTION TO CARDIFF RADYR BRANCH JUNCTION VIA CITY LINES			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Radyr Junction to Ninian Park	4	4	
Ninian Park to Cardiff Radyr Branch Jn	5	5	

GW864 COGAN JUNCTION TO PENARTH			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Cogan Junction to Penarth	Single Line		One train working without staff

GW870 BARRY TO BRIDGEND BARRY JUNCTION (VALE OF GLAMORGAM LINE)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Barry to Aberthaw	5	5	
Aberthaw to CF3433 Signal	TCB*		* TCB but timed as AB+2
CF3433 Signal to Cowbridge Road	TCB*		
Aberthaw to Llantwit Major #		TCB*	# CF3430 Signal
Llantwit Major # to CF3440 Signal		TCB*	# CF3430 Signal
CF3440 Signal to Cowbridge Road		TCB*	
Cowbridge Rd to Bridgend Barry Jcn	TCB*	TCB*	
Cowbridge Rd to Bridgend Barry Jcn	3	3	

GW874 BRIDGEND LLYNFI JUNCTION TO MAESTEG			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Bridgend Llynfi Jn to Tondu	Single Line		
Tondu to Maesteg	Single Line		One train working.

GW877 TONDU TO PORT TALBOT DOCKS (OGMORE VALE EXTENSION LINE)

TIMING POINT	DOWN	UP	NOTES
Tondu to Port Talbot Docks	Single Line		AB+2

GW890 COURT SART JUNCTION / UP FLYING LOOP JUNCTION TO MORLAIS JUNCTION (SWANSEA DISTRICT LINE)

TIMING POINT	DOWN	UP	NOTES
Court Sart Jn to Morlais Jn	5	5	

GW8901 DYNEVOR JUNCTION TO JERSEY MARINE JUNCTION SOUTH

TIMING POINT	DOWN	UP	NOTES
Dynevor Junction to Jersey Marine Junction South	Single Line		TCB but timed as AB+2

GW892 CWMGWRACH TO BURROWS SIDINGS

TIMING POINT	DOWN	UP	NOTES
Cwmgwrach to Neath and Brecon Junction	Single Line		One train working
Neath and Brecon Junction to Burrows Sidings	Single Line		AB+2

GW893 ONLLWYN TO NEATH AND BRECON JUNCTION

TIMING POINT	DOWN	UP	NOTES
Onllwyn to Neath and Brecon Jn	Single Line		One train working

GW894 JERSEY MARINE JUNCTION NORTH TO JERSEY MARINE JUNCTION SOUTH

TIMING POINT	DOWN	UP	NOTES
Jersey Marine Junction North and Jersey Marine Junction South	TCB*	TCB*	* TCB but timed as AB+2

GW897 GROVESEND COLLIERY LOOP JUNCTION TO HENDY JUNCTION

TIMING POINT	DOWN	UP	NOTES
Grovesend Colliery Loop Junction to Hendy Junction	TCB*	TCB*	* TCB but timed as AB+2

GW900 PILNING TO FISHGUARD HARBOUR

TIMING POINT	DOWN	UP	NOTES
Pilning to Severn Tunnel East	4	4	
Severn Tunnel East to Severn Tunnel West	AB+2	AB+2	
Severn Tunnel West to Severn Tunnel Jn (exclusive)	4	4	

GW900 PILNING TO FISHGUARD HARBOUR

TIMING POINT	DOWN	UP	NOTES
Severn Tunnel Jn (inclusive) to Maindee East Jn (exclusive)	3# Main 5 Relief	3# Main 5 Relief	# 4 if following freight
Maindee East Jn (inclusive) to Ebbw Jn (inclusive)	3	3	
Ebbw Jn (exclusive) to Long Dyke Jn (exclusive)	3# Main 4 Relief	3# Main 4 Relief	# 4 if following freight
Long Dyke Jn (inclusive) to Leckwith Loop North Jn (inclusive)	3	3	
Leckwith Loop North Jn (exclusive) to Court Sart Jn (inclusive)	4	4	
Court Sart Junction (exclusive) to Swansea Loop West Junction	5	5	
Swansea Loop West Junction to Llanelli		6	
Swansea Loop West Junction to Gowerton	6		
Gowerton to Llanelli	4		
Llanelli to Pembrey	AB+2*	AB+2*	*TCB planned as AB
Pembrey to Kidwelly	AB+2*	AB+2*	*TCB planned as AB
Kidwelly to Ferryside	AB+2*	AB+2*	*TCB planned as AB
Ferryside to Carmarthen Bridge Junction	AB+2*	AB+2*	*TCB planned as AB
Carmarthen Bridge Junction to Whitland	7	7	
Whitland to Clarbeston Road	8	8	
Clarbeston Road to Fishguard Harbour	Single Line		One train working Subject to trains shunting into the loop at Letterston and or Station siding at Fishguard Harbour siding and operating the ground frame(s)

GW9001 LANDORE JUNCTION TO SWANSEA

TIMING POINT	DOWN	UP	NOTES
Landore Junction to Swansea	5	5	

GW906 SWANSEA LOOP EAST JUNCTION TO SWANSEA LOOP WEST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Swansea Loop East Junction to Swansea Loop West Junction	TCB*	TCB*	* TCB but timed as AB

GW910 CRAVEN ARMS JUNCTION TO LLANDEILO JUNCTION (CENTRAL WALES LINE)

TIMING POINT	DOWN	UP	NOTES
Craven Arms to Knighton	Single Line		
Knighton to Llandrindod	Single Line		
Llandrindod to Llanwrtyd	Single Line		
Llanwrtyd to Llandovery	Single Line		
Llandovery to Llandeilo	Single Line		
Llandeilo to Pantyffynnon	Single Line		
Pantyffynnon to Morlais Jn	Single Line		
Morlais Jn to Llandeilo Jn	5	5	

GW915 GWAUN-CAE-GURWEN TO PANTYFFYNNON

TIMING POINT	DOWN	UP	NOTES
Gwaun - Cae - Gurwen to Pantyffynnon	Single Line		One train working

GW930 CARMARTHEN JUNCTION TO CARMARTHEN STATION

TIMING POINT	DOWN	UP	NOTES
Carmarthen Junction to Carmarthen Station	Single Line		AB+2

GW940 CARMARTHEN STATION TO CARMARTHEN BRIDGE JUNCTION

TIMING POINT	DOWN	UP	NOTES
Carmarthen Station to Carmarthen Bridge Junction	Single Line		AB+2

GW950 WHITLAND TO PEMBROKE DOCK

TIMING POINT	DOWN	UP	NOTES
Whitland to Tenby	Single Line		
Tenby to Pembroke Dock	Single Line		One train working.

GW960 CLARBESTON ROAD TO MILFORD HAVEN

TIMING POINT	DOWN	UP	NOTES
Clarbeston Road to Milford Haven	Single Line		* TCB but timed as AB+2

GW970 GULF OIL BRANCH JUNCTION TO WATERSTON GULF OIL REFINERY

TIMING POINT	DOWN	UP	NOTES
Gulf Oil Branch Junction to Waterston	Single Line		Lines are worked under the control of a person in charge (Clarbeston Road Jn Signaller). See section C2 Sectional Appendix

GW980 HERBRANDSTON JUNCTION TO ROBESTON AMOCO SIDINGS

TIMING POINT	DOWN	UP	NOTES
Herbrandston Junction to Robeston Amoco Sidings	Single Line		Lines are worked under the control of a person in charge (Clarbeston Road Jn Signaller). See section C2 Sectional Appendix

NW3001 SALTNEY JUNCTION TO HOLYHEAD

TIMING POINT	DOWN	UP	NOTES
NB: Between Saltney Jn and Colwyn Bay, where modelling has driven a review of headways, the first location (in either direction) stated should be taken as exclusive, and the second location should be taken as inclusive.			
Saltney Jn to Shotton (Low Level)	4	4	
Shotton (Low Level) to Colwyn Bay	5½ 7	5½ 7	*Following a non-stop passenger* *Following a freight or stopping passenger*
Colwyn Bay and Signals LJ71 (Down)/LJ76 (Up)	4	4	*Following a non-stop passenger* *Following a freight or stopping passenger*
Llandudno Junction Signals LJ71 (Down)/LJ76 (Up) and Penmaenmawr	AB+2	AB+2	When Penmaenmawr SB is closed, AB applies between Bangor SB and Llandudno Junction SB.
Penmaenmawr and Bangor	AB+2	AB+2	
Bangor and Menai Bridge South Junction	AB+2*	AB+2*	TCB but timed as AB
Menai Bridge South Junction and Menai Bridge North Junction	Single Line*	TCB but timed as AB+2	
Menai Bridge North Junction and Gaerwen	AB+2	AB+2	
Gaerwen and Valley	AB+2	AB+2	
Valley and Holyhead	AB+2	AB+2	

NW3015 LLANDUDNO JUNCTION TO BLAENAU FFESTINIOG

TIMING POINT	DOWN	UP	NOTES
Llandudno Junction to Llanrwst SB	Single Line		ETB
Llanrwst Signal Box to Blaenau Ffestiniog No. 4 Ground Frame	Single Line		No Signalman Token System (NST)

NW3017 LLANDUDNO JUNCTION TO LLANDUDNO

TIMING POINT	DOWN	UP	NOTES
Llandudno Junction to Deganwy	AB+2	AB+2	
Deganwy to Llandudno	AB+2	AB+2	

NW3007 WREXHAM CENTRAL TO NESTON			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Wrexham Central to Wrexham Exchange Junction	Single Line		One train In Section (OTS)
Wrexham Exchange Junction to Penyffordd	AB+2	AB+2	When Penyffordd box is switched out Absolute Block to apply between Wrexham Exchange Junction (CN51/75 signals) and Dee Marsh Junction (DM3/23 signals).
Penyffordd to Dee Marsh Junction Signal Box	AB+2	AB+2	
Dee Marsh Junction Signal Box to Bidston West Junction	TCB*	TCB*	* TCB planned as AB+2

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 Engineering Access Statement.

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

Network Rail intends to restrict planned usage to 90% of capacity, according to the following criteria:

(a) Headways used are strict minimum headways.

(b) Period of time measured is a minimum of half an hour.

(c) Capacity is measured over a signal block section, through a junction, through a platform or on a single line section.

EXCEPTIONS :-

(i) Where usage already exceeds 90% capacity, businesses will be permitted to retain existing paths but will be encouraged to move trains away from the critical period where there are acceptable cost/customer considerations. If a business relinquishes a path in the critical period, other businesses would not be able to re- occupy the path (see ii).

(ii) If a business wishes to run an additional train/s in the critical period, that request will be tabled for discussion. Normally, additional trains that breach the 90% level will not be accepted, but in exceptional circumstances it may be agreed provided all parties acknowledge the performance risks.

These restrictions will apply on the following route sections :-

GW103 PADDINGTON TO UFFINGTON
Between Paddington and Reading in both directions.

GW105 UFFINGTON TO FORDGATE VIA BOX
Between Bathampton Jn and Bristol Temple Meads in both directions.

GW900 PILNING TO FISHGUARD HARBOUR
Between Pilning and Severn Tunnel Junction.

NW3001 SALTNEY JUNCTION TO HOLYHEAD
Steam Hauled services must be timed over Conwy Tubular Bridge 30 minutes prior to a booked service to allow a full inspection of the structure to take place prior to the passage of the next booked service.

5.3 Junction Margins and Station Planning Rules

The definition for Junction Margins and Station Planning Rules is listed in Section 6.6 - 6.10 of the National TPRs.

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

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

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

STANDARD VALUES – MINIMUM	
Adjustment to Sectional Running Times A ½ minute adjustment should be included in all trains* approaching the termination point, where otherwise the terminating time would include an odd half-minute. *except at London Paddington to allow trains to run at 2½ minute headways if required, and except at Twyford and Henley (for self-contained Henley Branch services ONLY), to enable a half-hourly service frequency. **Brake Testing** Great Western Railway 80X services require a {½}-minute running brake test allowance to be included in each schedule timed using 802-E or 802-D timing loads, at the first practical opportunity that a running speed of 40mph or higher is achievable, or prior to the first stop (whichever occurs first.) This is a mandatory allowance, to apply at the start of each journey, after any driver change, change to train formation or any reversal en-route. It is not to be applied during local shunt moves or ECS moves on/off depots. Where doubt exists, please request advice from the Train Operator	
Entering an occupied Platform	{1}
Allowance to unlock a portion of train formation in service	
DMU (165/166)	6
Allowance to lock a portion of train formation in service	
DMU (165/166)	5 (lock 2-3 cars)
DMU (165/166)	6 (lock 4 cars)
DMU (165/166)	7 (lock 5-7 cars)
DMU (165/166)	8 (lock 8 cars)
Attachment of Locomotives/Units - GW routes	
22x	7
DMU (142 to 159)	5
DMU (Cardiff Valleys 150)	3
TfW 170	4
DMU (175)	6
DMU (165 & 166)	5
DMU (170)	5a, 4b (not including bay or terminal platforms)
EMU (332, 345, 360, 365)	7
(D)EMU (387, 319, 769#)	7 (if loaded passenger trains) 5 (if ECS trains coupling together)
Class 80X (5 car) #	6 (8 at Bristol Temple Meads only)
a - 5 minutes from the arrival of the second unit	
b - 4 minutes if the second unit is loaded	

STANDARD VALUES – MINIMUM	
# - value may be revised for this stock type following operational experience	
Attachment of Locomotives/Units - NW routes	
22X	7
DMU	6
TfW 170	4
Locomotive	10 15 if Class 57/3 attaching to Class 390
Connectional Allowance	5 minutes
Detachment of Locomotives/Units – GW routes	
22X	7
DMU (142 to 170)	4
TfW 158	6
DMU (175 & 180)	5
DMU (165, 166 & 170)	5c (not including bay or terminal platforms)
TfW 170	4
EMU (332)	7
EMU (360/2)	13
(D)EMU (387, 319, 769)	5 #
Class 80X (5 car)	8 #
c – Can be reduced to 3, if a second driver is present in the rear unit	
# - value may be revised for this stock type following operational experience	
Detachment of Locomotives/Units – NW routes	
22X	7
DMU	5
DMU (165 & 166)	5c (not including bay or terminal platforms)
TfW 170	4
Locomotive	10 including detaching Class 57/3 from Class 390
c – Can be reduced to 3, if a second driver is present in the rear unit	
Minimum allowance for the second Class 165/6 or 170 unit to depart after detaching under D.O.O. operation	
Second train departs after first	5 minutes
Dwell Time – GW routes	
22x	1
GWR Short Form HST (HSTGW4)	1
DMU (142 to 158 & 230)	30 seconds
DMU (159)	2
DMU (170)	45 seconds (alternate 30 seconds and 1 minute dwells on stopping services)
DMU (165 & 166)	30 seconds (DOO operation)
DMU (165 & 166)	1 (non-DOO operation)
DMU (175)	30 seconds
DMU (142, 143, 150,153 & 769)	30 seconds (Cardiff Valley Line Stations)
EMU 345	30 seconds
(D)EMU (387, 319, 769, 360, 365#)	30 seconds (DOO operation) 1 (non-DOO operation)
HST	1½
Class 80X #	1
LH	1
# - value may be revised for this stock type following operational experience	
NB: Class 165/166 units transferred to West services will use 150 dwell times	

STANDARD VALUES – MINIMUM	
Dwell Time – NW routes	
22X	1½
390	2
DMU/EMU	½
LH/HST	1
Minimum Passenger to ECS Dwell Time – GWR Services	
150/158/16x – West Country only (Not LTV)	2
Minimum Passenger to ECS dwell time – SWR Services	
Trains formed of 1 to 6 cars	2
Trains formed of 7 or more cars	4

Junction Margin – NW routes		
First Movement	**Second Movement**	**Margin**
Arrival	Conflicting departure	1
Departure	Conflicting arrival	3
All other conflicting movements, except: Where second move is a crossing move		3 2

Junction Margin – GW routes

Allowances are shown in a matrix giving the time required for the second train to cross after the first train using a junction on a conflicting move has passed. Elements used in the construction of the margin are signal spacing, junction resetting time and speed of the junction turnout (see table below).

STANDARD VALUES - MINIMUM

First Train	**Transit speed**													
Length	**5**	**10**	**15**	**20**	**25**	**30**	**40**	**60**	**70**	**75**	**90**	**100**	**110**	**125**
Single Loco	4	3½	**3**	**3**	2½	2½	2½	2½	2½	2½				
2 Car	4½	3½	**3**	**3**	**3**	2½	2½	2½	2½	2½	2½			
3 Car	4½	3½	**3**	**3**	**3**	2½	2½	2½	2½	2½	2½			
4 Car	5	3½	**3**	**3**	**3**	2½	2½	2½	2½	2½	2½	2½	2½	2½
5/6 Car (GWR Short Form HST (HSTGW4)**)**	5	3½	3½	**3**	**3**	**3**	2½	2½	2½	2½	2½	2½	2½	2½
8/9 Car / D245	5½	4	3½	**3**	**3**	**3**	2½	2½	2½	2½	2½	2½	2½	2½
10 Car, / HST8	5½	4	3½	**3**	**3**	**3**	2½	2½	2½	2½	2½	2½	2½	2½
Freights														
Up to 40 SLUs	6	4½	3½	3½	**3**	**3**	**3**	2½	2½	2½	2½			
Up to 50 SLUs	6½	4½	4	3½	**3**	**3**	**3**	2½	2½	2½	2½			
Up to 60 SLUs	7	5	4	3½	3½	**3**	**3**	2½	2½	2½	2½			
Up to 80 SLUs	8½	5½	4½	4	3½	3½	**3**	**3**	**3**	2½	2½			
Over 80 SLUs	9½	6	4½	4	4	3½	**3**	**3**	**3**	3	2½			

Times shown are for the second movement

Loco Change Allowance	12 (**NW routes**)

Locomotive Run Round – GW routes	
Passenger	10
Freight	20

STANDARD VALUES – MINIMUM	
Locomotive Run Round – NW routes	
Passenger	15
Freight	20
CrossCountry HST / 22x Train Preparation Allowances – minimum platform standing allowance between ecs arrival from depot and passenger train departure	
1 x 22x	15
2 x 22x / HST	20
By exception, allowances for 'Train Preparation' (above) and 'Safety Check Unit' (below) may be reduced after discussion and agreement between CrossCountry and Network Rail	
CrossCountry 22x Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ecs departure to depot	
1 x 22x departing in same direction as arrival	8
1 x 22x departing in reverse direction to arrival	10
2 x 22x departing in same direction as arrival	15
2 x 22x departing in reverse direction to arrival	20
CrossCountry Class 170 Safety Check Unit (SCU) Allowances – Minimum platform standing allowance between passenger train arrival and ECS departure to depot	
1 X 170	5
2 X 170	10
CrossCountry Class 170 Safety Check Unit (SCU) Allowances which includes an attachment – minimum platform standing allowance between passenger train arrival and ECS departure to depot	
When the second arrival is 1 x 170	9
When the second arrival is 2 x 170	14

Pathing Rule – GW routes

Where pathing time of more than 2 minutes is unavoidably imposed between stopping points due to conflict at a junction a restart allowance must be inserted in the timing section after the conflict point as shown in the table below.

Note:- Pathing time must not be applied approaching ARS controlled junctions where a restart allowance would be incurred as it will be ignored by ARS. This causes the route to be set too early creating delay to any preceding train planned ahead on minimum junction margin. Any pathing required should be inserted at the preceding dwell point.

	Restart allowance in minutes					
Line Speed	**< 80 mph**	**80 mph**	**90 mph**	**100 mph**	**110 mph**	**125 mph**
Pathing time $						
< 2	0	0	0	0	0	0
2	0	0	0	0	0	1
2 ½	0	0	0	½	1	2
3	0	0	½	½	1½	2
3 ½	0	½	1½	1½	2½	3
≥4	½	1	2	2	3	3½

$ Aggregated pathing time including engineering box time and any other allowances after the last stopping point

Pathing Rule (Freight) – GW routes

Where pathing time of more than 2 minutes is inserted into freight trains between stopping points, the freight train must be deemed to have stopped at the next timing point and must be re-started using a start to (stop / pass) SRT, from the point of conflict.

Platform End Conflicts	Trains may arrive 1 minute before or 3 minutes after a departure Except for Westbury, Exeter St David's and Plymouth where 2 before or 3

	after applies.
Platform Re–occupation – NW routes	
Following EMU/DMU in same direction	3
Following EMU/DMU in opposite direction	5
Following LH/HST in same direction	4
Following LH/HST in opposite direction	6
Reversal – GW routes	
22X	5
22X formed of 2 sets	6
GWR West DMU (143-166)	3 for up to and including 3 coaches 4 for 4 coaches or above (may be reduced to 3 if a second driver is diagrammed)
DMU (142 to 158) – (non GWR)	3
TfW 158	5
SWR 159	4
DMU (165/166 2 - 3 car formation)	3
DMU (165/166/769 4 - 6 car formation)	4 May be reduced to 3 if a second driver is diagrammed
DMU (165/166/769 7 - 9 car formation)	5 May be reduced to 3 if a second driver is diagrammed
170 and 175	4
319 4 - 6 car formation	4 May be reduced to 3 if a second driver is diagrammed
319 7 - 9 car formation	5 May be reduced to 3 if a second driver is diagrammed
EMU (387 4 cars)	4 (Unless a second driver is diagrammed)
EMU (387 8 cars)	5 (Unless a second driver is diagrammed)
EMU (387 12 cars)	6 (Unless a second driver is diagrammed)
Cl. 80X (5 Cars)	6$ (in platform) – 7$ (not in platform)
Cl. 80X (9/10 cars)	8$ (in platform) - 15$ (not in platform)
Freight only locations	15
GWR Short Form HST (HSTGW4)	6 (On a platform) 8 (On Ballast/Siding)
HST	7
HST when a driver change is involved	5
New Measurement Train	7
Light locomotive only	3
Loco Hauled + 5 coaches (& DVT)	5
Loco Hauled passenger/parcel rolling stock	10
345	7
# - value may be revised for this stock type following operational experience	
$ - Class 80x minimum reversal time (5, 9 or 10 car) can be reduced to 5 mins if two drivers are provided. This specially-reduced value may <u>only</u> be used with prior agreement from GWR that two drivers are to be diagrammed. An individual agreement is required for each schedule to be timed in this manner. The 5-minute value may <u>not</u> be used under any other circumstances	
Minimum allowance for freight movements	
Reversal before/after propelling movement	2
Reversal – NW routes	
22X	5
390	8
DMU/EMU	4
HST	7
New Measurement Train	7
DVT	8* Only applies to services operating in DVT mode. * can be reduced to 5 if a change of traincrew is involved

Train Crew Change Allowance	2 (**NW routes**)

Turnround Allowances in General – GW routes

At each stage of timetable development, turnrounds will not be planned for a shorter time than the minimum times shown here unless agreed by the Network Rail Operational Planning Project Manager and appropriate Business Manager.

Where an Operator wishes to specify a turnround at a location where no minimum is specified in this document, this shall be subject to the agreement of the Route Operational Planning Manager and appropriate Business Manager

Turnround Allowances On Branch Lines – GW routes

The turnround margins at either end of the branches listed below must be a minimum of 3 minutes.
In the branch working however there must be no more than three consecutive 3-minute turnrounds.

- Falmouth Branch
- Gunnislake Branch
- Looe Branch
- Severn Beach Branch
- St. Ives Branch
- Maesteg Branch

STANDARD VALUES – MINIMUM	
Turnround – NW routes	
Minimum Turnround	10
LH/HST	15 For new services, a turnround time of 10 minutes per hour of journey time should be taken as a guide.
MU	4 But no more than 3 successive 4 minutes turnrounds followed by an additional 10 minutes.(10 minutes applies to diagrams and not stations) For new services, a turnround time of 10 minutes per hour of journey time should be taken as a guide.
Avanti West Coast Services	60 At Holyhead (for Class 390) 30 At Holyhead (other than class 390) 20 At all locations for train entering passenger service after an ECS move or an ECS move following a train leaving passenger service.

THE FOLLOWING PAGES SHOW-THE EXCEPTIONS TO THESE STANDARD VALUES

GW103 PADDINGTON TO UFFINGTON

Paddington

Connectional Allowance	15

Adjustment to Sectional Running Time (to be shown on the approach to Paddington)

Movement	**Reason**	**Timing Load**	**Value**
Trains that are planned to enter a platform that is already occupied		All traffic	+ {1}

Pathing approaching Paddington

Pathing time must not be applied approaching Paddington, when providing a margin with a conflicting departure. ARS will not read the pathing time, and a conflict will be created. Pathing time should be inserted approaching Royal Oak Jn to achieve such a margin.

Platform End Conflict Margins

First Movement	**Second Movement**	**Margin**

Arrival	Conflicting Departure	1
Departure	Conflicting Arrival	4 – giving a margin of 2 minutes at Royal Oak Jn

Paddington Terminal Allowances: -

Inbound train (In passenger service)	Margin before departure to Depot
80x (9/10 car)	10 minutes
80X (5 car)	7 minutes
L/H	15 minutes
DMU	5 minutes
EMU	5 minutes #
# 7 minutes for an 8 or 9 car EMU unless a replacement driver is provided.	

Inbound train Depot	Margin before departure from Paddington (in passenger service)
80x (9/10 car)	15 minutes $
80x (5 car)	10 minutes
L/H	15 minutes
DMU	10 minutes
EMU	5 minutes #
# 7 minutes for an 8 or 9 car EMU unless a replacement driver is provided.	
$ Can be reduced to 10 minutes on agreement with GWR	

The above minimum times are acceptable to Network Rail; individual Train Operating Companies may require longer periods to achieve commercial objectives, subject to a maximum of 45 minutes at peak times & 60 minutes at off peak times. These maximum times may not be exceeded unless agreed to in writing by the Network Rail Operational Planning Project Manager.
Peak times at Paddington are defined as 07.30 to 11.00 and 16.00 to 19.30 Mondays to Fridays.
Note: These maximum times do not apply to Sleeper services to & from Penzance.

Minimum Turnround

	L/H	Power door DMU & 769	EMU	Class 80X (5 car)	Class 80X (9/10 Car)
From Banbury		20		15	15
From Bristol and Weston-super-Mare	25			15	15
From Cardiff	25			15	15
From Cheltenham	25			15	15
From Didcot to Twyford (inclusive)		7	7	10	15
From Exeter and Taunton	25			15	20
From Great Malvern	25			15	15
From Greenford		3			
From Heathrow Terminal 4 or 5			7§		
From Hereford	25			15	15
From Maidenhead to Acton Main Line (inclusive)				10	15
From Moreton-In-Marsh				15	15
From Newbury		10	10	10	15
From North Pole				10	15
To North Pole				7	10
From Bedwyn		10		10	15
From Oxford		10		10	15
From Paignton	35			20	25
From Penzance	45			20	25
From Plymouth	35			20	25
From Swansea	25			20	25

From West of Swansea	35			20	25
From Westbury				15	15
From Worcester	25			15	15
# 4 minutes permitted with a change of Driver					
Platform Re-occupation					
Platforms 1 to 11 inclusive	5 (Can be reduced to 4 by agreement from OPPM)				
Platforms 12 & 14	4				
Two DMU, 80x-5 or electric trains arriving in the same platform must be timed to arrive four minutes or more apart except when both trains are booked to run relief line from west of Ealing Broadway the minimum space between arrival of the first and second trains may be reduced to three minutes.					
When two DMU, 80x 5 car DOO or electric trains are booked to depart from the same platform in the same direction the second **must** not be timed to depart less than five minutes after the first train to enable DOO procedure to be carried out; see, also, section 5.4.6. If the second train forms an empty working this minimum may be reduced to four minutes.					
Number of Turbo cars (Inner train when a second train to be admitted to same platform)					
Platform 1		7 cars			
Platform 2		7 cars			
Platform 3		7 cars			
Platform 4		6 cars			
Platform 5		6 cars			
Platform 6		6 cars			
Platform 7		6 cars			
Platform 8		6 cars			
Platform 9		7 cars			
Platform 10		7 cars			
Platform 11		7 cars			
Platform 12		3 cars			
Platform 14		3 cars			
Station Working Rules					
All Platforms: Trains reversing in Paddington Station must have different T.I.D.s for the inward & outward movements to or from the station. Note: A.R.S. (Automatic Route Setting) will not route trains attempting to reverse in Paddington using the same T.I.D.					
Platforms 6 and 7 are intended primarily for use by Heathrow Express and the use of these platforms by other stock is restricted to rights under Access Agreements.					
Platforms 4 and 5: A 10 Car IET cannot detach in platforms 4 and 5 at Paddington as there is a high SPAD risk to the country-end set. Platform 6: A 10 Car IET cannot attach or detach in Platform 6 at Paddington due to the platform length.					

Royal Oak Sidings, Paddington

ARS assumes Siding 1 for up trains if vacant

Stabling of trains at Royal Oak has not been practiced for several years, due to environmental complaints from the local authority. In view of the sensitivity of the noise pollution issue, the planned use of Royal Oak for stabling of trains is considered most undesirable. Any Train Operator considering such use **must**, therefore, consult with Network Rail before submitting a bid. Royal Oak Sidings are available in an emergency, subject to driver compliance with noise abatement, as detailed in the Sectional Appendix. This does not apply to electric trains. Bi mode trains must be AC mode only.

Royal Oak Junction

A margin of 2 minutes applies to conflicting moves

Westbourne Park GBRf

One train only

Portobello Jn

Signalling Limitations

Trains from the Crossrail Central Operating Section must not contain any timing allowances approaching Portobello Jn as there are no intermediate CBTC/signal berths after passing or departing from Westbourne Park CS

Ladbroke Grove

Junction Margin *(applies for moves to and from the Carriage Lines via 8096 and or 8097 points)*

First Movement	Second Movement	Margin
Up train passing Ladbroke Grove	Down train to Carriage Lines	2
Down train towards Old Oak Common	Up train passing Ladbroke Grove	3
Up train passing Ladbroke Grove	Up train from Carriage Lines	2

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Crossing from ML to RL at Acton West in the Up direction Pass to Pass	Slower crossing speed	HST and HST (2+7) / 180 / 220/1 / 142 – 165/6 / 332	+{½}
Crossing from ML to RL at Acton West in the Up direction Pass to Pass	Margin applied during two track timetable operation for Great Western Railway only	HST / 180	+{½}

Simultaneous Moves Not Permitted

Consecutive Up trains towards Portobello Jn via Crossrail Depot Line 1 and Line 6, which conflict at Portobello Jn, must also have headway applied at Ladbroke Grove

North Pole IEP Depot

Depot Acceptance

Trains arriving at this location must be timed 10 minutes apart. - Use of adjustment allowances between North Pole and Ladbroke Grove (either direction) is permitted for the purpose of maintaining 10-min depot intervals and optimising pathing at Ladbroke Grove, provided no schedule conflicts are created

Trains departing this location must be timed 10 minutes apart.

Acton Main Line

NB: trains from Acton Wells Jn to the Down Goods that are booked to change traincrew at Acton Main Line stop adjacent to SN182 signal on the Down Goods. It is not possible to route a second down train from Acton Wells Jn towards the Down Goods or Down Relief or Acton TC until the first train has drawn forward to SN197 signal at Acton West.

Acton West

Junction Margin

First Movement	Second Movement	Margin
Train passes Acton West Junction in the down direction	ECS or passenger service departing Acton Yard or Goods Lines in the down direction onto the relief lines	3½
Train passes Acton West Junction in the down direction	Freight departing Acton Yard or Goods Lines in the down direction onto the relief lines	4½
Train passes Acton West Junction in the up direction using the Up Relief	Train departing Acton Yard or Goods Lines in the down direction onto the relief lines	2 minutes
Train departing Acton Yard or Goods Lines in the down direction onto the relief lines clearing Acton West Junction	Train departing Acton Yard or Goods Lines in the down direction onto the relief lines	1 minute at Acton Yard/Goods Lines
Trains arrives into Acton Yard in the up direction	Train departing Acton Yard in the down direction onto the relief lines	1 minute
Train departing Acton Yard or Goods Lines in the down direction onto the relief lines	Trains arrives into Acton Yard in the up direction	Refer to the junction margin matrix for a suitable value
Train departing Acton Yard or Goods Lines in the down direction onto the relief lines	Train passes Acton West Junction in the up direction on relief line	2
Freight departing Acton Yard or Goods Lines in the down direction onto the relief lines	Train passes Acton West Junction in the up direction on relief line	3 for freight upto and including 80 SLUs 4 for freight above 80 SLUs
Train departing Acton Yard or Goods Lines in the down direction onto the relief lines	Train passes Acton West Junction in the down direction on relief line	3

Ealing Broadway

Connectional Allowance	3

Dwell Time

Class 165/6	1
EMU	1

Platform Reoccupation

First Movement	Second Movement	Margin
Departure from Platform 3 which does not stop at West Ealing	Arrival into Platform 3	2

West Ealing

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Passing West Ealing from Drayton Green	Not passing through West Ealing at line speed.	All traffic	{1} to be shown after West Ealing
Arriving at West Ealing Bay Platform	Slow 20 mph turnout	16x	{½}

Connectional Allowance	3
Platform Re-occupation	
Bay Platform	4

Platform End Margin

First Movement	Second Movement	Margin
Passenger train from Drayton Green to West Ealing	Train (passenger or freight) from West Ealing to Drayton Green	2 minutes
Freight train from Drayton Green to West Ealing	Train (passenger or freight) from West Ealing to Drayton Green	3 minutes
Passenger train into West Ealing Bay platform	Train (passenger or freight) from West Ealing to Drayton Green	1 minute

Hanwell

Junction margin

First Movement	Second Movement	Margin
Freight cross from Drayton Green towards Down Relief	Depart Southall on Up Relief	2½
Freight cross from Drayton Green towards Down Relief	Pass Southall on Up Relief or cross Southall East Jn towards Up Relief	2
Depart Southall on Up Relief	Freight cross from Drayton Green towards Down Relief	3

Southall East Jn

Signalling Limitations

It is not possible to add pathing time in the up direction between Southall and Southall East Jn to trains timed ML, DML or GL as there are no intermediate signals. Pathing time must be added approaching Southall, or in the case of trains timed GL, with extended dwell time at Southall T.C.

Crossing and conflicting moves

First Movement	Second Movement	Margin

Passing Southall East Jn crossing to the down main or Southall T.C from the down relief or Hanwell Bridge Up Goods Loop	A conflicting train in the up direction passes or arrives at Southall.	Standard jn margin to apply to the second movement*
A train on the down relief passes or arrives at Southall	Passing Southall East Jn crossing to the up relief or Hanwell Bridge Up Goods Loop from the up main or Southall T.C.	Standard jn margin to apply based on passing time or arrival time at Southall or Southall TC of second movement*
Pass Southall station on the DML	From DRL to Southall West Loop or Up Brentford Sidings	2
Pass Southall station on the UML	Pass from DRL to Southall West Loop or Up Brentford Sidings	2
Pass from DRL to Southall West Loop or Up Brentford Sidings	Pass Southall station on DML	3½
Pass from DRL to Southall West Loop or Up Brentford Sidings	Pass Southall station on the UML	3½

For Southall West Jn, the correct Junction Margin to be applied is to be based on the slowest set of crossovers which the first train will travel over.

***Trains running Up Main or Up the Down Main cannot arrive or pass Southall whilst a conflicting crossing move is taking place at Southall East Junction**
Trains running Up Relief can arrive at Southall whilst a conflicting move is taking place at Southall East Junction (but cannot depart the station)

Southall

Adjustment to Sectional Running Time (shown approaching this location)

Movement	Reason	Timing Load	Value
Crossing from RL to ML at Acton West in the Down direction Pass to Pass	Slower Crossing Speed	22X / 80x	+{½}
Crossing from RL to ML at Acton West in the Down direction Pass to Pass	Slower Crossing Speed	D245 to D455	+{1}
Crossing from RL to ML at Acton West in the Down direction Pass to Pass	Slower Crossing Speed	142–159 / 165/6	+{½}
Up Trains crossing from RL to ML at Stockley Jn that do not call at Hayes and Harlington	Not passing Heathrow Airport Jn at linespeed	80x 9/10 car	+{1}
Up Trains crossing from RL to ML at Stockley Jn that do not call at Hayes and Harlington	Not passing Heathrow Airport Jn at linespeed	16x / 387 / 769 / 80x 5 car 75-57210/75-57280/75-57350	+{½}
Up train from Heathrow Airport Jn having come from Heathrow Airport (Up Main only)	Not Passing Heathrow Airport Jn at linespeed	387/110	+{½}

These adjustments are not required:

- On the Relief lines in either direction
- When running bi-directionally at Hayes & Harlington, or,
- When using 387/90 or 387/100 timing loads

Dwell Time

Class 165/6	½* #
Class 387/319/769	½ *

* 1 minute for Up services calling 0615 – 0930 and 1630 – 2000 Monday to Friday	
# 1 minute in the Down direction all day	
Platform Reoccupation	2 (Up and Down Relief Lines only)

Southall West Jn

Crossing and conflicting moves

First Movement	Second Movement	Margin
Passing Southall West Jn crossing to the Up main or Southall T.C from the Up relief, Up Main or Hayes Goods Loop	A train in the down direction passes or arrives at Southall.	Standard jn margin to apply To be applied before the next TIPLOC west of Southall*
A train in the down direction from Southall TC Crossing to the Down Main or Down Relief.	A train in the up direction passes or arrives at Southall	Standard jn margin to apply based +1 minute on passing time or arrival time at Southall of second movement
A train in the down direction passes or departs from Southall	A train in the down direction from Southall TC crossing to the down main or down relief.	Standard jn margin to apply between departure or passing time at Southall of first movement, and departure or passing time at Southall TC of second movement.

For Southall West Jn, the correct Junction Margin to be applied is to be based on the slowest set of crossovers which the first train will travel over.

***Trains can arrive and depart from Southall Station whilst a conflicting move is taking place at Southall West Junction, a junction margin time should be applied before the next TIPLOC in the down direction if a conflicting move will occur as Southall West Junction is not a mandatory timing point in the down direction**

There should be no pathing added between Southall and Southall West in the down direction

Hayes & Harlington

Adjustment to Sectional Running Time

Movement	Reason	Timing Load	Value
Trains arriving into Platform 5	Approach control	345 All others	{1½} {1}
Trains departing from Platform 5	Slow crossover	345	{½} approaching next timing point
Up freight to Hayes Tarmac Terminal	Slow speed access via Position Light signal	Freight	{1}

Up train to Hayes Goods Loop	Approach control	All	{½}

Connectional Allowance	3

Dwell Time	
Class 165/6	1
EMU	1
345	1

Platform Reoccupation

First Movement	Second Movement	Margin
Departure from Platform 5	Arrival into Platform 5	4
Departure from Platform 4	Arrival into Platform 4 in the Down direction	4
Departure from Platform 4	Arrival into Platform 4 in the Up direction	2
Departure from Platform 3	Arrival into Platform 3	2

^ A train can depart Hayes Up Goods Loop towards Hayes and Harlington 2 minutes after a conflicting Up departure from Hayes and Harlington Platforms 4 or 5

Turnround allowances

Class 165/6	5*
EMU - 8 car (from Paddington)	5^
EMU - 4 car (from Paddington)	4

* units up to 3-cars may be reduced to 3 minutes, if not sequential

^ may be reduced to 4, if a relief driver is diagrammed

Junction Margins

First Movement	Second Movement	Margin
Up non-stopping EMU passes Heathrow Airport Jn or up stopping EMU departs Hayes and Harlington via Hayes East ML crossover	Down ML non-stopping EMU passes Heathrow Airport Jn or down stopping service arrives Hayes and Harlington	4
Up non-stopping EMU passes Heathrow Airport Jn or up stopping EMU departs Hayes and Harlington via Hayes East ML crossover	Down ML non -stopping service passes Heathrow Airport Jn towards Slough	3½
Down train arrive platform 5	Up stopping train arrive platform 4	2½
Down train arrive platform 5	Up non-stop train on RL pass Heathrow Airport Jn	2
Up freight to Hayes Tarmac Terminal pass/depart platform 4	Up stopping train arrive platform 4	5½
Up freight to Hayes Tarmac Terminal pass/depart platform 4	Up non-stop train on RL pass Heathrow Airport Jn	5
Up train to Hayes Goods Loop pass/depart platform 4	Up stopping train arrive platform 4	4
Up train to Hayes Goods Loop pass/depart platform 4	Up non-stop train on RL pass Heathrow Airport Jn	3½
Down train from Hayes Goods Loop or Hayes Tarmac Terminal pass/depart	Up stopping train arrive Platform 4	4
Down train from Hayes Goods Loop or Hayes Tarmac Terminal pass/depart	Up non-stop train on RL pass Heathrow Airport Jn	3½

Planning Note

Hayes Tarmac Sidings can accommodate only one train at a time.

Heathrow Airport Junction

Adjustment to Sectional Running Time (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
A down train from Southall towards Heathrow Airport (Down Main only)	Not crossing Heathrow Airport Jn at linespeed	387/110	+{½}

These adjustments are not required:

- On the relief lines in either direction
- When running bi-directionally at Hayes & Harlington, or,
- When using 387/90 or 387/100 timing loads

Signalling Limitations

It is not possible to add pathing time to trains timed at Hayes and Harlington between Heathrow Airport Jn and Hayes and Harlington (both directions) as there are no intermediate signals.

Where the leading train calls at Hayes and Harlington the margin applies on departure of the leading train from Hayes and Harlington.

Where a train is planned from Heathrow Airport to run ahead of a train from Slough direction and both booked via ML, any pathing should be applied to the second train approaching Heathrow Airport Jn and not at Stockley Jn. This is due to ARS requirements.

Stockley Junction

Adjustment to Sectional Running Time

Movement	Reason	Timing Load	Value
Up trains crossing from Up Relief to Up Main.	Acceleration	All	+{½} approaching next timing point

West Drayton ARC

Planning Restrictions

There is no run round facility available within the terminal. As such, Down trains from the Acton direction are required to run round in either Langley or Slough Up Goods Loop in order to approach West Drayton in the Up direction. They are then required to propel into the terminal from West Drayton Loop.

West Drayton

Dwell Time

Class 165/166/387/769 (Down Direction)	½
Class 165/166/387/769 (Up Direction)	1

Adjustments to Sectional Running Times

Movement	Reason	Value
Train arriving or passing through Platform 5 from London.	Slow Speed crossover	{1}
Up trains from Colnbrook Branch passing West Drayton	Slow speed off branch	{1} Approaching next timing point

Planning Restriction

Trains longer than 71SLU planned to dwell in West Drayton Loop/Platform 5 in the down direction will foul the Relief lines. Therefore if a train longer than 71 SLU is planned, junction margins must be based on the trains departure time from West Drayton, not its arrival time.

Junction Margins

First Movement	Second Movement	Value
Up train depart West Drayton on Relief Lines	Down train from Relief Lines to West Drayton Loop or Colnbrook Branch	2
Up non stop train pass/depart Slough on Relief Lines	Down train from Relief Lines to West Drayton Loop or Colnbrook Branch	5½ *
Down train from Relief Lines to West Drayton Loop or Colnbrook Branch	Up stopping train depart West Drayton on Relief lines	2 if first train is freight 1 if first train is passenger
Down train from Relief Lines to West Drayton Loop or Colnbrook Branch	Up non stop train pass/depart Slough on Relief Lines	Same Time $
Down train from Relief Lines to Colnbrook Branch	Up train via Up Iver Loop and West Drayton Loop pass/depart	4½
Down train from Relief Lines to Colnbrook Branch	Up train via Up Relief and West Drayton Loop pass/depart	5½
Up train from West Drayton Loop or Colnbrook Branch	Down train from Relief Lines to West Drayton Loop or Colnbrook Branch	4½

*Applies to EMU/DMU/HST/80x. Increase by 2 minutes if Up train is Freight/LH

$ Applies to EMU/DMU/HST/80x. Freight/LH services can pass Slough 2 minutes before the first movement.

Iver

Dwell Time

Class 165/6	½

Langley Reception Sidings

Junction Margins

First Movement	Second Movement	Margin
Up train departing Slough (if passing Langley station on RL)	Down freight arriving in Reception Sidings	5
Up train departing Langley station	Down freight arriving in	4½

on RL	Reception Sidings	
Down freight arriving in Reception Sidings	Up train departing Slough	Simultaneous
Down freight arriving in Reception Sidings	Up train departing Langley station on RL	½

Langley

Dwell Time

Class 165/6	½

Dolphin Junction

Adjustment to Sectional Running Time (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Heathrow Airport Junction to Dolphin Junction running ML Pass to Pass	Margin applied during two track timetable operation for Great Western Railway only	HST	+{½}

Junction Margins

First movement	Second Movement	Margin
Pass Slough on Down Relief	Cross Dolphin Jn from Up Relief to Up Main	1½
Arrive Slough on Down Relief	Cross Dolphin Jn from Up Relief to Up Main	1
Cross Dolphin Jn from Up Relief to Up Main	Passenger/ECS pass Slough on Down Relief	3½
Cross Dolphin Jn from Up Relief to Up Main	Passenger/ECS arrive Slough on Down Relief	4
Cross Dolphin Jn from Up Relief to Up Main	Freight pass Slough on Down Relief	4
Passenger/ECS pass Slough on Up Main	Cross Dolphin Jn from Down Main to Down Relief	3
Passenger/ECS depart Slough on Up Main	Cross Dolphin Jn from Down Main to Down Relief	3½
Cross Dolphin Jn from Down Main to Down Relief	Passenger/ECS pass Slough on Up Main	2
Cross Dolphin Jn from Down Main to Down Relief	Passenger/ECS depart Slough on Up Main	1½

Slough

Adjustment to Sectional Running Time

Movement	Reason	Timing Load	Value
Crossing from DRL to DML at Dolphin Jn	Not passing Slough at linespeed	HST / 80x	{1} to be shown after Slough
Slough to Maidenhead pass to pass and after crossing DRL to DML at Dolphin Jn	Train will not have reached linespeed by Maidenhead	HST	{½} to be shown after Maidenhead
From down direction into Platforms 5	Slow turnout and approach control	16x / 387 / 80x	{1}
Train from Slough Up Goods Loop	Not at linespeed passing Slough	Freight Up to 2600T	{1}*
Train from Slough Up Goods Loop	Not at linespeed passing Slough	Freight above 2600T	{1½}*

*Applied approaching next timing point

Connectional Allowance	3

Dwell Time	
HST / LH / 80x	1½
Class 220 & 221	1
Class 165/6	1
Class 345	1
Turnround Allowances (From Paddington)	
DMU	5
Class 387/319/769	5
Class 80X (5 car)	6
Class 80X (9/10 Car)	8
Junction Margins	

First Movement	**Second Movement**	**Margin**
Down train pass on Up Relief to Up Goods Loop	Up train pass/arrive Platform 5	5

Slough Up Goods Loop

Adjustment to Sectional Running Time

Movement	**Reason**	**Timing Load**	**Value**
Crossing into the loop from the down direction	Slow turnout speed into the loop (25mph)	All traffic	{1}

Burnham

Dwell Time	
Class 165/6	½

Taplow

Dwell Time	
Class 165/6	½

Maidenhead East Jn

Junction Margins

First movement	**Second Movement**	**Margin**
Passenger/ECS pass Maidenhead on Up Main	Passenger/ECS cross Maidenhead East Jn from Down Main to Down Relief	2½
Passenger/ECS cross Maidenhead East Jn from Down Main to Down Relief	Passenger/ECS pass Maidenhead on Up Main	2

Maidenhead

Connectional Allowance	3
Dwell Time	
80x	1½
Class 165/6	1
Class 387/319/769	1
Class 345	1*
* 2 Minutes for a train terminating then running ECS in the same direction	

Maidenhead

Turnround allowances	16X/319/387/769	Class 80X (5 Car)	Class 80X (9/10 Car)
From Paddington	5	6	8
From Marlow/Bourne End	4		

Signalled Moves

It is not possible for a train to reach Platform 5 from the Down Main or Down Relief Line, via Maidenhead East Junction, when platform 5 is already occupied.

Class 16X services arriving into Platform 5 from the east, should be no more than **5** vehicles in length.
This is due to the presence of an intermediate Stop-Car Marker, which ensures that services from Marlow can be routed permissively into Platform 5, even when the London end of the platform is occupied.

Movements from Platform 5, shunting to another platform, cannot be routed via Maidenhead East, and should be timed via the stabling lines.

Platform Reoccupation

First Movement	**Second Movement**	**Margin**
Up Class 7/8 freight pass either Platform 4 or Platform 5	Up arrival into either Platform 4 or Platform 5	3
Down Class 7/8 freight pass Platform 3	Down arrival into Platform 3 continuing towards Twyford	3½
Down freight pass Platform 3	Down arrival into Platform 3 continuing towards Reversing Siding	3

Twyford

Adjustment to Sectional Running Time (shown approaching this location)

Movement	**Reason**	**Timing Load**	**Value**
From Down Relief into Platform 4 (Up Relief line platform)	Slow turnout & approach control	16x 387/319/769	{1}

Connectional Allowance	3

Dwell Time	
Class 165/6	1
Class 387/319/769	1
80x	1½

Platform Re-occupation

First Movement	**Second Movement**	**Margin**
Class 7/8 freight pass Platform 4	Arrive into Platform 4	3
Class 7/8 freight pass Platform 3	Arrive into Platform 3	3
Depart or pass Platform 4 in the Up direction	Arrive or pass Platform 4 in the Down direction	4
Depart or pass Platform 4 in the Down direction	Arrive or pass Platform 4 in the Up direction	5

Turnround Allowances (From Paddington)

Class 80X (5 car)	6
Class 80X (9/10 Car)	8
Class 387/319/769	7

Kennet Bridge Jn

Adjustment to Sectional Running Time (shown approaching this location)

Movement	Reason	Timing Load	Value
Down ML trains crossing to the DRL or URL	40mph crossover	80x/ 75-57210/ 75-57280/ 75-57350/ 16x 387/319/769 Class 4 Freight Class 6 Freight	{1} {½}
Down ML train passing platform 10 (via DML), 14 (via DRL) or 13 (via URL)	Approach Control	Class 4 Freight Class 6 Freight	{1}
Down RL trains crossing to the DML or URL	40mph crossover	80x/ 75-57210/ 75-57280/ 75-57350/ 16x 387/319/769 Class 4 Freight Class 6 Freight	{1} {½}
Down RL train passing platform 10 (via DML), 14 (via DRL) or 13 (via URL)	Approach Control	Class 4 Freight Class 6 Freight	{1}
From Platforms 9, 13 or 14 at Reading (pass to pass)	Lower linespeed through Platform	All traffic	{½}
Trains crossing to Kennet Bridge Loop	Approach control	All traffic	{½}

Adjustment to Sectional Running Time (to be shown after this location)

Movement	Reason	Timing Load	Value
Kennet Bridge Loop to Kennet Bridge Junction	Not at line speed passing Kennet Bridge Junction	Class 4 Freight Class 6 Freight	{½}
Reading to Kennet Bridge Junction UML – having stopped at Reading	Not at line speed passing Kennet Bridge Junction	Class 4 Freight Class 6 1400T, 1600T and 1800T Class 6 2000T Class 6 2200T and 2400T	{½} {½} {1} {1½}
Reading to Kennet Bridge Junction URL/DML/DRL – having stopped at Reading	Not at line speed passing Kennet Bridge Junction	Class 4 and 6 1200T, 1400T and 1600T Class 6 1800T Class 6 2000T Class 6 2200T and 2400T	{½} {1} {1½} {2}

Reading

Adjustment to Sectional Running Time (to be shown approaching this location)

Movement	Reason	Timing Load	Value
Trains that are planned to enter a platform that is already occupied	Approach control	All traffic	{1}
Passing Platform 11	Lower linespeed through Platform	80x 387/319/769 16x	{½}

Reading			
Arriving Platform 14 from Down Relief or Arriving Platform 13 from Up Relief (in Down Direction)	Approach Control	All Traffic Except 345 and 345-T	{½}
Approaching Platform 3 from Reading High Level Jn	Approach control	15x / 16x / 22x 387/319/769	{1}
Approaching platforms 1, 2, and 3 from Oxford Road Jn having passed Reading West	Approach control and slow speed into platform	15x / 16x / 22x 387/319/769	{1}
Down DML to pass platform 7 or 8	Lower linespeed through platform	Class 4 Freight Class 6 Freight	{½} {1}
Down DML to pass platform 10	Lower linespeed through platform	Class 4 Freight Class 6 Freight	{1} {½}
Down DRL to pass platform 14	Approach Control	Class 4 Freight Class 6 Freight	{1}
Down URL to pass platform 13	Approach Control	Class 4 Freight Class 6 Freight	{1}

Connectional allowance	7* * 12 mins to be allowed for connections between train and scheduled Rail Replacement bus services

Dwell Time	
LH / 80x	2 3 minutes for Down West of England Summer Saturday trains (Periods E, F and G) via GW500 until 1300 4 Down/Up Sleepers
Class 220 & 221	2
Class 165/6 & 387/319/769/345	1 2 minutes applies during peak hours of 07.00 - 09.00 and 16.00 - 19.00 Mondays to Fridays

Platform re-occupation	**Margin**
All platforms following moves	3
Platforms 7-12 & 15 opposing direction moves Platforms 13 & 14 opposing direction moves	4 4 (can be reduced to 3 when the second train has a minimum of (1) pathing time approaching Reading)

Planning note

It is not possible to share a platform with a 9 car class 345.

Signalling Limitations

There is no down signalled route into Platform 11 from Kennet Bridge Jn as up ML is not reversible
There is no down signalled route into Platform 10 on the Up Main Line from Kennet Bridge Jn as up ML is not reversible.
No additional allowance is to be added to freight schedules over 4400t approaching Reading coming from Oxford Road Jn on the Feeder Relief Line. This is due to the curvature and incline. All additional time to be added as pathing approaching Southcote Jn or Oxford Road Jn or to be added as a dwell in Reading Station.

Turnround Allowances	**L/H**	**Class 387/319/769/ 345**	**Power door DMU**	**Class 80X (5 Car)**	**Class 80X (9/10 Car)**
From Banbury		5	5	6	8

Reading					
From North of Banbury	30		15 20 minutes for class 22X		
From Bedwyn/Newbury/ Oxford		5	5	6	8
From Hereford/Worcester			15	15	15
From Didcot/Henley/ Basingstoke		5	5		
From South of Basingstoke			10		
From South of Wokingham			10 See Wessex Route Timetable Planning Rules for details of turn-round allowances for Platforms 4,5 and 6		
From Paddington		7	7	6	8

Prior to submitting a bid, Train Operators must discuss with Network Rail any service with a proposed through platform dwell time of longer than 10 minutes beyond the minimum for the type of service concerned.

Platform End Conflict Margin

First Movement	**Second Movement**	**Margin**
A down train from Platforms 1, 2, 3 or 7 towards Oxford Road Jn	An Up train to platforms 1, 2, 3 and 7 from Oxford Road Jn via a conflicting route	3 minutes
A down train from Platforms 8 towards Oxford Road Jn greater than 80 SLU	An Up train to Platforms 1,2,3,7 or 8 from Oxford Road Jn	6 minutes
A down train from Platforms 8 towards Oxford Road Jn less than 80 SLU	An Up train to Platforms 1,2,3,7 or 8 from Oxford Road Jn	5 minutes
A down train from Platforms 7 or 8 towards Southcote Jn	A down train from Platforms 3 or 7 towards High Level Jn	3 minutes
A down train from Platforms 3 or 7 towards the Festival Line	A down train from Platforms 7 or 8 towards Southcote Jn	3 minutes
An up train from Oxford Road Jn or Reading Triangle Sidings towards Platform 1-3	A down train towards Oxford Road Jn from Platforms 7 or 8	1 minute
An up train from High Level Jn to Platform 3 or 7	A conflicting down train towards Oxford Road Jn from Platforms 7 or 8	1 minute
Depart/Pass Platform 3, 7 or 8 to Reading Festival Line	Arrive/Pass Platform 3, 7 or 8 from Oxford Road Jn	3½ minutes
An up departure from Platforms 7 or 8 towards Reading New Jn / Kennet Bridge Jn	A down arrival at Platforms 7-9 from Reading New Jn / Kennet Bridge Jn	Standard Jn Margin matrix to apply at Kennet Bridge Jn / Reading New Jn
A down train from Kennet Bridge Jn or Reading New Jn to Platform 9	An up train from Platforms 7 or 8 to Reading New Jn or Kennet Bridge Jn	1 minute

Reading		
A down train from Platform 12 towards Reading West Jn on Down Relief	An Up train from Down Feeder Relief towards Platform 15	4½ minutes
A down train from Platform 13 towards Reading West Jn	An up train from Reading West Jn arriving at Platforms 12/13	4 minutes
A down train from Platform 14 towards Reading West Jn	An up train from Reading West Jn arriving at Platforms 12 -14	4 minutes
A down train from Platform 15 towards Reading West Jn	An up train from Reading West Jn arriving at Platforms 12 -15	4 minutes
A down train from Platforms 13-15 to Reading Traincare Depot	An up train from Reading West Jn to Platforms 13-15	4 minutes
An up train from Platforms 12-15 towards Kennet Bridge Jn	A down train from Kennet Bridge Jn to Platform 15	Standard Jn Margin matrix to apply at Kennet Bridge Jn
An up train from Platforms 15 towards Kennet Bridge Jn	A down train from Reading Southern Jn to Platforms 13-15	4 minutes
An up train from Platforms 14 towards Kennet Bridge Jn via Up Relief Line	A down train from Kennet Bridge Jn to Platforms 14/15 or Reading Southern Jn to Platforms 13-15	4 minutes
An up train from Platforms 13 towards Kennet Bridge Jn via Up Relief Line	A down train from Kennet Bridge Jn or Reading Southern Jn to Platforms 13-15	4 minutes
An up train from Platforms 12 towards Kennet Bridge Jn	A down train from Kennet Bridge Jn to Platform 12	Standard Jn Margin matrix to apply at Kennet Bridge Jn
An up train from Platforms 13-15 towards Reading Southern Jn	A down train from Kennet Bridge Jn to Platform 15	4 minutes
An up train from Platforms 13/14 towards Reading Southern Jn	A down train from Kennet Bridge Jn to Platform 14	4 minutes
A down train from Kennet Bridge Jn to Platforms 13/14 via Down Relief	An up train from Platform 12 to Kennet Bridge Jn	1 minute
A down train from Kennet Bridge Jn or Reading Southern Jn to Platform 15	An up train from Platform 13/14 to Kennet Bridge Jn via Up Relief	1 minute

Reading High Level Jn

Adjustment to Sectional Running Time (to be shown approaching location)

Movement	**Reason**	**Timing Load**	**Value**
Crossing from Up Main to Down Main or Festival Line	Slower speed junction	80x / 387 / 319 / 769 / 22x / 16x / Class 4 freight	{½}

Adjustment to Sectional Running Time (to be shown after this location)

Movement	**Reason**	**Timing Load**	**Value**
Reading to Reading High Level Junction (ML or FVL) – having stopped at Reading	Not at line speed passing Reading High Level Junction	Class 4 and 6 1000t and 1200T Class 4 and 6 1400T and 1600T Class 6 1800T and 2000T	{½} {1} {1½}

		Class 6 2200T and 2400T	{2}

Reading West Junction

Adjustment to Sectional Running Time (to be shown approaching location)

Movement	Reason	Timing Load	Value
Crossing from the Up Relief to Festival Line	Slower speed junction	All traffic	{½}
Crossing from the Up Relief to Up West Curve	Approach control	All passenger traffic	{1}
Crossing from the Up Relief to Up West Curve	Approach Control	All Class 4 and 6 trains	{1½}
Crossing from the Down Relief to the Up Passenger Loop	Approach control	All traffic	{1}

Adjustment to Sectional Running Time (to be shown after this location)

Movement	Reason	Timing Load	Value
Reading to Reading West Junction RL – having stopped at Reading	Not at line speed passing Reading West Junction	Class 4 and 6 1000T Class 4 and 6 1200T Class 4 and 6 1400T and 1600T Class 6 1800T Class 6 2000T and 2200T Class 6 2400T	{½} {1} {1½} {2} {2½} {3}
Crossing from the Up or Down West Curve or Festival Line	Acceleration	All traffic	{½}
Crossing from Reading West Curve and crossing at Tilehurst East Junction.	Acceleration	All Class 4 traffic Class 4 1600T All Class 6 traffic	{½} approaching Tilehurst East Jn {½} after Tilehurst East Jn (additional to the above). {½} approaching Tilehurst East Jn and {½} after Tilehurst East Jn
Crossing from Reading West Curve and running RL	Acceleration	All Class 4 and 6 traffic	{1} approaching Goring and Streatley

Tilehurst East Junction

Crossing and conflicting moves

First Movement	Second Movement	Margin
An Up train on the main line crossing to the Up relief at Tilehurst East Junction	An Up train on the relief line following	Headway plus 1 minute
An Up train on the relief line	An Up train on the main line crossing to the Up relief at Tilehurst East Junction	Headway plus 2 minutes
A down train from Scours Lane	An Up relief line service	Junction margin matrix for the particular train plus 1 minute

Adjustment to Sectional Running Time (to be shown approaching location)

Movement	Reason	Timing Load	Value
Crossing to the UPL at Scours Lane Junction	Approach Control	All Class 4 and 6 trains	{1}

Adjustment to Sectional Running Times (to be shown after this location)

Movement	Reason	Timing Load	Value
Crossing from the URL having come from Scours Lane Junction	Acceleration	Class 4 and 6 1400T	{½} having stopped at Scours Lane
		Class 4 and 6 1600T	{1} having stopped at Scours Lane
		Class 6 1800T and 2000T	{1½} having stopped at Scours Lane
		Class 6 2200T and 2400T	{2} having stopped at Scours Lane

Tilehurst

Crossing and conflicting moves

First Movement	Second Movement	Margin
Departure from Tilehurst down relief platform up direction (reversing move)	Arrival into Tilehurst down relief platform or down main platform having crossed down relief to down main at Tilehurst East Jn	5 minutes

Turnround Allowances (From Paddington)

Class 80X (5 car)	6
Class 80X (9/10 Car)	8
Class 16x/387/319/769	7

Moreton Cutting

Adjustment to Sectional Running Times (to be shown after this location)

Movement	Reason	Timing Load	Value
Crossing at Moreton Cutting having stopped at Didcot East Junction	Acceleration	Class 4 600T and 800T	{½}
		Class 6 1000T and 1200T	{½}
		Class 4 1000T	{1}
		Class 6 1400T	{1}
		Class 4 1200T and 1400T	{1½}
		Class 6 1600T and 1800T	{1½}
		Class 4 1400T	{2}
		Class 6 2000T	{2}
		Class 4 1600T	{2½}
		Class 6 2200T	{2½}
		Class 6 2400T	{3}

Didcot East Junction

Adjustment to Sectional Running Times (to be shown after this location)

Movement	Reason	Timing Load	Value

Train on Up Main or Up Relief that has departed Didcot Yard	Acceleration	All freight	{5}

Crossing and conflicting moves		
First Movement	**Second Movement**	**Margin**
A down train crossing from the down main to down relief or down avoider passes Didcot East Jn	An up main service from the direction of Wantage Road passes Didcot Parkway	2
A down train crossing from the down main to down relief or down avoider passes Didcot East Jn	An up main service from the direction of Wantage Road departs Didcot Parkway	1
A down train crossing from the down relief to the down avoider	A down train from the down relief passes Didcot East Jn	3
Up Relief to Up Main line services having stopped at Didcot Parkway	Down Relief line services to down Didcot Avoiding line	4½

Signalling Limitations

It is not possible to add pathing time between Didcot Parkway Platforms 3,4 or 5 and Didcot East Jn because the protecting signal for Didcot East Jn is at the east platform end at Didcot Parkway. Pathing time or increased dwell time should be added at Didcot Parkway instead.

Didcot Parkway

Adjustment to Sectional Running Times (to be shown approaching location)

Movement	**Reason**	**Timing Load**	**Value**
Using Platform 4 or 5 from DML or DRL	Approach Control	16x / 80x / 387 / 319 / 769 / 22x	{1½}

Dwell Time	
80x, L/H, 220 & 221	1½
80x, L/H, 220 & 221 Up direction between 07:00 and 09:30 - Monday to Friday	2
80x, L/H, 220 & 221 Down direction between 16:45 and 19:45 - Monday to Friday	2
Class 165/6	1
Class 387/319/769	1

Platform Re-occupation	**Margin**
Main Line Platform (except below) for following moves	4
Relief Line Platform (except below) for following moves	3
At the East end of Didcot Parkway station where trains are using the same platform in the opposite direction.	5

Turnround Allowances	HST	DMU	Class 80X (5)	Class 80X (9/10)	Class 387/319/769

From Paddington	7	7	6	8 (9 car only*)	7*
From Hereford / Worcester	7	7	6	8 (9 car only*)	
From Bicester/Reading/Oxford/ Banbury	7	5♣			5♣
♣: 3 minutes acceptable, if not sequential.					
*A 10-car Class 80X cannot reverse in any platform at Didcot Parkway due to being overlength					
*A 9-car Class 80X can only reverse in platform 5 at Didcot Parkway due to length					
*A 12-car Class 387 cannot reverse in any platform at Didcot Parkway due to being overlength.					
*Overlength formations should be timed ECS to/from Didcot West End prior to next working.					
Normal platform use: Platform 4 - Terminating Class 165/6/387/319/769 from Reading. Platform 5 - Terminating Class 165/6/387/319/769 from Oxford and Reading.					

Foxhall Junction

Adjustment to Sectional Running Times (to be shown approaching location)

Movement	Reason	Timing Load	Value
Crossing from Up Main to Down Didcot West Curve, Relief line or Goods loop	Approach control/Slow turnout speed	80x	{2}
Crossing from Didcot Relief Line to Down Didcot West Curve	Approach control/slow turnout speed	80x	{1}

Adjustment to Sectional Running Times (to be shown after location)

Movement	Reason	Timing Load	Value
Crossing from Up Didcot West Curve to Down Main	Slow turnout speed/acceleration	80x	{1½}
Crossing from Down Relief Line or Goods Loop to Down Main	Slow turnout speed/acceleration	80x	{1½}
Crossing from Up Didcot West Curve to Didcot Relief Line	Slow turnout speed/acceleration	80x	{½}

Milton Junction

Adjustment to Sectional Running Times (to be shown approaching location)

Movement	Reason	Timing Load	Value
Crossing from Up Main to Didcot Relief Line	Slow turnout speed	80x	{1½}

Adjustment to Sectional Running Times (to be shown after location)

Movement	Reason	Timing Load	Value
Crossing from Didcot Relief Line to Down Main	Slow turnout speed/acceleration	80x	{1}

Steventon

Adjustment to Sectional Running Times (to be shown approaching location)

Movement	Reason	Timing Load	Value
Crossing from Up Main to Relief Line	Slow turnout speed	80x	{1½}

Wantage Road

Adjustment to Sectional Running Times (to be shown approaching location)

Movement	Reason	Timing Load	Value

Crossing from Down Main to Down Relief	Slow turnout speed	80x	{½}
Didcot Parkway to Wantage Road Pass to Pass	Crossing from RL to ML at Foxhall Junction	D455	{1}
Adjustment to Sectional Running Times (to be shown after location)			
Movement	**Reason**	**Timing Load**	**Value**
Crossing from Up Relief to Up Main	Slow turnout speed	80x	{1½}

Challow

Adjustment to Sectional Running Times (to be shown approaching location)

Movement	Reason	Timing Load	Value
Crossing from Up Main to Up Relief	Slow turnout speed	80x	{½}
Up reversible trains that crossed from the Down Main at Uffington	Acceleration	80x / 75-57350	{1}

Uffington

Adjustment to Sectional Running Times (to be shown approaching location)

Movement	Reason	Timing Load	Value
Challow to Uffington Pass to Pass	Running from RL to ML at Challow	80x 165 / 166	{1½} {1}
Down reversible trains crossing to run via the Up Main from Uffington	Slow crossover speed	80x / 75-57350	{1}
Passing Swindon via P1 or P3	Not at linespeed at Swindon	80x	{2}

Swindon Stratton Green

Junction Margin

First Movement	Second Movement	Margin
Up train towards Uffington departs Swindon station	Up train departs Stratton Green UGL	5
Up train towards Uffington passes Swindon station	Up train departs Stratton Green UGL	3
Up train arrives Stratton Green UGL	Up train towards Uffington departs Swindon station	2
Up train arrives Stratton Green UGL	Up train towards Uffington passes Swindon station	3

Swindon East Loop

Junction Margin

First Movement	Second Movement	Margin
Train from Uffington comes to a stand at Swindon East Loop	Train from Uffington passes or arrives at Swindon station	2

GW105 UFFINGTON TO FORDGATE VIA BOX

Swindon

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Hullavington to Swindon Pass to Stop and	Slower speed at Wootton	HST / 22x / 80x /	+{½}

GW105 UFFINGTON TO FORDGATE VIA BOX

Swindon

Pass to Pass	Bassett Junction	387	
Hullavington to Swindon Pass to Stop	Slower speed at Wootton Bassett Junction	D245 to D455	+{1}
Uffington to Swindon pass to pass via Platform 3	Slow speed crossover and approach control	All traffic	+{½}
Uffington to Swindon pass to stop via Platform 3	Slow speed crossover and approach control	All traffic	+{1}
Uffington to Swindon pass to stop via Platform 1	Slow speed crossover and approach control	All traffic	+{1½}

Dwell Time	
HST/LH/22x/800/802	2
Class 165/6/387	1½
Platform Re-occupation	3 (a) (b)
	(a) Platform 4 re-occupation 3 minutes in same direction **only**, opposite direction re-occupation is subject to special instructions. (b) Where trains are using the same platform in the OPPOSITE direction, the platform re-occupation time will be 4 minutes including where trains have reversed at Platform 4.

Signalling Limitations

Cannot have a Down Train arriving Platform 1 and Up Train arriving Platform 2 simultaneously due to a Signalling Overlap at the East End of Swindon station.

Planning Rules for Platforms at Swindon:-	
Platform 1	All Up trains from the Kemble line and other up services when platform 3 is not available.
Platform 2	Terminating services from the west.
Platform 3	All up trains except when used by down trains for the Kemble line or otherwise foul of the platform reoccupation time.
Platform 4	All down through services except those for the Kemble line.

Turnround Allowances	L/H	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
From Paddington/West of Bristol	20	20	15	20
From Worcester / Gloucester / Westbury / Bristol		10	10	15

Platform End Conflict Margin

First Movement	**Second Movement**	**Margin**
A down train from Platforms 1 or 2 towards Wootton Bassett or towards Rodbourne Jn via the Down Kemble or Up Kemble	A down train to Platform 3	Simultaneous
A down train towards Rodbourne Jn via the Down Kemble	An up train to Platform 1, 2 or 3 from Wootton Bassett	4 minutes
A down train towards Rodbourne Jn via the Up Kemble	An up train to Platform 1 or 2 via the Up Kemble	Standard jn margin applies at Rodbourne Jn
A down train to Platform 1	An up train to Platform 2, 3 or the Up Main Line from Wootton Bassett or Rodbourne Jn	3 minutes
A down train from Platform 2	A down train to Platform 1	3 minutes

GW105 UFFINGTON TO FORDGATE VIA BOX

Swindon

A down train to Platform 3	An up train from Platform 1	Simultaneous
An up train to Platform 3 from the direction of Rodbourne Jn or Wootton Basset or an up train to the Up Main Line.	A down train to Platform 1	3 minutes
An up train to Platform 1 or 2 from Wootton Bassett or Rodbourne Jn via the Down Kemble or Up Kemble	A down train to Platform 3	Simultaneous
An up train arrives Swindon	A down train departs Swindon via conflicting route	1 minute
A down train arrives Swindon	An up train departs Swindon via a conflicting route	1 minute

Wootton Bassett Junction

Adjustment to Sectional Running Time (to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Swindon to Wootton Bassett Start to Pass from Platforms 1 and 3 at Swindon	Slower crossing move at Swindon	80x	+{½}
From Swindon to Wootton Bassett Start to Pass towards Hullavington from Platforms 1 and 3 at Swindon	Slower crossing move at Swindon	80x / 387	+{1}
From Swindon to Wootton Bassett Start to Pass for trains originating from Swindon platform 1 and 3	Slower crossing move at Swindon, Wootton Bassett and running brake test	80x	+{1}
From Swindon to Wootton Bassett towards Hullavington Start to Pass for trains originating from Swindon platform 1 and 3	Slower crossing move at Swindon, Wootton Bassett and running brake test	80x / 387	+{1½}
From Swindon to Hullavington Start to Pass	Slower crossing move at Wootton Bassett Junction	80x / 22x / D455 / XC HST / 387	+{½}
From Swindon to Hullavington Pass to Pass	Slower crossing move at Wootton Bassett Junction	80x / 22x / D455 / 387	+{1}
From Chippenham to Wootton Bassett having travelled from the Melksham direction (GW523) only	Not passing Chippenham at linespeed after crossing at Thingley East Jn	80x	+{½}

Chippenham

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Chippenham to Bradford Junction Pass to Pass	Approach control	Freight	+ {½}
To apply to trains from Bradford Jn direction or from Bathampton Jn having run via the Down Main to Thingley East Jn under reversible working (pass to pass)	Slower crossing move at Thingley East Junction	Passenger	+ {½}
To apply to trains from Bradford Jn direction only.	Slower crossing move at Thingley East Junction	Freight 1600 tonnes trailing and above	+ {½}
To apply to trains from Bradford Jn direction only (pass to stop).	Slower crossing move at Thingley East Junction	80x	+ {½}

Dwell Time

Class LH	2
Class 142 – 16x	1
Class 80x/22x	1½

Station Working

The signalling constraints deny parallel moves between Chippenham and Thingley Jcn when relying on Bi-Directional signalling.
Trains can only reverse in Chippenham station from the West (Thingley Jcn direction).

Thingley East Junction

Adjustment to Sectional Running Time (to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Chippenham to Bradford Junction Pass to Pass	Approach control	80x Freight	+{1} +{½}

Thingley Junction

Adjustment to Sectional Running Time (to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Chippenham to Bradford Junction Start to Pass	Slower crossing move at Thingley Junction	80x 15x/16x Freight	+ {1} + {½} + {2}
From Chippenham to Bradford Junction Pass to Pass	Slower crossing move at Thingley Junction	80x 75-57210/280/350 15x/16x Freight	+ {1} + {1} + {½} + {1}

Bathampton Junction

Adjustment to Sectional Running Time (to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Bath Spa to Bradford Junction Pass to Pass and Start to Pass	Slower junction speed at Bathampton Junction	80x/22x/XC HST	+{½}
Crossing into the Up loop	Slow turnout speed into the loop (15 mph)	All traffic	+{2}
From Bath Spa to Thingley East Pass to Pass and Start to Pass	Minus allowance as the SRTs are for the slower route	15x / 16x	-{½}

Junction Margins

First Movement	Second Movement	Margin
Train arrives in Bath Spa Platform 1 from Bristol Direction (reversible into Platform 1)	Train from Bradford Jn passes Bathampton Jn	7

Bath Spa

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Bradford Junction to Bath Spa Pass to Pass and Pass to Stop	Slow junction speed at Bathampton Junction	80x 22X XC HST D245 to D455	+{1}
From Thingley Junction to Bath Spa Pass to Pass and Pass to Stop	Minus allowance as the SRTs are for the slower route	158 / 16x	-{1}

Connectional Allowance	7
Dwell Time	
LH / 22x / 80x / XC HST & 142 to 159	2
Class 165/6	1½
Platform Re-occupation	
Platform 1	3*
Platform 2	4

*For bi-directional moves, a platform re-occupation value of 4 minutes applies

Bath Down Goods Loop

Adjustment to Sectional Running Time (to be shown approaching Bath Spa)

Movement	Reason	Timing Load	Value
Crossing into the down loop	Slow turnout speed into the loop (25 mph)	All traffic	+{1}

Oldfield Park

Dwell Time	
Class 142 to 150	½
Class 153 to 159	1

Keynsham

Dwell Time	
Class 142 to 159	1

Bristol East Depot Loop

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Crossing into the down loop	Slow turnout speed into the loop (25 mph)	All traffic	+{1}

North Somerset Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
From Bath Spa to Dr Days Junction via UBL	Slow junction move at North Somerset Junction	All	+ {1}
From Bristol East Junction towards St Philips Marsh	Slow junction move at North Somerset Junction	All	+ {1}
Passing North Somerset Junction having come from St Philips Marsh HSTD	Acceleration from lower speed route	80x	+ {1½} after junction
Pass from Dr. Days Junction to Bath Spa via UBL or DBL (not stopping at Bristol East Goods Loop/Depot)	Slow junction speed at North Somerset Junction	Passenger/ECS Freight	+{1} +{2} To be shown approaching next location

Bristol East Junction

Junction Margins	
Time needed between all conflicting moves	2½ (If first move is a passenger service/ECS/Light loco) 2½ (If first move is a freight up to 50 SLUs) 3 (If first train is a freight up to 80 SLUs) 3½ (If first train is a freight up to 103 SLUs)
Up train crossing from Down Filton Main or Up Filton Main to Up Filton Relief, followed by Down train from the Down Filton Relief to any route *Note: Any pathing allowance required by a train on the Down Filton Relief to maintain this margin must be placed approaching Dr Days Junction.*	3½

Bristol Temple Meads

The rules in this section make reference to 'near' and 'far' platforms, reflecting terminology used operationally.

'Near' refers to the platform at the nearest end of the station, to the direction of approach (even-numbered platforms for Up services and odd-numbered platforms for Down services).

'Far' refers to the platform at the furthest end of the station from the direction of approach (odd-numbered platforms for Up services and even-numbered platforms for Down services).

NB: The definitions given above apply at Bristol Temple Meads only. For other locations, please check the relevant

Bristol Temple Meads

TPRs or speak to operational staff.

Restrictions relating to vehicle length

Refer to section 5.4 for Bristol Temple Meads Platform lengths

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Bristol West Jn to Bristol Temple Meads via the Carriage Lines	Acceleration from lower speed route	All traffic	+ {½}

Overlap Restrictions

First Movement	Second Movement	Margin
Up train arrives Platform 3	Down train to Platform 1 passes / departs Bristol East Junction	1½
Train arrives or departs Platform 1	Up train to Platform 3 departs Bristol West Junction	1
Train arrives or departs Platform 1	Up train to Platform 3 passes Bristol West Junction	2

Connectional Allowance	10

Dwell Time

80X, HST / LH, 220 & 221	3$
142 to 170 & GWR Short Form HST (HSTGW4)	2#

$ Increase to 10 minutes if watering is required.

Increase to 4 minutes if services reverse at Bristol Temple Meads.

Minimum allowance for reversals or run rounds en-route

L/H	15

Platform Re-occupation

Same direction	3
Opposite direction	4

Attachment

Class 80x	8 (Including dwell)

Margin between arrivals on adjacent platforms	3^

^ The simultaneous routing of trains to opposing mid-platform signals on the same through platform line is **prohibited**. The first train must have arrived and be **stopped** before a second train is allowed to approach from the gantry signal at the opposite end of the station.

Bristol Temple Meads

Turnround allowances

	HST	L/H	220 & 221	DMU	GWR Short Form HST (HSTGW 4)	80X (5 car)	80X (9/10 Car)
From Paddington/Birmingham		30	20	20‡	20‡	15	17
From Bicester Town/Oxford				15	15		
North of Birmingham	30	30	20	30	30		
Plymouth/Salisbury/Swansea		30		20	20	15	20
Bristol Parkway/Bath Spa/Severn Beach				5	6		
Cardiff Central/Gloucester/ Swindon/Taunton/Westbury/ Weston-s-Mare/Weymouth/ Worcester		20		10	10	10	10

‡ - May be reduced down to 17 minutes to permit the correct pathing of services, however no consecutive reductions can be made and under no circumstances should this allowance be reduced to less than 17 minutes.

Normal platform usage or guidance (shown by arrival)

Wherever possible, through trains should be timed into the far platform, and reversing trains should be timed into the near platform. The exception to this principle is through trains arriving in the down direction into Platforms 3/4, which should be timed into Platform 3 to avoid passengers having to walk back to the gates from Platform 4.

When units are required to attach, involving a movement past a Platform Sharing Signal to the far platform, a minimum station dwell of 5 minutes must be applied to the second train. This incorporates the track section occupancy of 2 minutes required by the interlocking, for the Platform Sharing Signal (position light) to clear, and an attaching allowance of 3 minutes.

Prior to submitting a bid Train Operators are requested to discuss with their Network Rail Business Manager any service (i) with a proposed platform occupation time of longer than 15 minutes beyond the specified minimum Turnround allowance time and/or (ii) which requires attaching and/or detaching of locomotive(s).

In/Out Siding.

It is not possible to arrive or depart from the In/Out Siding when a train is standing in or routed through Platform 15.

Bristol West Junction

Junction Margins

Time needed between all conflicting moves	2½ (If first move is a passenger service/ECS/Light loco) 2½ (If first move is a freight up to 50 SLUs) 3 (If first train is a freight up to 80 SLUs) 3½ (If first train is a freight up to 103 SLUs)

A maximum of 3 trains may be held at Bristol West Junction as follows:-
Train A on the West Carriage Line at Signal BL6728
Train B on the West Carriage Washing Siding at Signal BL6730
Train C on the West Carriage Line at Signal BL6734

A minimum of 25 minutes is required to run round a loco hauled train at Bristol West Junction.
Only trains which may be walked through should reverse here (Except where two drivers are provided). Trains which cannot be walked through are to reverse at Bedminster.

Bedminster	
Dwell Time	
Class 142 to 150	½
Class 153 to 159	1
GWR Short Form HST (HSTGW4)	1*
*1½ in the down direction SX between 1545 - 1830	
Reversal allowance	
HST / 80x	10 (due to platform suicide gates)

Parson Street			
Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
From Worle Junction to Parson Street Pass to Pass	From Weston-super-Mare with slow speed at Worle Junction	HST/HST (2+7) 22X / 80x	+ {1}
		D245 to D315	+ {1}
		D350 to D455	+ {2}
From Worle Junction to Parson Street Pass to Pass via Weston Super Mare avoiding line	SRTs based on slower speed route	15x/16x/GWR Short Form HST (HSTGW4)	- {½}
Crossing to Relief Line at Parson Street (Not to apply to trains stopping at Parson Street)	Slower speed junction	*All*	+ {1}
Dwell Time			
Class 142 to 150	½		
Class 153 to 159	1		
GWR Short Form HST (HSTGW4)	1*		
*1½ in the down direction SX between 1545 - 1830			

Nailsea & Backwell	
Dwell Time	
800/802	1½
LH	1½
Class 142 to 22x	1
GWR Short Form HST (HSTGW4)	1*
*1½ in the down direction SX between 1545 - 1830	

Yatton

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Worle Junction to Yatton Pass to Stop	From Weston-super-Mare with slow speed at Worle Junction	HST/HST (2+7) 22X/80x	+{1}
From Worle Junction to Yatton Pass to Stop	From Uphill Junction via avoiding line at higher speed	D245 to D315	-{1}
		D350 to D455	-{2}

Dwell Time

800/802	1½
LH	1½
Class 142 to 22x	1
GWR Short Form HST (HSTGW4)	1*

*1½ in the down direction SX between 1545 - 1830

Yatton Down and Up Loops

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Crossing into the Down or Up loops	Slow turnout speed into the loop (25 mph)	All traffic	+{1} Does not apply to Down trains that have called at Yatton, allowance included in SRT.

Worle

Dwell Time

800/802	1½
LH	1½
159	1
GWR Short Form HST (HSTGW4)	1*

*1½ in the down direction SX between 1545 - 1830

Worle Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Bristol Temple Meads to Weston-super-Mare Start to Pass	Approach controlled signal for slow junction	80X 22X/XC HST	+{1}* +{1½}*
		D245 to D455	+{1}*
From Bristol Temple Meads to Uphill via the avoiding line	Minus allowance as the SRTs are for the slower route	15x/16x/GWR Short Form HST (HSTGW4)	-{½}*
Yatton to Uphill via avoiding Line Start to pass.	Minus allowance as the SRTs are for the slower route	D245 to D455	-{1}*
From Uphill Jn via the avoiding line and with a subsequent stop at Worle	Not passing Worle Jn at linespeed (deceleration)	80x	+{1}

*These adjustments do not apply to trains that have called at Worle

Adjustment to Sectional Running Times (to be shown after this location)

Movement	Reason	Timing load	Value
To Uphill Jn via the avoiding line having stopped at Worle	Not passing Worle Jn at linespeed (acceleration)	80x	+{1}

Uphill Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Highbridge & Burnham to Weston-super-Mare Pass to Pass	To Weston-super-Mare with slow speed at Uphill Junction	HST/HST (2+7) 80x 22X/XC HST/80x	+{½} +{1} +{1½}
From Highbridge & Burnham to Weston-super-Mare Start to Pass	To Weston-super-Mare with slow speed at Uphill Junction	HST/HST (2+7) 22X/80x	+{½}
From Highbridge & Burnham to Worle Jn via the avoiding line	SRTs based on slower speed route	15x/16x/GWR Short Form HST (HSTGW4)	-{½}

Adjustment to Sectional Running Times (to be shown after this location)

Movement	Reason	Timing Load	Value
From Worle Jn via the avoiding line having stopped at Worle	Not passing Uphill Jn at linespeed (acceleration)	80x	+{½}*

*Adjustment does not apply if the train stops at Highbridge & Burnham

Junction Margins

First Movement	Second Movement	Margin	Notes
Down train towards Taunton passes Uphill Jn on Down Main	Down train from Weston-Super-Mare passes Uphill Jn from the branch to the Down Main	2½	Headway must be compliant at next mandatory TIPLOC

Highbridge & Burnham

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Uphill Junction to Highbridge & Burnham Pass to Stop	From Worle Junction via avoiding line at higher speed	D245 to D315	-{1}

Highbridge & Burnham			
		D350 to D455	-{2}
		142 to 166	-{½}
Uphill Junction to Highbridge & Burnham Pass to Stop	From Weston-super-Mare with slow speed at Uphill Jn	HST/HST (2+7) 22X/80x	+{1}
Uphill Junction to Highbridge & Burnham Pass to Pass	From Worle Junction via avoiding line at higher speed	142 to 166/GWR Short Form HST (HSTGW4)	-{½}
Uphill Junction to Highbridge & Burnham Pass to Pass	From Weston-super-Mare with slow speed at Uphill Jn	HST/HST (2+7) 22X/80x	+{1}
		D245 to D315	+{1}
		D350 to D455	+{2}

Dwell Time	
Class 142 to 150	½
Class 153 to 159	1
LH	1½

Highbridge Up Goods Loop			
Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
Crossing into the Up loop	Slow turnout speed into the loop (25 mph)	All traffic	+{1}

Bridgwater	
Dwell Time	
LH	1½
Class 142 to 159	1

GW107 WORLE JUNCTION TO UPHILL JUNCTION VIA WESTON-SUPER-MARE

Weston Milton

Dwell Time	
LH	1½
Class 142 to 159, 16x	½
GWR Short Form HST (HSTGW4)	1

Weston-super-Mare

Dwell Time	
HST / 22x /800/ 802	2
GWR Short form HST (HSTGW4)	1*

*1½ in the down direction SX between 1545 - 1830

Junction margins

Weston-super-Mare

Between opposite direction arrivals	2
Between an arrival and subsequent departure in the opposite direction	1

Station Working

Priority should be given to platforming all services on Platform 2. When services are crossing or there are otherwise two services planned in the station simultaneously preference should be given to platforming HSTs, Voyagers and Class 80x services to/from London on Platform 2.

Turnround allowances

	HST	DMU/GWR Short Form HST (HSTGW4)	Class 80X (5 car)	Class 80X (9/10 Car)
From Paddington			15	20
From Birmingham	30	30		
From Bath Spa/Cardiff Central/Gloucester		10		
From Bristol TM	7 $	4	5	7

$: Turnround allowances of Empty Coaching Stock before working a loaded passenger service is 15 minutes.

GW108 FORDGATE TO PENZANCE

Cogload Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Departing Platform 2 or 3 from Taunton	Running brake test and approach control	HST/80x/22x	{1}

Taunton

Platform End Conflict Margin

First Movement	Second Movement	Margin
Train departing platform 2 or 3 in the Up direction	Train arriving platform 2 or 3 in the Down direction	5

Junction Margin

First Movement	Second Movement	Margin
Train departing platform 4, 5 or 6 in the up direction.	Train departing platform 2 or 3 in the up direction.	3 Must be 4 minute headway at Cogload Junction

Dwell Time

800/802	1½
XC HST	1½
22x	1½
Class 142 to 159	1

Platform Re-occupation	4

Station Working

Taunton

Note that there are 6 platforms at Taunton numbered as follows Down Bay Platform 1‡ ; Down Relief Line Platform 2; Down Main Line Platform 3; Up Main Line Platform 4; Up Relief Line Platform 5; Up Bay Platform 6.
‡ This platform is not signalled to passenger standards.

Platforms 2 and 5 are the preferred platforms for regular use by trains stopping intermediately. Platform 3 may be used for terminating and reversing services. Trains on Platform 3 will be needed to be shunted if through trains require the Down Main Line.

Turnround allowances

	HST	L/H	DMU/GWR Short Form HST (HSTGW4)	Class 80X (5 car)	Class 80X (9/10 Car)
From Paddington		30		15^	20^
From Bristol	20	20	10#	10^	15^
From Cardiff			5		

^: Plus 10 minutes if a shunt move is required

#: 5 minutes acceptable, if turn-round in Down Platform

Shunting Margins – E604,E608 & E619

First Movement	Second Movement	Margin	Notes
Shunt move to E604 signal departs Taunton platform 2 or 3	Down train from Cogload Jn arrives Taunton	5	
Up train to Cogload Jn departs Taunton	Shunt move to E604 signal departs Taunton	3*	* If the first movement is from platform 4 or 5 <u>and</u> the second movement is from platform 2 or 3 the margin is **2½ minutes**
Down train from Cogload Jn arrives Taunton	Shunt move to E604 signal departs Taunton	Simultaneous	
Shunt move from E604 signal arrives Taunton	Up train departs Taunton	Simultaneous*	* If <u>both</u> movements involve platforms 5 and 6 the margin is increased to **2 minutes**
Shunt move from E604 signal arrives Taunton platform 2 or 3	Down train from Cogload Jn arrives Taunton platform 2 or 3	3	
Shunt move from E604 or E608 signal arrives Taunton platform 6	Up train arrives Taunton platform 5	4	Up train should use platform 4 if possible
Down train from Cogload Jn arrives Taunton	Conflicting shunt move to Taunton departs E604 signal	1	
Down train to Norton Fitzwarren departs Taunton	Conflicting shunt move to E619 signal departs Taunton	2½	
Shunt move to E619 signal departs Taunton platform 2 or 3	Down train to Norton Fitzwarren departs Taunton platform 2 or 3	3	
Shunt move from E619 signal arrives Taunton	Up train from Norton Fitzwarren arrives / passes Taunton	4	
Shunt move from E619 signal arrives Taunton platform 2 or 3	Conflicting down train <u>passes</u> Taunton	4	

Taunton			
Shunt move from E619 signal arrives Taunton platform 2	Down train arrives Taunton platform 3	3	Shunt move should arrive platform 3 and down train use platform 2 if possible

Fairwater Yard

Access to/from Fairwater Yard in the Cogload direction is only via the Up/Down Relief line. Such trains should be timed to run via the UDR to gain the main lines at Taunton East Junction.

Norton Fitzwarren Jcn

Access to/from West Somerset Railway is only via the Up/Down Relief line – there is no route to/from the main lines. Access to/from the Up/Down Relief to/from the main lines is via Taunton East Junction.

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Up Main to Down/Up Relief	25mph crossover and approach control	All traffic	{1}

Adjustments to Sectional Running Times (allowance to be shown after this location)

Movement	Reason	Timing Load	Value
Trains on the Down Main at Norton Fitzwarren having stopped at Taunton	Not at line speed at Norton Fitzwarren	142 to 166 / GWR Short Form HST (HSTGW4)	{½}
		80x	{½}
		D455	{½}
		LD60	{½}
		LD75	{½}
		Class 6 400t-1800t/TR40-TR100	{½}
		Class 6 2000t-3000t/TR115-TR130	{1}
Trains from Fairwater Yard or the Down/Up Relief / Taunton Goods passing Norton Fitzwarren	Not at line speed at Norton Fitzwarren	142 to 166 / GWR Short Form HST (HSTGW4)	{½}
		HST/ 80x	{1}
		22x	{1}
		75-57350	{1}
		D455	{½}
		LD60	{1}
		LD75	{1½}
		Class 6 400t-600t/TR40	{1}
		Class 6 800t-1200t/TR55-TR70	{1½}
		Class 6 1400t-1800t/TR85-TR100	{2}
		Class 6 2000t-2400t/TR115-TR130	{2½}
		Class 6 2600t-3000t	{3}

Tiverton Parkway

Dwell Time	
Class 142 to 159	1
Class 22x 800/ 802	1½

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Passing to Tiverton Down Loop	Approach control and deceleration	All traffic	{½}

Tiverton Up Loop

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Crossing into the Up Loop	Slow turnout speed into the loop (25 mph)	All traffic	{1}

Cowley Bridge Jn

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Tiverton Parkway passing to the Down and Up Goods/Riverside Yard	Approach control and deceleration	All traffic	{1½}
Approaching Cowley Bridge Jn towards Crediton	Slow speed turnout	158	{1}

Junction Margins (Southbound trains)

First Movement	Second Movement	Margin	Notes
A down train from Tiverton Parkway direction passes Cowley Bridge Jn on the Down Main Toward Exeter St David's	A train from Crediton direction passes Cowley Bridge Jn to the Down Main towards Exeter St David's	3	Headway must be compliant at next mandatory TIPLOC
Train towards Crediton	Train towards Taunton	3	

Exeter St Davids

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Trains into Platforms 1, 3, 4 and 6 from the Exeter St Thomas/Dawlish direction	Slow speed crossover	DMU/GWR Short Form HST (HSTGW4) HST/80x/22x	{½} {1}
Trains into Platforms 2, 3, 5 or 6 from the Cowley Bridge direction	Slow speed crossover	DMU/GWR Short Form HST (HSTGW4) HST/80x/22x	{½} {1}
Trains from Platforms 1, 2, 3, 4 or 6 to Cowley Bridge	Slow speed crossover	22x	{½}
Approaching Exeter St David's from Crediton	Slow speed turnout	158	{1}

Overlap Restrictions

First Movement	Second Movement	Margin
Train from Dawlish Warren or Exeter Central direction arrives Platform 1	Train into Platform 2 or 3 from Cowley Bridge direction or Exeter New Yard	3

Exeter St Davids

(excluding shunt or permissive moves)		
Train into Platform 2 or 3 from Cowley Bridge direction or Exeter New Yard	Train from Dawlish Warren or Exeter Central direction arrives Platform 1 (excluding shunt or permissive moves)	3
Train from Dawlish Warren or Exeter Central direction arrives Platform 1 (excluding shunt or permissive moves)	Train departs Platforms 2 or 3 towards Cowley Bridge Junction or Exeter New Yard	2
Train departs Platforms 2 or 3 towards Cowley Bridge Junction or Exeter New Yard	Train from Dawlish Warren or Exeter Central Direction arrives platform 1 (excluding shunt or permissive moves)	3
Train departs Platform 5 or 6 towards Cowley Bridge Junction	Train arrives Platform 5 or 6 from Dawlish Warren direction (excluding shunt or permissive moves)	3
Train arrives Platform 5 or 6 from Dawlish Warren direction (excluding shunt or permissive moves)	Train departs Platform 5 or 6 towards Cowley Bridge Junction	2

Connectional Allowance	6

Dwell Time	
XC HST (Power door) /80x	2 Except: For Summer Saturdays (Periods E, F and G) trains arriving in both directions between 09.00 and 15.00, 3 minutes.
Class 142 to 166 & GWR Short Form HST (HSTGW4)	2
22x	2 Except: For Summer Saturdays (Periods E, F and G) trains arriving in both directions between 09.00 and 15.00, 2½ minutes.
The Up Sleeper (Up Sleeper) is to have a minimum dwell of 5 minutes.	

Minimum allowance for reversals or run rounds en-route	
DMU	3
L/H	10 If Platform 4 or 5 is used then the margin needs to be 15 minutes, unless there is a loco change.

Junction Margins

First Movement	Second Movement	Margin
Arrival from Dawlish Warren direction into platforms 1, 3, 4 or 6	Arrival from Dawlish Warren direction into platform 5	3 minutes
Arrival from Cowley Bridge direction into platform 1, 2, 3, 5 or 6	Arrival from Cowley Bridge direction into platform 4	3 minutes
A Train towards Dawlish Warren departs Exeter St Davids that doesn't call at Exeter St Thomas	A Train departs Exeter St Davids that does call at Exeter St Thomas	3 minutes
Train departs Exeter St Davids towards Taunton (and does not have pathing time at Cowley Bridge Junction)	Train departs Exeter St Davids towards Crediton	3 minutes

Shunting Margins – Exeter New Yard, E664 & Riverside Yard

First Movement	Second Movement	Margin	Notes
Down train arrives Exeter St Davids Platform 1, 2 or 3, or Hyde Park Siding	Conflicting shunt move departs New Yard	1	
Train from Exeter Central or Dawlish Warren arrives	Shunt move to/from New Yard commences	Simultaneous	

Exeter St Davids

Exeter St Davids Platform 3			
Train from Exeter Central or Dawlish Warren arrives Exeter St Davids Platform 1	Shunt move to/from New Yard commences	2	Platform 1 has an extended overlap at the East end.
Up train departs Exeter St Davids Platforms 1, 2 or 3, or Hyde Park Siding	Shunt move to New Yard departs Exeter St Davids	2½	If the first train has pathing time allowance at Cowley Bridge Jcn then the margin must be increased by the same amount.
Up train departs Exeter St Davids towards Tiverton Pkwy	Conflicting shunt move to E664 signal departs Exeter St Davids	3	
Up train departs Exeter St Davids towards Crediton	Conflicting shunt move to E664 signal departs Exeter St Davids	4	
Down train from Cowley Bridge Jcn arrives Exeter St Davids	Conflicting shunt move departs E664 signal	1½	
Shunt move from E664 signal arrives Exeter St Davids	Down train from Cowley Bridge Jcn arrives Exeter St Davids	3	
Up train departs Exeter St Davids to Cowley Bridge Jcn	Down train departs Exeter Riverside Yard	2	
Up train to Riverside Yard depart / pass Exeter St Davids	Conflicting arrival from Cowley Bridge Jcn arrives Exeter St Davids	Standard junction margin matrix applies	
Shunting Margins – E35, E677, E679 & Exeter TMD			
First Movement	**Second Movement**	**Margin**	**Notes**
Down train departs Exeter St Davids towards Dawlish Warren	Conflicting shunt move to E35 signal departs Exeter St Davids platform 4, 5 or 6 or Exeter TMD	2½	There is no signalled route from Platform 1 or 3 to E35 signal.
Shunt move to E35 signal departs Exeter St Davids or Exeter TMD	Conflicting Down departure from Exeter St Davids or Exeter TMD towards Dawlish Warren	3	
Shunt move to E35 signal departs Exeter St Davids platform 4, 5 or 6, or Exeter TMD	Conflicting shunt move to E679 signal departs Exeter St Davids or Exeter TMD	3	A train standing at E679 signal prevents a shunt from Exeter St Davids platform 4 to E35 signal, or any Down departure towards Dawlish Warren.
Shunt move from E35 or E677 signal arrives Exeter St Davids or Exeter TMD	Up train from Dawlish Warren that does not call at Exeter St Thomas arrive Exeter St Davids	3	
Shunt move from E35 or E677 signal arrives Exeter St Davids or Exeter TMD	Up train departs Exeter St Thomas (having called there)	1	Up train cannot depart Exeter St Thomas while shunt moves operate to or from E35 or E677 signals.
Shunt move from E35 signal arrives Exeter St Davids Platform 5 or 6	Conflicting shunt move to Exeter St Davids or Exeter TMD departs E679 signal	1½	
Shunt move to E679 signal departs Exeter St Davids platform 5 or 6, or Exeter TMD	Conflicting shunt move to E35 signal departs Exeter St Davids platform 5 or 6, or Exeter TMD	3	

Exeter St Davids

Down train departs Exeter St Davids towards Dawlish Warren and does not call at Exeter St Thomas	Conflicting shunt move to E679 signal departs Exeter St Davids or Exeter TMD	3	
Down train departs Exeter St Thomas (having called there)	Shunt move to E679 signal departs Exeter St Davids or Exeter TMD	1	Cannot shunt to E679 signal while a down train is at Exeter St Thomas.
Shunt move from E679 Signal arrives Exeter St Davids or Exeter TMD	Conflicting Up train from Dawlish Warren arrives Exeter St Davids or Exeter TMD	2½	A train standing at E679 signal prevents an arrival from Dawlish Warren or E35 signal into Exeter St Davids platforms 1, 3 or 4.
Shunt move from E679 Signal arrives Exeter St Davids	Conflicting shunt move to Exeter St Davids departs E35 signal	1½	
Arrival onto Exeter TMD from E679 signal	Conflicting shunt move to Exeter St Davids departs E35 signal	1	
Down train to Dawlish Warren or shunt move to E679 signal departs Exeter St Davids platform 5 or 6, or Exeter TMD	Shunt move to E677 signal departs Exeter St Davids platform 5 or 6, or Exeter TMD	2½	It is not possible to shunt to/from E677 signal while another train stands at, or is routed to, E35 signal.
Up train arrives Exeter St Davids	Conflicting Down departure from Exeter TMD	2	
Train arrives on Exeter TMD	Conflicting Down departure from Exeter St Davids	2	
Minimum interval between arrivals on Exeter TMD		15	A reduced interval may be planned by prior agreement with GWR
Minimum interval between departures from Exeter TMD		15	A reduced interval may be planned by prior agreement with GWR

Platform Re-occupation	4 Where trains are using the same platform in the OPPOSITE direction, the platform re-occupation time will also be 4 minutes with a minimum of 6 minutes at Platform 1 between a departure to and arrival from Exeter Central.
	3 Platform 5 Up direction, same direction moves
	3 Platform 4 Down direction, same direction moves

No movement from Exeter Central to St David's into Platform 1/1A if that platform is occupied; similarly, into 3/3A. However, an ECS held on the Down Waterloo Line behind Signal E335 may be permitted to enter Platform 1 or 3 when occupied. This move is mostly used to clear a unit out of Platform 1/3 in order that it may be correctly positioned (at the west end) for the next diagrammed working. No movement is allowed to/from the East into or out of Platforms 1/1A/2/3 or 3A if a train is signalled down the bank from Exeter Central into Platforms 1/1A.

Prior to submitting a bid, Train Operators are requested to discuss with their Network Rail Business Manager any service (i) with a proposed platform occupation time of longer than 15 minutes beyond the specified minimum turnround allowance time and/or (ii) which requires attaching and/or detaching of locomotive(s).

Exeter St Davids

Turnround allowances

	HST	22X	DMU	GWR Short Form HST (HSTG W4)	Class 80X (5 car)	Class 80X (9/10 Car)
From Paddington					15	20
North of Gloucester	20	20				
Waterloo			20	20		
Salisbury			10	10		
Cardiff/Bristol/Gloucester			15	15		
Barnstaple/Paignton/Exmouth			5	6		
Exeter TMD			10	10		

Exeter St Thomas

Dwell Time

Class 142 to 159	1

Starcross

Dwell Time

Class 142 to 159	1

Dawlish Warren

Dwell Time

Class 22x/80x	1½
Class 142 to 159	1

Junction Margins

First Movement	Second Movement	Margin
Up stopping train arrives Platform 2	Up fast train passes UML (has not called at Dawlish)	2½
Up stopping train arrives Platform 2	Up fast train passes UML (has called at Dawlish	4
Up fast train passes UML (does not call at Starcross)	Up stopping train departs Platform 2	2
Down stopping train arrives Platform 1	Down fast train passes DML (has not called at Starcross)	2½
Down fast train passes DML	Down stopping train departs Platform 1	2

Platform Re-occupation	4

Dawlish

Dwell Time

HST / 22x	1½*
800 / 802	1½
Class 142 to 159	1

* Dwell to be 2 minutes on Summer Saturdays (Periods E, F and G) for trains arriving between 09:00 – 18:00

Teignmouth

Dwell Time	
HST / 22x	1½*
800 / 802	1½
Class 142 to 159	1
* Dwell to be 2 minutes on Summer Saturdays (Periods E, F and G) for trains arriving between 09:00 – 18:00	

Newton Abbot

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Down train crossing to platform 3	Slower speed crossover	All	{½}

Junction Margins

First Movement	Second Movement	Margin
An Up departure from P1 or P2	A down arrival into P2 or P1	4
Down arrival into P1	Down arrival into P2	3
An Up departure from any platform towards Teignmouth	An Up departure from any other platform towards Teignmouth	3

Dwell Time	
800 / 802	2
142 to 159	1
XC services (HST (Power door) & 22x)	1½*
*Dwell to be 2 minutes on Summer Saturdays for trains arriving between 09:00 – 18:00	

Platform Re-occupation	4 Where trains are using the same platform in the OPPOSITE direction, the platform re-occupation time will also be 4 minutes.

Station Working

Opposite direction moves are permitted into Platforms 1 and 2 simultaneously (Exeter Panel have a restricted overlap button which facilitates this move).

Planning Note

Standard Platform end conflict margin of 2 minutes does not apply at the West End of the station. Any conflict would be at Newton Abbot West Jn where standard junction margin matrix would apply.

Turnround allowances

	HST	22X	DMU	GWR Short Form HST (HSTGW4)	Class 80X (5 car)	Class 80X (9/10 Car)
From Taunton & beyond	20	20	10	10		
From Plymouth			10	10		
From Paignton/Exeter			5+	6	6	8
From Paddington					15	20

+: 3 minutes acceptable, if not sequential in unit diagramming.

Dainton Tunnel

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value

Dainton Tunnel			
After a stop at Newton Abbot	Not at line speed at Newton Abbot West Jn	142 to 166 & GWR Short Form HST (HSTGW4) D455 Freight below 1400tonnes Freight above 1400tonnes	{½} {1} {1½} {2}
Adjustments to Sectional Running Times (allowance to be shown after this location)			
Movement	**Reason**	**Timing Load**	**Value**
Trains stopping at Newton Abbot when crossing from Up Main to Down Main or Up & Down relief	Not at line speed at Newton Abbot West Jn	All	{½}

Totnes	
Dwell Time	
HST / 800 / 802	1½
Class 142 to 159	1
Class 22x	1½

Ivybridge	
Dwell Time	
Class 142 to 159	1

Tavistock Junction	
Recommended method of working (Times are illustrative and not for use)	
For arrivals from the Hemerdon Direction	**For departures towards Hemerdon**
Hemerdon pass xx/00	Tavistock Junction Yard dep xx.00
Plymouth Signal 197 arr xx.10 (4 min OP stop)	Plymouth Signal 199 arr xx.05 (2 min OP Stop)
Propel back to	Plymouth Signal 199 dep xx.07
Plymouth Signal 132 arr xx.20 (4 min OP stop)	Hemerdon pass xx/xx
Tavistock Junction Yard arr xx29	
For arrivals from the Lipson Jn Direction	**For departures towards Lipson Jn**
Lipson Junction pass xx/xx	Tavistock Junction Yard dep xx.00
Plymouth Signal 132 arr xx.00 (4 min OP stop)	Propel back to
Plymouth Signal 132 dep xx.04	Plymouth Signal 199 arr xx.05 (2 min OP stop)
Propel back to	Plymouth Signal 199 dep xx.07
Tavistock Junction Yard xx.13	Propel back to
	Plymouth Signal 132 arr xx.10 (3 min OP stop)
	Lipson Junction pass xx.xx

Laira Junction

Adjustment to Sectional Running Time (shown approaching this location)

Movement	Reason	Timing Load	Value
Crossing into the Down goods loop	Slow turnout speed into the loop (15 mph)	All traffic	{2}

Lipson Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
In the Up direction when travelling towards Mount Gould Jn	Approach control	All	{1}

Adjustments to Sectional Running Times (allowance to be shown after this location)

Movement	Reason	Timing Load	Value
In the Down direction when travelling from Mount Gould Jn	Speed differential	All	{1}

Plymouth

Dwell Time

HST / 800 / 802	3
Class 142 to 16x and HSTGW4	2
LH	3
Class 22x	3

Platform Re-occupation	4

Platform End Conflicts

First Movement	Second Movement	Margin
Train departing platform 6 in the up direction.	Train arriving on platform 7 in up direction	3
Train departing platform 7 in the up direction	Train arriving on platform 6 in up direction	3
Trains arriving on platform 6/7/8 in down direction	Train arriving onto platform 6/7/8 in the up direction	3
Train arriving at platform 4 in the down direction	Train departing platform 3	3
Trains arriving at platforms 6 or 7 in the up direction	Train arriving onto platform 6 or 7 in down direction	4
Train arriving at platform 6 or 7 in the up direction	Train arriving onto platform 8 in Down direction	2

Shunting Margins – P120, P124 & P131

First Movement	Second Movement	Margin	Notes
Up train towards Lipson Jcn departs Plymouth	Shunt move to P120 or P124 Signal departs Plymouth	2½	
Shunt move from P120 or P124 Signal arrives Plymouth	Conflicting Down train from Lipson Jcn arrives Plymouth	3	
Down train towards St Budeaux departs Plymouth	Shunt move to P131 Signal departs Plymouth	2½	
Shunt move from P131 Signal arrives Plymouth	Conflicting Up train from St Budeaux arrives Plymouth	3	

Station Working

Plymouth

Increased allowances apply as under:- Locomotive change only 10 m, Portion detached front 20 m, Portion detached rear 15 m, Portion attached front or rear 25 m. To apply to locomotive-hauled trains only

Normal platforms used:- All through platforms are two-way to provide maximum flexibility and permissive working is allowed. Through services normally use platforms 4 and 5 in the down direction and 6, 7 and 8 in the up direction. When track capacity allows platform 4 may also be used for up trains.
Dock 2 - Stabling ECS and when required for parcel/mail trains Not to be used for stabling light locos.
Dock 3 - Stabling ECS and when required for parcel/mail trains Not to be used for stabling light locos.
Platform 3 - To and from Cornwall, including Gunnislake. Maximum capacity 2 x Class 150 units or equivalent.
Platform 7 - Up sleeper services.

Prior to submitting a bid, Train Operators are requested to discuss with their Network Rail Operational Planning Manager any service (i) with a proposed platform occupation time of longer than 15 minutes beyond the specified minimum Turnround allowance time and/or (ii) which requires attaching and/or detaching of locomotive(s).

Class 80x unable to attach/detach on platform 6 as this may result in a SPAD of the protecting signals.

Turnround allowances

	HST	L/H	22 X	DMU	GWR Short Form HST (HSTGW 4)	Class 80X (5 car)	Class 80X (9/10 Car)
From Paddington (turn round in station)		40				25	30
From Waterloo via Pinhoe (turn round in station)				30	30		
From Bristol TM (turn round in station)	20	30	20	20	20	15	20
From North of Bristol (including South Wales) (turn round in station)	30	40	25	20	20	25	30
Exeter/Barnstaple/Paignton (turn round in station)				15	15		
West of Liskeard (turn round in station)				10	10	10	10
Liskeard/Gunnislake (turn round in station)				5	6		
Terminating trains proceeding ECS to Laira Depot (turn round in station)	10	15	10	5	5	10	10

Devonport

Dwell Time

Class 142 to 153	½
Class 156 to 159	1

Dockyard

Dwell Time

Class 142 to 159	½*

* : Request Stop.

Keyham

Dwell Time	
Class 142 to 159	½

St. Budeaux Jn

Adjustment to Sectional Running Time (shown approaching this location)

Movement	Reason	Timing Load	Value
Trains to Bere Alston/Gunnislake	Slow Junction Speed	150	{½}

Adjustment to Sectional Running Time (shown after this location)

Movement	Reason	Timing Load	Value
Trains from Gunnislake / Bere Alston	Slow Junction Speed	150	{½}

St. Budeaux Ferry Road

Dwell Time	
Class 142 to 153	½
Class 156 to 159	1

Saltash

Dwell Time	
Class 142 to 159	1

Junction Margins

First Movement	Second Movement	Margin	Notes
Down train arrives / passes Platform 1	Up train passes Platform 2	3*	*For 9/10 car Class 80x formations calling in the down direction refer to following items
Down train formed 9/10 car Class 80x departs Platform 1	Up train passes Platform 2	2½	
Down train formed 9/10 car Class 80x departs Platform 1	Up train departs Platform 2	2	
Down train formed 9/10 car Class 80x departs Platform 1	Down train passes St Budeaux Jcn / departs Ferry Road	1	

Please note – While a Class 80x formed of 9/10 cars is standing in Saltash Platform 1, the junction in rear is fouled and the AB section from St Budeaux Ferry Road remains occupied. It is not possible for an Up train to depart or pass Saltash or a following Down train to enter the single line section until after the train in question has departed Saltash.

An Up train approaching Saltash under cautionary aspects is already braking for the 15mph permanent speed restriction and therefore the normal SRTs are not compromised.

St. Germans

Dwell Time	
Class 142 to 159	1

Menheniot

Dwell Time	
Class 142 to 150	½
Class 153 to 159	1

Liskeard

Connectional Allowance	6
Dwell Time	
HST	2
XC HST (Power door) /800/802	1½
Class 142 to 159	1
Class 22x	1½

Reversing trains at Liskeard

Note that HST/80x sets cannot be reversed on the Liskeard Branch Loop as the signalling will not permit it and that loaded passenger trains cannot run from the Up platform to the Down main.
A 5 minute allowance is available to reverse an ECS from the Down main (P1) to the Up main (P2), before travelling onto the branch loop.

Turnround allowances	**DMU / GWR Short Form HST (HSTGW4)**
From Plymouth	10

Bodmin Parkway

Dwell Time	
XC HST (Power door) /800 / 802	1½
Class 142 to 159	1
Class 22x	1½

Lostwithiel

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Newquay branch to Lostwithiel	Slow speed crossing from the Newquay Branch	142 to 159 & GWR Short Form HST (HSTGW4)	{½}
		HST/22x/80x	{1}
		GWR 80x passing Par from Newquay	{1½}
		Freight	{2}
From Par to Lostwithiel Up Goods Loop	Slow speed entrance to UGL	Freight	{1}

Dwell Time	
XC HST (Power door) / 800 / 802	1½
Class 142 to 153	½
Class 156 to 159	1
Class 22x	1

Par

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Lostwithiel to Par platform 3	Slow speed crossing to Newquay Branch	All traffic	+{2}
		GWR 80x passing Par towards Newquay	+{2½}
From Lostwithiel Down Goods Loop to Par Start to Pass/Stop	Not at linespeed passing Lostwithiel station	Freight	+{1}

Connectional Allowance	3
Connectional Allowance between GWR services:	5

Dwell Time	
XC HST (Power door) / 800 / 802	1½
Class 142 to 159	1
Class 22x	1½

Platform End Conflicts

A train from the St Blazey direction cannot arrive into Platform 3 at Par until 4 minutes after the preceding up direction service from platform 2.

Where trains are using the same platform in the OPPOSITE direction, the platform re-occupation time will be 4 minutes.

Five minutes must be allowed for all down terminating services to enable the driver to give tail lamp complete to the signaller.

St. Austell

Dwell Time	
HST	2
Class 142 to 159	1
Class 22x / XC HST (Power door) / 800 / 802	1½

Truro

Dwell Time	
800 / 802	2
Class 142 to 159	1
Class 22x / XC HST (Power door)	2*
* : 3 minutes Summer Saturdays (Periods E, F and G) trains arriving on the Up only between 08.00 and 13.00.	

Platform end conflicts

First Movement	Second Movement	Margin
Train arriving or departing from Falmouth into the down bay (platform 1).	Down Train arriving/passing through platform 2 (Down main)	3 minutes

Platform Re-occupation	4
Turnround allowances	**DMU/GWR Short Form HST (HSTGW4)**
From Plymouth/Penzance	10

Redruth

Dwell Time	
XC HST (Power door) / 800 / 802	1½
Class 142 to 159	1
Class 22x	1½

Camborne

Dwell Time	
XC HST (Power door) / 800 / 802	1½
Class 142 to 159	1
Class 22x	1½

Hayle

Dwell Time	
22x / XC HST (Power door)	1½*
80x	1½
Class 142 to 150	½
Class 153 to 159	1
* :2 minutes for Summer Saturdays (Periods E, F and G) trains arriving until 15.15.	

St. Erth

Adjustment to sectional running times (shown approaching this location)

Movement	Reason	T/Load	Value
Stopping at St Erth if section ahead to Penzance is occupied	Train approaches St Erth under caution	All traffic	{1½}

Connectional Allowance	2
Connectional Allowance between GWR services:	5

St. Erth	
Dwell Time	
XC HST (Power door)	1½£
800 / 802	1½ £
Class 142 to 159	1
Class 22x	1½£
£ 2 Minutes on Summer Saturdays (Periods E, F and G) between 08:00 and 18:00	
Junction Margin	4
Platform Re-occupation	4*
* Where trains are using the same platform in the OPPOSITE direction, the platform re-occupation time will also be 4 minutes	
Down services cannot depart until tail lamp clear given by Penzance. Under STP trains can move to St. Erth advanced starter in order to clear the platform.	

Penzance

Turnround allowances

	HST	L/H	220 & 221	DMU/GWR Short Form HST (HSTGW4)	Class 80X (5 car)	Class 80X (9/10 Car)
From Paddington and Waterloo/Swindon/Bristol	25	45	25	20*		25
From North of Bristol (including South Wales)	40	50	30	20*		
From Plymouth and West thereof	20	30		10		
From St.Ives				5$		
From Paddington and North of Bristol TM					25	
From Bristol TM					25	25
From Plymouth					15	20

$: 3 minutes, if not sequential. (DMU only)

*Can be reduced to 10 by agreement with the operator

GW174 WEST EALING TO GREENFORD WEST JUNCTION

Drayton Green

Platform End Margin

First Movement	Second Movement	Margin
Passenger train from West Ealing to Drayton Green	Train (passenger or freight) from Drayton Green	1 minutes
Freight train from West Ealing to Drayton Green	Train (passenger or freight) from Drayton Green	2 minutes

GW180 HEATHROW AIRPORT JUNCTION TO HEATHROW TERMINALS 4 & 5

Not Network Rail property from 12m 30c (tunnel portal), but controlled by Thames Valley Signalling Centre (TVSC)

Heathrow Tunnel Junction

Adjustment to sectional running times (shown approaching this location)

GW180 HEATHROW AIRPORT JUNCTION TO HEATHROW TERMINALS 4 & 5

Movement	Reason	Timing Load	Value
Down trains crossing from Down Airport to the Up Airport	Slow speed crossover	All	{1}

Junction Margin	2

Heathrow Terminals 2 and 3

Connectional Allowance	2

Dwell Time	
387	2
345	1½

Platform Re-occupation	
Platform 1 or 2, same direction	2
Platform 1 or 2, depart to Terminal 5 via DH/arrive from Terminal 4	3½
Platform 1, depart to Terminal 4/arrive from Terminal 5 via DH	3½
Platform 2 only, depart to Terminal 4 or 5 via DH/arrive from Terminal 5 via UH	2

Turnround allowances

	387	**387**
From Paddington	7*	
From Terminal 4 or 5		7*

* Can be reduced to 5 minutes for a 4 or 5 car train or for an 8 or 9 car train with a change of driver

Platform End Conflict Margin

First Movement	Second Movement	Margin
Up arrival	Conflicting Down departure	1

Heathrow Terminal 4

Turnround allowances

	387	**387**		
From Paddington	7*			
From Terminal 5 or Terminals 2,3		7*		

* Can be reduced to 5 minutes for a 4 or 5 car train or for an 8 or 9 car train with a change of driver

Platform End Conflict Margin

First Movement	Second Movement	Margin
Down Arrival in Platform 2	Up departure from Platform 1	0
Down arrival in platform 1	Up departure from platform 2	0

Heathrow Terminal 5

Turnround allowances

	387	**387**		

Heathrow Terminal 5				
From Paddington	7*			
From Terminal 4 or Terminals 2,3		7*		
* Can be reduced to 5 minutes for a 4 or 5 car train or for an 8 or 9 car train with a change of driver				
Platform Re-occupation	2			
Platform End Conflict Margin				
First Movement	**Second Movement**		**Margin**	
Up departure from Platform 3	Down arrival into Platform 4		2	
Down arrival	Conflicting Up departure		1	

GW182 WEST DRAYTON TO COLNBROOK

Colnbrook

Junction Margin		
First Movement	**Second Movement**	**Margin**
Train arrive at any terminal from West Drayton	Train depart any terminal to West Drayton	2

Planning Restriction

Consecutive down trains: The second train cannot depart West Drayton Loop until 2 minutes after the preceeding train has passed T3502/T3503 signals. See entry at West Drayton under GW103 for restrictions. The second train cannot pass T3502/T3503 signals until 2 minutes after the preceeding train has arrived and been 'locked in' at a terminal.

Consecutive up trains: The second train cannot depart a terminal until 2 minutes after the preceeding train has passed T3502/T3503 signals. The second train cannot pass T3502/T3503 signals until 2 minutes after the preceeding train has arrived at West Drayton (if less than 71SLU) or departed West Drayton (if longer than 71SLU)

GW185 MAIDENHEAD TO MARLOW

Bourne End

Connectional Allowance	3
Turnround Allowance	4
Reversal Allowance to/from Marlow whereby the train guard operates token machine and pointwork.	4½

GW200 DIDCOT TO HEYFORD (EXCL.)

Didcot North Jn

Adjustments to Sectional Running Times (allowance to be shown after this location)

Movement	**Reason**	**Timing Load**	**Value**
Passing from Didcot Parkway station or Foxhall Jn*	Acceleration from slower route	22x, 769, 80x	{½}
		165/6	{½}%

GW200 DIDCOT TO HEYFORD (EXCL.)

		Class 6 freight 1000t / TR55	{½}
		Class 6 freight 1200-1400t / TR70/85	{1}
		Class 6 freight 1600-1800t / TR100	{1½}
		Class 6 freight 2000-2400t / TR115/130	{2}
		Class 4 freight 400t	{½}
		Class 4 freight 600t	{1}
		Class 4 freight 800-1000t	{1½}
		Class 4 freight 1200-1400t	{1}
		Class 4 freight 1600-1800t	{1½}
Passing from Didcot Parkway station or Foxhall Jn towards Appleford Sidings	Acceleration from slower route	Freight 1800t / TR100 and above	{½}
Passing from Didcot TC towards Appleford Sidings	Acceleration from slower route	1600t/TR85 and below 1800t/TR100 and above	{½} {1}

% not required for trains stopping at Appleford Station as this is included in the SRT

Not required for trains to Appleford sidings. Increase by {½} if passing from Didcot TC.

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Passing towards Didcot Parkway station or Foxhall Jn	Deceleration to slower route	All traffic*	{½}
Passing towards Didcot TC	Deceleration to slower route	All freight	{1}

*Except for 165/6 that have stopped at Appleford as this is included in the SRT.

Kennington Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Entry into Down Goods Loop from Didcot direction	Approach control	All traffic	{1}
From Up Oxford towards Cowley	Approach control	All traffic	{1}

Adjustments to Sectional Running Times (allowance to be shown after this location)

Movement	Reason	Timing Load	Value
From Cowley to Down or Up Oxford	Acceleration	All traffic	{1}

Hinksey North Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Pass from Kennington Jn on Down Oxford to Up Oxford or Up Oxford Relief	Approach Control	All	{1}
Pass Oxford to Hinksey Reception Lines or Hinksey Yard	Approach Control	All	{½} and also {½} approaching Oxford
From Hinksey Reception Lines or Hinksey yard passing Oxford	Acceleration	All	{½} approaching Oxford and {½} after Oxford

Oxford

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Up train from Oxford North Jn passing platform 3 from Wolvercote Jn on Up Oxford	Junction differential	All	{½}
Down train from Hinksey North Jn passing Platform 4 from Down Oxford	Junction differential	All Traffic	{½}
Up arrival into platform 1 or 2 (Not including services from Up or Down Carriage sidings and Down Turnback Line)	Approach control	All	{1}
From down carriage sidings or down turnback passing Oxford	Acceleration	All	{½} Approaching next timing point
On Down Oxford through line, crossing to Down Oxford Relief via 9158 points	Slow Junction Speed	All	{1}
Departing Oxford Platforms 1, 2 or 3 to DRL, DML or URL	Slow Speed Turnout	All	{½} Approaching next timing point
Pass platform 3 URL to UML	Slow junction speed	All trains timed over 75mph	{½} Approaching next timing point

Dwell Time

22x, 80x	2
150 - 165/6 & 769	1
Trains terminating and then running ECS in the same direction	2$

$ For terminating 80x 9/10 cars and Loco Hauled Stock (with slam doors), this needs to be 4 minutes. For terminating *double* 16X sets, 80x 5 car and Loco Hauled Stock with power doors, this needs to be 3 minutes.

Junction Margins

First Movement	Second Movement	Margin
Down passing/departing Oxford	Conflicting train departing the Down Carriage Sidings or Down Turnback	1
Up Passing/arriving Oxford	A conflicting train departing Down Carriage Sidings or Down Turnback	1
Arriving/Passing Oxford from Down carriage sidings or Down Turnback	Conflicting Down Passenger.ECS departure from Oxford	½
Arriving/Passing Oxford from Down carriage sidings or down turnback	Conflicting down Freight/Light Loco departure from Oxford	Simultaneous
Arriving/Passing Oxford from Down carriage sidings or down turnback	Conflicting down train Pass Oxford	2
Arriving from the Down Carriage Sidings or	A conflicting Up arrival	3

Oxford

Down Turnback		

Platform Re-occupation	3

Turnround allowances

	DMU/769	Class 80X (5 car)	Class 80X (9/10 Car)
From Paddington (Turnround allowances in Platform)	10	10^	15^
From Banbury (Turnround allowances in Platform/ Bay)	5#		
From Reading/Didcot (Turnround allowances in Platform)	5#		
From Hereford/Worcester (Turnround allowances in Platform)	15	15	
From Paddington/Reading/Didcot (with shunt movement)	15	15	20
From Hereford/Worcester (with shunt movement)	20		
From London Marylebone	5		

: 3 minutes acceptable for GWR services if not sequential in unit diagram.

Oxford North Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location unless otherwise stated)

Movement	Reason	Timing Load	Value
From Oxford Parkway not stopping at Oxford	Acceleration from lower speed route	All	{1} Approaching next timing point
Down train on DML pass to Oxford Parkway	Slow junction speed	All	{1}
Train in Up direction crossing to DML	Approach control	22x	{1}

Wolvercote Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Pass to Charlbury	Slower junction speed	Freight	{½}
Pass from Charlbury	Slower junction speed	All	{½}% Approaching next timing point

% Except 165/6 & 80x as it is included in the SRT

Junction Margin

First Movement	Second Movement	Margin
Pass to Charlbury	Depart to Heyford#	1*
Pass to Heyford	Depart to Heyford#	4*
Pass to Heyford	Depart to Charlbury	1*

* Increase by ½ if first train is Freight longer than 350m

Based on second move departing OD2413 or OD2415 as this transit time is built into the SRT

Planning Note

Where possible, Down trains routed through Oxford station on the Down Oxford Main and planned to stand at Wolvercote Jn should be routed via the DML. A train from Oxford Platform 4 passing this train should then be routed via the DRL to Wolvercote Jn.

GW310 WOLVERCOTE JUNCTION TO PERSHORE (EXCLUSIVE)

Combe

Dwell Time	
16x	½
*3 Car Class 16x not permitted to call	

Finstock

Dwell Time	
165*	½
* 3 car Class 16x not permitted to call. 2 car Class 165 may call despite being overlength	

Ascott-under-Wychwood

Charlbury

Crossing Moves

First Movement	Second Movement	Margin
Arrival of a Down train from the Oxford direction	Departure of an Up train towards Oxford	1 minute
Arrival of a Down train from the Oxford direction	Passing Up train towards Oxford	3 minutes

Dwell Time	
80x	1½

Turn-backs – minimum time between arrival and corresponding departure

First Movement	Second Movement	Timing Load	Margin
Down Train from Oxford direction	Up train departing towards Oxford: Down train terminates in the Up Platform. Add {½} for approach control at AW2407 on approach to Charlbury.	Class 16X 80x	10 mins 10 mins
Up Train from Moreton direction	Down train departing towards Moreton: Up train terminates in Up Platform, then shunts to Down Platform via a reverse movement at AW2407.	Class 16X 80x	10 mins 15 mins

Class 80X Turnround Allowances (From Paddington)	
5 car	10
9/10 Car	10

Dwell Time	
16x	½

Shipton

Dwell Time	
80x	1½
16x	1

Kingham

Dwell Time	
80x	1½
16X	1

Moreton-in-Marsh

Adjustment to Sectional Running Time (approaching this location)

Movement	**Reason**	**Timing Load**	**Value**
Up train approaching Moreton with either a train using the DM – UM crossover at Moreton or a train 'in section' between Moreton and Ascott	'Missed Distant'	Class 16X 80x	{½} {1}
Down train that terminates at Moreton	Distant at caution (MW1), approach-release aspects (MW2 & MW3)	All traffic	{2}

Dwell Time	
80x /Loco Hauled	1½
16x	1

Turn-backs – minimum time between arrival and corresponding departure

Method	**Description of Move**	**Timing Load**	**Value**
Down Train – Method 1	Train arrives in Down Platform, driver changes ends, train shunts to Up Main, reverses, train shunts into Up Platform, driver changes ends Add [1] terminating at Moreton in Marsh to all trains.	Class 16X 80x 9 car 80x 5 car	13 mins 25 mins 20 mins
Down Train – Method 2	Train arrives in Down Platform, driver changes ends. Train departs towards Oxford. Approaching next timing location add: {½} 16x {2} All other traffic	Class 16X 80x	5 mins 10 mins
Up Train	Train arrives in Up Platform; train draws forward, reverses, shunts into Down Platform. Add [1] terminating at Moreton in Marsh to all trains.	Class 16X 80x 9 car 80x 5 car	12 mins 20 mins 15 mins

Class 80X Turnround Allowances (From Paddington)	
5 car	10
9/10 Car	10

Honeybourne North Junction

Trains to/from Honeybourne Sidings or Long Marston

Trains from Moreton in the Marsh – Trains from Moreton in the Marsh going to either Honeybourne Sidings or Long Marston will come to a stand behind E2483 Signal. E2483 Signal is a ground position signal. When the route is set from the Down Main to Honeybourne Through Siding, E2483 will show a proceed aspect. The formation of the train must have a driving cab at both ends.

Trains to Moreton in the Marsh – Trains from either Honeybourne Sidings or Long Marston going to Moreton in the Marsh will come to a stand behind E2442 Signal at Honeybourne North Jn. E2442 Signal is a 3-aspect signal with an associated position light signal. When the route is set for the train to proceed towards Moreton in the Marsh, E2442 will show either a yellow or a green main aspect. The position light signal only applies to movements towards the Through Siding. The formation of the train must have a driving cab at both ends.

Trains to/from Moreton in the Marsh

Departures			**Arrivals**		
	Arr	**Dep**		**Arr**	**Dep**
Honeybourne Staff Hut		XX:XX	**Moreton in Marsh**		XX/XX
Honeybourne N Jn	XXRMXX	XXRMXX	**Honeybourne**		XX/XX
Honeybourne		XX/XX	**Honeybourne N Jn**	XXRMXX	XXRMXX
Moreton in Marsh		XX/XX	**Honeybourne Staff Hut**	XX:XX	XXRMXX

Token Exchange

Down Trains	2 minutes
Up Trains	5 minutes

Trains can enter the line between Moreton and Evesham 2 minutes after the section is clear.

Evesham

Allowances for terminating services

First Movement	**Second Movement**	**Timing Load**	**Margin**
Passenger train arriving from the Down direction	Shunt-via the single line to form an Up service.	DMU 80x	15 minutes¥ 20 minutes ¥
Passenger train arriving from the Up direction	Turn-round in Up Platform to form a Down service	DMU 80x	5 minutes 10 minutes

¥ increased by 5 minutes if working by pilotman in operation

Junction Margins

First Movement	**Second Movement**	**Margin**
Arriving from Norton Jn	Departing to Norton Jn	Simultaneous

Dwell Time

80x	1½
DMU	1

GW401 ASHCHURCH (INCL.) TO WESTERLEIGH JUNCTION

Ashchurch

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	**Reason**	**Timing Load**	**Value**
From the Down Main to Down Loop	Slow speed at loop entry (25 mph)	All traffic	+{1}

Dwell Time	
142 to 170	1

Cheltenham High Street Goods Loop

Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
From the Up Main to Up Loop	Slow speed at loop entry (15 mph)	All traffic	+{2}

Cheltenham Spa (including Alston Carriage Sidings)

Adjustments to Sectional Running Times (allowance to be shown approaching this location			
Movement	**Reason**	**Timing Load**	**Value**
From Cheltenham Spa to Alston C.S. Pass to Stop	Not at linespeed when passing Cheltenham	HST/22X/ 150/158/16X/80X D245 to D455	+ {½}
Services traveling on DM, crossing and terminating in Platform 2.	Slow speed crossover	Class 170 and 22x HST	+ {2} +{2½}
Adjustments to Sectional Running Times (allowance to be shown after this location)			
Movement	**Reason**	**Timing Load**	**Value**
From Alston C.S. to Cheltenham Spa Start to Pass	Not at linespeed when passing Cheltenham	HST/22X/150/158 /16X/80X D245 to D455	+ {½}

Dwell Time	
HST/LH/80x	2 except 4 minutes applies to terminating 80x 9/10 Car & 3 minutes 80x 5 car
Classes 22X	2
Classes 142 to 170	2 Up trains only, 1 applies to Down trains
XC 170	1½ Up trains only, 1 applies to Down trains
Platform Re-occupation	4 (Down Direction)*
	3 (Up direction when first train is departing towards Ashchurch
	3½ (Up direction when first train is formed of 5 or less vehicles and is going to Alstone CS / High Steet UGL / High street crossover
	4 (Up direction when first train is formed of 6 or more vehicles and is going to Alstone CS / High Street UGL / High Street Crossover
* Can be reduced to 3 minutes if the second train is coming from Alstone C.S.	

Turnround allowances			
	DMU	**Class 80X (5 car)**	**Class 80X (9/10 Car)**
From Paddington		25^	25^
From Swindon Cardiff and Bristol	12 a)		
From Swindon		20^	25^
^ Via Alstone Carriage Sidings			
a) Times are shown are via Alston Carriage Sidings			

Lansdown Goods Loop

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From the Down Main to Down Loop	Slow speed at loop entry (25 mph)	All traffic	+{1}

Barnwood Junction

Adjustments to Sectional Running Times (allowance to be shown after this location)

Movement	Reason	Timing Load	Value
From Gloucester to Cheltenham Spa Pass to Pass and Pass to Stop	Slow speed junction	D245 – 455 HST/22X/ 150/158/16x 170	+{1}

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Cheltenham Spa to Gloucester Start to Pass and Pass to Pass	Slow speed junction	D245 - D455 HST/22X/ 150/158/16x 170	+{1}

Junction Margins (Northbound trains)

First Movement	Second Movement	Margin	Notes
Up train from Standish junction direction passing Barnwood Junction from the Up Avoiding line	A train from Gloucester passes Barnwood Jn to the Up Avoiding line	2½	Headway must be compliant at next mandatory TIPLOC

Gloucester Yard Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Trains from the direction of Stroud joining at Standish Junction	SRT differential after Slow speed turnout at Standish Junction	HST/D245-D455 Not to apply to Class 800	{1}
		22X/15X/16x/GWR Short Form HST (HSTGW4) Not to apply to Class 800	{½}
Trains towards Gloucester Horton Road Junction	SRT differential Slow speed turnout at Gloucester Yard Junction	170/22x/HST/D245-D455 Not to apply to Class 800	{1}
		15X/16x Not to apply to Class 800	{½}

Junction Margins (Southbound trains)

First Movement	Second Movement	Margin	Notes
A Down train from	A train from Gloucester	2½	Headway must be compliant

Cheltenham Spa direction passing Gloucester Yard Jn from the Down Avoiding Line	passes Gloucester Yard Jn to the Down Charfield		at next mandatory TIPLOC

Haresfield Up and Down Loops

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From the Down Main to Down Loop and Up Main to Up Loop	Slow speed at loop entry (25 mph)	All traffic	+{1}

Standish Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement Down	Reason	Timing Load	Value
Trains from the direction of Gloucester Horton Road Junction	SRT differential after Slow speed turnout at Gloucester Yard Junction	HST / D245-D455	{1}
		170/22X/15X/16x/ GWR Short Form HST (HSTGW4)	{½}
Trains towards the direction of Stroud	SRT differential – Approach control and slow speed turnout at Standish Junction	22x / HST / D245-D455	{1}
		15X/16x/-GWR Short Form HST (HSTGW4)	{½}

Junction Margins (Northbound trains)

First Movement	Second Movement	Margin	Notes
A train From Cam & Dursley direction towards Gloucester Yard Jn passes Standish Jn on the Up Charfield	A train from Stonehouse direction passes Standish Jn to the Up Charfield	2½	Headway must be compliant at next mandatory TIPLOC

Cam & Dursley

Dwell Time

142 to 159, 16x	½ (1 minute peak hours)

Charfield Up and Down Loops

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From the Down Main to Down Loop	Slow speed at loop entry (20 mph)	All traffic	+{2}
From the Up Main to the Up Loop	Slow speed at loop entry (25 mph)	All traffic	+{1}

Yate

Dwell Time

142 to 159	½ (1 minute peak hours)

GW440 YATE SOUTH JUNCTION TO WESTERLEIGH

Yate Signal BL6568

A dwell must be shown at this signal in the up direction for a minimum of 5 minutes to set up the locomotive's GSMR.

Adjustment to Sectional Running Time

Movement	Reason	Timing Load	Value
Yate Signal BL6568 to Yate	Not passing Yate at linespeed having stopped at Yate Signal BL6568.	Freight	{1} to be shown after Yate

GW450 STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION

Filton Abbey Wood

Junction margins

First Movement	Second Movement	Margin
Train passes or arrives platform 1 from Bristol Parkway	Train departs platform 2 towards Bristol Parkway using DF	Simultaneous
Train passes or arrives Platform 1 from Bristol Parkway	Train passes Platform 2 towards Bristol Parkway using DF	1 minute
Train passes or departs Platform 2 towards Patchway	Train passes or arrives Platform 1 from Patchway	4
Train passes or departs Platform 2 towards Patchway	Train to Filton Abbey Wood departs Filton Sig 2052 or passes Filton West Junction	2
Train passes or departs Platform 2 towards Bristol Parkway	Train to Filton Abbey Wood Platform 1 departs Filton Sig 2052 or passes Filton West Junction	1

Rules regarding position of signals (On ML BL1580. On RL BL1578)

A train cannot cross from down Bristol line to platform 1 in the down direction (down Filton main) whilst there is a train standing in platform 2 (up Filton main).
A train cannot cross from Filton chord line to platform 1 in the down direction (down Filton main) whilst there is a train standing in platform 2 or platform 4 and cannot cross to platform 3 whilst there is a train in platform 4.
A train cannot enter platform 3 from down Bristol line in the down direction (down Filton relief) whilst there is a train standing in platform 2 (up Filton main) which is running towards patchway or Filton chord.
Only one train routing towards Patchway/Filton chord may call at Filton Abbey wood at any one time.

All trains longer than platform length crossing from Patchway direction and stopping in platform 1 will block Filton Jn No.1 points preventing a second train going from platform 2 towards Bristol Parkway

A down train terminating in platform 2 cannot turnback. Can only turnback in platform 1.

Dwell Time

142 to 159/16x/GWR Short Form HST (HSTGW4) /80x	1*
XC 22x	1½**

* Except between 0745 – 0925 for Platforms 2 and 4 when the dwell is to be 1½
** Applies during the weekday morning peak for XC trains arriving at Bristol Temple Meads between 07:00 and 09:00

Horfield Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Stapleton Road to Filton Abbey Wood stop to pass and stop to stop	Not passing Narroways Hill Jn at line speed having stopped at Stapleton Road	142-158 16x/GWR Short Form HST (HSTGW4)	{½}

Narroways Hill Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Dr Days Jn towards Clifton Down (For a train that hasn't called at Stapleton Road)	Slow speed junction	All	{1}

Stapleton Road

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From North Somerset Junction to Stapleton Road Pass to Stop	Slow speed junction	HST HST (2+7) 22x	+ {1}

Dwell Time	
142 to 159 / 16x / GWR Short Form HST (HSTGW4) / 80x	1*
LH	1½

Lawrence Hill

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From North Somerset Junction to Lawrence Hill Pass to Stop	Slow speed junction	HST/22x D245 to D455	{1}

Dwell Time	
142 to 150	½
153 to 170 / GWR Short Form HST (HSTGW4)	1

Planning note

Down trains calling at Lawrence Hill which are booked to weave to ML or Rhubarb Loop at Dr Days Jn should be planned with minimum dwell only due to signal overlap locking the junction.

Down trains calling at Lawrence Hill should never be planned to weave RL-DF (UBL-DBL) at Dr Days Jn unless

absolutely necessary. If it has to be planned, the junction must be clear (and set for the weave) 2 minutes prior to the train's arrival at Lawrence Hill, with standard junction margin applying after the weave. Alternative is for the train to have a minimum dwell of 2 minutes in the platform at Lawrence Hill to allow the overlap to clear and junction reset between arrival and departure.

Dr.Days Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
All trains on the Down Filton Relief at Narroways Hill Jn crossing to the Down Filton Main at Dr Days Jn	Slow speed junction and approach control	DMU / GWR Short Form HST (HSTGW4)	{½}
Any trains not stopping at Lawrence Hill routed towards North Somerset Jn via 'Rhubarb Curve'	Slow speed junction and approach control	HST/22x/DMU/80x/GWR Short Form HST (HSTGW4) D245 to D455 / Freight	{1} {1}
From Narroways Hill Jn to Filton Abbey Wood Pass to Pass (having come from North Somerset Jn)	Acceleration from slower speed route	Freight between 1200T and 1599T	{½}
		Freight between 1800T and 2000T	{1}
		Freight between 2200T and 2400T	{1½}
Adjustments to Sectional Running Times (allowance to be shown after this location)			
Freight trains passing from the "Rhubarb Curve" and running RL (Pass to Pass) towards Filton Abbey Wood		Up to 400t	{½} Approaching Narroways Hill Jn
		600t to 1199t inclusive	{1} approaching Narroways Hill Jn
		1200t to 1799t inclusive	{1} approaching Narroways Hill Jn & {½} approaching Horfield Jn
		1800t to 2199t inclusive	{1½} Approaching Narroways Hill Jn & {1} approaching

			Horfield Jn
		2200t and above	{1½} approaching Narroways Hill Jn & {½} Approaching Horfield Jn
Freight trains passing from the "Rhubarb Curve" and running ML (pass to Pass) towards Filton Abbey Wood		Up to 400t	{½} approaching Horfield Jn
		600t to 1199t inclusive	{1} approaching Horfield Jn
		1200t to 1799t inclusive	{1½} approaching Horfield jn
		1800t to 1999t inclusive	{2} approaching Horfield Jn
		2000t to 2199t inclusive	{2½} approaching Horfield Jn
		2200t and above	{2}* approaching Horfield Jn
*Less adjustment required. Increased SRTs takes into account the slower overall speed and therefore less adjustment is required.			
Adjustments to Sectional Running Times (allowance to be shown approaching Horfield Jn. ML moves)			
From Dr Days Jn to Filton Abbey Wood on ML pass to pass (having come from North Somerset Jn)	Slow speed junction	22X 142 to 170 HST / GWR Short Form HST (HSTGW4) / 80x	{1} {1½}
Adjustments to Sectional Running Times (allowance to be shown approaching Narroways Hill Jn. RL moves)			
From Dr Days Jn to Narroways Hill Jn on RL Pass to Pass towards Filton Abbey Wood (having come from North Somerset Jn).	Slow speed junction	HST 22X 142 to 170 / GWR Short Form HST (HSTGW4) / 80x	{1½}
		Freight up to 400T	{½}
		Freight between 600T and 1800T	{1}
		Freight above 1801T	{1½}

Planning Restriction
There is no route from Down Filton Main to St Philips Marsh via the Rhubarb Curve. The available routing is from Down Filton Relief via UBL to North Somerset Jn.

Bristol Signal BL1820 (BRST820)
Please note that when planning trains to use this signal that the train must be a maximum of 5 cars, this is due to signal sighting and signage.

GW4501 STOKE GIFFORD JUNCTION TO BRISTOL BULK HANDLING TERMINAL
Trains from Filton West Jn must not have pathing time or stops added approaching Patchway, this should be added approaching Filton West Jn instead. Signal BL1834 (approaching Filton West Jn) cannot be cleared until BL2046 (protecting Patchway Junction) is cleared, this is due to the risk of trains rolling back over 'Filton Tip AOCL'.

GW454 SEVERN BEACH TO NARROWAYS HILL JUNCTION

St. Andrews Road

Dwell Time	
142 to 159 & 16x	½

Avonmouth

Connectional Allowance	2
Dwell Time	
142 to 159	1

Junction Margins

First Movement	Second Movement	Margin
Arriving from Clifton Down	Departure to Clifton Down	Simultaneous
Arriving from St.Andrews Road	Departure towards St.Andrews Road	2

Portway Park and Ride

Dwell Time	
150 / 158 / 16x	½

Shirehampton

Dwell Time	
142 to 159 & 16x	½

Sea Mills

Dwell Time	
142 to 159 & 16x	½

Clifton Down

Dwell Time		
142 to 159	1	
Junction Margins		
First Movement	**Second Movement**	**Margin**
Arriving from Avonmouth	Departure to Avonmouth	~~2~~ 1
Arriving from Bristol	Departure to Bristol	Simultaneous

Redland

Dwell Time	
142 to 159 & 16x	½

Montpelier

Dwell Time	
142 to 159 & 16x	½

GW480 SWINDON TO STANDISH JUNCTION

Kemble

Dwell Time	
142 to 159	1
* Extended to 2 minutes on the Down 1630-2030 hrs and before 09.00 on the Up, Monday to Friday	
Adjustments to Sectional Running Times (allowance to be shown approaching this location)	

Movement	**Reason**	**Timing Load**	**Value**
Down trains to the Up Platform	Approach control and slow speed crossover	All Traffic	{1½}

Stroud

Dwell Time	
142 to 159	1

Stonehouse

Dwell Time

142 to 159	1

GW500 READING TO COGLOAD JUNCTION VIA WESTBURY AND FROME AVOIDING LINES (BERKS. AND HANTS)

Reading

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Trains booked to call at Reading West in the Up Direction (towards Reading Station). (Does not apply to trains routed to Reading platforms 1, 2 and 3).	Because of the mandatory timing point at Oxford Road Jn, it is not possible to calculate a Start to Pass SRT less than 30 secs between Reading West Stn and Oxford Road Jn. This is then further complicated by system issues not allowing a departure time at Reading West and a passing time at Oxford Road Jn to be the same. Therefore the adjustment allowance must be added between Oxford Road Jn and Reading Station.	150, 16x, 220, 221, 387, 319, 769, 80x	{-½}

Oxford Road Jn

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Trains booked to call at Reading West in the Down Direction (from Reading Station)	Because of the mandatory timing point here, it is not possible to calculate a Pass to Stop SRT less than 30 secs between Reading West Stn and Oxford Road Jn. This is then further complicated by system issues not allowing an arrival time at Reading West and a passing time at Oxford Road Jn to be the same. Therefore, the adjustment allowance must be added between Reading Station and Oxford Road Jn.	150, 16x, 220, 221, 387, 319, 769, 80x	{-½}

Crossing and conflicting moves

First Movement	Second Movement		Margin
Reading feeder main line to Down Westbury line	Up Westbury Line		4

Reading West

Junction Margins

First Movement	Second Movement	Margin
Train from Down Feeder Relief and Up Feeder Main.	Departure from Reading West	2½

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Trains from Reading West Curve that are calling at Reading West Station.	Because of the new Mandatory Timing Point at Oxford Road Jn SRT's between Oxford Road Jn and Southcote Jn have been calculated based on trains operating to/from the route via Reading Station and therefore some differences for certain Timing Loads are required to take into account slowing to go to/from Reading West Curve.	220, 221	{1}

Connectional Allowance	3

Signalling Limitations

It is not possible to add pathing time between Reading West and Oxford Road Jn because the protecting signal for Oxford Road Jn is at the east platform end at Reading West. Increased dwell time should be added at Reading West where it would otherwise be necessary to add pathing time.
It is not possible to add pathing time between Oxford Road Jn and Reading West because there are no intermediate signals. Additional Pathing time should be added approaching Oxford Road Jn instead.

Southcote Junction

Adjustments to Sectional Running Times (allowance to be shown after this location)

Movement	Reason	Timing Load	Value
Up train from Basingstoke	Not passing Southcote Junction at linespeed.	Class 6 Freight	{½}

Theale

Dwell Time

LH	1½
80x	1½ (Between 0630 and 0900 in the Up direction. Between 1630 and 1930 in the Down direction. SX only)

Adjustments to Sectional Running Times

Movement	Reason	Value
Down train to GL/Reception/Platform 1	Approach control	{2}
Down train from GL/Reception	Acceleration	Freight up to 50 SLUs {1}* Freight up to 80 SLUs {2}* Freight above 80 SLUs {2½}*
Up train to GL/Reception	Approach control	{2}
Up train from GL/Reception	Acceleration	Freight up to 50 SLUs {1}* Freight up to 80 SLUs {2}*

		Freight above 80 SLUs {2½}*
All trains propelling towards one of Theale terminals which don't fit into primary sidings and need to be split (between Theale and Terminal)	Time needed for the train to clear the shunting line before arriving at the terminal	{25} (between Theale and Terminal)
*to be applied approaching next location		
Junction Margins		
West End Movements		
First Movement	**Second Movement**	**Margin**
Up ML (Up Westbury) train passes/arrives Theale	Down Train departs Theale GL / Reception	½
Down Main Line (Down Westbury) train passes Theale	Down train departs Theale GL / Reception	2½
Down main line (Down Westbury) departs Theale	Down train departs Theale GL/Reception	3
Down train departs Theale GL/Reception	Up ML (Up Westbury) train passes/arrives Theale	Light Loco 4 Freight up to 50 SLUs 4½ Freight up to 80 SLUs 5 Freight above 80 SLUs 5½
Down train departs Theale GL/Reception	DownMain Line (down Westbury) train passes/departs Theale	5
East End Movements		
Up ML (Up Westbury) train passes/departs Theale	Up train departs Theale GL/Reception	Standard table
Up train departs Theale GL/Reception	Up ML (Up Westbury) train passes/departs Theale	Light Loco 4 Freight up to 50 SLUs 5 Freight up to 60 SLUs 5½ Freight up to 80 SLUs 6 Freight above 80 SLUs 6½

Theale Terminal Complex

Freight Restrictions

Down trains from the Southcote Jn direction are required to run round on arrival before propelling into the appropriate siding at Theale Yard.

Thatcham

Maximum dwell time – 2 minutes (due to blocking the level crossing)

Dwell Time	
LH	1½*
80x	1½ (Between 0630 and 0900 in the Up direction. Between 1630 and 1930 in the Down direction. SX only)

* 2 for peak services

Newbury Racecourse

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	**Reason**	**Timing Load**	**Value**
All trains stopping in Down Passenger Loop (DPL) from Southcote Jn	Slow turnout speed into the loop	80x 16x 319/387/769	{1½} {1}

Train stopping in Down Passenger Loop (DPL) having stopped at Thatcham	Not reached linespeed between Thatcham and Newbury Racecourse	80x	{1}
Adjustment to Sectional Running Time (shown after this location)			

Newbury

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From the Down Main to Platform 2 or 3.	Slow crossover speed (25 mph)	Class 16x/387/319/769 80x	{½}* {1}
* Does not apply to Class 16x/387/319/769 that have stopped at Newbury Racecourse.			
Passing Newbury but stopping at Newbury Racecourse	Not passing Newbury at linespeed	80x	{½}
Passing Newbury having stopped at Newbury Racecourse Platform 1 (DML)	Not passing Newbury at linespeed	80x	{1}
Allowance to be shown after this location			
In the Down direction only; trains originating or splitting at Newbury station.	Running brake test on steep gradient	16x/319/387/769	{½}

Dwell Time	
LH	1½*$
80x	1½
165/6/769	1
$: Extended to **2 minutes** on the Down between 1700 and 2000 and on the Up between 0630 and 1030 Monday to Friday	
Platform Re-occupation	4
Platform 3 (Bay) Special Working	
The platform is 129 metres. So a permanent stop car marker has been located so that a 5-car cl.80x formation (130 metres) can use the platform and be clear of signal T2864	
Turnround allowances	**DMU / Class 387/319/769**
From Paddington	10
From Reading/Bedwyn	10 but may be reduced to 3 minutes if via UPL or Bay.
Class 80X Turnround Allowances (From Paddington)	
5 car	10
9/10 Car	10

Departing Newbury Racecourse Platform 3 (DPL) in the up direction	Slow speed crossover and running brake test	80x	{½}

Hungerford

Dwell Time	
80x	1½ (Between 0630 and 0900 in the Up direction. Between 1630 and 1930 in the Down direction. SX only)

Bedwyn

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Passing Bedwyn into Bedwyn Reversing Siding	Slow speed turnout into Bedwyn Reversing Siding	16x/769/80x	+{½}
Passing Platform 1 at Newbury having called at Newbury Racecourse Platform 3 (DPL)	Not passing Newbury at linespeed	80x	+{2}

To be shown after this location

Movement	Reason	Timing Load	Value
Passing Bedwyn having come from Bedwyn Reversing Siding	Slow speed turnout from Bedwyn Reversing Siding	16x/769/80x	+{1½}

Platform end conflict margin

First Movement	Second Movement	Margin
Up non-stopping train passes Bedwyn	Up ECS move to Bedwyn Platform 1 (only) departs Bedwyn Reversing siding	2

Dwell Time

80x (Through service)	1½
80x (Terminating down service)	3
80x (Originating up service)	1

Turnround allowances	DMU/769/80x	80x (5 cars) With shunt move
From Newbury, Reading and Paddington	7	13 (can be reduced to 12 if two drivers are provided)

Pewsey

Dwell Time

LH	1½**$**
80x	1½

$: Extended to **2 minutes** on the Down between 1700 and 2000 and on the Up between 0600 and 0900 Monday to Friday

Lavington

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From either Westbury (Wilts) or Hawkeridge Junction to Lavington Pass to Pass	Slow speed at Heywood Road Junction	22X, 80x, D245 to D455	{1}
Train originating from Westbury	Running brake test	80x	{½}

Heywood Road Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Lavington to either Westbury (Wilts) or Hawkeridge Junction Pass to Pass	Slow speed at Heywood Road Junction	22X	{½}
		D245 to D455	{1}
From Lavington to Hawkeridge Junction Pass to Pass	Slow speed at Heywood Road Junction and approach control	80x	{1}

Fairwood Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Frome to Westbury Pass to Pass between Clink Road and Fairwood Junction	Slow speed at Clink Road and Fairwood Junction	22x, 80x D245 to D455	+ {1}
From Clink Road to Fairwood Jn via Frome avoiding line	SRTs based on slower speed route from Frome	15x, 16x	- {½}
From Frome to Westbury **(avoiding lines)** Pass to Pass between Clink Road and Fairwood Junction	Slow speed at Clink Road.	22x, 80x, XC HST D245 to D350 D385 to D455	+ {½} + {1} + {2}
From Frome Avoider towards Westbury	Flashing yellows and slow speed at Fairwood Jn	HST/80x/XC HST/221/D245-455	+ {½}

Clink Road Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Westbury to Clink Road Junction Pass to Pass	Slow speed at Fairwood Junction	22X, 80x, XC HST	+ {1}
		D245 to D455	+ {2}
From Westbury to Frome Pass to Pass	Slow speed at Clink Road Junction	22X, 80x	+ {½}
		D245 to D455	+ {2}
From Fairwood Jn to Clink Road Junction towards Frome avoiding line	SRTs based on slower speed route to Frome	15x, 16x	- {½}

Freight Restrictions

Trains over 2300 tonnes must not have pathing time or be timed to stop from Whatley Quarry to Clink Road Jn inclusive.

Blatchbridge Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value

Towards Frome from Blatchbridge Jn	Slow speed at Blatchbridge Jn	80x	+{1}
Towards Clink Road Jn	SRTs based on slower speed route to Frome	150, 153	-{½}
		158, 16x	-{1}
From Westbury (Wilts) to Blatchbridge Junction	Slow speed at Fairwood Junction	D245 to D455	+{1}
From Bruton to Frome Start to Pass	Slow speed at Blatchbridge Junction	D245 to D455	+{1}

East Somerset Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Frome towards Castle Cary	Slow speed at Blatchbridge Junction	80x	+{1}
From Frome to Bruton or Castle Cary Pass to Stop	Slow speed at Blatchbridge Junction	D245 to D315	+{1}
		D350 to D455	+{2}
Towards Castle Cary via Frome avoiding line	SRTs based on slower speed route	150, 153	-{½}
		158, 16x	-{1}
From Yeovil to Blatchbridge Junction Pass to Pass	Slow speed at Castle Cary	80x D245 to D385	+{1} +{2}
		D420 to D455	+{3}

Bruton

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Frome to Bruton Pass to Stop	Slow speed at Blatchbridge Junction	D245 to D315	+{1}
		D350 to D455	+{2}

Dwell Time

142 to 150	½
153 to 159	1

Castle Cary

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value

From Frome to Castle Cary Pass to Stop	Slow speed at Blatchbridge Junction	D245 to D315	{1}
		D350 to D455	{2}
East Somerset Jn to Castle Cary Pass to Pass when routed to Yeovil	Slow speed junction at Castle Cary	LH, 80x	{1}
Adjustments to Sectional Running Times (To be shown after this location)			
From Yeovil single line Passing Castle Cary	Slow speed junction at Castle Cary	159	{1½}

Dwell Time	
LH	1½$
80x	1½
142 to 159	1
$: Extended to **2 minutes** on the Down between 18.00 and 20.00 and on the Up between 06.30 and 10.30 Monday to Friday	
Platform Re-occupation	*
* : Where trains are using Platform 2 or Platform 3 in the opposite direction, the minimum platform re-occupation time is 4 minutes	
Normal platform use:-	
Platform 1 Up trains from Taunton direction	
Platform 2 Down trains. Up trains from Yeovil direction where train exceeds 3-cars.	
Platform 3 Up trains from Yeovil (except where formed of more than 3 cars). Down trains towards Yeovil where Platform 2 required to be clear for a following service or where crossing an up service formed of more than 3-cars.	

GW5001 BEECHGROVE GF TO WESTBURY SOUTH JUNCTION

Warminster

Dwell Time	
142 to 159	1

Dilton Marsh

Dwell Time	
142 to 159 & 16x	½*
* : Request Stop	

GW510 WESTBURY NORTH JN TO BATHAMPTON JUNCTION

Trowbridge

Dwell Time	
142 to 159	1

Bradford Jn

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Trowbridge towards Thingley Jn / Melksham	Slower speed Jn	15x 16x 75-57210/280/350 80x HSTGW4	{1}

Adjustments to Sectional Running Times (allowance to be shown after this location)

Movement	Reason	Timing Load	Value
From Thingley Jn / Melksham towards Trowbridge	Slower speed Jn	15x 16x 75-57210/280/350 80x HSTGW4	{½}

Bradford-on-Avon

Dwell Time

142 to 159	1

Avoncliff

Dwell Time

142 to 159 & 16x	½

Freshford

Dwell Time

142 to 159 & 16x	½

Bathampton Junction

Refer to GW105 for junction margins and allowances

Pathing time

It IS not permitted to show pathing time approaching Bathampton Junction from the GW510 direction, due to ARS constraints. It is necessary to show such allowances as an A stop at BL1995 signal TIPLOC.

GW523 THINGLEY JUNCTION TO BRADFORD JUNCTION

Melksham

Dwell Time

142 to 150	½
153 to 159	1

GW540 FILTON JUNCTION TO PATCHWAY JUNCTION

Patchway

For Filton Abbey Wood rules refer to GW450 and for Patchway refer to GW600

GW5401 FILTON WEST JUNCTION TO PATCHWAY JUNCTION (PATCHWAY CHORD)

Trains from Filton West Jn must not have pathing time or stops added approaching Patchway, this should be added approaching Filton West Jn instead. Signal BL1834 (approaching Filton West Jn) cannot be cleared until BL2046 (protecting Patchway Junction) is cleared, this is due to the risk of trains rolling back over 'Filton Tip AOCL'.

GW548 PARSON STREET JUNCTION TO PORTBURY

Ashton Junction

Junction Margins

First Movement	Second Movement	Margin
Up train passing Ashton Junction	Down train departing Ashton Junction	4
Down train passing Parson Street	Up train departing Ashton Junction Signal B335	4

Ashton Junction Signal B335

Dwell Time	2**$**

$ To give up the single line token (up direction only)

GW560 HEYWOOD ROAD JUNCTION TO FAIRWOOD JUNCTION VIA WESTBURY

Westbury

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
From Westbury Up/Down Yard towards Hawkeridge Jn or Heywood Rd Jn	Not at linespeed passing Westbury Station.	All freight traffic	{2} Approaching next timing point
From Warminster into P3	Approach control	All traffic	{1}
From Westbury P2 or 3 towards Warminster	Slower speed crossovers	80x DMU	{1} approaching next timing point {½} approaching next timing point

Dwell Time

80x / LH	2
142 to 158, 16x & HSTGW4	1½
159	1
22x	2
Minimum allowance for reversals or run rounds en-route	
DMU	3**#**
# : 159 require 4 minutes for 3 car reversals and 5 minutes for 6 car reversals and 6 minutes for a 9 car reversal to set up Cab Radio Equipment.	
Normal platform use:-	
Platform 1 From Bristol direction towards Salisbury and vice-versa. Trains from London Paddington if Platform 2 is occupied or to avoid conflict with an Up train to Heywood Road Jn departing platform 3	
Platform 2 Paddington to west of Castle Cary, Bristol to Weymouth, Salisbury direction towards Bristol but only when platform 1 is unavailable (can also use Platform 3 but additional time would be required due to delayed signal aspects).	
Platform 3 West of Castle Cary to Paddington, Weymouth towards Bristol. (Either can use Platform 2 but additional time will be required due to delayed signal aspects.). Recommended that all Up London services are to use Platform 3.	
Platform Re-occupation	4 *
* : Where trains are using the same platform in the opposite direction, the minimum platform re-occupation time is 4 minutes	
Class 80x Reversing moves	
The following length restrictions apply for Class 80X units reversing at Westbury: Platform 1 – 5 and 9 cars only Platform 2 – Any formation up to 10 cars permitted Platform 3 – 5 cars only	
An Up Train towards Heywood Road Jn cannot depart Westbury until a Down Train from Heywood Road Jn has arrived in platform 2.	
Turnround allowances	

	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
From Weymouth/Bristol/Salisbury	10		
From Paddington		15	20

Shunting Margins – W707, W722, Down Trowbridge Siding, Westbury DMU Sidings			
First Movement	**Second Movement**	**Margin**	**Notes**
Down train to Fairwood Jcn departs or passes Westbury platform 1, 2 or 3	Shunt move to W707 signal departs Westbury	2½ - following passenger 5 – following freight	Apply passenger margin when following light engine or ECS
Down train to Fairwood Jcn departs Westbury Down Yard or Westbury DR line	Shunt move to W707 signal departs Westbury	Shunt move to W707 signal departs Westbury	
A shunt move at W707 signal prevents any move at the west end of Westbury platform 2, any move between Westbury Down Yard or Down Reception Line and Fairwood Jcn, and any move between the Up or Down Salisbury and Westbury platform 2, 3 and Up Reception Line.			
Up train arrives or passes Westbury	Conflicting shunt move to Westbury departs W707 signal	2	
Down train to Warminster departs or passes Westbury platform 1	Conflicting shunt move to Westbury platform 1 departs W707 signal	2½	
Shunt move from W707 arrives Westbury	Conflicting Up train from Fairwood Jcn or Warminster arrives or passes Westbury	3	
Shunt move from W707 arrives Westbury	Up train from Fairwood Jcn arrives Westbury Down Yard or Westbury DR line	5	
Up train towards Bradford Jcn departs or passes Westbury	Shunt move to W722 signal or Down Trowbridge Siding departs Westbury or Westbury DMU Sidings	3 – following passenger 4* – following freight	Apply passenger margin when following light engine or ECS. * If freight departs from a standing start, margin is increased to **5 minutes**.
A shunt move at W722 signal prevents any moves from Westbury or Westbury DMU Sidings towards Hawkeridge Jcn or Bradford Jcn.			
Up train to Heywood Road Jcn departs or passes Westbury	Conflicting shunt move to W722 signal or Down Trowbridge Siding departs Westbury	Apply standard junction margin matrix	
Up train to Heywood Road Jcn departs or passes Westbury	Conflicting move departs Westbury DMU Sidings	2½ - following passenger 3½* – following freight	Apply passenger margin when following light engine or ECS. * If freight departs from a standing start, margin is increased to **4½ minutes**.

Up train departs or passes Westbury	Conflicting shunt move departs W722 signal or Down Trowbridge Siding	2½ – following passenger 3½* – following freight	Apply passenger margin when following light engine or ECS. * If freight departs from a standing start, margin is increased to **4½ minutes**.
Shunt move arrives W722 signal or Down Trowbridge Siding	Conflicting shunt move departs W722 signal or Down Trowbridge Siding	1½	
Down train from Heywood Road Jcn or Bradford Jcn arrives or passes Westbury	Conflicting shunt move departs W722 signal or Down Trowbridge Siding	1½	
Shunt move from W722 signal or Down Trowbridge Siding arrives Westbury or Westbury DMU Sidings	Conflicting Down train from Bradford Jcn arrives or passes Westbury	3	
Train departs Westbury DMU Sidings	Conflicting Up train or shunt move departs Westbury	4	
Train arrives Westbury DMU Sidings	Conflicting move departs Westbury, W722 signal or Down Trowbridge Siding	1½	
Train arrives or departs Westbury DMU Sidings, or arrives Westbury UR line in Down direction	Up train arrives Westbury platform 3	3	
Up train departs or passes Westbury UR line towards Bradford Jn or Heywood Road Jcn	Up train arrives Westbury platform 3	3 – following LD or ECS 4* – following freight	* If freight departs from a standing start at W211 signal, margin is increased to **5 minutes**.

GW570 CLINK ROAD JUNCTION TO BLATCHBRIDGE JUNCTION

Clink Road Jn

See entry under route – GW 500

Frome

Dwell Time

142 to 159	1

Turnround allowances

	HST	LH	DMU	
From Weymouth/Bristol/Salisbury			10	

GW600 WOOTTON BASSETT JUNCTION TO PILNING

Wootton Bassett Junction

Adjustment to Sectional Running Times (show approaching this location)

GW600 WOOTTON BASSETT JUNCTION TO PILNING

Movement	Reason	Timing Load	Value
Crossing into Wootton Bassett Up Goods Loop from the up main	Slow turnout speed into the loop (20mph)	All traffic (Except Class 66)	+{2}

Hullavington Up and Down Goods Loops

Adjustment to Sectional Running Times (show approaching this location)

Movement	Reason	Timing Load	Value
Crossing into the goods loops	Slow turnout into loops (20mph)	All traffic (Except Class 66)	+{2}

Chipping Sodbury Up and Down Goods Loops

Adjustment to Sectional Running Times (show approaching this location)

Movement	Reason	Timing Load	Value
Crossing into the goods loops	Slow crossing move into loops (20 mph)	All traffic (Except Class 66)	+{2}

Westerleigh Junction

Adjustment to Sectional Running Time (to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Bristol Parkway platform 1 or platform 2	Slow turn out at Bristol Parkway	HST/22x/80x/387	+{½}
From Bristol Parkway platform 4 or Up Passenger Loop Start to Pass	Slow turn out at Bristol Parkway	HST/22X/80x/387	+{½}
From Bristol Parkway to Yate	Slow speed at Westerleigh Junction	HST/22X80x	+{½}

Junction Margins (Westbound trains)

First Movement	Second Movement	Margin	Notes
A train from Swindon passes Westerleigh Junction on the down Badminton towards Bristol Parkway	A train from Yate direction passes Westerleigh jn to the Down Badminton towards Bristol Parkway.	2½	

Bristol Parkway

Adjustment to Sectional Running Time (to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Yate to Bristol Parkway Pass to Pass and Pass to Stop	Slow speed at Westerleigh Junction	22x/80x HST (XC)	+{1} +{½}
Arrivals into Platform 4 from Up Tunnel, Up Filton and Avonmouth.	Slow speed at Stoke Gifford Jn	HST/22X/DMU/80x/GWR Short Form HST (HSTGW4)	+{1}
Arrivals into Platform 3 and 4 from Down Badminton	Approach control and Slow crossing move	HST/22X/DMU/80x/GWR Short Form HST	+{1}

Bristol Parkway

		(HSTGW4)/387	
Crossing into the Down Bristol Parkway Goods Loop (DGL)	Slow crossing move into loops (15 mph)	All traffic	+{1½}
Westerleigh Jn to Bristol Parkway platform 1 Pass to Stop	Slower speed into Platform 1	XC HST, 22x, 80x, 387	{½}
Trains from Patchway running into platforms 1, 3 or 4 via DT	Slow approach	All	{½}
Trains from Filton Abbey Wood running into platforms 1, 3 or 4 via DF	Slow approach	All	{½}

Adjustment to Sectional Running Time (to be shown after this location)

From Bristol Parkway Platform 1, 3 or 4 in the Down direction	Slow turn out	150-172/ GWR Short Form HST (HSTGW4) / HST/22X/80x	{½}

Connectional Allowance	7

Dwell Time

HST / LH / 80x / 387 / 22x	1½
DMU	1

Turnround Allowances

	Class 80X (5 car)	**Class 80X (9/10 Car)**
From Paddington	15	20

Platform end conflicts – 1 minute, except

West End

First Movement	**Second Movement**	**Margin**
Up train to Up Passenger Loop (UPL)	Down train from Platform 3 or 4 to Patchway, Filton or Avonmouth	2
	(If conflicting at Stoke Gifford No. 2 Junction excluding Avonmouth line) From Platform 1 or 2, or DGL	2
Up train to Platform 4	Down train from Westerleigh to Patchway, Filton or Avonmouth	2
	Down train from Platform 3 to Patchway, Filton or Avonmouth	2
	(If conflicting at Stoke Gifford No. 2 Junction excluding Avonmouth line) From Platform 1 or 2, or DGL	2
Up train to Platform 3	Down train from UPL to Patchway, Filton or Avonmouth	2
	Down train from the up goods loop to Patchway Filton or Avonmouth	2
	(If conflicting at Stoke Gifford no. 2 Junction excluding Avonmouth line) From Platform 1 or 2, or DGL	2
Up train to Platform 1, DGL or Up Badminton / Platform 3 (from the Avonmouth Line)	Down train from Platform 1, 2, 3 or 4, or from the DGL or UPL to Patchway, Filton or Avonmouth	2
Down train from UPL, DGL or Platform 1, 2, 3 or 4	Up train to Up Badminton / Platform 3 or UPL from Avonmouth	6
Up train from Filton arriving platform 3, 4 or	Up train from Filton arriving platform 3, 4	3

Bristol Parkway

UPL	or UPL	
Down train *arriving or departing* Platform 2	Down train departing Platform 4	2
Freight Train arrives Stoke Gifford Yard reversing using Signal B589.	Down train arrives or passes Platform 2.	2
Up train from Filton arriving platform 3, 4 or UPL	Down train to Patchway from platform 1, 2 or DGL	½ - after passenger 1 – after freight
Up train from Patchway arriving platform 3, 4 or UPL	Up train from Filton arriving platform 3, 4 or UPL	2½
Down train to Filton from platform 3 or 4	Up train from Patchway arriving platform 3, 4 or UPL	3½
Down train to Patchway	Conflicting arrival from Filton Abbey Wood	3

East End

First Movement	Second Movement	Margin
Down train arriving DGL	Down train arriving platform 1 or 2	3½
Down train arriving platform 1 or 2	Down train arriving platform 1 or 2	3
Down train to the UPL	Up train from Platform 1 or 3, or DGL	4
Down train to Platform 3	Up train from Platform 1, DGL or UPL	4
Up train from the DGL or Platform 1 to the Up Badminton	Down train to Platform 3, Platform 2 or the UPL	4
Down train from Platform 4	Down train arriving Platform 2	2
Down train from Platform 3	Down train arriving/passing Platform 2	4
Up train from Platform 3 to Up Badminton	Down train to the UPL	3

Junction Margin

First Movement	Second Movement	Margin
Train from Filton Abbey Wood into platform 1	Train Departs Platform 2 towards Filton Abbey Wood	1 minute
Train from Filton Abbey Wood into Platform 1	Train Passes platform 2 towards Filton Abbey Wood	3 minutes

Platform Reoccupation

Up direction train platform 3 or 4	3½
Down direction train platform 1 or 2	3½

Reversals and Run-Rounds En Route

DMU	3#

: For reversing in Platforms 3 and 4 only, when reversing via the “east end” 10 minutes

Patchway

Adjustment to Sectional Running Time (to be shown after this location)

Trains to Bristol Parkway running DT	Bi-directional working	All	{1}

Dwell Time

LH	1½
142 to 150	½
153 to 159 & 387	1

A train that is booked to stop at Patchway in the UP direction that also conflicts with an opposing move from Bristol Parkway must NOT have an extended dwell at Patchway station. Any train that stops at Patchway in the UP direction and conflicts with an opposing move from Bristol Parkway is to have sufficient pathing time applied *approaching* Patchway.

Trains from Filton West Jn must not have pathing time or stops added approaching Patchway, this should be added approaching Filton West Jn instead. Signal BL1834 (approaching Single Line Jn) cannot be cleared until BL2046 (protecting Patchway Junction No.1) is cleared, this is due to the risk of trains rolling back over 'Filton Tip AOCL'.

Pilning

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Patchway to Pilning Down Loop Pass to Pass or Stop	Slow speed turnout into the loop (40mph) and approach control	All traffic	{1}
From Severn Tunnel East to Pilning Up Loop Pass to Pass or Stop	Slow speed turnout into the loop (20 mph)	All traffic	{1½}

Dwell Time

142 to 150	½
153 to 170	1

Note: Refer to section 4.3 regarding freight movements through the Severn Tunnel

GW606 COWLEY BRIDGE JUNCTION TO BARNSTAPLE

Newton St. Cyres

Dwell Time

142 to 16x	½*

* : Request Stop

Crediton

Dwell Time

142 to 159	1*

Platform end conflicts

A train in the UP (Exeter direction) can depart Crediton at the same time as a train in the DOWN (Barnstaple direction) is shown to arrive.

A train in the DOWN (Barnstaple direction) cannot depart until 1 minute after a train in the UP (Exeter direction) has arrived.

Working of trains from the Meldon Line, all freight trains returning from Meldon must stop at the boundary board between Dartmoor Railway Co. and Network Rail for Rolling Stock Technician examination. Examination takes 5 minutes and is included in the Meldon Quarry to Crediton sectional running time.

Yeoford	
Dwell Time	
142 to 16x	½*
* : Request Stop	

Copplestone	
Dwell Time	
142 to 16x	½

Morchard Road	
Dwell Time	
142 to 16x	½*
* : Request Stop	

Lapford	
Dwell Time	
142 to 16x	½*
* : Request Stop	

Eggesford		
Dwell Time		
142 to 159	2	
If two trains are timed to cross at Eggesford, then the first train to arrive requires 3 minutes dwell to perform station and Token duties. The second train to arrive requires 2 minutes for station and Token duties.		
Platform end conflicts		
First Movement	**Second Movement**	**Margin**
1st train arrives at Eggesford	2nd train arrives at Eggesford	½ minute
2nd train to arrive ***always*** departs first	1st train to arrive ***always*** departs second	½ minute

Kings Nympton	
Dwell Time	
142 to 16x	½*
* : Request Stop	

Portsmouth Arms	
Dwell Time	
142 to 16x	½*
* : Request Stop	

Umberleigh	
Dwell Time	
142 to 16x	½*
* : Request Stop	

Chapelton

Dwell Time

142 to 16x	½*

* : Request Stop

Barnstaple

Turnround allowances

	HST	DMU		
From Exeter St David's, Exeter central, St James' Park and Pinhoe	15	5		
From Beyond Exeter	35	10*		

* : May be reduced to 5 minutes if train has extended dwell at Exeter St Davids.

GW608 CREDITON TO MELDON QUARRY

Okehampton

Turnaround allowances

	DMU	
From Exeter area	5	

GW610 CRANNAFORD L.C. (INCL.) TO EXETER ST. DAVID'S

Pinhoe

Planning note

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

Exmouth Junction

Adjustment to Sectional Running Time (shown approaching this location)

Movement	Reason	Timing Load	Value
From Exeter Central to Exmouth Jn EJ7 signal	Approach control	All traffic	{½}

St James Park

Dwell Time

142 to 159	½
Arriving from Exeter St David's then departing as ECS to Exmouth Junction	2

Exeter Central

Dwell Time

142 to 16x & 80x	1½

Exeter Central

Platform Re-occupation	4

Simultaneous moves not permitted

First Movement	Second Movement	Margin
Down trains from Exmouth Jn direction to the Down Bay platform	Up trains from Exeter St Davids to platform 2 (down platform)	3

No movement from Exeter Central to St David's into Platform 1/1A if that platform is occupied; similarly, into 3/3A. However, an ECS held on the Down Waterloo Line behind Signal E335 may be permitted to enter Platform 1 or 3 when occupied. This move is mostly used to clear a unit out of Platform 1/3 in order that it may be correctly positioned (at the west end) for the next diagrammed working. No movement is allowed to/from the East into or out of Platforms 1/1A/2/3 or 3A if a train is signalled down the bank from Exeter Central into Platforms 1/1A.

Turnround allowances

	DMU	
From Barnstaple/Paignton/Exmouth	4	

Exeter St. David's

Dwell Time

142 to 159 & 16x / GWR Short Form HST (HSTGW4)	2*

* : For through trains.

Also see route GW108

GW611 EXMOUTH JUNCTION TO EXMOUTH

Polsloe Bridge

Dwell Time

142 to 16x	½*

* Increased to 1 minute toward Exeter 0730–0930 and from Exeter 1630-1830 Monday to Friday

Digby & Sowton

Dwell Time

142 to 159	1

Newcourt

Dwell Time

142 to 159	1

Topsham

Dwell Time

142 to 159	1

Platform End Conflicts

Trains can arrive at Topsham at the same time.

First Movement	Second Movement	Margin

First train arriving	Second train departing/passing	1

Exton	
Dwell Time	
142 to 16x	½*
* : Request Stop	

Lympstone Commando	
Dwell Time	
142 to 16x	½*
* : Request Stop	

Lympstone Village	
Dwell Time	
142 to 16x	½*
* Increased to 1 minute towards Exeter 0700-0900 and from Exeter 1700-1900 Monday to Friday	

Exmouth		
Turnround allowances		
	DMU	
From Paignton/Barnstaple	5	
From Exeter	4	

GW620 NEWTON ABBOT WEST JUNCTION TO GOODRINGTON C.S.	
Torre	
Dwell Time	
142 to 159	1

Torquay	
Dwell Time	
HST / LH / 22x	2
80x	2
142 to 159	1

Paignton
Turnround allowances

Paignton

	HST	L/H	22x	DMU	Class 80X (5 car)	Class 80X (9 Car)
From Exmouth/Exeter	10			4	10	10
From Newton Abbot	10			4	10	10
From Paddington	30‡	40			20^	20^
From Waterloo via Pinhoe				25		
From North of Bristol Temple Meads (including South Wales)	30‡	40	20	20	20^	20^
From Bristol Temple Meads			15			
From Barnstaple/Plymouth				10		

^ Plus 5 minutes if a shunt move is required

* : Where trains are using the Up platform in the opposite direction, the minimum platform re-occupation time is 4 minutes.

‡ Can be reduced to 25 minutes if the train does not go via Goodrington Sidings.

The time allowed for a train to arrive at Paignton and then depart for Goodrington C.H.S. should be 9 minutes. This allows for detraining of customers; closing doors; contacting the signaller and traincrew lowering the barriers at Paignton South T.M.O. except when an attendant is on duty at Paignton South. In addition, the person in charge of the Yard must be contacted for permissions to allow access to the single line/yard. This will apply to all train types.

In addition, once a movement has been accepted from Goodrington C.H.S. and Signal PN12 cleared for the same, No route can be set from Signal PN3 on the Down Line (from Torquay) for arrivals into the station - a minimum of 3 minutes should elapse. Likewise, once Signal PN3 has been cleared for an arrival at Paignton from the Torquay direction no route can be set for an arrival from Goodrington C.H.S. Once that move is stationary a route from Goodrington C.H.S. can be set. It should be noted that Down trains can be routed either into DPL or UPL at Paignton. However, depending on the turnround allowances and occupation of the UPL it is desirable they be timed into the UPL.

Alternatively, a unit may run from the DPL into the UPL via Paignton Signal 3. This move should coincide with a train departing from Paignton (towards Torquay) to minimise the occupation of Paignton North crossing. All locomotives - hauled services are required to run to Goodrington CHS for run round purposes.

When more than one movement is to take place to and from (or within) Goodrington Carriage Sidings the sidings and line to Paignton are under the control of a “Person in Charge” in the event of more than one train being timed into Goodrington the Area Production Manager must be informed for staffing purposes.

Trains are to be timed as a single move Paignton - Goodrington - Paignton with the TID of the next working with the exception of DB Cargo; where each movement will be timed as separate trains, each with the appropriate TID relating to the incoming or outgoing passenger train.

Paignton South Level Crossing Attendant

A level crossing attendant is provided at Paignton South on Period EFG Saturdays between the hours of 0900-1800. During these periods, the time required to unload/secure terminating down trains in Paignton platform 1 prior to running ECS to Goodrington Sidings can be reduced to standard values. In these circumstances the 9-min allowance (shown above) does not apply.

GW628 LAIRA JUNCTION TO CATTEWATER VIA SPEEDWAY JUNCTION

Laira Depot

Trains from Plymouth to Laira Depot run under normal headway between Plymouth and Lipson Junction/Laira Junction see below for allowances around Mount Gould Junction.

Trains from Laira Depot must leave at a minimum of 15 minutes intervals.

Laira Junction

Routes to and from this location to Laira Depot

Inbound

Empty HSTs, 220s/221s, 80x, GWR Short Form HST (HSTGW4), DMU formations or Loco Hauled Passenger Vehicles from Plymouth to Laira Depot are normally routed via Mount Gould Junction then via the Washing Apron to Laira Depot.

Empty HSTs, 220s/221s, 80x, GWR Short Form HST (HSTGW4), DMU formations to Laira Depot may reverse at Mount Gould Junction without flushing or washing to avoid congestion and will perform these operations on the outward journey see the allowances for Mount Gould Junction. Such working must be agreed by the TOC with the Depot Manager at Laira.

Empty trains may only be routed via Laira Junction where it is possible for the driver to walk through the train as there is no walking route.

Loco hauled NPCCS vehicles are normally routed via Mount Gould Junction to reverse.

Light Diesel locomotives between Plymouth station and Laira Depot will normally be routed via Laira Junction.

Outbound

Empty HSTs, 80x & GWR Short Form HST (HSTGW4) departing from Laira Depot to Plymouth station will normally be routed via Mount Gould Junction where they will reverse. However, it is possible to route them via Laira Junction DGL to correct the orientation of the train.

Empty 220s/221s single sets will normally be routed via Laira Junction.

Empty loco hauled trains departing from Laira depot will normally be routed via Mount Gould Junction.

Empty trains where it is not possible to walk through the train may only be routed via Laira Jn if reversing on the Down Goods line. Empty trains where it is possible to walk through the train may reverse on either the Down Goods line or Main line.

Light Diesel locomotives between Laira Depot and Plymouth station will normally be routed via Laira Junction.

Method of working loco hauled trains

Loco hauled trains are normally worked from Mount Gould Junction to Laira Depot by the Depot pilot locomotive with the train engine remaining attached or following.

Mount Gould Junction

Two HSTs, 80x, GWR Short Form HST (HSTGW4), DMU formations or Class 220/1 units may be timetabled to be held in the section between Lipson Jn and Mount Gould Junction awaiting entry to the flushing apron.

Mount Gould Carriage Wash

Reoccupation	5

GW637 ST BUDEAUX JUNCTION TO GUNNISLAKE

St. Budeaux Victoria Road

Dwell Time	
142 to 153	1½*

* : Includes allowance for token

Bere Ferrers

Dwell Time	
142 to 153	½

Bere Alston

Dwell Time	
142 to 153	3

Calstock	
Dwell Time	
142 to 153	½

GW640 LISKEARD TO LOOE VIA COOMBE

Coombe Junction Halt	
Dwell Time	
DMU	3

St Keyne	
Dwell Time	
DMU	½*
* Request Stop	

Causeland	
Dwell Time	
DMU	½*
* Request Stop	

Sandplace	
Dwell Time	
DMU	½*
* Request Stop	

GW660 PAR TO NEWQUAY

Par	
Dwell Time	
142 to 159	1*
* : For through trains only.	
Platform End Conflicts	
A Train from the Newquay direction cannot arrive into Platform 3 at Par until 4 minutes after the preceding up direction service from platform 2.	

Luxulyan	
Dwell Time	
DMU	½*
* : Request Stop	

Goonbarrow Junction

Operation of 10-car 80x requires special arrangements if crossing another service at Goonbarrow Junction

Bugle

Dwell Time	
DMU	½*

* : Request Stop

Roche

Dwell Time	
DMU	½*

* Request Stop

St Columb Road

Dwell Time	
DMU	½*

* Request Stop

Newquay

Turnround allowances

	HST	220/221	DMU	GWR Short Form HST (HSTGW4)	Class 80X (5 car)	Class 80X (9/10 Car)
From Paddington	30	30			25	30
From Birmingham	30	30				
From North of Birmingham	40	30				
From Bristol/Plymouth	20	20	10	10	15	20
From Par			5*	6	7	10

* : 3 minutes acceptable, if not sequential in unit diagram

GW680 PENWITHERS JUNCTION TO FALMOUTH

Perranwell

Dwell Time	
142 to 159	½

Penryn

Dwell Time	
142 to 159	1

Platform working:

Up trains MUST be timed to arrive before a down train.

Trains in the up direction must arrive at least 3 minutes before a down train. Departure can be simultaneous.

Up trains cannot use the down loop.

Penmere	
Dwell Time	
142 to 159	1

Falmouth Town	
Dwell Time	
142 to 159	1

GW690 ST. ERTH TO ST. IVES

St. Erth	
Dwell Time	
142 to 159	½*
* : For through trains only.	

Lelant Saltings	
Dwell Time	
142 to 159	½

Lelant	
Dwell Time	
142 to 159	½*
* : Request Stop	

Carbis Bay	
Dwell Time	
142 to 159	½

GW700 GLOUCESTER BARNWOOD JUNCTION TO SEVERN TUNNEL JUNCTION

Horton Road Junction

Junction Margin:- 2 minutes (can be reduced to **1½ minutes** if second train has at least 1-minute pathing or adjustment time approaching Horton Road Junction.)

Adjustment to Sectional Running Times (show approaching this location)

Movement (Down)	**Reason**	**Timing Load**	**Value**
Trains routed beyond Horton Road Jn into Gloucester platform 1, if platform 2 is occupied	Approach Control	All Passenger trains	{½}
Trains routed beyond Horton Road Jn into Gloucester platform 2, via a weave over UML to pass a train in P1	Approach control and slow speed connection	All Passenger trains	{½}
Trains routed beyond Horton Rd Jn towards Awre via the UML or URL at	Approach control and slow	Freight All Passenger	{2} {½}

GW700 GLOUCESTER BARNWOOD JUNCTION TO SEVERN TUNNEL JUNCTION

Gloucester	speed connection	trains	
Trains routed beyond Horton Rd Jn into Gloucester platform 4	Approach control and slow speed connection	All Passenger trains	{½}
Trains routed beyond Horton Road Jn directly into Gloucester C.H.S	Approach control and slow speed connection	All ECS moves	{½}

Gloucester

Adjustment to Sectional Running Times (to be shown approaching this location)

Movement	Reason	Timing Load	Value
Horton Road Jcn to Gloucester platform 2 Via platform 1	Longer route combined with precision stop requirement for longer formations	80x / XC HST only	{½}
Horton Road Jcn to Gloucester platform 2 Via UML	Approach control at G154 signal and precision stop requirement for longer formations	80x / XC HST only All other traffic	{1} {½}
Horton Road Jcn to Gloucester Platform 4	Slow speed connections	80x / XC HST only All other traffic	{1} {½}

Adjustment to Sectional Running Times (to be shown after this location)

Movement	Reason	Timing Load	Value
Gloucester platform 2 to Horton Rd Jn via platform 1	Approach control at G135	All traffic	{½}
Gloucester platform 4 or URL to Horton Rd Jn	Slow speed connections	80x / XC HST only All other traffic	{1} {½}

Connectional Allowance	7

Dwell Time

All	2
XC 170	2*

*By exception, dwell time may be reduced to 1½ minutes after discussion and agreement between CrossCountry and Network Rail.

Minimum allowance for reversals or run rounds en-route

LH	13 #
DMU (Does not apply to XC traction)	3

Staff are not provided for locomotive run-rounds at Gloucester

Gloucester

Platform Re-occupations (Horton Road Jn end)	Platform 1 (opposite) – Apply junction margin at Horton Road Jn Platform 2 (same direction, down) – 3 Platform 2 (opposite, via UML both ways) – Apply junction margin at Horton Road Jn Platform 2 (opposite, depart via UML, arrive via Platform 1) – 3½ Platform 2 (opposite, depart via P1, arrive UML) – 3 Platform 4 (same direction, Down) – 4 Platform 4 (opposite) – Apply junction margin at Horton Road Jn
Platform re-occupations (Gloucester West end)	Platform 2 (same direction, Up) – 4 Platform 2 (opposite direction) – 4 Platform 3 (bay platform reoccupation) – 4 Platform 4 (same direction, Up) – 4 Platform 4 (opposite direction) – Apply junction margin at Over Jn.

Turnround allowances

	22X	DMU/GWR Short Form HST (HSTGW4)	Class 80X (5 car)	Class 80X (9/10 Car)
From Paddington			15	20
From Swindon / Bristol	20*	10	10	15
From Worcester / Birmingham	20*	10		
From Cardiff		10		
From West of Cardiff		20		
From North of Birmingham	20*	20*		
From Penzance / Plymouth / Paignton	20*	20*		

* May be reduced to 10 minutes on agreement

Platform End Conflict Margin

First Movement	Second Movement	Margin
An arrival into platform 1 from Horton Road Jn	An arrival into platform 2 from Horton Road Jn via UML	2 mins
An arrival into Platform 1 from Horton Road Jn	A departure from Platform 2 to Horton Road Jn via the Up Main	2 mins
An arrival into Platform 1 from Horton Road Jn	A departure from Platform 3	Simultaneous
An arrival into Platform 2 from Horton Road Jn	A departure from Platform 3	2 minutes
An arrival into Platform 2 from Horton Road Jn	An arrival into Platform 3	3 minutes
A departure from Platform 3	An arrival into Platform 2 via the UML from Horton Road Jn (preferred route in this scenario)	Simultaneous

Gloucester

A departure from Platform 3	An arrival into Platform 2 via Platform 1 (not preferred due to signalling time-out)	Second train passes Horton Rd jn 2 minutes after first train departs Gloucester Platform 3.
An arrival into Platform 2 from Horton Road Jn	An arrival into Platform 1 from Horton Road Jn	Second train passes Horton Rd Jn 1 minute after the first train arrives platform 2, refer also to the adjustment allowances table
An Up arrival into Platform 2 from Gloucester West / Awre	An arrival into Platform 1 from Horton Road Jn	4 minutes
An arrival into Platform 2 from Barnwood Jn via the UML	A departure from Platform 1 towards Gloucester Yard Jn	Simultaneous
An arrival into Platform 2 from Gloucester Yard Jn via the UML	A departure from Platform 1 towards Horton Road Jn	Apply a 2 minute junction margin at Horton Rd Jn
An arrival into Platform 2 from Horton Road Jn via the UML	A departure from Platform 4 or the Up Relief Line towards Horton Road Jn	1 minute
An arrival into Platform 3	A departure from Platform 2 towards Awre	2 minutes
An arrival into Platform 4	A departure from Platform 2 via the UML to Horton Road Jn	1 minute
An arrival into any through platform	An opposite direction arrival into the same platform for attachment purposes	4 minutes
A departure from Platform 2 to Horton Road Jn via UML	An arrival into Platform 1 from Horton Road Jn	3*

*If the first and second moves conflict at Horton Road Jn then a junction margin will apply at that location

Shunting Margins – G454, G448, G446, G444 & Gloucester CHS

First Movement	Second Movement	Margin	Notes
Train towards Barnwood Jcn or Gloucester Yard Jcn passes Horton Road Jcn	Conflicting shunt move departs Gloucester or Gloucester CHS	1 – following passenger 2 – following freight	Apply passenger margin when following light engine or ECS
Shunt move arrives Gloucester or Gloucester CHS	Conflicting Down train to Gloucester or Gloucester CHS passes Horton Road Jcn	1½	
Shunt move arrives Gloucester or Gloucester CHS	Conflicting Up train towards Horton Road Jcn passes Gloucester	2½	

Gloucester			
Down train from Horton Road Jcn or shunt move arrives Gloucester or Gloucester CHS	Conflicting shunt move departs Gloucester or Gloucester CHS	1	
Down train towards Awre passes Gloucester	Conflicting shunt move to G448, G446 or G444 signal departs Gloucester	1 – following passenger 2 – following freight	Apply passenger margin when following light engine or ECS
Up train to Horton Road Jcn departs Gloucester platform 4	Shunt move to Gloucester platform 4 departs G454 signal	2	
Shunt move from G454 signal arrives Gloucester platform 4	Train departs Gloucester CHS	1	
Down train from Horton Road Jcn arrive Gloucester platform 1	Shunt move to G448, G446 or G444 signal departs Gloucester platform 2	2	A train standing at G448 or G446 signal prevents any movement over the UML to/from Horton Road Jcn, or any passenger movement towards Barnwood Jcn.
Down train from Horton Road Jcn arrive Gloucester platform 2 via UML	Shunt move to G446 or G444 signal departs Gloucester platform 1	Simultaneous	
Down train from Horton Road Jcn arrives Gloucester platform 1, 2 or 4	Conflicting shunt move to Gloucester platform 1, 2 or 4 departs G446, G448 or G454 signal	1½	If shunting into an occupied platform, apply {½} only due to short distance travelled
Down train from Horton Road Jcn arrives or passes Gloucester	Conflicting shunt move departs G444 signal	1	A train standing at G444 signal prevents an Up train from entering the UGL at Horton Road Jcn.
Up train from Gloucester passes Horton Road Jcn	Conflicting shunt move departs G444 signal	1 – following passenger 2 – following freight	Apply passenger margin when following light engine or ECS
Shunt move to Gloucester platform 4 or Gloucester CHS departs G444 signal, routed via No.1 or 2 Spur	Up train from Gloucester UML, platform 1 or 2 passes Horton Road Jcn routed to UGL	3	If the shunt move is routed to Gloucester platform 1, 2 or UML, apply appropriate margin at Gloucester
Shunting Margins – G419 & G31			
First Movement	**Second Movement**	**Margin**	**Notes**

Gloucester

Down train to Awre departs or passes Gloucester	Conflicting shunt move to G419 signal departs Gloucester	2½	If first train runs via UML to Over Jcn then these moves are simultaneous
Down train to Awre departs or passes Gloucester (is not routed via UML to Over Jcn)	Conflicting shunt move to G31 signal departs Gloucester	3	
Down train via UML to Over Jcn departs or passes Gloucester	Conflicting shunt move to G31 signal departs Gloucester	4	
Shunt move from G419 or G31 signal arrives Gloucester	Conflicting Down train departs Gloucester	1	
Shunt move from G419 or G31 signal arrives Gloucester	Conflicting Down train passes Gloucester	2½	
Shunt move from G419 or G31 signal arrives Gloucester	Up train from Awre arrives or passes Gloucester	4	

Planning notes

It is not permitted to show pathing time approaching Gloucester Platform 2 in a down passenger train that is routed via Platform 1. Any pathing time should be applied approaching Horton Rd Jn.

For a down train approaching Gloucester Platform 2 via UML, a maximum of 1 minute of pathing time is permitted between Horton Rd Jn and Gloucester (in addition to the adjustment value for approach control). Any excess pathing time should be applied approaching Horton Rd Jn.

Any train using Platform 4 or the Up Relief when travelling towards Lydney needs to be timed at Over Junction

Platform Workings for Class 80x

Platform 1	Can accommodate 5-car 800/802 only
Platform 2	Can accommodate 5 or 9 car 800/802
Platform 4	Can accommodate 5, 9 or 10 car 800/802

Lydney

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From the Down Main to the Down Loop and Up Main to the Up Loop	Slow turnout speed into the loop (15 mph)	All traffic	+{2}

Dwell Time

150 to 231 (Down platform)	1 (maximum)
150 to 231 (Up platform)	1

Level Crossing Restriction

To prevent excessive level crossing barrier down-time, passenger trains stopped at Lydney in the Down direction only, to be advertised earlier by the amount of recovery / pathing allowances shown between Gloucester and Lydney.

Chepstow

Dwell Time

150 to 170	1

Turnround allowances

Chepstow

	DMU			
From Cardiff and beyond	8			

Caldicot

Dwell Time	
150 to 153	1
156 to 175	1

* See the note in route GW700 in section 5.2.1. Headway Values

Severn Tunnel Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Down Main to Down Relief prior to Severn Tunnel Junction	Slow speed turnout with approach control	Passenger and ECS Freight	{1½} # {2} #

A quicker crossover of 70mph is available at Severn Tunnel Jn that would not require an adjustment allowance

Dwell Time	
HST	2
80x	1
LH	1½
150 to 22x	1

* See the note in route GW700 in section 5.2.1. Headway Values

GW730 SHREWSBURY SUTTON BRIDGE JUNCTION TO NEWPORT MAINDEE WEST JUNCTION (NORTH AND WEST LINE)

English Bridge Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Trains towards Abbey Foregate Jn	Approach control	All	{1}

If a train of over 38SLUs is stopped at Abbey Foregate Jn in the Wellington direction, then a 3 minute margin must apply from the train departs Abbey Foregate to the next train passing English Bridge Jn. This is to mitigate against the length of train fouling the junction.

Junction Margin

A margin of 3 minutes is required between a train using the Up main from Shrewsbury P3 to the next train from Sutton Bridge Jn

Sutton Bridge Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Shrewsbury to Cambrian Line	Slow speed crossover	DMU	{½}

Junction Margin

When Dorrington Signal box is switched-out, creating a block section from Marsh Brook L.C. to Sutton Bridge Jn, Shrewsbury bound trains may be planned following junction fouling moves at Sutton Bridge Jn on the normal headway from Dorrington plus 2 minutes. This permits running under clear signals.

Church Stretton

Dwell Time

150 to 175 / LH	1

Marsh Brook L.C.

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Llandrindod (Heart of Wales Line) Craven Arms to Marsh Brook L.C. Start to Pass	Slow speed at Craven Arms	150 to 153	{2}

Craven Arms

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Marsh Brook L.C. to Llandrindod (Heart of Wales Line) Pass to Pass	Slow speed at Craven Arms	150 to 153	{1}
From Marsh Brook L.C. to Llandrindod (Heart of Wales Line) Pass to Stop	Slow speed at Craven Arms	150 to 153	{2}

Dwell Time

150 to 175 / LH	1
Platform Re-occupation	4

Ludlow

Dwell Time

150 to 175	1
LH	1½

Leominster

Dwell Time

150 to 175	1
LH	1½

Moreton – on – Lugg

-All trains to/from Moreton on Lugg terminal must stop at Moreton on Lugg
-Trains from the Craven Arms direction are able to propel into the Stone Terminal at Moreton-on-Lugg if ground staff are provided by the operator. If not, the train is required to run round at Hereford.
-Trains departing Moreton-on-Lugg Stone terminal northbound propel onto the down main at Moreton on Lugg.

Moreton-on-Lugg Terminal

Planning Note

Only 1 train can be accommodated at a time

Shelwick Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Hereford to Ledbury Pass to Stop	Slow speed at Shelwick Junction	150 to 158	{1}

Hereford

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Ledbury to Hereford Pass to Stop	Slow speed at Shelwick Junction	150 to 158	{1}

Connectional Allowance	7

Dwell Time

All	2

Platform Working (SPAD mitigation)

First Movement	Second Movement	Margin
Arrive Platform 1	Depart Platform 2	3 minutes
Arrive Platform 2	Depart Platform 1	3 minutes

Turnround allowances

	LH	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
From Paddington	40	15	25	30
From Oxford/Worcester		10	15	20
From Birmingham/Cardiff/Crewe		15		

Platforms 1 & 2 – a 9 or 10-car 800/802 occupies the track circuit in rear of the platform, locking 36pts.Therefore a second southbound train cannot arrive into P1 or P2 at Hereford whilst a 9 or 10-car stands in either platform.

Abergavenny

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Trains terminating at Abergavenny	Approach control and signalling constraints	Passenger	{2½}

Dwell Time

150 to 175	1
LH	1½

Turnround allowances				
	DMU			
From Cardiff	10			

Pontypool & New Inn

Dwell Time	
150 to 153	½
156 to 175 / LH	1

Cwmbran

Dwell Time	
150 to 175	1
LH	1½

GW731 ABBEY FOREGATE JUNCTION TO WREXHAM NORTH JN

Shrewsbury

Adjustment to Sectional Running Times

Movement	Reason	Timing Load	Value
Arrival into any occupied platform	Signal location	All	{2}
Arrival into an occupied platform from the Up Hereford Line	Signal location	All	{2½}
Departure from Platforms 4, 5, 6 or 7 reversing at English Bridge Jn for the Down Main		All	{10}

Dwell Time Through	
All	2

Dwell Time Reverse	
HST / LH	20 Run round (LH)
Power	5 a) 5 b)

a) From Cambrian

b) To Cambrian

Junction Margin

First Movement	Second Movement	Margin
Depart Down Main Platform 3 towards Gobowen Down Chester	Arrival from Gobowen Up Chester to Up Main Platform 7	4
Depart Platform 7 towards Crewe Down Crewe	Any arrival from Up Crewe	5
Arrival into Bay Platforms Departure from the Bay Platforms 5 or 6	Departure from the Bay Platforms Arrival into Bay Platforms 5 or 6	4½

Depart from Bay Platforms 5 or 6 towards Abbey Foregate Up Main	Departure from Platform 7 towards Abbey Foregate Up Main	4
Arrival into Platform 7 from Crewe	Departure from the Bay Platforms 5 or 6 towards Abbey Foregate Up Main	1
Depart Platform 3 towards Sutton Bridge Down Hereford	Any arrival from Sutton Bridge Up Hereford	5
Arrival from Abbey Foregate into platforms 3, 4, 5 or 6 Down Wellington	Conflicting departure towards Sutton Bridge Down Hereford from platforms 5, 6 or 7	4
Down Cambrian Service	Up Cambrian service	4

Turnround Allowance	
Power	10 c) 15 d)
c) All service groups other than Central Wales	
d) Ex Central Wales Line	

Gobowen

Dwell Time	
Power / LH	1

Ruabon

Dwell Time	
LH	1

Chirk

Dwell Time	
Power	1
Freight services for Chirk Kronospan to be allowed a minimum of 10 minutes dwell for shunting duties to be undertaken	

Wrexham General

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains from Platform 3 towards Ruabon	Slow speed junction	{1} after Wrexham
Trains from Ruabon towards Platform 3	Slow speed junction	{1} approaching Wrexham

Dwell Time	
LH	1½
Slam	1*
Power	1*
* - ½ minute for trains to/from Bidston (LH/HST stop not permitted)	

Junction Margins

First Movement	Second Movement	Margin

Wrexham General		
Arrive Plat.1 from Saltney Jn.	Depart Plat.3 or Up Bay Sidings towards Croes Newydd	4
Arrive Plat.1 from Saltney Jn.	Arrive Wrexham from Croes Newydd N.F. via Up Main	5½
Depart Plat.3 or Up Bay Sidings towards Croes Newydd	Arrive Plat.1 from Saltney Jn.	6
Arrive Plat.3 or Up Bay Sidings from Croes Newydd North Fork.	Arrive Plat.1 from Saltney Jn.	4½
Depart Plat.3 towards Croes Newydd	Arrive Plat.2/3 from Gobowen	5½
Platform Reoccupation		
Platform 1	6	

GW733 SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

Sutton Bridge Jn

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Shrewsbury to Cambrian Line	Slow speed crossover	DMU	{½}

Reoccupation of Single Lines

At Sutton Bridge Junction a minimum of 3 minutes is to be allowed before planned reoccupation of the single line section.

Welshpool

Dwell time

Power	1

Platform end conflicts

First Movement	Second Movement	Margin
Up DMU into Up platform Stop	Down DMU into Down platform Stop or pass	Parallel move
Up DMU into Up platform pass	Down DMU into Down platform Stop or pass	N/A
Up DMU into Up platform Stop	Down Loco hauled into Down platform stop or pass	Parallel move
Up Loco Hauled into Up platform	Down DMU into Down platform	3½
Up Loco Hauled into Up platform	Down Loco hauled into Down platform	4½
Up DMU into Down platform stop	Down DMU into Up platform stop or pass	Parallel move
Up DMU into Down platform stop	Down Loco hauled into Up platform stop or pass	Parallel move
Up Loco Hauled into Down platform	Down DMU into Up platform	3½
Up Loco Hauled into Down platform	Down Loco hauled into Up platform	4½
Down DMU into Down platform	Up DMU from Fron Jn into Up platform	Parallel move
Down DMU into Down platform	Up Loco hauled from Fron Jn into Up platform	7
Down Loco hauled into Down platform	Up DMU from Fron Jn into Up platform	Parallel move
Down Loco hauled into Down platform	Up Loco hauled from Fron Jn into Up platform	8
Down DMU into Up platform Stop	Up DMU into Down platform	Parallel move
Down DMU into Up platform Pass	Up DMU into Down platform	Parallel move
Down DMU into Up platform	Up Loco hauled into Down platform	3
Down Loco hauled into Up platform Stop	Up DMU into Down platform	Parallel move
Down Loco hauled into Up platform pass	Up DMU into Down platform	Parallel move
Down Loco hauled into Up platform	Up Loco hauled into Down platform	4

Fron Junction

Platform end conflicts

First Movement	Second Movement	Margin
Up DMU from Newtown to Up loop	Down DMU from Welshpool from Down loop	1½
Up DMU from Newtown to Up loop	Down Loco hauled from Welshpool from Down loop	2½
Up Loco Hauled from Newtown to Up loop	Down DMU from Welshpool from Down loop	1½
Up Loco Hauled from Newtown to Up loop	Down Loco hauled from Welshpool from Down loop	2
Up DMU from Newtown to Down loop	Down DMU from Welshpool from Up loop	1½
Up DMU from Newtown to Down loop	Down Loco hauled from Welshpool from Up loop	2
Up Loco Hauled from Newtown to Down loop	Down DMU from Welshpool from Up loop	1½
Up Loco Hauled from Newtown to Down loop	Down Loco hauled from Welshpool from Up loop	2

Newtown

Dwell Time

Power	1

Platform end conflicts

First Movement	Second Movement	Margin
Up DMU into Up platform	Down DMU into Down platform	2½
Up DMU into Up platform	Down Loco hauled into Down platform	4
Up Loco Hauled into Up platform	Down DMU into Down platform	2½
Up Loco Hauled into Up platform	Down Loco hauled into Down platform	4
Up DMU into Down platform	Down Loco hauled into up platform	4½
Up DMU into Down platform	Down DMU into up platform	2½
Up Loco Hauled into down platform	Down Loco Hauled into up platform	4½
Up Loco Hauled into down platform	Down DMU into up platform	2½
Down DMU into Down platform	Up DMU into Up platform	2½
Down DMU into Down platform	Up Loco hauled into Up platform	4
Down Loco Hauled into Down platform	Up DMU into Up platform	3½*a
Down Loco Hauled into Down platform	Up Loco hauled into Up platform	4*b
Down DMU into Up Platform	Up DMU into Down platform	1½
Down DMU into Up platform	Up loco hauled into Down platform	3
Down Loco hauled into Up platform	Up DMU into Down platform	3
Down Loco hauled into Up platform	Up Loco hauled into Down platform	5

* This applies to down train comprising light locos and trains up to 120m long

a 4 for over 120m

b 4½ for over 120m

Caersws

Dwell Time

Power	1

Talerddig

Dwell Time

Power	1

Junction Margins

First Movement	Second Movement	Margin
DMU into Up loop	DMU passes on Down loop	1½

DMU into Up loop	Loco hauled passes on Down loop	2½
Loco Hauled into Up loop	DMU passes on Down loop	2½
Loco Hauled into Up loop	Loco hauled passes on Down loop	3½
The first train into Talerddig MUST use the up loop.		

Machynlleth

Adjustments to Sectional Running Times

Movement	Reason	Value
Dovey Jn to Machynlleth	Approach control for attaching moves	{2}

Attachment Allowance	5
Detachment Allowance	6
Connectional Allowance	4
Dwell Time	
Power	2

Platform end conflicts

First Movement	Second Movement	Margin
Up DMU into Up platform	Down DMU along/ from Down Loop into Down platform	1½
Up DMU into Up platform	Down Loco hauled along/ from Down Loop into Down platform	2
Up Loco Hauled into Up platform	Down DMU from Talerddig into Down platform	3½
Up Loco Hauled into Up platform	Down Loco hauled from Talerddig into Down platform	4½

Platform end conflicts

First Movement	Second Movement	Margin
Up DMU into Down platform	Down DMU into Up platform	Parallel
Up DMU into Down platform	Down Loco hauled into Up platform	3
Up Loco Hauled into Down platform	Down DMU into Up platform	Parallel* a
Up Loco Hauled into Down platform *b	Down DMU into Up platform	3*b
Up Loco Hauled into Down platform	Down Loco hauled into Up platform	5
Down DMU into Up platform	Up DMU into Down platform	Parallel
Down DMU into Up platform	Up Loco hauled into Down platform	Parallel* a
Down DMU into Up platform	Up Loco hauled into Down platform *b	4*b
Down Loco Hauled into Up platform	Up DMU into Down platform	2½
Down Loco Hauled into Up platform	Up Loco hauled into Down platform	4½
Down DMU into Down platform	Up DMU into Up platform	2½
Down DMU into Down platform	Up Loco hauled into Up platform	4
Down Loco Hauled into Down platform	Up DMU into Up platform	2½
Down Loco Hauled into Down platform	Up Loco hauled into Up platform	4

* a This applies to up direction light locos and trains up to 120m long

* b This applies to up trains longer than 120m which require to stop ahead of the platform in order to be clear of the junction in rear

Station Working

Permissive working is not permitted, with the exception of attaching/detaching movements.

Turnround Allowance	5

Dovey Jn and Dovey Jn Down Loop

Connectional Allowance	4

Dwell Time

Power	1*

Platform usage

Platform detail MUST be shown

If trains to and from Aberystwyth are planned to pass at Dovey Junction, the up (from Aberystwyth) train must arrive into platform 2a, the down train (from Machynlleth) must travel via Dovey Jn Down Loop and then into platform 2b.
If there is no passing movement, trains to Aberystwyth are not required to travel via Dovey Jn Down Loop.

Cambrian coast trains can only use platform 1

Platform end conflicts

First Movement	Second Movement	Margin
DMU from Aberystwyth into platform 2a	DMU to Aberystwyth into Down Loop	Parallel
DMU from Aberystwyth into platform 2a	Loco hauled to Aberystwyth into Down Loop	2½
Loco Hauled from Aberystwyth into platform 2a	DMU to Aberystwyth into Down Loop	4½
Loco Hauled from Aberystwyth into platform 2a	Loco hauled to Aberystwyth into Down Loop	5½
DMU from Machynlleth into Down Loop	DMU from Aberystwyth into platform 2a	Parallel
DMU from Machynlleth into Down Loop	Loco hauled from Aberystwyth into platform 2a	2
Loco hauled from Machynlleth into Down Loop	DMU from Aberystwyth into platform 2a	2½
Loco hauled from Machynlleth into Down Loop	Loco hauled from Aberystwyth into platform 2a	3

Platform end conflicts

First Movement	Second Movement	Margin
DMU from Aberystwyth into Down Loop	DMU from Machynlleth into platform 2b	4
DMU from Aberystwyth into Down Loop	Loco Hauled from Machynlleth into platform 2b	5
Loco Hauled from Aberystwyth into Down Loop	DMU from Machynlleth into platform 2b	4
Loco Hauled from Aberystwyth into Down Loop	Loco Hauled from Machynlleth into platform 2b	5½
DMU from Aberystwyth arrived clear in platform 2a	DMU to Aberystwyth into platform 2b from Down loop	½
DMU from Aberystwyth arrived clear in platform 2a	Loco hauled to Aberystwyth into platform 2b from Down loop	½
Loco hauled from Aberystwyth arrived clear in platform 2a	DMU to Aberystwyth into platform 2b from loop	½
Loco hauled from Aberystwyth arrived clear in platform 2a	Loco hauled to Aberystwyth into platform 2b from loop	½
DMU to Cambrian Coast into platform 1	DMU from Aberystwyth into platform 2a	Parallel
DMU to Cambrian Coast into platform 1	Loco hauled from Aberystwyth into platform 2a	2
Loco Hauled to Cambrian Coast into platform 1	DMU from Aberystwyth into platform 2a	Parallel
Loco Hauled to Cambrian Coast into platform 1	Loco hauled from Aberystwyth into platform 2a	2½

All movements from the Cambrian coast (Twywn) direction can arrive in platform 1 at the same time as movements to/from platforms 2a or 2b and Down Loop

Single line re-occupation

Re-occupation of the single line to Machynlleth after a Coast bound (Twywn) or Aberystwyth bound train	½

Borth	
Dwell Time	1

Bow Street	
Dwell Time	1

Aberystwyth	
Turnround Allowance	
Power	5

GW734 DOVEY JUNCTION TO PWLLHELI

Tywyn

Dwell Time	
Power	1

Platform end conflicts		
First Movement	**Second Movement**	**Margin**
DMU into Up platform (1)	DMU into Down platform (2)	Parallel
DMU into Up platform (1)	Loco hauled into Down platform (2)	3½
Loco Hauled into Up platform (1)	DMU into Down platform (2)	2½
Loco Hauled into Up platform (1)	Loco hauled into Down platform (2)	3½
DMU into Down platform (2)	DMU into Up platform (1)	Parallel
DMU into Down platform (2)	Loco hauled into Up platform (1)	3½
Loco Hauled into Down platform (2)	DMU into Up platform (1)	3
Loco Hauled into Down platform (2)	Loco hauled into Up platform (1)	4
The above movements and margins apply also to reverse direction running, ie a Down train into the Up platform (1) and an Up train into the Down platform (2)		

Barmouth

Detachment Allowance	6

Dwell Time

Power	1 Down 2 Up

Platform end conflicts

First Movement	Second Movement	Margin
Up DMU into Up platform (1)	Down DMU into Down platform (2)	4
Up DMU into Up platform (1)	Down Loco hauled into Down platform (2)	5
Up Loco Hauled into Up platform (1)	Down DMU into Down platform (2)	4
Up Loco Hauled into Up platform (1)	Down Loco hauled into Down platform (2)	5
Down DMU into Down platform (2)	Up DMU into Up platform (1)	2½
Down DMU into Down platform (2)	Up Loco hauled into Up platform (1)	3½
Down Loco Hauled into Down platform (2)	Up DMU into Up platform (1)	3
Down Loco Hauled into Down platform (2)	Up Loco hauled into Up platform (1)	4

Harlech

Dwell Time

Power	1

Platform end conflicts

First Movement	Second Movement	Margin
Up DMU into Up platform (1)	Down DMU into Down platform (2)	2½
Up DMU into Up platform (1)	Down Loco hauled into Down platform (2)	3½
Up Loco Hauled into Up platform (1)	Down DMU into Down platform (2)	2½
Up Loco Hauled into Up platform (1)	Down Loco hauled into Down platform (2)	3½
Down DMU into Down platform (2)	Up DMU into Up platform (1)	1½
Down DMU into Down platform (2)	Up Loco hauled into Up platform (1)	3

Platform end conflicts

First Movement	Second Movement	Margin
Down Loco Hauled into Down platform (2) *	Up Loco hauled into Up platform (1)	3*

* Down direction light locos and trains up to 110m long are permitted to arrive first

The above movements and margins apply also to reverse direction running, ie a Down train into the Up platform (1) and an Up train into the Down platform (2)

Porthmadog

Dwell Time

Power	1 Down 2 Up

Platform end conflicts

First Movement	Second Movement	Margin
Up DMU into Up platform (1)	Down DMU into Down platform (2)	3½
Up DMU into Up platform (1)	Down Loco hauled into Down platform (2)	4½
Up Loco hauled into Up platform (1)	Down DMU into Down platform (2)	3½
Up Loco hauled into Up platform (1)	Down Loco hauled into Down platform (2)	4½
Down DMU into Down platform (2)	Up DMU into Up platform (1)	2
Down DMU into Down platform (2)	Up Loco hauled into Up platform (1)	3
Down Loco Hauled into Down platform (2) *	Up DMU into Up platform (1)	2½
Down Loco Hauled into Down platform (2) *	Up Loco hauled into Up platform (1)	3½

* Down direction light locos and trains up to 145m long are permitted to arrive first

Train towards Pwllheli cannot be routed into the up platform (platform 1)

Pwllheli

Turnround Allowance	7

GW735 SHREWSBURY CREWE JN TO NANTWICH

Yorton

Dwell Time

LH	1

Wem

Dwell Time

LH	1

Prees

Dwell Time

LH	1

Whitchurch

Dwell Time

LH	1

Wrenbury	
Dwell Time	
LH	1

Nantwich	
Dwell Time	
LH	½ Down 1 Up

GW770 EBBW VALE TOWN TO GAER JUNCTION (WESTERN VALLEY LINE)	
Ebbw Vale Town	
Turnaround Allowance	4

Crosskeys
Planning note
Terminating services are required to shunt to Crosskeys Jn (Please discuss with operators as required)

GW810 RHYMNEY TO QUEEN STREET NORTH JUNCTION	
Bargoed	
Dwell Time for Cardiff Valley 150	1
Junction Margin	2
Platform Re-occupation	3

Ystrad Mynach	
Connectional Allowance	3
Platform Re-occupation	3*
* 4 minutes applies on the Up Platform between a Down departure in the Cardiff direction and an Up arrival from the Cardiff direction	

Caerphilly	
Platform Re-occupation	3
Up terminating passenger trains can only arrive in the Bay Platform (Platform 1).	

GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET		
Abercynon		
Platform end conflicts		
First Movement	**Second Movement**	**Margin**

GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET

Down train from Merthyr Tydfil or Aberdare	Up train to Merthyr Tydfil or Aberdare ♣	3 minutes
Up train to Merthyr Tydfil or Aberdare	Down train from Merthyr Tydfil or Aberdare ♣	3 minutes
♣ Linked with route GW834		

Pontypridd

Junction Margin	a)

a) Down Treherbert train cannot arrive at station until 3 minutes after departure of Up Merthyr/Aberdare train. However an Up Merthyr/Aberdare train can depart 2 minutes after arrival of Down Treherbert train.

Platform Re-occupation	3 b)

b) Where trains are using the same platform in the opposite direction, the minimum platform re-occupation time is 4 minutes in all cases.

When 2 trains depart from Platform 2 in opposite directions after splitting, the departure times must be 2 minutes apart.

Taffs Well

Up terminating passenger trains can only arrive at the Down platform.

Radyr

Connectional Allowance	3
Platform Re-occupation	4*

* Applies to Platforms 2 and 3 only. Where trains are using the Up Platform in the opposite direction, the minimum platform re-occupation time is 3 minutes.

Trains running to the Llandaf line starting at Radyr cannot run from Platform 3.
Trains running to the city line can only run from Platform 2 or 3.

Services using Platform 2 arriving from Cathays require an additional ½ minute allowance to cater for slower line speed.

Cardiff Queen Street

Connectional Allowance	3
Dwell Time for Cardiff Valley 142, 143, 150, 153 and 769	1½
Junction Margin	See Section 5.3.1

Platform end conflicts

First Movement	Second Movement	Margin
Down train arriving at Platform 3	Down train departing Platform 2 towards Cardiff Central	½ minute
Down Train departing or passing Platform 2	Down train arriving or passing Platform 3	3 minutes
Down train arriving from Llandaf to Platform 2 or 3	Up train departing to Heath Junction from Platform 4 or 5	1 minute
Down train departing from Platform 2 or 3 to Cardiff Bay	Up train arriving from Cardiff Central to Platform 2	3 minutes

Cardiff Queen Street

Down train departing from Platform 2 or 3 to Cardiff Central	Up train from Cardiff Central arriving into Platform 2	3 minutes
Up train departing to Heath Junction from Platform 4 or 5	Down train arriving from Llandaf to Platform 2 or 3	3 minutes
Up train departing or passing Platform 5	Up train arriving or passing Platform 4	3 minutes
Up train from Cardiff Bay arriving into Platform 4 or 5	Down departure from Platform 2 or 3 to Cardiff Bay.	3 minutes
Up train from Cardiff Bay arriving into Platform 4 or 5	Down departure from Platform 2 or 3 to Cardiff Central.	3 minutes
Up train from Cardiff Central arriving into Platform 2	Down train arriving into Platform 3	3 minutes
Up train from Cardiff Central arriving into Platform 2	Down departure from Platform 3 to Cardiff Central or Cardiff Bay.	3 minutes

Platform Re-occupation	3

Cogan Junction

When a train is signalled from the Penarth Branch towards Cardiff the protecting signal for Cogan Junction is C424 signal which is the controlling signal for movements into the Down Goods Loop. The signal that controls Cogan Junction, C426 is too close the junction in the event of a SPAD incident

Cadoxton

Adjustments to Sectional Running Time

Movement	Reason	Timing Load	Value
To Barry Docks ABP	Junction Differential	Freight trains only	{1} before Cadoxton
From Barry Docks ABP	Junction Differential	Freight trains only	{2} after Cadoxton

Barry

Connectional Allowance	3

Adjustments to Sectional Running Time

Movement	Reason	Timing Load	Value
From Barry Island to Cadoxton (platform 3 only)	Junction differential		{½} after Barry

GW834 HIRWAUN TO ABERCYNON

Abercynon

See entry under route GW830 Merthyr Tydfil to Barry Island via Cardiff Queen Street

GW835 TREHERBERT TO PONTYPRIDD JUNCTION

Ystrad Rhondda

Dwell Time for Cardiff Valley Classes 150 and 769	2*

* Includes allowance for token.

Porth

Dwell Time for Cardiff Valley Classes 150 and 769	2*

* Includes allowance for token.

Turnround Allowance	12

Trains have to shunt from the Up Platform to the Down Platform via the single line. Note: It is possible to make this movement with a train in the section between Ystrad Rhondda and Porth except when that train is between Dinas Rhondda and Porth.

GW840 RADYR JUNCTION TO CARDIFF RADYR BRANCH JUNCTION VIA CITY LINES

Ninian Park

Connectional Allowance	3

GW850 LECKWITH LOOP NORTH JN TO LECKWITH LOOP SOUTH JN

Leckwith Loop Jn North & Leckwith Loop Jn South

Planning Rule

A train can not be planned to stand between Leckwith Loop North Jn and Leckwith Loop South Jn if its length exceeds:
290m/45 SLU standage at CF2541 (Down direction)
319m/49 SLU at CF2540 (Up direction), signal to block joint.
235m/36 SLU is the distance between the signals for reversing.

GW870 BARRY TO BRIDGEND BARRY JUNCTION (VALE OF GLAMORGAN LINE)

Rhoose

Dwell Time: 150	½

Llantwit Major

Dwell Time: 150	½

Waterton LC
Services over this crossing should only be planned between the hours of 2100 and 0700.

GW874 BRIDGEND LLYNFI JUNCTION TO MAESTEG

Wildmill

Dwell Time: 150 to 175	½

Sarn

Dwell Time: 150 to 175	½

Tondu

Dwell Time: 150 to 175	½

Garth

Dwell Time: 150 to 175	½

Maesteg Ewenny Road

Dwell Time: 142 to 175	½

GW8901 DYNEVOR JUNCTION TO JERSEY MARINE JUNCTION SOUTH

PT470 Signal

Reversing Allowance

Movement	Remarks	Minutes
Trains from the direction of Dynevor Jn stop at PT470 signal before propelling back into Jersey Marine Steel Supply Terminal	The driver does not change ends. A shunter joins the train at PT470 signal. The train stops at Dynevor GF whilst the shunter operates the frame.	2

GW900 PILNING TO FISHGUARD HARBOUR

Pilning

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Patchway to Pilning Down Loop Pass to Pass or Stop	Slow speed turnout into the loop (40mph) and approach control	All traffic	{1}
From Severn Tunnel East to Pilning Up Loop Pass to Pass or Stop	Slow speed turnout into the loop (20 mph)	All traffic	{1½}

Note: Refer to section 4.3 regarding freight movements through the Severn Tunnel

Severn Tunnel West

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
From Severn Tunnel Up Loop	Slow speed turnout (15mph)	All Traffic	{2} Approaching next timing point

Severn Tunnel Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Pass to Severn Tunnel Junction Up Goods Loop	Slow speed turnout at loop entry (25 mph) and approach control	All traffic	{1½}
Pass Up Main to Up Tunnel via platform 3	Slow speed turnout (40mph) and approach control	All traffic	{1}* {½} Approaching next timing point

*Not to apply to services reversing behind NT1730

Dwell Time

DMU/EMU	1

	First Movement									
Second Movement		Pass P1	Depart PI	Pass P2	Arrive P2	Pass P3 in DOWN	Pass P3 in UP via DT	Depart P3 in DOWN	Pass P4	Arrive P4
	Pass P1			Parallel	Parallel	3 to DR 4 to DM	Parallel	4	Parallel	Parallel
	Depart P1			Parallel	Parallel	2	Parallel	3	Parallel	Parallel
	Pass P2 from ML	Parallel	Parallel			3	3	3	4	4
	Pass P2 from RL	Parallel	Parallel			4	4	4	4	4
	Arrive P2	Parallel	Parallel			4½	4	Parallel	Parallel	Parallel
	Pass P3 in DOWN	4	4	3	3		4½		Parallel	Parallel
	Arrive P3 in DOWN	Parallel	Parallel	Parallel	Parallel		5		Parallel	Parallel
	Depart P3 in DOWN	2	4	2	2				Parallel	Parallel
	Pass P3 in UP via DT	Parallel	Parallel	4	4	4½		5	4	4
	Depart P3 in UP via DT	Parallel	Parallel	Parallel	Parallel	4½ to arrive		4 to arrive	4	4
	Pass P4	Parallel	Parallel	4	4	Parallel	5	Parallel		
	Depart P4	Parallel	Parallel	4 to arrive	4 to arrive	Parallel	4	Parallel		

Note: Refer to section 4.3 regarding freight movements through the Severn Tunnel

Llanwern West Junction

Adjustments to Sectional Running Times			
Movement	**Reason**	**Timing Load**	**Value**
Down Main to Down Relief	Slower speed turnout	All trains timed over 75mph	~~+~~{½}
Up Relief to Up Service Line	Slow speed turnout	All	~~+~~{2}
From Up Relief at Llanwern Jn to Up Main	Slow speed turnout at Llanwern West	All	{1} Approaching next timing point
Down Service Line to Down Relief	Slow speed turnout	All	{2} Approaching next timing point

Maindee East Junction

The single line from Maindee North junction cannot be re-occupied until 3 minutes after the previous train has passed Maindee North Jn in the Hereford direction or 2 minutes after it has passed Maindee East in the Llanwern West Jn direction.

Newport

Junction Margins

First Movement	Second Movement	Margin
Dep via ML towards Ebbw Jn*	Arrive/Pass Newport (S. Wales) from Gaer Jn via DM	5½
Pass via ML towards Ebbw Jn*	Arrive/Pass at Newport (S. Wales) from Gaer Jn via DM	5
Pass/depart to Maindee North Jn	Pass/depart to Maindee East Jn via ML	3
Pass/depart to Maindee East Jn via ML	Pass/depart to Maindee North Jn	3

*Refer to Gaer Jn Margins if the first movement is timed DM to Gaer Jn

Dwell Time	
All services except below	1½
158 / 175 / Cardiff-Portsmouth/Brighton Services All TfW Services	2

Minimum allowance for reversals or run rounds en-route	
LH	13

Platform Re-occupation	3*#

* Where trains are using the same platform in the opposite direction, the minimum platform reoccupation time is 4 minutes.
#Permissive working is not allowed unless agreed locally

Turnaround allowance	4 – To / From Park Jn

Gaer Junction

Junction Margins

First Movement	Second Movement	Margin
Train passes Gaer Jn from Park Jn to Newport (S. Wales)	Train Passes Ebbw Jn for Newport (via UM) (S. Wales)	2½
Train Dep / Pass Gaer Jn towards Newport (S. Wales) (via UM)	Train Passing Ebbw Jn (via UM to Newport (S. Wales)) from Marshfield	1½
Train Dep / Pass Gaer Jn towards	Train Passing Ebbw Jn (via UM to	1½

Newport (S. Wales) (via DM)	Newport (S. Wales)) from Marshfield	
Pass / Dep Gaer Jn from Newport (S. Wales) (via DM) (to Park Jn)	Dep Newport (S. Wales) towards Gaer Jn (via DM)	2
Pass / Dep Gaer Jn from Newport (S. Wales) (via UM) (to Park Jn)	Dep Newport (S. Wales) towards Gaer Jn (via UM) (To Park Jn)	2
Pass / Dep Gaer Jn from Newport (S. Wales) (via UM) (to Park Jn)	Pass Ebbw Jn towards Newport (S. Wales) (via UM)	1½

Newport Alexandra Dock Junction

Headway Between Arrivals (including light engines)	15 minutes minimum. a)
Headway Between Departures (including light engines)	15 minutes minimum

Maximum Length

The maximum length of trains into Newport AD Junction is 58 SLU governed by the length of Number 3 Reception Siding. Trains over this length can be accommodated by special arrangement with South Wales Production Team on 087- 66641.

Movement	Allowance
Field Sidings to Reception and vice versa	10
Arrival from the Cardiff direction to being placed in the New Sidings and vice versa	15
Arrival from the Newport direction to being placed in the New Sidings and vice versa	15
Arrival from the Cardiff direction to being placed in the Low Level Sidings and vice versa	15
Arrival from the Newport direction to being placed in the Low Level Sidings and vice versa	5
Arrival from the Newport direction to arrival at Newport Docks	30
Arrival from the Cardiff direction to arrival at Newport Docks (including run-round)	60
Arrival from Newport Docks to the Cardiff direction (including run-round)	60
Arrival from Newport Docks to Newport direction	30
Arrival from the Cardiff direction to being placed in the Branch Sidings and vice-versa	15
Arrival from the Newport direction to being placed in the Branch Sidings and vice-versa	5

Ebbw Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Up Main/Up Relief to Park Jcn	Junction differential	All traffic Freight	{1} approaching junction {2} approaching junction
Up Main to Up Relief	Junction differential	All traffic	{½}
Up Relief to Up Main	Junction differential	All traffic	{½} before and {½} after junction
Park Jcn to Down Main/Relief	Junction differential	Passenger Freight	{1} after junction {2} after junction
Down Main to Down Relief	Junction differential	All traffic	{½}
Down Relief to Down Main	Junction differential	All traffic	{½} after junction

Marshfield

Junction Margins		
First Movement	**Second Movement**	**Margin**
Down train passes Marshfield on Relief Lines	Train departs Wentloog FT in Up direction	4
Train departs Wentloog FT in Up direction	Down train passes Marshfield on Relief Lines	0

Rumney River Bridge

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Down Main and Down Relief	Slow speed at yard entry	All traffic	{2}

Pengam Sidings

Of the three lines available at Pengam, one should always be free to facilitate run-rounds or access to/from Tidal Sidings.
Note that the maximum standage in the sidings here is 64 SLUs (total length) each. FOCs need to make allowance for loco length when run rounds are required.

Long Dyke Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Crossing from Down Relief to Line B, C or D	*Slower speed crossover*	*All*	*{½}*

Junction Margin (Standard Junction Margin Matrix applies to those values not referenced in the below table)

First Movement	Second Movement	Value
Passenger train Down Main to Line C	Train crossing Line B to Up Relief or Line D to Up Main	2½
Freight train Down Main to Line C	Train crossing Line B to Up Relief or Line D to Up Main	3
Passenger train Line B to Up Main	Train crossing Line C to Up Main	2½
Passenger train Line B to Up Main	Train crossing Line E to Up Main	3
Freight train Line B to Up Main	Train crossing Line C to Up Main	3
Freight train Line B to Up Main	Train crossing Line E to Up Main	4
Freight train Line D/E to Up Relief	Train crossing Down Relief to Line B/D or E	4½
Passenger train Line D/E to Up Relief	Train crossing Down Relief to Line B/D or E	3½
Passenger train Line D to Up Relief	Train crossing Down Main to Line D or E	2
Freight train Line D to Up Relief	Train crossing Down Main to Line D or E	2½
Freight train Down Relief to Line C	Train crossing Line D to Up Main/Up Relief or Line C to Up Relief	3
Passenger train Down Relief to Line C	Train crossing Line D to Up Main/Up Relief or Line C to Up Relief	2½
Passenger train Down Main to Line E	Train crossing Line D to Up Relief or Up Main	3
Passenger train Down Main to Line E	Train crossing Line B to Up Relief	2½
Freight train Down Main to Line E	Train crossing Line D to Up Relief or Up Main	4
Freight train Down Main to Line E	Train crossing Line B to Up Relief	3
Passenger train Line C to Up Main/Up Relief	Train crossing Down Main to Line C	2
Passenger train Line C to Up Main/Up Relief	Train crossing Down Relief to Line C	3½
Freight train Line C to Up Main	Train crossing Down Main to Line C	2½
Freight train Line C to Up Main	Train crossing Down Relief to Line C	3½
Freight train Line C to Up Relief	Train crossing Down Main to Line C	3
Freight train Line C to Up Relief	Train crossing Down Relief to Line C	4½
Passenger train Down Relief to Line B	Train crossing Down Main to Line C or Line D to Up Relief	2
Freight train Down Relief to Line B	Train crossing Down Main to Line C or Line D	2½

	to Up Relief	
Passenger train Line E to Up Main	Train crossing Down Main to Line E	3
Freight train Line E to Up Main	Train crossing Down Main to Line E	3½
Passenger train Line B to Up Relief	Train crossing Down Main to Line C	3
Freight train Line B to Up Relief	Train crossing Down Main to Line C	2½
Passenger train Line B to Up Relief	Train crossing Down Main to Line E	4
Freight train Line B to Up Relief	Train crossing Down Main to Line E	3
Passenger train Line B to Up Relief	Train crossing Down Relief to Line C	4½
Freight train Line B to Up Relief	Train crossing Down Relief to Line C	3½
Passenger train Line D to Up Relief	Train crossing Down/Up Relief to Line C or Down Main to Line E	3
Passenger train Line D to Up Relief	Train crossing Down Main to Line C	2
Passenger train Line D to Up Relief	Train crossing Down Main to Line D	2½

Cardiff Central

Adjustments to Sectional Running Times (allowance to be shown after this location)

Movement	Reason	Timing Load	Value
Departure in the Up direction from Platform 0	*Longer distance to travel*	*Passenger*	*{½}*

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Arriving into an occupied platform	*Approach Control*	*All*	*{1}*

Connectional Allowance	7

Dwell Time

LH	3
80x	2
150 to 175	3
Platforms 4/6/7/8 150/153 & 769	1½
Class 387 (ECS to passenger)	2

Minimum allowance for reversals or run rounds en route (loco hauled)	15 minutes

Intervals for ECS to/from Canton Sidings

Services in the same direction, to and from Canton Sidings, should be timed a minimum of 5 minutes apart at Canton.

Platform Working

Permissive working is not permitted with HST or Class 80X (9/10 car) units

Platform Number	Platform Capability
Platform 0	Can fit up to a 4x23m DMU car only.
Platform 1	Permissive move possible, please check length of train and adhere to platform re-occupation values below.
Platform 2	Permissive move possible, please check length of train and adhere to platform re-occupation values below.
Platform 3	Split into A (Cardiff West end) and B (Cardiff East end), with 80x 9/10 car required to be booked in middle (whole platform). Permissive move possible, please check length of train and adhere to platform re-occupation values below.

Cardiff Central

Platform 4	Split into A (Cardiff West end) and B (Cardiff East end), with 80x 9/10 car required to be booked in middle (whole platform). Permissive move possible, please check length of train and adhere to platform re-occupation values below.
Platform 6	Permissive move possible, please check length of train and adhere to platform re-occupation values below.
Platform 7	Permissive move possible, please check length of train and adhere to platform re-occupation values below.
Platform 8	Permissive move possible, please check length of train and adhere to platform re-occupation values below.

Platform end conflicts (East End)

First Movement	Second Movement	Margin
Down arrival from Line B into Platform 0/1	Up train pass Platform 0/1/2 from Line A/B/Up Barry/Up Barry Relief to Line B	2½
Down arrival from Line D/E into Platform 3	Up train pass Platform 4/Line D from Up Barry/Up Barry Relief to Line D/E	2
Down arrival from Line C to Platform 2	Up train pass Line C from Line C to Line C	2
Down arrival from Line D to Platform 3	Up train pass Line D from Line D to Line D	2½
Down arrival from Line B to Platform 1/2	Up train pass Platform 0 from Line A to Line B	3

Platform end conflicts (West End)

First Movement	Second Movement	Margin
Down departure Platform 3/4/6 to Down Barry/Down Barry Relief	*Down departure Platform 4/6/8 to Line A/D/E*	1½
Up train passing Line D from Up Barry/Up Barry Relief	*Down departure Platform 3 to Line D/E*	1½
Down departure Platform 0/1/2 to Line D	*Down departure Platform 3/4 to Line A*	2
Up arrival from Up Barry to Platform 1/2/3	*Down train pass platform 4 to Down Barry Relief*	2½
Down train pass Line D/C to Down Barry/Down Barry Relief	*Down train depart Platform 4/6/7/8 to Line D/E*	2½
Up train passing Line C/D from Up Barry	*Down train pass platform 4 to Down Barry Relief*	3
Up train depart Platform 0 to Line D/E	*Up train pass Line C from Line C*	3½
Down departure Platform 0/1/2 to Line D/E	*Up arrive/pass Platform 1/2/Line C from Line C*	4
Down departure Platform 0/1/2/3/4/6 to Line A/D/E	*Pass Line C from Up Barry/Up Barry Relief*	4
Down departure Platform 0/1 to Line D/E	*Up arrival Platform 1/2 from Line A/C*	4½
Down departure Platform 4 to Line D/E	*Up arrival Platform 0/1/2 from Up Barry/Up Barry Relief*	4½
Down departure Platform 4/6 to Line A	*Arrive/Pass Platform 0/1/2/Line C/Line D from Line C*	4½
Down train pass Line C to Down Barry Relief	*Up arrival Platform 0/1/2 from Line C/D/E*	4½
Down departure Platform 4 to Down Barry Relief	*Up train pass Platform 3 from Up Barry*	4½
Down departure Platform 6 to Down Barry Relief	*Up train pass Platform 2 from Up Barry*	4½
Down departure Platform 6/7 to Line D/E	*Up arrival Platform 4 from Up Barry Relief*	3½
Down departure Platform 0/1 to Line D/E	*Up arrival Platform 1/2 from Line A/B*	5
Down departure Platform 6 to Line A	*Up arrival Platform 0/2/Line C/Line D from Line B*	5½
Down departure Platform 3/4 to Line A	*Up arrival Platform 0/1/2/Line C/Line D from Line B*	6

Cardiff Central

Platform Re-occupation	2 mins Cardiff Valley Services 3 mins All except Cardiff Valley Services 4 mins Where trains are using the same platform in the opposite direction

Station Working

Units coming empty stock from Canton Depot to work services to Manchester, Holyhead, Crewe, Birmingham, Portsmouth, Brighton, Penzance and Paignton that do not require cleaning should be allowed 5 minutes in the Platform prior to departure for labelling and boarding of passengers.

Units coming empty stock from Canton Depot to work services to Manchester, Holyhead, Crewe, Birmingham, Portsmouth, Brighton, Penzance and Paignton that do require cleaning, tanking and labelling should be allowed 10 minutes in the Platform prior to departure.

Prior to submitting a bid, Train Operators are requested to discuss with their Network Rail Business Manager any service (i) with a proposed platform occupation time of longer than 10 minutes beyond the specified minimum Turnround allowance time and/or (ii) which requires attaching and/or detaching of locomotive(s). The maximum dwell time for through services is 15 minutes.

Turnround allowances

	HST	LH	22X	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
Cardiff Valley terminus (including Barry Island/Penarth)				3		
From Maesteg/Swansea	10	20		10	10^	10^
West Wales	15	20		15	15^	15^
Paddington/Waterloo	30¥	30		20	20^	20^
Worcester / Birmingham / Nottingham & beyond	30	30	20	15#		
North of Hereford	30	30¥	25	30¥		
Bristol/Hereford/Cheltenham/ Gloucester	10	20	10	10	10^	10^
Taunton/Westbury/Warminster	20	30	20$	15#	15^	20^
Portsmouth/Salisbury	20	30	20$	20$		
Locations West of Taunton	20	30	20$	20$	15^	20^

^ Plus 10 minutes if a shunt move is required

¥ May be 20 minutes if a cross platform shunt is not required.

$ May be reduced to 15 minutes if a cross platform shunt is not required.

May be reduced to 10 minutes if a cross platform shunt is not required.

Cardiff West

Unit coupling and Reversals at Cardiff West

Units that require to be coupled at Cardiff West must only do so in the Brickyard sidings.

A train consisting of more than one unit that is not gangwayed throughout and requires the driver to change ends is only able to do this at the following locations:
Brickyard sidings
Line A (Signal CF2342)
Line E (Signal CF7048)
This does not apply when two drivers are provided (by TOC agreement only)

Leckwith Loop North Junction

Adjustments to Sectional Running Times (shown after this location)

Movement	Reason	Timing Load	Value

Passing Leckwith Loop North Junction coming from Line E	Slower Speed from Line E	All Passenger	{½}
Passing Leckwith Loop North Junction coming from Line E	Slower Speed from Line E	All Freight	{1}
Adjustments to Sectional Running Times (shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
Up Main to Leckwith Loop	Approach Control	All	{1½}
Junction Margin			
First Movement	**Second Movement**		**Value**
Passenger train from Up Main to Leckwith Loop	Train passing on the Down Main		2½
Freight train from Up Main to Leckwith Loop	Train passing on the Down Main		3
Passenger train passing on the Down Main	Train passing Up Main to Leckwith Loop		2
Freight train passing on the Down Main	Train passing Up Main to Leckwith Loop		2½

Miskin Up and Down Goods Loops

Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
From Up and Down main	Slow speed at loop entry (15 mph)	All traffic	+{2}

Pontyclun

Dwell Time	
142 to 153	½
156 to 159 / LH	1

Llanharan

Dwell Time	
LH	1

Pencoed

Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
From Up Main	Slow speed at loop entry (15 mph)	All traffic	+{2}
Dwell Time			
142 to 153	½		
156 to 159 / LH	1		

Tremains Down Goods Loops

Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
From Down Main	Slow speed at loop entry (15 mph)	All traffic	+{2}

Bridgend

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Down Main to Maesteg Branch (Route GW874) non – stop services	Approach control	Classes 142, and 15X	{½} approaching Bridgend
Maesteg Branch (Route GW874) to Up Main non – stop services	Slow speed junction	Classes 142, and 15X	{½} after Bridgend
Up Main to Up VOG (Route GW870) non – stop services	Approach control	All trains	{1} approaching Bridgend
Up Main to Up VOG (Route GW870) stopping at Bridgend	Approach control	Passenger trains only	{½} approaching Bridgend
Down VOG ((Route GW870) to Down Main non – stop services	Slow speed junction SRT differential	Passenger trains only	{½} after Bridgend
Down VOG (Route GW870)to Down Main non – stop services	Slow speed junction SRT differential	Freight trains only	{1} after Bridgend

Dwell Time

LH and 22x, 80x	1½
142 to 159	1

Junction Margin

First Movement	Second Movement	Reason	Timing Load	Value
Down main to Maesteg branch	Up Main to either Platforms 1 or 2	Signalling positions, distance second train has to travel to reach Bridgend on green aspects.	All	4½

Pyle

Dwell Time

142 to 159 / LH	1

Margam Moors Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Entering Margam Moors TC from Bridgend direction	Slower line speed to allow turnout into Margam TC	Freight Passenger	{1} {2}

Adjustments to Sectional Running Times (allowance to be shown after this location)

Movement	Reason	Timing Load	Value
Trains exiting Margam Moors TC in the UP direction towards Stormy/Bridgend.	Slower line speed exiting Margam TC.	Freight Passenger	{2} {2}

Junction Margin

An Up freight departing Margam TC is protected with a double red block on the down main – PT3047 and PT3045 signals. A margin of four minutes is therefore required between a train departing in the up (Bridgend) direction and a train in the down (Port Talbot) direction.

Port Talbot

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value

From the Down Main to Down Loop	Slow speed at loop entry (20 mph)	All traffic	+{2}
From the Up Main to Up Loop	Slow speed at loop entry (15 mph)	All traffic	+{2}

Dwell Time	
142 to 175	1
220/221	1
Class 80x / LH	1½

Baglan

Dwell Time	
142 to 153	½
156 to 159 / LH	1

Briton Ferry

Dwell Time	
142 to 153	½
156 to 159 / LH	1

Neath

Dwell Time	
142 to 175	1
22x / 80x / LH	1½

Skewen

Dwell Time	
142 to 153	½
156 to 159 / LH	1

Llamsamlet

Dwell Time	
142 to 153	½
156 to 159 / LH	1

Swansea Loop West Junction

Adjustments to Sectional Running Times

Movement (Up direction)	Reason	Timing Load	Value
Trains that have stopped at Gowerton	Trains that have stopped at Gowerton will not be at linespeed when passing Cockett West	Class 150 Class 158	{1} {½}

Gowerton

Dwell Time	
142 to 175	1

Llanelli

Connectional Allowance	7
Dwell Time	
LH	2
80x	1½
142 to 175	1
Minimum allowance for reversals or run rounds en route	
DMU	4
Platform Re-occupation	4

Pembrey & Burry Port

Dwell Time	
142 to 175	1
80x	1½

Whitland

Dwell Time	
LH / 80x	2$
142 to 159 and 175	1$
22X	2

$ It is possible for a Down train requiring a token for the route towards Tenby to arrive in Whitland if there is no conflicting route from the branch. The Down train should arrive no less than 4 minutes before the Up train is due. The Down train will then have to wait for the driver of the Up train to hand in the token and for the signaller to deliver the token to the Down train. The minimum dwell time is the time difference between the arrival of the Down train and the departure from Whitland of the Up train plus 5 minutes for the token delivery.

Junction Margin.

If the route is set for an Up train from Tenby, it will not be possible for the signaller to set a route for any Down train to arrive at Whitland until the Up train has completed its station duties and handed in the token at the signalbox. The margin required between the arrival of an Up train from the branch and a Down arrival is 5 minutes.

Token exchange.

Trains to/from GW950 Whitland to Pembroke Dock have to either collect or set down a token for the single line section between Whitland and Tenby. They do this at Whitland SB, which is approximately 120 yards to the east of Whitland station. The SRTs include an allowance for this between Carmarthen and Whitland and vv.

Clunderwen

Dwell Time	
142 to 175	½*

* Request Stop

Clarbeston Road

Dwell Time	
142 to 175	½*

* Request Stop

Fishguard & Goodwick

Dwell Time	
142 to 175	½

Fishguard Harbour

Turnround allowances

	HST	LH	DMU	
From East of Cardiff	30	40	20*	
From Cardiff and West thereof #	15	20	10#	

* may be reduced to 5 mins for the last service of the day from East of Cardiff
# may be reduced to 5 mins for early morning / late evening services from / to Carmarthen

GW9001 LANDORE JUNCTION TO SWANSEA

Swansea Loop East

Junction Margin	2

Adjustment to Sectional Running Times (to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Swansea to Swansea Loop West	Slow speed turnout	80x	{½}

Adjustment to Sectional Running Times (to be shown after this location)

Movement	Reason	Timing Load	Value
From Swansea Loop West to Swansea	Slow speed turnout	80x	{½}

Swansea

Connectional Allowance	5

Dwell Time	
142 to 175	4

Platform Re-Occupation	*

***** Where trains are using the same platform in the opposite direction, the minimum platform re-occupation time is 6 minutes.

Junction Margin

Movement	Reason	Value
Successive departures from Swansea that diverge onto different routes at Swansea Loop East	Headway not required due to short distance to point of divergence	3

Turnround allowances

Swansea

	LH	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
From Birmingham & North	20	20		
From Bristol TM	30	20	15	20
From Cardiff Central	10	10	10	10
From Central Wales		20#		
From Paddington	25		25	30
From West Wales		15		

One train a day from the Central Wales direction can turnaround in 10 minutes.

6 minutes must be allowed between the departure of a Cardiff direction service from Swansea and the arrival of a service from West Wales.
Prior to submitting a bid, Train Operators are requested to discuss with their Network Rail Business Manager any service (i) with a proposed platform occupation time of longer than 15 minutes beyond the specified minimum Turnround allowance time and/or (ii) which requires attaching and/or detaching of locomotive(s).

GW910 CRAVEN ARMS JUNCTION TO LLANDEILO JUNCTION

Craven Arms

Dwell Time	
142 to 159	1

Broome

Dwell Time	
142 to 159	*

* Request Stop

Hopton Heath

Dwell Time	
142 to 159	*

* Request Stop

Bucknell

Dwell Time	
142 to 159	*

* Request Stop

'All Up' services must stop in platform to operate the level crossing ½ minute.

Knighton

Dwell Time	
142 to 159	3

Knucklas

Dwell Time	
142 to 159	*

* Request Stop

Llangyllo	
Dwell Time	
142 to 159	*
* Request Stop	

Llanbister Road	
Dwell Time	
142 to 159	*
* Request Stop	

Dolau	
Dwell Time	
142 to 159	*
* Request Stop	
'All Up' services must stop in platform to operate the level crossing ½ minute.	

Pen-y-bont	
Dwell Time	
142 to 159	*
* Request Stop	

Llandrindod		
Dwell Time		
142 to 159	3*	
Junction Margin		
First Movement	**Second Movement**	**Margin**
Arrival from the South/North	Departure to the North/South	8

Builth Road	
Dwell Time	
142 to 159	*
* Request Stop	

Cilmeri	
Dwell Time	
142 to 159	*
* Request Stop	

Garth	
Dwell Time	
142 to 159	*
* Request Stop	

Llangammarch

Dwell Time

142 to 159	*

* Request Stop

Llanwrtyd

Dwell Time

142 to 159	3*

Junction Margins

First Movement	Second Movement	Margin
Arrival from South/North	Departure to North/South	6

Sugar Loaf

Dwell Time

142 to 159	*

* Request Stop

Cynghordy

Dwell Time

142 to 159	*

* Request Stop

Llandovery

Dwell Time

142 to 159	3

Llanwrda

Dwell Time

142 to 159	*

* Request Stop

'All Up' services must stop then proceed at caution, Down services proceed at caution over crossing with no requirement to stop.

Llangadog

Dwell Time

142 to 159	*

* Request Stop

'All Up' services must stop in platform to operate the level crossing ½ minute.

Llandeilo

Dwell Time

142 to 159	3

Ffairfach	
Dwell Time	
142 to 159	*
* Request Stop	
'All Down' services must stop in platform to operate the level crossing ½ minute.	

Llandybie	
Dwell Time	
142 to 159	*
* Request Stop	
'All Up' services must stop in platform to operate the level crossing ½ minute.	

Ammanford	
Dwell Time	
142 to 159	*
* Request Stop	
'All Up' services must stop in platform to operate the level crossing ½ minute.	

Pantyffynnon	
Dwell Time	
142 to 159	*

Pontarddulais	
Dwell Time	
142 to 159	*
* Request Stop	

Llangennech	
Dwell Time	
142 to 159	*
* Request Stop	

Bynea	
Dwell Time	
142 to 159	*
* Request Stop	

GW940 CARMARTHEN STATION TO CARMARTHEN BRIDGE JUNCTION

Carmarthen	
Dwell Time	
80x	6
142 to 159 / 175	3
Turnround Allowances	
	Class 80X (5 car)

GW940 CARMARTHEN STATION TO CARMARTHEN BRIDGE JUNCTION

From Paddington	25
From Swansea	10
ECS arrival to form passenger train	10
Passenger arrival to form ECS	10

GW950 WHITLAND TO PEMBROKE DOCK

Whitland

See entry under GW900 Pilning (excl) to Fishguard Harbour for Whitland

Narberth

Dwell Time

80x	1
142 to 159 / 175	½*

* Request Stop

Kilgetty

Dwell Time

80x	1
142 to 159 / 175	½*

* Request Stop

Saundersfoot

Dwell Time

80x	1
142 to 159 / 175	½*

* Request Stop

Tenby

Dwell Time

80x	3$
142 to 159 / 175	2$

$ Includes allowance for token exchange

Turnround allowances

	80x	LH	DMU	
	15	20	10#	

Shorter Turnround allowances if not sequential

Penally

Dwell Time

80x	1
142 to 159 / 175	½*

* Request Stop

Manorbier	
Dwell Time	
80x	1½
142 to 159 / 175	½ Down direction , 1 min. Up Direction

Lamphey	
Dwell Time	
80x	1
142 to 159 / 175	½*
* Request Stop	

Pembroke	
Dwell Time	
80x	1½
142 to 159 / 175	½

Pembroke Dock				
Turnround allowances				
		DMU	**Class 80X (5 car)**	
		10*	15	
* may be reduced to 5 minutes for the last service of the day and for early morning / late evening services from/to Carmarthen				

GW960 CLARBESTON ROAD TO MILFORD HAVEN

Haverfordwest	
Dwell Time	
142 to 175	1

Johnston	
Dwell Time	
142 to 175	½*
* Request Stop	

Milford Haven

Turnround allowances

	LH	DMU	
From East of Cardiff	40	20*	
From Cardiff and West thereof #	20	10#	

* may be reduced to 5 mins for the last service of the day from East of Cardiff
# may be reduced to 5 mins for early morning / late evening services from / to Carmarthen

NW3001 SALTNEY JUNCTION TO HOLYHEAD

Shotton Low Level

Dwell Time

LH/HST	1
Power	1

Flint Jn

Standard NW Route Jn Margins apply

Flint

Dwell Time

LH/HST	1
Power	1
220/221/LH MK4	1½
390 (hauled)	1½

Mostyn East Jn

Crossing and conflicting moves

First Movement	Second Movement	Margin
An up train passing on the Up Holyhead	A down train crossing from the Down Holyhead to arrive at Mostyn Docks	2½
A down train crossing from the Down Holyhead to arrive at Mostyn Docks	An up train passing on the Up Holyhead	4½
A down train passing on the Up Holyhead (Reversible)	An up train from Mostyn Docks crossing to the Down Holyhead (Reversible)	4
An up train from Mostyn Docks crossing to the Down Holyhead (Reversible)	A down train passing on the Up Holyhead (Reversible)	14 (Second movement is passenger) 18 (Second movement is freight)

Mostyn Docks and Trading

For arrivals from the Holywell direction:

Holywell dep	XX.00		
	"-"		
Mostyn Ground Signal 21 arr	XXOP07#		

Mostyn Ground Signal 21 dep	XXOP11~		
	"-"		
Mostyn Ground Signal 15 arr	XXOP13*		
Mostyn Ground Signal 15 dep	XXOP17		
	"-"		
Mostyn Docks arr	XX.22		

Stops and sets back to Up Main
~ Cannot depart until 2 minutes after preceding train on the Up Main has passed Holywell Junction (Minimum standing time 4 minutes).
* Stops and draws forward into yard

The next planned service on the Down Main cannot pass Holywell Junction until 2 minutes after the train to Mostyn Docks has arrived at Mostyn Ground Signal 15.
The next planned service on the Up Main cannot pass Rhyl (Talacre when open) until 2 minutes after the train to Mostyn Docks has arrived inside at Mostyn Docks.

Mostyn West Jn

Standard NW Route Jn Margins apply

Prestatyn

Dwell Time	
HST	1
LH (MK IV)	1½
Power	1
220/221	1½
390 (hauled)	1½

Rhyl

Dwell Time	
LH/HST	2
Power	1
220/221/LH MK4	1½
390 (hauled)	2

Platform Reoccupation

First Movement	**Second Movement**	**Margin**
Train departs Platform 1 towards Chester on Up Holyhead	Train arrives into Platform 1 from Chester, crossing at Rhyl Jn from Down Holyhead	3½
Train departs Platform 2 towards Chester, crossing to Up Holyhead at Rhyl Jn	Train arrives into Platform 2 from Chester	7½

Abergele & Pensarn

Dwell Time	
LH/HST	1
Power	1
LH MK4	1½

Colwyn Bay

Dwell Time	
LH/HST	2
Power	1
220/221/LH MK4	1½
390 (hauled)	2

Llandudno Junction

Adjustments to Sectional Running Times

Movement	Reason	Value
Down services to Platform 1 from direction of Colwyn Bay or Tal-y-Cafn	Approach Control	{1}
Down loco-hauled services departing platforms 1 or 3.	Acceleration	{1}

Dwell Time	
LH/HST	2
Power	2
220/221	2
390 (hauled)	2

Junction Margins

First Movement	Second Movement	Margin
Depart Plat. 2	Arrive Platform 2	5

Splitting and Coupling of Units: Permitted Platform 1 and Platform 3 only. Coupling in the up direction only.

Llandudno Junction Down Sidings

Arrivals and departures from and to Llandudno Jn Station

Llandudno Junction dep	XX†00	Llandudno Jn Down Sdg dep	XX†00
Llandudno Jn Signal 70 or 260 arr	XXRM03	Llandudno Jn Signal 69 arr	XX*02
Llandudno Jn Signal 70 or 260 dep	XXRM07	Llandudno Jn Signal 69 dep	XX*02
Llandudno Jn Down Sdg arr	XX†12	Llandudno Jn Signal 70 or 260 arr	XXRM05
		Llandudno Jn Signal 70 or 260 dep	XXRM09
		Llandudno Junction arr	XX†12

Arrivals and departures from and to Llandudno Station

Llandudno dep	XX†00	Llandudno Jn Down Sdg dep	XX†00
Llandudno Jn Signal 74 arr	XX*??	Llandudno Jn Signal 69 arr	XX*02
Llandudno Jn Signal 74 dep	XX*??	Llandudno Jn Signal 69 dep	XX*02
Llandudno Jn Down Sdg arr	XX†??	Llandudno arr	XX†??

Arrivals and departures from and to Llandudno Station

As required then		Llandudno Jn Down	XX†00

		Sdg dep	
Llandudno Jn Signal 70 arr	XX*00	Llandudno Jn Signal 69 arr	XX*02
Llandudno Jn Signal 70 dep	XX*00	Llandudno Jn Signal 69 dep	XX*02
Llandudno Jn Down Sdg arr	XX†05	then as required	

Penmaenmawr	
Dwell Time	
LH/HST	½
Power	½

Penmaenmawr Quarry			
For arrivals and departures from Llandudno Junction direction:			
Llandudno Junction dep	XX/XX	Penmaenmawr Quarry dep	XX.00
	"-"		"-"
Penmaenmawr Signal 4	XX/XX	Penmaenmawr Signal 19	XX/05
	"-"		"-"
Penmaenmawr Quarry arr	XX.XX	Llandudno Junction dep	XX/XX

Llanfairfechan	
Dwell Time	
LH/HST	½
Power	½

Bangor (Gwynedd)	
Dwell Time	
LH/HST	2
Power	1
220/221	1½
390 (hauled) /LH MK4/DMU	2
Splitting and Coupling of Units: In all platforms	
Train Watering Points	Fixed watering point available
Turnround Allowance	
11 minutes for service shunting between arrival platform and a different departure platform	
Bangor Sidings - 'Back Platform'	
Arrivals and departures from and to Bangor	

Bangor Platform 2 dep	XX†00	Bangor 'Back Platform' dep	XX†00
Bangor Signal 37 arr	XXRM02	Bangor Signal 37 arr	XXRM02
Bangor Signal 37 dep	XXRM06	Bangor Signal 37 dep	XXRM06
Bangor 'Back Platform' arr	XX†08	Bangor Platform 1 arr	XX†08

Bangor (Gwynedd)

Other restrictions

Shunt moves of passenger trains will require the manual operation of points at Bangor Yard. Virgin Trains staff do not have the necessary qualifications for such operation so prior arrangements must be put in place with Local Operations Manager and Virgins Train Manager reps, before such moves are planned.

Holyhead Rio Tinto Sidings

Access is only available from the Up Mainline i.e. Down trains RR in Holyhead

Holyhead dep	XX.00	Rio Tinto Sidings dep	XX.00
Holyhead Signal 107 arr	XXOP06**#**	Valley	XX/11
Holyhead Signal 107 dep	XXOP10		
Rio Tinto Sidings arr	XX.15		
# Stops and sets back into yard			

Holyhead

Connectional Allowance	30*

* - between train and shipping services only.

Platform End Conflicts	4 Between departure and next arrival
Train Watering Points	Fixed watering point available

NW3015 LLANDUDNO JUNCTION TO BLAENAU FFESTINIOG

Llandudno Junction

See entry under NW3001 – SHOTTON (LOW LEVEL) TO HOLYHEAD

Glan Conwy

Dwell Time	
LH	-
Power	0

Tal-y-Cafn

Dwell Time	
LH	-
Power	1

Dolgarrog

Dwell Time	
LH	-
Power	0

Llanrwst North

Dwell Time	
LH	1

Llanrwst North	
Power	0

Pont-y-Pant	
Dwell Time	
LH	-
Power	0

Dolwyddelan	
Dwell Time	
LH	-
Power	0

Roman Bridge	
Dwell Time	
LH	-
Power	0

NW3017 LLANDUDNO JUNCTION TO LLANDUDNO

Llandudno Junction

See entry under NW3001 - SHOTTON (LOW LEVEL) TO HOLYHEAD

Llandudno	
Train Watering Points	Fixed watering point available

NW3007 WREXHAM CENTRAL TO NESTON

Wrexham Central

Turnround Allowance (MU)	
For Class 150/153/230 units only	3

Wrexham General

See entry under Route GW731 – Abbey Foregate Jn to Wrexham North Junction

Other Restrictions

When Penyffordd SB is switched out, loco hauled trains of all types must not be timed to pass each other between Wrexham General and Dee Marsh Jn. Owing to weight restriction at Hawarden Bridge.

Penyffordd

Other Restrictions

Loco hauled trains of all types must not be timed to pass each other between Penyffordd * and Dee Marsh Jn. owing to weight restriction at Hawarden Bridge.
* Applies between Wrexham General and Dee Marsh Jn. when Penyffordd SB is switched out.
See also Note at Penyffordd Cement Sidings regarding train movements.

Penyffordd Cement Sidings

Note: Whilst the moves detailed below are taking place at Penyffordd, no following Down train should be timed to depart Wrexham General.

Arrivals and departures from and to Wrexham for loaded and empty trains			
Penyffordd pass	XX.XX	Penyffordd Cement Sdgs dep	XX.00
Penyffordd Cement Sdgs Ground Frame arr.	XXPR04	Penyffordd Cement Sdgs Ground Frame arr.	XXOP05
Penyffordd Cement Sdgs Ground Frame dep	XXPR34	Penyffordd Cement Sdgs Ground Frame dep.	XXOP35
Penyffordd Cement Sdgs arr	XX.39	Dee Marsh Junction	/
		Dee Marsh Reception Sdgs arr	RR
		Dee Marsh Reception Sdgs dep	RR
		Penyffordd pass	/

Arrivals and departures from and to Wrexham for light locomotives			
Penyffordd pass	XX.XX	Penyffordd Cement Sdgs dep	XX.00
Penyffordd Cement Sdgs Ground Frame arr.	XXRM04	Penyffordd Cement Sdgs Ground Frame arr.	XXRM05
Penyffordd Cement Sdgs Ground Frame dep	XXRM08	Penyffordd Cement Sdgs Ground Frame dep	XXRM09
Penyffordd Cement Sdgs arr	XX.13	Penyffordd pass	XX/11

Departure to Dee Marsh Reception Sidings for light locomotives			
		Penyffordd Cement Sdgs dep	XX.00
		Penyffordd Cement Sdgs Ground Frame arr.	XXOP05
		Penyffordd Cement Sdgs Ground Frame dep	XXOP09
		Dee Marsh Reception Sdgs arr	

Shotton High Level

Dwell Time	
Slam	½
Power	½

Dee Marsh Junction

Other Restrictions

Loco hauled trains of all types must not be timed to pass each other between Penyffordd * and Dee Marsh Jn. owing to weight restriction at Hawarden Bridge.
* Applies between Wrexham General and Dee Marsh Jn. when Penyffordd SB is switched out.

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, Except where SDO or ASDO is in normal use.

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
GW routes			
Aber	Down	124	
Aber	Up	124	
Abercynon	Down	84	
Abercynon	Up	84	
Aberdare	Single	101	
Aberdovey	Single	123	
Abererch	Single	31	
Abergavenny	1 Up	246	
Abergavenny	2 Down	106	
Aberystwyth	3	245	
Acton Main Line ML	2 Up	153	
Acton Main Line RL	3 Down	153	
Acton Main Line RL	3 Down	99	Top of ramp to nearest mirror
Acton Main Line RL	3 Down	148	Top of ramp to furthest mirror
Acton Main Line RL	4 Up	148	
Aldermaston	1 Up	71	Ramp west end to ‘S’ Car Marker
Aldermaston	1 Up	115	
Aldermaston	2 Down	80	
Ammanford	Single	109	
Appleford	1	76	
Appleford	2	76	
Ascott-Under-Wychwood	Down	71	
Ascott-Under-Wychwood	Up	71	
Ashchurch for Tewkesbury	1	97	
Ashchurch for Tewkesbury	2	97	
Avoncliff	1	30	
Avoncliff	2	30	
Avonmouth	1	83	On the Severn Beach branch several platform lengths have been shortened by barriers. The detail shown here the usable length inside the barrier
Avonmouth	2	64	On the Severn Beach branch several platform lengths have been shortened by barriers. The detail shown here the usable length inside the barrier
Baglan	1	97	
Baglan	2	97	
Barmouth	2 Down	212	Bi-directional
Barmouth	1 Up	212	Also for departures in down direction
Bargoed	1	124	
Bargoed	2	124	
Barnstaple	Single	220	Top of Ramp to stop blocks
Barry	1	222	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Barry	2	138	
Barry	3	138	
Barry Docks	Down	148	
Barry Docks	Up	148	
Barry Island	1 Single	102	
Bath Spa	1	197	
Bath Spa	2	282	
Bedminster ML	1	104	
Bedminster ML	2	93	
Bedminster RL	Down	71	Not in passenger use
Bedminster RL	3	93	
Bedwyn	1	121	
Bedwyn	2	123	
Bere Alston	Single	99	
Bere Ferrers	Single	114	
Birchgrove	Single	65	
Bodmin Parkway	1	198	
Bodmin Parkway	2	180	
Bodmin Parkway	Bay	87	Operated by the Bodmin & Wenford Steam Railway.
Borth	Single	122	
Bourne End	Down	67	Top of ramp to drivers yellow stop line
Bourne End	Down	67	Points for Marlow Branch to drivers yellow stop line
Bourne End	Down	47	Mirror to drivers yellow stop line
Bourne End	Up	125	Top of ramp to drivers yellow stop line
Bradford-on-Avon	1	120	
Bradford-on-Avon	2	120	
Bridgend	1 (Down)	255	
Bridgend	1A (VoG Bay)	88	
Bridgend	2 (Up)	255	
Bridgend	3 (Maesteg Bay)	60	
Bridgwater	1	198	
Bridgwater	2	198	
Bristol Parkway	1 (Down)	280	
Bristol Parkway	2 (Down)	280	
Bristol Parkway	3 (Up)	280	
Bristol Parkway	4 (Up)	280	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	

Bristol TM

Platforms 3 to 12 inclusive are islands combining two platforms on each face, with the odd numbers London end and even numbers at the Penzance end Mid Platform Signals indicate the limits of each platform.

Permissive Working
Permissive working (PP) is allowed on through platform lines 3/-/12 for the purpose of attaching, detaching and platform sharing.

Classes of train 1, 2, 3 ECS, 5, 9 and 0 are allowed, together with any class of train formed only of MPV vehicles when operating as a railhead treatment or inspection train.

When a train (the second train) arrives which is due to attach to the rear of another train in a far platform, there **must** be enough room for the whole of the second train in the **near** platform.

The platform lengths shown below in the third column, are the measured lengths of the platforms, and DO NOT account for the positions of car stop markers, or stand back distances (assume 10m)

Bristol TM	1 (Up Bay)	96	Buffer stop to top of ramp
Bristol TM (non-passenger)	2 (West Bay)	161	Stop to end of platform ramp
Bristol TM	3 (Single)	299	Signal to mid-platform signal
Bristol TM	4 (Single)	115	Top of ramp (Penzance end) to mid-platform signal
Bristol TM	Up Through	362	Between opposing signals 342m or 53 SLU useable length
Bristol TM	5 (Single)	139	Top of ramp (London end) to mid-platform signal
Bristol TM	6 (Single)	168	Top of ramp to mid-platform signal
Bristol TM	7 (Single)	155	Top of ramp (London end) to mid-platform signal
Bristol TM	8 (Single)	148	Top of ramp (Penzance end) to mid-platform signal
Bristol TM	9 (Single)	231	Signal to mid-platform signal
Bristol TM	10 (Single)	164	Top of ramp (Penzance end) to mid-platform signal
Bristol TM	11 (Single)	212	Top of ramp (London end) to mid-platform signal
Bristol TM	12 (Single)	162	Top of ramp (Penzance end) to mid-platform signal
Bristol TM	Down Through	576	Between opposing signals 556m or 86 SLU useable length
Bristol TM	13 (Single)	281	Signal to top of ramp (London end)
Bristol TM	15 (Single)	277	
Brithdir	Single	124	
Briton Ferry	1	109	
Briton Ferry	2	109	
Broome	Single	73	
Bruton	1	130	
Bruton	2	144	
Bucknell	Single	73	
Bugle	Single	70	
Builth Road	Single	103	
Burnham RL only	1 (Down)	184	
Burnham RL only	2 (Up)	184	
Burnham RL only	2 (Up)	156	Top of ramp to nearest mirror
Bynea	1	91	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Bynea	2	106	
Cadoxton	Down	125	
Cadoxton	Up	123	
Caerphilly	1 (Bay)	150	
Caerphilly	2 (Down)	230	
Caerphilly	3 (Up)	230	
Caersws	Single	109	
Caldicot	1	84	
Caldicot	2	106	
Calstock	Single	49	
Cam and Dursley	1	104	
Cam and Dursley	2	104	
Camborne	1	184	
Camborne	2	194	190 Metres to signal R14
Carbis Bay	Single	138	
Cardiff Bay	Single	87	Usable area to stop block.
Cardiff Central	0	99	
Cardiff Central	1	299	Top of ramp to top of ramp
Cardiff Central	1 Down	286	Usable platform length accessible to train crew and passengers
Cardiff Central	1 Up	277	Usable platform length accessible to train crew and passengers
Cardiff Central	2	298	Top of ramp to top of ramp
Cardiff Central	2 Down	285	Usable platform length accessible to train crew and passengers
Cardiff Central	2 Up	285	Usable platform length accessible to train crew and passengers
Cardiff Central	3	303	Top of ramp to top of ramp
Cardiff Central	3 Down	299	Usable platform length accessible to train crew and passengers
Cardiff Central	3 Up	299	Usable platform length accessible to train crew and passengers
Cardiff Central	4	303	Top of ramp to top of ramp
Cardiff Central	4 Down	297	Usable platform length accessible to train crew and passengers
Cardiff Central	4 Up	297	Usable platform length accessible to train crew and passengers
Cardiff Central	6	225	Top of ramp to top of ramp
Cardiff Central	6 Down	221	Usable platform length accessible to train crew and passengers
Cardiff Central	6 Up	221	Usable platform length accessible to train crew and passengers
Cardiff Central	7	226	To top of ramp (Cardiff West Jn end).
Cardiff Central	7 Down	223	Usable platform length accessible to train crew and passengers
Cardiff Central	7 Up	223	
Cardiff Central	8	156	Top of ramp to top of ramp
Cardiff Central	8 Down	155	Usable platform length accessible to train crew and passengers
Cardiff Central	8 Up	155	Usable platform length accessible to train crew and passengers
Cardiff Queen St	1 (Bay)	55	
Cardiff Queen St	2 (Down)	124	Signal at Queen Street North Jn end fixed at RED.

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Cardiff Queen St	3 (Down)	184	
Cardiff Queen St	4 (Up)	160	
Cardiff Queen St	5 (Up)	166	
Carmarthen	1	210	
Carmarthen	2	213	
Castle Bar Park	1	50	
Castle Bar Park	2	50	
Castle Cary	1 (Up)	198	
Castle Cary	2 (Down)	197	
Castle Cary	3 Bay	70	
Cathays	Down	124	
Cathays	Up	124	
Causeland	Single	30	
Chapleton	Single	100	In use with 140m top of ramp to top of ramp
Charlbury	Down	186	
Charlbury	Up	186	
Cheltenham Spa	1	250	
Cheltenham Spa	2	242	
Chepstow	1	102	
Chepstow	2	102	
Chippenham	1	239	
Chippenham	2	239	
Chirk	Down	157	
Chirk	Up	157	
Cholsey ML	1 (Down)	142	
Cholsey ML	2 (Up)	154	
Cholsey RL	3 (Down)	141	
Cholsey RL	4 (Up)	153	
Church Stretton	1	168	
Church Stretton	2	168	
Cilmeri	Single	79	
Clarbeston Road	1	122	
Clarbeston Road	2	80	
Clifton Down	1	106	Usable length inside the barrier
Clifton Down	2	108	Usable length inside the barrier
Clunderwen	1	95	
Clunderwen	2	134	
Cogan	Down	125	
Cogan	Up	109	
Combe	Single	46	
Cookham	Single	108	Platform end to STOP board 126m top of ramp to top of ramp
Coombe	Single	30	
Copplestone	Single	87	
Coryton	Single	65	
Craven Arms	1	198	
Craven Arms	2	134	
Crediton	1	155	
Crediton	2	135	
Criccieth	Single	128	
Crosskeys	1	97	
Crosskeys	2	97	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Culham	Down	107	
Culham	Up	77	
Cwmbach	Single	94	
Cwmbran	1	129	
Cwmbran	2	129	
Cynghordy	Single	97	
Danescourt	Down	38	
Danescourt	Up	38	
Dawlish	1	286	
Dawlish	2	182	
Dawlish Warren	1	129	
Dawlish Warren	2	129	
Devonport	1	100	
Devonport	2	180	
Didcot Parkway	1 (Down Main)	319	
Didcot Parkway	2 (Up Main)	326	
Didcot Parkway	3 (Down Relief)	221	Inside Signal SB921
Didcot Parkway	4 (Up Relief Bi - Di)	220	Inside Signal SB923 at rear
Didcot Parkway	5 (Up Loop Bi - Di)	240	Inside Signal SB925 at rear
Digby & Sowton	(Single)	109	
Dilton Marsh	1	15	
Dilton Marsh	2	15	
Dinas Powys	Down	120	
Dinas Powys	Up	120	
Dinas Rhondda	Single	137	
Dingle Road	Single	124	
Dockyard	1	96	
Dockyard	2	79	
Dolau	Single	77	
Dovey Junction	1 Barmouth Single	99	
Dovey Junction	2 Aberystwyth line	321	Overall length of platform face on Up Dovey Loop - connection from Down Dovey Loop - Aberystwyth U&D line; usable by an Aberystwyth train in either direction
Dovey Junction	2 (Machynlleth end), Up Dovey Loop	91	Bi-directional, planned use for up trains
Dovey Junction	2 (Aberystwyth end), Aberystwyth single line	112	Bi-directional, planned use for down trains
Drayton Green	1	53	
Drayton Green	2	50	
Dyffryn Ardudwy	Single	113	
Ealing Broadway	1 (Down Main)	168	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Ealing Broadway	2 (Up Main)	184	
Ealing Broadway	2 (Up Main)	114	Top of ramp to mirror
Ealing Broadway	3 (Down Relief)	182	
Ealing Broadway RL	4 (Up Relief)	200	
Eastbrook	Down	90	
Eastbrook	Up	90	
Ebbw Vale Town	Single	150	
Ebbw Vale Parkway	Single	100	
Eggesford	1	63	
Eggesford	2	56	
Energlyn and Churchill Park	1	126	
Energlyn and Churchill Park	2	126	
Evesham	Down	186	
Evesham	Up	186	
Exeter Central	1 (Bay)	184	
Exeter Central	2 (Down)	287	
Exeter Central	3 (Up)	276	
Exeter St. Davids	1 (Down Relief Bi-Di)	283	
Exeter St. Davids	2 North Bay (Single)	102	
Exeter St. Davids	3 (Up Relief Bi-Di)	276	
Exeter St. Davids	4 (Down Main Bi-Di)	277	
Exeter St. Davids	5 (Up Main Bi-Di)	322	
Exeter St. Davids	6 (Up Loop)	323	
Exeter St. Thomas	1 (Down)	107	
Exeter St. Thomas	2 (Up)	115	
Exmouth	Single	119	Top of Ramp to stop blocks
Exton	Single	128	
Fairbourne	Single	92	
Fairwater	Down	48	
Fairwater	Up	46	
Falmouth Docks	Single	65	
Falmouth Town	Single	57	
Fernhill	Single	94	
Ferryside	1	93	
Ferryside	2	134	
Ffairfach	Single	34	
Filton Abbey Wood	1	117	
Filton Abbey Wood	2	126	
Filton Abbey Wood	3	117	
Filton Abbey Wood	4	117	
Finstock	Single	40	
Fishguard & Goodwick	Single	80	
Fishguard Harbour	(Single)	299	Top of Ramp to Buffer stops
Freshford	1	82	
Freshford	2	78	
Frome	Single	109	
Furze Platt	Single	138	Platform end to stop board

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Garth	Single	80	
Garth (Mid-Glamorgan)	Single	84	
Gilfach Fargoed	Down	16	
Gilfach Fargoed	Up	16	
Gloucester	1 & 2 (Combined Down)	494	Between Signals G135/58
Gloucester	1 (North End)	246	Between Signals G54/135
Gloucester	2 (South End)	248	Between Signals G58/133
Gloucester	3 (South Bay)	105	Inside Signal G354
Gloucester	4 (Up)	324	Inside Signal G358 (South end)
Gloucester Horse box stop block to Signal G458	(Down)	72	
Gobowen	Down	126	
Gobowen	Up	166	
Goring and Streatley	1 (Down Main Line)	69	Useable length
Goring and Streatley	2 (Up Main Line)	140	Useable length
Goring and Streatley	3 (Down Relief Line)	150	
Goring and Streatley	4 (Up Relief Line)	150	
Gowerton	Down	175	
Gowerton	Up	143	
Grangetown	Down	124	
Grangetown	Up	124	
Greenford (LUL)	Single	83	Bay platform : from stop board
Gunnislake	Single	103	Top of ramp to stop Block Mk3/HSTs PROHIBITED
Hanborough	Single	185	
Hanwell	1 (Up Relief Line)	143	
Hanwell	2 (Down Relief Line)	143	
Harlech	2 Down (Down direction)	142*	Clear of points (Tywyn end) to Block Marker 1216. (*208m to top of ramp (Porthmadog end)). Length includes fenced-off section at Porthmadog end
Harlech	2 Down (Up direction)	193	Length includes fenced-off section at Porthmadog end
Harlech	1 Up (Up direction)	188	Length includes fenced-off section at Porthmadog end
Harlech	1 Up (Down direction)	142*	Clear of points (Tywyn end) to Block Marker 1218. (*188m to top of ramp (Porthmadog end)) Length includes fenced-off section at Porthmadog end
Haverfordwest	1	266	
Haverfordwest	2	266	
Hayes & Harlington	1 (Down Main Line)	230	
Hayes & Harlington	2 (Up Main	153	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
	Line)		
Hayes & Harlington	3 (Down Relief Line)	146	
Hayes & Harlington	4 (Up Relief Line)	150	
Hayes & Harlington	4 (Up Relief Line)	139	Top of ramp to mirror
Hayes & Harlington	5 (Bay)	171	
Hayle	1	132	
Hayle	2	135	
Heath High Level	Down	124	
Heath High Level	Up	124	
Heath Low Level	Single	106	
Heathrow Terminal 2,3	1 (Down)	195	Not Network Rail property, but controlled by Thames Valley Signalling Centre
Heathrow Terminal 2,3	2 (Up)	195	Not Network Rail property, but controlled by Thames Valley Signalling Centre
Heathrow Terminal 4	1 & 2	195	Not Network Rail property, but controlled by Thames Valley Signalling Centre
Heathrow Terminal 5	3 & 4	217	Not Network Rail property, but controlled by Thames Valley Signalling Centre
Hengoed	Down	124	
Hengoed	Up	124	
Henley-on-Thames	Single	177	Long vehicles (except Turbos) PROHIBITED on the Henley Branch
Hereford	1 (Down Loop)	205	
Hereford	2 (Down Main)	204	
Hereford	3 (Up Main)	221	
Hereford	4 (Up Bay)	70	
Heyford	1	70	
Heyford	2	70	
Highbridge & Burnham	1	198	
Highbridge & Burnham	2	153	
Honeybourne	Down	186	
Honeybourne	Up	186	
Hopton Heath	Single	83	Of which only 42 metres have been white lined for passenger use. Overlength trains not permitted
Hungerford	1	153	
Hungerford	2	150	
Iver	1 (Down Main Line)	180	
Iver	2 (Up Main Line)	180	
Iver	3 (Down Relief Line)	180	
Iver	4 (Up Relief Line)	180	
Iver	4 (Up Relief Line)	156	Top of ramp to mirror
Ivybridge	1	104	
Ivybridge	2	104	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Johnston (Dyfed)	Single	110	
Kemble	1	135	
Kemble	2	180	Top of ramp to top of ramp
Keyham	1	129	
Keyham	2	123	
Keynsham	1	209	
Keynsham	2	209	
Kidwelly	1	122	
Kidwelly	2	125	
Kilgetty	Single	128	
Kingham	Down	154	
Kingham	Up	161	
Kings Nympton	Single	90	
Kintbury	1	105	
Kintbury	2	106	
Knighton	1	63	
Knighton	2	87	
Knucklas	Single	80	
Lamphey	Single	106	
Langley	1 (Down Main Line)	168	
Langley	2 (Up Main Line)	168	
Langley	3 (Down Relief Line)	168	
Langley	4 (Up Relief Line)	169	
Lapford	Single	81	
Lawrence Hill	1	116	
Lawrence Hill	2	114	
Lelant	Single	92	
Lelant Saltings	Single	140	
Leominster	1	99	
Leominster	2	101	
Leominster	2	97	Top of Ramp to Sprinter Stop marker
Liskeard	1	208	
Liskeard	1	150	Top of ramp to Signal LD33
Liskeard	2	177	
Liskeard	2	161	Top of ramp to Signal LD3
Liskeard	3 (Bay)	120	Top of ramp to stop blocks. Stop blocks to section board.
Lisvane & Thornhill	Down	124	
Lisvane & Thornhill	Up	124	
Llanaber	Single	32	
Llanbister Road	Single	80	
Llanbradach	Down	124	
Llanbradach	Up	124	
Llandaf	Down	143	
Llandaf	Up	131	
Llandanwg	Single	23	
Llandecwyn	Single	22	
Llandeilo	1	118	
Llandeilo	2	72	Usable length

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Llandovery	1	67	
Llandovery	2	53	
Llandrindod	1	98	
Llandrindod	2	95	
Llandybie	Single	39	
Llanelli	1	170	
Llanelli	2	184	
Llangadog	Single	85	
Llangammarch	Single	108	
Llangennech	1	53	
Llangennech	2	53	
Llangynllo	Single	63	
Llanharan	1	98	
Llanharan	2	98	
Llanhilleth	Single	97	
Llanishen	Down	124	
Llanishen	Up	122	
Llansamlet	1	108	
Llansamlet	2	108	
Llantwit Major	1	100	
Llantwit Major	1	100	
Llanwrda	Single	91	
Llanwrtyd	1	98	
Llanwrtyd	2	166	
Llwyngwril	Single	53	
Llwynypia	Single	124	
London Paddington	1 (Single)	316	Length from the buffer stop to top of ramp
London Paddington	1 (Single)	307.6.	Length from the stop line to top of ramp
London Paddington	10 (Single)	266	Length from the buffer stop to sign
London Paddington	10 (Single)	255.5	Length from the stop line to sign
London Paddington	11 (Single)	302	Length from the buffer stop to signal
London Paddington	11 (Single)	291.5	Length from the stop line to signal
London Paddington	12 (Single)	294	Length from the buffer stop to signal
London Paddington	12 (Single)	171.8	Length from the stop line to signal
London Paddington	14 (Single)	147	Length from the buffer stop to signal
London Paddington	14 (Single)	144.2	Length from the stop line to signal
London Paddington	2 (Single)	278	Length from the buffer stop to top of ramp
London Paddington	2 (Single)	277.6	Length from the stop line to top of ramp
London Paddington	3 (Single)	278	Length from the buffer stop to top of ramp
London Paddington	3 (Single)	280.6	Length from the yellow stop line to top of ramp
London Paddington	3 (Single)	273.4	Length from the red stop line to top of ramp
London Paddington	4 (Single)	272	Length from the buffer stop to signal
London Paddington	4 (Single)	249.6.	Length from the stop line to signal
London Paddington	5 (Single)	272	Length from the buffer stop to signal
London Paddington	5 (Single)	252.6	Length from the stop line to signal
London Paddington	6 (Single)	262	Length from the buffer stop to top of ramp
London Paddington	6 (Single)	253	Length from the yellow stop line to top of ramp
London Paddington	6 (Single)	256	Length from the white stop line to top of ramp
London Paddington	7 (Single)	264	Length from the buffer stop to top of ramp
London Paddington	7 (Single)	251.3	Length from the yellow stop line to top of ramp
London Paddington	7 (Single)	256.1	Length from the white stop line to top of ramp
London Paddington	8 (Single)	275	Length from the buffer stop to top of ramp

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
London Paddington	8 (Single)	261.1	Length from the yellow stop line to top of ramp
London Paddington	8 (Single)	237.5	Length from the red stop line to top of ramp
London Paddington	8 (Single)	263.5	Length from the white stop line to top of ramp
London Paddington	9 (Single)	256	Length from the buffer stop to sign
London Paddington	9 (Single)	245.6	Length from the stop line to sign
Looe	Single	42	Top of ramp to stop blocks
Lostwithiel	1	103	
Lostwithiel	2	130	
Lostwithiel	2	124	Top of ramp to 9 car stop
Ludlow	1	132	
Ludlow	2	104	
Luxulyan	Single	120	72 metres of platform (Newquay end) uneven surface but platform edges intact
Lydney	1	97	
Lydney	1	85	Top of ramp to signal NI84
Lydney	2	97	
Lympstone Commando	Single	64	
Lympstone Village	Single	90	
Machynlleth	2 Down (Down direction)	142	Top of ramp to top of ramp
Machynlleth	2 Down (Up direction)	133*	Top of ramp to Block Marker 1099. (*142m to top of ramp (Newtown end))
Machynlleth	1 Up	179	Bi-directional
Maesteg	Single	87	
Maesteg (Ewenny Road)	Single	84	
Maidenhead	1 (Down Main Line)	177	
Maidenhead	2 (Up Main Line)	199	
Maidenhead	2 (Up Main Line)	112	Top of ramp to nearest mirror
Maidenhead	2 (Up Main Line)	149	Top of ramp to furthest mirror
Maidenhead	3 (Down Relief Line)	198	
Maidenhead	3 (Down Relief Line)	149	Top of ramp to mirror
Maidenhead	4 (Up Relief Line)	205	
Maidenhead	4 (Up Relief Line)	67	Top of ramp (Reading end) to nearest camera
Maidenhead	4 (Up Relief Line)	114	Top of ramp (Reading end) to furthest camera
Maidenhead	4 (Up Relief Line)	197	Top of ramp (London end) to signal (for bi-directional working).
Maidenhead	5 (Bay)	205	Bi-directional
Manorbier	Single	107	
Marlow	Single	54	Top of ramp to drivers yellow stop line
Marsh Barton	Down	124	
Marsh Barton	Up	124	
Melksham	Single	38	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Menheniot	1	124	
Menheniot	2	151	Of which 53.6 metres have no flag stones. Platform edges intact
Merthyr Tydfil	Single	111	
Merthyr Vale	1	94	
Merthyr Vale	2	94	
Midgham	1 (down)	87	Ramp (Reading end) to 'S' Car Marker
Midgham	1 (down)	117	
Midgham	2 (up)	85	Top of ramp (Westbury end) to mirror
Midgham	2 (up)	96	Top of ramp (Westbury end) to Signal TRC105
Milford Haven	Single	94	Top of ramp to buffer stops
Minffordd	Single	118	
Montpelier	Single	132	Usable length inside the barrier
Morchard Road	Single	90	
Moreton-In-Marsh	Down	198	
Moreton-in-Marsh	Up	183	
Morfa Mawddach	Single	91	
Mountain Ash	Down	97	
Mountain Ash	Up	97	
Nailsea & Backwell	1	122	
Nailsea & Backwell	2	121	
Nantwich	Down	118	
Nantwich	Up	105	
Narberth	Single	90	
Neath	1	232	
Neath	2	182	
Newbridge	Single	97	
Newbury	1 (Down)	291	
Newbury	2 (Up)	327	
Newbury	3 (Up) Bay	131	Top of ramp to stop blocks
Newbury	3 (Up) Bay	129	Top of ramp to yellow painted Stop marker
Newbury Racecourse	1 (Down)	180	Top of ramp to top of ramp
Newbury Racecourse	1 (Down)	89	Resurfaced and lit area only
Newbury Racecourse	2 (Up)	183	Top of ramp to top of ramp
Newbury Racecourse	2 (Up)	74	Resurfaced and lit area only
Newbury Racecourse	3 (Down Loop)	206	Unlit platform
Newcourt	Single	124	
Newport	1 (Down)	278	Usable length
Newport	1 (Down)	360	Top of ramp to signal NT1369
Newport	2 (Bi Di)	287	
Newport	3 (Bi Di)	311	Top of ramp to top of ramp. Additional 31 metres available for Power Car/Loco ONLY for DOWN direction trains
Newport	4	250	
Newquay	Single	321	Top of ramp to stop blocks
Newquay	Single	242	Stop blocks to White Edging Line
Newton Abbot	1 (Bi Di)	327	
Newton Abbot	2 (Down)	326	
Newton Abbot	3 (Up)	327	
Newton St Cyres	Single	120	
Newtown	Down	138	Bi-directional
Newtown	Up	140	Bi-directional

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Ninian Park	Down	150	
Ninian Park	Up	150	
Oldfield Park	1	129	
Oldfield Park	2	129	
Oxford	1 (Bay)	157	
Oxford	2 (Bay)	161	
Oxford	3 (Up)	274	
Oxford	4 (Down)	275	
Paignton	1	251	
Paignton	2	209	
Pangbourne	1 (Down Relief Line)	149	
Pangbourne (RL only)	2 (Up Relief Line)	149	
Pantyffynnon	Single	76	
Par	1 (Down)	190	
Par	2(Up)	190	
Par	3 (Branch)	164	
Par	3 (Branch)	138	Top of ramp to signal
Parson Street	1	94	
Parson Street	2	92	Top of ramp to signal
Patchway	1	121	
Patchway	2	121	
Pembrey & Burry Port	1	145	
Pembrey & Burry Port	2	127	
Pembroke	Single	128	
Pembroke Dock	Single	131	
Penally	Single	151	
Penarth	Single	117	
Pencoed	1	102	
Pencoed	2	112	
Pengam	Down	124	
Pengam	Up	124	
Penhelig	Single	62	
Penmere	Single	92	
Penrhiwceiber	Single	94	
Penrhyndeudraeth	Single	66	
Penryn	Down	71	
Penryn	Up	71	
Pensarn	Single	148	
Pentre-Bach	Single	142	
Penychain	Single	108	
Pen-y-Bont	Single	81	
Penzance	1	265	Top of ramp to buffer stops
Penzance	2	265	Top of ramp to buffer stops
Penzance	3	238	Top of ramp to buffer stops
Penzance	4	225	Buffer stops to signal
Perranwell	Single	191	
Pewsey	1	177	
Pewsey	2	170	
Pilning	1	120	
Pilning	2	121	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Pinhoe	1	150	
Pinhoe	2	150	
Plymouth	3 (Down Bay)	78	
Plymouth	4 (Down side)	298	
Plymouth	5 (Single)	300	
Plymouth	6 (Single)	260	
Plymouth	7 (Single)	298	
Plymouth	8 (Single)	300	
Plymouth	Dock Line 2 (East End)	171	Top of ramp to buffer stops. ECS only
Plymouth	Dock Line 3 (East End)	171	Top of ramp to buffer stops. ECS only
Polsloe Bridge	Single	184	
Pontarddulais	Single	138	
Pontlottyn	Single	127	
Pontyclun	1	102	
Pontyclun	2	102	
Pontypool & New Inn	1	163	
Pontypool & New Inn	2	163	
Pontypridd	1	138	Bay platform
Pontypridd	2	124	Bi-directional
Pontypridd	3	124	
Port Talbot Parkway	1	277	
Port Talbot Parkway	2	280	
Porth	(Down)	124	
Porth	(Up)	132	Top of ramp (Pontypridd end) to signal. The platform is unusable beyond signal VR304
Porthmadog	2 Down	142	Bi-directional. Pwllheli end of platform fenced off
Porthmadog	1 Up	143	Also for departures in down direction
Portsmouth Arms	Single	74	
Portway Park and Ride	Single	126	
Prees	Down	83	
Prees	Up	66	
Pwllheli	Single	131*	Car Stop board (buffer stops end) to departure Block Marker 1257. (*162m to top of ramp; departure requires use of Written Order)
Pye Corner	Single	145	
Pyle	1	108	
Pyle	2	108	
Quaker's Yard	Single	126	
Quintrel Downs	Single	90	Down Direction Only
Quintrel Downs	Single	74	Up direction only. Top of ramp to stop board
Radley	Down	158	
Radley	Up	158	
Radyr	1 (Down)	124	
Radyr	2 (Up)	108	Bi directional
Radyr	3 (Up)	124	
Reading	1	124	Top of ramp to stop blocks Maximum 5 vehicles
Reading	2	120	Top of ramp to stop blocks Maximum 5 vehicles

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Reading	3	120	Top of ramp to stop blocks. 6 Turbo vehicles can be accommodated within signal, providing the west end set is not in use.
Reading	7	280	Between car stops
Reading	7a (east)	127	Between car stop and rear clear
Reading	7b (west)	143	Between car stop and rear clear
Reading	8	277	Between car stops
Reading	8a (east)	148	Between car stop and rear clear
Reading	8b (west)	119	Between car stop and rear clear
Reading	9	255	Between car stops
Reading	9a (east)	120	Between car stop and rear clear
Reading	9b (west)	125	Between car stop and rear clear
Reading	10	240	Between car stops
Reading	10a (east)	73	Between car stop and rear clear
Reading	10b (west)	157	Between car stop and rear clear
Reading	11	272	Between car stops
Reading	11a (east)	127	Between car stop and rear clear
Reading	11b (west)	135	Between car stop and rear clear
Reading	12	272	Between car stops
Reading	12a (east)	132	Between car stop and rear clear
Reading	12b (west)	130	Between car stop and rear clear
Reading	13	272	Between car stops
Reading	13a (east)	132	Between car stop and rear clear
Reading	13b (west)	130	Between car stop and rear clear
Reading	14	272	Between car stops
Reading	14a (east)	132	Between car stop and rear clear
Reading	14b (west)	130	Between car stop and rear clear
Reading	15	272	Between car stops
Reading	15a (east)	132	Between car stop and rear clear
Reading	15b (west)	130	Between car stop and rear clear
Reading West	1 (Down)	276	
Reading West	2 (Up)	157	
Reading West	2 (Up)	93	Top of ramp (Westbury end) to mirror
Redland	Single	120	Usable lengths inside the barrier
Redruth	1	169	
Redruth	2	173	
Rhiwbina	Single	107	
Rhoose	1	100	
Rhoose	2	100	
Rhymney	Single	127	Top of ramp to stop board
Risca	1	97	
Risca	2	97	
Roche	Single	89	
Rogerstone	Single	97	
Ruabon	Down	198	
Ruabon	Up	158	
Saltash	1	124	
Saltash	2	83	Top of ramp to signal
Sandplace	Single	30	
Sarn	Single	84	
Saundersfoot	Single	105	
Sea Mills	Single	118	Usable lengths inside the barrier

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Severn Beach	Single	121	Usable lengths inside the barrier. Marked up for 2 car use.
Severn Tunnel Jn	1 (Down Main Line)	145	
Severn Tunnel Jn	2 (Up Main Line)	171	
Severn Tunnel Jn	3 (Down Tunnel)	171	
Severn Tunnel Jn	4 (Up Tunnel)	171	
Shiplake	Single	182	
Shiplake	Single	173	Top of ramp to stop board (Henley end)
Shiplake	Single	105	Top of ramp (Henley end) to nearest mirror
Shiplake	Single	149	Top of ramp (Henley end) to furthest mirror
Shipton	Down	80	
Shipton	Up	56	
Shirehampton	Single	128	Usable lengths inside the barrier
Shrewsbury	3	263	
Shrewsbury	4	285	Up
Shrewsbury	4	308	Down
Shrewsbury	5	130	
Shrewsbury	6	130	
Shrewsbury	7	309	
Skewen	1	107	
Skewen	2	107	
Slough	1 (Bay)	122	
Slough	2 (Down Main Line)	208	
Slough	3 (Up Main Line)	192	
Slough	4 (Down Relief Line)	161	
Slough	5 (Up Relief Line)	161	
Slough	6 (Bay)	92	Length from temporary Stop Block
South Greenford	1	49	
South Greenford	2	51	
Southall	1 (Down Main Line)	152	
Southall	2 (Up Main Line)	139	
Southall	3 (Down Relief Line)	152	
Southall	4 (Up Relief Line)	155	
Southall	4 (Up Relief Line)	78	Length to nearest camera
Southall	4 (Up Relief Line)	149	Length to furthest camera
St Andrews Rd	Single	155	Usable lengths inside the barrier
St Columb Road	Single	93	
St Germans	1	128	
St Germans	2	133	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
St Ives	Single	123	Top of ramp to Red lights
St James Park	1	86	
St James Park	2	86	
St Keyne	Single	30	
St. Austell	1 (Down)	178	
St. Austell	2 (Up)	180	Top of ramp to signal PR104
St. Austell	2 (Up)	181	Trains can use top of ramp to top of ramp length ONLY if signal PR104 is showing a proceed aspect.
St. Budeaux (Victoria Rd)	Single	110	
St. Budeaux Ferry Road	1	124	
St. Budeaux Ferry Road	2	126	
St. Erth	1 (Down)	177	
St. Erth	2 (Up)	176	
St. Erth	3 (Bay)	108	
St. Erth	4 (Siding)	20	
Stapleton Road	1	216	
Stapleton Road	2	211	
Starcross	1	168	
Starcross	2	184	
Stonehouse	1	61	
Stonehouse	2	61	
Stroud	1	185	
Stroud	2	185	
Sugar Loaf	Single	21	
Swansea	1 (Single)	268	Top of ramp to buffer stops
Swansea	2 (Single)	272	Top of ramp to buffer stops
Swansea	3 (Single)	273	Top of ramp to buffer stops
Swansea	4 (Single)	263	Top of ramp to buffer stops
Swindon	1 (Single)	261	(Up reversible)
Swindon	2 (Single)	80	(Gloucester Bay) A train formed 4 x 20m vehicles CANNOT be accommodated behind signal
Swindon	3 (Single)	282	(Down reversible)
Swindon	4 (Single)	284	Approx (Down reversible)
Tackley	Down	80	
Tackley	Up	80	
Taffs Well	Down	142	
Taffs Well	Up	142	
Talsarnau	Single	80	
Talybont	Single	32	
Taplow	1 (Down Main Line)	184	
Taplow	2 (Up Main Line)	140	
Taplow	3 (Down Main Line)	184	
Taplow	4 (Up Relief Line)	184	
Taplow	4 (Up Relief Line)	177	Top of ramp to camera
Taunton	2 (Up/Down	278	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
	Relief)		
Taunton	3 (Down Main)	262	
Taunton	4 (Up Main)	262	
Taunton	5 (Up Relief)	242	
Taunton	6 (Bay)	79	
Teignmouth	1	323	
Teignmouth	2	177	
Tenby	1	150	
Tenby	2	150	
Thatcham	1 (down)	170	
Thatcham	1 (down)	147	Top of ramp (Reading end) to CCTV camera
Thatcham	2 (up)	155	
Theale	1 (Up)	152	
Theale	1 (Up)	148	Top of ramp to furthest mirror
Theale	1 (Up)	76	Top of ramp to nearest mirror
Theale	2 (Down)	152	
Tilehurst ML	1 (Down Main Line)	153	
Tilehurst ML	2 (Up Main Line)	152	
Tilehurst RL	3 (Down Relief Line)	153	
Tilehurst RL	4 (Up Relief Line)	153	
Tir-Phil	Down	124	
Tir-Phil	Up	124	
Tiverton Parkway	1	248	
Tiverton Parkway	2	248	
Ton Pentre	Single	147	
Tondu	Single	84	
Tonfanau	Single	92	
Tonypandy	Single	147	
Topsham	1	138	
Topsham	2	123	
Torquay	1	237	
Torquay	2	232	
Torre	1	128	
Torre	2	144	
Totnes	1	193	
Totnes	2	200	
Trefforest	Down	143	
Trefforest	Up	143	
Trefforest Estate	Down	183	
Trefforest Estate	Up	183	
Trehafod	Down	137	
Trehafod	Up	137	
Treherbert	Single	135	
Treorchy	Single	124	
Troed-y-Rhiw	Single	139	
Trowbridge	1	108	
Trowbridge	2	154	Usable length
Truro	1 (Bay)	80	To the stop blocks 85.7

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Truro	2 (Down)	199	
Truro	3 (Up)	211	
Twyford	5 (Bay)	110	Top of ramp to stop blocks
Twyford ML	1 (Down Main Line)	172	
Twyford ML	2 (Up Main Line)	182	
Twyford RL	3 (Down Relief Line)	244	
Twyford RL	4 (Up Relief Line)	250	
Twyford RL	4 (Up Relief Line)	180	Signal TR214 to Top of ramp (London end)
Ty Glas	Single	49	
Tygwyn	Single	22	
Tywyn	2 Down	123	Bi-directional
Tywyn	2 Down (down direction)	116*	Top of ramp to Block Marker 1164. (*123m to top of ramp (Barmouth end))
Tywyn	1 Up	123	Bi-directional
Tywyn	1 Up (down direction)	116*	Top of ramp to Block Marker 1166. (*123m to top of ramp (Barmouth end))
Umberleigh	Single	139	
Wargrave	Single	152	
Wargrave	Single	77	Top of ramp to nearest mirror
Warminster	1	128	
Warminster	2	104	
Waun-Gron Park	Down	46	
Waun-Gron Park	Up	45	
Welshpool	Down	165	
Welshpool	Up	165	
Wem	Down	78	
Wem	Up	87	
West Drayton	1 (Down Main Line)	205	
West Drayton	2 (Up Main Line)	210	
West Drayton	3 (Down Relief Line)	210	
West Drayton	4 (Up Relief Line)	158	
West Drayton	5 (Loop)	212	
West Ealing	3 (Down Relief Line)	145	Top of ramp to nearest mirror
West Ealing	4 (Up Relief Line)	212	Top of ramp to footbridge
West Ealing	5 (Bay Platform)	132	
Westbury	1	224	(reversible) 224 ramp top to ramp top
Westbury	2	315	(reversible)
Westbury	3	295	(reversible)
Weston Milton	Single	184	
Weston-super-Mare	1 (Down)	210	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Weston-super-Mare	2 (Up)	312	
Whitchurch (Salop)	Down	144	
Whitchurch (Salop)	Up	86	
Whitchurch (S. Glam.)	Single	98	
Whitland	1	178	
Whitland	2	177	
Whitland	3 (Bay)	134	Pembroke Dock trains only
Wildmill	Single	84	
Windsor & Eton Central	Single	117	
Worle	1	100	
Worle	2	100	
Wrenbury	Down	101	
Wrenbury	Up	101	
Yate	1	105	
Yate	2	103	
Yatton	1	162	
Yatton	2	121	
Yeoford	Single	136	
Ynyswen	Single	124	
Yorton	Down	51	
Yorton	Up	61	
Ystrad Mynach	Down	124	
Ystrad Mynach	Up	124	
Ystrad Rhondda	Down	124	
Ystrad Rhondda	Up	124	
NW routes			
Abergele & Pensarn	Down	197	
Abergele & Pensarn	Up	147	
Bangor (Gwynedd)	Down	275	
Bangor (Gwynedd)	Up	232	
Betws-y-Coed	Single	99	
Bidston	1	120	Up line
Bidston	2	120	Down line
Blaenau Ffestiniog	Single	200	
Bodorgan	Down	96	
Bodorgan	Up	96	
Buckley	Down	52	
Buckley	Up	53	
Caergwrle	Down	77	
Caergwrle	Up	76	
Cefn–y–Bedd	Down	60	Additional 25m OOU
Cefn–y–Bedd	Up	61	Additional 25m OOU
Colwyn Bay	Down	245	
Colwyn Bay	Up	246	
Conwy	Down	51	
Conwy	Up	51	
Deganwy	Down	196	
Deganwy	Up	180	
Dolgarrog	Single	41	
Dolwyddelan	Single	92	
Fflint	Down	210	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Fflint	Up	179	
Glan Conwy	Single	106	
Gwersyllt	Down	84	
Gwersyllt	Up	83	
Hawarden	Down	98	
Hawarden	Up	120	
Hawarden Bridge	Down	92	
Hawarden Bridge	Up	91	
Heswall	Down	56	
Heswall	Up	56	
Holyhead	1	336	Bay. Additional 10.6m beyond
Holyhead	2	307	Bay
Holyhead	3	216	
Hope (Flintshire)	Down	74	
Hope (Flintshire)	Up	80	
Llandudno	1	214	Bay. Additional 28m OOU
Llandudno	2	217	Bay. Additional 30m OOU
Llandudno	3	218	Bay. Additional 30m OOU
Llandudno Junction	1	300	Bi–dir
Llandudno Junction	2	102	Bay to Llandudno
Llandudno Junction	3	300	Bi–dir
Llandudno Junction	4	221	Down line
Llanfairfechan	Down	142	
Llanfairfechan	Up	115	Additional 38.5m OOU
Llanfairpwll	Down	36	
Llanfairpwll	Up	36	
Llanrwst	Single	60	
Llanrwst North	Down	126	
Llanrwst North	Up	132	
Neston	Up	85	Additional 25m OOU
North Llanrwst see Llanrwst North			
Penmaenmawr	Down	166	
Penmaenmawr	Up	170	
Penyffordd	Down	69	
Penyffordd	Up	71	
Pont–y–Pant	Single	98	
Prestatyn	Down	245	
Prestatyn	Up	245	
Rhosneigr	Down	91	
Rhosneigr	Up	92	
Rhyl	Down	306	
Rhyl	Up	347	Additional 8m beyond signal
Roman Bridge	Single	82	
Shotton (High Level)	Down	101	
Shotton (High Level)	Up	101	
Shotton (Low Level)	Down	106	
Shotton (Low Level)	Up	107	
Tal–y–Cafn	Single	107	
Ty Croes	Down	84	
Ty Croes	Up	85	
Valley	Down	37	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Valley	Up	45	
Wrexham Central	Single	52	Bay.
Wrexham General	1	198	Up Main line.
Wrexham General	2	197	Down Main line
Wrexham General	3	152	Up/Down Loop
Wrexham General	4	60	Single Wrexham Exchange Junction/Wrexham Central

5.4.1 Loop Lengths

The table below shows the maximum length of train that may use each of the loops at the following stations. All lengths are in SLUs (Standard Length Unit); an SLU measures 21 Feet, and metres. All lengths are exclusive of an allowance of one locomotive. Check Sectional Appendix for locations where standage is not quoted. Bids for trains longer than the quoted lengths will only be accepted subject to the authority of the Route Director. See also Section 4.5.

GW103 PADDINGTON TO UFFINGTON				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
West Ealing No.1	Up	54	345	Bi-directional (2 & 3 out of use)
Hanwell Goods Loop	Up / Down	30	196	
Hanwell Bridge Up Goods Loop	Up	112	719	Bi-directional
Hanwell Bridge Down Goods Loop	Down	112	719	Bi-directional
Southall West Loop	Up / Down	123	787	Bi-directional
Southall Up Brentford Siding	Up / Down	114	729	Bi-directional
Hayes Up Goods Loop	Up / Down	130	832	Bi-directional
Dawley West Drayton Loop	Up / Down	103	659	Bi-directional
Langley Up Loop	Up	55	352	40 clear of GF
Slough Up Goods Loop	Up / Down	87	557	Only for run rounds in Down direction
Kennet Bridge	Down	76	486	
Foxhall Jn	Up	64	409	
Milton	Down	226	1446	

GW105 UFFINGTON TO FORDGATE				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Stratton Green	Up	89	569	
Swindon Up Reception line	Up	124	793	Between Signal SW6521 and SW6512
Swindon Up Main	Down	44	281	Between Signal SW1203 and SW1194
Bathampton	Up	82	525	
Bath Refuse	Down	89	569	
Bristol East Depot Down Goods Loop	Down	105	672	
Yatton	Up	85	544	
Yatton	Down	88	563	
Highbridge	Up	78	499	Bi-directional

GW108 FORDGATE TO PENZANCE				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Tiverton	Up	86	550	
Tiverton	Down	103	659	
Dawlish Warren	Up	72	461	Up platform loop (No.2)
Dawlish Warren	Down	92	589	DPL (No.1)
Totnes	Up	60	384	UPL (No.2)
Totnes	Down	55	352	DPL (No.1)
Hemerdon	Up	52	333	
Lostwithiel	Up	60	384	
Lostwithiel	Down	60	384	

GW108 FORDGATE TO PENZANCE

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	Metres	
Par	Down	60	384	

GW200 DIDCOT TO HEYFORD

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	Metres	
Kennington Up Goods Loop	Up	82	525	
Kennington Down Goods Loop	Down	73	467	
Oxford Up Platform Loop	Up / Down	44	281	At OX71 signal clear of 245 points
Oxford Down Platform Loop	Down	55	352	At OX72 signal clear of 237 points

GW401 ASHCHURCH (INCL.) TO WESTERLEIGH JUNCTION

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	Metres	
Ashchurch	Down	70	448	
Cheltenham High Street	Up	85	544	
Lansdown	Down	80	512	
Haresfield	Up	80	512	
Haresfield	Down	88	563	
Charfield	Up	73	467	
Charfield	Down	69	441	

GW500 READING TO COGLOAD JUNCTION VIA WESTBURY AVOIDING LINE

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	Metres	
Towney	Down	119	761	
Newbury	Up	56	358	Up platform loop (bi-directional)
Newbury	Down	69	441	Down platform loop
Hungerford	Up	105	672	
Woodborough	Up	104	665	
Woodborough	Down	102	653	

GW572 FROME NORTH TO WHATLEY QUARRY

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	Metres	
Frome North Jn	Up	51	326	Only accessible from Whatley Quarry line

GW600 WOOTTON BASSETT JUNCTION TO PILNING

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	Metres	
Wootton Bassett	Up	89	569	
Hullavington	Up	73	467	
Hullavington	Down	87	557	
Chipping Sodbury	Up	82	525	Bi-directional
Bristol Parkway	Up (P4)	63	403	Bi-directional
Bristol Parkway	Down	67	429	95 SLUs when foul of Dn Rec
Pilning	Up	209	1338	Permissive standage
Pilning	Down	233	1491	Permissive standage

GW700 GLOUCESTER BARNWOOD JUNCTION TO SEVERN TUNNEL JUNCTION

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	Metres	
Lydney	Up	83	531	
Lydney	Down	82	525	

GW730 SHREWSBURY TO NEWPORT MAINDEE WEST JN (NORTH AND WEST LINE)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	Metres	
Sutton Bridge	Up	94	601	
Craven Arms	Down	62	397	
Woofferton	Up	62	397	
Hereford	Up Relief	110	704	
Hereford	Down Relief	103	659	
Pontrilas	Up	72	461	
Panteg	Up	60	384	
Panteg	Down	67	429	

GW810 RHYMNEY TO QUEEN STREET NORTH JUNCTION

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	Metres	
Ystrad Mynach	Down	90	576	

GW830 MERTHYR TYDFIL TO BARRY ISLAND

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	Metres	
Stormstown	Up	93	595	
Cogan	Up	138	883	
Cogan	Down	133	851	

GW870 BARRY TO BRIDGEND BARRY JUNCTION

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	Metres	
Barry Jcn	Down	84	537	

GW870 BARRY TO BRIDGEND BARRY JUNCTION				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Aberthaw	Down	30	192	

GW900 PILNING TO FISHGUARD HARBOUR				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Pilning	Up	209	1337	Permissive standage
Pilning	Down	233	1491	Permissive standage
Severn Tunnel Junction	Up	106	678	
Alexandra Dock	Down	57	365	
Cardiff Central (Line C)	Up	49	313	Bi-Directionally signaled
Cardiff Central (Line D)	Down	45	288	Bi-Directionally signaled
Miskin	Up	129	825	
Miskin	Down	122	781	
Pencoed	Up	110	704	
Tremains	Down	193	1235	
Stormy	Up	67	429	
Stormy	Down	73	467	
Llandeilo Jn	Up	40	256	230 SLU including Up Reception
Llandeilo Jn	Down	51	326	
Letterston	Up/Down	96	614	Bi-directional

5.5 Timing Allowances

All allowances shown are in minutes.
SX Daytime allowances apply at all times except where specified differently in Sections 5.5.2, 5.5.3, 5.5.4, 5.5.5 and 5.5.6
All allowances are indicative for the Final Principle Rules and are subject to change.

E refers to engineering allowance
P refers to performance allowances

5.5.1 SX Daytime (See routes for applicable times)

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

GW103 PADDINGTON TO UFFINGTON					
Timing Section	**Type**	**ML**	**RL**		**Remarks**
Down – Daily					
Approaching Slough	ES	1	1		Additional allowance applies to all trains timed to operate during the Two Track weeknight timetable
Approaching Maidenhead	E		1		Applies to class 165/166/387/319/769 terminating at Maidenhead or Bourne End
Approaching Twyford	E		1		Applies to class 165/166/387/319/769 terminating at Twyford or Henley on Thames
Approaching Kennet Bridge Jn	E	1	1		
	ES	1	1		Additional allowance applies to all trains timed to operate during the Two Track weeknight timetable
Approaching Didcot East Jn	E		1		Allowance does not apply to class 165/166/387/319/769 operated services unless they terminate at Didcot Parkway
Approaching Didcot Parkway	E	1			Allowance does not apply to class 165/166/387/319/769 operated services unless they terminate at Didcot Parkway
	ES	1	1		Additional allowance applies to all trains timed to operate during the Two Track weeknight timetable
Up – Daily					
Approaching Didcot	E	1			Allowance does not apply to Class 165/166/387/319/769 operated services
Approaching Reading West or Reading High Level Jn	E	1	1		Does not apply to class 165/166/387/319/769 operated services routed via the Main Lines from Didcot East
Approaching Acton West Junction	E	1	1		Trains routed via Acton Wells or Acton Yard only
Approaching Ladbroke Grove	E	1	1		

GW105 UFFINGTON TO FORDGATE VIA BOX

Timing Section	Type	ML	RL		Remarks
Down – Daily					
Approaching Swindon	E	1			
Approaching Bathampton Junction	E	1			
Approaching North Somerset Junction	E	1			
Up – Daily					
Approaching Parson Street	E	1			
Approaching Swindon	E	1			

GW107 WORLE JUNCTION TO UPHILL JUNCTION VIA WESTON-SUPER-MARE

Timing Section	Type	ML	RL		Remarks
Down – Daily					
Approaching Weston-Super-Mare	E	1			Applies to services terminating at Weston-S-Mare only.

GW108 FORDGATE TO PENZANCE

Timing Section	Type				Remarks
Down – Daily					
Approaching Taunton	E	1			Trains terminating at Taunton only.
Approaching Cowley Bridge Jn	E	1			Does not apply to services starting at Taunton or Tiverton Parkway
Approaching Lipson Jn	E	1			
Approaching Long Rock	E	1			
Up – Daily					
Approaching Plymouth	E	1			
Approaching Exeter St Davids	E	1			

GW110 OLD OAK COMMON WEST TO SOUTH RUISLIP (EXCL.)

Timing Section	Type				Remarks
Up – Daily					
Approaching Greenford West Junction	E	1			From NW&C Route MD 701 Princes Risborough to Marylebone

GW174 WEST EALING TO GREENFORD WEST JUNCTION

Timing Section	Type				Remarks
Down – Daily					
Approaching Greenford	E	1			Allowance only applies to Class 165, 166 and

GW174 WEST EALING TO GREENFORD WEST JUNCTION

Timing Section	Type				Remarks
					769 units

GW180 HEATHROW AIRPORT JUNCTION TO HEATHROW TERMINALS 4 & 5

Timing Section	Type				Remarks
Down – Daily					
Approaching Heathrow Tunnel Junction	E	1			

GW200 DIDCOT TO HEYFORD (EXCL.)

Timing Section	Type	ML			Remarks
Down – Daily					
Approaching Oxford	E	1			
Up – Daily					
Approaching Didcot North Junction	E	1			

GW310 WOLVERCOTE JUNCTION TO PERSHORE (EXCLUSIVE)

Timing Section	Type				Remarks
Up – Daily					
Approaching Wolvercote Junction	E	1			Allowance does not apply to Class 165/166 operated services

GW401 ASHCHURCH (INCL.) TO WESTERLEIGH JUNCTION

Timing Section	Type				Remarks
Down – Daily					
Approaching Cheltenham Spa	E	1			
Up – Daily					
Approaching Gloucester Yard Junction	E	1*			

GW450 STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION

Timing Section	Type				Remarks
Down – Daily					
Approaching Dr Day's Jn	E	1			Allowance to be shown approaching Lawrence Hill for services that call there

GW480 SWINDON TO STANDISH JUNCTION

Timing Section	Type				Remarks
Down – Daily					
Approaching Standish Jn	E	1			
Up – Daily					
Approaching Rodbourne Jn	E	1			

GW500 READING TO COGLOAD JUNCTION VIA WESTBURY AND FROME AVOIDING LINES (BERKS. AND HANTS LINE)

Timing Section	Type				Remarks
Down – Daily					
Approaching Newbury	E	1			Terminating 165/166/387/319/769s only
Approaching Bedwyn	E	1			Terminating trains only
Approaching Heywood Road Junction	E	1			
Approaching Cogload Junction	E	1			
Up – Daily					
Approaching Fairwood Junction	E	1			
Approaching Newbury	E	1			Does not apply to services starting at Bedwyn
Approaching Southcote Junction	E	1			

GW5001 BEECHGROVE GF TO WESTBURY SOUTH JUNCTION

Timing Section	Type				Remarks
Northbound - Daily					
Approaching Westbury	E	1			

GW510 WESTBURY NORTH JUNCTION TO BATHAMPTON JUNCTION

Timing Section	Type				Remarks
Southbound – Daily					
Approaching Westbury	E	1			
Northbound – Daily					
Approaching Bathampton Junction	E	1			

GW600 WOOTTON BASSETT JUNCTION TO PILNING

Timing Section	Type				Remarks
Down – Daily					
Approaching Westerleigh Junction	E	1			
Up – Daily					
Approaching Patchway	E	1			

GW620 NEWTON ABBOT WEST JUNCTION TO GOODRINGTON C.S.

Timing Section	Type				Remarks
Down – Daily					
Approaching Paignton	E	1			

GW660 PAR TO NEWQUAY

Timing Section	Type				Remarks
Down – Daily					
Approaching Newquay	E	2			1 for services starting from Par

GW700 GLOUCESTER BARNWOOD JN TO SEVERN TUNNEL JN

Timing Section	Type				Remarks
Up – Daily					
Approaching Gloucester	E	1			2 if terminating at Gloucester

GW730 SHREWSBURY TO NEWPORT MAINDEE WEST JN (NORTH AND WEST LINE)

Timing Section	Type	ML			Remarks
Down – Daily					
Approaching Shelwick Jn	E	2			
Approaching Maindee North Jn	E	1			
Up – Daily					
Approaching Hereford	E	2			
Approaching Sutton Bridge Jn	E	1			

GW731 ABBEY FOREGATE JUNCTION TO WREXHAM NORTH JN

Timing Section	Type				Remarks
Up – Daily					
Approaching Shrewsbury	E	2			
Approaching Wrexham General	E	2			Only applies to trains terminating at Wrexham/Croes Newydd

GW733 SUTTON BRIDGE JN TO ABERYSTWYTH

Timing Section	Type	ML			Remarks
Down – Daily					
Approaching Machynlleth	E	1			
Approaching Aberystwyth	E	1			
Up – Daily					
Approaching Machynlleth	E	1			
Approaching Sutton Bridge Jcn	E	1			

GW734 DOVEY JN TO PWLLHELI

Timing Section	Type				Remarks
Down – Daily					
Approaching Pwllheli	E	1			
Up – Daily					
Approaching Dovey Jn	E	1			

GW810 RHYMNEY TO QUEEN STREET NORTH JUNCTION

Timing Section	Type				Remarks
Down – Daily					
Approaching Queen Street	E	1			
Up – Daily					
Approaching Caerphilly	E	1*			* Applies to trains terminating at Caerphilly only
Approaching Bargoed	E	1			

GW828 CORYTON TO HEATH JUNCTION

Approaching Coryton	E	1			

GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET

Timing Section	Type				Remarks
Down – Daily					
Approaching Queen Street	E	1			
Approaching Barry	E	1			
Up – Daily					
Approaching Cardiff Central	E	1			
Approaching Radyr	E	1			Only applies to trains terminating at Radyr
Approaching Pontypridd	E	1			Only applies to trains terminating at Pontypridd
Approaching Merthyr Tydfil	E	1			

GW834 HIRWAUN TO ABERCYNON

Timing Section	Type				Remarks
Up – Daily					
Approaching Aberdare	E	1			

GW835 TREHERBERT TO PONTYPRIDD JUNCTION

Timing Section	Type				Remarks
Up – Daily					
Approaching Treherbert	E	1			

GW840 RADYR JUNCTION TO CARDIFF (CITY LINES)

Timing Section	Type				Remarks
Up					
Approaching Radyr	E	1			

GW864 COGAN JUNCTION TO PENARTH

Timing Section	Type				Remarks
Down - Daily					
Approaching Penarth	E	1			

GW870 BARRY TO BRIDGEND, BARRY JUNCTION (VOG LINE)

Timing Section	Type				Remarks
Down – Daily					
Approaching Bridgend	E	1			For stopping passenger train services
Up – Daily					
Approaching Barry	E	1			For stopping passenger train services

GW890 COURT SART JN TO MORLAIS JUNCTION

Timing Section	Type				Remarks
Down					
Approaching Morlais Jn	E	1			

GW900 PILNING TO FISHGUARD HARBOUR

Timing Section	Type	ML	RL		Remarks
Down – Daily					
Approaching Maindee West Jn	E	1	1		
Approaching Long Dyke Jn	E	1	1		
Approaching Margam Moors Jn	E	1			For trains entering Margam TC only
Approaching Landore Jn	E	1			Applies to trains routed towards Swansea loop West or Landore TMD only.
Approaching Carmarthen Jn	E	1			Can be applied approaching Carmarthen station if terminating.
Approaching Fishguard Harbour	E	1			To be applied approaching Fishguard and Goodwick if terminating
Up – Daily					
Approaching Carmarthen Bridge Jn	E	1			
Approaching Swansea Loop West Jn	E	1			
Approaching Cardiff Central	E	1			
Approaching Severn Tunnel Jn	E	1	1		Freight only

GW9001 LANDORE JUNCTION TO SWANSEA

Timing Section	Type			Remarks
Down - Daily				
Approaching Swansea Loop East	E	1		

GW910 CRAVEN ARMS TO LLANDEILO JUNCTION

Timing Section	Type				Remarks
Down – Daily					
Approaching Llandrindod	E	1			
Approaching Llandeilo Jn	E	1			
Up – Daily					
Approaching Llandrindod	E	1			
Approaching Craven Arms	E	1			

GW950 WHITLAND TO PEMBROKE DOCK

Timing Section	Type				Remarks
Down – Daily					
Approaching Pembroke Dock	E	2			

GW960 CLARBESTON ROAD TO MILFORD HAVEN

Timing Section	Type				Remarks
Down – Daily					
Approaching Milford Haven	E	1			

NW3001 SALTNEY JUNCTION TO HOLYHEAD

Timing Section	Type				Remarks
Down – Daily					
Approaching Llandudno Jn	E	1			
Approaching Bangor	E	1			Only applies to trains terminating at Bangor
Approaching Holyhead	E	1			
Up – Daily					
Approaching Llandudno Jn	E	1			
Approaching Saltney Jn	E	1			

NW3015 LLANDUDNO JUNCTION TO BLAENAU FFESTINIOG

Timing Section	Type				Remarks
Down – Daily					
Approaching Blaenau Ffestiniog	E	2			
Up – Daily					
Approaching Llandudno Junction	E	2			

NW3017 LLANDUDNO JUNCTION TO LLANDUDNO					
Timing Section	**Type**				**Remarks**
Down – Daily					
Approaching Llandudno	E	1			Applies to trains originating at Chester and beyond

5.5.2 SX Night Time (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

5.5.3 SO Daytime (See routes for applicable times)

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

5.5.4 SO Nighttime (See routes for applicable times)

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

5.5.5 Sundays Daytime (See routes for applicable times)

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

GW103 PADDINGTON TO UFFINGTON			
Up		**Periods A/B/C/E**	**Period D**
Approaching Reading	E	2 minutes ML and 1 minute RL but does not apply to Class 165/166/387/319/769 services unless terminating at Reading.	2 minutes ML and 1 minute RL but does not apply to Class 165/166/387/319/769 services unless terminating at Reading.
Approaching Acton West Jcn	E	2 minutes ML or RL for trains routed via Acton Wells or Acton Yard only.	2 minutes ML or RL for trains routed via Acton Wells or Acton Yard only.
Approaching Slough*	E		4
Approaching Stockley Jn*	E	6	
Approaching Paddington*	E		2
Approaching Paddington	E	1 minute for class 2 services and Heathrow Express services. Does not apply to class 165/166/387/319/769 services arriving on the Relief Lines.	1 minute for class 2 services and Heathrow Express services. Does not apply to class 165/166/387/319/769 services arriving on the Relief Lines.
Down			
Approaching Slough*	E	4	
Approaching Slough	E	1 minute for class 165/166/387/319/769 services timed Relief Line from Ladbroke Grove.	1 minute for class 165/166/387/319/769 services timed Relief Line from Ladbroke Grove.
Approaching Reading*	E	1	5
Approaching Reading	E	1 minute ML or RL but does not apply to passenger services routed from Reading New Jcn.	1 minute ML or RL but does not apply to passenger services routed from Reading New Jcn.

5.5.6 Sunday Night time (See routes for applicable times)

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

5.6 Watering of Steam Locomotives

The following sites only are authorised. The constraints shown must be strictly adhered to and in cases the Train Operator should produce a Method Statement describing their safety control measures, etc. and should issue suitable internal operating instructions:

Location	Constraints
Holyhead Platform 1	
Llandudno Junction Platforms 1 and 4	

It should be noted that 'Goods Line Authority' may be required for some of the locations listed above. See Section 5.1.4 above for Passenger Trains over Goods Lines

On Network Rail controlled infrastructure, work (i.e. the watering activity) may only take place under the control of a COSS.

Additional sites may be considered by the Route's Safety Review Group subject to the provision of suitable supporting documentation.

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.

6.3 Two-Track Timetable Railway

For the section of line between Ladbroke Grove and Foxhall Jn the timetable can be planned such that it operates over two lines only. The times for this are shown in the Engineering Access Statement.

Additional Timing Loads for “Two - Track timetable” London Paddington to Reading.

HST(2T)
DMU(T2T)
D245-2T
EMU(2T)
180(2T)
220(2T)
221(2T)

These contain Relief Line Sectional Running Times (SRTs), which can be line-coded ML or RL, without corrupting the existing differential four-track SRTs and should be used for all trains, which run during the weeknight and weekend engineering periods defined in Engineering Access Statement. These trains should be pathed for 2-track operation.

West Ealing Mandatory Timing Point during “2T” operation

Note that timing of Up Trains at West Ealing is mandatory under two-track operation.