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21st October 2022

Commentary on the Western and Wales Timetable Planning Rules 2024

Version 1.0

Preliminary Proposal for Principal Change Timetable 2024

This document is a covering note for the Timetable Planning Rules – Preliminary Proposal for Principal Change Rules 2024 - and provides a specific commentary to the Region 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 Versions 4 and 4.1 of the 2023 Timetable Planning Rules.

1. Introduction and General Notes

1.1 Index of Routes

GW890

Amended LOR to show Briton Ferry West Junction vice Up flying loop junction.

1.2 Sectional Appendices and Rule Book

1.3 Definitions

1.3.1 Train Classification

Additional table has been added with reporting number and description column to define what the first and second character should be for different services.

1.3.2 Days of Operation

No change.

1.3.3 Traction and Rolling Stock

No change.

1.3.4 Line Codes

No change.

1.3.5 Activity and Other Codes

No change.

2. Route Description

2.1 Planning Geography

GW105

Cocklebury EMU Sidings added to the planning geography as a new timing point. Note at Swindon Cocklebury amended to include Cocklebury EMU Sidings in the timing point to/from. Remove the note "for GWR EMU Stabling Sidings" as there is to be a separate timing point.

GW108

Rattery added as a timing point. Signals this timing point refers to are stated in notes column.

At Aish the signals this timing point refers to are stated in notes column.

At Hemerdon UGL line code removed from Up direction column as loop is to be removed in the re-signalling project. Signals this timing point refers to are stated in notes column.

Tavistock Jn Signal P132 added to planning geography.

Tavistock Jn added as a mandatory timing point.

Tavistock Junction T.C amended to Tavistock Jn Yard.

Tavistock Jn Down Siding added to planning geography.

Tavistock Jn Signal P197 added to planning geography.

Laira Down Goods Loop added to planning geography.

Sig DM260 amended to Menheniot Signal DM260.

Sig UM259 amended to Menheniot Signal UM259.

At Liskeard platform detail must be shown added to notes column.

Liskeard Signal 9 added to planning geography.

St Pinnock Viaduct East amended to St Pinnock Jn.

Largin amended to Largin Jn.

Lostwithiel Yard removed from planning geography as yard is to be removed in the re-signalling project.

Two mileages removed from planning geography.

Par Down Loop added to planning geography.

Par Signal CL7627 added to planning geography.

Par Liner Siding added to planning geography.

Par Chapel Siding added to planning geography.

Par Signal CL7626 added to planning geography.

St. Austell Signal CL5855 added to planning geography.

St. Austell made a mandatory timing point.

Grampound Road Signal CL5883 added as timing point in down direction.

Probus is no longer a mandatory timing point. Probus Signal CL5884 timing point in up direction only.

Buckshead Tunnel Signal CL5893 added as timing point in down direction only.

Truro Signal CL5895 added to planning geography.

Truro Yard added to planning geography.

Truro Signal CL5908 added to planning geography.

Truro Signal CL5910 added to planning geography.

Penwithers Junction made a mandatory timing point.

Sig R14 amended to Chacewater Signal R14

Sig R31 amended to Chacewater Signal R31

Sig R27 amended to Redruth Signal R27.

At Redruth, note added to state platform detail must be shown.

Sig R10 amended to Redruth Signal R10.

At Camborne, note added to state platform detail must be shown.

Sig R6 amended to Gwinear Road Signal R6.

Sig R18 amended to Hayle Signal R19

GW450

Ashley Down has been added to the planning geography.

GW500

Hungerford made a mandatory timing point for all Up trains.

Pewsey made a mandatory timing point.

GW5001

Warminster Signal W308 added to planning geography. Timing point for all Down trains
 Warminster Signal W301 added to planning geography. Timing point for all Up trains.
 Warminster Signal W753 to the planning geography.
 Westbury Signal W305 added to planning geography. Timing point for all Up trains.
 Westbury Signal W699 added to planning geography.

GW510

Westbury Signal W722 added to planning geography.
 Default line code in the up direction from Westbury Down Trowbridge Siding removed.
 Hawkeridge Junction made a mandatory timing point for all trains.

GW520

Westbury signal W213 added to planning geography.

GW560

Westbury Patney Siding added to planning geography.
 Up Trowbridge Siding added to planning geography.
 Westbury DMU Sidings added to planning geography.
 Westbury Signal W207 added to planning geography.
 Westbury Signal W707 added to planning geography.
 Westbury Down TC Entry/Exit added to planning geography.

GW570

Line codes DF and UF have been added at Clink Road Jn in the down direction as the Up Frome is bi-directional. Frome Signal W297 has been added to planning geography for trains on the Up Loop. Frome North Jn has become mandatory timing point, and Frome station becomes a conditional timing point for stopping trains only.

GW572

Frome North Jn amended to be shown as a mandatory timing point.

GW580

East Somerset Jn W324 Signal added to the planning geography as a timing point for down Trains via the Branch Loop.
 Merehead Quarry entry moved to above Whites Crossing. 'Siding' removed from Whites Crossing.

GW628

Mount Gould Carriage Wash amended to Mount Gould Platform.
 Cattewater removed from planning geography as taken out of use by Network Change.

GW650

Lostwithiel Yard removed from planning geography as yard is to be removed in the re-signalling project.
 Fowey Signal CL3782 added to planning geography.
 Fowey Signal CL3781 added to planning geography.

GW680

Penryn Down Loop added to planning geography.

GW770

At Park North Jn, removed "-" line code from down direction column.

GW830

At Llandaf removed the S from codes column as it is a mandatory timing point.

GW874

Added Bridgend signal PT3462 for shunt moves.

GW890

Amended line of route to read Briton Ferry West Junction.

Amended Briton Ferry West Jn to be a timing point for all Up services and Court Sart Jn to be a timing point for all down trains Jersey Marine Jn North is now mandatory. Added in new signals for new block sections, Removed Felin Fran and Grovesend signal PT565

GW8901

Amended Jersey Marine Steel Supply to Neath Abbey Wharf. Amended Dynevor Ground Frame to Neath Signal PT7594. Amended PT470 Signal to Jersey Marine South Signal PT3593

GW892

Added new timing points for Neath & Brecon Jn Down Loop and Signals PT3594/3597

GW894

Amended notes column to show to/from correct timing points

GW897

Amended notes Column to show to/from correct timing point

GW900

A rewrite of GW900 including several new timing points.

2.2 Route Opening Hours

GW108

Route opening hours entry removed as St Erth signal box is open continuously.

3. Electrification

3.1 Electrification Limits

No change.

3.2 Electrification Supply Restrictions

No change.

4. Rolling Stock Restrictions

4.1 Locomotive Route Availability

No change.

4.2 Passenger Stock Restrictions

No change.

4.3 Freight Wagon Restrictions

No change.

4.4 Freight Train Load Limits

No change.

4.5 Freight Train Length Limits

No change.

4.6 Engineers' Trains Restrictions

No change.

5. Running Times, Margins and Allowances

5.1 Sectional Running Times

To be consulted separately.

5.2 Headways

GW105

Headway value between Bathampton Jn and Bath Spa has been amended to 3 minutes, however, it remains 4 minutes when following freight class 6 or slower.

GW107

Headway has been amended to say AB+1 in the down and up column, and single line in the notes column.

GW108

Headway section Totnes to Ivybridge split into 3 sections. Totnes to Rattery AB+1. Rattery to Aish AB+1. Aish to Ivybridge AB+1.

Headways have been split out and amended throughout Cornwall in Up and Down direction.

GW200

In the notes column at Didcot Parkway to Wolvecote Jn the note has been removed as diverging/converging margins should be stated in section 5.3.

GW500

Headways have been split out and amended between Southcote Junction and Castle Cary.

GW5001

Headways have been split out and amended between Warminster and Westbury.

GW510

Headways have been split out and amended between Westbury and Bradford Junction.

GW523

Headway value of AB+2 put in the Down and Up column. Existing note removed from notes column. Single Line. TCB timed as AB added to notes column.

GW5401

Headway value of AB+2 put in the Down and Up column. Existing note removed from notes column. Single Line. TCB timed as AB added to notes column.

GW560

Headways have been split out and amended between Heywood Road Junction and Fairwood Junction.

GW570

Headway split into two AB+2 sections. Clink Road Jn to Frome North Jn, and Frome North Jn to Blatchbridge Jn. Single line and TCB timed as AB added to the notes column.

GW572

Frome North Jn to Whatley Quarry entry amended to be AB+2 in the Up and Down column. Single line added to the notes column.

GW580

Headway amended to show AB+2 between East Somerset Jn to Merehead Quarry Jn, with notes added to state single line, TCB timed as AB and See Section 5.3 for exceptions to AB.

Headway amended to show AB+2 between Merehead Quarry Jn to Whites Crossing, with notes added to state single line and TCB timed as AB.

Headway amended to show AB+2 between Whites Crossing to Cranmore, with notes added to state single line and token section.

GW606

Headway amended to show AB+2 between Cowley Bridge Jn and Crediton, single line added to notes column.

Headway amended to show AB+2 between Crediton and Eggesford, single line added to notes column.

Headway amended to show One train working between Eggesford and Barnstaple, single line added to notes column.

GW618

Newton Abbot East Junction amended to Newton Abbot. Headway section amended to one train working, and single line added to notes column.

GW628

Headway split into two sections, Laira Junction to Mount Gould Jn, and Mount Gould Jn to Mount Gould Jn to Mount Gould Platform.

GW637

Headway amended to say one train working and single line added to notes column.

GW640

Headway section between Liskeard to Coombe Junction amended to AB+5. In the notes column, single line - electric token added.

Headway section between Coombe Junction and Looe amended to one train working. In the notes column, single line - staff has been added.

GW642

Headway amended to say one train working and single line added to notes column.

GW650

Headway amended to say one train working and single line added to notes column.

GW660

Note in the headway section between Par and St Blazey Signal Box has been removed.

Electric token has been added to the notes column for St Blazey Signal Box to Goonbarrow Junction entry. Goonbarrow Junction to Newquay headway amended to one train working, and single line - staff added to notes column.

GW672

LOR amended to say Burngullow Jn vice Burngullow. Headway amended to say one train working and single line added to notes column.

GW680

Headway section between Penwithers Jn and Penryn amended to AB+2. Single line - tokenless block added to notes column.

Headway section between Penryn and Falmouth Docks amended to One train working. Single line - tokenless block added to notes column.

GW690

Headway amended to say one train working and single line added to notes column.

GW770

Amended headway Park Jn to Gaer Jn to show AB+2 vice single line.

GW890

Amended headways along this LOR.

GW8901

Tidied this up to show AB+2 rather than single line.

GW892

Tidied up headways on this LOR to show conventional headway.

GW900

Amended Clarboston Road to Fishguard Harbour to show AB+2 .

5.3 Junction Margins and Station Planning Rules

Standard Values

Allowance to unlock/lock a portion of train formation in service for 165/166 removed.

Attachment allowance for class 159 added. 170 attachment allowance amended to four minutes for all TOCs. EMU 332,345, 360 and 365 removed. Class 319 removed.

Detachment allowance for class 159 added. Duplicate class 170 values removed. EMU 332 removed. EMU 360/2 removed. EMU 319 removed. The # caveat removed for 80x.

For dwell times, DMU 159 entry removed, as standard value matches the 15x entry. For DMU 165/166, a new half minute dwell time for West non-DOO operation added. One minute dwell time is amended to only apply for LTV non-DOO operation. Class 319, 360 and 365 entries removed. The # caveat removed for 80x. GWR Night Riviera Sleeper dwell time added.

New reversal allowance for 22x formed of 3 sets. New reversal allowance for XC 170. Entry for HST when a driver change is involved removed.

Train crew change allowance amended to be for freight only, and the (NW routes) reference removed, as it applies for all freight crew changes.

GW103

At West Drayton, two margins corrected to be arrive vice depart.

At Twyford, two platform reoccupations have been removed, and added to junction margins. Class 7/8 has been removed from the other two platform reoccupation rules because the rule applies to all freight traffic.

At Didcot Parkway an adjustment allowance for passenger and freight has been added for trains passing Didcot Parkway platform 3 towards Didcot North Jn.

At Didcot Parkway an adjustment allowance for passenger and freight has been added for trains passing Didcot Parkway platform 3 towards Didcot Goods Loop.

Value has been amended to margin for overlap restrictions at Didcot Parkway.

GW105

At Swindon, the adjustment allowances have been re-written. A planning note added to state up direction adjustments approaching Swindon must be applied in additional to any up direction adjustment at Wootton Bassett Junction. HST and 22x have been removed from dwell time entry as no longer required.

At Wootton Bassett Junction some adjustment allowances have been removed and included at the correct location. Two new adjustment allowances have been added. Planning note added to state down direction adjustments approaching Wootton Bassett Jn must be applied in additional to any Down direction adjustment at Swindon.

At Chippenham one adjustment allowance has been re-worded. Three adjustment allowances have been removed.

At Thingley East Junction one adjustment has been re-worded. Two new adjustment allowances have been added.

At Thingley Junction, one adjustment allowance has been removed. One adjustment allowance has been re-worded.

At Bathampton Junction one adjustment allowance has been added. One adjustment allowance has been removed. Two adjustment allowances have been re-worded.

At Bath Spa, one adjustment allowance has been removed. One adjustment allowance has been re-worded. Platform reoccupation value has been amended to 3 minutes.

At North Somerset Junction, the adjustment allowances have been amended, and new ones added.

At Bristol East Junction, the first junction margin has been re-written to include different freight lengths. The second margin has been re-written into a standard format of first and second movement. Value remains the same. Caveat about pathing allowance shown by an asterisk.

At Bristol Temple Meads, the N.B has been removed. The entry is under Bristol Temple Meads, therefore, only applies to that location. A N.B is not required to explain this.

GW108

At Taunton, three overlap restrictions added and a caveat to state the margin can be reduced to 0 if the arrival into platform 3 has {1} approaching Taunton due to reduced overlap. XC HST dwell time entry removed as it is the same as standard value.

At Exeter St Davids, adjustment allowances have been re-written. Overlap restrictions have been re-written to simplify the movements. New planning note to state shunt moves and permissive moves into occupied platforms do not require signal overlaps. Simplification of dwell time entries. Removal of minimum allowance

for reversals or run rounds en route. Junction margins have been re-written to simplify the movements. Shunt margins have been re-written to simplify the movements.

New entry for Newton Abbot West Junction added. Adjustment allowances from Dainton Tunnel have been reworded and added under Newton Abbot West Junction. Dainton Tunnel entry has been removed

At Plymouth the existing platform end conflicts have been removed. 17 overlap restrictions have been added. At Devonport, class 150 to 153 entry removed as it matches standard value. Class 156 to 159 amended to say class 158.

Keyham entry removed as 15x dwell time stated matches the standard value.

At St. Budeaux Ferry Road, class 150 to 153 entry removed as it matches standard value. Class 156 to 159 amended to say class 158.

At Menheniot class 150 dwell time entry removed as it matches standard value. Class 156 to 159 amended to say class 158.

At Liskeard two new junction margins added. HST dwell time entry removed. XC HST dwell time entry removed. One of the notes for trains reversing at Liskeard removed.

At Lostwithiel, adjustment allowances have been amended. New junction margins have been added for trains to/from Fowey branch. XC HST, class 150 to 153 and 22x removed from dwell time entry. Class 156 to 159 amended to say class 158. Maximum dwell time in the up direction has been added.

At Par, adjustment allowances have been amended. New junction margins have been added, which replace the platform end conflicts. New overlap restrictions have been added. Platform reoccupation value added.

Connectional allowances have been removed as standard to apply. XC HST removed from dwell time entry. At St. Austell, one new adjustment allowance added. HST, and XC HST dwell time entry removed.

At Truro, 'minutes' removed for margin column. Caveat removed for Class 22x/XC HST dwell time. Maximum dwell time of 3 minutes added for Up direction trains.

At Redruth, XC HST dwell time entry removed.

At Camborne, XC HST dwell time entry removed. Maximum dwell time of 3 minutes added for Up direction trains.

At Hayle, class 150 dwell time entry removed. Class 153 to 159 amended to say class 158.

At St. Erth, connectional allowance entries have been removed as standard value to apply.

GW180

A Heathrow Terminals 2 and 3, station working rules have been added to state maximum platform occupation time, and maximum dwell time for through services.

At Heathrow Terminal 4, station working rules have been added to state maximum platform occupation time. Also, a note to allow train operators to stable train at the station during Engineering access hours with prior agreement of Heathrow Rail.

At Heathrow Terminal 5, station working rules have been added to state maximum platform occupation time. Also, a note to allow train operators to stable train at the station during Engineering access hours with prior agreement of Heathrow Rail.

GW200

At Didcot North Jn, two junction margins have been added to replace the note in the headway section.

GW450

At Lawrence Hill, planning notes has been removed, and two new junction margins added to better describe what is and is not possible.

GW500

Junction margins included for Towney Loop.

At Midgham, a maximum dwell time for Up trains has been included to minimise level crossing barrier down-time.

At Thatcham, maximum dwell time for Down train has been re-written. LH dwell time entry removed.

Adjustment allowances at Newbury Racecourse have been amended.

Adjustment allowances at Newbury have been amended. New junction margin added. New overlap restrictions have been added. LH dwell time entry removed. Turnaround allowances have been amended.

Entry added for Hungerford UPL with junction margins for trains using Hungerford UPL.

One adjustment allowance added at Hungerford for Up trains passing to Hungerford UPL.

Adjustment allowances at Bedwyn amended. Two new junction margins added.

At Pewsey, LH dwell time entry removed.

New entry added for Woodborough. Planning note stated SRTs are based on using the goods loop therefore adjustment allowances are built into the SRTs. New junction margins added.

Lavington entry removed.

At Heywood Road Junction, amended and new adjustment allowances added. New junction margins added.

At Fairwood Junction, amended and new adjustment allowances added.

At Clink Road Jn, amended and new adjustment allowances added. New junction margin added.

At Blatchbridge Jn timing loads for adjustments have been amended.

At East Somerset Junction, amended adjustment allowances. New junction margins added.

At Bruton, timing load for adjustment allowances amended to LH passenger. Class 150 dwell time entry removed as it is the standard value.

Adjustment allowances at Castle Cary amended. LH dwell time entry removed. 15x changed to DMU. Platform reoccupation and normal platform use removed. New junction margin added to trains using platform 2 or 3 in the opposite direction.

GW5001

New entry added for Beechgrove GF. Planning note added to explain during shunt moves the section between W306 and W308 is occupied.

At Warminster, two shunt margins have been added. Planning note added to state Down train cannot arrive Warminster during a shunt movement at Warminster Signal W753. 15x dwell time entry amended to DMU. At Dilton Marsh, dwell time entry amended to DMU.

GW510

At Trowbridge 15x dwell time entry amended to DMU.

At Bradford Jn, adjustment allowances amended.

At Bradford-on-Avon 15x dwell time entry amended to DMU.

At Avoncliff, 15x dwell time entry amended to DMU.

At Freshford, 15x dwell time entry amended to DMU.

GW560

At Westbury, new junction margins and overlap restrictions added. Dwell time entries amended. Normal platform use entry removed. Platform reoccupation for opposite directions removed as covered by new junction margins.

New junction margins added for Westbury Down TC Entry/Exit.

GW570

Entry added for Frome Signal W297 with two junction margins. Caveat added for the second junction margin to state increase by 1 if first movement is freight.

Entry added for Frome North Junction. Four new junction margins added. Caveat added to the fourth margin to state increase by half minute if first movement is freight. Planning restriction added to state no pathing between Whatley Quarry and Frome North Jn due to adverse gradients. Also, no pathing time between Frome and Frome North Jn as there are no intermediate signals. Planning note added to state freight trains to/from Whatley Quarry do not require adjustment time as the SRT is based on the slower route.

GW580

Entry added for East Somerset Junction W324 signal. Planning note added to state movements between East Somerset Jn and W324 signal are outside the AB headway section. One junction margin added. One overlap restriction added.

Entry added for Merehead Quarry. One junction margin added. Planning notes added to state there are no conflicts between arriving and departing trains due to multiple arrival and departure lines. Arriving trains at Merehead Quarry should be routed directly from Merehead Quarry Jn. Departing trains from Merehead Quarry should be routed to Whites Crossing, reverse move, then run to Merehead Quarry Jn.

GW660

At St Blazey, adjustment allowance wording has been amended.

GW680

Entry for Perranwell removed as 15x dwell time stated matches standard value.

GW700

At Severn Tunnel Jn, removed dwell times and added note to refer to GW900.

GW900

At Leckwith Loop North Jn added a new adjustment allowance for moves from Leckwith North Jn to Line B

5.4 Platform Lengths

Two platform lengths have been added for Ashley Down station.

5.4.1 Loop Lengths

No change.

5.5 Timing Allowances**5.5.1 SX Timing Allowances****GW401**

Asterisk removed from approaching Gloucester Yard Junction entry because it is redundant.

GW480

In the down direction the engineering allowance approaching Standish Jn has been removed.

GW900

Amended Up direction approaching Cardiff Central to be approaching Leckwith Loop North Jn.

5.5.2 SX Night Time

No change.

5.5.3 SO Daytime

No change.

5.5.4 SO Night Time

No change.

5.5.5 Sundays Daytime**GW103**

All Sunday Daytime allowances removed for GW103. These are incorrect and no longer required.

5.6 Watering of Steam Locomotives

No change.

6. Timetabling Considerations**6.1 Advertised and Working Times**

No change.

6.2 Timing of Light Locomotives

No change.

These represent the revised Timetable Planning Rules (the “Draft Rules”) for the Principal December 2023 timetable in accordance with Part D of the Network Code, Condition D2.2.3.

The formal response period to these Rules is 21st October 2022 to 25th November 2022. If you wish to propose any changes please inform Network Rail by email to Olivia.Virgin@networkrail.co.uk and David.Bacon2@networkrail.co.uk and (cc TPRs-Western&Wales@networkrail.co.uk) by 25th November 2022 so that they can be considered for inclusion within Version 2.0 of the 2024 Timetable Planning Rules.

Regards

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Timetable Planning Rules

Western and Wales

2024 TIMETABLE

Version 1

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Preliminary Proposal for Principal Change Timetable 2024

21st October 2022

Contents

Section	Page no.	Section	Page no.
1 Introduction and General Notes	3	5.1.1 Source of Current SRTs.....	75
1.1 Index of Routes.....	4	5.1.2 Method of Calculation	75
1.2 Sectional Appendices and Rule Book	7	5.1.3 New and Revised Sectional Running Times	75
1.2.1 Sectional Appendix.....	7	5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines	76
1.2.2 Rule Book	7	5.2 Headways	77
1.3 Definitions.....	9	5.2.1 Headway Values	77
1.3.1 Train Classification	9	5.2.2 General Capacity Constraints.....	103
1.3.2 Days of Operation	14	5.3 Junction Margins and Station Planning Rules	104
1.3.3 Traction and Rolling Stock.....	15	5.4 Platform Lengths.....	262
1.3.4 Line Codes	15	5.4.1 Loop Lengths	284
1.3.5 Activity and Other Codes	17	5.5 Timing Allowances	288
2 Route Description	19	5.5.1 SX Daytime (See routes for applicable times)	288
2.1 Planning Geography	19	5.5.2 SX Night Time (See routes for applicable times)	298
2.2 Route Opening Hours	67	5.5.3 SO Daytime (See routes for applicable times)	298
3 Electrification	73	5.5.4 SO Nighttime (See routes for applicable times)	298
3.1 Electrification Limits	73	5.5.5 Sundays Daytime (See routes for applicable times)	298
3.2 Electrification Supply Restrictions	73	5.5.6 Sunday Nighttime (See routes for applicable times)	299
4 Rolling Stock Restrictions.....	74	5.6 Watering of Steam Locomotives.....	299
4.1 Locomotive Route Availability	74	6 Timetabling Considerations	300
4.2 Passenger Stock Restrictions	74	6.1 Advertised and Working Times.....	300
4.3 Freight Wagon Restrictions	74	6.2 Timing of Light Locomotives	300
4.4 Freight Train Load Limits	74	6.3 Two-Track Timetable Railway	300
4.5 Freight Train Length Limits	74		
4.6 Engineers' Trains Restrictions	74		
5 Running Times, Margins and Allowances	75		
5.1 Sectional Running Times.....	75		

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 Subcommittee 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 Narrowways 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 (<i>Great Western Railway lease from Dec 2006</i>)
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 Briton Ferry West 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	Cardmarthen Station to Cardmarthen Junction
GW940	Cardmarthen Station to Cardmarthen 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 indicators with letters	TPR Section 5.1.2

RULE BOOK MODULE	SECTION	NOTES
	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

N.B. WoE refers to stations west of Exeter St Davids

Reporting number	Description
Class 1	
1Axx [Low numbered] [High numbered]	WoE/Exeter/Taunton/Weston/Bristol to Paddington via Box WoE/Exeter/Taunton to Paddington via Castle Cary Frome/Westbury to Paddington Holyhead to Euston
1Bxx	Paddington to South Wales Westbury/Bristol to South Wales WoE to Bristol TM Hereford/Newport (south Wales)/Cardiff Central to Swansea/Fishguard Harbour/Pembroke Dock/Milford Haven
1Cxx [Low numbered] [High numbered]	Paddington to Bristol/Weston/Taunton/Exeter/WoE via Box Paddington to Taunton/Exeter/WoE via Castle Cary Bristol TM to WoE
1Dxx	Paddington to Didcot Parkway/Oxford Bristol to Oxford WoE to Bristol Parkway Holyhead/Bangor/Llandudno/Llandudno Junction to Chester

Reporting number	Description
	Cardiff to Chester via Shrewsbury/Wrexham General Birmingham/Manchester to Llandudno/Bangor/Holyhead Liverpool to Chester/Wrexham General Wrexham General/Chester to Liverpool
1Exx [Odd numbered] [Even numbered] [Odd numbered] [Even numbered]	Destination in North East Route / East Coast Route Pembroke Dock/Fishguard Harbour/Carmarthen to Swansea Swansea to Carmarthen/Fishguard Harbour/Pembroke Dock Milford Haven to Carmarthen Carmarthen to Milford Haven
1Fxx [Odd numbered] [Even numbered]	Cardiff Central/Bristol/Westbury to Portsmouth Portsmouth to Westbury/Bristol/Cardiff Central
1Gxx	London to Gloucester/Cheltenham Spa/Worcester via Swindon Aberystwyth/Holyhead to Birmingham
1Hxx [Odd numbered] [Even numbered]	Paddington to Bristol/Weston/Taunton/Exeter/WoE via Hullavington WoE/Exeter/Taunton/Weston/Bristol to Paddington via Hullavington Holyhead/Llandudno to Manchester
1Jxx	Paddington to Westbury/Frome via Newbury WoE/Exeter/Taunton to Paddington via Castle Cary (calls at Frome) Holyhead to Shrewsbury Birmingham/Wolverhampton to Shrewsbury/Machynlleth/Aberystwyth Salisbury to Reading
1Kxx [Odd numbered] [Even numbered]	Bristol to Paddington via Westbury Bedwyn/Newbury to Paddington Paddington to Newbury/Bedwyn
1Lxx [Low numbered] [High numbered] [Odd numbered] [Even numbered]	Destination in Anglia Route South Wales to Paddington Worcester/Cheltenham/Gloucester to Paddington via Swindon Waterloo to Exeter St Davids Exeter St Davids to Waterloo
1Mxx	Destination in East Midlands Route / North West and Central Region Paddington to Banbury
1Nxx	Oxford to Bristol Plymouth to Newquay
1Oxx	Destination to Southern Region
1Pxx	Hereford/Malvern/Worcester/Moreton to Paddington via Charlbury Oxford to Paddington Didcot Parkway/Reading to Paddington Newquay to Plymouth
1Qxx	Network Rail test train (loco hauled over 75mph or HST formation)
1Rxx	Paddington to Reading Aberystwyth/Machynlleth to Shrewsbury Holyhead to Euston [morning peak services only]
1Sxx	Destination in Scotland's Railway Region
1Txx	Paddington to Heathrow Airport Bristol to Swindon via Box Plymouth to Paignton Marylebone to Oxford
1Uxx	Paddington to Bristol Parkway via Hullavington
1Vxx	Origin in another Region

Reporting number	Description
	Holyhead to Cardiff Central/Maesteg Shrewsbury to Cardiff Central
1Wxx [1W01-1W09]	Paddington to Moreton/Worcester/Malvern via Charlbury Paddington to Hereford via Charlbury Cardiff Central to Holyhead Milford Haven/Carmarthen/Swansea/Cardiff Central to Shrewsbury/Crewe/Manchester
1Yxx	Heathrow Airport to Paddington Oxford to Marylebone
1Zxx	Special traffic additional trains Must NOT be used for WTT services
Class 2	
2Axx [Odd numbered] [Even numbered]	Windsor to Slough Frome to Westbury Penzance/Plymouth/Paignton to Newton Abbot Penzance/St Erth to St Ives St Ives to St Erth/Penzance Barry Island/Bridgend/Cardiff Central to Aberdare
2Bxx [Odd numbered] [Even numbered]	Exeter to Barnstaple Cheltenham/Gloucester to Swindon Marlow to Maidenhead Maidenhead to Marlow Cardiff Queen Street to Cardiff Bay
2Cxx	Waterloo to Reading Reading to Waterloo Bristol to Westbury/Frome Cardiff to Bristol Bristol to Taunton/Exeter/Plymouth/Penzance Exeter/Plymouth to Liskeard/Par/Truro/Penzance Cardiff Central/Penarth/Radyr to Coryton
2Dxx [Odd numbered] [Even numbered] [Even numbered] [Odd numbered] [Even numbered]	Bristol TM to Bristol PW Reading to Didcot Shrewsbury to Chester Llandudno to Llandudno Junction Llandudno Junction to Llandudno Llandudno to Blaenau Ffestiniog Blaenau Ffestiniog to Llandudno Penarth to Bargoed
2Exx	Didcot/Oxford to Moreton/Evesham/Worcester/Malvern Malvern/Worcester/Evesham/Moreton to Oxford/Didcot Malvern/Worcester to Evesham Bristol to Gloucester/Worcester/Malvern Penzance/Plymouth/Paignton to Exeter St Davids Barnstaple/Okehampton to Exeter St Davids Exmouth to Exeter St Davids Axminster to Exeter St Davids Merthyr Tydfil to Bridgend Fishguard Harbour/Pembroke Dock to Carmarthen/Swansea Swansea/Carmarthen to Pembroke Dock/Fishguard Harbour
2Fxx	Bristol/Westbury to Warminster Exeter to Exmouth

Reporting number	Description
	Truro to Falmouth Wrexham Central to Bidston Core Valley Lines to Cardiff Central
2Gxx [Even numbered] [Odd numbered] [Odd numbered] [Even numbered]	Swindon to Gloucester/Cheltenham Gloucester to Worcester/Malvern Malvern/Worcester to Gloucester Cardiff to Gloucester/Cheltenham Spa Paddington/West Ealing to Greenford Greenford to West Ealing/Paddington Plymouth to Gunnislake Gunnislake to Plymouth
2Hxx [Even numbered] [Odd numbered] Even numbered] [Odd numbered] [Odd numbered]	Twyford to Henley-on-Thames Henley-on-Thames to Twyford Bristol TM to Filton Abbey Wood/Henbury Henbury/Filton Abbey Wood to Bristol TM Cardiff Central/Penarth to Ystrad Mynach
2Ixx	Cardiff Central to Ebbw Vale Town Pwllheli to Machynlleth (attach to 1Ixx at Machynlleth)
2Jxx [Odd numbered] [Even numbered] [Even numbered]	Exeter St Davids to St James Park Reading to Basingstoke Basingstoke to Reading Aberystwyth to Machynlleth Machynlleth to Aberystwyth Bidston to Wrexham General/Wrexham Central Crewe to Shrewsbury Barry Island to Pontypridd
2Kxx [Even numbered] [Odd numbered] [Even numbered] [Odd numbered]	Exeter to Okehampton Bristol TM to Clifton Down/Avonmouth/Severn Beach Severn Beach/Avonmouth/Clifton Down to Bristol TM Reading to Newbury/Bedwyn Bedwyn/Newbury to Reading Newport (South Wales) to Crosskeys Barry Island/Cardiff Central to Caerphilly
2Lxx [Odd numbered] [Even numbered] [Odd numbered] [Even numbered] [Odd numbered] [Even numbered]	Exeter to Axminster Oxford/Didcot to Reading Reading/Didcot to Oxford Liskeard to Looe Looe to Liskeard Cheltenham Spa/Gloucester/Cardiff Central to Maesteg Maesteg to Cardiff Central
2Mxx	Destination in North West and Central Region (excluding Worcester area) WoE/Exeter/Taunton/Weston to Bristol TM Westbury to Swindon Swindon to Westbury Portsmouth/Southampton/Salisbury to Westbury Barry Island/Cardiff Central to Merthyr Tydfil Carmarthen/Swansea to Shrewsbury via Heart of Wales Line
2Nxx [Even numbered] [Odd numbered]	Paddington to Didcot Par to Newquay Newquay to Par Cardiff Central to Ebbw Vale Town not via Newport (South Wales)

Reporting number	Description
2Oxx	Destination in Southern Region Crosskeys to Newport (South Wales) Ebbw Vale Town to Cardiff Central via Newport (South Wales)
2Pxx	Didcot/Reading to Paddington Exeter to Plymouth Penzance/Truro/Newquay/Par/Liskeard to Plymouth Core Valley Lines/Cardiff Central to Penarth
2Rxx	Paddington to Reading Bath Spa to Filton Abbey Wood/Bristol PW via Rhubarb Loop Bristol PW/Filton Abbey Wood to Bath Spa via Rhubarb Loop Terminating services at Exeter Central Cardiff Central/Penarth to Rhymney
2Sxx [Even numbered]	Cardiff Bay to Cardiff Queen Street
2Txx [Even numbered] [Odd numbered] [Even numbered]	Exeter/Newton Abbot to Paignton Frome/Warminster/Westbury to Bristol TM Malvern/Worcester/Gloucester to Bristol TM Newbury to Bedwyn Bedwyn to Newbury Falmouth to Truro Barry Island/Cardiff Central/Penarth to Treherbert
2Uxx	WoE/Exeter/Taunton/Weston/Bristol to Cardiff
2Vxx	Origin in another region Shrewsbury to Swansea/Carmarthen via Heart of Wales Line Coryton to Radyr
2Wxx	Slough to Windsor Exeter to Pinhoe
2Yxx	Elizabeth line to Paddington High Level Bristol TM to Weston Super-Mare Core Valley Lines/Cardiff Central to Barry Island
2Zxx	Special traffic additional trains Must NOT be used for WTT services
Class 3	
3Jxx	Network Rail Railhead Treatment Train (RHTT) diagrams that apply water-jetting only.
3Qxx	Network Rail test train (Ultrasonic Test Unit loco hauled at 75mph or below)
3Sxx	Network Rail Railhead Treatment Train (RHTT) diagrams that apply sandite
Class 9	
9Cxx [Even numbered]	Elizabeth line to Gidea Park
9Hxx	Elizabeth line inter-terminal transfers at Heathrow Airport
9Nxx	Elizabeth line to Maidenhead
9Rxx	Elizabeth line to Reading
9Txx	Elizabeth line to Heathrow Airport
9Uxx	Elizabeth line to Abbey Wood
9Wxx [Even numbered]	Elizabeth line to Shenfield

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
197	DMU Class 197
22X	DMU classes 220/221/222
230	DMU Class 230
231	DMU Class 231
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 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 – 1 st Class only
KS	Selective ticket examination point
L	Train stops to change locomotives
N	Stop not advertised to the public
OP	Train stops for other operating reasons
OR	Train locomotive on rear of train
PR	Train propelling between points shown
R	Train stops when required. Shows as an x in NRT
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
<u>Paddington</u>	1 2 3 4 5 6			Platform detail must be shown. Line code indicates line at Royal Oak
Royal Oak Sidings	–	–	S	
<u>Royal Oak Junction</u>	1 2 3 4 5	1 2 3 4 5 6		
Paddington New Yard	5 6 CRL		S	
Westbourne Park CS	–	–	S	For MTR Elizabeth Line services to/from Paddington Crossrail
<u>Portobello Junction</u>	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
<u>Ladbroke Grove</u>	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				<i>To and from Old Oak Common TMD</i>
Old Oak Common Crossrail Depot				
Old Oak Common West	RL	RL	X	<i>To/from Park Royal – GW110</i>
Friars Junction	RL		X	<i>To/from Old Oak Common Rec.</i>
Acton Main Line	RL GL	ML RL	SX	<i>To/from Acton Wells Jn – GW130</i>
Acton TC (Yard)	GL	GL	S	
<u>Acton West</u>	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	Platform detail must be shown
West Ealing	RL	RL		Timing point for all trains on the Relief Lines and trains to/from Greenford. Platform detail must be shown <i>To/from Drayton Green – GW174</i>
West Ealing Loop	RL	RL	S	
Hanwell	RL UGL	RL	SX	Timing point for all stopping trains, Up trains to Drayton Green or West Ealing

GW103 PADDINGTON TO UFFINGTON				
TIMING POINT	DOWN	UP	CODE	NOTES
				Loop and Down trains from Drayton Green or to Hanwell Bridge Goods Loop. Platform detail must be shown <i>To/from Drayton Green Jn – GW176</i>
Hanwell Bridge Goods Loop	ML RL GL	ML RL	S	
Southall East Junction	ML RL GL	ML RL GL	X	
<u>Southall</u>	ML RL GL	ML RL GL		Platform detail must be shown <i>To from Brentford Goods – GW178</i>
		DML		If running bi-directionally
Southall TC	GL	GL –	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 & Harlington	ML RL URL	ML RL GL DML	S X	DML - Services running bi-directionally to Southall East Junction only Platform detail must be shown Values which can be shown in the Platform Details field are: BAY – Train uses Bay Platform
<u>Heathrow Airport Junction</u>	ML RL URL	ML RL DML		<i>To/from Heathrow Tunnel Jn – GW180</i>
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 –	ML RL	SX	<i>To/from Colnbrook – GW182</i> WDL - Down trains to the Up Goods Loop (limit of shunt) only – Down trains to West Drayton TC/Colnbrook 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	Timing point for trains Up Relief to Up Goods and stopping trains Platform detail must be shown
Langley Reception Sidings	RL	RL	S	
Langley	ML RL	ML RL	S	Platform detail must be shown
Dolphin Junction	ML RL	ML RL	X	
<u>Slough</u>	ML RL URL	ML RL		Platform detail must be shown. <i>To/from Windsor & Eton Central – GW184</i>
Slough Estates	–	–	S	
Slough Up Goods Loop		RL	S	
Slough West	ML RL	ML RL	X	
Burnham	RL	RL	S	Platform detail must be shown
Taplow	ML RL	ML RL	S	Platform detail must be shown

GW103 PADDINGTON TO UFFINGTON				
TIMING POINT	DOWN	UP	CODE	NOTES
Maidenhead East	ML RL	ML RL	X	
Maidenhead	ML RL	ML RL		Platform detail must be shown. <i>To/from Bourne End – GW185</i>
Ruscombe	RL	ML	X	
Twyford Signal T1635	RL	RL	S	Shunting moves only
Twyford	ML RL URL –	RL ML		URL - To Twyford West – Services going to Henley-on-Thames only Platform detail must be shown <i>To/from Henley-on-Thames – GW187</i>
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	<i>To/from Reading Spur Jn GW190</i>
<i>Reading East Jn</i>				<i>To/from Reading Southern Jn - GW195</i>
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 <i>To/From Oxford Road Jn – GW500</i>
<i>Reading Caversham Road Jn</i>				<i>To/from Oxford Road Jn – GW225</i>
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 FVL		Timing point on the Relief Lines, Festival Line and Up Passenger Loop <i>To/from Oxford Road Jn – GW220</i>
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

GW103 PADDINGTON TO UFFINGTON				
TIMING POINT	DOWN	UP	CODE	NOTES
				East Jn for Didcot TC. <i>To/from Didcot North Jn – GW240</i> 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		S	
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 <i>To/from Didcot North Jn–GW250</i>
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
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

GW105 UFFINGTON TO FORDGATE VIA BOX

TIMING POINT	DOWN	UP	CODE	NOTES
Swindon Rover Group Sidings	–	–	S	
Swindon Cocklebury	–	–		Timing point to / from Holding Sidings, Rover Group and Cocklebury EMU Sidings For GWR EMU Stabling Sidings
Cocklebury EMU Sidings		–	S	
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 <i>To/from Rodbourne Jn – GW480</i>
Swindon Signal SW1212		–	S	Trains timed to stand on the Up Main between Rushey Platt and Swindon
Wootton Bassett Junction	–	–		<i>To/from Hullavington – GW600</i>
Wootton Bassett Foster Yeoman	–	–	S	
Wootton Bassett Ground Frame	–	–		Access to Wootton Bassett Foster Yeoman
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. <i>To/from Bradford Jn (via Melksham) – GW523</i>
Bathampton Junction	UM♣	DM♣		♣ required for reversible line working only. <i>To/from Bradford Jn – GW510</i>
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		<i>To/from Dr. Days Jn – GW530</i> <i>To/from Bristol West Jn – GW528 (Great Western Railway lease)</i>
Bristol Kingsland Road	–		S	
Bristol East Junction	DM DF UM* UF* UR DR	DM* UM UR UF		*If running bi-directionally <i>To/from Dr. Days Jn – GW450</i> 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.

GW105 UFFINGTON TO FORDGATE VIA BOX

TIMING POINT	DOWN	UP	CODE	NOTES
				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.
<u>Bristol West Junction</u>	– ML CL	UM UR P15* DM* DT		* If running bi-directionally <i>To/from North Somerset Jn – GW528 (Great Western Railway lease)</i>
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 <i>To/from Ashton Jn – GW548</i> Platform detail must be shown.
Nailsea & Backwell	–	–	S	
Yatton	–	–	S	
Yatton Loops	–	–	S	
Worle	–	–	S	
<u>Worle Junction</u>	–	–		<i>To/from Weston–super–Mare – GW107</i>
<u>Uphill Junction</u>	–	–		<i>To/from Weston–super–Mare – GW107</i>
Highbridge & Burnham	–	–	S	
Highbridge Goods Loop	–	–	S	
<u>Bridgwater</u>	–	–		
Bridgwater FD		–	S	
<i>Fordgate</i>				<i>To/from Cogload Jn – GW108</i>

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

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Worle Junction</u>	–	–		<i>To/from Parson Street – GW105</i>
Weston Milton	–	–	S	
<u>Weston Super Mare</u>	–	–		
<u>Uphill Junction</u>	–	–		<i>To/from Bridgwater – GW105</i>

GW108 FORDGATE TO PENZANCE

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Fordgate</i>				<i>To/from Bridgwater – GW105</i>
<u>Cogload Junction</u>	–	–		<i>To/from Athelney – GW500</i>
Taunton E604 Signal	–	–	S	Shunting moves only
Taunton East Jn	UDR	–	X	To Fairwater Yard via UDR
<u>Taunton</u>	– 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	
<u>Norton Fitzwarren Junction</u>	–	– DRL		<i>To/from West Somerset Railway</i>
<u>Whiteball Tunnel</u>	–	–		
<u>Tiverton Parkway</u>	–	–		
<u>Tiverton Loop</u>	–	–		
<u>Cowley Bridge Junction</u>	–	–		<i>To/from Crediton – GW606</i>
Exeter Riverside New Yard	–	–	S	

GW108 FORDGATE TO PENZANCE

TIMING POINT	DOWN	UP	CODE	NOTES
Exeter St.Davids Signal E664	–	–	S	Shunting moves only
Exeter St. David's	–	–		Platform detail must be shown. <i>To/from Exeter Central – GW610</i>
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	
<i>Newton Abbot East Junction</i>				<i>To/from Heathfield – GW618</i>
Newton Abbot	–	–		Platform detail must be shown.
Newton Abbot West Junction	–	–		<i>To/from Paignton – GW620</i>
Dainton Tunnel	–	–		
Totnes	–	–		Platform detail must be shown.
Rattery	–	–		Signal PH5605 in Down direction Signal PH5604 in Up direction
Aish	–	–		Signal PH5609 in Down direction Signal PH5610 in the Up direction
Ivybridge	–	–		Platform detail must be shown.
Hemerdon	–	– UGL		Signal PH5623 in Down direction Signal PH5624 in Up direction
Tavistock Jn Signal P132	–		S	
Tavistock Jn	–	–		
Tavistock Junction TC Jn Yard	–	–	S	
Tavistock Jn Down Siding	–		S	
Tavistock Jn Signal P197		–	S	
Laira Down Goods Loop	–		S	
Laira Junction	–	–	X	<i>To/from Mount Gould Jn – GW628/GW629</i>
Lipson Junction	–	–		<i>To/from Mount Gould Jn – GW630</i>
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.
<i>Dockyard Junction</i>				
St. Budeaux Junction	–	–		<i>To/from St Budeaux Victoria Road – GW637</i>
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) Menheniot	–			Timing point in down direction
SIG-UM259 (MENH259) Menheniot		–		Timing point in up direction
Menheniot	–	–	S	Platform detail must be shown.
Liskeard	–	–		<i>To/from Coombe No.1 GF – GW640</i> Platform detail must be shown
Liskeard Signal 9		–	S	
St Pinnock Viaduct East Jn	–	–		

GW108 FORDGATE TO PENZANCE				
TIMING POINT	DOWN	UP	CODE	NOTES
Largin Jn	–	–		
Bodmin Parkway	–	–		Platform detail must be shown
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 Down Loop	–		S	
Par Signal CL7627	–		S	
Par Liner Siding		–	S	
Par	–	–		To/from St Blazey Jn – GW660 Platform detail must be shown.
Par Chapel Siding		–	S	
Par Signal CL7626		–	S	
St. Austell Signal CL5855	–		S	
St. Austell St. Austell	–	–	S	Platform detail must be shown
Burngullow Junction	–	–		To/from Parkandillack – GW672
Grampound Road Signal CL5883	–			Timing point in down direction
Probus Probus Signal CL5884	–	–		Timing point in up direction
Buckshead Tunnel Signal CL5893	–			Timing point in down direction
Truro Signal CL5895	–		S	
Truro	–	–		Platform detail must be shown
Truro Yard	–		S	
Truro Signal CL5908		–	S	
Truro Signal CL5910		–	S	
Penwithers Junction Penwithers Junction	–	–		Timing point in Down direction To/from Penryn – GW680
Baldhu	–			Timing point in Down direction only (block signal)
SIG R14 (REDRR14) Chacewater Signal R14		–		Timing point in up direction
SIG R31 (BLDHR31) Chacewater Signal R31	–			Timing point in down direction
SIG R27 (REDRR27) Redruth Signal R27	–			Timing point in down direction
Redruth	–	–	S	Platform detail must be shown
SIG R10 (CBORR10) Redruth Signal R10		–		Timing point in up direction
Roskear Junction				
Camborne	–	–		Platform detail must be shown
SIG R6 (CBORSR6) Gwinear Road Signal R6		–		Timing point in up direction
SIG R19 (STERR19) Hayle Signal R19	–			Timing point in down direction
Hayle	–	–	S	Platform detail must be shown.
St. Erth	–	–		To/from St. Ives – GW690 Platform detail must be shown
Long Rock	–	–		
Penzance T& RSMD	–	–	S	

GW108 FORDGATE TO PENZANCE

TIMING POINT	DOWN	UP	CODE	NOTES
Ponsandane		–	S	
Penzance		–		Platform detail must be shown.

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

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Old Oak Common West</u>	–	RL	X	To/from Ladbroke Grove – GW103 No route between Park Royal and Old Oak Common West
<u>Park Royal</u>	–	–		
Park Royal Marcon	–	–	S	
<u>Greenford East Junction</u>	–	–		To/from Greenford South Jn – GW117
<u>Greenford West Junction</u>	–	–		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
<u>Greenford South Junction</u>	–		To/from Drayton Green – GW174 To/from Greenford West Jn – GW174
<u>Greenford East Junction</u>	–		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
<u>Acton Wells Junction</u>	–	–		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
<u>West Ealing</u>	–	RL		To/from Acton West – GW103
<u>Drayton Green</u>	–	–		To/from Hanwell – GW176
Castle Bar Park	–	–	S	
South Greenford	–	–	S	
<u>Greenford South Junction</u>	–	–		To/from Greenford East – GW117 To/from Greenford – GW175
<u>Greenford West Junction</u>	–	–		To/from South Ruislip – GW110

GW175 GREENFORD SOUTH JUNCTION TO GREENFORD

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

GW176 HANWELL TO DRAYTON GREEN

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

GW178 SOUTHALL TO BRENTFORD GOODS

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Southall</u>	–	GL		To/from Southall TC – GW103
<u>Brentford Town</u>	–	–		
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
<u>Heathrow Airport Jn</u>	ML RL URL	ML RL DML		To/from Southall – GW103
<u>Stockley Junction</u>	–	ML RL DH♥		Timing point for Up trains. ♥ Line Code only applies during reversible line working operation.
<u>Heathrow Tunnel Junction</u>	– ♣UH	– ♣DH ♣ DHR		♣Line codes are only required when running bi-directionally.
<u>Heathrow Terminals 2 and 3</u>	– ♥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
<u>Heathrow Terminal 4</u>	–	–		Platform detail must be shown.
<u>Heathrow Terminal 5</u>		– ♠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
<u>West Drayton</u>	–	RL		To/from Heathrow Airport Jn – GW103
<u>Signal T3502</u>		–		
<u>Signal T3503</u>	–			
Thorney Mill Stone Terminal		–	S	NB. Multiple operator specific TIPLOCS
<u>Signal T3511</u>	–			
<u>Signal T3512</u>		–		
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 –		<i>To/from Heathrow Airport Jn – GW103</i>
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		<i>To/from Slough – GW103</i>
Furze Platt	–	–	S	
Cookham	–	–	S	
Bourne End	–	–		Reverse
Marlow		–		

GW187 TWYFORD TO HENLEY-ON-THAMES

TIMING POINT	DOWN	UP	CODE	NOTES
Twyford	–	RL		<i>To/from Maidenhead – GW103</i>
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		–		<i>To/from Earley – SW210</i> Wessex Route timing point <i>Refer Wessex Timetable Planning Rules – SW210</i>
Reading New Junction	DML	–	X	<i>To/from Reading – GW103</i>

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
<u>Didcot Parkway</u>	DOX ^ UOX "	–		<i>To/from Wantage Road – GW103</i> <i>To/from Reading West Junction – GW103</i> ^ 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	<i>To/from Foxhall Junction – GW250</i>
<i>Didcot TC</i>	– UOX*	–	S	* For services crossing to the Up Oxford in the down direction
<u>Didcot North Jn</u>	–^ UOX*	– GL		<i>To/from Foxhall Jn – GW103</i> ^ 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
Appleford Sidings		–	S	
Appleford	–	–	S	Platform detail must be shown.
Culham	–	–	S	Platform detail must be shown.
Radley	–	–	S	Platform detail must be shown.
<u>Kennington Junction</u>	–^ UOX*	–^ DOX"		<i>To/from Cowley - GW260</i> ^ 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	

GW200 DIDCOT TO HEYFORD (EXCL.)

TIMING POINT	DOWN	UP	CODE	NOTES
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 <i>To /From Oxford Parkway – Refer to NW&C Timetable Planning Rules - MD736</i>
Wolvercote Jn	–	UML URL DML*		<i>To/from Charlbury – GW310</i> * Applicable for services from GW310 running reversibly from Wolvercote Jn.
Tackley	–	–	S	Platform detail must be shown.
Heyford	–	–		Platform detail must be shown. <i>Refer NW&C Timetable Planning Rules – MD401</i>

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. <i>To/from Southcote Junction – GW500</i> <i>To/from Reading – GW500</i>
Reading West Junction	UPL RL	–		<i>To/from Didcot Parkway – GW103</i> <i>To/from Reading – GW103</i>

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

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

GW240 DIDCOT EAST JUNCTION TO DIDCOT NORTH JUNCTION

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

GW250 FOXHALL JUNCTION TO DIDCOT WEST CURVE JUNCTION

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

GW260 KENNINGTON JUNCTION TO COWLEY

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

GW310 WOLVERCOTE JUNCTION TO PERSHORE (EXCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Wolvercote Junction</u>	–	–		To/from Oxford - GW200
Hanborough	–	–	S	
Combe	–	–	S	
Finstock	–	–	S	
<u>Charlbury</u>	–	–		Platform detail must be shown.
<u>Ascott Under Wychwood</u>	–	–		Platform detail must be shown.
Shipton	–	–	S	Platform detail must be shown.
Kingham	–	–	S	
<u>Moreton in Marsh</u>	–	–		Platform detail must be shown.
<u>Honeybourne</u>	–	–		Platform detail must be shown.
Honeybourne North Junction	–	–	X	To/from Long Marston – GW317
<u>Evesham</u>	–	–		
<i>Route Boundary: NW&C & Western and Wales</i>				Boundary at 112 miles 0 chains – To/From Pershore

GW317 HONEYBOURNE NORTH JUNCTION TO LONG MARSTON

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Honeybourne North Junction</u>	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
<u>Long Marston</u>	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	–	–		<i>To/from Horton Road Jn – GW700</i>
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	–	–		<i>To/from Horton Road Jn – GW490</i>
Haresfield Loop	–	–	S	
Standish Junction	–	–		<i>To/from St Mary's Level Crossing - GW480</i>
Cam & Dursley	–	–	S	Platform detail must be shown.
Berkeley Road Junction	–	–	X	<i>To/from Sharpness GW425</i>
Charfield				
<i>Yate Middle Junction</i>				<i>To/from Tytherington – GW430</i>
Yate	– UL*	–		* for use when running bi-directionally between Yate South Jn and Westerleigh Jn
<i>Yate South Junction</i>				<i>To/from Westerleigh – GW440</i>
Westerleigh Junction	–	–		<i>To/from Bristol Parkway – GW600</i>

GW425 BERKELEY ROAD JUNCTION TO SHARPNESS

TIMING POINT	DOWN	UP	CODE	NOTES
Berkeley Road Junction	–	–		<i>To/from Standish Jn – GW401</i> 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				<i>To/from Yate – GW401</i> Trains to Tytherington stop to pick up/set down token
Tytherington	–	–		

GW440 YATE SOUTH JUNCTION TO WESTERLEIGH

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Yate South Junction</i>				<i>To/from Yate – GW401</i>
Yate Signal 568		–	S	Timing point for up trains only
Westerleigh Murco Oil Terminal	–		S	

GW440 YATE SOUTH JUNCTION TO WESTERLEIGH

TIMING POINT	DOWN	UP	CODE	NOTES
Westerleigh Refuse Terminal	–		S	

GW450 STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Stoke Gifford Junction</i>				<i>To/from Bristol Parkway – GW600</i>
Stoke Gifford Depot	–			<i>Primary Entrance</i>
<i>Filton Junction</i>	–	–		<i>To/from Patchway – GW540</i>
<u>Filton Abbey Wood</u>	ML RL	UF DF		Platform detail must be shown.
<u>Horfield Junction</u>	ML RL	ML RL		Trains to Up Bristol Loop line must run via Down Filton Relief line.
Ashley Down	RL	RL	S	
Narrowways Hill Junction	RL	RL		<i>To/from Clifton Down – GW454 To/ From Relief Lines Only. Timing point for trains on RL only.</i>
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	
<u>Dr. Days Junction</u>	DF DR	ML RL		<i>To/from North Somerset Jn – GW530</i> <i>*trains to North Somerset Jn or Bristol Barton Hill WRD</i> 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
<u>Bristol East Junction</u>	DM DF UM UF UR DR	UF UR		<i>To/from Bristol Temple Meads – GW105</i> 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
<i>Stoke Gifford Junction</i>				<i>To/from Bristol Parkway – GW600</i>
<u>Filton West Junction</u>	–	–		<i>To/from Patchway – GW540</i> <i>To/from Filton Abbey Wood – GW450</i>
Hallen Moor	–	–	S	
<u>Hallen Marsh Junction</u>	–	–		<i>To/from St Andrews Jn – GW454</i>
<u>Holesmouth Junction</u>	–	–		<i>To/from St Andrews Jn – GW454</i>
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.
<i>Filton Junction</i>				<i>To/from Filton Abbey Wood – GW540</i>
Filton signal 2052		–	S	
Filton West Junction	–	–		<i>To/from Hallen Marsh Jn – GW4501</i>

GW454 SEVERN BEACH TO NARROWWAYS 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	
Narrowways Hill Junction	–	–		<i>To/from Dr Days Jn – GW450</i>

GW480 SWINDON TO STANDISH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Swindon	– UK*	–		<i>To/from Uffington – GW105</i> Platform detail must be shown. * trains running via the Up Kemble (down direction) between Swindon Platform 1 or 2 and Rodbourne Jn
Rodbourn 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	–	–		<i>To/from Gloucester Yard Jn – GW401</i>

GW490 GLOUCESTER YARD JUNCTION TO HORTON ROAD JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Gloucester Yard Junction	–	–		<i>To/from Standish Junction – GW401</i>
Horton Road Junction	–	–		<i>To/from Gloucester – GW700</i>

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

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Westbury Line Junction</i>				<i>To/from Reading – GW103</i>
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.
<u>Oxford Road Junction</u>	–	– * 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. <i>To/from Reading West Jn – GW220</i>
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	–	–		<i>To/from Bramley - SW125</i> Refer to Wessex Route Timetable Planning Rules.
Theale Signal T2831	–		X	Trains for Theale terminals
<u>Theale</u>	–	–		
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
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
<u>Newbury</u>	–	– 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 Hungerford	–	–	S	Timing point for all Up trains
<u>Bedwyn</u>	–	–		Platform detail must be shown.
Bedwyn Reversing Siding	–	–	S	
Pewsey Pewsey	–	–	S	
<u>Woodborough</u>				Trains timed via the Goods Loops must show UGL or DGL in the platform detail field
<u>Lavington</u>	–	–		
Westbury Cement Works	–		S	
<u>Heywood Road Junction</u>	–	–		To/from Westbury – GW560
<u>Fairwood Junction</u>	–	–		To/from Westbury – GW560
<u>Clink Road Junction</u>	–	–		To/from Frome – GW570
<u>Blatchbridge Junction</u>	–	–		To/from Frome – GW570
<u>East Somerset Junction</u>	–	–		To/from Merehead Quarry Jn – GW580 Track code BL to be shown for trains via Branch Loop
Bruton	–	–	S	Platform detail must be shown.
<u>Castle Cary</u>	–	–		Platform detail must be shown. To/from Yeovil Pen Mill - SW175 Refer to Wessex Route Timetable Planning Rules.
<u>Somerton G.F.</u>	–	–		
<u>Athelney LC</u>	–	–		
<u>Cogload Junction</u>	–	–		To/from Taunton – GW108

GW5001 BEECHGROVE GF TO WESTBURY SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Warminster Signal W308	–			Timing point for all Down trains To Wilton Jn - SW170 Refer Wessex Timetable Planning Rules
Warminster Signal W301		–		Timing point for all Up trains. To Wilton Jn - SW170 Refer Wessex Timetable Planning Rules
Beechgrove GF	–	–	S	To/from Wilton Jn - SW170 Refer Wessex Timetable Planning Rules
Warminster MOD			S	
Warminster Signal W753		–	S	
Warminster	–	–		
Dilton Marsh	–	–	S	Platform detail must be shown.
Westbury Signal W305		–		Timing point for all Up trains.
Westbury Signal W699		–	S	
<i>Westbury South Junction</i>				To/from Westbury – GW560

GW510 WESTBURY NORTH JUNCTION TO BATHAMPTON JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Westbury North Junction</i>				<i>To/from Westbury – GW560</i>
Westbury Signal W722	–		S	
Westbury Down Trowbridge Siding	–	–	S	Shunt moves only
Hawkeridge Junction Hawkeridge Junction	–	–	XF	<i>To/from Westbury East Loop Junction – GW520</i>
Trowbridge	–	–	S	
Bradford Junction	–	–		<i>To/from Thingley Jn (via Melksham) – GW523</i>
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	–	–		<i>To/from Bath Spa – GW105</i>

GW520 WESTBURY EAST LOOP JUNCTION TO HAWKERIDGE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Westbury East Loop Junction</i>				<i>To/from Heywood Road Junction – GW560</i> <i>To/from Westbury – GW560</i>
Westbury Signal W213		–	S	Timing point for trains planned to stop on Up East Loop
Hawkeridge Junction	–	–		<i>To/from Westbury – GW510</i> <i>To/from Bradford Junction – GW510</i>

GW523 THINGLEY JUNCTION TO BRADFORD JUNCTION

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

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

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

GW540 FILTON JUNCTION TO PATCHWAY JUNCTION

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

GW5401 FILTON WEST JUNCTION TO PATCHWAY JUNCTION (PATCHWAY CHORD)

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

GW548 PARSON STREET JUNCTION TO PORTBURY TERMINALS

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

GW560 HEYWOOD ROAD JUNCTION TO FAIRWOOD JUNCTION VIA WESTBURY

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Heywood Road Junction</u>	–	–		
<i>Westbury East Loop Junction</i>				<i>To/from Hawkeridge Jn – GW510</i>
<i>Westbury North Junction</i>				<i>To/from Bradford Junction – GW510</i>
<i>Westbury Patney Siding</i>	–		S	
<i>Up Trowbridge Siding</i>	–		S	
<i>Westbury DMU Sidings</i>		–	S	
<u>Westbury</u>	–	–		Platform detail must be shown.
<i>Westbury Signal W207</i>		–	S	
<i>Westbury Signal W707</i>		–	S	
Westbury Up TC	–	–	S	
Westbury Down TC	–	–	S	
<i>Westbury South Junction</i>				<i>To/from Warminster – GW5001</i>
<i>Westbury Down TC Entry/Exit</i>	–	–		<i>Timing point for all trains to/from Westbury Down TC or Westbury Down Reception</i>
<u>Fairwood Junction</u>	–	–		

GW570 CLINK ROAD JUNCTION TO BLATCHBRIDGE JUNCTION VIA FROME

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Clink Road Junction</u>	– DF UF	–		
<i>Frome Signal W297</i>		UF		<i>Timing point for all trains on Up Loop</i>
<i>Frome North Frome North Jn</i>	–	– UF UL	X-S	<i>To/from Whatley Quarry – GW572</i>
<i>Frome Frome</i>	–	–	S	
<u>Blatchbridge Junction</u>	–	–		

GW572 FROME NORTH JUNCTION TO WHATLEY QUARRY

TIMING POINT	DOWN	UP	CODE	NOTES
Frome North Frome North Jn	–	–UF UL	✕	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
East Somerset Jn W324 Signal	–			Timing Point for down trains via Branch Loop (BL)
Merehead Quarry Junction	–	–		
Merehead Quarry	–	–	F	
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	–	–		<i>To/from Exeter – GW108</i>
Newton St. Cyres	–	–	S	
Crediton	–	–		Platform detail must be shown. <i>To/from Meldon Quarry – GW608</i>
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	–	–		<i>To/from Eggesford – GW606</i>
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
<i>Crannaford Level Crossing</i>				
Pinhoe	–	–		
Exmouth Jn CE Works		–	S	
Exmouth Jn Signal EJ7	–		S	
Exmouth Junction	–	–		<i>To/from Topsham – GW611</i>
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		<i>To/from Cowley Bridge Jn – GW108</i> Platform detail must be shown

GW611 EXMOUTH JUNCTION TO EXMOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
Exmouth Junction	–	–		<i>To/from Exeter Central – GW610</i>
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
<i>Newton Abbot East Junction</i>				<i>To/from Newton Abbot – GW108</i>
Heathfield		–		

GW620 NEWTON ABBOT WEST JUNCTION TO GOODRINGTON C.S.

TIMING POINT	DOWN	UP	CODE	NOTES
Newton Abbot West Junction	–	–		<i>To/from Newton Abbot – GW108</i>
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	<i>To/from Paignton & Dartmouth Steam Railway</i>
Goodrington Sands Carriage Siding		–		

GW628 LAIRA JUNCTION TO CATTEWATER VIA SPEEDWAY JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Laira Junction	–	–	X	<i>To/from Hemerdon – GW108</i>
<i>Speedway Junction</i>				
Mount Gould Junction	–	–		
Mount Gould <i>Carriage Wash Platform</i>	–	–	S	
<i>Turnchapel Branch Junction</i>				
Plymouth Friary SS	–	–		
Cattewater		–		

GW629 LAIRA JUNCTION TO MOUNT GOULD JN

TIMING POINT	DOWN	UP	CODE	NOTES
Laira Junction	–	–	X	<i>To/from Hemerdon – GW108</i>
Laira T & RSMD	–	–	S	
Mount Gould Junction	–	–		<i>To/from Plymouth Friary SS – GW628</i>

GW630 LIPSON JN TO MOUNT GOULD JN

TIMING POINT	DOWN	UP	CODE	NOTES
Lipson Junction	–	–		<i>To/from Plymouth – GW108</i>
<i>Speedway Junction</i>				
Mount Gould Junction	–	–		<i>To/from Plymouth Friary SS – GW628</i>

GW637 ST BUDEAUX JUNCTION TO GUNNISLAKE

TIMING POINT	DOWN	UP	CODE	NOTES
St. Budeaux Junction	–	–		<i>To/from Plymouth – GW108</i>
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	–	–		<i>To/from St Germans / St Pinnock Viaduct East – GW108</i>
Liskeard GF	–	–	S	
Coombe No.1 GF	–	–		
Coombe Junction Halt	–	–	S	
<i>Coombe No.2 GF</i>				<i>To/from Moorswater – GW642</i>
St. Keyne	–	–	S	
Causeland	–	–	S	
Sandplace	–	–	S	
Looe		–		

GW642 COOMBE (EXCL.) TO MOORSWATER

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

GW650 LOSTWITHIEL TO CARNE POINT, FOWEY

TIMING POINT	DOWN	UP	CODE	NOTES
Lostwithiel	–	–		
Lostwithiel Yard	–	–	S	
<i>Lostwithiel Junction</i>				<i>To/from Lostwithiel – GW108</i>
Fowey Signal CL3782		–	S	
Fowey Signal CL3781	–		S	
Fowey Dock Carne Point		–		

GW660 PAR TO NEWQUAY

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

GW672 BURNGULLOW TO PARKANDILLACK

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Burngullow Junction</u>	–	–		<i>To/from Par – GW108</i>
Burngullow ECC		–	S	
Treviscoe ECC Siding		–	S	
<u>Parkandillack</u>		–		

GW680 PENWITHERS TO FALMOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Penwithers Junction</u>	–	–		<i>To/from Truro – GW108</i>
Perranwell	–	–	S	
<u>Penryn Down Loop</u>	–			Down trains using the loop only
<u>Penryn</u>	–	–		Platform detail must be shown
Penmere	–	–	S	
Falmouth Town	–	–	S	
<u>Falmouth Docks</u>		–		

GW690 ST. EARTH TO ST. IVES

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

GW700 GLOUCESTER BARNWOOD JUNCTION TO SEVERN TUNNEL JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Barnwood Junction	ML DGL	–		<i>To/from Cheltenham Spa – GW401</i>
Horton Road Junction	–	ML UGL		<i>To/from Gloucester Yard Jn – GW490</i>
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	–		<i>To/from Llanwern West Jn – GW900</i>

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

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

GW720 FIFOOTTS POINT POWER STATION TO EAST USK GF

TIMING POINT	DOWN	UP	CODE	NOTES
Fifootts Point Power Station	–	–		
East Usk Branch Birdport	–	–	S	
East Usk	–	–		<i>To/from Maindee East Jn – GW900</i>

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	–	–		<i>To/from Abbey Foregate Jn – GW732</i>

GW730 SHREWSBURY TO NEWPORT MAINDEE WEST JN (NORTH AND WEST LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Sutton Bridge Junction	–	–		
Condoever				<i>IBS if signal box in rear (in direction of travel) is open</i>
Dorrington	–	–		
Leebotwood				<i>IBS if signal box in rear (in direction of travel) is open</i>
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				<i>To/from Knighton – GW910</i>
Bromfield	–	–		
Ludlow	–	–	S	
Woofferton	–	–		
Leominster	–	–		
Moreton – on – Lugg	–	–		<i>To/from Moreton-on-Lugg Sidings</i>
Shelwick Junction	–	–		<i>To/from Ledbury – GW340</i>
Hereford Signal H47 (HEREF47)	–	–	S	
Hereford Yard	–	–		<i>To MEB Sidings – GW750</i>
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	–	–		<i>To/from Maindee East Jn – GW740</i>
Maindee West Junction		–		<i>To/from Newport – GW900</i>

GW731 ABBEY FOREGATE JUNCTION TO WREXHAM NORTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Abbey Foregate Jn	–	–		<i>To/from English Bridge – GW732</i>
Shrewsbury	–	–		Platform detail must be shown. <i>To/from Harlescote Crossing – GW735</i> <i>To/from English Bridge Jn – GW730</i>
Gobowen	–	–		

GW731 ABBEY FOREGATE JUNCTION TO WREXHAM NORTH JN

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

GW735 SHREWSBURY CREWE JUNCTION TO NANTWICH

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Shrewsbury</u>	—			Platform detail must be shown. <i>To/from Wellington – MD801.</i> <i>To/from English Bridge Jn – GW730</i>
<u>Harlescote Crossing</u>	—	—		
Yorton	—	—	S	
<u>Wem</u>	—	—		
<u>Prees</u>	—	—		
Whitchurch	—	—	S	
<u>Wrenbury</u>	—	—		
<u>Nantwich</u>		—		<i>To/from Crewe Gresty Lane Signal Box – NW1007.</i> Refer to NW&C Timetable Planning Rules.

GW740 MAINDEE EAST JUNCTION TO MAINDEE NORTH JUNCTION

TIMING POINT	SINGLE	CODE	NOTES
<u>Maindee East Junction</u>	–		To/from Llanwern West Junction – GW900 To/from Maindee West Junction – GW900
<u>Maindee North Junction</u>	–		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
<u>Hereford Yard</u>	–	–		To/from Hereford – GW730
Bulmers Sidings		–	S	
<u>MEB Siding</u>		–		MEB Sidings Closed

GW770 EBBW VALE TOWN TO GAER JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Ebbw Vale Town</u>	–	–		Single line
<u>Ebbw Vale Parkway</u>	–			Single line
<u>Aberbeeg Jn</u>	–	–		
Llanhilleth	–	–	S	
Newbridge	–	–	S	
<u>Crosskeys</u>	–	–		Platform detail must be shown
Risca	–	–	S	Platform detail must be shown
<u>Risca South Jn</u>	–	–		
Rogerstone	–	–	S	Single line
Pye Corner	–	–	S	Single line
<u>Park North Jn</u>	– DEV UEV	–		
<u>Park Junction</u>	–	– DEV UEV		To/from Machen – GW773 To/from Ebbw Jn – GW780
<u>Gaer Junction</u>	DM UM	–		To/from Newport – GW900

GW773 MACHEN QUARRY TO PARK JN

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

GW780 PARK JUNCTION TO EBBW JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Park Junction</u>	–	–		To/from Machen – GW733 To/from Gaer Jn – GW770
<u>Ebbw Junction</u>	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
<u>Alexandra Dock Junction</u>	–	–		To/from Newport – GW900
<u>ABP Newport Docks</u>		–		

GW790 PENGAM JN TO 4M 54C, BOUNDARY WITH ABP CARDIFF DOCKS

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Pengam Junction</u>	–	–		<i>To/from Marshfield – GW900</i>
<u>Cardiff Tidal TC</u>				
<u>Cardiff Docks</u>		–		

GW810 RHYMNEY TO QUEEN STREET NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Rhymney North Ground Frame	–	–	S	
Rhymney Sidings	–	–	S	
<u>Rhymney</u>	–			
Rhymney South Ground Frame	–	–	S	
Pontlottyn	–	–	S	
<u>Tir-Phil</u>	–	–		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
<u>Bargoed</u>	–	–		Platform detail must be shown
Gilfach Fargoed	–	–	S	
Pengam	–	–	S	
Hengoed	–	–	S	
<u>Ystrad Mynach</u>	–	–		Platform detail must be shown
Ystrad Mynach South	–	–	S X	<i>To/from Cwmbargoed – GW820</i> Trains timed via the Down Rhymney Loop must show DPL in the Platform Details field
Llanbradach	–	–	S	
Energlyn and Churchill Park	–	–	S	
Aber	–	–	S	
<u>Caerphilly</u>	–	–		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	
<u>Heath Junction</u>	–	–		<i>To/from Coryton – GW828</i>
<i>Queen Street North Junction</i>				<i>To/from Queen Street – GW830</i>

GW820 CWMBARGOED TO YSTRAD MYNACH SOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Cwmbargoed Opencast Colliery</u>	–			Single Line
<u>Cwmbargoed</u>	–	–		Single Line
<u>Ystrad Mynach South</u>	–	–		<i>To/from Caerphilly – GW810</i>

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	–	–		<i>To/from Queen Street – GW810</i>

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	Platform detail must be shown
Abercynon	–	–		Platform detail must be shown <i>To/from Mountain Ash – GW834</i>
Stormstown	–	–	S	
Pontypridd Signal V753		–		For shunts to/from Pontypridd Station (North end)
<i>Pontypridd Junction</i>	–	–		<i>To/from Porth – GW835</i>
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	–	–		Platform detail must be shown
Taffs Well Depot	DCV UCV	UCV DCV	S	
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
<i>Radyr Junction</i>				<i>To/from Ninian Park – GW840</i>
Llandaf	–	–	S	
Cathays	–	–	S	
<i>Queen Street North Junction</i>				<i>To/from Heath Jn – GW810</i>

GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Cardiff Queen Street</u>	– 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)
<i>Queen Street South Junction</i>				<i>To/from Cardiff Bay – GW839</i>
<u>CVL East Boundary</u>	–	–		
<u>Cardiff Central</u>	– RL	– DL		<i>To/from Marshfield – GW900</i> <i>To/from Pontyclun – GW900</i> Platform detail must be shown Platforms 4/6/7/8
Cardiff Radyr Branch Junction	–	– UR DR		<i>To/from Penarth Curve North Jn – GW840</i> Mandatory for trains to/from Penarth Curve North Jn & also for trains travelling from Penarth Curve South Jn via the Up Barry Relief.
<u>Penarth Curve South Junction</u>	–	– RL		<i>To/from Penarth Curve North Jn – GW860</i>
Grangetown	–	–	S	
<u>Cogan Junction</u>	–	–		<i>To/from Penarth – GW864</i>
Cogan	–	–	S	
Eastbrook	–	–	S	
Dinas Powys	–	–	S	
<i>Barry Docks Line Junction</i>				<i>To Barry Docks ABP</i>
<u>Cadoxton</u>	–	–		<i>From Barry Docks ABP</i>
Barry Docks ABP	–	–	S	
Barry Dock		–	S	
Barry Signal CF7283	–		S	For shunt moves to/from Barry Down Siding
<u>Barry</u>	–	–		
Barry Tourist Railway	–	–	S	
Barry Down Siding		–	S	
<i>Barry Junction</i>				<i>To/from Aberthaw – GW870</i>
<u>Barry Island</u>		–		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				Platform detail must be shown. <i>To/from Pontypridd – GW830</i>

GW835 TREHERBERT TO PONTYPRIDD JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Treherbert North GF	–	–	S	
Treherbert Sidings	–	–	S	
Treherbert	–			Platform detail must be shown
Ynyswen	–	–	S	Platform detail must be shown
Treorchy	–	–	S	
Ton Pentre	–	–	S	
Ystrad Rhondda	–	–		Platform detail must be shown
Llwynpia	–	–	S	
Tonypandy	–	–	S	
Dinas Rhondda	–	–	S	Platform detail must be shown
Porth	–	–		
Trehafod	–	–	S	
Pontypridd Signal V751		–		For Shunts to/from Pontypridd Station (North)
<i>Pontypridd Junction</i>				<i>To/from Pontypridd – GW830</i>

GW839 QUEEN STREET SOUTH JUNCTION TO CARDIFF BAY

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Queen Street South Junction</i>				<i>To/from Cardiff Queen Street – GW830</i>
Cardiff Bay		–		

GW840 RADYR JUNCTION TO CARDIFF RADYR BRANCH JUNCTION VIA CITY LINES

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Radyr Junction</i>				<i>To/from Radyr – GW830</i>
Danescourt	–	–	S	
Fairwater	–	–	S	
Waun–Gron Park	–	–	S	
CVL West Boundary	–	–		
<i>Leckwith Loop Junction South</i>				<i>To/from Leckwith Loop North Jn – GW850</i>
Ninian Park	–	–		Platform detail must be shown
Treforest Curve Signal CF2768		–	S	
Penarth Curve North Junction	–	–		<i>To/from Penarth Curve South Jn – GW860</i>
Radyr Branch Junction	–	– DT		<i>To/from Cardiff Central – GW830</i>

GW850 LECKWITH LOOP NORTH JN TO LECKWITH LOOP SOUTH JN

TIMING POINT	SINGLE	CODE	NOTES
<u>Leckwith Loop North Junction</u>	–		To/from Cardiff Central – GW900 To/from Pontyclun – GW900
<i>Leckwith Loop South Junction</i>			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
<u>Penarth Curve North Junction</u>	–	–		To/from Ninian Park – GW840 To/from Radyr Branch Junction – GW840
<u>Penarth Curve South Junction</u>	–	–		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
<u>Cogan Junction</u>	–	–		To/from Penarth Curve South Jn – GW830
Dingle Road	–	–	S	
<u>Penarth</u>		–		

GW870 BARRY TO BRIDGEND BARRY JUNCTION (VALE OF GLAMORGAN LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Barry Junction</i>				To/from Barry – GW830
Barry Down Passenger Loop	–		S	
Rhose	–	–	S	
Aberthaw Reception Sidings	–	–	S	
Aberthaw Power Station	–	–	S	
<u>Aberthaw</u>	–	–		
Aberthaw Cement Works Lafarge	–	–	S	
<u>Llantwit Major</u>	–	–		
CF3433 Signal (Down)	–			Timing point in the Down direction
CF3440 Signal (Up)		–		Timing point in the Up direction
Bridgend Ford Sidings GF	–	–	S	
<u>Cowbridge Road</u>	–	–		
Bridgend PT3453 Signal (Dn VOG)	–	–	S	Shunting moves only
Bridgend PT7501 (Up VOG)	–	–	S	Shunting moves only
<i>Bridgend Barry Junction</i>				To/from Bridgend – GW900
<u>Bridgend</u>	–	–	S	

GW874 BRIDGEND LLYNFI JUNCTION TO MAESTEG

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Bridgend Llynfi Junction</i>				<i>To/from Pontyclun – GW900</i>
Bridgend PT3462		–	S	For shunt moves only
Wildmill	–	–	S	
Sarn	–	–	S	
<u>Tondu</u>	–	–		<i>To/from Margam Abbey Works East Junction – GW877</i> <i>To/from Garw Loop – GW875</i>
Llynfi Goods Loop	–	–	S	
Garth	–	–	S	
Maesteg Ewenny Road	–	–	S	
<u>Maesteg</u>	–	–		

GW875 TONDU JUNCTION TO GARW LOOP

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

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

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Tondu</u>	–	–		<i>To/from Maesteg – GW874/GW875</i>
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 <i>To / from Margam Moors Jn – GW900</i>
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	<i>To/from Port Talbot – GW900</i>
<u>Port Talbot Docks</u>		–		

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

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Briton Ferry West Junction</u> <u>Briton Ferry West Jn</u>		–		<i>To Port Talbot – GW900</i> Timing point for all Up trains
<u>Court Sart Junction</u> <u>Court Sart Jn</u>	–			<i>From Port Talbot – GW900</i> Timing point for all Down trains
<u>Dynevor Junction</u>	–	–		<i>To/from Jersey Marine Jn South – GW8901</i>
<u>Jersey Marine Junction North</u> <u>Jersey Marine Jn North</u>	–	–	X	<i>To/from Jersey Marine Jn South – GW894</i>

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

TIMING POINT	DOWN	UP	CODE	NOTES
Signal PT3541	–			Timing point for all Down trains
Signal PT3536		–		Timing point for all Up trains
Signal PT3543	–			Timing point for all Down trains
Signal PT3540		–		Timing point for all Up trains
Signal PT3544		–		Timing point for all Up trains
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 Neath Abbey Wharf			S	
Dynevor Ground Frame Neath Signal PT7594	–		S	Reversal point for Neath Abbey Wharf
PT470 signal Jersey Marine South Signal PT3593	–		S	Reversal point for trains to Jersey Marine Steel Supply
Jersey Marine Jn South	–	–		To/from Swansea Burrows Sidings – GW892

GW892 CWMGWACH TO BURROWS SIDINGS

TIMING POINT	DOWN	UP	CODE	NOTES
Cwmgwrach	–			
Neath & Brecon Junction	–	–		To/from Onllwyn – GW893
Neath & Brecon Jn Down Loop	–			Timing point for all down trains
Jersey Marine Junction South	–	–		To/from Jersey Marine Jn North – GW892 To/from Dynevor Jn – GW8901
Signals PT3594/PT3597	–	–		
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 Morlais Jn – GW890
Jersey Marine Junction South	–	–		To/from Burrows Sidings Signals

GW894 JERSEY MARINE JUNCTION NORTH TO JERSEY MARINE JUNCTION SOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
				3594/3597 – GW892

GW897 GROVESEND COLLIERY LOOP JUNCTION NORTH TO HENDY JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Grovesend Colliery Loop Jn</u>	–	–	X	To/from Felin-Fran Jersey Marine Jn North – GW890
<u>Hendy Junction</u>	–	–		To/from Pantyffynnon – GW910

GW900 PILNING TO FISHGUARD HARBOUR

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Pilning</u>	– UT	–		Platform detail must be shown. UT for bi-directional use only
Up Pilning Loop		–	S	
<u>Severn Tunnel East</u>	– UT	– DT UPL		DT & UT for bi-directional use only
<u>Severn Tunnel West</u>	– UT	– DT		DT & UT for bi-directional use only
Severn Tunnel Up Goods Loop		–	S	
<u>Severn Tunnel Junction</u>	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	
Steelworks East	RL	RL	X	Timing point for Exchange Sidings To GW710
<u>Llanwern West Junction</u>	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 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
<u>Maindee West Junction</u>	ML RL	ML RL		To/from Maindee North Jn – GW730
<u>Newport</u>	UM DM UR DR	ML RL		Platform detail must be shown.
Gaer Junction	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
<u>Ebbw Jn</u>	ML RL	ML RL GL		To/from Park Jn – GW780 To/from Alexandra Dock yard
<u>Marshfield</u>	ML RL	ML RL		
Wentloog	–	RL	S	
Rumney River Bridge Jn	ML RL	ML RL	X	

GW900 PILNING TO FISHGUARD HARBOUR				
TIMING POINT	DOWN	UP	CODE	NOTES
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	
Pencoed Up Passenger Loop		–	S	
Tremains Down Passenger Loop	–		S	
Barry Junction	–	–		To/from Cowbridge Road SB – GW870
Bridgend	–	–		To/from Tondur – GW874 To/from Cowbridge Road SB – GW870 Platform detail must be shown
Llynfi Junction				To/from Tondur – GW874
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	–	–		To/From Margam Abbey Works East Junction – GW888
Margam LIP	–	–	S	
Margam Abbey Works East Junction	– OVE	–	S	Token Exchange Point for trains to/from Tondur, therefore these trains <u>must</u> stop. To/from Tondur – GW877
Margam TC (Knuckle Yard)	–	–	S	
Margam Abbey Works West Junction	OVE	– OVE	S	
Margam East Junction Margam East Jn	– OVE	– OVE	X	

GW900 PILNING TO FISHGUARD HARBOUR				
TIMING POINT	DOWN	UP	CODE	NOTES
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 UR		Platform detail must be shown
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 West Jn				Timing point for all Up trains
Briton Ferry	– UM	– DM	S	
Court Sart Jn	–	– DM	X	To Dynevor Jn – GW890
Court Sart Jn				Timing point for all Down trains
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 Dock Jn East	–	–		
Llanelli Signal PT3701		–	S	For shunt moves only
Llanelli	–	–		Platform detail to be shown
Pembrey & Burry Port	–	–		
Signal PT3251	–		S	For shunt moves to/from Kidwelly
Kidwelly	–	–		Platform detail to be shown
Ferryside	–	–		
Carmarthen Junction	–	–		To/from Carmarthen – GW930
Carmarthen Bridge Junction			PX	To/from Carmarthen – GW940
Carmarthen Bridge Junction				Timing point for passenger trains only
Sarnau	–	–		
St Clears LC	–	–		
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

GW900 PILNING TO FISHGUARD HARBOUR

TIMING POINT	DOWN	UP	CODE	NOTES
Fishguard & Goodwick	–	–	S	
<u>Fishguard Harbour</u>		–		

GW9001 LANDORE JUNCTION TO SWANSEA

TIMING POINT	DOWN	UP	CODE	NOTES
Landore East Junction	–	–	X	<i>To/from Neath – GW900</i>
Swansea PT7573 (UM)	– UM		S	Reversals on Up Main at Landore Jn
Swansea PT7571 (DM)	– UM		S	Reversals on Down Main at Landore Jn
<i>Landore West Junction</i>				
<u>Swansea Loop East Junction</u>	– UM*	– DM		<i>To/from Swansea Loop West Jn – GW906</i> * 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		
<u>Swansea</u>		– DM		Platform detail must be shown.

GW906 SWANSEA LOOP EAST JUNCTION TO SWANSEA LOOP WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Swansea Loop East Jn</u>	–	–		<i>To/from Swansea – GW9001</i>
<u>Swansea Loop West Jn</u>	–	–		<i>To Gowerton/from Cockett West – GW900</i>
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
<i>Craven Arms Junction</i>		–		<i>To/from Craven Arms – GW730</i>
Broome	–	–	S	
Hopton Heath	–	–	S	
Bucknell	–	–	S	
<u>Knighton</u>	–	–		
Knucklas	–	–	S	
Llangunllo	–	–	S	
Llanbister Road	–	–	S	
Dolau	–	–	S	
Pen-y-bont	–	–	S	
<u>Llandrindod Crossing</u>	–	–		
<u>Llandrindod</u>	–	–		
Builth Road	–	–	S	
Cilmeri	–	–	S	
Garth	–	–	S	
Llangammarch	–	–	S	
<u>Llanwrtyd</u>	–	–		
Sugar Loaf	–	–	S	
Cynghordy	–	–	S	
<u>Llandovery</u>	–	–		
Llanwrda	–	–	S	
Llangadog	–	–	S	
<u>Llandeilo</u>	–	–		
Ffairfach	–	–	S	
Llandybie	–	–	S	
Ammanford	–	–	S	
<u>Pantyffynnon</u>	–	–		<i>To/from Gwaun-cae-Gurwen – GW915</i>
Pontarddulais	–	–	S	
<u>Hendy Junction</u>	–	–		<i>To/from Grovesend Colliery Loop Jn – GW897</i>
<u>Morlais Junction</u>	–	–		<i>To/from Grovesend Colliery Loop Jn – GW890</i>
Llangennech	–	–	S	
Bynea	–	–	S	
Genwen Jn	GL		XS	<i>To/from Llanelli Dock Jn East – GW918</i> Reversal point for Trostre from Llandeilo Jn direction
Trostre Works	–	GL	S	
<u>Llandeilo Junction</u>	–	–		<i>To/from Llanelli – GW900</i>

GW915 GWAUN-CAE-GURWEN TO PANTYFFYNNON

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Gwaun-cae-Gurwen</u>	–			
<u>Pantyffynnon</u>	–	–		<i>To/from Hendy Jn – GW910</i>

GW930 CARMARTHEN STATION TO CARMARTHEN JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Carmarthen</u>	–	–		<i>To/from Carmarthen Bridge Jn – GW940</i>
<u>Carmarthen Junction</u>	–	–		<i>To/from Whitland – GW900</i>

GW940 CARMARTHEN STATION TO CARMARTHEN BRIDGE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Carmarthen</u>	–	–		<i>To/from Carmarthen Jn – GW930</i>
<u>Carmarthen Bridge Junction</u>	–	–		<i>To/from Whitland – GW900</i>

GW950 WHITLAND TO PEMBROKE DOCK

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Whitland</u>	–	–		<i>To/from Carmarthen Bridge Jn / Carmarthen Jn – GW900</i>
Whitland Signal W34	–	–	S	
Narberth	–	–	S	
Kilgetty	–	–	S	
Saundersfoot	–	–	S	
<u>Tenby</u>	–	–		
Penally	–	–	S	
Manorbier	–	–	S	
Lamphey	–	–	S	
Pembroke	–	–	S	
<u>Pembroke Dock</u>		–		

GW960 CLARBESTON ROAD TO MILFORD HAVEN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Clarbeston Road Junction</i>				<i>To/from Clarbeston Road – GW900</i>
<u>Haverfordwest</u>	–	–		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)
<u>Johnston</u>	–	–		
<i>Gulf Oil Branch Junction</i>				<i>To/from Waterston – GW970</i>
<u>Herbrandston Jn</u>	–	–		<i>To/from Robeston – GW980</i>
<u>Milford Haven</u>		–		

GW970 GULF OIL BRANCH JUNCTION TO WATERSTON GULF OIL REFINERY

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Gulf Oil Branch Junction</i>				<i>To/from Johnston – GW960</i>
<u>Waterston Sidings</u>		–		

GW980 HERBRANDSTON JUNCTION TO ROBESTON AMOCO SIDINGS

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Herbrandston Junction</u>	–	–		<i>To/from Johnston – GW960</i>
<u>Robeston Sidings</u>		–		

NW3001 SALTNEY JUNCTION TO HOLYHEAD				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Shotton (Low Level)</u>	– UH	– DH		<i>To/from Saltney Jn – NW3001 Please refer to NW&C edition of the Timetable Planning Rules</i>
Flint Jn	– UH	– DH	X	
Flint	– UH	– DH		
<u>Mostyn East Junction</u>	– UH UL	– DH		
Mostyn Docks	–	–	F	
Mostyn West Junction	– UH	– DH UL	X	
<u>Prestatyn</u>	– UH	– DH		
Rhyl Jn	– UH	– DH	X	
Rhyl Signal 2	–	–	S	
<u>Rhyl</u>	–	–		Down platform is on Down Passenger Loop Platform detail must be shown
<u>Abergele & Pensarn</u>	–	–		
<u>Colwyn Bay</u>	–	–		
<u>Llandudno Junction</u>	–	–		Platform detail must be shown <i>To/from Tal-y-Cafn – NW3015 To/from Llandudno – NW3017</i>
Llandudno Jn Signal 70		–	S	
Llandudno Jn Signal 260		–	S	
Conwy	–	–	S	
Penmaenmawr Quarry	–	–	S	
<u>Penmaenmawr</u>	–	–		
Llanfairfechan	–	–	S	
<u>Bangor (Gwynedd)</u>	–	–		Platforms are on Passenger Loops
Bangor Signal BR32	–	–	S	
<u>Menai Bridge</u>	–	–		Single line across Britannia Bridge
<u>Llanfairpwll</u>	–	–		Single line across Britannia Bridge
<u>Gaerwen</u>	–	–		
Bodorgan	–	–	S	
Ty Croes	–	–	S	
Rhosneigr	–	–	S	
<u>Valley</u>	–	–		
Holyhead Signal H86	–	–	S	
<u>Holyhead</u>		–		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	–	–		<i>To/from NW3005</i>
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	<i>To/from NW3007</i> <i>Please refer to NW&C edition of the</i> <i>Timetable Planning Rules</i>

NW3015 LLANDUDNO JUNCTION TO BLAENAU FFESTINIOG

TIMING POINT	DOWN	UP	CODE	NOTES
Llandudno Junction	–	– UL		Platform detail must be shown <i>To/from Penmaenmawr – NW3001</i> <i>To/from Llandudno – NW3017</i>
Glan Conwy	–	–	S	
Tal-y-Cafn	–	–		Show "OP" for trains which do not stop to pick up/set down passengers
<i>Tal-y-Cafn Level Crossing</i>				<i>Stop Board in both directions</i>
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 <i>To/from Colwyn Bay – NW3001</i> <i>To/from Tal-y-Cafn – NW3015</i>

NW3017 LLANDUDNO JUNCTION TO LLANDUDNO				
TIMING POINT	DOWN	UP	CODE	NOTES
Llandudno Jn Signal 74		–	S	
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 One Train Working)	0515 – 0010	05:15 – 0010	0900 – 0010
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 NARROWWAYS 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 FIFOOT'S 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 CWMGWACH 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
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

NW3001 SALTNEY JUNCTION TO HOLYHEAD

ROUTE SECTION	SX	SO	SUN
Prestatyn	0620 – 2056	0620 – 2056	1000 – 1800
Abergele & Pensarn	0610 – 0010	0610 – 0010	1000 – 2330

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

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

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.

Headways in Western and Wales (GW routes only) are applied on a depart to arrive methodology.

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 Main*	2½ Main*	*Down 2½ minutes following stopping services 3½ minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower *UP 3½ minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower
	2 Relief*	2 Relief*	*DOWN 2½ minutes following stopping services 3 minutes following Freight class 4 or 6 3½ minutes following Freight class 7 or slower *UP 2½ minutes following stopping services 2½ minutes following Freight class 4 or 6 3½ minutes following Freight class 7 or slower
Acton West (excl.) to Heathrow Airport Jn (incl.)	2 Main*	2 Main*	*DOWN 2½ minutes following stopping services 3½ 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 3 minutes following Freight class 4 or 6 3½ minutes following Freight class 7 or slower *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 3# minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower *UP 3 minutes following stopping services

GW103 PADDINGTON TO UFFINGTON

TIMING POINT	DOWN	UP	NOTES
			3# minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower # 3½ applies at Maidenhead
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
	2½ Relief*	2 Relief*	*DOWN 3½ minutes following stopping service 3 minutes following Freight class 4 or 6 4½ 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
Reading High Level Jn (Main Line) or Reading West Junction (Relief Line) to Didcot Parkway	3*	3*	*DOWN and UP 3½ minutes following stopping services 4 minutes following Freight
Didcot Parkway to Uffington	4	4	

GW105 UFFINGTON TO FORDGATE (VIA BOX)

TIMING POINT	DOWN	UP	NOTES
Uffington to North Somerset Jn Bathampton Jn	4	4	
Bathampton Jn to Bath Spa	3*	3*	*4 minutes following freight class 6 or slower
Bath Spa 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	AB+1	AB+1 Single line
Weston-super-Mare to Uphill Junction	Single Line AB+1	AB+1	AB+1 Single line

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	
Totnes to Rattery	AB+1	AB+1*	*Based on preceding train arrive/pass Totnes
Rattery to Aish	AB+1	AB+1	
Aish to Ivybridge	AB+1*	AB+1	*Based on preceding train arrive/pass Ivybridge
Ivybridge to Hemerdon	8 AB+0	8 AB+0*	*Based on preceding train arrive/pass Ivybridge
Hemerdon to Tavistock Jn	7 AB+2	8* AB+1	* 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)	AB+2		Single line. AB section based on first train passing/departing Saltash. 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 Menheniot Signal DM260	AB+2		
Sig DM260 Menheniot Signal DM260 to Liskeard	AB+2		
Liskeard to St. Pinnock Viaduct East Jn	§ AB+2		
St. Pinnock Viaduct East Jn to Bodmin Parkway	AB+2 AB+1*		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. * Based on preceding train arrive/pass Bodmin Parkway
Bodmin Parkway to Lostwithiel	AB+2 AB+1*		*Based on preceding train arrive/pass Lostwithiel or arrive Lostwithiel DGL
Lostwithiel to Par	AB+2 4*		*5 minutes following freight
Par to Burngullow Junction St Austell	5 AB+1*		*Based on preceding train arrive/pass St Austell
St Austell to Burngullow Jn	AB+1½		
Burngullow to Probus Grampound Road Signal CL5883	§ AB+2 AB+1		
Probus to Truro Grampound Road Signal CL5883 to Buckshead Tunnel Signal CL5893	AB+2 AB+1		
Buckshead Tunnel Signal CL5893 to Truro	AB+1*		*Based on preceding train arrive/pass Truro
Truro to Penwithers Junction	AB+2 AB+1		
Penwithers Junction to Baldhu	AB+2		
Baldhu to Sig R31	AB+2		
Penwithers Jn to Chacewater Signal R31	AB+2		

Sig R31 to Sig R27 Chacewater Signal R31 to Redruth Signal R27	AB+2		
Sig R27 Redruth Signal R27 to Camborne	AB+2*		*Based on preceding train arrive/pass Camborne
Camborne to Sig R19 Hayle Signal R19	AB+2		
Sig R19 Hayle Signal R19 to St Erth	AB+2*		*Based on preceding train depart/pass St Erth 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 Gwinear Road Signal R6		AB+2	
Sig R6 Gwinear Road Signal R6 to Camborne		AB+2	Absolute Block to apply based on departure from Camborne
Camborne to Sig R10 Redruth Signal R10		AB+2	
Sig R10 to Sig R14 Redruth Signal R10 to Chacewater Signal R14		AB+2	
Sig R14 to Truro		AB+2	
Chacewater Sig R14 to Penwithers Jn		AB+1	
Penwithers Jn to Truro		AB+2*	*Based on preceding train depart/pass Truro
Truro to Probus Signal CL5884		AB+2 AB+1	
Probus Signal CL5884 to Burngullow Junction		§AB+2 AB+½	
Burngullow Jn to St Austell		AB+1*	*Based on preceding train depart/pass St Austell
Burngullow Junction St Austell to Par		5 AB+1*	*Based on preceding train arrive/pass Par
Par to Lostwithiel		AB+2 4*	*5 minutes following freight
Lostwithiel to Bodmin Parkway		AB+2 AB+0	*Based on preceding train depart/pass Bodmin Parkway
Bodmin Parkway to Largin Jn		AB+2 AB+1	
Largin Jn to Liskeard		§AB+2*	*Based on preceding train depart/pass Liskeard
Liskeard to Sig UM259 Menheniot Signal UM259		AB+2	
Sig UM259 Menheniot Signal UM259 to St. Germans		AB+2	
St. Germans to Saltash		§AB+2	
Saltash to St. Budeaux Junction		AB+2	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 4*	6 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 NARROWWAYS 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 Narrowways 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 *DOWN AND UP 4 minutes following freight class 4 or 6 5 minutes following freight class 7 or slower
Theale to Fairwood Junction	5	5	
Theale to Bedwyn	3½*	3½*	*DOWN 4 minutes following stopping passenger 5 minutes following freight class 4 or 6 6 minutes following freight class 7 or slower *UP 4 minutes following stopping passenger 4½ minutes following freight class 4 or 6 5 minutes following class 7 or slower Applies exclusive of Bedwyn
Bedwyn to Pewsey	3½*	3½*	*DOWN AND UP 4 minutes following stopping passenger 5 minutes following freight class 4 or 6 6 minutes following freight class 7 or slower In down direction headway applies exclusive of Pewsey In up direction headway applies inclusive of Pewsey
Pewsey to Heywood Road Jn	3½*	3½*	*DOWN AND UP 4 minutes following stopping passenger 5 minutes following freight class 4 or 6 6 minutes following freight class 7 or slower In down direction headway applies inclusive of Pewsey In up direction headway applies exclusive of Pewsey
Heywood Road Jn to Fairwood Jn	AB+1	AB+1	<i>Via the avoiding line</i>
Fairwood Junction to Clink Road Junction	3½*	3½*	*DOWN AND UP 4 minutes following stopping passenger 5 minutes following freight class 4 or 6 6 minutes following freight class 7 or slower
Clink Road Junction to Blatchbridge Jn	AB+2	AB+2	TCB timed as AB
Clink Road Junction Blatchbridge Jn to Castle Cary	5 3½*	5 3½*	*DOWN AND UP 4 minutes following stopping passenger 5 minutes following freight class 4 or 6 6 minutes following freight class 7 or slower
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	*5 minutes following freight class 7 or slower 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.
Warminster Signal W301 to Warminster		AB+2½*	*Based on first train passing/departing Warminster TCB timed as AB
Warminster to Westbury Signal W305		AB+1*	*Based on first train passing/departing Westbury Signal W305 TCB timed as AB
Westbury Signal W305 to Westbury		*	*Refer to Westbury and Westbury Down TC Entry/Exit Junction Margins
Westbury to Warminster	AB+0		TCB timed as AB
Warminster to Warminster Signal W308	AB+2*		*Based on first train passing/departing Warminster Signal W308 TCB timed as AB

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
Westbury to Hawkeridge Jn	AB+2	AB+2	TCB timed as AB
Hawkeridge Jn to Bradford Jn	4	4	
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 AB+2	AB+2	TCB but timed as AB+2 Single Line. TCB timed as AB

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 AB+2	AB+2	TCB but timed as AB+2 Single Line. TCB timed as AB

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	
Heywood Road Junction to Westbury	AB+1	AB+1	TCB timed as AB
Westbury to Fairwood Junction	3½*	3½*	*DOWN AND UP 5 minutes following freight

GW570 CLINK ROAD JUNCTION TO BLATCHBRIDGE JUNCTION VIA FROME

TIMING POINT	DOWN	UP	NOTES
Clink Road Jn to Blatchbridge Jn Frome North Jn	Single Line AB+2	AB+2	5 minute headway applies Trains in same direction TCB timed as AB
Frome North Jn to Blatchbridge Jn	AB+2	AB+2	Single Line TCB timed as AB

GW572 FROME NORTH JUNCTION TO WHATLEY QUARRY

TIMING POINT	DOWN	UP	NOTES
Frome North Jn to Whatley Quarry	Single Line AB+2	AB+2	AB+2 Single Line

GW580 EAST SOMERSET JUNCTION TO CRANMORE

TIMING POINT	DOWN	UP	NOTES
East Somerset Jn to Cranmore Merehead Quarry Jn	Single Line AB+2	AB+2	AB+2 Single Line. TCB timed as AB. See Section 5.3 for exceptions to AB.
Merehead Quarry Jn to Whites Crossing	AB+2	AB+2	Single Line. TCB timed as AB
Whites Crossing to Cranmore	AB+2	AB+2	Single Line. Token section.

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	AB+2	AB+2 Single Line
Crediton to Eggesford	Single Line AB+2	AB+2	AB+2 Single Line
Eggesford to Barnstaple	Single Line One train working		One train working Single Line

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		One train working Single Line

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
Laira Junction to Mount Gould Jn	AB+1	AB+1	
Mount Gould Jn to Mount Gould Platform	AB+1	AB+1	

GW637 ST BUDEAUX JUNCTION TO GUNNISLAKE

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

GW640 LISKEARD TO LOOE (VIA COOMBE)

TIMING POINT	DOWN	UP	NOTES
Liskeard to Coombe Junction	AB+5*	AB+5	AB+2 *Based on first train departing towards Looe Single Line – Electric token
Coombe Junction to Looe	Single Line One train working		One train working Single Line – Staff

GW642 COOMBE (EXCL.) TO MOORSWATER

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

GW650 LOSTWITHIEL GOODS LOOPS TO CARNE POINT, FOWEY

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

GW660 PAR TO NEWQUAY

TIMING POINT	DOWN	UP	NOTES
Par to St Blazey Signal Box	AB+2	AB+2*	*An Up passenger train cannot depart St Blazey if Par platform 3 is occupied
St Blazey Signal Box to Goonbarrow Junction	AB+2	AB+2	Single line – Electric token
Goonbarrow Junction to Newquay	Single line One Train Working		One Train Working Single line – Staff

GW672 BURNGULLOW JN TO PARKANDILLACK

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

GW680 PENWITHERS JUNCTION TO FALMOUTH

TIMING POINT	DOWN	UP	NOTES
Penwithers Jn to Penryn	AB+2 Single Line	AB+2	One train working Single Line – Tokenless block
Penryn to Falmouth Docks	Single Line One train working		One train working Single Line – Tokenless block

GW690 ST. ERTH TO ST. IVES

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

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 FIFOOTTS POINT POWER STATION TO EAST USK GF

TIMING POINT	DOWN	UP	NOTES
Fifootts 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	

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

TIMING POINT	DOWN	UP	NOTES
Dorrington to Marsh Brook	AB+2	AB+2	When Dorington 'box is switched out Absolute Block to apply between Sutton Bridge Jn and Marsh Brook When Sutton Bridge Jn 'box and Dorington 'box are both switched out Absolute Block to apply between English Bridge Jn and Marsh Brook
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
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 Aberbeeg Jn	AB+2		Single line *TCB but timed as AB+2
Aberbeeg Jn to Risca South Jn	8	8	
Risca South Jn to Park North Jn	AB+2		Single line *TCB but timed as AB+2
Park North Jn to Park Jn	4	4	
Park Junction-Jn to Gaer Junction-Jn	Single Line* AB+2		*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
Rhydney 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
Cwmbargoed 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 Tondy	Single Line		
Tondy to Maesteg	Single Line		One train working.

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

TIMING POINT	DOWN	UP	NOTES
Tondy 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	
Court Sart Jn to Signal 3541 (exclusive)	5		
Signal 3541 (inclusive) to Signal 3543	AB		
Signal 3543 to Morlais Jn	5		
Morlais Jn to Signal 3544		5	
Signal 3544 to Signal 3540		AB	
Signal 3540 to Signal 3536		AB	
Signal 3536 to Briton Ferry West Jn		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
Dynevor Jn to Jersey Marine Jn South	AB+2	AB+2	TCB timed as AB+2 Refer to Section 5.3 for movements

GW892 CWMGWACH 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	AB+2	AB+2 Single line

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	
Severn Tunnel Jn (inclusive) to Maindee West Jn (exclusive)	3# Main 5 Relief	3# Main 5 Relief	# 4 if following freight
Maindee West 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

GW900 PILNING TO FISHGUARD HARBOUR

TIMING POINT	DOWN	UP	NOTES
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 AB+2	AB+2	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	

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

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	

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 (15x) 5

DMU (Cardiff Valleys 150) 3

DMU (159) 2

DMU (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, 349, 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 (150 to 170)	4
TfW 158	6
DMU (159)	2
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, 349, 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
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Dwell Time – GW routes

22x	1
GWR Short Form HST (HSTGW4)	1
DMU (15x & 230)	½
DMU (159)	2
DMU (170)	45 seconds (alternate 30 seconds and 1 minute dwells on stopping services)
DMU (165 & 166)	½ (DOO operation)
DMU (165 & 166)	½ (West non-DOO operation) 1 (LTV non-DOO operation)
DMU (175)	½
DMU (150, 153 & 769)	½ (Cardiff Valley Line Stations)
EMU 345	½
(D)EMU (387, 349, 769, 360, 365#)	½ (DOO operation) 1 (non-DOO operation)
HST	1½
Class 80X-#	1
GWR Night Riviera Sleeper	1½*
LH	1

STANDARD VALUES – MINIMUM

- value may be revised for this stock type following operational experience

Any proposed reduction in Sleeper dwell times compared to the Access Proposal or Timetable Variation must be reviewed with GWR prior to offer*NB: Class 165/166 units transferred to West services will use 150 dwell times****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
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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
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STANDARD VALUES – MINIMUM**Locomotive Run Round – GW routes**

Passenger	10
Freight	20

Locomotive Run Round – NW routes

Passenger	15
Freight	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

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

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.

Line Speed	Restart allowance in minutes					
	< 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
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STANDARD VALUES – MINIMUM

	Except for Westbury, Exeter St David's and Plymouth where 2 before or 3 after applies.
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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
22x formed of 3 sets	10
230	4
GWR West DMU (150-166)	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 (15x) – (non GWR)	3
TfW 158	5
SWR 159 2 car formation	3
SWR 159 3 car formation	4
SWR 159 4 - 6 car formation	5
SWR 159 7 - 10 car formation	7
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
XC 170	4 (2-4 cars), 5 (5-6 cars), 7 (7-9 cars)
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)
GWR Short Form HST (HSTGW4)	6 (On a platform) 8 (Not in platform)
HST	7
HST when a driver change is involved	5
New Measurement Train	7
Light locomotive only	2
Class 67 and Mk.4 Coaches TfW	10 (5 if crew change booked)
345	7

\$ - 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 only 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 not be used under any other circumstances

Minimum allowance for freight movements

Reversal before/after propelling movement	2
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Reversal – NW routes

22X	5
230	4
390	8
DMU/EMU	4
HST	7

STANDARD VALUES – MINIMUM

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
Freight 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 <u>three</u> consecutive <u>3-minute</u> turnrounds.	
<ul style="list-style-type: none"> Falmouth Branch Gunnislake Branch Looe Branch Severn Beach Branch St. Ives Branch Maesteg Branch 	
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

THE FOLLOWING TABLES SHOW THE EXISTING SIGNALS 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: It is prohibited for two class 80x units to attach, detach or platform-share in platform 4 and 5 at Paddington due to insufficient length and SPAD risk.

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 / 150 – 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**Adjustments to Sectional Running Times**

Movement	Reason	Value
Down passenger Pass from RL to ML (not stopping at Acton Main Line or Ealing Broadway)	Slow speed junction	½ approaching next timing point

Planning Note

No adjustment time is required for freight to/from GL as this is included in the Acton West-West Ealing SRT.

Junction Margins

First Movement	Second Movement	Margin
Down Pass on RL	Down Class 0,1,2,3,5 or 9 Pass from Acton Yard or Goods Lines to RL	3½
Down Pass on RL	Down Class 4,6,7 or 8 Pass from Acton Yard or Goods Lines to RL	4½
Down Pass from Acton Yard or Goods Line	Down Pass on RL	3
Down Pass from Acton Yard or Up Goods Line	Up Pass to Acton Yard or GL	3 %
Down Pass from Acton Yard or Goods Line	Up Pass on RL (not via Acton Dive-Under)	3 %
Up Pass on RL (not via Acton Dive-Under)	Down Pass from Acton Yard of Goods Lines to RL	3½
% Increase by ½ when first train is 80SLU or greater		

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	EMU Arrival at Platform 3	2
Departure from platform 4	EMU Arrival at platform 4	2

West Ealing**Adjustments to Sectional Running Times**

Movement	Reason	Value
Down pass to Drayton Green or West Ealing Loop and Sidings	Approach control	{1}
Down arrive (routed to Drayton Green or West Ealing Loop and Sidings)	Approach control	{½}
Up pass from Drayton Green or West Ealing Loop and sidings	Acceleration	{1} Approaching next timing point
Arriving at West Ealing Platform 5	Slow 20 mph turnout	{½}

Connectional Allowance	3
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Platform Re-occupation

Platform 5	4
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Junction Margins

First Movement	Second Movement	Margin
Pass/arrive platform 4 from Drayton Green	Pass/depart to Drayton Green	2*
Arrive platform 5	Pass/depart to Drayton Green	1
*Increase to 3 if first movement is freight		

Hanwell		
Junction margin		
First Movement	Second Movement	Margin
Down Arrive/Pass from Drayton Green or West Ealing Loop	Up Pass/Arrive West Ealing on Up Relief (not stopping or crossing at Hanwell)	3
Down Arrive/Pass from Drayton Green or West Ealing Loop	Up Arrive/Pass on Up Relief	2½
Up Pass/Depart on Up Relief	Down Arrive/Pass from Drayton Green or West Ealing Loop	2½
Up pass/Arrive West Ealing on Up Relief (not stopping or crossing at Hanwell)	Down Arrive/Pass from Drayton Green or West Ealing Loop	1½*
Down Pass to Hanwell Bridge Goods Loop	Up Pass/Arrive West Ealing on Up Relief (not stopping or crossing at Hanwell)	4½
Down Pass to Hanwell Bridge Goods Loop	Up Pass/Arrive on Up Relief	4
Up Pass/Arrive on Up Relief	Down Pass to Hanwell Bridge Goods Loop	2^
Up Pass/Arrive West Ealing on Up Relief (not stopping or crossing at Hanwell)	Down Pass to Hanwell Bridge Goods Loop	1^
*If the first train is 280m or less and has pathing time approaching West Ealing, the junction margin can be reduced by the value of the pathing time.		
^ Can be reduced by 1 minute if second train has minimum 1 minute pathing time approaching Hanwell		

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

Dwell Time

Class 165/6	1/2 * #
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Class 387/769	1/2 *
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* 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)
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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 at 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 4		Arrival into Platform 4 in the Up direction	2
Departure from Platform 3		Arrival into Platform 3	2
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 Depart Platform 4 or 5		Down Arrive Platform 4 or 5 from Southall	4
Up Depart Platform 4 or 5		Down depart Up Goods Loop	2
Up Pass Airport Jn on RL (not stopping Hayes and Harlington)		Down depart Up Goods Loop	2
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 Times**

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}
Up Trains crossing from RL to ML at Stockley Jn that do not call at Hayes and Harlington	Acceleration	80x 9/10 car	1 approaching next timing point
Up Trains crossing from RL to ML at Stockley Jn that do not call at Hayes and Harlington	Acceleration	16x / 387 / 769 / 80x 5 car 75-57210/75-57280/75-57350	½ approaching next timing point
Up train from Heathrow Airport Jn having come from Heathrow Airport (Up Main only)	Acceleration	387/110	½ approaching next timing point

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

Junction Margins

First Movement	Second Movement	Margin
Pass Heathrow Airport Jn on Down Relief	Cross Stockley Jn from Up Relief to Up Main	3
Cross Stockley Jn from Up Relief to Up Main	Pass Heathrow Airport Jn on Down Relief	2

West Drayton ARC**Planning Restrictions**

Up trains routed to West Drayton ARC Terminal should arrive in Dawley Up Goods Loop before propelling into the terminal.

Down Trains routed to West Drayton ARC Terminal must run via the URL from Hayes And Harlington to Dawley Up Goods Loop. They must then complete a run round in Dawley Loop before propelling into the terminal. Consideration should be given to capacity on the URL to allow the run round move to take place. Alternatively, trains can run beyond Dawley UGL, run round and approach in the Up Direction.

West Drayton**Dwell Time**

Class 165/166/387/769 (Down Direction)	½
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Class 165/166/387/769 (Up Direction)	1
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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 -arrive	4½
Down train from Relief Lines to Colnbrook Branch	Up train via Up Relief and West Drayton Loop pass/ depart -arrive	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 on RL	Down freight arriving in Reception Sidings	4½
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

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
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Taplow**Dwell Time**

Class 165/6	½
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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
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Maidenhead			
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			
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. <i>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.</i>			
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		
Junction Margins			
First Movement	Second Movement	Margin	
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	
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	{½}
		Class 6 1400T, 1600T and 1800T	{½}
		Class 6 2000T	{1}
		Class 6 2200T and 2400T	{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	{½}
		Class 6 1800T	{1}
		Class 6 2000T	{1½}
		Class 6 2200T and 2400T	{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	{½}	
			Class 6 Freight	{1}	
Down DML to pass platform 10		Lower linespeed through platform	Class 4 Freight	{1}	
			Class 6 Freight	{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		4			
Platforms 13 & 14 opposing direction moves		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
From North of Banbury	30		15		

Reading					
			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	{½}
		Class 4 and 6 1400T and 1600T	{1}
		Class 6 1800T and 2000T	{1½}

		Class 6 2200T and 2400T	{2}
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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

*Does not apply to 22x when using the Festival Line

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			
Movement	Reason	Timing Load	Value

Train on Up Main or Up Relief that has departed Didcot Yard	Acceleration	All freight	{5} approaching next timing point
Pass to platform 4 or 5 at Didcot from ML or RL	Approach Control	All	{1½}
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					
Movement	Reason	Timing Load	Value		
Pass Didcot Parkway platform 3 towards Didcot North Junction	Approach control	Passenger Freight	{½} {1}		
Pass Didcot Parkway platform 3 towards Didcot Goods Loop	Approach control	Passenger Freight	{½} {1}		
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				
Overlap Restrictions					
First movement	Second movement	Value-Margin			
Train from Up Oxford arrive Platform 4	Train depart platform 3 to Didcot Goods Loop	1			
Train depart platform 3 to Didcot Goods Loop	Train from Up Oxford arrive Platform 4	3½			
Train depart platform 3 towards Didcot Goods Loop	Train from Up Oxford pass Platform 4	4			
Train from Up Oxford arrive Platform 4	Train depart Didcot Goods Loop to Platform 3	1			
Train depart Didcot Goods Loop to Platform 3	Train from Up Oxford arrive Platform 4	3½			
Train depart Didcot Goods Loop to Platform 3	Train from Up Oxford pass Platform 4	4			
The above margins are applicable because when 8556 catch points on the Didcot Goods Loop are set in reverse, the interlocking prevents the route into platform 4 from Up Oxford being set.					
Platform Re-occupation		Margin			
Main Line Platform (except below) for following moves	4				
Relief Line Platform (except below) for following moves	3				
Planning Restrictions					
Trains held in the down direction at Platform 3 that are longer than 562m (exclusive of stand-back allowance) will foul Didcot East Jn. Therefore, junction margins at Didcot East Jn must be based on trains' departure time at Didcot Parkway if over length.					
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)

Crossing from Didcot Relief Line to Down Main	Slow turnout speed/acceleration	80x	{1}
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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 Pass to Pass	Slower speed at Wootton Bassett Junction	HST / 22x / 80x / 387	+{½}
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 Pass platform 1 or 3 from Uffington	Slow speed crossover and approach control	All traffic	+{½} {1½}
Uffington to Swindon pass to stop via Platform 3 Arrive platform 1 or 3 from Uffington	Slow speed crossover and approach control	All traffic	+{1}

GW105 UFFINGTON TO FORDGATE VIA BOX**Swindon**

Uffington to Swindon pass to stop via Platform 1	Slow speed crossover and approach control	All traffic	+{1½}
Depart/Pass Platform 1 or 3 to Wootton Bassett Jn	Slow speed crossover	All traffic	{½} Approaching next timing point
Pass Platform 1 or 3 towards Uffington	Slow speed crossover	All traffic	{1} Approaching next timing point

Planning Note

Up direction adjustments approaching Swindon must be applied in addition to any up direction adjustment at Wootton Bassett Junction

Dwell Time

HST/LH/22x/80x	2
Class 165/6	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

GW105 UFFINGTON TO FORDGATE VIA BOX**Swindon**

A down train from Platform 2	A down train to Platform 1	3 minutes
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 Bassett 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}
Pass to Hullavington	70mph junction	Timing loads over 75mph	{½}
Pass from Hullavington	70mph junction	Timing loads over 75mph	{½} Approaching next timing point

Planning Note

Down direction adjustments approaching Wootton Bassett jn must be applied in addition to any Down direction adjustment at Swindon

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 Down pass if routed to Bradford Jn at Thingley Jn	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 15x – 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 Times** ~~(to be shown approaching this location)~~

Movement	Reason	Timing Load	Value
From Chippenham to Bradford Junction Pass to Pass Down pass if routed to Bradford Jn at Thingley Jn or crossing to UM	Approach control	80x Freight	+{1} +{½}
Up pass from DM to UM (not stopping at Chippenham)	Acceleration	DMU 80x/22x Freight 1600 tonnes trailing load and above	{½}* {1}* {½}*
Up pass from DM to UM (stopping at Chippenham)	Acceleration	80x	{½}*

*Applied approaching next timing point

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 Down pass to Bradford Jn	Slower crossing move at Thingley Junction Approach control	80x 75- 57210/280/350 15x/16x Freight	+ {1} + {1} + {½} + {1}

Bathampton Junction**Adjustment to Sectional Running Times** (to be shown approaching this location)

Movement	Reason	Timing Load	Value
Down pass from Bradford Jn	Acceleration	80x 22X XC HST	{1} Approaching next timing point
From Bath Spa to Bradford Jn Pass to Pass and Start to Pass Up pass to Signal BL1990	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 Jn 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 / 15x	2
Class 165/6	1½
Platform Re-occupation	
	3*
Platform 1	3*
Platform 2	4
*For bi-directional moves, a platform re-occupation value of 4 minutes applies	

Oldfield Park	
Dwell Time	
Class 150	½
Class 153 to 159	1

Keynsham	
Dwell Time	
Class 15x	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 Pass from Bath Spa to Dr Days Junction via UBL	Slow junction speed at North Somerset Junction Slow speed crossover	All Passenger Freight	+ {1} {1½}
Pass from Bath Spa crossing to Up Main	Approach control	Passenger Freight	{1} {1½}
Pass from Bristol East Junction towards St Philips Marsh	Slow junction speed at North Somerset Junction Slow speed crossover	All Passenger	+ {1}
Pass from Bristol East Junction towards Bristol East Depot DGL	Approach control	Passenger	{1}
Passing North Somerset Junction having come from St Phillips Marsh HSTD Pass from St Phillips Marsh HSTD to Bristol East Jn	Acceleration from lower speed route	80x Passenger	+ {1½} after junction {1} approaching next timing point
Pass from Bristol East Jn crossing to Down Main	Approach control Acceleration	All	{1} {1} approaching next timing point
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 Slow speed crossover	Passenger/ECS Freight Passenger Freight up to 400 tonnes Freight 600 to 1235 tonnes Freight 1400 to 2000 tonnes Freight 2200 tonnes and over	+{1}* +{2} {½}* {1}* {1½}* {2}* To be shown approaching next location
*Applied approaching next timing point			

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
First Movement	Second Movement	Margin
Between all conflicting moves except the below		2½ (If first train is a passenger) 2½ (If first train is a freight 50 SLUs or less) 3 (If first train is a freight is 51 to 80 SLUs) 3½ (If first train is a freight over 80 SLUs)
Up train to Up Filton Relief	Conflicting Down train	3½*
*Pathing time on the Down Filton Relief must be applied approaching Dr Days Junction to achieve this margin. This is due to the position of the signal.		

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 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	2

Bristol Temple Meads							
	West Junction						
Connectional Allowance	10						
Dwell Time							
80X, HST / LH, 220 & 221	3 ^{\$}						
15x 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.							
Turnround allowances							
	HST		220 & 221	DMU	GWR Short Form HST (HSTGW 4)	80X (5 car)	80X (9/10 Car)
From Paddington/Birmingham			20	20		15	17
North of Birmingham	30		20	30			
Plymouth/Portsmouth/Swansea				20	20	15	20
Avonmouth/Bristol Parkway/Bath Spa/Filton/Severn Beach				5	6		
Cardiff Central/Gloucester/Salisbury/Swindon/Taunton/Warminster/Westbury/Weston-s-Mare/Worcester				10	10	10	10
Southampton/Weymouth				15	15		
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.							

Bristol Temple Meads

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)
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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 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)
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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 442 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 15x 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 15x 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 <u>not</u> 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	2½	Headway must be compliant at next

	Jn from the branch to the Down Main		mandatory TIPLOC
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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}
		D350 to D455	-{2}
		15x 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	15x 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 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 15x	1

GW107 WORLE JUNCTION TO UPHILL JUNCTION VIA WESTON-SUPER-MARE**Weston Milton****Dwell Time**

LH	1½
Class 15x, 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

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
Overlap Restrictions		
First Movement	Second Movement	Margin
Down depart Platform 2 (to Down Main)	Down Arrive Platform 3	3*
Down arrive Platform 3	Down depart Platform 2 (to Down Main)	2*
Up arrive Platform 2 (from Up Main)	Down Arrive Platform 3	3*
*Can be reduced to 0 if arrival into platform 3 has {1} adjustment approaching Taunton. (due to reduced overlap)		
Dwell Time		
800/802	1½	
XC-HST	1½	
22x	1½	
Class 15x	1	
Platform Re-occupation	4	
Station Working		
<p>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.</p> <p>‡ This platform is not signalled to passenger standards.</p> <p>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.</p>		

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 and 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	
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	150 to 166 / GWR Short Form HST (HSTGW4)	{½}
		80x	{½}
		D455	{½}
		LD60	{½}
		LD75	{½}
		Class 6 400t-1800t/TR40-TR100	{½}
Trains from Fairwater Yard or the Down/Up Relief / Taunton Goods passing Norton Fitzwarren	Not at line speed at Norton Fitzwarren	Class 6 2000t-3000t/TR115-TR130	{1}
		150 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 15x	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 Arrive/pass Platform 1, 3, 4 or 6 from Dawlish Warren	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 Arrive/pass Platform 2, 3, 5 or 6 from Cowley Bridge Jn	Slow speed crossover	DMU/GWR Short Form HST (HSTGW4) HST/80x/22x	{½} {1}
Trains from Depart/pass Platforms 1, 2, 3, 4 or 6 to Cowley Bridge Jn	Slow speed crossover	22x	{½} approaching next timing point
Approaching Exeter St David's from CREDITON	Slow speed turnout	158	{1}

Overlap Restrictions

First Movement	Second Movement	Margin
Train Arrive Platform 1 from Dawlish Warren or Exeter Central direction arrives Platform 1 (excluding shunt or permissive moves)	Train into Arrive Platform 2 or 3 from Cowley Bridge Jn direction or Exeter New Yard	3
Train into Arrive Platform 2 or 3 from Cowley Bridge Jn direction or Exeter New Yard	Train Arrive Platform 1 from Dawlish Warren or Exeter Central direction arrives Platform 1 (excluding shunt or permissive moves)	3
Train Arrive Platform 1 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 or E664 signal	2
Train Departs Platforms 2 or 3 towards Cowley Bridge Junction, or Exeter New Yard or E664 signal	Train Arrive Platform 1 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 or E664 signal	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	Train Departs Platform 5 or 6 towards Cowley Bridge Junction or E664 signal	2

Exeter St Davids			
permissive moves)			
Arrive Platform 5 or 6 or Exeter TMD from Dawlish Warren		Arrive Platform 5 or 6 from Cowley Bridge Jn	3
Arrive Platform 5 or 6 from Cowley Bridge Jn		Arrive Platform 5 or 6 or Exeter TMD from Dawlish Warren	3
Planning Note: Shunt moves from E35, E335, E664, E677 & E679 signals, and permissive moves into occupied platforms, do not require signalling overlaps at Exeter St Davids, however these moves are still subject to the above restrictions if occurring simultaneously with another movement that <u>does</u> require an overlap that conflicts.			
Connectional Allowance		6	
Dwell Time			
XC HST/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 150 to 166 DMU & 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 Arrive Platform 1, 3, 4 or 6 from Dawlish Warren direction into platforms 1, 3, 4 or 6		Arrival Arrive Platform 5 from Dawlish Warren direction into platform 5	3 minutes
Arrival Arrive Platform 1, 2, 3, 5 or 6 from Cowley Bridge Jn direction into platform 1, 2, 3, 5 or 6		Arrival Arrive Platform 4 from Cowley Bridge Jn direction into platform 4	3 minutes
A Train towards Dawlish Warren departs Exeter St Davids that doesn't call at Exeter St Thomas Depart/pass to Dawlish Warren (does not call Exeter St Thomas)		A Train departs Exeter St Davids that does call at Exeter St Thomas Depart to Exeter St Thomas (stop)	3 minutes
Train departs Exeter St Davids towards Taunton Depart/pass to Tiverton (and does not have pathing time at Cowley Bridge Junction)		Train Departs Exeter St Davids towards Crediton	3 minutes
Exeter St Davids Shunting Margins – Exeter New Yard, E664 & Riverside Yard			
First Movement	Second Movement	Margin	Notes
Down train from Cowley Bridge Jn arrives Exeter St Davids Arrive Platform 1, 2 or 3, or Hyde Park Siding from Cowley Bridge Jn	Conflicting shunt move departs Depart to New Yard	1	
Train from Exeter Central or Dawlish Warren arrives Exeter St Davids Platform 3	Shunt move to/from New Yard commences	Simultaneous	

Exeter St Davids			
Train from Exeter Central or Dawlish Warren arrives Exeter St Davids Arrive Platform 1 from Exeter Central or Dawlish Warren	Shunt move to/from New Yard commences	2	Platform 1 has an extended overlap at the Red Cow LC East end. Signal E437 has an extended overlap.
Up train towards Cowley Bridge Jn departs Exeter St Davids Depart Platforms 1, 2 or 3, or Hyde Park Siding to Cowley Bridge Jn or E664 Signal	Shunt move to New Yard departs Exeter St Davids Depart to New Yard	2½	If the first train has pathing time allowance at Cowley Bridge Jn then the margin must be increased by the same amount.
Up train departs Exeter St Davids towards Tiverton Pkwy Depart/pass to Cowley Bridge Jn	Conflicting shunt move Depart to E664 signal departs Exeter St Davids	3 [^] \$	[^] Increase to 4 if first train is routed to Crediton \$ If first train has pathing time at Cowley Bridge Jn increase margin by same amount
Up train departs Exeter St Davids towards Crediton	Conflicting shunt move to E664 signal departs Exeter St Davids	4	
Down train from Cowley Bridge Jn arrives Arrive Exeter St Davids from Cowley Bridge Jn	Conflicting shunt move departs E664 signal	1½	
Shunt move Arrive from E664 signal arrives Exeter St Davids	Down train Conflicting arrival from Cowley Bridge Jn arrives Exeter St Davids	3	
Up train departs Exeter St Davids Depart/pass to Cowley Bridge Jn	Down train departs Depart Exeter Riverside Yard to Exeter St Davids	2	
Up train to Riverside Yard Depart/pass Exeter St Davids to Riverside Yard	Conflicting arrival from Cowley Bridge Jn arrives Exeter St Davids	Standard junction margin matrix applies	
Exeter St Davids Shunting Margins – E35, E677, E679 & Exeter TMD			
First Movement	Second Movement	Margin	Notes
Down train departs Exeter St Davids towards Depart/pass to Dawlish Warren	Conflicting shunt move to E35 signal departs Exeter St Davids Platform 4, 5 or 6 or Exeter TMD	2½	There is <u>no</u> 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 Arrival from Dawlish Warren that does <u>not</u> 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) to Exeter St Davids or Exeter TMD	1	Up Train cannot depart Exeter St Thomas while shunt moves operate

Exeter St Davids			
			shunting to/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	
Down train departs Exeter St Davids towards Depart/pass to 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 to Dawlish Warren (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. E679 Signal and Exeter St Thomas Platform 1 are located within the same signal section.
Shunt move from E679 Signal arrives Exeter St Davids or Exeter TMD	Conflicting Up train arrival at Exeter St Davids or Exeter TMD 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 Arrive Exeter TMD from E679 signal	Conflicting shunt move to Exeter St Davids departs E35 signal	1	
Down train Depart/pass Exeter St Davids platform 5 or 6 or Exeter TMD 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 from Dawlish Warren	Conflicting Down departure from Exeter TMD	2	
Train Arrives on Exeter TMD	Conflicting Down departure from Exeter St Davids to Dawlish Warren	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

Exeter St Davids

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.~~

Planning Note

Permissive arrivals from Exeter Central are **prohibited**. It is permitted to shunt into an occupied platform from E335 Signal on the Down Waterloo, however please note that there is no shunt route from Exeter Central to E335 due the severe gradient and therefore such moves can only originate from Exeter St Davids.

See Overlap Restrictions for further details of margins for an arrival from Exeter Central into Platform 1.

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).

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				
Cardiff/Bristol/Gloucester			15	15		
Barnstaple/Paignton/Exmouth			5	6		
Exeter TMD			10	10		

Exeter St Thomas**Dwell Time**

Class 15x	1
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Starcross**Dwell Time**

Class 15x	1
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Dawlish Warren**Dwell Time**

Class 22x/80x	1½
Class 15x	1

Junction Margins		
First Movement	Second Movement	Margin
Up stopping train arrives Platform 2	Up fast train passes UML (has <u>not</u> 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 <u>not</u> call at Starcross)	Up stopping train departs Platform 2	2
Down stopping train arrives Platform 1	Down fast train passes DML (has <u>not</u> 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 15x	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 15x	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		
15x	1		
XC services (HST & 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.						

Newton Abbot West Junction			
Adjustments to Sectional Running Times			
Movement	Reason	Timing Load	Value
Pass to Dainton Tunnel (have stopped at Newton Abbot)	Acceleration	150 to 166	{½}*
		Loco hauled passenger	{1}*
		Freight up to 1400 tonnes	{1½}*
		Freight above 1400 tonnes	{2}*
Pass from Dainton Tunnel to Newton Abbot platform 1 or 2	Approach control	All	{½}*
*Applied approaching next timing point			
Dainton Tunnel			
Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	Reason	Timing Load	Value
After a stop at Newton Abbot	Not at line speed at Newton Abbot West Jn	150 to 166 & GWR Short Form HST (HSTGW4)	{½}
		D455	{1}
		Freight below 1400tonnes	{1½}
		Freight above 1400tonnes	{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 15x	1
Class 22x	1½

Ivybridge**Dwell Time**

Class 15x	1
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Tavistock Junction**Recommended method of working (Times are illustrative and not for use)****For arrivals from the Hemerdon Direction**

Hemerdon pass xx/00
Plymouth Signal 197 arr xx.10 (4 min OP stop)
Propel back to
Plymouth Signal 132 arr xx.20 (4 min OP stop)
Tavistock Junction Yard arr xx.29

For departures towards Hemerdon

Tavistock Junction Yard dep xx.00
Plymouth Signal 199 arr xx.05 (2 min OP Stop)
Plymouth Signal 199 dep xx.07
Hemerdon pass xx/xx

For arrivals from the Lipson Jn Direction

Lipson Junction pass xx/xx
Plymouth Signal 132 arr xx.00 (4 min OP stop)
Plymouth Signal 132 dep xx.04
Propel back to
Tavistock Junction Yard xx.13

For departures towards Lipson Jn

Tavistock Junction Yard dep xx.00
Propel back to
Plymouth Signal 199 arr xx.05 (2 min OP stop)
Plymouth Signal 199 dep xx.07
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 150 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
Overlap Restrictions			
First Movement		Second Movement	Margin
Down arrive platform 4		Up arrive platform 3, 5, TL, Dock 4	3
Down arrive platform 4		Down depart platform 3 or Dock 4	2
Down arrive TL or platform 5		Up arrive platform 5 or TL	3
Down arrive TL or platform 5		Down depart platform 5 or TL	2
Down arrive TL, 5, 6, 7, 8		Down depart 6,7,8	2
Down arrive platform 6,7,8		Up arrive any platform	3
Down depart platform 3 or Dock 4		Down arrive platform 4	3
Down depart TL or platform 5		Down arrive TL or platform 5	3
Down depart 6,7,8		Down arrive TL, 5, 6, 7, 8	3
Up arrive platform 3 or Dock 4		Down arrive platform 4	3
Up arrive platform 4, 5, TL		Up depart platform 4, 5, TL	2
Up arrive platform 5 or TL		Down arrive TL or platform 4	3
Up arrive platform 6 or 7		Up depart platform 6 or 7	2
Up arrive platform 6,7,8		Down arrive platform 6, 7, 8	3
Up depart platform 4, 5, TL		Up arrive platform 4, 5, TL	3
Up depart platform 6 or 7		Up arrive platform 6 or 7	3
Up depart Park Sidings		Up arrive platform 8	3
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 ~~150 to 153~~ $\frac{1}{2}$

Class ~~156 to 159~~ 158 1

Dockyard**Dwell Time**

Class 15x $\frac{1}{2}$ *

* : Request Stop.

Keyham**Dwell Time**Class 15x $\frac{1}{2}$ **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	{ $\frac{1}{2}$ }

Adjustment to Sectional Running Time (shown after this location)

Movement	Reason	Timing Load	Value
Trains from Gunnislake / Bere Alston	Slow Junction Speed	150	{ $\frac{1}{2}$ }

St. Budeaux Ferry Road**Dwell Time**Class 150 to 153 $\frac{1}{2}$

Class 156 to 159 158 1

Saltash**Dwell Time**

Class 15x 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 <u>departs</u> Platform 1	Up train passes Platform 2	2 $\frac{1}{2}$	
Down train formed 9/10 car Class 80x <u>departs</u> Platform 1	Up train departs Platform 2	2	
Down train formed 9/10 car Class 80x <u>departs</u> Platform 1	Down train passes <u>St Budeaux Jcn</u> / departs <u>Ferry Road</u>	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 15x 1

Menheniot**Dwell Time**~~Class 150~~ ½Class ~~153 to 159~~ 158 1**Liskeard****Junction Margins**

First Movement	Second Movement	Margin
Down depart/pass platform 2 towards St Pinnock Viaduct East	Up pass Largin Jn	2
Shunt move from Liskeard Signal 9 arrive platform 2	Down arrive/pass platform 1	3

Connectional Allowance 6

Dwell Time~~HST~~ 2~~XC HST/80x~~ 1½

Class 15x 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**Shunt Margins**

First Movement	Second Movement	Margin
Arrive at Exchange Siding	Up depart/pass Lostwithiel or depart Lostwithiel Up Goods Loop	2
Depart/pass Bodmin Parkway from Exchange Siding	Up depart/pass Lostwithiel or depart Lostwithiel Up Goods Loop	2

Dwell Time~~XC HST/80x~~ 1½

Class 15x 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	15x & GWR Short Form HST (HSTGW4)	{1½}
		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}
From Lostwithiel Down Goods Loop to Par Start to Pass/Stop	Not at linespeed passing Lostwithiel station	Freight	{1} approaching next timing point
Up pass from Fowey branch	Slow speed crossing from Fowey branch	Freight	{½} approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Down pass to Fowey branch	Down arrive	5½
Down pass to Fowey branch	Down pass	6
Up pass from Fowey branch	Down pass/arrive	3½
Up pass from Fowey branch	Up depart	5½
Up pass from Fowey branch	Up pass	6

Dwell Time

XC HST/ 80x	1½
Class 150 to 153	½
Class 156 to 159-158	1
Class 22x	4

Maximum Dwell Time

Up direction - 3 minutes*

*To minimise level crossing barrier down time Up trains stopping at Lostwithiel are to be advertised earlier by the amount of recovery / pathing allowances between the previous stop and Lostwithiel

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 Newquay branch to Lostwithiel	Slow speed crossing from the Newquay Branch	15x & GWR Short Form HST (HSTGW4)	{½} approaching next timing point
		HST/22x/80x	{1} approaching next timing point
		GWR 80x passing Par from Newquay	{1½} approaching next timing point
		Freight	{2} approaching next timing point

Par				
From Lostwithiel Down Goods Loop to Par Start to Pass/Stop		Not at linespeed passing Lostwithiel station	Freight	+(1)
Junction Margins				
First Movement		Second Movement		Margin
Down depart/pass platform 2 or 3 to St Austell		Up arrive/pass from St Austell		4
Platform departure/pass		Opposite direction same platform arrival		4*
*Can be reduced to 3 minutes if first train is to St Blazey and second train is from St Blazey				
Overlap Restrictions				
First Movement		Second Movement		Margin
Down depart platform 2 or 3 towards St Austell		Down arrive platform 1		3
Down arrive/pass platform 3		Up arrive platform 2		3
Platform Reoccupation		4		
Connectional Allowance		3		
Connectional Allowance between GWR services:		5		
Dwell Time				
XC HST / 80x		1½		
Class 15x		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				
Adjustment to Sectional Running Time				
Movement		Reason		Value
Up train arrive with section ahead occupied		Cautionary signal aspect		{1}
Dwell Time				
HST		2		
Class 15x		1		
Class 22x / XC HST / 80x		1½		

Truro		
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	
Dwell Time		
80x	2	
Class 15x	1	
Class 22x / XC HST	2*	
* : 3 minutes Summer Saturdays (Periods E, F and G) trains arriving on the Up only between 08.00 and 13.00.		
Maximum Dwell Time		
Up direction - 3 minutes*^		
*To minimise level crossing barrier down time Up trains stopping at Truro are to be advertised earlier by the amount of recovery / pathing allowances between the previous stop and Truro.		
^Does not apply to terminating services.		
Turnround allowances	DMU/GWR Short Form HST (HSTGW4)	
From Plymouth/Penzance	10	

Redruth		
Dwell Time		
XC HST / 80x	1½	
Class 15x	1	
Class 22x	1½	

Camborne		
Dwell Time		
XC HST / 80x	1½	
Class 15x	1	
Class 22x	1½	
Maximum Dwell Time		
Up direction - 3 minutes*		
*To minimise level crossing barrier down time Up trains stopping at Camborne are to be advertised earlier by the amount of recovery / pathing allowances between the previous stop and Camborne		

Hayle		
Dwell Time		
22x / XC HST	1½*	
80x	1½	
Class 150	½	
Class 153 to 159 158	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		
Dwell Time			
XC HST	1½£		
800 / 802	1½ £		
Class 15x	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**

Passenger train from West Ealing to Drayton Green

Second Movement

Train (passenger or freight) from Drayton Green

Margin

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)****Movement**

Down trains crossing from Down Airport to the Up Airport

Reason

Slow speed crossover

Timing Load

All

Value

{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

Station Working

Prior to submitting an Access Proposal or Timetable Variation, Train Operators are required to discuss with Heathrow Rail any service with a platform occupation time longer than 15 minutes.

The maximum dwell time for through services is 7½ minutes.

Heathrow Terminals 2 and 3**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**Station Working**

Prior to submitting an Access Proposal or Timetable Variation, Train Operators are required to discuss with Heathrow Rail any service with a platform occupation time longer than 26 minutes.

Where required Train Operators may stable trains at this station during Engineering Access hours with prior agreement of Heathrow Rail.

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**Station Working**

Prior to submitting an Access Proposal or Timetable Variation, Train Operators are required to discuss with Heathrow Rail any service with a platform occupation time longer than 15.5 minutes.

Where required Train Operators may stable trains at this station during Engineering Access hours with prior agreement of Heathrow Rail.

Turnround allowances

	387	387		
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
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Heathrow Terminal 5

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}%
		Class 6 freight 1000t / TR55	{½}
		Class 6 freight 1200-1400t / TR70/85	{1}
		Class 6 freight 1600-1800t / TR100	{1½}
		Class 6 freight	{2}

GW200 DIDCOT TO HEYFORD (EXCL.)

		2000-2400t / TR115/130	
		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	{½}
		1800t/TR100 and above	{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.

Junction Margins

First Movement	Second Movement	Margin
Freight pass to Didcot Parkway or Didcot West Jn	Pass to Didcot East Jn	4
Freight pass from Didcot Parkway or Didcot West Jn	Pass from Didcot East Jn	4

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 Kennington Up Goods Loop	Acceleration	Class 6 freight 600-800t / TR40	{½}
		Class 6 freight 1000t / TR55	{1}
		Class 6 freight 1200t / TR70	{1½}

		Class 6 freight 1400-1600t / TR85	{2}
		Class 6 freight 1800-2000t / TR100/115	{2½}
		Class 6 freight 2200t	{3}
		Class 6 freight 2400t / TR130	{3½}
		Class 4 freight 400t	{½}
		Class 4 freight 600t	{1}
		Class 4 freight 800t	{1½}
		Class 4 freight 1000-1600t	{2}
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

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

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	10 mins
		80x	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
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Class 80X Turnround Allowances (From Paddington)

5 car	10
9/10 Car	10

Ascott-under-Wychwood**Dwell Time**

16x	½
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Sipton**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.	Class 16X 80x	5 mins 10 mins

	Approaching next timing location add: {½} 16x {2} All other traffic		
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			
150 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 15x 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 Cheltenham Spa direction passing Gloucester Yard Jn from the Down Avoiding Line	A train from Gloucester passes Gloucester Yard Jn to the Down Charfield	2½	Headway must be compliant 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**

15x, 16x	½ (1 minute peak hours)
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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**

15x	½ (1 minute peak hours)
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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 or 4 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.

GW450 STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION

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

15x/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 Narrowways Hill Jn at line speed having stopped at Stapleton Road	15x/ 16x/GWR Short Form HST (HSTGW4)	{½}

Narrowways 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

15x / 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			
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.			
Overlap Restrictions			
First Movement	Second Movement	Margin	
Pass Dr Days Jn on Up Filton Main or Down Filton Main	Down arrival at Lawrence Hill routed to Up Filton Main, Down Filton Main or DBL or UBL at Dr Days Jn	2*	
Cross from Up Filton Main or UBL to Up Filton Relief at Dr Days Jn	Down arrival at Lawrence Hill	2	
*Can be reduced to 0 if second train has minimum of 2 minutes dwell at Lawrence Hill. This is to allow overlap to be reset.			

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 Narrowways 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)	{1}
		D245 to D455 / Freight	{1}
From Narrowways 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 Narrowways Hill Jn
		600t to 1199t inclusive	{1} approaching Narrowways Hill Jn
		1200t to 1799t inclusive	{1} approaching Narrowways Hill Jn & {½} approaching Horfield Jn
		1800t to 2199t inclusive	{1½} Approaching Narrowways Hill Jn & {1} approaching Horfield Jn
		2200t and above	{1½} approaching Narrowways 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 150 to 170 HST / GWR Short Form HST (HSTGW4) / 80x	{1} {1½}
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Adjustments to Sectional Running Times (allowance to be shown approaching Narrowways Hill Jn. RL moves)

From Dr Days Jn to Narrowways Hill Jn on RL Pass to Pass towards Filton Abbey Wood (having come from North Somerset Jn).	Slow speed junction	HST 22X 150 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 NARROWWAYS HILL JUNCTION
St. Andrews Road
Dwell Time

15x & 16x	½
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Avonmouth
Connectional Allowance

2

Dwell Time

15x	1
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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	1/2	

Shirehampton

Dwell Time		
15x & 16x	1/2	

Sea Mills

Dwell Time		
15x & 16x	1/2	

Clifton Down

Dwell Time		
15x	1	

Junction Margins

First Movement	Second Movement	Margin
Arriving from Avonmouth	Departure to Avonmouth	1
Arriving from Bristol	Departure to Bristol	Simultaneous

Redland

Dwell Time		
15x & 16x	1/2	

Montpelier

Dwell Time		
15x & 16x	1/2	

GW480 SWINDON TO STANDISH JUNCTION

Kemble		
Dwell Time		

15x	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			
15x	1		

Stonehouse			
Dwell Time			
15x	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.	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
	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.		
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
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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.

Towney Loop**Junction margins**

First Movement	Second Movement	Margin
Down train arrive loop	Down train pass Theale	1½
Down train arrive loop	Down train depart Theale	1
Down train pass Theale	Down train depart loop	3*
Down train depart Theale	Down train depart loop	3½*

*Increase by ½ when first movement is class 6 or 7

Midgham**Maximum dwell time**

Up direction - 2 minutes*

*To minimise level crossing barrier down-time, Up trains stopping at Midgham are to be advertised earlier by the amount of recovery / pathing allowances between the previous stop and Midgham.

Thatcham**Maximum dwell time – 2 minutes (due to blocking the level crossing)**

Down direction - 2 minutes*

*To minimise level crossing barrier down-time, Down trains stopping at Thatcham are to be advertised earlier by the amount of recovery / pathing allowances between the previous stop and Thatcham.

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 Train stopping at platform 3 from Theale	Slow turnout speed into the loop Approach control	80x 16x 319/387/769 DMU/EMU	{1½}* {1}
Depart Newbury Racecourse platform 1 or 3 in up direction	Slow speed crossover	80x	{½} approaching next timing point

*Can be reduced to 1 if train has stopped at Thatcham

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 DMU/EMU 80x	{1½}* {1}*
* Does not apply to Class 16x/387/319/769 trains that have stopped at Newbury Racecourse.			
Down train pass Newbury platform 1	Acceleration	80x Freight	{2} Approaching next timing point {1½} Approaching next timing point
Passing Newbury having stopped at Newbury Racecourse Platform 1 (DML) Down train pass Newbury (via down main) having stopped at Newbury Racecourse	Not passing Newbury at linespeed Acceleration	80x	{1} Approaching next timing point
Down trains originating or splitting at Newbury	Running brake test on steep gradient	DMU	{½} Approaching next timing point
Passing Up train pass Newbury but stopping at Newbury Racecourse	Not passing Newbury at linespeed	80x	{½}
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}
Junction Margins			
First Movement	Second Movement	Margin	
Down stopping train arrives Newbury having called at Newbury Racecourse	Down non-stop passenger train passes Newbury	3	
Overlap Restrictions			
First Movement	Second Movement	Margin	
Down train pass/arrive on Down Westbury	Down train arrive platform 1 at Newbury from Newbury Racecourse platform 3	3	
Down train arrive platform 1 from Newbury Racecourse platform 3	Down train pass/arrive on Down Westbury	3	
Up train arrive platform 2 or Up Westbury	Down train arrive platform 3	3	
Up train arrive platform 2 or Up Westbury	Up train depart platform 3	2	
Up train depart platform 3	Up train arrive platform 2 or Up Westbury	4	

Down train arrive platform 3	Up train pass/arrive platform 2 or Up Westbury	3
Down train arrive platform 2	Up train pass/arrive on Up Westbury	3
Down train arrive platform 1	Down train depart platform 2	2
Down train depart platform 2	Down train arrive platform 1	3
Dwell Time		
LH	1½*\$	
80x	1½	
165/6/769 DMU	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	

Hungerford UPL

Junction Margins		
First movement	Second Movement	Margin
Up pass Hungerford	Depart Hungerford UPL	3
Up depart Hungerford	Depart Hungerford UPL	4½
Up arrive Hungerford UPL	Up train arrives Hungerford	1½
Up arrive Hungerford UPL	Up passenger train passes Hungerford	4
	Up freight class 4/6 pass	Headway +1
	Up freight class 7 pass	Headway +1

Hungerford

Adjustment to Sectional Running Times		
Movement	Reason	Value
Up pass to Hungerford UPL	Approach control	{½}
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}
Up pass having come from Bedwyn Reverse Siding	Slow speed turnout from Bedwyn Reversing Siding	16x/769/80x	{1½} approaching next timing point
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 Junction Margins			
First Movement	Second Movement	Margin	
Down train depart/pass Bedwyn to Bedwyn Reversing siding	Up pass/arrive	4	
Down train depart/pass Bedwyn to Bedwyn Reversing Siding	Down freight pass/arrive	4½	
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	

Woodborough**Planning note**

Stopping SRTs are based on using the goods loops therefore adjustment times are built into the SRTs.

Junction margins

First Movement	Second Movement	Margin
Down train arrive goods loop	Down passenger train pass	4½
	Down freight class 4/6 pass	Headway +1
	Down freight class 7 pass	Headway +1
Down passenger train pass	Down train depart goods loop	1½
Up train arrive goods loop	Up passenger train pass	4½
	Up freight class 4/6 pass	Headway +1
	Up freight class 7 pass	Headway +1
Up passenger train pass	Up train depart goods loop	1½

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 Down train pass to Westbury	Slow speed at Heywood Road Junction Flashing Yellow Aspects	22X All	{½}
From Lavington to Hawkeridge Junction Pass to Pass Down train pass to Hawkeridge Jn	Slow speed at Heywood Road Junction and approach control Approach control	D245 to D455 80x All	{1} {1}
Down pass from Cement Works to Westbury or Hawkeridge Jn	Accleration	Freight	{1}* %
Down pass from Cement Works to Fairwood Jn (direct)	Accleration	Freight	{2}* %
Up train Pass from Westbury or Hawkeridge Jn	Acceleration	80x DMU Freight 600t or less Freight 800t to 1200t Freight 1400t to 1800t Freight 2000t to 2400t Freight 2600t to 3000t Freight 3200t or above	{½}* % {1} * % {½}* % {1}* % {1½}* % {2}* % {2½}* % {3}* %
Up pass to Cement Works from Hawkeridge Jn or Westbury	Approach control	Freight	{1}
Up train Pass to cement works from Fairwood Jn (direct)	Approach control	Freight	{1½}

*Applied approaching next timing point

% Does not apply to train going to Cement Works

Junction margins

First Movement	Second Movement	Margin
Down pass to Westbury, Hawkeridge Jn or Fairwood Jn	Down pass from Cement Works to Westbury or Hawkeridge Jn	2
Down pass to Fairwood Jn (direct)	Down pass from Cement Works to Fairwood Jn (direct)	2½
Down pass from Cement Works	Down pass to Westbury, Hawkeridge Jn or Fairwood Jn	5½
Down pass from Lavington to Westbury or Hawkeridge Jn	Up pass from Fairwood Jn (direct) to Lavington	2½
Down pass from Lavington to Westbury or Hawkeridge Jn	Up pass from Fairwood Jn (direct) to Cement Works	2
Down pass from Cement Works	Up pass from Fairwood Jn (direct)	5
Down pass from Cement Works	Up pass from Westbury or Hawkeridge Jn	6½
Down pass from Cement Works	Up pass to Cement Works	4
Up pass to Lavington	Down pass from Cement Works	2
Up pass from Fairwood Jn (direct) to Lavington	Down pass from Lavington to Westbury	2½*
Up pass from Fairwood Jn (direct) to Lavington	Down pass from Lavington to Hawkeridge Jn	2

*Can be reduced to 2 if second train has pathing time approaching

Freight Restrictions

~~Trains over 2300 tonnes must not have pathing time or be timed to stop from Whatley Quarry to Clink Road Jn inclusive.~~

Junction Margins

First Movement	Second Movement	Margin
Up pass from Blatchbridge Jn (direct)	Up pass from Frome North Jn	2

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 LH passenger	+{1}
From Bruton to Frome Start to Pass	Slow speed at Blatchbridge Junction	D245 to D455 LH passenger	+{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 Passto 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	14x, 150, 153	-{½}
		158, 16x	-{1}
From Yeovil to Blatchbridge Junction Passto Pass	Slow speed at Castle Cary	80x D245 to D385	+{1} +{2}
		D420 to D455	+{3}
Pass to Merehead Quarry Jn	Approach control	All	{1½}
Pass from Merehead Quarry Jn	Acceleration	Freight up to 1000t Freight 1200 to 1400t Freight 1600t to 2000t Freight 2200t to 2600t Freight 2800t or above	{½} {1} {1½} {2} {2½}

Junction Margins

First Movement	Second Movement	Margin
Down pass to Merehead Quarry Jn (direct)	Up pass from Castle Cary	3
Down pass to East Somerset Jn W324 Signal	Up pass from Castle Cary	2½

(via BL)		
Up pass from Castle Cary	Down pass to Merehead Quarry Jn	3½
Up pass from Merehead Quarry Jn	Down pass to Merehead Quarry Jn	5
Down pass to Merehead Quarry Jn	Up depart from BL	2
Up pass from Castle Cary	Up pass from Merehead Quarry Jn	2½
Up pass from Castle Cary	Up depart from BL	2

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 LH passenger	+{1}
		D350 to D455 LH passenger	+{2}
Dwell Time			
450	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}
Pass platform 2 to Yeovil	Approach control	All	
Pass platform 3 to Yeovil	Approach control	All	
Down train stopping in platform 3	Approach control	All	{½}
Pass from Yeovil	Acceleration	All	{1½}
Adjustments to Sectional Running Times (To be shown after this location)			
From Yeovil single line Passing Castle Cary	Slow speed junction at Castle Cary	459	{1½}
Dwell Time			
LH	1½\$		
80x	1½		
45x DMU	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~~**Junction Margins**

First Movement	Second Movement	Margin
Up pass/depart platform 2 or 3	Down pass/arrive platform 2 or 3	4

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****Beechgrove GF****Planning Note**

During a shunt movement at Beechgrove GF, a down train cannot arrive/pass Warminster due to occupying the section between W306 and W308 signals.

Warminster**Shunt Margins**

First Movement	Second Movement	Margin
Up depart/pass	Shunt move depart Warminster Signal W753	2
Arrive from Warminster Signal W753	Down arrive/pass	3

Planning Note

A down train cannot arrive Warminster during a shunt movement at Warminster Signal W753

Dwell Time

15x DMU	1
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Dilton Marsh**Dwell Time**

15x & 16x DMU	½*
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*: Request Stop

GW510 WESTBURY NORTH JN TO BATHAMPTON JUNCTION**Trowbridge****Dwell Time**

15x DMU	1
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Bradford Jn			
Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	Reason	Timing Load	Value
From Trowbridge towards Pass to Thingley Jn / Melksham	Slower speed Jn Approach control	15x 16x 75- 57210/280/350 80x HSTGW4 All	{1}
Adjustments to Sectional Running Times (allowance to be shown after this location)			
Movement	Reason	Timing Load	Value
Pass from Thingley Jn / Melksham towards Trowbridge	Slower speed Jn Acceleration	15x 16x 75- 57210/280/350 80x HSTGW4 All	{½} approaching next timing point

Bradford-on-Avon	
Dwell Time	
15x DMU	1

Avoncliff	
Dwell Time	
15x & 16x DMU	½

Freshford	
Dwell Time	
15x & 16x DMU	½

Bathampton Junction	
<i>Refer to GW105 for junction margins and allowances</i>	
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	
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

Junction Margins*		
First Movement	Second Movement	Margin
Up pass/depart	Down conflicting pass/arrive	3 [^]
Down pass/arrive	Up conflicting depart	2
Up pass/arrive	Down conflicting depart	1
Down pass/depart	Up conflicting pass/arrive	4
*For moves at the Country end of Westbury Down Reception line refer to Westbury Yard Entry/Exit		
[^] Increase by 1 if first movement is to Heywood Road and second movement is from Heywood Road		
Overlap Restrictions		
First Movement	Second Movement	Margin
Up train arrive platform 3	Down train to Up Reception or Westbury DMU Sidings (except from Up Trowbridge Siding)	3
Up train arrive platform 3	Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding)	3
Down train to Up Reception or Westbury DMU Sidings (except from Up Trowbridge Siding)	Up train arrive platform 3	3
Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding)	Up train arrive platform 3	3
Up train arrive platform 2	Down train arrive platform 1 from Hawkeridge Jn	3
Down train arrive platform 1 from Hawkeridge Jn	Up train arrive platform 2	3
Dwell Time		
80x /LH	2	
15x, 16x DMU & HSTGW4	1½	
159	4	
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/Southampton/Swindon	10		
From Salisbury (GWR only)	5		
From Portsmouth	15		
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 .

Westbury Down TC Entry/Exit**Junction Margins**

First Movement	Second Movement	Margin
Depart/pass Westbury to Fairwood Jn	Depart to Fairwood Jn	3½
Depart/pass Westbury to Warminster	Depart to Fairwood Jn	4
Depart/pass Westbury to Warminster	Depart to Warminster	Headway
Arrive/pass Westbury from Warminster	Depart to Fairwood Jn	1
Depart/pass Westbury to Fairwood Jn	Pass from Fairwood Jn	6½
Pass from Fairwood Jn	Depart/pass Westbury to Warminster or Fairwood Jn	1½
Pass from Fairwood Jn	Arrive/pass Westbury from Warminster	4½
Depart/pass Westbury to Warminster	Pass from Fairwood Jn	4
Arrive/pass Westbury from Warminster	Pass from Fairwood Jn	1
Pass from Warminster	Depart/pass Westbury to Warminster	1½
Depart to Fairwood Jn	Depart/pass Westbury to Warminster	1½
Depart to Fairwood Jn	Arrive/pass Westbury from Warminster	5½

GW570 CLINK ROAD JUNCTION TO BLATCHBRIDGE JUNCTION**Clink Road Jn**

See entry under route – GW500

Frome Signal W297**Junction Margins**

First Movement	Second Movement	Margin
Up Pass Clink Road Jn from Frome North Jn	Up Pass Frome Signal W297	2
Up Pass Clink Road Jn from Frome North Jn	Up Depart Frome Signal W297	1*

*Increase by 1 if first movement is freight

Frome North Junction**Junction Margins**

First Movement	Second Movement	Margin
Down pass/depart to Whatley Quarry	Up pass from Blatchbridge Jn/Frome	3
Down pass/depart to Frome/Blatchbridge Jn	Up pass from Whatley Quarry to UF	4
Up pass to Clink Road Jn	Conflicting Down pass	3
Up pass to Clink Road Jn	Conflicting Down depart	1*

*Increase by ½ if first movement is freight

Planning Restriction

Pathing time should not be used between Whatley Quarry and Frome North Jn due to adverse gradients.
Pathing time should not be used between Frome and Frome North Jn as there are no intermediate signals.

Planning Note

Freight trains to/from Whatley Quarry do not require adjustment time as the SRT is based on the slower route.

Frome				
Dwell Time				
15x	1			
Turnround allowances				
	HST	LH	DMU	
From Weymouth/Bristol/Salisbury			10	

GW580 EAST SOMERSET JUNCTION TO CRANMORE		
East Somerset Junction W324 Signal		
Planning Note		
Movements between East Somerset Jn & W324 Signal are outside the AB headway section		
Junction Margins		
First Movement	Second Movement	Margin
Up pass East Somerset Jn from Merehead Quarry Jn	Down Depart	2
Overlap Restrictions		
First Movement	Second Movement	Margin
Down arrive	Up pass East Somerset Jn from Merehead Quarry Jn	5

Merehead Quarry		
Junction Margins		
First Movement	Second Movement	Margin
Train depart Whites Crossing to Merehead Quarry Jn	Depart to Whites Crossing	2
Planning Notes		
-There are no conflicts between arriving and departing trains due to multiple arrival and departure lines -Arriving trains at Merehead Quarry should be routed directly from Merehead Quarry Jn. -Departing trains from Merehead Quarry should be routed to Whites Crossing, reverse move, then run to Merehead Quarry Jn.		

GW600 WOOTTON BASSETT JUNCTION TO PILNING**Wootton Bassett Junction****Adjustment to Sectional Running Times (show approaching this location)**

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}

Bristol Parkway			
Arrivals into Platform 3 and 4 from Down Badminton	Approach control and Slow crossing move	HST/22X/DMU/80x/GWR Short Form HST (HSTGW4)/387	+{1}
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	

Bristol Parkway		
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 UPL	Up train from Filton arriving platform 3, 4 or UPL	3
Down train <i>arriving or departing</i> 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 arrive platform 4 or UPL	Up train pass platform 3	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 Times			
Movement	Reason	Timing Load	Value
Pass to Filton Abbey Wood	Flashing Yellow Signals	170/22x/HST7XC /80x	{½}
Pass to Bristol Parkway running DT	Approach control	All	{1}
Junction Margins			
First movement	Second Movement	Value	
Down pass/arrive platform 2	Up arrive platform 1, to any conflicting route	2	

	after Patchway	
Dwell Time		
158/16x/387	1	
Signalling Restriction		
A Down train from any route cannot pass/arrive Patchway platform 2 while an Up conflicting move is stopped at Patchway platform 1. This is due to junction signal BL1536 being positioned in rear of Patchway platform 1. If the Down train is routed first, the above Signalling Restriction applies to the Up train.		
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			
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	
15x to 16x	½*
* : Request Stop	

Crediton	
Dwell Time	
15x	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**

15x to 16x | ½*

* : Request Stop

Copplestone**Dwell Time**

15x to 16x | ½

Morched Road**Dwell Time**

15x to 16x | ½*

* : Request Stop

Lapford**Dwell Time**

15x to 16x | ½*

* : Request Stop

Eggesford**Dwell Time**

15x | 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
1 st train arrives at Eggesford	2 nd train arrives at Eggesford	½ minute
2 nd train to arrive always departs first	1 st train to arrive always departs second	½ minute

Kings Nympton**Dwell Time**

15x to 16x | ½*

* : Request Stop

Portsmouth Arms**Dwell Time**

15x to 16x | ½*

* : Request Stop

Umberleigh**Dwell Time**

15x to 16x | ½*

* : Request Stop

Chapelton**Dwell Time**

15x 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**

15x | ½

Arriving from Exeter St David's then departing as ECS to Exmouth Junction | 2

Exeter Central**Dwell Time**

15x 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	
15x & 16x / GWR Short Form HST (HSTGW4)	2*
* : For through trains.	
Also see route GW108	

GW611 EXMOUTH JUNCTION TO EXMOUTH	
Polsloe Bridge	
Dwell Time	
15x to 16x	½*
* Increased to 1 minute toward Exeter 0730–0930 and from Exeter 1630-1830 Monday to Friday	

Digby & Sowton	
Dwell Time	
15x	1

Newcourt	
Dwell Time	
15x	1

Topsham**Dwell Time**

15x | 1

Platform End Conflicts

Trains can arrive at Topsham at the same time.

First Movement

First train arriving

Second Movement

Second train departing/passing

Margin

1

Exton**Dwell Time**

15x to 16x | ½*

* : Request Stop

Lympstone Commando**Dwell Time**

15x to 16x | ½*

* : Request Stop

Lympstone Village**Dwell Time**

15x 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**

15x | 1

Torquay**Dwell Time**

HST / LH / 22x | 2

80x | 2

15x | 1

Paignton**Turnround allowances**

	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 <u>not</u> possible to walk through the train may only be routed via Laira Jn if reversing on the Down Goods line. Empty trains where it <u>is</u> 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
150 to 153
1½*
* : Includes allowance for token

Bere Ferrers
Dwell Time
150 to 153
½

Bere Alston**Dwell Time**

150 to 153 | 3

Calstock**Dwell Time**

150 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**

15x | 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.

St Blazey Signal Box**Adjustments to Sectional Running Times**

Movement	Reason	Timing Load	Value
Up passenger train arriving St Blazey with Par platform 3 occupied Up train arriving St Blazey with section ahead occupied	Approach control	All	{2}

Junction Margins

First Movement	Second Movement	Margin	Notes
Up train arrives St Blazey	Down train arrives St Blazey	3	If possible, down train should not pass/depart Par until Up train has arrived at St Blazey.
Up train of longer than 130m departs St Blazey	Down train departs St Blazey	2	*See below
Down train arrives St Blazey	Up train to Par platform 3 departs	0	Par cannot accept an Up train from St Blazey while a 9 or 10 car Class 80x is held at SB40 signal due to fouling Par 42pts.

Please note - If trains are crossing at St Blazey Signal Box, the Up train must **ALWAYS** arrive first.
*If the Up train is longer than 130m it is preferable to cross at Goonbarrow Junction.

Luxulyan**Dwell Time**

DMU	1/2*
-----	------

* : Request Stop

Goonbarrow Junction

Operation of 10-car 80x requires special arrangements if crossing another service at Goonbarrow Junction

Bugle**Dwell Time**

DMU	1/2*
-----	------

* : Request Stop

Roche**Dwell Time**

DMU	1/2*
-----	------

* Request Stop

St Columb Road**Dwell Time**

DMU	1/2*
-----	------

* 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**15x $\frac{1}{2}$ **Penryn****Dwell Time**

15x 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**

15x 1

Falmouth Town**Dwell Time**

15x 1

GW690 ST. ERTH TO ST. IVES**St. Erth****Dwell Time**15x $\frac{1}{2}$ *

* : For through trains only.

Lelant Saltings**Dwell Time**

15x | ½

Lelant**Dwell Time**

15x | ½*

* : Request Stop

Carbis Bay**Dwell Time**

15x | 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 Gloucester	Approach control and slow speed connection	Freight All Passenger trains	{2} {½}
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}

Gloucester			
Horton Road Jcn to Gloucester Platform 4	Slow speed connections	80x / XC HST only	{1}
		All other traffic	{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	{1}
		All other traffic	{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			
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			

Gloucester				
	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	
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	

Gloucester			
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	
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	

Gloucester			
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
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 <u>not</u> 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 <u>not</u> 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
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Turnround allowances

	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

For all other entries, refer to GW900

HST	2
80x	4
LH	4½
150 to 22x	4

* 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
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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
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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
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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

Dwell Time Through

All	2
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Dwell Time Reverse

HST / LH	20 Run round (LH)
Power	5 a) 5 b)

a) From Cambrian

b) To Cambrian

Turnround Allowance

Power	10 c) 15 d)
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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
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

Turnaround Allowance

Class 230 | 4

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
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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	

Machynlleth		
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	

Dovey Jn and Dovey Jn Down Loop**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
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Borth

Dwell Time	1
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Bow Street

Dwell Time	1
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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 TimePower | 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

Harlech

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
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GW735 SHREWSBURY CREWE JN TO NANTWICH**Yorton****Dwell Time**

LH	1
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Wem**Dwell Time**

LH	1
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Prees**Dwell Time**

LH | 1

Whitchurch**Dwell Time**

LH | 1

Wrenbury**Dwell Time**

LH | 1

Nantwich**Dwell Time**LH | $\frac{1}{2}$ 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
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
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

Cardiff Queen Street

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
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 cannot 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)**Rhose****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

 $\frac{1}{2}$ **Sarn**

Dwell Time: 150 to 175

 $\frac{1}{2}$ **Tondu**

Dwell Time: 150 to 175

 $\frac{1}{2}$ **Garth**

Dwell Time: 150 to 175

 $\frac{1}{2}$ **Maesteg Ewenny Road**

Dwell Time: 150 to 175

 $\frac{1}{2}$ **GW8901 DYNEVOR JUNCTION TO JERSEY MARINE JUNCTION SOUTH****PT470 Signal****Reversing Allowance****Movement**

Trains from the direction of Dynevor Jn stop at PT470 signal before propelling back into Jersey Marine Steel Supply Terminal

RemarksThe 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.**Minutes**

2

GW900 PILNING TO FISHGUARD HARBOUR**Pilning****Adjustments to Sectional Running Times (allowance to be shown approaching this location)****Movement**

From Patchway to Pilning Down Loop Pass to Pass or Stop

Reason

Slow speed turnout into the loop (40mph) and approach control

Timing Load

All traffic

Value

{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 P1	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
All TFW Services	2

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 Newport (S. Wales) (via DM)	Train Passing Ebbw Jn (via UM to Newport (S. Wales)) from Marshfield	1½
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
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	Passenger Freight	{1} {2}
Up Main to Up Relief	Junction differential	All traffic	{½}
Up Relief to Up Main	Junction differential	All traffic	{½} before and {½} Approaching next timing point
Park Jcn to Down Main/Relief	Junction differential	Passenger Freight	{1} Approaching next timing point {2} Approaching next timing point
Down Main to Down Relief	Junction differential	All traffic	{½}
Down Relief to Down Main	Junction differential	All traffic	{½} Approaching next timing point

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 to Up Relief	2½
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 (Except TfW))

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

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

Cardiff Central

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}
Passing Leckwith Loop North Jn to Line B	Slow Line Speed	All	{½}

Adjustments to Sectional Running Times (shown approaching this location)

Movement	Reason	Timing Load	Value
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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**

150 to 153	½
156 to 159 / LH	1

Llanharan**Dwell Time**

LH	1
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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

150 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	15X	{½} approaching Bridgend
Maesteg Branch (Route GW874) to Up Main non – stop services	Slow speed junction	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
15x	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**

15x / LH	1
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Margam Moors Junction**Adjustments to Sectional Running Times**

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

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} Approaching next timing point {2} Approaching next timing point

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

150 to 175	1
220/221	1
Class 80x / LH	1½

Baglan**Dwell Time**

150 to 153	½
156 to 159 / LH	1

Briton Ferry**Dwell Time**

150 to 153	½
156 to 159 / LH	1

Neath**Dwell Time**

150 to 175	1
22x / 80x / LH	1½

Skewen**Dwell Time**

150 to 153	½
156 to 159 / LH	1

Llamsamlet**Dwell Time**

150 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**

150 to 175	1
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Llanelli

Connectional Allowance	7
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Dwell Time

LH	2
80x	1½
150 to 175	1

Minimum allowance for reversals or run rounds en route

DMU	4
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Platform Re-occupation	4
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Pembrey & Burry Port**Dwell Time**

150 to 175	1
80x	1½

Whitland**Dwell Time**

LH / 80x	2 ^S
150 to 175	1 ^S
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**

150 to 175	½*
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* Request Stop

Clarbeston Road**Dwell Time**

150 to 175 ½*

* Request Stop

Fishguard & Goodwick**Dwell Time**

150 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**

150 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**

15x	1
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Broome**Dwell Time**

15x	*
-----	---

* Request Stop

Hopton Heath**Dwell Time**

15x	*
-----	---

* Request Stop

Bucknell**Dwell Time**

15x	*
-----	---

* Request Stop

'All Up' services must stop in platform to operate the level crossing ½ minute.

Knighton**Dwell Time**

15x	3
-----	---

Knucklas**Dwell Time**

15x	*
-----	---

* Request Stop

Llangyllo**Dwell Time**

15x

*

* Request Stop

Llanbister Road**Dwell Time**

15x

*

* Request Stop

Dolau**Dwell Time**

15x

*

* Request Stop

'All Up' services must stop in platform to operate the level crossing ½ minute.**Pen-y-bont****Dwell Time**

15x

*

* Request Stop

Llandrindod**Dwell Time**

15x

3

Junction Margin**First Movement**

Arrival from the South/North

Second Movement

Departure to the North/South

Margin

8

Builth Road**Dwell Time**

15x

*

* Request Stop

Cilmeri**Dwell Time**

15x

*

* Request Stop

Garth**Dwell Time**

15x

*

* Request Stop

Llangammarch**Dwell Time**

15x

*

* Request Stop

Llanwrtyd**Dwell Time**

15x

3*

Junction Margins**First Movement**

Arrival from South/North

Second Movement

Departure to North/South

Margin

6

Sugar Loaf**Dwell Time**

15x

*

* Request Stop

Cynghordy**Dwell Time**

15x

*

* Request Stop

Llandovery**Dwell Time**

15x

3

Llanwrda**Dwell Time**

15x

*

* 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**

15x

*

* Request Stop

'All Up' services must stop in platform to operate the level crossing ½ minute.

Llandeilo**Dwell Time**

15x

3

Ffairfach**Dwell Time**

15x

*

* Request Stop

‘All Down’ services must stop in platform to operate the level crossing ½ minute.

Llandybie**Dwell Time**

15x

*

* Request Stop

‘All Up’ services must stop in platform to operate the level crossing ½ minute.

Ammanford**Dwell Time**

15x

*

* Request Stop

‘All Up’ services must stop in platform to operate the level crossing ½ minute.

Pantyffynnon**Dwell Time**

15x

*

Pontarddulais**Dwell Time**

15x

*

* Request Stop

Llangennech**Dwell Time**

15x

*

* Request Stop

Bynea**Dwell Time**

15x

*

* Request Stop

GW940 CARMARTHEN STATION TO CARMARTHEN BRIDGE JUNCTION**Carmarthen****Dwell Time**

80x

6

15x / 175

3

Turnround Allowances

Class 80X (5 car)

From Paddington

25

GW940 CARMARTHEN STATION TO CARMARTHEN BRIDGE JUNCTION

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
15x / 175	½*
* Request Stop	

Kilgetty**Dwell Time**

80x	1
15x / 175	½*
* Request Stop	

Saundersfoot**Dwell Time**

80x	1
15x / 175	½*
* Request Stop	

Tenby**Dwell Time**

80x	3\$
15x / 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
15x / 175	½*
* Request Stop	

Manorbier

Dwell Time	
80x	1½
15x / 175	½ Down direction, 1 min. Up Direction

Lamphey	
Dwell Time	
80x	1
15x / 175	½*
* Request Stop	

Pembroke	
Dwell Time	
80x	1½
15x / 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	
150 to 175	1

Johnston	
Dwell Time	
150 to 175	½*
* Request Stop	

Milford Haven	
Turnround allowances	
	LH
	DMU
From East of Cardiff	40
From Cardiff and West thereof #	20
	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 (hailed)	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

Mostyn Docks and Trading

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 (hailed)	1½

Rhyl**Dwell Time**

LH/HST	2
Power	1
220/221/LH MK4	1½
390 (hailed)	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 (hailed)	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 Sdg dep	XX†00
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 (hailed) /LH MK4/DMU	2

Splitting and Coupling of Units: In all platforms

Train Watering Points	Fixed watering point available
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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

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
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
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NW3007 WREXHAM CENTRAL TO NESTON**Wrexham Central****Turnround Allowance (MU)**

For Class 150/153/230 units only	3
Class 230	4

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 Cement Sidings			
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	
Ashley Down	Down Filton Relief	126	
Ashley Down	Up Filton Relief	126	
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

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Bargoed	1	124	
Bargoed	2	124	
Barnstaple	Single	220	Top of Ramp to stop blocks
Barry	1	222	
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	
Bynea	2	106	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
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.
Cardiff Queen St	3 (Down)	184	
Cardiff Queen St	4 (Up)	160	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
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	
Culham	Down	107	
Culham	Up	77	
Cwmbach	Single	94	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
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	
Ealing Broadway	2 (Up Main)	184	
Ealing Broadway	2 (Up Main)	114	Top of ramp to mirror
Ealing Broadway	3 (Down Relief)	182	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
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
Garth	Single	80	
Garth (Mid-Glamorgan)	Single	84	
Gilfach Fargoed	Down	16	
Gilfach Fargoed	Up	16	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
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 Line)	153	
Hayes & Harlington	3 (Down Relief Line)	146	
Hayes & Harlington	4 (Up Relief Line)	150	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
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	
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	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
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
Llandovery	1	67	
Llandovery	2	53	
Llandrindod	1	98	
Llandrindod	2	95	
Llandybie	Single	39	
Llanelli	1	170	
Llanelli	2	184	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Llangadog	Single	85	
Llangammarch	Single	108	
Llangennech	1	53	
Llangennech	2	53	
Llangynllo	Single	63	
Llanharan	1	98	
Llanharan	2	98	
Llanhilleth	1	150	
Llanhilleth	2	150	
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	
Llwyngwrlil	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
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	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
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	
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	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
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
Minfordd	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	1	150	
Newbridge	2	150	
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
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	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Oxford	4 (Down)	275	
Paignton	1	251	
Paignton	2	209	
Pangbourne	1 (Down Relief Line)	149	
Pangbourne (RL only)	2 (Up Relief Line)	149	
Pantyyffynnon	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	
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	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
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
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

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
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	
Rhose	1	100	
Rhose	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
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)

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
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	
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	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
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 Relief)	278	
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	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
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
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	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
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	
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	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
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	
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

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
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	
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	
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	
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	

GW900 PILNING TO FISHGUARD HARBOUR

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	Metres	
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 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			

GW510 WESTBURY NORTH JUNCTION TO BATHAMPTON JUNCTION

Timing Section	Type				Remarks
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			

GW730 SHREWSBURY TO NEWPORT MAINDEE WEST JN (NORTH AND WEST LINE)

Timing Section	Type	ML			Remarks
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			

GW810 RHYMNEY TO QUEEN STREET NORTH JUNCTION

Timing Section	Type				Remarks
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			
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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

GW900 PILNING TO FISHGUARD HARBOUR

Timing Section	Type	ML	RL		Remarks
Up – Daily					
Approaching Carmarthen Bridge Jn	E	1			
Approaching Swansea Loop West Jn	E	1			
Approaching Cardiff Central Leckwith Loop North Jn	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.