Network Rail
Capacity Planning
The Quadrant
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26th March 2024

**Commentary on the Western & Wales Timetable Planning Rules 2025**

**Version 3**
**Draft Principal and Preliminary Proposal for Principal Timetable Change 2025**

This document is a covering note for the Timetable Planning Rules – Draft Principal and Preliminary Proposal for Principal Change Timetable 2025 – and provides a specific commentary to the route described above.

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

| |
|---|
| New or Amended text is red |
| ~~Deleted text is green and struck through~~ |

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

The following is a summary of changes in content from Version 1.0 of the 2025 Timetable Planning Rules.

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## 1. Introduction and General Notes

### 1.1 Index Of Routes

### 1.2 Sectional Appendices and Rule Book

### 1.3 Definitions

#### 1.3.1 Train Classification

| | |
|---|---|
| **1.3.1** | Added from Ebbw Vale to Cardiff to 2Nxx |

## 2. Route Description

### 2.1 Planning Geography

| | |
|---|---|
| **GW103** | Remove 'MTR' operator specific reference to 'Elizabeth line' |
| **GW108** | Added Wellington |
| | Added Cullompton |
| | Amended line codes between Cogload Junction and Fairwater Yard |
| **GW620** | Added Edginswell as new station opens in May 25. |
| **GW660** | Added Goss Moor Loop as mandatory |
| **GW900** | Gaer Jn is now mandatory |
| | Llandeilo Jn down goods loop and Llandeilo dock sidings, amended 'F' to 'S' in code column |
| **GW910** | Trostre Works now shows 'S' rather than 'F' in the code column |

### 2.2 Route Opening Hours

## 3. Electrification

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### 5.1 Sectional Running Times

### 5.2 Headways

| | |
|---|---|
| GW108 | Correction of AB headway working at St Pinnock |
| GW660 | Headways amended for Mid Cornall Metro work as previously agreed |
| GW900 | Amended headways between Llanelli and Swansea Loop West Jn in the Up direction |

### 5.3 Junction Margins and Station Planning Rules

| | |
|---|---|
| GW103 | Added new entry for Kennet Bridge Loop with an adjustment allowance |
| | At Kennet Bridge Jn, removed an adjustment allowance that has been moved to Kennet Bridge Loop |
| | At Kennet Bridge Jn, amended asjustment allowances to be moved to Reading. Amended wording on other adjustment allowances |
| | At Reading, added adjustment allowances that were at Kennet Bridge Jn |
| GW105 | At Uphill Jn added new junction margin |
| GW500 | Added a new converging margin at Heywood Road Jn |
| GW580 | At Merehead Quarry, added restriction to junction margins |
| GW660 | St Blazey SB, amend junciton margin notes and add new margins |
| | Add Goobarrow jn margins |
| GW733 | At Machynlleth, added 158 (4 car) to turnround allowance |
| | At Aberystwyth, added 158 (2 car) and 158 (4 car) to turnround allowances |

### 5.4 Platform Lengths

| | |
|---|---|
| | Added Charfield up and down platforms with lengths |
| | Added Edginswell platforms 1 and 2 with lengths |
| **GW660** | Add Newquay platform 2 length |

#### 5.4.1 Loop Lengths

| | |
|---|---|
| GW660 | Goss Moor Loop |

### 5.5 Timing Allowances

| | |
|---|---|
| GW108 | Amend engineering time wording approaching Cogload/ Taunton |

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## 6. Timetabling Considerations

### 6.1 Advertised and Working Times

**6.2 Timing of Light Locomotives**

**6.3 Two Track Timetable Railway**

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These represent the revised Timetable Planning Rules (the "Draft Rules") for the Principal December 2025 timetable in accordance with Part D of the Network Code, Condition D2.2.3.

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

Regards

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# Timetable Planning Rules

## Western and Wales

**2025 TIMETABLE**

**Version 3**

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Draft Rules for Subsidiary Timetable Change 2025

**28th March 2024**

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# 1 Introduction and General Notes

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

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

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## 1.1 Index of Routes

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

| | |
|---|---|
| GW103 | Paddington to Uffington |
| GW105 | Uffington to Fordgate via Box |
| GW107 | Worle to Uphill via Weston–super–Mare |
| GW108 | Fordgate to Penzance |
| GW110 | Old Oak Common West to South Ruislip (excl.) |
| GW117 | Greenford East Jn to Greenford South Jn |
| GW130 | Acton Wells Junction to Acton East Jn |
| GW174 | West Ealing to Greenford West Junction |
| GW175 | Greenford South Jn to Greenford |
| GW176 | Hanwell to Drayton Green |
| GW178 | Southall to Brentford Goods |
| GW180 | Heathrow Airport Junction to Heathrow Terminals 4 & 5 |
| GW182 | West Drayton to Colnbrook |
| GW184 | Slough to Windsor & Eton |
| GW185 | Maidenhead to Marlow |
| GW187 | Twyford to Henley–on–Thames |
| GW190 | Reading Spur Jn to Reading New Jn |
| GW200 | Didcot to Heyford (excl.) |
| GW220 | Oxford Road Jn to Reading West Jn |
| GW225 | Reading Caversham Road Jn to Oxford Road Jn (Reading feeder lines) |
| GW240 | Didcot East Jn to Didcot North Jn |
| GW250 | Foxhall Jn to Didcot West Curve Jn |
| GW260 | Kennington Junction to Cowley |
| GW310 | Wolvercote Junction to Pershore (exclusive) |
| GW317 | Honeybourne North Junction to Long Marston |
| GW401 | Ashchurch (incl.) to Westerleigh Junction |
| GW425 | Berkeley Road Junction to Sharpness |
| GW430 | Yate Middle Junction to Tytherington |
| GW440 | Yate South Junction to Westerleigh |
| GW450 | Stoke Gifford Junction to Bristol East Junction |
| GW4501 | Stoke Gifford Junction to Bristol Bulk Handling Terminal |
| GW451 | Filton Junction to Filton West Junction (Filton Chord) |
| GW454 | Severn Beach to Narroways Hill Junction |
| GW456 | Lawrence Hill to Barrow Road RTS |
| GW480 | Swindon to Standish Junction |
| GW490 | Gloucester Yard Junction to Horton Road Junction |
| GW500 | Reading to Cogload Junction via Westbury and Frome avoiding lines (Berks. and Hants line) |
| GW5001 | Beechgrove GF to Westbury South Junction |
| GW510 | Westbury North Junction to Bathampton Jn |
| GW520 | Westbury East Loop Jn to Hawkeridge Jn |
| GW523 | Thingley Jn to Bradford Junction |
| GW528 | North Somerset Junction to Bristol West Junction *(Great Western Railway lease from Dec 2006)* |
| GW530 | North Somerset Jn to Dr. Days Jn (“Rhubarb Loop”) |
| GW540 | Filton Junction to Patchway Junction |
| GW5401 | Filton West Junction to Patchway Junction (Patchway Chord) |
| GW548 | Parson Street Junction to Portbury Terminals |
| GW560 | Heywood Road Junction to Fairwood Junction via Westbury |
| GW570 | Clink Road Junction to Blatchbridge Junction via Frome |
| GW572 | Frome North Junction to Whatley Quarry |

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| | |
|---|---|
| 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 Plymouth Friary SS 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/Briton Ferry West Junction to Morlais Junction (Swansea District Line) |
| GW8901 | Dynevor Junction to Jersey Marine Junction South |
| GW892 | Cwmgwrach to Burrows Sidings |

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

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# 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) |

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# 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<br>Nominated postal or parcels train; or<br>Breakdown or overhead line equipment train going to clear the line or returning from there (1Z99); or<br>Traction unit going to assist a failed train (1Z99)<br>Snow plough going to clear the line (1Z99) |
| 9 | A train formed of a Class 373 unit or other passenger train if specially authorised<br>Elizabeth Line Services via the COS |
| 2 | Ordinary passenger train; or<br>Breakdown or overhead line equipment train not going to clear the line (2Z99)<br>Officers' special train (2Z01) |
| 3 | Freight train which can run at more than 75 mph; or<br>A parcels train; or<br>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<br>[Low numbered]<br>[High numbered] | WoE/Exeter/Taunton/Weston/Bristol to Paddington via Box<br>WoE/Exeter/Taunton to Paddington via Castle Cary<br>Frome/Westbury to Paddington<br>Holyhead to Euston |
| 1Bxx | Paddington to South Wales<br>Westbury/Bristol to South Wales<br>WoE to Bristol TM<br>Hereford/Newport (south Wales)/Cardiff Central to Swansea/Fishguard Harbour/Pembroke Dock/Milford Haven |
| 1Cxx<br>[Low numbered]<br>[High numbered] | Paddington to Bristol/Weston/Taunton/Exeter/WoE via Box<br>Paddington to Taunton/Exeter/WoE via Castle Cary<br>Bristol TM to WoE |
| 1Dxx | Paddington to Didcot Parkway/Oxford<br>Bristol to Oxford<br>WoE to Bristol Parkway<br>Holyhead/Bangor/Llandudno/Llandudno Junction to Chester |

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

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| Reporting number | Description |
|---|---|
| | |
| | Marylebone to Oxford |
| 1Uxx | Paddington to Bristol Parkway via Hullavington |
| 1Vxx | Origin in another Region<br>Holyhead to Cardiff Central/Maesteg<br>Shrewsbury to Cardiff Central |
| 1Wxx<br>[1W01-1W09] | Paddington to Moreton/Worcester/Malvern via Charlbury<br>Paddington to Hereford via Charlbury<br>Cardiff Central to Holyhead<br>Milford Haven/Carmarthen/Swansea/Cardiff Central to Shrewsbury/Crewe/Manchester |
| 1Yxx | Heathrow Airport to Paddington<br>Oxford to Marylebone |
| 1Zxx | Special traffic additional trains<br>Must NOT be used for WTT services |
| | |
| **Class 2** | |
| 2Axx<br><br><br>[Odd numbered]<br>[Even numbered] | Windsor to Slough<br>Frome to Westbury<br>Penzance/Plymouth/Paignton to Newton Abbot<br>Penzance/St Erth to St Ives<br>St Ives to St Erth/Penzance<br>Barry Island/Bridgend/Cardiff Central to Aberdare |
| 2Bxx<br><br><br><br>[Odd numbered]<br>[Even numbered] | Exeter to Barnstaple<br>Cheltenham/Gloucester to Swindon<br>All stations between Cardiff Central and Swansea/Carmarthen<br>All stations between Carmarthen/Swansea and Cardiff Central<br>Marlow to Maidenhead<br>Maidenhead to Marlow<br>Cardiff Queen Street to Cardiff Bay |
| 2Cxx | Waterloo to Reading<br>Reading to Waterloo<br>Bristol to Westbury/Frome<br>Cardiff to Bristol<br>Bristol to Taunton/Exeter/Plymouth/Penzance<br>Exeter/Plymouth to Liskeard/Par/Truro/Penzance<br>Cardiff Central/Penarth/Radyr to Coryton |
| 2Dxx<br><br><br>[Odd numbered]<br>[Even numbered]<br>[Even numbered]<br>[Odd numbered]<br>[Even numbered] | Bristol TM to Bristol PW<br>Reading to Didcot<br>Shrewsbury to Chester<br>Llandudno to Llandudno Junction<br>Llandudno Junction to Llandudno<br>Llandudno to Blaenau Ffestiniog<br>Blaenau Ffestiniog to Llandudno<br>Penarth to Bargoed |
| 2Exx | Heathrow Terminals 2 & 3 to Heathrow Terminal 5<br>Didcot/Oxford to Moreton/Evesham/Worcester/Malvern<br>Malvern/Worcester/Evesham/Moreton to Oxford/Didcot<br>Malvern/Worcester to Evesham<br>Bristol to Gloucester/Worcester/Malvern<br>Penzance/Plymouth/Paignton to Exeter St Davids<br>Barnstaple/Okehampton to Exeter St Davids<br>Exmouth to Exeter St Davids |

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| Reporting number | Description |
|---|---|
| | |
| | Axminster to Exeter St Davids<br>Merthyr Tydfil to Bridgend<br>Fishguard Harbour/Pembroke Dock to Carmarthen/Swansea<br>Swansea/Carmarthen to Pembroke Dock/Fishguard Harbour |
| 2Fxx<br><br><br><br><br><br>[Odd numbered]<br>[Even numbered] | Heathrow Terminal 5 to Heathrow Terminals 2 & 3<br>Bristol/Westbury to Warminster<br>Exeter to Exmouth<br>Truro to Falmouth<br>Wrexham Central to Bidston<br>Core Valley Lines to Cardiff Central<br>Oxford to Milton Keynes Central via Bletchley High Level<br>Milton Keynes Central to Oxford via Bletchley High Level |
| 2Gxx<br><br><br><br><br>[Even numbered]<br>[Odd numbered]<br>[Odd numbered]<br>[Even numbered] | Swindon to Gloucester/Cheltenham<br>Gloucester to Worcester/Malvern<br>Malvern/Worcester to Gloucester<br>Cardiff to Gloucester/Cheltenham Spa<br>Pwllheli to Machynlleth (that do not go beyond Machynlleth)<br>Paddington /West Ealing to Greenford<br>Greenford to West Ealing/Paddington<br>Plymouth to Gunnislake<br>Gunnislake to Plymouth |
| 2Hxx<br>[Even numbered]<br>[Odd numbered]<br>Even numbered]<br>[Odd numbered]<br>[Odd numbered] | <br>Twyford to Henley-on-Thames<br>Henley-on-Thames to Twyford<br>Bristol TM to Filton Abbey Wood/Henbury<br>Henbury/Filton Abbey Wood to Bristol TM<br>Cardiff Central/Penarth to Ystrad Mynach |
| 2Ixx | Cardiff Central to Ebbw Vale Town via Newport (S. Wales)<br>Pwllheli to Machynlleth (attach to 1Ixx at Machynlleth) |
| 2Jxx<br><br>[Odd numbered]<br>[Even numbered]<br><br><br><br><br>[Even numbered] | Exeter St Davids to St James Park<br>Machynlleth to Pwllheli<br>Reading to Basingstoke<br>Basingstoke to Reading<br>Aberystwyth to Machynlleth<br>Machynlleth to Aberystwyth<br>Bidston to Wrexham General/Wrexham Central<br>Crewe to Shrewsbury<br>Barry Island to Pontypridd |
| 2Kxx<br><br>[Even numbered]<br>[Odd numbered]<br>[Even numbered]<br>[Odd numbered] | Exeter to Okehampton<br>Shrewsbury to Crewe<br>Bristol TM to Clifton Down/Avonmouth/Severn Beach<br>Severn Beach/Avonmouth/Clifton Down to Bristol TM<br>Reading to Newbury/Bedwyn<br>Bedwyn/Newbury to Reading<br>Newport (South Wales) to Crosskeys<br>Barry Island/Cardiff Central to Caerphilly |
| 2Lxx<br>[Odd numbered]<br>[Even numbered]<br>[Odd numbered]<br>[Even numbered]<br>[Odd numbered] | Exeter to Axminster<br>Oxford/Didcot to Reading<br>Reading/Didcot to Oxford<br>Liskeard to Looe<br>Looe to Liskeard<br>Cheltenham Spa/Gloucester/Cardiff Central to Maesteg |

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| Reporting number | Description |
|---|---|
| | |
| [Even numbered] | Maesteg to Cardiff Central |
| 2Mxx | Destination in North West and Central Region (excluding Worcester area)<br>WoE/Exeter/Taunton/Weston to Bristol TM<br>Westbury to Swindon<br>Swindon to Westbury<br>Portsmouth/Southampton/Salisbury to Westbury<br>Barry Island/Cardiff Central to Merthyr Tydfil<br>Carmarthen/Swansea to Shrewsbury via Heart of Wales Line |
| 2Nxx<br>[Even numbered]<br>[Even numbered]<br>[Odd numbered]<br>[Odd numbered] | Paddington to Didcot<br>Par to Newquay<br>From Ebbw Vale to Cardiff (direct)<br>Newquay to Par<br>Cardiff Central to Ebbw Vale Town not via Newport (South Wales) |
| 2Oxx<br><br><br>2Oxx [01-25, odd numbered] | Destination in Southern Region<br>Crosskeys to Newport (South Wales)<br>Ebbw Vale Town to Cardiff Central via Newport (South Wales)<br>Gloucester/Swindon to Salisbury/Southampton via Melksham |
| 2Pxx | Didcot/Reading to Paddington<br>Exeter to Plymouth<br>Penzance/Truro/Newquay/Par/Liskeard to Plymouth<br>Core Valley Lines/Cardiff Central to Penarth |
| 2Rxx | Paddington to Reading<br>Bath Spa to Filton Abbey Wood/Bristol PW via Rhubarb Loop<br>Bristol PW/Filton Abbey Wood to Bath Spa via Rhubarb Loop<br>Terminating services at Exeter Central<br>Cardiff Central/Penarth to Rhymney |
| 2Sxx<br>[Even numbered] | Cardiff Bay to Cardiff Queen Street |
| 2Txx<br><br><br><br>[Even numbered]<br>[Odd numbered]<br><br>[Even numbered] | Heathrow Terminals 2 & 3 to Heathrow Terminal 4<br>Exeter/Newton Abbot to Paignton<br>Frome/Warminster/Westbury to Bristol TM<br>Malvern/Worcester/Gloucester to Bristol TM<br>Newbury to Bedwyn<br>Bedwyn to Newbury<br>Falmouth to Truro<br>Barry Island/Cardiff Central/Penarth to Treherbert |
| 2Uxx | Heathrow Terminal 4 to Heathrow Terminals 2 & 3<br>WoE/Exeter/Taunton/Weston/Bristol to Cardiff |
| 2Vxx | Origin in another region<br>Shrewsbury to Swansea/Carmarthen via Heart of Wales Line<br>Coryton to Radyr |
| 2Wxx | Slough to Windsor<br>Exeter to Pinhoe |
| 2Yxx | Elizabeth line to Paddington High Level<br>Bristol TM to Weston Super-Mare<br>Core Valley Lines/Cardiff Central to Barry Island |
| 2Zxx | Special traffic additional trains<br>Must NOT be used for WTT services |

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| Reporting number | Description |
|---|---|
| | |
| | |
| **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 to Heathrow Terminal 4 |
| 9Nxx | Elizabeth line to Maidenhead |
| 9Rxx | Elizabeth line to Reading |
| 9Txx | Elizabeth line to Heathrow Terminal 5 |
| 9Uxx | Elizabeth line to Abbey Wood |
| 9Wxx [Even numbered] | Elizabeth line to Shenfield |

| Reporting Number | Description |
|---|---|
| | |
| **Non Passenger (Class 0,3*,4,6,7,8)** | |
| *Except Empty Stock Passenger, RHTT and Test Trains | |
| Refer to National TPR Appendix G for inter-regional headcodes | |
| Note: Non Passenger headcodes are determined by former British Rail regions and not Network Rail boundaries | |
| Former Western Region Destination Characters: | |
| A | Former London Area<br>All destinations between Paddington and Lavington, Challow and Moreton in Marsh |
| B | Former Wales Area<br>All destinations West of Challow and Moreton in Marsh, and North of Chippenham, Hullavington, Cam and Dursley and Severn Tunnel East |
| C | Former South West Area<br>All routes West of Lavington, and South of Chippenham, Hullavington, Cam and Dursley and Severn Tunnel East |
| Former London Midland Region Destination Characters | |
| J | Former Mid Wales Area<br>All destination between Shrewsbury and: Crewe, Wrexham General, Aberystwyth, and Pwllheli |
| D | Former North Wales Area<br>Routes from Wrexham Central to Bidston, and all routes west of Saltney Jn towards Holyhead. |
| The above is not exhaustive and other headcodes may apply for local journeys. | |

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## 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 |
| 80X | Bi-mode classes 800/802 |
| Castle | “Mini HST” GWR 2+4 HST (HSTGW4) |
| DMU | Any diesel multiple unit (incl. GWR Castle Class (HST)) (excluding classes 180/22X) |
| EMU | Any electric multiple unit |
| ECS | Empty Coaching Stock includes empty diesel and electric multiple units. |
| HST | Trains consisting of two Class 43 locomotives and Mk 3 passenger vehicles (except for GWR (HST) Castle class) |
| Jumbo | ‘Jumbo’ refers to a freight train formed of two or more portions |
| 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 |

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## 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 |
| DF | Down Frome |
| 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))<br><br>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 |
| UF | Up Frome |
| UFM | Up Feeder Main (Reading) |
| UGL | Up Goods Line |

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| | |
|---|---|
| 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)<br><br>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 |

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## 1.3.5 Activity and Other Codes

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

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| 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:<br>a) D, U, T, N, S, TW, OP.<br>b) –D, –U, –T.<br>c) TB, TF.<br>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. |

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# 2 Route Description

## 2.1 Planning Geography

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

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

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

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

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

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

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

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

In the tables below, the following codes apply:

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

| GW103 PADDINGTON TO UFFINGTON | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Paddington** | 1 2 3 4 5<br>6 | | | Platform detail must be shown.<br>Line code indicates line at Royal Oak |
| Royal Oak Sidings | – | – | S | |
| **Royal Oak Junction** | 1 2 3 4 5 | 1 2 3 4 5<br>6 | | |
| Paddington New Yard | 5 6 CRL | | S | |
| **Westbourne Park CS** | – | – | S | For Elizabeth Line services to/from Paddington Crossrail |
| **Portobello Junction** | 1 2 3 4 5<br>6<br>CRL | 1 2 3 4 5<br>CRE<br>CRW | | CRE – to Crossrail Eastbound<br>CRW – to Crossrail Westbound<br>CRL – to Crossrail Depot Line 1 |
| **Ladbroke Grove** | ML RL<br>ECL<br>CL<br>A AB B<br>D1<br>D2<br>XD2 | ECL<br>CL<br>1 2 3 4 5<br>6<br>D1 | | D1 – To Crossrail Depot Line 1<br>D2 – To Crossrail Depot Line 2<br>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<br>D2<br>ECL | | D1 - To Depot Line 1<br>D2 – To Depot Line 2<br>ECL – To Engine and Carriage Line |
| Old Oak Common Crossrail Depot Arrival Signals | - | | | |
| **Old Oak Common East** | RL | RL ECL<br>CL | | Timing point for all movements via CL and ECL.<br>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 Back Line** | | | | *To and from Old Oak Common TMD* |
| Old Oak Common Crossrail Depot | | | | |
| Old Oak Common West | RL | RL | X | |
| Acton Main Line | RL GL | ML RL | SX | *To/from Acton Wells Jn – GW130* |
| Acton TC (Yard) | GL | GL | S | |
| **Acton West** | ML RL | ML RL^<br>GL URL* | | ^For trains using Acton Diveunder<br>*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.<br>Platform detail must be shown.<br>*To/from Drayton Green – GW174* |
| West Ealing Loop | RL | RL | S | |
| West Ealing EMU Sidings | – | – | S | |
| Hanwell | RL UGL | RL | SX | Timing point for all stopping trains & all trains to/from Drayton Green, Hanwell Bridge Goods Loop & West Ealing Loop. |

| GW103 PADDINGTON TO UFFINGTON | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| | | | | Platform detail must be shown<br>*To/from Drayton Green Jn – GW176* |
| Hanwell Bridge Goods Loop | RL DGL UGL | RL | S | |
| Southall East Junction | ML RL GL | ML RL GL | X | |
| Southall Depot | – | | S | |
| **Southall** | ML RL GL – | ML RL GL – DML* | | Platform detail must be shown including SWL and UBL<br>*To from Brentford Goods – GW178*<br>*If running bi-directionally |
| Southall Down Brentford Sidings | 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<br>Platform detail must be shown<br><br>Values which can be shown in the Platform Details field are:<br>BAY – Train uses Bay Platform |
| **Heathrow Airport Junction** | ML RL URL | ML RL DML | | *To/from Heathrow Tunnel Jn – GW180* |
| **Stockley Junction** | RL | ML | X | Timing point for Up ML Trains.<br>Timing point for all Crossing Moves. |
| Dawley Up Goods Loop | | – | S | |
| West Drayton ARC | | RL | S | |
| West Drayton | ML RL WDL – | ML RL | SX | *To/from Colnbrook – GW182*<br>WDL - Down trains to the Up Goods Loop (limit of shunt) only<br>– Down trains to West Drayton TC/Colnbrook<br>Platform detail must be shown |
| West Drayton TC | | – | S | |
| Up Iver Loop | | RL UDG | S | Trains booked to stand on the Up Goods for pathing /operational reasons to be timed here. Signal T474 (use TIPLOC WDRYUGL) |
| Iver | ML RL | ML RL GL | SX | Timing point for trains Up Relief to Up Goods and stopping trains<br>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 | |
| **Slough** | ML RL URL | ML RL | | Platform detail must be shown.<br>*To/from Windsor & Eton Central – GW184* |
| Slough Estates | – | – | S | |
| Slough Up Goods Loop | | RL | S | |
| Slough West | ML RL | ML RL | X | |
| Burnham | RL | RL | S | Platform detail must be shown |

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| GW103 PADDINGTON TO UFFINGTON | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| Taplow | ML RL | ML RL | S | Platform detail must be shown |
| Maidenhead East | ML RL | ML RL | X | |
| **Maidenhead** | ML RL | ML RL | | Platform detail must be shown.<br>*To/from Bourne End – GW185* |
| Maidenhead Turnback Line | | URL<br>DRL | S | |
| Maidenhead Carriage Sidings | | RL | S | |
| Ruscombe | RL | ML | X | |
| Twyford Signal T1635 | RL | RL | S | Shunting moves only |
| **Twyford** | ML RL<br>URL – | RL ML | | URL - To Twyford West<br>– Services going to Henley–on– Thames only<br>Platform detail must be shown<br>*To/from Henley–on–Thames – GW187* |
| Twyford West | ML RL | RL | X | |
| Kennet Bridge Loop | RL | | S | |
| **Kennet Bridge Jn** | DML<br>DRL<br>URL | ML<br>RL<br>DRL* | | * Services going to Kennet Bridge Loop to reverse |
| Reading New Jn | DML | – | X | *To/from Reading Spur Jn GW190* |
| *Reading East Jn* | | | | *To/from Reading Southern Jn - GW195* |
| **Reading** | ML RL<br>– *<br>WL<br>UFM<br>DFR<br>FVL<br>UPL | URL,<br>DRL,<br>UML,<br>DML<br>– $ | | Platform detail must be shown.<br><br>* Services going to Reading Train Care Depot (direct or via Entrance C)<br>$ Services towards Reading Southern Jn<br>*To/From Oxford Road Jn – GW500* |
| *Reading Caversham Road Jn* | | | | *To/from Oxford Road Jn – GW225* |
| Reading Signal T1732 | | RL | X | Up Services on the Up Passenger Loop from direction of Reading West Jn or Reading Traincare Depot Entrance C to be timed here |
| Reading Train Care Depot Entrance A | – | UPL | S X | Services to and from Reading Train Care Depot to be timed here when entering or leaving the Depot using Entrance A |
| Reading Train Care Depot Entrance C | – | UPL | S X | Services to and from Reading Train Care Depot to be timed here when entering or leaving the Depot using Entrance C |
| Reading Train Care Depot | – | – | | |
| **Reading High Level Jn** | ML<br>FVL | ML<br>DML*<br>FVL | | Timing point on the Main Lines and Festival Line<br>*Up trains via the down main to Platform 8 or 9 |
| **Reading West Junction** | UPL<br>RL | UPL<br>RL<br>FVL | | Timing point on the Relief Lines, Festival Line and Up Passenger Loop<br>*To/from Oxford Road Jn – GW220* |
| Scours Lane | URL | UPL | X | Trains crossing to/from the Up Passenger Loop and Reading Traincare Depot via Entrance 'A' |
| Tilehurst East Junction | ML RL | RL | X | |
| Tilehurst | ML RL | ML RL | S | |
| Pangbourne | RL | RL | S | |

OFFICIAL

## GW103 PADDINGTON TO UFFINGTON

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Goring & Streatley** | ML RL | ML RL | | |
| Cholsey | ML RL | ML RL | S | |
| Moreton Cutting | ML | RL | X | |
| **Didcot East Junction** | RL<br>URL**(H)** | ML RL | X | **(H)**: Services going to Didcot Parkway Platforms 4 or 5 or reversing at Didcot East Jn for Didcot TC.<br>*To/from Didcot North Jn – GW240*<br>Timing point for all services using the relief lines. |
| Didcot TC | – | – | S | |
| **Didcot Parkway** | ML<br>RL<br>GL(J)<br>URL *<br>DOX ^<br>UOX ”<br>– | ML (I)<br>RL<br>DRL* | | Platform detail must be shown.<br>**(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.<br>If on DML at Didcot Parkway show – towards Swindon<br>If on DRL at Didcot Parkway show RL towards Swindon<br>**(J)**: Services going to Didcot West End only<br>***** If running bi–directionally<br>^ DOX To Didcot North Jn via Down Oxford<br>“ UOX to Didcot North Jn via Up Oxford reversible |
| Didcot West End | GL | | S | |
| Foxhall Junction | ML RL<br>– **(K)** | ML RL<br>GL<br>– **(L)** | X | **(K):** Services going to Didcot Power Station only<br>**(L):** Services going to Didcot North Jn only<br>*To/from Didcot North Jn–GW250* |
| Didcot Power Station | – | – | | |
| Didcot SB940 Signal | | RL | S | Regulating point on Relief Line in Up Direction |
| **Milton Junction** | ML GL | RL | X | Timing point for all services using the relief lines. |
| Steventon | – | RL | X | |
| **Wantage Road** | ML RL | – | | |
| **Challow** | – | ML RL | | |
| **Uffington** | – UM* | – | | *reversible working |

## GW105 UFFINGTON TO FORDGATE VIA BOX

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **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 | – GL | – | X | |

OFFICIAL

| GW105 UFFINGTON TO FORDGATE VIA BOX | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| Swindon East Loop (also known as the Down Swindon Goods Loop) | – | | S | Down direction only from Highworth Junction |
| Swindon Transfer | – | | S | Down direction only from Highworth Junction |
| Swindon Rover Group Sidings | – | – | S | |
| Swindon Cocklebury | – | – | | Timing point to / from Holding Sidings, Rover Group and Cocklebury EMU Sidings |
| Cocklebury EMU Sidings | | – | S | |
| Swindon Holding Sidings | | – | S | |
| Swindon Stores | – | – | S | |
| **Swindon** | – UM*<br>UK# | –<br>RCL<br>DM* | | Platform detail must be shown.<br>*If running reversibly<br># If running via Up Kemble (down direction) to Rodbourne Jn<br>*To/from Rodbourne Jn – GW480* |
| Swindon Signal SW1212 | | – | S | Trains timed to stand on the Up Main between Rushey Platt and Swindon |
| **Wootton Bassett Junction** | – | – | | *To/from Hullavington – GW600* |
| Wootton Bassett Foster Yeoman | – | – | S | |
| Wootton Bassett Ground Frame | – | – | | Access to Wootton Bassett Foster Yeoman |
| **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.<br>*To/from Bradford Jn (via Melksham) – GW523* |
| **Bathampton Junction** | UM♣ | DM♣ | | ♣ required for reversible line working only.<br>*To/from Bradford Jn – GW510* |
| **Bath Spa** | – | – | | Platform detail must be shown. |
| Bath Goods Signal B175 | – | | X | For use when train is using Down main from Bristol direction. |
| Bath Goods Loop | – | | S | |
| Bath RTS | – | | S | |
| Oldfield Park | – | – | S | Platform detail must be shown. |
| Keynsham | – | – | S | Platform detail must be shown. |
| Bristol East Depot | – | | S | |
| Bristol East Depot DGL | – | – | S | |
| **North Somerset Junction** | DM UM | – DM | | *To/from Dr. Days Jn – GW530*<br>*To/from Bristol West Jn – GW528 (Great Western Railway lease)* |
| Bristol Kingsland Road | – | | S | |
| **Bristol East Junction** | DM DF<br>UM* UF*<br>UR DR | DM* UM<br>UR UF | | *If running bi–directionally<br>*To/from Dr. Days Jn – GW450*<br><br>The line code from Bristol East Jn to Bristol TM refers to the line when passing the East Gantry except for moves from Down Filton Main to P11/12 which should show DF if routed via 7117pts (preferred) or UM if routed via 7110pts reversed and 7119pts reversed (non-preferred.) |

## GW105 UFFINGTON TO FORDGATE VIA BOX

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| Bristol High Level Siding | – | – | S | |
| **Bristol Temple Meads** | DM DT<br>CL P15<br>UM | UM UF<br>DM DF<br>UR DR | | Platform detail must be shown.<br><br>**Planning note: The line code between Bristol Temple Meads and Bristol East Jn is the running line the train is on as it passes under Bristol East Jn signal gantry.** |
| Bristol Temple Meads Signal 6720 | | – | S | |
| **Bristol West Junction** | – ML CL | UM UR<br>P15*<br>DM* DT | | * If running bi–directionally<br>*To/from North Somerset Jn – GW528 (Great Western Railway lease)* |
| Bedminster | – | ML RL | S | |
| Bristol Signal 2172 | | RL | S | Use if train is too long to sit on Up Through at Temple Meads |
| **Parson Street** | – | ML RL | | Timing point in Up direction only<br>*To/from Ashton Jn – GW548*<br>Platform detail must be shown. |
| Nailsea & Backwell | – | – | S | |
| Yatton | – | – | S | |
| Yatton Loops | – | – | S | |
| Worle | – | – | S | |
| **Worle Junction** | – | – | | *To/from Weston–super–Mare – GW107* |
| **Uphill Junction** | – | – | | *To/from Weston–super–Mare – GW107* |
| Highbridge & Burnham | – | – | S | |
| Highbridge Goods Loop | – | – | S | |
| **Bridgwater** | – | – | | |
| Bridgwater FD | | – | S | |
| *Fordgate* | | | | *To/from Cogload Jn – GW108* |

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

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Worle Junction** | – | – | | *To/from Parson Street – GW105* |
| Weston Milton | – | – | S | |
| **Weston Super Mare** | – | – | | |
| **Uphill Junction** | – | – | | *To/from Bridgwater – GW105* |

## GW108 FORDGATE TO PENZANCE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| *Fordgate* | | | | *To/from Bridgwater – GW105* |
| **Cogload Junction** | – | – | | *To/from Athelney – GW500* |
| Taunton E604 Signal | – | – | S | Shunting moves only |
| Taunton East Jn | DR | – | X | |
| **Taunton** | – UDR | – DR UR | | Platform detail must be shown. |
| Taunton E483 Signal | – | – | S | Shunting moves only |
| Taunton E619 Signal | – | – | S | Shunting moves only |
| Fairwater Yard | UDR | UDR | S | |
| **Norton Fitzwarren Junction** | – | – UDR | | *To/from West Somerset Railway* |
| Wellington | – | – | S | |

OFFICIAL

| GW108 FORDGATE TO PENZANCE | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Whiteball Tunnel** | – | – | | Timing point can be omitted from a '150 TIPLOC' schedule |
| **Tiverton Parkway** | – | – | | |
| **Tiverton Loop** | – | – | | Timing point can be omitted from a '150 TIPLOC' schedule |
| Cullompton | – | – | S | |
| **Cowley Bridge Junction** | – | – | | *To/from Crediton – GW606* |
| Exeter Riverside New Yard | – | – | S | |
| Exeter St.Davids Signal E664 | – | – | S | Shunting moves only |
| **Exeter St. David's** | – | – | | Platform detail must be shown.<br>*To/from Exeter Central – GW610* |
| Exeter TMD | – | – | S | |
| Exeter St.Davids Signal E677 | – | – | S | Shunting moves only |
| Exeter St.Davids Signal E679 | – | – | S | Shunting moves only |
| Exeter St.Davids Signal E35 | | – | S | Shunting moves and regulating as req only |
| Exeter St. Thomas | – | – | S | Platform detail must be shown. |
| Exeter City Basin | – | – | S | |
| Marsh Barton | – | – | S | |
| Starcross | – | – | S | Platform detail must be shown. |
| **Dawlish Warren** | – | – | | Platform detail must be shown. |
| **Dawlish** | – | – | | Platform detail must be shown.<br>Timing point can be omitted from a '150 TIPLOC' schedule |
| **Teignmouth** | – | – | | Platform detail must be shown.<br>Timing point can be omitted from a '150 TIPLOC' schedule |
| Hackney Yard | – | – | S | |
| *Newton Abbot East Junction* | | | | *To/from Heathfield – GW618* |
| **Newton Abbot** | – | – | | Platform detail must be shown. |
| **Newton Abbot West Junction** | – | – | | *To/from Paignton – GW620* |
| **Dainton Tunnel** | – | – | | Timing point can be omitted from a '150 TIPLOC' schedule |
| **Totnes** | – | – | | Platform detail must be shown. |
| **Rattery** | – | – | | Signal PH5605 in Down direction<br>Signal PH5604 in Up direction<br>Timing point can be omitted from a '150 TIPLOC' schedule |
| **Aish** | – | – | | Signal PH5609 in Down direction<br>Signal PH5610 in the Up direction<br>Timing point can be omitted from a '150 TIPLOC' schedule |
| **Ivybridge** | – | – | | Platform detail must be shown.<br>Timing point can be omitted from a '150 TIPLOC' schedule |
| **Hemerdon** | – | – | | Signal PH5623 in Down direction<br>Signal PH5624 in Up direction<br>Timing point can be omitted from a '150 TIPLOC' schedule |
| Tavistock Jn Signal P132 | – | | S | |
| **Tavistock Jn** | – | – | | Timing point can be omitted from a '150 TIPLOC' schedule |
| Tavistock Jn Yard | – | – | S | |
| Tavistock Jn Down Siding | – | | S | |
| Tavistock Jn Signal P197 | | – | S | |

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| GW108 FORDGATE TO PENZANCE | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| Laira Junction | – | – | X | *To/from Mount Gould Jn – GW628/GW629*<br>Track Code must be shown for DM, UM, and DGL |
| **Lipson Junction** | – | – | | *To/from Mount Gould Jn – GW630* |
| **Plymouth** | – | – | | Platform detail must be shown. |
| Devonport | – | – | S | Platform detail must be shown. |
| Dockyard | – | – | S | Platform detail must be shown. |
| Keyham | – | – | S | Platform detail must be shown. |
| *Dockyard Junction* | | | | |
| **St. Budeaux Junction** | – | – | | *To/from St Budeaux Victoria Road – GW637* |
| St. Budeaux Ferry Road | – | – | S | Platform detail must be shown. |
| **Saltash** | – | – | | Platform detail must be shown. |
| **St Germans** | – | – | | Platform detail must be shown.<br>Timing point can be omitted from a '150 TIPLOC' schedule |
| **Menheniot Signal UM259** | | – | | Timing point in up direction<br>Timing point can be omitted from a '150 TIPLOC' schedule |
| **Menheniot Signal DM260** | – | | | Timing point in down direction<br>*Timing point can be omitted from a '150 TIPLOC' schedule* |
| Menheniot | – | – | S | Platform detail must be shown. |
| **Liskeard** | – | – | | *To/from Coombe No.1 GF – GW640*<br>Platform detail must be shown |
| Liskeard Signal 9 | | – | S | |
| **St Pinnock Jn** | – | – | | |
| **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 Fowey Branch Junction* | | | | *To/from Fowey Dock – GW650* |
| Par Down Loop | – | | S | |
| Par Signal CL7627 | – | | S | |
| Par Liner Siding | | – | S | |
| **Par** | – | – | | *To/from St Blazey SB – GW660*<br>Platform detail must be shown. |
| Par Chapel Siding | | – | S | |
| Par Signal CL7626 | | – | S | |
| St. Austell Signal CL5855 | – | | S | |
| **St. Austell** | – | – | | Platform detail must be shown |
| **Burngullow Junction** | – | – | | *To/from Parkandillack – GW672* |
| **Grampound Road Signal CL5883** | – | | | Timing point in down direction |
| **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 | |

OFFICIAL

## GW108 FORDGATE TO PENZANCE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Penwithers Junction** | – | – | | *To/from Penryn – GW680* |
| **Chacewater Signal R14** | | – | | Timing point in up direction |
| **Chacewater Signal R31** | – | | | Timing point in down direction |
| **Redruth Signal R27** | – | | | Timing point in down direction |
| Redruth | – | – | S | Platform detail must be shown |
| **Redruth Signal R10** | | – | | Timing point in up direction |
| *Roskear Junction* | | | | |
| **Camborne** | – | – | | Platform detail must be shown |
| **Gwinear Road Signal R6** | | – | | Timing point in up direction<br>Timing point can be omitted from a '150 TIPLOC' schedule |
| **Hayle Signal R19** | – | | | Timing point in down direction<br>Timing point can be omitted from a '150 TIPLOC' schedule |
| Hayle | – | – | S | Platform detail must be shown. |
| **St. Erth** | – | – | | *To/from St. Ives – GW690*<br>Platform detail must be shown |
| **Long Rock** | – | – | | |
| Penzance T& RSMD | – | – | S | |
| Ponsandane | | – | S | |
| **Penzance** | | – | | Platform detail must be shown. |

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

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Old Oak Common West** | – | RL | X | *To/from Ladbroke Grove – GW103*<br>No route between Park Royal and Old Oak Common West |
| **Park Royal** | – | – | | |
| Park Royal Marcon | – | – | S | |
| **Greenford East Junction** | – | – | | *To/from Greenford South Jn –GW117* |
| **Greenford West Junction** | – | – | | *To/from Greenford South Jn – GW174* |
| *Route Boundary 8m60ch* | | | | *To/from South Ruislip – MD705*<br>*Refer to NW&C Timetable planning rules* |

## GW117 GREENFORD SOUTH JUNCTION TO GREENFORD EAST JUNCTION

| TIMING POINT | SINGLE | CODE | NOTES |
|---|---|---|---|
| | | | |
| **Greenford South Junction** | – | | *To/from Drayton Green – GW174*<br>*To/from Greenford West Jn – GW174* |
| **Greenford East Junction** | – | | *To/from Park Royal – GW110*<br>*To/from Greenford West Jn – GW110* |

## GW130 ACTON WELLS JUNCTION TO ACTON EAST JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Acton Wells Junction** | – | – | | *Anglia Route timing point – EA1310* |
| *Acton East Junction* | | | | *To/from Acton Main Line – GW103*<br>*To/from Acton Yard* |

## GW174 WEST EALING TO GREENFORD WEST JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **West Ealing** | – | RL | | *To/from Acton West – GW103* |
| **Drayton Green** | – | – | | *To/from Hanwell – GW176* |
| Castle Bar Park | – | – | S | |
| South Greenford | – | – | S | |
| **Greenford South Junction** | – | – | | *To/from Greenford East – GW117*<br>*To/from Greenford – GW175* |
| **Greenford West Junction** | – | – | | *To/from South Ruislip – GW110* |

## GW175 GREENFORD SOUTH JUNCTION TO GREENFORD

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

## GW176 HANWELL TO DRAYTON GREEN

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

## GW178 SOUTHALL TO BRENTFORD GOODS

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

## GW180 HEATHROW AIRPORT JUNCTION TO HEATHROW TERMINALS 4 & 5

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

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## GW182 WEST DRAYTON TO COLNBROOK

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **West Drayton** | – | RL | | *To/from Heathrow Airport Jn – GW103* |
| **Signal T3503** | – | | | |
| **Signal T3502** | | – | | |
| Thorney Mill Signal T6253 | – | | S | For trains propelling into Thorney Mill Stone Terminal (Use THYMGF) |
| Thorney Mill Stone Terminal | | – | S | NB. Multiple operator specific TIPLOCS |
| **Signal T3511** | – | | | |
| **Signal T3512** | | – | | |
| Colnbrook Logistics Centre | | – | S | NB. Multiple operator specific TIPLOCS |
| Colnbrook Aggregates Terminal | | – | S | NB. Multiple operator specific TIPLOCS |
| Colnbrook Oil Terminal | | – | S | NB. Multiple operator specific TIPLOCS |

## GW184 SLOUGH TO WINDSOR & ETON

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

## GW185 MAIDENHEAD TO MARLOW

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Maidenhead** | – | RL | | *To/from Slough – GW103* |
| Furze Platt | – | – | S | |
| Cookham | – | – | S | |
| **Bourne End** | – | – | | Reverse |
| **Marlow** | | – | | |

## GW187 TWYFORD TO HENLEY-ON-THAMES

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Twyford** | – | RL | | *To/from Maidenhead – GW103* |
| Twyford T1632 | | – | S | Shunting moves to/from Twyford |
| Wargrave | – | – | S | |
| Shiplake | – | – | S | |
| **Henley-on-Thames** | | – | | |

## GW190 READING SPUR JUNCTION TO READING NEW JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Reading Spur Junction** | | – | | *To/from Earley – SW210*<br>Wessex Route timing point<br>*Refer Wessex Timetable Planning Rules – SW210* |
| **Reading New Junction** | DML | – | X | *To/from Reading – GW103* |

## GW195 READING EAST JN TO READING SOUTHERN JN

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Reading Southern Jn** | – | – | | |
| Signal T1691 | – | | S | Down direction only |

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| GW200 DIDCOT TO HEYFORD (EXCL.) | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Didcot Parkway** | DOX ^<br>UOX ” | – | | *To/from Wantage Road – GW103*<br>*To/from Reading West Junction – GW103*<br><br>^ DOX To Didcot North Jn via Down Oxford<br><br>“ UOX to Didcot North Jn via Up Oxford reversible<br><br>Platform detail must be shown. |
| Didcot Fuelling Point | – | – | S | |
| Didcot West Curve Junction | – | | S | *To/from Foxhall Junction – GW250* |
| *Didcot TC* | –<br>UOX* | – | S | * For services crossing to the Up Oxford in the down direction |
| **Didcot North Jn** | –^<br>UOX* | –<br>GL | | *To/from Foxhall Jn – GW103*<br><br>^ For normal direction running from Didcot North Jn<br><br>* 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.<br>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. |
| **Kennington Junction** | –^<br>UOX* | –^<br>DOX” | | *To/from Cowley - GW260*<br><br>^ For maintaining or reverting to normal direction running<br>* For services remaining on (at Kennington Jn), the Up Oxford in the down direction<br>“For Up services via the Down Oxford |
| Kennington Goods Loop | – | – | S | |
| Hinksey South Jn | – | –<br>DOX* | X | * for Up services via the Down Oxford |
| Hinksey Reception Lines | – | – | S | |
| Hinksey Sidings | – | – | S | Via Hinksey Reception lines |
| **Hinksey North Jn** | –<br>URL<br>UML | –<br>DOX* | | * for Up services via the Down Oxford |
| **Oxford** | DML<br>DRL<br>UML<br>URL | <br>URL<br>UML<br>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 |

## GW200 DIDCOT TO HEYFORD (EXCL.)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| 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** | –<br>DRL<br>DML<br>UML<br>DB<br>UB | UML<br>URL<br>DML | X | Timing point in the Up Direction and for all trains to/from Oxford Parkway<br>*To /From Oxford Parkway – Refer to NW&C Timetable Planning Rules - MD736* |
| **Wolvercote Jn** | – | UML<br>URL<br>DML* | | *To/from Charlbury – GW310*<br><br>* Applicable for services from GW310 running reversibly from Wolvercote Jn. |
| Tackley | – | – | S | Platform detail must be shown. |
| **Heyford** | – | – | | Platform detail must be shown.<br>*Refer NW&C Timetable Planning Rules – MD401* |

## GW220 OXFORD ROAD JUNCTION TO READING WEST JUNCTION

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

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

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| *Reading Caversham Road Jn* | | | | *To/from Reading – GW103* |
| Reading Signal T1726 | | UFM | S | * 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. |
| 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. |
| **Oxford Road Jn** | – | DFR<br>UFM | | *To/from Southcote Jn – GW500* |

| GW240 DIDCOT EAST JUNCTION TO DIDCOT NORTH JUNCTION | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Didcot East Junction** | – | ML RL | | *To/from Didcot Parkway – GW103*<br>*To/from Reading West Junction – GW103* |
| **Didcot North Junction** | – | – | | *To/from Kennington Junction – GW200* |

| GW250 FOXHALL JUNCTION TO DIDCOT WEST CURVE JUNCTION | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Foxhall Junction** | – RL | – | | *To/from Didcot Parkway – GW103*<br>*To/from Wantage Road – GW103* |
| *Didcot West Curve Junction* | | | | *To/from Didcot Parkway – GW200*<br>*To/from Didcot North Junction – GW200* |

| GW260 KENNINGTON JUNCTION TO COWLEY | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Kennington Jn** | – | – | | *To/from Oxford – GW200* |
| Littlemore Sidings | | – | S | |
| Cowley | | – | S | |

| GW310 WOLVERCOTE JUNCTION TO PERSHORE (EXCLUSIVE) | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Wolvercote Junction** | – | – | | *To/from Oxford - GW200* |
| Hanborough | – | – | S | |
| Combe | – | – | S | |
| Finstock | – | – | S | |
| **Charlbury** | – | – | | Platform detail must be shown. |
| **Ascott Under Wychwood** | – | – | | Platform detail must be shown. |
| Shipton | – | – | S | Platform detail must be shown. |
| Kingham | – | – | S | |
| **Moreton in Marsh** | – | – | | Platform detail must be shown. |
| **Honeybourne** | – | – | | Platform detail must be shown. |
| Honeybourne North Junction | – | – | X | *To/from Long Marston – GW317* |
| **Evesham** | – | – | | |
| *Route Boundary: NW&C & Western and Wales* | | | | *Boundary at 112 miles 0 chains – To/From Pershore* |

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

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## GW401 ASHCHURCH (INCL.) TO WESTERLEIGH JUNCTION

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

## GW425 BERKELEY ROAD JUNCTION TO SHARPNESS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Berkeley Road Junction** | – | – | | *To/from Standish Jn – GW401*<br>NB Sharpness branch trains should be timed to stop at Alstone Level Crossing to pick up/set down token (refer GW401) |
| Berkeley N Electric Sdng | – | – | S | |
| Sharpness Docks | – | – | S | |

## GW430 YATE MIDDLE JUNCTION TO TYTHERINGTON

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Yate Middle Junction** | | | | *To/from Yate – GW401*<br>Trains to Tytherington stop to pick up/set down token |
| **Tytherington** | – | – | | |

## GW440 YATE SOUTH JUNCTION TO WESTERLEIGH

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

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| 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** |
| | | | | |
| *Stoke Gifford Junction* | | | | *To/from Bristol Parkway – GW600* |
| Stoke Gifford Depot | – | | | *Primary Entrance* |
| *Filton Junction* | – | – | | *To/from Patchway – GW540* |
| **Filton Abbey Wood** | ML RL | UF DF | | Platform detail must be shown. |
| **Horfield Junction** | ML RL | ML RL | | Trains to Up Bristol Loop line must run via Down Filton Relief line. |
| Ashley Down | RL | RL | S | |
| **Narroways Hill Junction** | RL | RL | | *To/from Clifton Down – GW454* To/ From Relief Lines Only. Timing point for trains on RL only. |
| Stapleton Road | – RL | – RL | S | Platform detail must be shown. |
| Lawrence Hill | – RL | – RL | S | Platform detail must be shown. |
| Lawrence Hill GF | – | – | S | |
| Barrow Road RTS | | – | S | |
| **Dr. Days Junction** | DF DR | ML RL | | *To/from North Somerset Jn – GW530*<br>*trains to North Somerset Jn or Bristol Barton Hill WRD<br><br>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<br>Trains from Bristol Signal BL1820 must not be timed at Bristol East Junction due to ARS requirements |
| **Bristol East Junction** | DM DF<br>UM UF<br>UR DR | UF UR | | *To/from Bristol Temple Meads – GW105*<br><br>The line code from Bristol East Jn to Bristol TM refers to the line when passing the East Gantry except for moves from Down Filton Main to P11/12 which should show DF if routed via 7117pts (preferred) or UM if routed via 7110pts reversed and 7119pts reversed (non-preferred.) |

| GW4501 STOKE GIFFORD JUNCTION TO BRISTOL BULK HANDLING TERMINAL | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| *Stoke Gifford Junction* | | | | *To/from Bristol Parkway – GW600* |
| **Filton West Junction** | – | – | | *To/from Patchway – GW540*<br>*To/from Filton Abbey Wood – GW450* |
| Hallen Moor | – | – | S | |
| **Hallen Marsh Junction** | – | – | | *To/from St Andrews Jn – GW454* |
| **Holesmouth Junction** | – | – | | *To/from St Andrews Jn – GW454* |
| Avonmouth National Power | – | – | S | |
| Avonmouth BBHT | | – | S | |

| GW451 FILTON JUNCTION TO FILTON WEST JUNCTION (FILTON CHORD) | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Filton Abbey Wood** | – | – | | Platform detail must be shown. |
| *Filton Junction* | | | | *To/from Filton Abbey Wood – GW540* |
| Filton signal 2052 | | – | S | |
| **Filton West Junction** | – | – | | *To/from Hallen Marsh Jn – GW4501* |

| GW454 SEVERN BEACH TO NARROWAYS HILL JUNCTION | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Severn Beach** | – | | | |
| Severnside SITA | – | | S | |
| **Holesmouth Junction** | – | – | | |
| Avonmouth West Wharf FLHH | | – | S | |
| St. Andrews Road | – | – | S | |
| **St. Andrews Junction** | – | – | | |
| Avonmouth Signal SA4 | – | | S | |
| **Avonmouth** | – | – | | Platform detail must be shown |
| Portway Park and Ride | – | – | S | |
| Shirehampton | – | – | S | |
| Sea Mills | – | – | S | |
| Clifton Down Signal BL1847 | – | | S | |
| **Clifton Down** | – | – | | Platform detail must be shown. |
| Redland | – | – | S | |
| Montpelier | – | – | S | |
| **Narroways Hill Junction** | – | – | | *To/from Dr Days Jn – GW450* |

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## GW480 SWINDON TO STANDISH JUNCTION

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

## GW490 GLOUCESTER YARD JUNCTION TO HORTON ROAD JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Gloucester Yard Junction** | – | – | | *To/from Standish Junction – GW401* |
| **Horton Road Junction** | – | – | | *To/from Gloucester – GW700* |

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

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| *Westbury Line Junction* | | | | *To/from Reading – GW103* |
| Reading Triangle Sidings | – | – | S | |
| Reading Signal T1716 | | – | S | |
| Reading Signal T1714 | – | | S | Shunting moves only |
| **Oxford Road Junction** | – | – *<br>UWC•<br>WL<br>DW €<br>UFM<br>DFR<br>DWL$ | | *Trains to Reading West Jn via Down West Curve<br>• 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<br>€ trains running via the Down Westbury in the Up Direction having reversed at Reading West<br>$ 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.<br>*To/from Reading West Jn – GW220* |
| Reading West | – | – DW* | S | *reversing trains running via the Down Westbury in the up direction. |
| Reading Signal T2804 | – | – DW* | S | Shunting moves only<br>* reversing trains running via the Down Westbury in the up direction. |
| **Southcote Junction** | – | – | | *To/from Bramley - SW125*<br>Refer to Wessex Route Timetable Planning Rules. |
| Theale Signal T2831 | – | | X | Trains for Theale terminals |
| **Theale** | – | – | | |

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| GW500 READING TO COGLOAD JUNCTION VIA WESTBURY AND FROME AVOIDING LINES (BERKS AND HANTS LINE) | | | | |
|---|---|---|---|---|
| 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 |
| **Newbury** | – | – DNL DW | | Platform detail must be shown. |
| Newbury Signal T6844 | – | – | S | Shunting moves only |
| Kintbury | – | – | S | Platform detail must be shown. |
| Hungerford Loop | | – | S | |
| **Hungerford** | – | – | | Timing point for all Up trains and Down stopping trains |
| **Bedwyn** | – | – | | Platform detail must be shown. |
| Bedwyn Reversing Siding | – | – | S | |
| **Pewsey** | – | – | | Timing point for all Down trains and Up stopping trains |
| **Woodborough** | | | | Trains timed via the Goods Loops must show UGL or DGL in the platform detail field |
| **Lavington** | – | – | | |
| Westbury Cement Works | – | | S | |
| **Heywood Road Junction** | – | – | | To/from Westbury – GW560 |
| **Fairwood Junction** | – | – | | To/from Westbury – GW560 |
| **Clink Road Junction** | – | – | | To/from Frome – GW570 |
| **Blatchbridge Junction** | – | – | | To/from Frome – GW570 |
| **East Somerset Junction** | – | – | | To/from Merehead Quarry Jn – GW580 Track code BL to be shown for trains via Branch Loop |
| Bruton | – | – | S | Platform detail must be shown. |
| **Castle Cary** | – | – | | Platform detail must be shown. To/from Yeovil Pen Mill - SW175 Refer to Wessex Route Timetable Planning Rules. |
| **Somerton G.F.** | – | – | | |
| **Athelney LC** | – | – | | |
| **Cogload Junction** | – | – | | To/from Taunton – GW108 |

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| GW5001 BEECHGROVE GF TO WESTBURY SOUTH JUNCTION | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Warminster Signal W308** | – | | | Timing point for all Down trains<br>*To Wilton Jn - SW170*<br>Refer Wessex Timetable Planning Rules |
| **Warminster Signal W301** | | – | | Timing point for all Up trains.<br>*To Wilton Jn - SW170*<br>Refer Wessex Timetable Planning Rules |
| Beechgrove GF | – | – | S | *To/from Wilton Jn - SW170*<br>Refer Wessex Timetable Planning Rules |
| Warminster MOD | | | S | |
| Warminster Signal W753 | | – | S | |
| **Warminster** | – | – | | Platform detail must be shown |
| Dilton Marsh | – | – | S | Platform detail must be shown. |
| **Westbury Signal W305** | | – | | Timing point for all Up trains. |
| Westbury Signal W699 | | – | S | |
| *Westbury South Junction* | | | | *To/from Westbury – GW560* |

| GW510 WESTBURY NORTH JUNCTION TO BATHAMPTON JUNCTION | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| *Westbury North Junction* | | | | *To/from Westbury – GW560* |
| Westbury Signal W722 | – | | S | |
| Westbury Down Trowbridge Siding | – | | S | Shunt moves only |
| **Hawkeridge Junction** | – | – | | *To/from Westbury East Loop Junction – GW520*<br>Timing point can be omitted from a '150 TIPLOC' schedule |
| Trowbridge | – | – | S | |
| **Bradford Junction** | – | – | | *To/from Thingley Jn (via Melksham) – GW523* |
| **Bradford-on-Avon** | – | – | | All trains in the Up direction only to be timed here.<br>Timing point can be omitted from a '150 TIPLOC' schedule |
| 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<br>Timing point can be omitted from a '150 TIPLOC' schedule |
| Signal BL1995 | – | | S | Down Direction only |
| **Bathampton Junction** | – | – | | *To/from Bath Spa – GW105* |

| GW520 WESTBURY EAST LOOP JUNCTION TO HAWKERIDGE JUNCTION | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| *Westbury East Loop Junction* | | | | *To/from Heywood Road Junction – GW560*<br>*To/from Westbury – GW560* |
| Westbury Signal W213 | | – | S | Timing point for trains planned to stop on Up East Loop |
| **Hawkeridge Junction** | – | – | | *To/from Westbury – GW510*<br>*To/from Bradford Junction – GW510* |

| GW523 THINGLEY JUNCTION TO BRADFORD JUNCTION | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Thingley Junction** | – | – | | *To/from Chippenham – GW105* |
| Melksham | – | – | S | |
| **Bradford Junction** | – | – | | *To/from Westbury – GW510* |

| GW530 NORTH SOMERSET JN TO DR. DAY'S JN ("RHUBARB LOOP") | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **North Somerset Junction** | – | UBL | | *To/from Bristol East Junction – GW103*<br>*To/from Bath Spa – GW103*<br>*To/from St.Philip's Marsh Depot - GW528* |
| **Dr. Day's Junction** | UBL DBL | – | | *To/from Bristol East Junction – GW450*<br>*To/from Narroways Hill Junction – GW450* |

| GW540 FILTON JUNCTION TO PATCHWAY JUNCTION | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Filton Abbey Wood** | – | – | | Platform detail must be shown. |
| *Filton Junction* | | | | *To/from Filton Abbey Wood – GW450* |
| **Patchway** | – | – | | *To/from Pilning – GW600*<br>Platform detail must be shown. |

| GW5401 FILTON WEST JUNCTION TO PATCHWAY JUNCTION (PATCHWAY CHORD) | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Filton West Junction** | – | – | | *To/from Hallen Marsh Jn – GW4501* |
| **Patchway** | – | – | | *To/from Pilning – GW600*<br>Platform detail must be shown. |

| GW548 PARSON STREET JUNCTION TO PORTBURY TERMINALS | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Parson Street** | – | ML RL | | *To/from Bristol West Jn – GW105* |
| **Ashton Junction** | – | – | | Single Line |
| **Ashton Junction Signal BL2192** | | – | | Timing point in up direction |
| **Portbury Dock Stop Board** | – | – | | |
| **Portbury Coal Terminal** *or* | | | | |
| **Portbury Automotive Terminal** | | | | |

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| GW560 HEYWOOD ROAD JUNCTION TO FAIRWOOD JUNCTION VIA WESTBURY | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Heywood Road Junction** | – | – | | |
| *Westbury East Loop Junction* | | | | *To/from Hawkeridge Jn – GW510* |
| *Westbury North Junction* | | | | *To/from Bradford Junction – GW510* |
| Westbury Patney Siding | – | | S | |
| Up Trowbridge Siding | – | | S | |
| Westbury DMU Sidings | | – | S | |
| **Westbury** | – | – | | Platform detail must be shown. |
| Westbury Signal W207 | | – | S | |
| Westbury Signal W707 | | – | S | |
| Westbury Up TC | – | – | S | |
| Westbury Down TC | – | – | S | |
| *Westbury South Junction* | | | | *To/from Warminster – GW5001* |
| **Westbury Down TC Entry/Exit** | – | – | | Timing point for all trains to/from Westbury Down TC or Westbury Down Reception |
| **Fairwood Junction** | – | – | | |

| GW570 CLINK ROAD JUNCTION TO BLATCHBRIDGE JUNCTION VIA FROME | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Clink Road Junction** | DF UF | – | | |
| **Frome Signal W297** | | UF | | Timing point for all trains on Up Goods Loop |
| **Frome North Jn** | – | UF UGL | | *To/from Whatley Quarry – GW572* |
| Frome | – | – | S | |
| **Blatchbridge Junction** | – | – | | |

| GW572 FROME NORTH JUNCTION TO WHATLEY QUARRY | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Frome North Jn** | – | UF UGL | | *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** | | – | | |
| **Cranmore** | | – | | |

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## 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*<br>*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.<br>*To/from Filton Jn – GW540* |
| **Pilning** | – UT | – | | Platform detail must be shown.<br>UT for bi–directional use only<br>*To/from Severn Tunnel East Junction – GW900* |

## GW606 COWLEY BRIDGE JUNCTION TO BARNSTAPLE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Cowley Bridge Junction** | – | – | | *To/from Exeter – GW108* |
| Newton St. Cyres | – | – | S | |
| **Crediton** | – | – | | Platform detail must be shown.<br>*To/from Meldon Quarry – GW608* |
| Yeoford | – | – | S | |
| Copplestone | – | – | S | |
| Morchard Road | – | – | S | |
| Lapford | – | – | S | |
| **Eggesford** | – | – | | Platform detail must be shown. |
| Kings Nympton | – | – | S | |
| Portsmouth Arms | – | – | S | |
| Umberleigh | – | – | S | |
| Chapleton | – | – | S | |
| **Barnstaple** | – | – | | |

## GW608 CREDITON TO MELDON QUARRY

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Crediton** | – | – | | *To/from Eggesford – GW606* |
| Sampford Courtenay | – | – | S | |
| **Okehampton** | | – | | Token exchange to/from Meldon |
| **Meldon Quarry** | | – | | |

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| GW610 CRANNAFORD L.C. (INCL.) TO EXETER ST. DAVID'S | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| *Crannaford Level Crossing* | | | | |
| **Pinhoe** | – | – | | |
| Exmouth Jn CE Works | | – | S | |
| Exmouth Jn Signal EJ7 | – | | S | |
| **Exmouth Junction** | – | – | | *To/from Topsham – GW611* |
| St. James Park | – | – | S | Platform detail must be shown. |
| Exeter Central Signal E730 | – | – | S | Exeter Central east end shunting moves only |
| **Exeter Central** | – | – | | Platform detail must be shown. |
| **Exeter St. Davids** | – | – RVL | | *To/from Cowley Bridge Jn – GW108*<br>Platform detail must be shown |

| GW611 EXMOUTH JUNCTION TO EXMOUTH | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Exmouth Junction** | – | – | | *To/from Exeter Central – GW610* |
| Polsloe Bridge | – | – | S | |
| Digby & Sowton | – | – | S | |
| Newcourt | – | – | S | |
| **Topsham** | – | – | | |
| Exton | – | – | S | |
| Lympstone Commando | – | – | S | |
| Lympstone Village | – | – | S | |
| **Exmouth** | | – | | |

| GW618 NEWTON ABBOT EAST JUNCTION TO HEATHFIELD | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| *Newton Abbot East Junction* | | | | *To/from Newton Abbot – GW108* |
| **Heathfield** | | – | | |

| GW620 NEWTON ABBOT WEST JUNCTION TO GOODRINGTON C.S. | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Newton Abbot West Junction** | – | – | | *To/from Newton Abbot – GW108* |
| Edginswell | – | – | S | |
| Torre | – | – | S | Platform detail must be shown. |
| Torquay | – | – | S | |
| Paignton Signal 3 | – | | S | For shunt moves to/from Paignton only |
| **Paignton** | – | – | | Platform detail must be shown. |
| Paignton Crossover G.F. P&DSR | | – | X | *To/from Paignton & Dartmouth Steam Railway* |
| **Goodrington Sands Carriage Siding** | | – | | |

## GW628 LAIRA JUNCTION TO PLYMOUTH FRIARY SS VIA SPEEDWAY JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Laira Junction** | – | – | X | *To/from Hemerdon – GW108* |
| *Speedway Junction* | | | | |
| **Mount Gould Junction** | – | – | | |
| Mount Gould Platform | – | – | S | |
| *Turnchapel Branch Junction* | | | | |
| **Plymouth Friary SS** | – | – | | |

## GW629 LAIRA JUNCTION TO MOUNT GOULD JN

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

## GW630 LIPSON JN TO MOUNT GOULD JN

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Lipson Junction** | – | – | | *To/from Plymouth – GW108* |
| *Speedway Junction* | | | | |
| **Mount Gould Junction** | – | – | | *To/from Plymouth Friary SS – GW628* |

## GW637 ST BUDEAUX JUNCTION TO GUNNISLAKE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **St. Budeaux Junction** | – | – | | *To/from Plymouth – GW108* |
| **St. Budeaux Victoria Road** | – | – | | |
| Ernesettle Sidings | – | – | S | |
| Bere Ferrers | – | – | S | |
| **Bere Alston** | – | – | | |
| Calstock | – | – | S | |
| **Gunnislake** | | – | | |

## GW640 LISKEARD TO LOOE VIA COOMBE

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

## GW642 COOMBE (EXCL.) TO MOORSWATER

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

## GW650 LOSTWITHIEL TO CARNE POINT, FOWEY

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Lostwithiel** | – | – | | |
| *Lostwithiel Junction* | | | | *To/from Lostwithiel – GW108* |
| Fowey Signal CL3782 | | – | S | |
| Fowey Signal CL3781 | – | | S | |
| **Fowey Dock Carne Point** | | – | | |

## GW660 PAR TO NEWQUAY

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Par** | – | – | | *To/from Lostwithiel – GW108*<br>Platform detail must be shown. |
| **St. Blazey Signal Box** | – | – | | |
| St. Blazey LIP | | – | S | |
| St. Blazey SS | | – | S | |
| Luxulyan | – | – | S | |
| **Goonbarrow Junction** | – | – | | |
| Bugle | – | – | S | |
| Roche | – | – | S | |
| **Goss Moor Loop** | – | – | | |
| St. Columb Road | – | – | S | |
| Quintrel Downs | – | – | S | |
| **Newquay** | | – | | |

## GW672 BURNGULLOW TO PARKANDILLACK

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

## GW680 PENWITHERS TO FALMOUTH

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

## GW690 ST. ERTH TO ST. IVES

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

| GW700 GLOUCESTER BARNWOOD JUNCTION TO SEVERN TUNNEL JUNCTION | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Barnwood Junction** | – ML DGL | – | | *To/from Cheltenham Spa – GW401* |
| **Horton Road Junction** | – | – ML UGL | | *To/from Gloucester Yard Jn – GW490* |
| Gloucester Carriage Sidings | – | – | S | |
| **Gloucester** | – UM♣ | – | | Platform detail must be shown. Values which can be shown in the "Platform Details" field are:<br>1 – Platform 1<br>2 – Platform 2<br>3 – Platform 3 (Bay)<br>4 – Platform 4<br>UML – Up Main Line<br>URL – Up Relief Line<br>♣ UM line-code only required when running bi–directionally to Over Jn.<br><br>Any train using Platform 4 or the Up Relief when travelling towards Lydney needs to be timed at Over Junction |
| Gloucester Signal G419 | – | – | S | |
| Over Jn | – | | X | |
| **Awre** | – | – | | |
| Lydney Signal 1416 | – | – | S | |
| Lydney Down and Up Loops | – | – | S | |
| **Lydney** | – | – | | |
| Chepstow Signal 6421 | – | – | S | |
| **Chepstow** | – | – | | |
| Caldicot | – | – | S | |
| **Severn Tunnel Junction** | ML RL | – | | *To/from Llanwern West Jn – GW900* |

| GW710 LLANWERN STEELWORKS EAST CONNECTION TO LLANWERN WEST JUNCTION – CONNECTION VIA TATA STEEL INFRASTRUCTURE | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Steel Works East** | – | RL | | *To/from Severn Tunnel Jn – GW900* |
| Llanwern Exchange Sidings | – | – | S | |
| Llanwern Coal Sidings | – | | S | |
| Llanwern Tippler Siding | – | | S | |
| **Llanwern West Junction** | RL | – | | *To/from Maindee West Jn – GW900* |

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

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

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Shrewsbury** | – UH | – | | UH from Platform 3 to English Bridge only |
| **English Bridge Junction** | – | – | | *To/from Abbey Foregate Jn – GW732* |
| **Sutton Bridge Junction** | – | – | | |
| *Condover* | | | | *IBS if signal box in rear (in direction of travel) is open* |
| **Dorrington** | – | – | | |
| *Leebotwood* | | | | *IBS if signal box in rear (in direction of travel) is open* |
| Church Stretton | – | – | S | |
| **Marsh Brook L.C.** | – | – | | |
| Craven Arms Up Siding | | – | | |
| **Craven Arms** | – | – | | Platform detail must be shown. Values which can be shown in the "Platform Details" field are:<br>1 – Platform 1<br>2 – Platform 2<br>DGL – Down Goods Loop |
| *Craven Arms Junction* | | | | *To/from Knighton – GW910* |
| **Bromfield** | – | – | | |
| Ludlow | – | – | S | |
| **Woofferton** | – | – | | |
| **Leominster** | – | – | | |
| **Moreton – on – Lugg** | – | – | | *To/from Moreton-on-Lugg Sidings* |
| **Shelwick Junction** | – | – | | *To/from Ledbury – MD940* |
| Hereford Signal H47 (HEREF47) | – | – | S | |
| Hereford Yard | – | – | | *To MEB Sidings – GW750* |
| **Hereford** | – | – | | Platform detail must be shown. Values which can be shown in the "Platform Details" field are:<br>1 – Platform 1<br>2 – Platform 2<br>3 – Platform 3<br>4 – Platform 4 (Bay)<br>DS1 - Sidings |
| Hereford Diesel Sidings | – | – | | |
| **Tram Inn** | – | – | | |
| **Pontrilas** | – | – | | |
| **Abergavenny Signal 38** | | – | | Mandatory on the Up |
| **Abergavenny** | – | – | | |
| **Little Mill Junction** | – | – | | |
| Pontypool & New Inn | – | – | S | |
| Panteg | – | – | S | |
| Cwmbran | – | – | S | |
| **Maindee North Junction** | – | – | | *To/from Maindee East Jn – GW740* |
| **Maindee West Junction** | | – | | *To/from Newport – GW900* |

## GW731 ABBEY FOREGATE JUNCTION TO WREXHAM NORTH JN

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Abbey Foregate Jn** | – | – | | *To/from English Bridge – GW732* |

| GW731 ABBEY FOREGATE JUNCTION TO WREXHAM NORTH JN | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Shrewsbury** | – | – | | Platform detail must be shown.<br>*To/from Harlescott Crossing – GW735*<br>*To/from English Bridge Jn – GW730* |
| **Gobowen** | – | – | | |
| Chirk | – | – | S | |
| Chirk Kronospan | – | – | S | |
| Ruabon | – | – | S | |
| Croes Newydd North Fork | – | – | S | |
| **Wrexham General** | – | – | | |
| *Wrexham North Junction* | – | – | | *Start/end of single line*<br>*To/from NW3005 Wrexham North Jn*<br>*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*<br>*To/from Shrewsbury – MD801*<br>*To/from Abbey Foregate C.S.* |
| **English Bridge Junction** | – | – | | *To/from Sutton Bridge Junction – GW730*<br>*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** | – | – | | Platform detail must be shown |
| **Fron Jn** | – | – | | |
| **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<br>*To/from Tywyn – GW734* |
| **Borth** | – | – | | |
| **Pant-y-Peron** | – | – | | |
| Bow Street | – | – | S | |
| **Llanbadarn** | – | – | | |
| **Aberystwyth** | | – | | |

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## GW734 DOVEY JUNCTION TO PWLLHELI

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

## GW735 SHREWSBURY CREWE JUNCTION TO NANTWICH

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

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## GW740 MAINDEE EAST JUNCTION TO MAINDEE NORTH JUNCTION

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

## GW750 HEREFORD BRECON CURVE GF TO MEB SIDING

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

## GW770 EBBW VALE TOWN TO GAER JUNCTION

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

## GW773 MACHEN QUARRY TO PARK JN

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

## GW780 PARK JUNCTION TO EBBW JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Park Junction** | – | – | | *To/from Machen – GW733*<br>*To/from Gaer Jn – GW770* |
| **Ebbw Junction** | ML RL | – | | *To/from Newport – GW900*<br>*To/from Marshfield – GW900* |

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

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

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

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Pengam Junction** | – | – | | *To/from Marshfield – GW900* |
| **Cardiff Tidal TC** | | | | |
| **Cardiff Docks** | | – | | |

## GW810 RHYMNEY TO QUEEN STREET NORTH JUNCTION

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

## GW820 CWMBARGOED TO YSTRAD MYNACH SOUTH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Cwmbargoed Opencast Colliery** | – | | | Single Line |
| **Cwmbargoed** | – | – | | Single Line |
| **Ystrad Mynach South** | – | – | | *To/from Caerphilly – GW810* |

OFFICIAL

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

| GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Merthyr Tydfil** | – | | | |
| **Pentre Bach** | – | – | | |
| **Troed–y–Rhiw** | – | – | | |
| **Merthyr Vale** | – | – | | Platform detail must be shown |
| Quakers Yard | – | – | S | Platform detail must be shown |
| **Abercynon** | – | – | | Platform detail must be shown<br>*To/from Mountain Ash – GW834* |
| Stormstown | – | – | S | |
| Pontypridd Signal V753 | | – | | For shunts to/from Pontypridd Station (North end) |
| *Pontypridd Junction* | – | – | | *To/from Porth – GW835* |
| **Pontypridd** | – | – | | Platform detail must be shown. Values which can be shown in the "Platform Details" field are:<br>1 – Platform 1 (Bay Platform)<br>2 – Platform 2 (Bi-directional)<br>3 – Platform 3 (Up Platform, A train can depart to Radyr from this 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<br>UCV | UCV<br>DCV | S | |
| **Radyr** | – | – | | Platform detail must be shown. Values which can be shown in the "Platform Details" field are:<br>1 – Platform 1<br>2 – Platform 2 (Bi-directional)<br>3 – Platform 3 (Reversible from the South (From Ninian Park/Llandaff) if going back towards Ninian Park) |
| *Radyr Junction* | | | | *To/from Ninian Park – GW840* |
| **Llandaf** | – | – | | |
| Cathays | – | – | S | |
| *Queen Street North Junction* | | | | *To/from Heath Jn – GW810* |

OFFICIAL

| GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Cardiff Queen Street** | – UL | – | | Platform detail must be shown.<br><br>Values which can be shown in the "Platform Details" field are :<br>1 – Platform 1 (Bay)<br>2 – Platform 2 (Down Llandaff Loop)<br>3 – Platform 3 (Down Llandaff)<br>4 – Platform 4 (Up Llandaff)<br>5 – Platform 5 (Up Llandaff Loop) |
| *Queen Street South Junction* | | | | *To/from Cardiff Bay – GW839* |
| **CVL East Boundary** | – | – | | |
| **Cardiff Central** | – RL | – DL | | *To/from Marshfield – GW900*<br>*To/from Pontyclun – GW900*<br>Platform detail must be shown<br>Platforms 4/6/7/8 |
| **Cardiff Radyr Branch Junction** | – | – UR DR | | *To/from Penarth Curve North Jn – GW840*<br>Mandatory for trains to/from Penarth Curve North Jn & also for trains travelling from Penarth Curve South Jn via the Up Barry Relief. |
| **Penarth Curve South Junction** | – | – RL | | *To/from Penarth Curve North Jn – GW860* |
| Grangetown | – | – | S | |
| **Cogan Junction** | – | – | | *To/from Penarth – GW864* |
| Cogan | – | – | S | |
| Eastbrook | – | – | S | |
| Dinas Powys | – | – | S | |
| *Barry Docks Line Junction* | | | | *To Barry Docks ABP* |
| **Cadoxton** | – | – | | *From Barry Docks ABP* |
| Barry Docks ABP | – | – | S | |
| Barry Dock | | – | S | |
| Barry Signal CF7283 | – | | S | For shunt moves to/from Barry Down Siding |
| **Barry** | – | – | | |
| Barry Tourist Railway | – | – | S | |
| Barry Down Siding | | – | S | |
| *Barry Junction* | | | | *To/from Aberthaw – GW870* |
| **Barry Island** | | – | | Single Line between Barry and Barry Island |

## GW834 HIRWAUN TO ABERCYNON

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Tower Colliery** | – | | | |
| **Aberdare Platform 1** | – | – | | |
| **Aberdare Platform 2** | | – | | For Up trains only |
| 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. *To/from Pontypridd – GW830* |

## 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** | – | – | | Platform detail must be shown |
| Treorchy | – | – | S | |
| **Ton Pentre** | – | – | | |
| **Ystrad Rhondda** | – | – | | Platform detail must be shown |
| Llwynpia | – | – | S | |
| Tonypandy | – | – | S | |
| **Dinas Rhondda** | – | – | | Platform detail must be shown |
| **Porth** | – | – | | |
| Trehafod | – | – | S | |
| Pontypridd Signal V751 | | – | | For Shunts to/from Pontypridd Station (North) |
| *Pontypridd Junction* | | | | *To/from Pontypridd – GW830* |

## GW839 QUEEN STREET SOUTH JUNCTION TO CARDIFF BAY

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| *Queen Street South Junction* | | | | *To/from Cardiff Queen Street – GW830* |
| **Cardiff Bay** | | – | | |

## GW840 RADYR JUNCTION TO CARDIFF RADYR BRANCH JUNCTION VIA CITY LINES

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

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

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

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

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

## GW874 BRIDGEND LLYNFI JUNCTION TO MAESTEG

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

## GW875 TONDU JUNCTION TO GARW LOOP

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

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

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

## GW890 COURT SART JUNCTION / BRITON FERRY WEST JUNCTION TO MORLAIS JUNCTION (SWANSEA DISTRICT LINE)

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

OFFICIAL

## GW890 COURT SART JUNCTION / BRITON FERRY WEST JUNCTION TO MORLAIS JUNCTION (SWANSEA DISTRICT LINE)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Llangyfelach Tunnel East Signal PT3541** | – | | | Timing point for all Down trains |
| **Llangyfelach Tunnel West Signal PT3536** | | – | | Timing point for all Up trains |
| **Llangyfelach Tunnel West Signal PT3543** | – | | | Timing point for all Down trains |
| **Glanlliw Signal PT3540** | | – | | Timing point for all Up trains |
| **Grovesend Signal PT3544** | | – | | Timing point for all Up trains |
| 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* |
| Neath Abbey Wharf | – | | S | |
| Neath Signal PT7594 | – | – | S | Reversal point for Neath Abbey Wharf |
| Jersey Marine South Signal PT3593 | – | | S | |
| **Jersey Marine Jn South** | – | – | | *To/from Swansea Burrows Sidings – GW892* |

## GW892 CWMGWRACH TO BURROWS SIDINGS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Cwmgwrach** | – | | | |
| **Neath & Brecon Jn** | – | – | | *To/from Onllwyn – GW893* |
| **Neath & Brecon Jn Down Loop** | – | | | Timing point for all Down trains |
| **Jersey Marine Jn South** | – | – | | *To/from Jersey Marine Jn North – GW892*<br>*To/from Dynevor Jn – GW8901* |
| **Signal PT3597** | – | | | Timing point for all Down trains |
| **Signal PT3594** | | – | | Timing point for all Up trains |
| **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 Morlais Jn – GW890* |
| **Jersey Marine Junction South** | – | – | | *To/from Signals 3594/3597 – GW892* |

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| GW897 GROVESEND COLLIERY LOOP JUNCTION NORTH TO HENDY JUNCTION | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Grovesend Colliery Loop Jn** | – | – | X | *To/from Jersey Marine Jn North – GW890* |
| **Hendy Junction** | – | – | | *To/from Pantyffynnon – GW910* |

| GW900 PILNING TO FISHGUARD HARBOUR | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Pilning** | – UT | – | | Platform detail must be shown.<br>UT for bi–directional use only |
| Up Pilning Loop | | – | S | |
| **Severn Tunnel East** | – UT | – DT<br>UPL | | DT & UT for bi–directional use only |
| **Severn Tunnel West** | – UT | – DT | | DT & UT for bi–directional use only |
| Severn Tunnel Up Goods Loop | | – | S | |
| **Severn Tunnel Junction** | ML RL | – DT | | DT for bi–directional use only<br>Platform detail must be shown<br>*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<br>*To GW710* |
| **Llanwern West Junction** | ML RL | ML RL | | Llanwern Exchange Sidings only accessible from RL |
| **East Usk Junction** | RL | RL | X | Timing point for East Usk Jn NY to/from Llanwern West direction<br>Timing point to/from Uskmouth branch<br>*To/from GW720* |
| East Usk Junction New Yard | – | – | S | |
| Maindee East Jn | ML RL<br>– * | ML RL<br>– $ | X | *To/from Maindee North Jn – GW740*<br>* applies to trains to Maindee N. Jn<br>$ applies to trains to E Usk Jn N Yd |
| **Maindee West Junction** | ML RL | ML RL | | *To/from Maindee North Jn – GW730* |
| **Newport** | UM DM<br>UR DR | ML RL | | Platform detail must be shown. |
| **Gaer Junction** | ML RL | UM DM<br>UR DR | X | *To/from Park Jn – GW770*<br><br>*To/from Alexandra Dock yard* |
| Alexandra Dock Junction | RL | RL | S | *To/from Newport Docks – GW784* |
| Signal NT1273 | RL | | S | Traincrew relief in down direction only |
| **Ebbw Jn** | ML RL | ML RL<br>GL | | *To/from Park Jn – GW780*<br><br>*To/from Alexandra Dock yard* |
| **Marshfield** | ML RL | ML RL | | |
| Wentloog | – | RL | S | |
| Rumney River Bridge Jn | ML RL | ML RL | X | |
| Pengam Sidings | RL | | S | |
| Pengam Junction | RL | RL | X | *To/from Tidal Sidings – GW790* |
| Moorland Road Junction | RL URL | RL | X | |
| **Long Dyke Junction** | B C D E | ML RL<br>DRL | | |

| GW900 PILNING TO FISHGUARD HARBOUR | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Cardiff Central** | – D E | B C D E | | *To/From Cardiff Queen St – GW830*<br>*To/From Penarth Curve South Jn – GW870*<br>Platform detail must be shown<br>Platform 0/1/2/3/4 |
| Cardiff West Jn | | – | S | Platform detail must be shown.<br>**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 | S | For reversing moves between Leckwith Bridge Ground Frame and Cardiff Central. Reversals at this location will require to be signaled manually, and Local Operations informed. |
| Miskin | – | – | S | |
| **Pontyclun** | – | – | | |
| Llanharan | – | – | S | |
| Pencoed | – | – | S | |
| Tremains Down Loop | – | | S | |
| *Barry Junction* | | | | *To/from Cowbridge Road SB – GW870* |
| **Bridgend** | – | – | | Platform detail must be shown |
| *Llynfi Junction* | | | | *To/from Tondu – GW874* |
| Bridgend PT3028 | – | – | S | Shunt moves only |
| Stormy Down Loop | – | | | |
| **Stormy** | – | – | | |
| Stormy Up Loop | | – | | |
| Pyle | – | – | S | |
| **Margam Moors Junction** | – | – | | To/From Margam Abbey Works East Junction – GW877 |
| **Margam East Jn** | – OVE | – OVE | | |
| Margam Middle Junction | – | | X | |
| 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 |
| Baglan | – UM | – DM | S | |
| Briton Ferry East Junction | – UM | – | X | *To/from Baglan Bay & Briton Ferry Sidings* |
| **Briton Ferry West Jn** | | – DM | | *From Dynevor Jn – GW890*<br>Timing point for all Up trains |
| Briton Ferry | – UM | – DM | S | |
| **Court Sart Jn** | – | | | *To Dynevor Jn – GW890*<br>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*<br>Mandatory for trains not using GW9001 (Swansea Stn.) |

## GW900 PILNING TO FISHGUARD HARBOUR

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| Swansea PT7573 | – UM | | S | Reversals on Up Main at Landore Jn |
| Swansea PT7571 | – UM | | S | Reversals on Down Main at Landore Jn |
| Landore TMD | | – | S | |
| **Swansea Loop West Junction** | – | – | | *To/from Swansea Loop East Jn – GW906*<br>Mandatory unless reversing at PT7592 |
| Swansea PT7592 | | – | 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<br>* applies in the Up direction |
| **Duffryn West** | | – | | Timing point in the Up direction only |
| **Llandeilo Junction** | – | – | | *To/from Morlais Jn – GW915* |
| Llandeilo Jn Down Goods Loop | – | – | S | |
| Llandeilo Jn Down Sidings | – | – | S | |
| Llandeilo Jn Up Goods Loop | – | – | S | |
| Llandeilo West Junction | – | – | S | |
| Llandeilo Jn Up Reception | – | – | S | |
| Llanelli Dock Jn East | – | – | X | |
| Llanelli Dock Sidings | | – | S | |
| Llanelli Signal PT3701 | | – | S | For shunt moves only |
| **Llanelli** | – | – | | Platform detail to be shown |
| **Pembrey & Burry Port** | – | – | | |
| **Kidwelly** | – | – | | Platform detail to be shown |
| **Ferryside** | – | – | | |
| **Carmarthen Junction** | – | – | | *To/from Carmarthen – GW930* |
| **Carmarthen Bridge Junction** | – | – | | *To/from Carmarthen – GW940* |
| **Sarnau** | – | – | | |
| **St Clears LC** | – | – | | |
| **Whitland** | – | – | | Platform detail must be shown<br>*To/from Tenby – GW950* |
| **Clunderwen** | – | – | | |
| **Clarbeston Road** | – | – | | |
| *Clarbeston Road Junction* | | | | *To/from Haverfordwest – GW960* |
| Fishguard & Goodwick | – | – | S | |
| **Fishguard Harbour** | | – | | |

## GW9001 LANDORE JUNCTION TO SWANSEA

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

## GW906 SWANSEA LOOP EAST JUNCTION TO SWANSEA LOOP WEST JN

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| **Swansea Loop East Jn** | – | – | | *To/from Swansea – GW9001* |
| **Swansea Loop West Jn** | – | – | | *To Gowerton/from Cockett West – GW900* |
| Swansea PT7592 (DM) | | – | S | Reversals on Down Main at Swansea Loop West Jn |

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

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| *Craven Arms Junction* | | – | | *To/from Craven Arms – GW730* |
| Broome | – | – | S | |
| Hopton Heath | – | – | S | |
| Bucknell | – | – | S | |
| **Knighton** | – | – | | |
| Knucklas | – | – | S | |
| Llangunllo | – | – | S | |
| Llanbister Road | – | – | S | |
| Dolau | – | – | S | |
| Pen–y–bont | – | – | S | |
| **Llandrindod Crossing** | – | – | | |
| **Llandrindod** | – | – | | |
| Builth Road | – | – | S | |
| Cilmeri | – | – | S | |
| Garth | – | – | S | |
| Llangammarch | – | – | S | |
| **Llanwrtyd** | – | – | | |
| Sugar Loaf | – | – | S | |
| Cynghordy | – | – | S | |
| **Llandovery** | – | – | | |
| Llanwrda | – | – | S | |
| Llangadog | – | – | S | |
| **Llandeilo** | – | – | | |
| Ffairfach | – | – | S | |
| Llandybie | – | – | S | |
| Ammanford | – | – | S | |
| **Pantyffynnon** | – | – | | *To/from Gwaun–cae–Gurwen – GW915* |
| Pontarddulais | – | – | S | |
| **Hendy Junction** | – | – | | *To/from Grovesend Colliery Loop Jn – GW897* |
| **Morlais Junction** | – | – | | *To/from Grovesend Colliery Loop Jn – GW890* |
| Llangennech | – | – | S | |
| Bynea | – | – | S | |
| Genwen Jn | DGL | – | X | |
| **Trostre Works Junction** | GL | UGL | | Timing point for all trains on DG, UG or GL |
| Trostre Works | – | | S | |
| **Llandeilo Junction** | – | GL – | | *To/from Llanelli – GW900* |

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| GW915 GWAUN-CAE-GURWEN TO PANTYFFYNNON | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Gwaun–cae–Gurwen** | – | | | |
| **Pantyffynnon** | – | – | | *To/from Hendy Jn – GW910* |

| GW930 CARMARTHEN STATION TO CARMARTHEN JUNCTION | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Carmarthen** | – | – | | Platform detail must be shown<br>*To/from Carmarthen Bridge Jn – GW940* |
| **Carmarthen Junction** | – | – | | *To/from Whitland – GW900* |

| GW940 CARMARTHEN STATION TO CARMARTHEN BRIDGE JUNCTION | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Carmarthen** | – | – | | Platform detail must be shown<br>*To/from Carmarthen Jn – GW930* |
| **Carmarthen Bridge Junction** | – | – | | *To/from Whitland – GW900* |

| GW950 WHITLAND TO PEMBROKE DOCK | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Whitland** | – | – | | Platform detail must be shown<br>*To/from Carmarthen Bridge Jn / Carmarthen Jn – GW900* |
| Whitland Down Sidings | – | | S | |
| Whitland Signal W34 | | – | S | |
| Narberth | – | – | S | |
| Kilgetty | – | – | S | |
| Saundersfoot | – | – | S | |
| **Tenby** | – | – | | |
| Penally | – | – | S | |
| Manorbier | – | – | S | |
| Lamphey | – | – | S | |
| Pembroke | – | – | S | |
| **Pembroke Dock** | | – | | |

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

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

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

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

## NW3001 SALTNEY JUNCTION TO HOLYHEAD

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|---|---|---|---|
| | | | | |
| Holyhead Car M.D | – | – | S | |

## NW3007 WREXHAM CENTRAL TO BIDSTON

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

## NW3015 LLANDUDNO JUNCTION TO BLAENAU FFESTINIOG

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

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| NW3017 LLANDUDNO JUNCTION TO LLANDUDNO | | | | |
|---|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **CODE** | **NOTES** |
| | | | | |
| **Llandudno Junction** | – | – | | Platform detail must be shown<br>*To/from Colwyn Bay – NW3001*<br>*To/from Tal–y–Cafn – NW3015* |
| Llandudno Jn Signal 74 | | – | S | |
| Deganwy | – | – | S | |
| **Llandudno** | | – | | Platform detail must be shown |

OFFICIAL

## 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). |

| **GW310 WOLVERCOTE JUNCTION TO PERSHORE (EXCLUSIVE)** | | | |
|---|---|---|---|
| **ROUTE SECTION** | **SX** | **SO** | **SUN** |
| | | | |
| Wolvercote Junction to Ascott - under - Wychwood | FSX 0505 – 0010<br>FO 0505 – 0000 | 0000 – 0010 (Sun) | 0900 - 0010 |
| Ascott - under - Wychwood to Moreton in Marsh | FSX 0515 – 0010<br>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 NARROWAYS HILL JUNCTION | | | |
|---|---|---|---|
| **ROUTE SECTION** | **SX** | **SO** | **SUN** |
| | | | |
| Clifton Down to Severn Beach | 0000 - 2400 | 0000 – 0100 Sun | 06:00-00:00 |

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

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

| GW606 COWLEY BRIDGE JUNCTION TO BARNSTAPLE | | | |
|---|---|---|---|
| **ROUTE SECTION** | **SX** | **SO** | **SUN** |
| | | | |
| Cowley Bridge Junction to Barnstaple | 0545 – 2300 FSX<br>0545 – 0000 FO | 0000 - 0100<br>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)<br>0850 – 2105 (Summer) |
| Goonbarrow to Newquay | 0550 - 2240 | 0635 - 2235 | 1000 – 1830 (Winter)<br>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<br>1130 – 2030 Winter |

## GW720 FIFOOTS POINT POWER STATION TO EAST USK GF

| ROUTE SECTION | SX | SO | SUN |
|---|---|---|---|
| | | | |
| Fifoots Point Power Station to East Usk | Open when required. | Open when required. | Open when required. |

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

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

## GW731 ABBEY FOREGATE JUNCTION TO CROES NEWYDD NORTH FORK

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

## GW732 ABBEY FOREGATE JUNCTION TO ENGLISH BRIDGE JUNCTION

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

| GW733 SUTTON BRIDGE JUNCTION TO ABERYSTWYTH | | | |
|---|---|---|---|
| **ROUTE SECTION** | **SX** | **SO** | **SUN** |
| | | | |
| Sutton Bridge Jn * | 0540 – 2220 | 0540 – 2220 | 1000 – 2200 |
| Machynlleth | Open Continuously | Open Continuously | Open Continuously |
| * No access to Cambrian lines when Sutton Bridge Jn switched-out | | | |

| GW734 DOVEY JUNCTION TO PWLLHELI | | | |
|---|---|---|---|
| **ROUTE SECTION** | **SX** | **SO** | **SUN** |
| | | | |
| Machynlleth | Open Continuously | Open Continuously | Open Continuously |
| Llwyn Cadgwan | 0630 – 2215 | 0630 – 2215 | 1430 – 2000 |

| GW770 EBBW VALE TOWN TO GAER JUNCTION (WESTERN VALLEY LINE) | | | |
|---|---|---|---|
| **ROUTE SECTION** | **SX** | **SO** | **SUN** |
| | | | |
| Ebbw Vale Town to Gaer Junction | OPEN CONTINUOUSLY | OPEN CONTINUOUSLY | OPEN CONTINUOUSLY |

| GW773 MACHEN QUARRY TO PARK JUNCTION | | | |
|---|---|---|---|
| **ROUTE SECTION** | **SX** | **SO** | **SUN** |
| | | | |
| Machen Quarry to Park Junction | OPEN CONTINUOUSLY | OPEN CONTINUOUSLY | OPEN CONTINUOUSLY |

| GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET | | | |
|---|---|---|---|
| **ROUTE SECTION** | **SX** | **SO** | **SUN** |
| | | | |
| Merthyr Tydfil to Abercynon | OPEN CONTINUOUSLY | OPEN CONTINUOUSLY | OPEN CONTINUOUSLY |
| Abercynon to Pontypridd Junction | OPEN CONTINUOUSLY | OPEN CONTINUOUSLY | OPEN CONTINUOUSLY |

| GW834 HIRWAUN TO ABERCYNON | | | |
|---|---|---|---|
| **ROUTE SECTION** | **SX** | **SO** | **SUN** |
| | | | |
| Hirwaun to Abercynon | OPEN CONTINUOUSLY | OPEN CONTINUOUSLY | OPEN CONTINUOUSLY |

| GW874 BRIDGEND LLYNFI JUNCTION TO MAESTEG | | | |
|---|---|---|---|
| **ROUTE SECTION** | **SX** | **SO** | **SUN** |
| | | | |
| Tondu to Maesteg | 0630-2400 | 0630-2400 | CLOSED |

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

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

## GW893 ONLLWYN TO NEATH & BRECON JUNCTION

| ROUTE SECTION | SX | SO | SUN |
|---|---|---|---|
| | | | |
| Onllwyn to Neath and Brecon Junction | 0000 - 2400 | 0530-2230 | 1800 - 2400 |

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

| ROUTE SECTION | SX | SO | SUN |
|---|---|---|---|
| | | | |
| Craven Arms to Pantyffynnon | 0500 - 2130 | 0500 - 2130 | 1100 - 2200 |
| Pantyffynnon to Morlais Junction | 0500 - 2130 | 0500 - 2130 | 1100 - 2200 |

## GW915 GWAUN-CAE-GURWEN TO PANTYFFYNNON

| ROUTE SECTION | SX | SO | SUN |
|---|---|---|---|
| | | | |
| Gwaun - Cae - Gurwen to Pantyffynnon | 0500-2130* | 0500-2130* | CLOSED |

* Level Crossings on this route shall normally only be operated between 0930 hours and 1500 hours Monday to Friday when trains have cause to pass. Where, in exceptional circumstance, it is necessary for the crossing to be operated at other times, such additional precautions as are necessary shall be taken to ensure the safety of crossing users.

## NW3001 SALTNEY JUNCTION TO HOLYHEAD

| ROUTE SECTION | SX | SO | SUN |
|---|---|---|---|
| | | | |
| Saltney Junction to Llandudno Junction | Open continuously | Open continuously | Open continuously from May to September & until 0550 and from 1000 from December to May & from September to December |
| Llandudno Junction to Bangor | Open continuously | Open continuously | Open continuously from May to September & until 0550 and from 0900 from December to May & from September to December |
| 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 |

## 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 |

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| 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<br>1000 – 1905 May to September<br>Closed outside these periods |

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# 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.

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# 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 i). 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*

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# 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.

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## 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.

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## 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, postal and test trains to be treated as passenger trains when applying margins/allowances where there is a freight/passenger difference.

Details of how to apply headways are listed in the National TPRs Section 1.5.5.

| **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. | | | |

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| GW103 PADDINGTON TO UFFINGTON | | | |
|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **NOTES** |
| | | | |
| Paddington to Ladbroke Grove | 2* | 2 | *trains from lines 3-5 merging onto Down Relief at Ladbroke Grove require headway at Portobello Jn |
| Ladbroke Grove to Acton West (incl.) | 2 Main* | 2½ Main* | ***Down**<br>2½ minutes following stopping services<br>3½ minutes following Freight class 4 or 6<br>4½ minutes following Freight class 7 or slower<br>***UP**<br>3½ minutes following Freight class 4 or 6<br>4½ minutes following Freight class 7 or slower |
| | 2 Relief* | 2 Relief* | ***DOWN**<br>2½ minutes following stopping services<br>3 minutes following Freight class 4 or 6<br>3½ minutes following Freight class 7 or slower<br>***UP**<br>2½ minutes following stopping services<br>2½ minutes following Freight class 4 or 6<br>3½ minutes following Freight class 7 or slower |
| Acton West (excl.) to Heathrow Airport Jn (incl.) | 2 Main* | 2 Main* | ***DOWN**<br>2½ minutes following stopping services<br>3½ minutes following Freight class 4 or 6~~,~~; or class 7 up to 602m/94SLU<br>4½ minutes following Freight class 7 over 602m/94SLU (jumbo formations), or slower<br>***UP**<br>2½ minutes following stopping services<br>3½ minutes following Freight class 4 or 6~~,~~; or class 7 up to 602m/94SLU<br>4½ minutes following Freight class 7 over 602m/94SLU (jumbo formations), or slower<br><br>Note the Heathrow Airport Junction Signalling Restrictions stated in Section 5.3 when preceding train calls at Hayes and Harlington |
| | 2 Relief* | 2 Relief* | ***DOWN**<br>2½ minutes following stopping services<br>3 minutes following Freight class 4 or 6~~,~~; or class 7 up to 602m/94SLU<br>3½ minutes following Freight class 7 over 602m/94SLU (jumbo formations), or slower<br>***UP**<br>2½ minutes following stopping services<br>2½ minutes following Freight class 4 or 6; or class 7 up to 602m/94SLU<br>3½ minutes following Freight class 7 over 602m/94SLU (jumbo formations), or slower<br><br>Note the Heathrow Airport Junction Signalling Restrictions stated in Section 5.3 when preceding train calls at Hayes and Harlington |
| Heathrow Airport Jn (excl.) to Twyford (excl.) | 2 Main* | 2 Main* | ***DOWN**<br>3 minutes following stopping services<br>3½ minutes following Freight class 4 or 6<br>4½ minutes following Freight class 7 or slower |

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## GW103 PADDINGTON TO UFFINGTON

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| | | | ***UP**<br>3 minutes following stopping services<br>3½ minutes following Freight class 4 or 6<br>5 minutes following Freight class 7 or slower |
| | 2½<br>Relief* | 2½<br>Relief* | ***DOWN**<br>3 minutes following stopping services<br>3# minutes following Freight class 4 or 6<br>4½ minutes following Freight class 7 or slower<br>***UP**<br>3 minutes following stopping services<br>3# minutes following Freight class 4 or 6<br>4½ minutes following Freight class 7 or slower<br># 3½ applies at Maidenhead |
| Twyford (incl.) to Reading High Level Jn (Main Line) or Reading West Junction (Relief Line) | 2 Main* | 2 Main* | ***DOWN**<br>3 minutes following stopping services<br>3½ minutes following Freight class 4 or 6<br>4½ minutes following Freight class 7 or slower<br>***UP**<br>3 minutes following stopping services<br>4 minutes following Freight class 4 or 6<br>6 minutes following Freight class 7 or slower |
| | 2½<br>Relief* | 2 Relief* | ***DOWN**<br>3½ minutes following stopping service<br>3 minutes following Freight class 4 or 6<br>4½ minutes following Freight class 7 or slower<br>***UP**<br>3 minutes following stopping services<br>3 minutes following Freight class 4 or 6<br>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**<br>3½ minutes following stopping services<br>4 minutes following Freight |
| Didcot Parkway to Uffington | 4 | 4 | |

## GW105 UFFINGTON TO FORDGATE (VIA BOX)

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| Uffington to 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 |

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| GW107 WORLE JUNCTION TO UPHILL JUNCTION VIA WESTON-SUPER-MARE | | | |
|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **NOTES** |
| | | | |
| Worle Junction to Weston-super-Mare | AB+1 | AB+1 | Single line |
| Weston-super-Mare to Uphill Junction | 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 | |
| | | | |
| **The following to be applied until Devon Resignalling is commissioned** | | | |
| Totnes to Ivybridge | 8 | 10 | |
| Ivybridge to Hemerdon | 8 | 8 | |
| Hemerdon to Tavistock Jn | 7 | 8* | *An up freight train can follow a passenger train from Tavistock Jn after 4 minutes |
| | | | |
| **The following to be applied <u>after</u> Devon Resignalling is commissioned** | | | |
| 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 | AB+0 | AB+0* | *Based on preceding train arrive/pass Ivybridge |
| Hemerdon to Tavistock Jn | AB+2 | AB+1 | |
| | | | |
| 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 Menheniot Signal DM260 | AB+2 | | |
| Menheniot Signal DM260 to Liskeard | AB+2 | | |
| Liskeard to St. Pinnock Jn | AB+2 | | |
| St. Pinnock Jn to Bodmin Parkway | AB+1* | | * Based on preceding train depart/pass Bodmin Parkway |
| Bodmin Parkway to Lostwithiel | AB+1* | | *Based on preceding train arrive/pass Lostwithiel or arrive Lostwithiel DGL |
| Lostwithiel to Par | 4* | | *5 minutes following freight |
| Par to St Austell | AB+1* | | *Based on preceding train arrive/pass St Austell |
| St Austell to Burngullow Jn | AB+1½ | | |

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| GW108 FORDGATE TO PENZANCE | | | |
|---|---|---|---|
| Burngullow to Grampound Road Signal CL5883 | AB+1 | | |
| Grampound Road Signal CL5883 to Buckshead Tunnel Signal CL5893 | AB+1 | | |
| Buckshead Tunnel Signal CL5893 to Truro | AB+1* | | *Based on preceding train arrive/pass Truro |
| Truro to Penwithers Junction | AB+1 | | |
| Penwithers Jn to Chacewater Signal R31 | AB+2 | | |
| Chacewater Signal R31 to Redruth Signal R27 | AB+2 | | |
| Redruth Signal R27 to Camborne | AB+2* | | *Based on preceding train arrive/pass Camborne |
| Camborne to Hayle Signal R19 | AB+2 | | |
| Hayle Signal R19 to St Erth | AB+2* | | *Based on preceding train depart/pass St Erth |
| St. Erth to Penzance | AB+2 | | Does not affect trains between Penzance and Penzance TMD on Depot Reception lines |
| | | | |
| 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.<br>Does not affect trains between Penzance and Penzance TMD on Depot Reception lines |
| Long Rock to St. Erth | | AB+2 | Absolute Block to apply based on departure from St. Erth. |
| St Erth to Gwinear Road Signal R6 | | AB+2 | |
| Gwinear Road Signal R6 to Camborne | | AB+2 | Absolute Block to apply based on departure from Camborne |
| Camborne to Redruth Signal R10 | | AB+2 | |
| Redruth Signal R10 to Chacewater Signal R14 | | 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+1 | |
| Probus Signal CL5884 to Burngullow Junction | | AB+½ | |
| Burngullow Jn to St Austell | | AB+1* | *Based on preceding train depart/pass St Austell |
| St Austell to Par | | AB+1* | *Based on preceding train arrive/pass Par |
| Par to Lostwithiel | | 4* | *5 minutes following freight |
| Lostwithiel to Bodmin Parkway | | AB+0 | *Based on preceding train depart/pass Bodmin Parkway |
| Bodmin Parkway to Largin Jn | | AB+1 | |
| Largin Jn to Liskeard | | AB+2* | *Based on preceding train depart/pass Liskeard |
| Liskeard to Menheniot Signal UM259 | | AB+2 | |
| Menheniot Signal UM259 to St. Germans | | AB+2 | |
| St. Germans to Saltash | | AB+2 | |

| GW108 FORDGATE TO PENZANCE | | | |
|---|---|---|---|
| Saltash to St. Budeaux Junction | | AB+2 | Single line |

| 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 | AB+2* | AB+2* | *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<br>*TCB but timed as AB |

| GW178 SOUTHALL TO BRENTFORD GOODS | | | |
|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **NOTES** |
| | | | |
| Southall to Brentford Goods | AB+2* | AB+2* | *Single Line, timed as AB. Only one train may operate on Single Line at any one time.<br><br>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 | AB* | AB* | *Single Line, timed as AB. One train in section. |
| Signals T3502/T3503 to Colnbrook Oil Terminal | AB* | AB* | *Single Line, timed as AB. 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<br>4" | 3<br>4" | " Following stopping passenger |
| Wolvercote Junction (Exclusive) to Heyford | 6 | 6 | |
| | 4* | 4* | From Completion of Level Crossing Risk Mitigation works<br>* 5 at Heyford if first train is stopping |

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| 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 | AB* | AB* | * 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 | AB+2* | AB+2* | *Single Line, TCB but timed as AB |
| Charlbury to Ascott – under - Wychwood | AB+2* | AB+2* | * 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 | AB+2* | AB+2* | * TCB timed as AB+2. |
| Evesham to Norton Junction | AB+2* | AB+2* | *Single Line, TCB but timed as AB |

| 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 | 6* | 6* | *Single line |

## GW454 SEVERN BEACH TO NARROWAYS HILL JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| Severn Beach to Holesmouth Jn | Single Line | | One train working without staff |
| Holesmouth Jn to Avonmouth | AB+2 * | AB+2 * | |
| Avonmouth to Clifton Down | AB+2 * | AB+2 * | Contains Single Line<br>* TCB but timed as AB |
| Clifton Down to Narroways Hill Jn | AB+1 * | AB+1 * | Contains Single Line<br>* 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 | |

OFFICIAL

| 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 Newbury (exclusive) | 3* | 3* | ***DOWN AND UP**<br>4 minutes following freight class 4 or 6<br>5 minutes following freight class 7 or slower |
| Newbury to Bedwyn | 3½* | 3½* | ***DOWN**<br>4 minutes following stopping passenger<br>5 minutes following freight<br>Applies inclusive of Newbury and Bedwyn<br><br>***UP**<br>4 minutes following stopping passenger or freight class 4 or 6<br>5 minutes following class 7 or slower<br>Applies exclusive of Bedwyn and inclusive of Newbury |
| Bedwyn to Heywood Road Jn | 3½* | 3½* | ***DOWN**<br>4 minutes following stopping passenger or freight class 4 or 6<br>5 minutes following freight class 7<br>In down direction headway applies exclusive of Bedwyn<br><br>***UP**<br>4 minutes following stopping passenger<br>5 minutes following freight<br>In up direction headway applies inclusive of Bedwyn |
| Heywood Road Jn to Fairwood Jn | AB+1 | AB+1 | *Via the avoiding line*<br>TCB timed as AB |
| Fairwood Junction to Clink Road Junction | 3½* | 3½* | ***DOWN AND UP**<br>5 minutes following freight class 4 or 6<br>6 minutes following freight class 7 or slower |
| Clink Road Junction to Blatchbridge Jn | AB+2 | AB+2 | TCB timed as AB |
| Blatchbridge Jn to Castle Cary | 3½* | 3½* | ***DOWN AND UP**<br>4 minutes following stopping passenger<br>5 minutes following freight class 4 or 6<br>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 | | 4* | *5 minutes following freight class 7 or slower |
| 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 |
|---|---|---|---|
| | | | |
| 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<br>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<br>TCB timed as AB |

## GW510 WESTBURY NORTH JUNCTION TO BATHAMPTON JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| 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 | AB+2 | AB+2 | Single Line. TCB timed as AB |

OFFICIAL

## 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<br># For Depot departures |
| St Philips Marsh HSTD to Bristol West Jn | AB+2* | 20# | * TCB but timed as AB<br># 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 | AB+2 | 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 Westbury | AB+1 | AB+1 | TCB timed as AB |
| Westbury to Fairwood Junction | 3½* | 3½* | ***DOWN AND UP**<br>5 minutes following freight |

## GW570 CLINK ROAD JUNCTION TO BLATCHBRIDGE JUNCTION VIA FROME

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| Clink Road Jn to Frome North Jn | AB+2 | AB+2 | TCB timed as AB |
| Frome North Jn to Blatchbridge Jn | AB+2 | AB+2 | Single Line<br>TCB timed as AB |

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

| GW580 EAST SOMERSET JUNCTION TO CRANMORE | | | |
|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **NOTES** |
| | | | |
| East Somerset Jn to Merehead Quarry Jn | AB+2 | AB+2 | Single Line. TCB timed as AB.<br>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 | AB+2 | AB+2 | Single Line |
| Crediton to Eggesford | AB+2 | AB+2 | Single Line |
| Eggesford to Barnstaple | 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** |
| | | | |
| Feniton to Pinhoe | AB+1* | | *Single Line, timed as AB+1 |
| 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 | AB+2* | | *Single Line, timed as AB+2 |
| Topsham to Exmouth | Single Line | | One train working |

OFFICIAL

## GW618 NEWTON ABBOT EAST JUNCTION TO HEATHFIELD

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| Newton Abbot to Heathfield | 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 PLYMOUTH FRIARY SS VIA SPEEDWAY JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| 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 | One train working | | Single Line |

## GW640 LISKEARD TO LOOE (VIA COOMBE)

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

## GW642 COOMBE (EXCL.) TO MOORSWATER

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

## GW650 LOSTWITHIEL GOODS LOOPS TO CARNE POINT, FOWEY

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

## GW660 PAR TO NEWQUAY

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| Par to St Blazey Signal Box | AB+2 | AB+2 | TCB timed as AB |
| St Blazey Signal Box to Goonbarrow Junction | AB+2 | AB+2 | Single line –TCB |
| Goonbarrow Junction to Goss Moor Jn | AB+2 | AB+2 | Single line, TCB timed as AB+2 |
| Goss Moor Jn to Newquay | AB+2 | AB+2 | Single line, TCB timed as AB+2 |

## GW672 BURNGULLOW JN TO PARKANDILLACK

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

## GW680 PENWITHERS JUNCTION TO FALMOUTH

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

## GW690 ST. ERTH TO ST. IVES

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| St. Erth to St.Ives | 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<br>Refer to Junction Margins and Station Planning Rules |
| Gloucester to Severn Tunnel Junction | 4 | 4 | |

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

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

## GW720 FIFOOTS POINT POWER STATION TO EAST USK GF

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

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

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| Sutton Bridge Jn to Dorrington | AB+2 | AB+2 | When Dorrington ‘box is switched out Absolute Block to apply between Sutton Bridge Jn and Marsh Brook<br><br>When Sutton Bridge Jn ‘box and Dorrington ‘box are both switched out Absolute Block to apply between English Bridge Jn and Marsh Brook |
| Dorrington to Marsh Brook | AB+2 | AB+2 | |

OFFICIAL

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

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| 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' MD940 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<br>§ 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* | |

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## 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 | Single Line | | One train working.<br>A train can be reversed at Aberbeeg Jn behind PJ1915 whilst a train is in the section PJ1914 to Ebbw Vale Town. |
| Aberbeeg Jn to Risca South Jn | 8 | 8 | |
| Risca South Jn to Park North Jn | AB+2 | | Single line<br>TCB but timed as AB+2 |
| Park North Jn to Park Jn | 4 | 4 | |
| Park Jn to Gaer Jn | AB+2 | | Single line<br>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.<br>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.<br>See section C2 Sectional Appendix |

## GW810 RHYMNEY TO QUEEN STREET NORTH JUNCTION

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

## GW820 CWMBARGOED TO YSTRAD MYNACH SOUTH

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| Cwbargoed to Ystrad Mynach South | Single Line | | Tokenless block*.<br>*'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 | | 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 |

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| 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<br>Can be reduced to 6 minutes if following a freight train. |
| Abercwmboi to Mountain Ash | Single line | | 8 minute headway applies<br>Passing point |
| Mountain Ash to Abercynon | Single Line | | 8 minute headway applies<br>Passing point |

| GW835 TREHERBERT TO PONTYPRIDD | | | |
|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **NOTES** |
| | | | |
| Treherbert to Ynyswen | AB+2 | AB+2 | |
| Ynyswen to Ton Pentre | AB+2 | AB+2 | Single line – One train working |
| Ton Pentre to Ystrad Rhondda | AB+2 | AB+2 | |
| Ystrad Rhondda to Dinas Rhondda | AB+2 | AB+2 | Single line – One train working |
| Dinas Rhondda to Porth | 4 | 4 | |
| 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 | AB+2* | | * TCB but timed as AB+2 |
| CF3433 Signal to Cowbridge Road | AB+2* | | |
| Aberthaw to Llantwit Major # | | AB+2* | # CF3430 Signal, *TCB but timed as AB |
| Llantwit Major # to CF3440 Signal | | AB+2* | # CF3430 Signal, *TCB but timed as AB |
| CF3440 Signal to Cowbridge Road | | AB+2* | *TCB but timed as AB |
| Cowbridge Rd to Bridgend Barry Jcn | AB+2* | AB+2* | *TCB but timed as AB |
| Cowbridge Rd to Bridgend Barry Jcn | 3 | 3 | |

## GW874 BRIDGEND LLYNFI JUNCTION TO MAESTEG

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| Bridgend Llynfi Jn to Tondu | Single Line | | |
| Tondu to Maesteg | Single Line | | One train working. |

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

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| Tondu to Port Talbot Docks | AB+2* | | *Single line, timed as AB |

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

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| Court Sart Jn to Signal 3541 (exclusive) | 4 | | |
| Signal 3541 (inclusive) to Signal 3543 | AB+2 | | TCB timed as AB+2 |
| Signal 3543 to Morlais Jn | 5 | | |
| Morlais Jn to Signal 3544 | | 5 | |
| Signal 3544 to Signal 3540 | | AB+2 | TCB timed as AB+2 |
| Signal 3540 to Signal 3536 | | AB+2 | TCB timed as AB+2 |
| Signal 3536 to Briton Ferry West Jn | | 4 | |

## GW8901 DYNEVOR JUNCTION TO JERSEY MARINE JUNCTION SOUTH

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| Dynevor Jn to Jersey Marine Jn South | AB+2 | AB+2 | TCB timed as AB+2<br>Refer to Section 5.3 for movements |

## GW892 CWMGWRACH TO BURROWS SIDINGS

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| Cwmgwrach to Neath and Brecon Junction | * | * | *One train working |
| Neath and Brecon Junction to Jersey Marine South | AB+2 | AB+2 | Single line |
| Jersey Marine South to Burrows Sidings | 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 | AB+2* | AB+2* | * 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 | AB+2* | AB+2* | * 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<br>5 Relief | 3# Main<br>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<br>4 Relief | 3# Main<br>4 Relief | # 4 if following freight |
| Long Dyke Jn (inclusive) to Leckwith Loop North Jn (inclusive) | 3 | 3 | |
| Leckwith Loop North Jn (exclusive) to Briton Ferry West Jn (inclusive) | | 4 | |
| Briton Ferry West Jn (exclusive) to Swansea Loop West Jn | | 5 | |
| Leckwith Loop North Jn (exclusive) to Court Sart Jn (inclusive) | 4 | | |
| Court Sart Junction (exclusive) to Swansea Loop West Junction | 5 | | |
| Llanelli to Duffryn West | | 4 | |

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## GW900 PILNING TO FISHGUARD HARBOUR

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| Duffryn West to Cockett West | | AB+1 | |
| Cockett West to Swansea Loop West Junction | | AB+1 | |
| Swansea Loop West Junction to Gowerton | 6 | | |
| Gowerton to Llanelli | 4 | | |
| Llanelli to Pembrey | AB+2 | AB+2 | |
| Pembrey to Kidwelly | AB+2 | AB+2 | |
| Kidwelly to Ferryside | AB+2 | AB+2 | |
| Ferryside to Carmarthen Junction | AB+2 | AB+2 | |
| Carmarthen Junction to Carmarthen Bridge Jn | AB+2 | AB+2 | |
| Carmarthen Bridge Jn to Sarnau | AB+2 | AB+2 | |
| Sarnau to St Clears LC | AB+2 | AB+2 | |
| St Clears LC to Whitland | AB+2 | AB+2 | |
| Whitland to Clunderwen | AB+2 | AB+2 | |
| Clunderwen to Clarbeston Road | AB+2 | AB+2 | |
| Clarbeston Road to Fishguard Harbour | AB+2 | AB+2 | One train working<br>Subject to trains shunting into the loop at Letterston |

## 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 | AB+2* | AB+2* | * 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 | AB+2 | TCB timed as AB |
| Genwen Jn to Trostre Works Jn | AB+2 | AB+2 | TCB timed as AB |
| Trostre Works Jn to Llandeilo West Jn | AB+2 | | TCB timed as AB. Single Line.<br>See Section 5.3 for restrictions |
| Llandeilo Jn to Trostre Works Jn | | AB+2 | TCB timed as AB |

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| 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 | AB+2* | | *Single line, timed as AB |

| GW940 CARMARTHEN STATION TO CARMARTHEN BRIDGE JUNCTION | | | |
|---|---|---|---|
| **TIMING POINT** | **DOWN** | **UP** | **NOTES** |
| | | | |
| Carmarthen Station to Carmarthen Bridge Junction | AB+2* | | *Single line, timed as AB |

| 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 | AB+2* | | *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).<br>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).<br>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<br>7 | 5½<br>7 | *Following a non-stop passenger*<br>*Following a freight or stopping passenger* |
| Colwyn Bay and Signals LJ71 (Down)/LJ76 (Up) | 4 | 4 | *Following a non-stop passenger*<br>*Following a freight or stopping passenger* |

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## NW3001 SALTNEY JUNCTION TO HOLYHEAD

| TIMING POINT | DOWN | UP | NOTES |
|---|---|---|---|
| | | | |
| 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 | AB+2* | AB+2* | *Single Line, TCB, but timed as AB |
| 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 | AB+2* | AB+2* | * 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 | |

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## 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, postal and test trains 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**<br>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.<br>*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.<br><br>**Brake Testing**<br>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 | |
| **Trains originating on whole minutes**<br>CrossCountry* and Freight^ schedules must depart from origin on a whole minute. (This is due to limitations with IT system requirements – *Integrale, ^TOPS) | |
| | |
| **Entering an occupied Platform** | {1} |
| | |
| | |
| **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 |
| (D)EMU (387) | 7 (if loaded passenger trains)<br>5 (if ECS trains coupling together) |
| Class 80X (5 car) | 6 (8 at Bristol Temple Meads only) |
| Class 197 | 5* |
| Class 57 LH passenger | 10 |
| *If 2 drivers are present | |
| | |
| **Attachment of Locomotives/Units - NW routes** | |

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| STANDARD VALUES – MINIMUM | |
|---|---|
| 22X | 7 |
| DMU | 6 |
| TFW DMU | 5 |
| 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) | 5c |
| (D)EMU (387) | 5 # |
| Class 80X (5 car) | 8 |
| Class 197 | 5* |
| Class 57 LH passenger | 10 |
| 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 | |
| *If 2 drivers are present | |
| | |
| **Detachment of Locomotives/Units – NW routes** | |
| 22X | 7 |
| DMU | 5 |
| DMU (165 & 166) | 5c (not including bay or terminal platforms) |
| 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 unit to depart after detaching under D.O.O. operation** | |
| Second train departs after first | 5 minutes |
| | |
| **Dwell Time – GW routes** | |
| 22x | 1 |
| GWR Short Form HST (HSTGW4) | 1 |
| DMU (15x & 230) | ½ |
| DMU (170) | 45 seconds (alternate 30 seconds and 1 minute dwells on stopping services) |
| GWR Class 16x | ½ |
| DMU (175) | ½ |
| DMU (197) | 45 seconds (alternate 30 seconds and 1 minute dwells on stopping services) not including Request Stops |
| DMU (150,153) | ½ (Cardiff Valley Line Stations) |
| EMU 345 | ½ |
| (D)EMU (387) | ½ (DOO operation)<br>1 (non-DOO operation) |
| Class 80X | 1 |
| GWR Night Riviera Sleeper | 1½* |
| LH | 1 |
| | |
| *Any proposed reduction in Sleeper dwell times compared to the Access Proposal or Timetable Variation must be reviewed with GWR prior to offer | |

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## STANDARD VALUES – MINIMUM

| | |
|---|---|
| **Dwell Time – NW routes** | |
| 22X | 1½ |
| 390 | 2 |
| DMU/EMU | ½ |
| DMU (197) | 45 seconds (alternate 30 seconds and 1 minute dwells on stopping services) not including Request Stops |
| LH | 1 |

| | |
|---|---|
| **Minimum Passenger to ECS Dwell Time – GWR Services** | |
| 150/158/16x – West Country only (Not LTV) | 2 |

| | |
|---|---|
| **Minimum Passenger to ECS dwell time – SWR Services** | |
| Trains formed of 1 to 6 cars | 2 |
| Trains formed of 7 or more cars | 4 |

| **Junction Margin – NW routes** | | |
|---|---|---|
| **First Movement** | **Second Movement** | **Margin** |
| Arrival | Conflicting departure | 1 |
| Departure | Conflicting arrival | 3 |
| All other conflicting movements, except: | | 3 |
| Where second move is a crossing move | | 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, unless otherwise stated in 5.3. Elements used in the construction of the margin are signal spacing, junction resetting time and speed of the junction turnout (see table below).
Note: if first train is a pass/arrive and second train a conflicting departure, 1 minute may be applied as per platform end margins (when trains are travelling in opposite directions).

**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

**Platform End Conflicts – GW routes**

Trains may arrive 1 minute before or 3 minutes after a conflicting departure

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| **STANDARD VALUES – MINIMUM** | |
|---|---|
| Except for Westbury (east end), Exeter St David's and Plymouth where 2 before or 3 after applies. Unless otherwise stated in 5.3 | |
| | |
| **Loco Change Allowance** | 12 |
| | |
| **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 <u>which includes an attachment</u> – 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 22x & 170 Train Preparation Allowances – minimum platform standing allowance between ECS <u>arrival from depot</u> and passenger train departure** | |
| 170 | 5 |
| 1 x 22x | 15 |
| 2 x 22x | 20 |
| By exception, allowances for 'Train Preparation' (above) 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 <u>departure to depot</u>** | |
| 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** | |

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## STANDARD VALUES – MINIMUM

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

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

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

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

| | |
|---|---|
| **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.<br>4 for 4 coaches or above (may be reduced to 3 if a second driver is diagrammed) |
| DMU (15x) – (non GWR) | 3 |
| TfW 158 2 car | 5 |
| TFW 158 4+ car | 6 |
| SWR 15x 2 car formation | 3 |
| SWR 15x 3 car formation | 4 |
| SWR 15x 4 - 6 car formation | 5 |
| SWR 15x 7 - 9 car formation | 6 |
| SWR 15x 10 car formation | 7 |
| DMU (165/166 2 - 3 car formation) | 3 |
| DMU (165/166 4 - 6 car formation) | 4 May be reduced to 3 if a second driver is diagrammed |
| DMU (165/166 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) |
| 197 | 3 (2 cars)<br>4 (3 car and above) |
| Class 387 – 4 cars (platformed) | 4 |
| Class 387 – 4 cars (non-platformed) | 5 |
| Class 387 – 8 cars (platformed) | 5 |
| Class 387 – 8 cars (non-platformed) | 7 |
| Class 387 – 12 cars (platformed) | 6 |
| Class 387 – 12 cars (non-platformed) | 9 |
| Cl. 80X (5 Cars) | 6$ (in platform) – 7$ (not in platform) |

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| STANDARD VALUES – MINIMUM | |
|---|---|
| Cl. 80X (9/10 cars) | 8$ (in platform) - 15$ (not in platform) |
| GWR Short Form HST (HSTGW4) | 6 (On a platform)<br>8 (Not in platform) |
| New Measurement Train | 7 |
| Light locomotive only | 2 |
| Class 67 and Mk.4 Coaches TfW | 10 |
| 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 |
| | |
| **Reversal – NW routes** | |
| 197 | 3 (2 car)<br>4 (3 car and above) |
| 22X | 5 |
| 230 | 4 |
| 390 | 8 |
| DMU/EMU | 4 |
| New Measurement Train | 7 |
| DVT | 8* Only applies to services operating in DVT mode.<br>* can be reduced to 5 if a change of traincrew is involved |
| | |
| **Freight Train Crew Change Allowance** | 2 |
| | |
| **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.<br><br>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.<br>In the branch working however there must be no more than three consecutive 3-minute turnrounds.<br>• Falmouth Branch<br>• Gunnislake Branch<br>• Looe Branch<br>• Severn Beach Branch<br>• St. Ives Branch<br>• Maesteg Branch | |
| **Turnround – NW routes** | |
| **Minimum Turnround** | 10 |
| LH | 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)<br>For new services, a turnround time of 10 minutes per hour of journey time should be taken as a guide. |

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| STANDARD VALUES – MINIMUM | |
|---|---|
| Avanti West Coast Services | 60 At Holyhead (for Class 390)<br>30 At Holyhead (other than class 390)<br>20 At all locations for train entering passenger service after an ECS move or an ECS move following a train leaving passenger service. |

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**THE FOLLOWING PAGES SHOW-THE EXCEPTIONS TO THESE STANDARD VALUES**

# GW103 PADDINGTON TO UFFINGTON

## Paddington

| | |
|---|---|
| **Connectional Allowance** | 15 |

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

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

**Pathing approaching Paddington**

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

**Platform End Conflict Margins**

| First Movement | Second Movement | Margin |
|---|---|---|
| Arrival | Conflicting Departure | 1 |
| Departure | Conflicting Arrival | 4 – giving a margin of 2 minutes at Royal Oak Jn |

**Paddington Terminal Allowances: -**

| Inbound train (In passenger service) | Margin before departure to Depot |
|---|---|
| 80x (9/10 car) | 10 minutes |
| 80X (5 car) | 7 minutes |
| L/H | 15 minutes |
| DMU | 5 minutes |
| EMU | 5 minutes # |

# 7 minutes for an 8 or 9 car EMU unless a replacement driver is provided.

| Inbound train Depot | Margin before departure from Paddington (in passenger service) |
|---|---|
| 80x (9/10 car) | 15 minutes $ |
| 80x (5 car) | 10 minutes |
| L/H | 15 minutes |
| DMU | 10 minutes |
| EMU | 5 minutes # |

# 7 minutes for an 8 or 9 car EMU unless a replacement driver is provided.

$ Can be reduced to 10 minutes on agreement with GWR

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

**Minimum Turnround**

| | L/H | Power door DMU | 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 |

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| | | | | | |
|---|---|---|---|---|---|
| From Exeter and Taunton | 25 | | | 15 | 20 |
| From Great Malvern | 25 | | | 15 | 15 |
| From Greenford | | 3 | | | |
| From Heathrow Terminals | | | 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

§ 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**

| | |
|---|---|
| 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-Length of 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. Class 345s are prohibited from Platforms 6 and 7.

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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

## Portobello Jn

**Signalling Limitations**

Trains from the Crossrail Central Operating Section may contain no more than {½} approaching Portobello Jn as there are no intermediate CBTC/signal berths after passing or departing from Westbourne Park CS

**Simultaneous Moves Not Permitted**

Consecutive Down trains from Portobello Jn via Lines 3, 4 or 5 which converge towards the Down Relief at Ladbroke Grove must also have headway applied at Portobello Jn.

## 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 for passenger trains running at over 90 mph | HST / 180 / 220/1 / 150 – 165/6 / 332 | +{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.

## Old Oak Common East Jn

**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|---|

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| | | |
|---|---|---|
| Down train pass Old Oak Common East Jn from Carriage Line or Engine Siding towards Down Relief | Up train pass Ladbroke Grove on Up Relief | 4½ |
| Up train pass Ladbroke Grove on Up Relief | Down train pass Old Oak Common East Jn from Carriage Line or Engine Siding towards Down Relief | 1½ |

**Planning Note**

Trains planned to cross at Old Oak Common East towards the Down Relief should include a 'dot stop' at Old Oak Common East Jn, if they do not already stop there and do not stop again prior to Southall. This is to enable correct regulation in ARS. Any such trains can be treated as passing Old Oak Common East Jn for the purposes of the above junction margins.

## 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 |

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## 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 |
| **Platform Re-occupation** | |
| Platform 5 | 4 |

**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

**Adjustments to Sectional Running Times**

| Movement | Reason | Value |
|---|---|---|
| Pass Hanwell from Hanwell Bridge Loop towards Drayton Green | Slow Crossover | {1} |
| Pass Hanwell from Hanwell Bridge Loop towards to West Ealing Loop | Slow Crossover | {1} |

**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

## Hanwell Bridge Loops

**Detachment Allowances**

| First Movement | Second Movement | Value |
|---|---|---|

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| | | |
|---|---|---|
| Up 'Jumbo' train arrive | First portion depart (in Up direction) | 15 |
| Up 'Jumbo' train arrive | First portion depart (in Down direction) | 20 |
| First portion depart (in Up direction) | Second portion depart (in Up direction) | 15 |
| First portion depart (in Up direction) | Second portion depart (in Down direction) | 6 |
| First portion depart (in Down direction) | Second portion depart (in Up direction) | 6 |
| 'Jumbo' refers to a train formed of two portions | | |

## 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

**Crossing and conflicting moves**

| First Movement | Second Movement | Margin |
|---|---|---|
| Passing Southall East Jn crossing to the Down Main, SWL or DBL at Southall from the Down Relief or Hanwell Bridge 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 Goods Loop from the Up Main, SWL or DBL at Southall | Standard jn margin to apply based on passing time or arrival time at Southall of second movement* |
| Pass Southall station on the DML | From DRL to SWL or DBL at Southall | 2 |
| Pass Southall station on the UML | From DRL to SWL or DBL at Southall | 2 |
| Pass from DRL to SWL or DBL at Southall | Pass Southall station on DML | 3½ |
| Pass from DRL to SWL or DBL at Southall | 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 | ½* # |
| Class 387 | ½ * |

* 1 minute for Up services calling 0615 – 0930 and 1630 – 2000 Monday to Friday

# 1 minute in the Down direction all day

| | |
|---|---|
| **Platform Reoccupation** | 2 (Up and Down Relief Lines only) |

## Southall West Jn

**Crossing and conflicting moves**

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| First Movement | Second Movement | Margin |
|---|---|---|
| Passing Southall West Jn crossing to the Up Main, SWL or DBL at Southall 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 SWL or DBL at Southall or Southall Down Brentford Sidings crossing to the Down Main or Down Relief. | Conflicting 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 SWL or DBL at Southall or Down Brentford Sidings 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 or Down Brentford Sidings 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<br>All others | {1½}<br>{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 |

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| | |
|---|---|
| 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.

See junction margin at Heathrow Airport Jn when train is being followed by a freight towards Hayes Goods Loop or Tarmac Sidings

## 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 |

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| | | | |
|---|---|---|---|
| Up Trains crossing from RL to ML at Stockley Jn that do not call at Hayes and Harlington | Acceleration | 16x / 387 / 80x 5 car<br><br>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 headway margin is offset, applying between departure of the leading train from Hayes and Harlington and following train at Heathrow Airport Jn, as yellow signals will be shown at Heathrow Airport Jn till Hayes and Harlington is clear.

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.

**Junction Margins**

| First Movement | Second Movement | Margin | Reason |
|---|---|---|---|
| Train departs Hayes and Harlington in the Up direction | Train passes Heathrow Airport Jn towards Hayes Goods Loop or Tarmac Sidings | 1½ | Freight trains will be decelerating to approach 15mph crossover 8197 and so will be unaffected by receiving yellow signals at Airport Jn |
| Down RL train pass towards Heathrow Terminals | Down RL train pass towards West Drayton | 2 | Signal can reset as soon as Heathrow bound service diverges onto Heathrow lines |

## 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 |
| Down trains crossing from Down Main to Down Relief. | Slow crossovers/ Deceleration | All | +{½} |

**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.

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

**Adjustments to Sectional Running Times**

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

**Planning Restriction**

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

**Junction Margins**

| First Movement | Second Movement | Value |
|---|---|---|
| Up train depart West Drayton on Relief Lines | Down train from Relief Lines to West Drayton Loop or Colnbrook Branch | 2 |
| Up non stop train pass/depart Slough on Relief Lines | Down train from Relief Lines to West Drayton Loop or Colnbrook Branch | 5½ * |
| Down train from Relief Lines to West Drayton Loop or Colnbrook Branch | Up stopping train depart West Drayton on Relief lines | 2 if first train is freight<br><br>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/arrive | 4½ |
| Down train from Relief Lines to Colnbrook Branch | Up train via Up Relief and West Drayton Loop pass/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 |

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| | | |
|---|---|---|
| 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

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| **Dwell Time** | |
|---|---|
| LH / 80x | 1½ |
| Class 220 & 221 | 1 |
| Class 165/6 | 1 |
| Class 345 | 1 |

| **Turnround Allowances (From Paddington)** | |
|---|---|
| DMU | 5 |
| Class 387 | 5 |
| Class 80X (5 car) | 6 |
| Class 80X (9/10 Car) | 8 |

**Junction Margins**

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

## Slough Up Goods Loop

**Adjustment to Sectional Running Time**

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

## Burnham

| **Dwell Time** | |
|---|---|
| Class 165/6 | ½ |

## Taplow

| **Dwell Time** | |
|---|---|
| Class 165/6 | ½ |

## Maidenhead East Jn

**Junction Margins**

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

**Planning Note**

It is not possible to add timing allowances between Maidenhead East Jn and Maidenhead as there are no intermediate signals, though {1} for permissive platform arrivals remains required. If an engineering allowance is required in a Down train approaching Maidenhead (see Section 5.5), and the train is also timed at Maidenhead East Jn, then the allowance should instead be applied at Maidenhead East Jn.

## Maidenhead

| **Connectional Allowance** | 3 |
|---|---|

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| **Dwell Time** | |
|---|---|
| 80x | 1½ |
| Class 165/6 | 1 |
| Class 387 | 1 |
| Class 345 | 1* |
| * 2 Minutes for a train terminating then running ECS in the same direction | |

| **Turnround allowances** | 16X/387 | 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 be signalled into Platform 5 from the Down Main or Down Relief Line, via Maidenhead East Junction, when a train is arriving into platform 4 in the up direction

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

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

**Platform Reoccupation**

| **First Movement** | **Second Movement** | **Margin** |
|---|---|---|
| Up 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<br>387 | {1} |

| **Connectional Allowance** | 3 |
|---|---|

| **Dwell Time** | |
|---|---|
| Class 165/6 | 1 |
| Class 387 | 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**

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## Twyford

| First Movement | Second Movement | Margin |
|---|---|---|
| Freight pass Platform 4 | Arrive into Platform 4 | 3 |
| Freight pass Platform 3 | Arrive into Platform 3 | 3 |

| **Turnround Allowances** (From Paddington) | |
|---|---|
| Class 80X (5 car) | 6 |
| Class 80X (9/10 Car) | 8 |
| Class 387 | 7 |

## Kennet Bridge Loop

**Adjustment to Sectional Running Time**

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| Down depart Kennet Bridge Loop | Not at line speed passing Kennet Bridge Junction | All | {½} # |

# Applies after Kennet Bridge Jn

## Kennet Bridge Jn

**Adjustment to Sectional Running Time**

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| Pass from Down ML to the DRL or URL | 40mph crossover | 80x/ LH<br>16x<br>387<br>Class 4 Freight<br>Class 6 Freight | {1}<br><br><br>{½} |
| Pass from Down RL to the DML or URL | 40mph crossover | 80x/ LH/<br>16x<br>387<br>Class 4 Freight<br>Class 6 Freight | {1}<br><br><br>{½} |
| Up pass to Kennet Bridge Loop | Approach control | All traffic | {½} |

## 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<br>387<br>16x | {½} |
| 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<br>387 | {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<br>387 | {1} |
| Up pass Platforms 9, 13 or 14 | Lower linespeed through Platform | All traffic Except 345 | {½}* |
| Up depart via UML | | Class 4 | {½} # |

| **Reading** | | | |
|---|---|---|---|
| | Not at line speed passing Kennet Bridge Junction | Class 6 1400T, 1600T and 1800T | {½} # |
| | | Class 6 2000T | {1} # |
| | | Class 6 2200T and 2400T | {1½} # |
| Up depart via URL/DML/DRL | 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} # |
| Down DML to pass platform 7 or 8 | Lower linespeed through platform | Class 4 Freight<br><br>Class 6 Freight | {½}<br><br>{1} |
| Down DML to pass platform 10 | Lower linespeed through platform | Class 4 Freight<br><br>Class 6 Freight | {1}<br><br>{½} |
| Down DRL to pass platform 14 | Approach Control | Class 4 Freight<br>Class 6 Freight | {1} |
| Down URL to pass platform 13 | Approach Control | Class 4 Freight<br>Class 6 Freight | {1} |
| *approaching next timing point | | | |
| # applies after Kennet Bridge Jn | | | |

| | |
|---|---|
| **Connectional allowance** | 7*<br>* 12 mins to be allowed for connections between train and scheduled Rail Replacement bus services |
| **Dwell Time** | |
| LH / 80x | 2<br>3 minutes for Down West of England Summer Saturday trains (Periods E, F and G) via GW500 until 1300<br>4 Down/Up Sleepers |
| Class 220 & 221 | 2 |
| Class 165/6 & 387/345 | 1<br>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<br>Platforms 13 & 14 opposing direction moves | 4<br><br>4 (can be reduced to 3 when the second train has a minimum of (1) pathing time approaching Reading) |

| **Planning notes** |
|---|
| It is not possible to share a platform with a 9 car class 345. |
| Trains approaching Reading that are standing at T1728 on the Reading Feeder Relief that are longer than 429 metres/67 SLU (exclusive of stand-back allowance) will foul Oxford Road Jn (8803 pts). Therefore junction margins at Oxford Road Jn must be based on train's pass/arrival time at Reading if over length (e.g. when application of pathing time between Oxford Road Jn and Reading will result in trains being held on the Feeder line).<br>Trains approaching Reading that are standing at T1726 on the Reading Feeder Main that are longer than 376 metres/58 SLU (exclusive of stand-back allowance) will foul Oxford Road Jn (8807 pts). Therefore junction margins |

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## Reading

at Oxford Road Jn must be based on train's pass/arrival time at Reading if over length (e.g. when application of pathing time between Oxford Road Jn and Reading will result in trains being held on the Feeder line).

**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 387/345 | Power door DMU | Class 80X (5 Car) | Class 80X (9/10 Car) |
|---|---|---|---|---|---|
| From Banbury | | 5 | 5 | 6 | 8 |
| From North of Banbury | 30 | | 15<br>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 |

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| **Reading** | | |
|---|---|---|
| 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 |
| 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 |
| | | |
| **Overlap Restrictions** | | |
| **First Movement** | **Second Movement** | **Margin** |
| Arrive/Depart Platform 3 | Down Arrive Platform 7 | 3* |
| Down Arrive Platform 7 | Arrive Platform 3 | 3* |
| Down Arrive Platform 7 | Depart Platform 3 | 1* |
| *Can be simultaneous if arrival at Platform 7 has minimum of:<br>{1} approaching Kennet Bridge Jn and {1} approaching Reading (80x / LH Passenger only)<br>{½} approaching Kennet Bridge Jn and {½} approaching Reading (All other timing loads) | | |

| **Reading High Level Jn** |
|---|
| |

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| **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 / 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} |

| **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<br>Class 4 and 6 1200T<br>Class 4 and 6 1400T and 1600T<br>Class 6 1800T<br>Class 6 2000T and 2200T<br>Class 6 2400T | {½}<br>{1}<br>{1½}<br>{2}<br>{2½}<br>{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<br>Class 4 1600T<br>All Class 6 traffic | {½} approaching Tilehurst East Jn<br>{½} after Tilehurst East Jn (additional to the above).<br>{½} approaching Tilehurst East Jn and {½} after Tilehurst East Jn |

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| | | | |
|---|---|---|---|
| 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 | | | |
| | | | |
| **Planning note** | | | |
| Trains standing at T1753 on the Up Reading West Curve that are longer than 774 metres/121 SLU (exclusive of stand-back allowance) will foul Oxford Road Jn (8804 pts). Therefore junction margins at Oxford Road Jn must be based on train's pass/departure time at Reading West Jn if over length.<br>Trains standing at T1751 on the Down Reading West Curve that are longer than 787 metres/123 SLU (exclusive of stand-back allowance) will foul Oxford Road Jn (8806 pts). Therefore junction margins at Oxford Road Jn must be based on train's pass/departure time at Reading West Jn if over length. | | | |

## 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 | 7 |

## Moreton Cutting

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| 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<br>Freight | {½}<br>{1} |
| Pass Didcot Parkway platform 3 towards Didcot Goods Loop | Approach control | Passenger<br>Freight | {½}<br>{1} |

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

| **Overlap Restrictions** | | |
|---|---|---|
| **First movement** | **Second movement** | **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 for following moves | 4 |
| Relief Line Platform 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** | **DMU** | **Class 80X (5)** | **Class 80X (9/10)** | **Class 387** |
|---|---|---|---|---|
| From Paddington | 7 | 6 | 8 (9 car only*) | 7* |
| From Hereford / Worcester | 7 | 6 | 8 (9 car only*) | |
| From Bicester/Reading/Oxford/ Banbury | 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. | | | | |

## 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** |

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| | | | |
|---|---|---|---|
| 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} |

## 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<br>165 / 166 | {1½}<br>{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

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**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**

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| Pass platform 1 or 3 from Uffington | Slow speed crossover and approach control | All traffic | {1½} |
| Arrive platform 1 or 3 from Uffington | Slow speed crossover and approach control | All traffic | {1} |
| 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

15x SRTs are based on arriving/departing platform 2.

**Dwell Time**

| | |
|---|---|
| LH/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.<br>(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.

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

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| | | | | |
|---|---|---|---|---|
| From Worcester / Gloucester / Westbury / Bristol | | 10 | 10 | 15 |
| | | | | |

| **Platform End Conflict Margin** | | |
|---|---|---|
| **First Movement** | **Second Movement** | **Margin** |
| A down train from Platforms 1 or 2 towards Wootton Bassett or towards Rodbourne Jn via the Down Kemble or Up Kemble | A down train to Platform 3 | Simultaneous |
| A down train towards Rodbourne Jn via the Down Kemble | An up train to Platform 1, 2 or 3 from Wootton Bassett | 4 minutes |
| A down train towards Rodbourne Jn via the Up Kemble | An up train to Platform 1 or 2 via the Up Kemble | Standard jn margin applies at Rodbourne Jn |
| A down train to Platform 1 | An up train to Platform 2, 3 or the Up Main Line from Wootton Bassett or Rodbourne Jn | 3 minutes |
| A down train from Platform 2 | A down train to Platform 1 | 3 minutes |
| A down train to Platform 3 | An up train from Platform 1 | Simultaneous |
| An up train to Platform 3 from the direction of Rodbourne Jn or Wootton Basset or an up train to the Up Main Line. | A down train to Platform 1 | 3 minutes |
| An up train to Platform 1 or 2 from Wootton Bassett or Rodbourne Jn via the Down Kemble or Up Kemble | A down train to Platform 3 | Simultaneous |
| An up train arrives Swindon | A down train departs Swindon via conflicting route | 1 minute |
| A down train arrives Swindon | An up train departs Swindon via a conflicting route | 1 minute |

## Wootton Bassett Junction

| **Adjustment to Sectional Running Time** | | | |
|---|---|---|---|
| **Movement** | **Reason** | **Timing Load** | **Value** |
| 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** | | | |
|---|---|---|---|
| **Movement** | **Reason** | **Timing Load** | **Value** |
| Down pass if routed to Bradford Jn at Thingley Jn | Approach control | Freight | {½} |

| **Dwell Time** | |
|---|---|
| Class LH | 2 |
| Class 15x – 16x | 1 |
| Class 80x/22x | 1½ |

**Station Working**

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

## Thingley East Junction

**Adjustment to Sectional Running Times**

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

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| Down pass to Bradford Jn | Approach control | 80x<br>75-57210/280/350<br>15x/16x<br>Freight | {1}<br>{1}<br>{½}<br>{1} |

## Bathampton Junction

**Adjustment to Sectional Running Times**

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| Down pass from Bradford Jn | Acceleration | 80x<br>22X<br>HST | {1} Approaching next timing point |
| Up pass to Signal BL1990 | Slower junction speed | 80x/22x/HST | {½} |
| From Bath Spa to Thingley East Jn | Minus allowance as the SRTs are for the slower route | 15x / 16x | -{½} |

**Planning Note**

15x SRTs are based on running to/from Bradford Junction therefore no adjustment is required.

**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**

| Movement | Reason | Timing Load | Value |
|---|---|---|---|

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| | | | |
|---|---|---|---|
| From Thingley Junction | Minus allowance as the SRTs are for the slower route | 158 / 16x | -{1} |

| | |
|---|---|
| **Connectional Allowance** | 7 |
| | |
| **Dwell Time** | |
| LH / 22x / 80x / 15x | 2 |
| Class 165/6 | 1½ |
| | |
| **Platform Re-occupation** | 3* |
| *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 |
|---|---|---|---|
| Pass from Bath Spa to Dr Days Junction via UBL | Slow speed crossover | Passenger<br>Freight | {1}<br>{1½} |
| Pass from Bath Spa crossing to Up Main | Approach control | Passenger<br>Freight | {1}<br>{1½} |
| Pass from Bristol East Junction towards St Philips Marsh | Slow speed crossover | Passenger | {1} |
| Pass from Bristol East Junction towards Bristol East Depot DGL | Approach control | Passenger | {1} |
| Pass from St Phillips Marsh HSTD to Bristol East Jn | Acceleration | All | {1} approaching next timing point |
| Pass from Bristol East Jn crossing to Down Main | Approach control<br>Acceleration | All | {1}<br>{1} approaching next timing point |

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| | | | |
|---|---|---|---|
| Pass from Dr. Days Junction to Bath Spa via UBL or DBL (not stopping at Bristol East Goods Loop/Depot) | Slow speed crossover | Passenger<br>Freight up to 400 tonnes<br>Freight 600 to 1235 tonnes<br>Freight 1400 to 2000 tonnes<br>Freight 2200 tonnes and over | {1}*<br>{½}*<br>{1}*<br>{1½}*<br>{2}* |
| *Applied approaching next timing point | | | |

## Bristol East Junction

**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|---|
| Between all conflicting moves except the below | | 2½ (If first train is a passenger)<br>2½ (If first train is a freight 50 SLUs or less)<br>3 (If first train is a freight is 51 to 80 SLUs)<br>3½ (If first train is a freight over 80 SLUs) |
| Up train to Dr Days Jn via Up Filton Relief (UR) weaving via 7037pts | Down train from Dr Days Jn via Down Filton Relief (DR) | 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).

**Restrictions relating to vehicle length**

Refer to section 5.4 for Bristol Temple Meads Platform lengths

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

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

**Overlap Restrictions**

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

## Bristol Temple Meads

| | |
|---|---|
| **Connectional Allowance** | 10 |
| | |
| **Dwell Time** | |
| 80X / 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**

| | **220 & 221** | **DMU** | **GWR Short Form HST (HSTGW4)** | **80X (5 car)** | **80X (9/10 Car)** |
|---|---|---|---|---|---|
| From Paddington/Birmingham | 20 | 20 | | 15 | 17 |
| North of Birmingham | 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.

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## 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).

**Planning Restriction**

Class 170 are prohibited from platforms 1, 2, 11, 12 and West Carriage Sidings.

## Bristol West Junction

**Junction Margins**

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

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

A minimum of 25 minutes is required to run round a loco hauled train at Bristol West Junction.

Only trains which may be walked through should reverse here (Except where two drivers are provided). Trains which cannot be walked through are to reverse at Bedminster.

## Bedminster

**Dwell Time**

| | |
|---|---|
| Class 150 | ½ |
| Class 153 to 159 | 1 |
| GWR Short Form HST (HSTGW4) / 80x | 1* |

*1½ in the down direction SX between 1545 - 1830

**Reversal allowance**

| | |
|---|---|
| 80x | 10 (due to platform suicide gates) |

## Parson Street

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

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| From Worle Junction to Parson Street Pass to Pass | From Weston-super-Mare with slow speed at Worle Junction | HST/ 22X / 80x | + {1} |
| | | D245 to D315 | + {1} |
| | | D350 to D455 | + {2} |

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| | | | |
|---|---|---|---|
| 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 150 | ½ |
| Class 153 to 159 | 1 |
| GWR Short Form HST (HSTGW4) / 80x | 1* |
| *1½ in the down direction SX between 1545 - 1830 | |

## Nailsea & Backwell

| **Dwell Time** | |
|---|---|
| Class 80x London services | 1½ |
| LH | 1½ |
| Class 15x to 22x | 1 |
| GWR Short Form HST (HSTGW4) & Class 80x non-London services | 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/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** | |
|---|---|
| Class 80x London services | 1½ |
| LH | 1½ |
| Class 15x to 22x | 1 |
| GWR Short Form HST (HSTGW4) & Class 80x non-london services | 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

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| | |
|---|---|
| **Dwell Time** | |
| Class 80x London services | 1½ |
| LH | 1½ |
| 159 | 1 |
| GWR Short Form HST (HSTGW4) & Class 80x non-london services | 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<br>22X/HST | +{1}*<br>+{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} |

**Planning Note**

15x/HSTGW4 SRTs are based on running to/from Weston Super-Mare therefore no adjustment is required.

**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|---|
| Down train pass to Weston-super-Mare | Down train pass to Uphill Jn (via Avoider) | 3 |

## Uphill Junction

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

| Movement | Reason | Timing Load | Value |
|---|---|---|---|

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| | | | |
|---|---|---|---|
| From Highbridge & Burnham to Weston-super-Mare Pass to Pass | To Weston-super-Mare with slow speed at Uphill Junction | HST<br>80x<br>22X/80x | +{½}<br>+{1}<br>+{1½} |
| From Highbridge & Burnham to Weston-super-Mare Start to Pass | To Weston-super-Mare with slow speed at Uphill Junction | HST/22X/80x | +{½} |
| From Highbridge & Burnham to Worle Jn via the avoiding line | SRTs based on slower speed route | 15x/16x/GWR Short Form HST (HSTGW4) | -{½} |
| | | | |
| **Adjustment to Sectional Running Times (to be shown after this location)** | | | |
| **Movement** | **Reason** | **Timing Load** | **Value** |
| From Worle Jn via the avoiding line having stopped at Worle | Not passing Uphill Jn at linespeed (acceleration) | 80x | +{½}* |
| *Adjustment does not apply if the train stops at Highbridge & Burnham | | | |
| | | | |
| **Planning Note** | | | |
| 15x/HSTGW4 SRTs are based on running to/from Weston Super-Mare therefore no adjustment is required. | | | |
| | | | |
| **Junction Margins** | | | |
| **First Movement** | **Second Movement** | **Margin** | **Notes** |
| Down train towards Taunton passes Uphill Jn on Down Main | Down train from Weston-Super-Mare passes Uphill Jn from the branch to the Down Main | 2½ | Headway must be compliant at next mandatory TIPLOC |
| Up train pass to Weston-super-Mare | Up train pass to Worle Jn (via Avoider) | 3 | |

## 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/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/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

| |
|---|
| |

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| 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** | |
| 22x / Class 80x London services | 2 |
| Class 80x Non London services | 1½ |
| 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 Voyagers and Class 80x services to/from London on Platform 2. | |
| **Turnround allowances** | |

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

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# 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<br>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 |
| 22x | 1½ |
| Class 15x | 1 |

| | |
|---|---|
| **Platform Re-occupation** | 4 |

**Station Working**

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

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

**Turnround allowances**

| | 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 | 10# | 10^ | 15^ |
| From Cardiff | | 5 | | |

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^: 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 both 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 passes 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 |
|---|---|---|---|

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## Norton Fitzwarren Jcn

| | | | |
|---|---|---|---|
| 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)<br>80x<br>D455<br>LD60<br>LD75<br>Class 6 400t-1800t/TR40-TR100<br>Class 6 2000t-3000t/TR115-TR130 | {½}<br>{½}<br>{½}<br>{½}<br>{½}<br>{½}<br>{1} |
| Trains from Fairwater Yard or the Down/Up Relief / Taunton Goods passing Norton Fitzwarren | Not at line speed at Norton Fitzwarren | 150 to 166 / GWR Short Form HST (HSTGW4)<br>HST/ 80x<br>22x<br>75-57350<br>D455<br>LD60<br>LD75<br>Class 6 400t-600t/TR40<br>Class 6 800t-1200t/TR55-TR70<br>Class 6 1400t-1800t/TR85-TR100<br>Class 6 2000t-2400t/TR115-TR130<br>Class 6 2600t-3000t | {½}<br>{1}<br>{1}<br>{1}<br>{½}<br>{1}<br>{1½}<br>{1}<br>{1½}<br>{2}<br>{2½}<br>{3} |

## Tiverton Parkway

**Dwell Time**

| | |
|---|---|
| Class 15x | 1 |
| Class 22x / Class 80x London Services | 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 Loop

**Adjustments to Sectional Running Times**

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| Crossing into the Up Loop | Slow turnout speed into the loop (25 mph) | All traffic | {1} |
| Down train passing, having stopped at Tiverton Parkway | Not at linespeed when passing Tiverton Loops | 80x | {½}* |

*Applied approaching next timing point

## Cowley Bridge Jn

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| 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} |

| Planning Note |
|---|
| 150 SRTs are based on running to/from Crediton therefore no adjustment is required. |

| 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 | | | |
|---|---|---|---|
| **Movement** | **Reason** | **Timing Load** | **Value** |
| Arrive/pass Platform 1, 3, 4 or 6 from Dawlish Warren | Slow speed crossover | DMU/HSTGW4<br>HST/80x/22x | {½}<br>{1} |
| Arrive/pass Platform 2, 3, 5 or 6 from Cowley Bridge Jn | Slow speed crossover | DMU/HSTGW4<br>HST/80x/22x | {½}<br>{1} |
| Depart/pass Platform 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** |
| Arrive Platform 1 from Dawlish Warren or Exeter Central | Arrive Platform 2 or 3 from Cowley Bridge Jn or Exeter New Yard or Riverside Yard | 3 |
| Arrive Platform 2 or 3 from Cowley Bridge Jn or Exeter New Yard or Riverside Yard | Arrive Platform 1 from Dawlish Warren or Exeter Central | 3 |
| Arrive Platform 1 from Dawlish Warren or Exeter Central | Depart Platform 2 or 3 to Cowley Bridge Jn, Exeter New Yard or E664 signal or Riverside Yard | 2 |
| Depart Platform 2 or 3 to Cowley Bridge Jn, Exeter New Yard or E664 signal or Riverside Yard | Arrive Platform 1 from Dawlish Warren or Exeter Central | 3 |
| Depart Platform 5 or 6 to Cowley Bridge Jn or E664 signal | Arrive Platform 5 or 6 from Dawlish Warren | 3 |
| Arrive Platform 5 or 6 from Dawlish Warren | Depart Platform 5 or 6 toCowley Bridge Jn or E664 signal | 2 |
| 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 | Arrive Platform 5 or 6 or Exeter TMD | 3 |

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## Exeter St Davids

| | | |
|---|---|---|
| Jn | from Dawlish Warren | |

**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 does require an overlap that conflicts.

| | |
|---|---|
| **Connectional Allowance** | 6 |

| **Dwell Time** | |
|---|---|
| 80x | 2 % |
| DMU & HSTGW4 | 2 |
| 22x | 2 & |

The Up Sleeper is to have a minimum dwell of 5 minutes.

% On Saturdays in Periods EFG, Class 1 services arriving between 0900-1500 require 3 minutes
& On Saturdays in Periods EFG, Class 1 services arriving between 0900-1500 require 2½ minutes

**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|---|
| Arrive Platform 1, 3, 4 or 6 from Dawlish Warren | Arrive Platform 5 from Dawlish Warren | 3 |
| Arrive Platform 1, 2, 3, 5 or 6 from Cowley Bridge Jn | Arrive Platform 4 from Cowley Bridge Jn | 3 |
| Depart/pass to Dawlish Warren (does not call Exeter St Thomas) | Depart to Exeter St Thomas (stop) | 3 |
| Depart/pass to Tiverton (does not have pathing time at Cowley Bridge Jn) | Depart to Crediton | 3 |
| Arrival/ pass | Conflicting departure | 2 |

**Exeter St Davids Shunting Margins – Exeter New Yard, E664 & Riverside Yard**

| First Movement | Second Movement | Margin | Notes |
|---|---|---|---|
| Arrive-Platform 1, 2 or 3, or Hyde Park Siding from Cowley Bridge Jn | Depart to New Yard | 1 | |
| Arrive Platform 1 from Exeter Central or Dawlish Warren | Shunt move to/from New Yard commences | 2 | Signal E437 has an extended overlap. |
| Depart Platform 1, 2 or 3, or Hyde Park Siding to Cowley Bridge Jn or E664 Signal | Depart to New Yard | 2½ | |
| Depart/pass to Cowley Bridge Jn | Depart to E664 signal | 3^$ | ^ Increase to 4 if first train is routed to Crediton<br>$ If first train has pathing time at Cowley Bridge Jn increase margin by same amount |
| Arrive Exeter St Davids from Cowley Bridge Jn | Conflicting shunt move departs E664 signal | 1½ | |
| Arrive from E664 signal | Conflicting arrival from Cowley Bridge Jn | 3 | |
| Depart/pass to Cowley Bridge Jn | Depart Riverside Yard to Exeter St Davids | 2 | |

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## Exeter St Davids

**Exeter St Davids Shunting Margins – E35, E677, E679 & Exeter TMD**

| First Movement | Second Movement | Margin | Notes |
|---|---|---|---|
| Depart/pass to Dawlish Warren | Conflicting shunt move to E35 signal departs Platform 4, 5 or 6 or Exeter TMD | 2½ | There is no signalled route from Platform 1 or 3 to E35 signal. |
| Shunt move to E35 signal departs Exeter St Davids or Exeter TMD | Conflicting departure from Exeter St Davids or Exeter TMD toDawlish Warren | 3 | |
| Shunt move to E35 signal departs Platform 4, 5 or 6, or Exeter TMD | Conflicting shunt move to E679 signal departs Exeter St Davids or Exeter TMD | 3 | A train at E679 signal prevents a shunt from Platform 4 to E35 signal, or a departure to Dawlish Warren. |
| Shunt move from E35 or E677 signal arrives Exeter St Davids or Exeter TMD | Arrival from Dawlish Warren that does not call at Exeter St Thomas | 3 | |
| Shunt move from E35 or E677 signal arrives Exeter St Davids or Exeter TMD | Train departs Exeter St Thomas to Exeter St Davids or Exeter TMD | 1 | Train cannot depart Exeter St Thomas while shunting to/from E35 or E677 signals. |
| Shunt move from E35 signal arrives Platform 5 or 6 | Conflicting shunt move to Exeter St Davids or Exeter TMD departs E679 signal | 1½ | |
| Shunt move to E679 signal departs Platform 5 or 6, or Exeter TMD | Conflicting shunt move to E35 signal departs Platform 5 or 6, or Exeter TMD | 3 | |
| Depart/pass to Dawlish Warren (does not call at Exeter St Thomas) | Shunt move to E679 signal departs Exeter St Davids or Exeter TMD | 3 | |
| Depart Exeter St Thomas to Dawlish Warren | Shunt move to E679 signal departs Exeter St Davids or Exeter TMD | 1 | 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 arrival at Exeter St Davids or Exeter TMD from Dawlish Warren | 2½ | A train 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 | |
| Arrive Exeter TMD from E679 signal | Conflicting shunt move to Exeter St Davids departs E35 signal | 1 | |
| Depart/pass Exeter St Davids platform 5 or 6 or Exeter TMD to Dawlish Warren or E679 signal | 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. |
| Arrive Exeter St Davids from Dawlish Warren | Conflicting departure from Exeter TMD | 2 | |
| Arrive-Exeter TMD | Conflicting 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 |

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## Exeter St Davids

| | | |
|---|---|---|
| | | with GWR |
| Minimum interval between departures from Exeter TMD | 15 | A reduced interval may be planned by prior agreement with GWR |

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

**Planning Note**

Permissive arrivals from Exeter Central are prohibited. Trains must not be scheduled to depart Exeter Central into Exeter St Davids platforms 1 or 3 until that platform is vacant and the route reset. Pathing should not be added from Exeter Central to Exeter St Davids. 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**

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

## Exeter St Thomas

**Dwell Time**

| | |
|---|---|
| Class 15x | 1 |

## Starcross

**Dwell Time**

| | |
|---|---|
| Class 15x | 1 |

## Dawlish Warren

**Dwell Time**

| | |
|---|---|
| Class 22x/80x London services | 1½ |
| Class 15x | 1 |

**Junction Margins**

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

## Dawlish

| Dwell Time | |
|---|---|
| 22x | 1½* |
| Class 80x | 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 | |
|---|---|
| 22x | 1½* |
| Class 80x | 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 | |
|---|---|
| Class 80x London services | 2 |
| 15x | 1 |
| 22x | 1½* |
| Class 80x non London services | 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

## Newton Abbot

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.

150 stopping SRTs are based on arriving/departing platform 1.

**Turnround allowances**

| | 22X | DMU | GWR Short Form HST (HSTGW4) | Class 80X (5 car) | Class 80X (9/10 Car) |
|---|---|---|---|---|---|
| From Taunton & beyond | 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 1475 tonnes inclusive | {1½}* |
| | | Freight above 1475 tonnes | {2}* |
| Pass from Dainton Tunnel to Newton Abbot platform 1 or 2 | Approach control | All | {½} |

*Applied approaching next timing point

**Planning Note**

All passenger SRTs are based on running to/from Paignton.

## Totnes

**Dwell Time**

| | |
|---|---|
| Class 80x | 1½ |
| Class 15x | 1 |
| Class 22x | 1½ |

## Ivybridge

**Dwell Time**

| | |
|---|---|
| Class 15x | 1 |

## Tavistock Junction

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| Adjustment to Sectional Running Times | | | |
|---|---|---|---|
| **Movement** | **Reason** | **Timing Load** | **Value** |
| Down pass to GL at Laira Jn | Approach control | All | {1½} |
| Down pass to Signal P197 | Deacceleration | All | {2} |
| Down pass from Signal P132 or Down Siding | Acceleration | All | {1}* |
| *Applied approaching next timing point | | | |

## Lipson Junction

| Adjustments to Sectional Running Times | | | |
|---|---|---|---|
| **Movement** | **Reason** | **Timing Load** | **Value** |
| Down pass from Mount Gould Jn | Acceleration | Passenger<br>Freight 600t or less<br>Freight 1000t or less<br>Freight 1200t or more | {1}*<br>{1}*<br>{1½}*<br><br>{2}* |
| Up pass to Mount Gould Jn | Approach control | All | {1} |
| *Applied approaching next timing point | | | |

## Plymouth

| Dwell Time | |
|---|---|
| 80x | 3* |
| Class 150 to 16x and HSTGW4 | 2 |
| LH | 3 |
| Class 22x | 3 |
| *Dwell time for Class 2 80x services can be reduced to 2 by agreement with Train Operator | |
| | |
| **Platform Re-occupation** | 4 |

| 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 |

| Junction Margins | | |
|---|---|---|
| **First Movement** | **Second Movement** | **Margin** |
| Arrive/ pass | Conflicting departure | 2 |

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## Plymouth

**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**

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**

| | L/H | 22X | DMU | GWR Short Form HST (HSTGW4) | 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) | 30 | 20 | 20 | 20 | 15 | 20 |
| From North of Bristol (including South Wales) (turn round in station) | 40 | 25 | 20 | 20 | 25 – Class 1<br>20 – Class 2 | 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) | 15 | 10 | 5 | 5 | 10 | 10 |

## Devonport

OFFICIAL

| **Dwell Time** | |
|---|---|
| Class 158 | 1 |

## Dockyard

| **Dwell Time** | |
|---|---|
| Class 15x | ½* |
| * : Request Stop. | |

## St. Budeaux Jn

**Adjustment to Sectional Running Time**

| **Movement** | **Reason** | **Timing Load** | **Value** |
|---|---|---|---|
| Pass to Bere Alston/Ernesettle | Slow Junction Speed | All | {½} |
| Pass from Bere Alston/Ernesettle | Acceleration | All | {½} approaching next timing point |

## St. Budeaux Ferry Road

| **Dwell Time** | |
|---|---|
| Class 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 departs Platform 1 | Up train passes Platform 2 | 2½ | |
| Down train formed 9/10 car Class 80x departs Platform 1 | Up train departs Platform 2 | 2 | |
| Down train formed 9/10 car Class 80x departs Platform 1 | Down train passes St Budeaux Jcn / departs Ferry Road | 1 | |
| Passing train | Conflicting departure | 2 | |

**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 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** | |
|---|---|
| 80x | 1½ |
| Class 15x | 1 |
| Class 22x | 1½ |

**Reversing trains at Liskeard**

Note that HSTGW4/80x 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.

| **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** | |
|---|---|
| 80x Class 1 Services | 1½ |
| Class 15x | 1 |
| Class 22x | 1½ |

## Lostwithiel

**Adjustments to Sectional Running Times**

| **Movement** | **Reason** | **Timing Load** | **Value** |
|---|---|---|---|
| From Par to Lostwithiel Up Goods Loop | Approach control | Freight | {1½} |
| From Lostwithiel Down Goods Loop to Par Start to Pass/Stop | Acceleration | Freight | {1} approaching next timing point |
| Up pass from Fowey branch | Acceleration | Freight | {½} approaching next timing point |

**Junction Margins**

OFFICIAL

| 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 depart DGL or UGL | 3 |
| Up pass from Fowey branch | Down pass/arrive | 3½ |
| Up pass from Fowey branch | Up arrive | 5½* |
| Up pass from Fowey branch | Up pass | 6* |

*****Does not apply where first train is routed to DGL

**Dwell Time**

| | |
|---|---|
| 80x Class 1 Services | 1½ |
| Class 158 | 1 |

**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**

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| Down pass/arrive platform 2 or 3 | Approach control | Passenger<br>Freight | {2}<br>{1½} |
| Down to UGL or Par Liner Siding | Approach control | Freight | {2} |
| Up arrive platform 3 from St Austell | Approach control | All | {1½} |
| From platform 3 to Lostwithiel | Acceleration | 15x & GWR Short Form HST (HSTGW4) | {½} approaching next timing point |
| | | HST/22x/80x | {1} approaching next timing point |
| | | Freight | {2} approaching next timing point |
| Down pass from DGL | Acceleration | All | {½} approaching next timing point |

**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* |
| Up depart/pass platform 2 or 3 towards Lostwithiel | Down arrive/pass into platform 2 or 3 from Lostwithiel | 4# |
| Depart Par P3 towards St Blazey SB | Arrive Par P3 from St Blazey SB | 3 |

*Can be reduced to 3 minutes if first train is to St Blazey and second train is from St Blazey

# 5 minutes for second movement is freight DM to P3

**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.

**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 |

OFFICIAL

## Par

| | |
|---|---|
| **Platform Reoccupation** | 4 |

| **Dwell Time** | |
|---|---|
| 80x | 1½ |
| Class 15x | 1 |
| Class 22x | 1½ |

**Planning Note:**

Reversal of Class 80x - Due to signal positioning the maximum length of Class 80x formation permitted to reverse in Par platform 2 or 3 is 5 cars.

## St. Austell

**Adjustment to Sectional Running Time**

| Movement | Reason | Value |
|---|---|---|
| Up train arrive with section ahead occupied | Cautionary signal aspect | {1} |

| **Dwell Time** | |
|---|---|
| Class 15x | 1 |
| Class 22x / 80x Class 1 services | 1½ |

**Planning Note:**

**Reversal of Class 80x**
Due to SDO limitations and signal positioning the maximum length of Class 80x formation permitted to reverse in St Austell platform 1 is 5 cars.
The maximum length of Class 80x formation permitted to reverse at Signal CL5855 is also 5 cars.

## Burngullow Junction

**Adjustment to Sectional Running Times**

| Movement | Reason | Value |
|---|---|---|
| Down pass to Burngullow Yard or Treviscoe | Approach control | {1} |
| Up pass from Burngullow Yard or Treviscoe | Acceleration | {1} approaching next timing point |

## Truro

**Adjustment to Sectional Running Times**

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| Up arrive platform 1 or platform 2 from Penwithers Jn | Slow speed crossover | All | {½} |
| Up arrive/pass platform 3 via Down Main from Penwithers Jn | Slow speed crossover | All | {½} |
| Down depart platform 3 to Penwithers Jn via Down Main | Slow speed crossover | All | {½} approaching Penwithers Jn |
| Down pass platform 3 to Penwithers Jn via Down Main | Slow speed crossover | All | {1} approaching Penwithers Jn |

**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 |

OFFICIAL

| | |
|---|---|
| **Platform Re-occupation** | 4 |
| | |
| **Dwell Time** | |
| 80x | 2 |
| Class 15x | 1 |
| Class 22x | 2 |
| | |
| **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 |
| | |
| **Planning Note** | |
| A 9/10 car Class 80x in platform 2 obstructs 9558pts and therefore it is not possible for a train to arrive/depart platform 1 during this time. | |
| | |
| **Minimum Reversal Time – Class 80x (9/10 cars)** | |
| Down train arriving platform 3 to form Up departure from same platform | 21 |

## Truro Signals CL5908 and CL5910

**Planning Note**

The distance between CL5908 and CL7637 (LOS) on the Up Main is 229 metres.
The distance between CL5910 and CL5911 on the Down Main is 191 metres.

While a train occupies the Down Main between Signal CL5910 and Signal CL5911, it is not permitted for a 9/10 car Class 80x to arrive Truro platform 2. Any other down arrival into Truro platform 2 with a formation length in excess of 200 metres will foul Truro Level Crossing.

## Penwithers Junction

**Planning Note**

150 SRTs are based on running to/from Penryn therefore no adjustment is required.

## Redruth

| | |
|---|---|
| **Dwell Time** | |
| 80x Class 1 services | 1½ |
| Class 15x | 1 |
| Class 22x | 1½ |

## Camborne

| | |
|---|---|
| **Dwell Time** | |
| 80x Class 1 services | 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 | 1½* |
| 80x Class 1 services | 1½ |
| Class 158 | 1 |
| ***** :2 minutes for Summer Saturdays (Periods E, F and G) trains arriving until 15.15. | |

## St. Erth

**Adjustment to sectional running times**

| 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} |

| | |
|---|---|
| **Dwell Time** | |
| 80x | 1½ £ |
| Class 15x | 1 |
| Class 22x | 1½£ |
| £ 2 Minutes on Summer Saturdays (Periods E, F and G) between 08:00 and 18:00 for Class 1 Services only | |
| **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**

| | 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 | 45 | 25 | 20* | 25 | 25 |
| From North of Bristol (including South Wales) | 50 | 30 | 20* | 20* – Class 2 | |
| From Plymouth and West thereof | 30 | | 10 | | |
| From St.Ives | | | 5$ | | |
| From Bristol TM | | | | 25 – Class 1<br>20* – Class 2 | 25 |
| From Plymouth | | | | 15 – Class 1<br>10 – Class 2 | 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

OFFICIAL

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

## GW180 HEATHROW AIRPORT JUNCTION TO HEATHROW TERMINALS 4 & 5

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

### Heathrow Tunnel Junction

| **Adjustment to sectional running times (shown approaching this location)** | | | |
|---|---|---|---|
| **Movement** | **Reason** | **Timing Load** | **Value** |
| Down trains crossing from Down Airport to the Up Airport | Slow speed crossover (8214pts) | All | {1} |
| Down trains crossing from Down Airport Relief to the Up Airport | Slow speed crossover (8214pts) | All | {1} |
| Up trains crossing from the Up Airport to the Down Airport Relief | Slow speed crossover (8214pts) | All | {1} |
| Up trains crossing from the Up Airport to the Down Airport | Slow speed crossover (8214pts) | All | {1} |

| | |
|---|---|
| **Junction Margin** | 2 |

### Heathrow Terminals 2 and 3

| | |
|---|---|
| **Connectional Allowance** | 2 |

| **Dwell Time** | |
|---|---|
| 387 | 2 |
| 345 | 1½ |

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

**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.

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| **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** |
| 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** |

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## GW182 WEST DRAYTON TO COLNBROOK

### Colnbrook

**Junction 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 towards Kennington Jn | Acceleration from slower route | 22x, 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 2000-2400t / TR115/130 | {2} |
| | | Class 4 freight 400t | {½} |
| | | Class 4 freight 600t | {1} |
| | | Class 4 freight | {1½} |

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## GW200 DIDCOT TO HEYFORD (EXCL.)

| | | | |
|---|---|---|---|
| | | 800-1000t | |
| | | 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<br><br>1800t/TR100 and above | {½}<br><br>{1} |

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

**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 |
| Passenger pass Didcot North from Avoiding Line (not stopping at Appleford) | Pass from Down Oxford | 2½ |

## 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 | Accleration | 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} |

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| | | | |
|---|---|---|---|
| | | 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 |

**Dwell Time**

| | |
|---|---|
| 22x, 80x | 2 |
| 150 - 165/6 | 1 |

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## Oxford

| | |
|---|---|
| Trains terminating and then running ECS in the same direction | 2$ |

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

**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|---|
| Down passing/departing | 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 | 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.

## 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

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## Wolvercote Junction

**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<br>80x | 10 mins<br>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<br>80x | 10 mins<br>15 mins |

**Class 80X Turnround Allowances** (From Paddington)

| | |
|---|---|
| 5 car | 10 |
| 9/10 Car | 10 |

## Ascott-under-Wychwood

**Dwell Time**

| | |
|---|---|
| 16x | ½ |

## Shipton

OFFICIAL

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

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

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## 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<br>80x | 15 minutes¥<br>20 minutes ¥ |
| Passenger train arriving from the Up direction | Turn-round in Up Platform to form a Down service | DMU<br>80x | 5 minutes<br>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**

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| | |
|---|---|
| 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<br><br>HST | + {2}<br><br>+{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** | |
|---|---|
| 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.
% Can be reduced to 3½ if the second train from Ashchurch has a minimum of 1 minute of Pathing Time approaching Cheltenham Spa (does NOT apply if the first train is going into Lansdown DGL).

**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 |
|---|---|---|---|

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| | | | |
|---|---|---|---|
| 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) |

## Yate

**Dwell Time**

| | |
|---|---|
| 15x | ½ ( 1 minute peak hours) |

# GW440 YATE SOUTH JUNCTION TO WESTERLEIGH

## Yate Signal BL6568

A dwell must be shown at this signal in the up direction for a minimum of 5 minutes to set up the locomotive's GSMR.

**Adjustment to Sectional Running Time**

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| Yate Signal BL6568 to Yate | Not passing Yate at linespeed having stopped at Yate Signal BL6568. | Freight | {1} to be shown after Yate |

# GW450 STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION

## Filton Abbey Wood

**Junction margins**

| First Movement | Second Movement | Margin |
|---|---|---|

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## GW450 STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION

| | | |
|---|---|---|
| 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.
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**

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| Stapleton Road to Filton Abbey Wood stop to pass and stop to stop | Not passing Narroways Hill Jn at line speed having stopped at Stapleton Road | 15x/ 16x/GWR Short Form HST (HSTGW4) | {½}* |
| Up train pass having stopped at Ashley Down | Not at linespeed passing Horfield Jn | DMU 80x | {½}^ {1}^ |

*Does not apply to trains that have stopped at Ashley Down

^ Applied approaching next timing point

**Planning Note**

Care must be taken when holding a train at BL.1589 (dwell or pathing time) as it may block use of crossovers that form Horfield Jn (see 5.4.1 for standages).

## Narroways Hill Junction

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

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| From Dr Days Jn towards Clifton Down (For a train that hasn't called at Stapleton Road) | Slow speed junction | All | {1} |

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## 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<br>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<br>D245 to D455 | {1} |

**Dwell Time**

| | |
|---|---|
| 150 | ½ |
| 153 to 170 / GWR Short Form HST (HSTGW4) | 1 |

**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 Narroways Hill Jn crossing to the Down Filton Main at Dr Days Jn | Slow speed junction and approach control | DMU / GWR Short Form HST (HSTGW4) | {½} |
| Any trains not stopping at Lawrence Hill routed towards North Somerset Jn via 'Rhubarb Curve' | Slow speed junction and approach control | HST/22x/DMU/80x/GWR Short Form HST (HSTGW4)<br><br>D245 to D455 / Freight | {1}<br><br>{1} |

| | | | |
|---|---|---|---|
| From Narroways Hill Jn to Filton Abbey Wood Pass to Pass (having come from North Somerset Jn) | Acceleration from slower speed route | Freight between 1200T and 1599T | {½} |
| | | Freight between 1800T and 2000T | {1} |
| | | Freight between 2200T and 2400T | {1½} |
| | | | |
| **Adjustments to Sectional Running Times (allowance to be shown after this location)** | | | |
| Freight trains passing from the "Rhubarb Curve" and running RL (Pass to Pass) towards Filton Abbey Wood | | Up to 400t | {½} Approaching Narroways Hill Jn |
| | | 600t to 1199t inclusive | {1} approaching Narroways Hill Jn |
| | | 1200t to 1799t inclusive | {1} approaching Narroways Hill Jn & {½} approaching Horfield Jn |
| | | 1800t to 2199t inclusive | {1½} Approaching Narroways Hill Jn & {1} approaching Horfield Jn |
| | | 2200t and above | {1½} approaching Narroways Hill Jn & {½} Approaching Horfield Jn |
| Freight trains passing from the "Rhubarb Curve" and running ML (pass to Pass) towards Filton Abbey Wood | | Up to 400t | {½} approaching Horfield Jn |
| | | 600t to 1199t inclusive | {1} approaching Horfield Jn |
| | | 1200t to 1799t inclusive | {1½} approaching Horfield jn |
| | | 1800t to 1999t inclusive | {2} approaching Horfield Jn |
| | | 2000t to 2199t inclusive | {2½} approaching Horfield Jn |
| | | 2200t and above | {2}* approaching Horfield Jn |
| *Less adjustment required. Increased SRTs takes into account the slower overall speed and therefore less adjustment is required. | | | |
| | | | |
| **Adjustments to Sectional Running Times (allowance to be shown approaching Horfield Jn. ML moves)** | | | |
| From Dr Days Jn to Filton Abbey Wood on ML pass to pass (having come from North Somerset Jn) | Slow speed junction | 22X<br>150 to 170<br>HST / GWR Short Form<br>HST (HSTGW4) / 80x | {1}<br><br>{1½} |
| | | | |
| **Adjustments to Sectional Running Times (allowance to be shown approaching Narroways Hill Jn. RL moves)** | | | |

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| | | | |
|---|---|---|---|
| From Dr Days Jn to Narroways Hill Jn on RL Pass to Pass towards Filton Abbey Wood (having come from North Somerset Jn). | Slow speed junction | HST<br>22X<br>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 NARROWAYS HILL JUNCTION

### St. Andrews Road

| | |
|---|---|
| **Dwell Time** | |
| 15x & 16x | ½ |

### Avonmouth

| | |
|---|---|
| **Connectional Allowance** | 2 |
| | |
| **Dwell Time** | |
| 15x | 1 |

**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|---|
| Arriving from Clifton Down | Departure to Clifton Down | Simultaneous |
| Arriving from St. Andrews Road | Departure towards St. Andrews Road | 2 |

### Portway Park and Ride

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| **Dwell Time** | |
|---|---|
| 150 / 158 / 16x | ½ |

## Shirehampton

| **Dwell Time** | |
|---|---|
| 15x & 16x | ½ |

## Sea Mills

| **Dwell Time** | |
|---|---|
| 15x & 16x | ½ |

## 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 | ½ |

## Montpelier

| **Dwell Time** | |
|---|---|
| 15x & 16x | ½ |

# 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} |

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| **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.<br><br>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, 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.<br><br>This is then further complicated by system issues not allowing an arrival time at Reading West and a passing time at Oxford Road Jn to be the same. Therefore, the adjustment allowance must be added between Reading Station and Oxford Road Jn. | 150, 16x, 220, 221, 387, 80x | {-½} |

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## Oxford Road Jn

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

| Movement | Reason | Timing Load | Value |
|---|---|---|---|

**Planning note**

Trains standing at T2807 on the Up Reading West Curve that are longer than 704 metres/110 SLU (exclusive of stand-back allowance) will foul Reading West Jn (8478 pts). Therefore junction margins at Reading West Jn must be based on train's pass/departure time at Oxford Road Jn if over length.
Trains standing at T2805 on the Reading Feeder Relief that are longer than 556 metres/87 SLU (exclusive of stand-back allowance) will foul Reading West Jn (8456 pts). Therefore junction margins at Reading must be based on train's pass/departure time at Oxford Road Jn if over length.
Trains standing at T2803 on the Reading Feeder Relief that are longer than 756 metres/118 SLU (exclusive of stand-back allowance) will foul Reading West Jn (8445 pts). Therefore junction margins at Reading must be based on train's pass/departure time at Oxford Road Jn if over length.

## Reading West

**Dwell Time**

| | |
|---|---|
| Class 16x (non-DOO) | 1 |

**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.

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## 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}*<br>Freight up to 80 SLUs {2}*<br>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}*<br>Freight up to 80 SLUs {2}*<br>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<br>Freight up to 50 SLUs 4½<br>Freight up to 80 SLUs 5<br>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<br>Freight up to 50 SLUs 5 |

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| | | |
|---|---|---|
| | | Freight up to 60 SLUs 5½<br>Freight up to 80 SLUs 6<br>Freight above 80 SLUs 6½ |

## Theale Terminal Complex

**Freight Restrictions**

Down trains from the Southcote Jn direction are required to run round on arrival before propelling into the appropriate siding at Theale Yard.

## 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**

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**

| | |
|---|---|
| 80x | 1½ (Between 0630 and 0900 in the Up direction. Between 1630 and 1930 in the Down direction. SX only) |

## Newbury Racecourse

**Adjustments to Sectional Running Times**

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| Train stopping at platform 3 from Theale | Approach control | 80x DMU/EMU | {1½}*<br>{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

**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|---|
| Up depart/pass Newbury Racecourse platform 1 or 3 | Down Passenger pass Newbury (via Down Westbury) | 4* $ |

| | | |
|---|---|---|
| Up depart/pass Newbury Racecourse platform 1 or 3 | Down Freight pass Newbury (via Down Westbury) | 4½* $ |
| Up depart/pass Newbury Racecourse platform 1 or 3 | Down Passenger arrive at Newbury (via Down Westbury) | 4½* $ |
| Up depart/pass Newbury Racecourse platform 1 or 3 | Down Freight arrive at Newbury (via Down Westbury) | 5* $ |
| Up depart/pass Newbury Racecourse platform 1 or 3 | Down Passenger arrive Newbury Racecourse platform 1 or arrive/pass platform 3 | 4 $ |
| Up depart/pass Newbury Racecourse platform 1 or 3 | Down Freight pass Newbury Racecourse platform 3 | 4½ $ |
| Up depart Newbury (via Up Westbury) and does not stop at Newbury Racecourse | Up depart/pass Newbury Racecourse platform 1 or 3 | 4 $ |
| * Does not apply if the second train is timed at Newbury Racecourse<br>$ Increase margin by 1 minute if the first movement is a freight train | | |

## Newbury

**Adjustments to Sectional Running Times**

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| From the Down Main to Platform 2 or 3. | Slow crossover speed (25 mph) | DMU/EMU<br><br>80x | {½}**<br><br>{1}* |
| ***** Does not apply to trains that have stopped at Newbury Racecourse. | | | |
| Down train pass Newbury platform 1 | Acceleration | 80x<br><br><br>Freight | {2} Approaching next timing point<br>{1½} Approaching next timing point |
| Down train pass Newbury (via down main) having stopped at Newbury Racecourse | 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 |
| Up train pass Newbury but stopping at Newbury Racecourse | Not passing Newbury at linespeed | 80x | {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 |

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| **Newbury** | | |
|---|---|---|
| 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** | | |
| 80x | 1½ | |
| DMU | 1 | |
| | | |
| **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** | | |
| From Paddington | 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 | 3½ |
| | Up freight pass Hungerford | 4 |

| **Hungerford** | |
|---|---|
| | |
| **Dwell Time** | |
| 80x | 1½ (Between 0630 and 0900 in the Up direction. Between 1630 and 1930 in the Down direction. SX only) |

| **Bedwyn** | | | |
|---|---|---|---|
| | | | |
| **Adjustments to Sectional Running Times** | | | |
| **Movement** | **Reason** | **Timing Load** | **Value** |

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| | | | |
|---|---|---|---|
| Passing Bedwyn into Bedwyn Reversing Siding | Slow speed turnout into Bedwyn Reversing Siding | 16x/80x | {½} |
| Up pass having come from Bedwyn Reverse Siding | Slow speed turnout from Bedwyn Reversing Siding | 16x/80x | {1½} approaching next timing point |

| **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/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** | |
|---|---|
| 80x | 1½ |

## Woodborough

**Adjustments to Section Running Times**

| **Movement** | **Reason** | **Timing Load** | **Value** |
|---|---|---|---|
| Down train passing, which has called at Pewsey | Not at line speed | 80x | {½}* |

*Applied approaching next time point

**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 | 3½ |
| | Down freight class 4/6 pass | 4 |
| | Down freight class 7 pass | 5 |
| Down passenger train pass | Down train depart Goods Loop | 1½ |
| Up train arrive Goods Loop | Up passenger train pass | 3½ |
| | Up freight pass | 5 |
| Up passenger train pass (not stopping at Pewsey) | Up train depart Goods Loop | 1½ |

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## Heywood Road Junction

**Adjustments to Sectional Running Times**

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| Down train pass to Westbury | Flashing Yellow Aspects | All | {½} |
| Down train pass to Hawkeridge Jn | Approach control | All | {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, Hawkeridge Jn or Westbury Signal W213 to Lavington | Acceleration | 80x<br>DMU<br>Freight 600t or less<br>Freight 800t to 1200t<br>Freight 1400t to 1800t<br>Freight 2000t to 2400t<br>Freight 2600t to 3000t<br>Freight 3200t or above | {½}*<br>{1} *<br>{½}*<br>{1}*<br>{1½}*<br>{2}* #<br>{2½}* #<br>{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

# Reduce by 1 if class 7

**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 |
| Up pass from Fairwood Jn (direct) | Up pass from Westbury | 2½ |

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

**Converging Margin**

| First Movement | Second Movement | Margin |
|---|---|---|

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| | | |
|---|---|---|
| Up Pass from Fairwood Jn | Up Pass from Westbury | 2½ |

## Fairwood Junction

**Adjustments to Sectional Running Times**

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| Pass from Westbury | Acceleration | 22x/HST/ LH Passenger<br><br>LH Passenger<br><br>Freight 600t or less<br>Freight 800t to 1800t<br>Freight 2000t or above<br><br>80x | {1}*<br><br>{1} #<br><br>{½}*<br>{1}*<br>{1½}*<br><br>{1½}* |
| Pass to Westbury | Flashing yellow aspects | 80x/22x/HST/ LH Passenger<br>Freight class 4/6<br>Freight class 7 | {½}<br>{1}<br>{½} |

*To be applied approaching Clink Road Jn

# To be applied approaching Blatchbridge Jn. Does not apply to trains via Frome.

**Planning Note**

15x/16x SRTs at Fairwood Junction are based on running to/from Westbury therefore adjustment allowances are not required.

**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|---|
| Passenger pass from Westbury towards Frome North Jn | Pass from Heywood Road Jn (via Westbury Avoiding Line) | 4 |

## Clink Road Junction

**Adjustments to Sectional Running Times**

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| From Westbury to Frome | Approach control | 80x/LH Passenger<br><br>Freight | {½}<br><br>{1} |
| From Heywood Road Jn to Frome (not via Westbury) | Approach control | 80x/LH Passenger/Freight | {1} |
| Pass from Frome to Heywood Road Jn (not via Westbury) | Acceleration | 80x/<br><br>LH Passenger<br><br>Freight 2200t or less<br>Freight 2400t or above | {1}*<br><br>{½}*<br><br>{½}*<br><br>{1}* |
| Pass from Frome to Westbury | Acceleration | 80x | {½}* |

*To be applied approaching next timing point

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| **Planning Note** | | |
|---|---|---|
| 15x/16x SRTs at Clink Road Junction are based on running to/from Frome therefore adjustment allowances are not required. | | |
| | | |
| **Junction Margins** | | |
| **First Movement** | **Second Movement** | **Margin** |
| Up pass from Blatchbridge Jn (direct) | Up pass from Frome North Jn | 2 |
| Passenger pass from Frome North Jn towards Westbury | Pass from Blatchbridge Jn (via Frome avoiding line) | 4 |

## Blatchbridge Junction

**Adjustments to Sectional Running Times**

| **Movement** | **Reason** | **Timing Load** | **Value** |
|---|---|---|---|
| Pass to Frome | Approach control | 80x | {1} |
| Pass from Frome | Acceleration | 80x | {1} approaching next timing point |

**Planning Note**

15x/16x SRTs at Blatchbridge Junction are based on running to/from Frome therefore adjustment allowances are not required.

## East Somerset Junction

**Adjustments to Sectional Running Times**

| **Movement** | **Reason** | **Timing Load** | **Value** |
|---|---|---|---|
| Pass to Merehead Quarry Jn | Approach control | All | {1½ } |
| Pass from Merehead Quarry Jn | Acceleration | Freight up to 1000t<br>Freight 1200 to 1400t<br>Freight 1600t to 2000t<br>Freight 2200t to 2600t<br>Freight 2800t or above | {½}*<br>{1}*<br>{1½}* #<br>{2}* #<br>{2½}* # |

*To be applied approaching next timing point

# Reduce by 1 if class 7

**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 (via BL) | Up pass from Castle Cary | 2½ |
| 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 |

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## Bruton

| Dwell Time | |
|---|---|
| 153 to 159 | 1 |

## Castle Cary

**Adjustments to Sectional Running Times**

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| Pass platform 2 to Yeovil | Approach control | All | {1} |
| Pass platform 3 to Yeovil | Approach control | All | {1½} |
| Down train stopping in platform 3 | Approach control | All | {½} |
| Pass from Yeovil | Acceleration | All | {1½}* |

*To be applied approaching next timing point

| Dwell Time | |
|---|---|
| 80x | 1½ |
| DMU | 1 |

**Junction Margins**

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

# 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

**Adjustment to Sectional Running Times**

| Movement | Reason | Value |
|---|---|---|
| Depart Warminster platform 2 having arrived with signal section beyond W308 occupied | Restrictive aspects | {½}* |

*Applied approaching next timing point

**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.
A Down train cannot depart Warminster from platform 1 while a train is occupying platform 2.

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| | |
|---|---|
| | |
| **Dwell Time** | |
| DMU | 1 |

## Dilton Marsh

| | |
|---|---|
| | |
| **Dwell Time** | |
| DMU | ½* |
| ***** : Request Stop | |

## Westbury Signal W305

| | | |
|---|---|---|
| | | |
| **Adjustment to Sectional Running Time** | | |
| **Movement** | **Reason** | **Value** |
| Pass to Westbury Down TC Entry/Exit, Westbury Platform 3 or UR | Approach control | {1} |
| | | |
| **Planning Note** | | |
| Pathing time cannot be used between Westbury Signal W305 and Westbury as there are no intermediate signals | | |

# GW510 WESTBURY NORTH JN TO BATHAMPTON JUNCTION

## Hawkeridge Jn

| | | | |
|---|---|---|---|
| | | | |
| **Adjustment to Sectional Running Times** | | | |
| **Movement** | **Reason** | **Timing Load** | **Value** |
| Pass to Heywood Road Jn | Approach control | Passenger | {1} |
| Pass from Heywood Road Jn | Acceleration | Passenger | {2}* |
| *Applied approaching next timing point | | | |
| | | | |
| **Planning Note** | | | |
| Adjustment approaching Hawkeridge Jn must be applied in addition to any adjustment at Bradford Jn.<br>Adjustment after Hawkeridge Jn must be applied in addition to any adjustment at Bradford Jn.<br>No adjustment allowance is required for freight to/from Hawkeridge Jn as this is included in the SRT. | | | |

## Trowbridge

| | |
|---|---|
| | |
| **Dwell Time** | |
| DMU | 1 |

## Bradford Jn

| | | | |
|---|---|---|---|
| | | | |
| **Adjustments to Sectional Running Times (allowance to be shown approaching this location)** | | | |
| **Movement** | **Reason** | **Timing Load** | **Value** |

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| | | | |
|---|---|---|---|
| Pass to Thingley Jn / Melksham | Approach control | All | {1} |
| Pass from Thingley Jn / Melksham | Acceleration | All | {½} approaching next timing point |

| **Bradford-on-Avon** | |
|---|---|
| | |
| **Dwell Time** | |
| DMU | 1 |

| **Avoncliff** | |
|---|---|
| | |
| **Dwell Time** | |
| DMU | ½ |

| **Freshford** | |
|---|---|
| | |
| **Dwell Time** | |
| DMU | ½ |

| **Bathampton Junction** |
|---|
| *Refer to GW105 for junction margins and allowances* |
| |
| **Pathing time** |
| It IS not permitted to show pathing time approaching Bathampton Junction from the GW510 direction, due to ARS constraints. It is necessary to show such allowances as an A stop at BL1995 signal TIPLOC. |

| **GW523 THINGLEY JUNCTION TO BRADFORD JUNCTION** | |
|---|---|
| | |
| **Melksham** | |
| | |
| **Dwell Time** | |
| 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** |
|---|

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## 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 Westbury P2 or 3 towards Warminster | Slower speed crossovers | 80x<br><br>DMU | {1} approaching next timing point<br><br>{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 |

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| | | |
|---|---|---|
| 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 | 2 |
| DMU & HSTGW4 | 1½ |
| | |
| **Platform Re-occupation** | 4 |

**Planning Note**

Stops in Down trains (except in run rounds) on DR should be shown at Westbury Down TC Entry/Exit and not at Westbury station. This is due to signal location.

**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 & 3 – Any formation up to 10 cars permitted

**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<br>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.**

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| | | | |
|---|---|---|---|
| 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<br><br>4* – following freight | Apply passenger margin when following light engine or ECS.<br>***** 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<br><br>3½* – following freight | Apply passenger margin when following light engine or ECS.<br>***** 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<br><br>3½* – following freight | Apply passenger margin when following light engine or ECS.<br>***** 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 | |

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| | | | |
|---|---|---|---|
| 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<br>4* – following freight | * If freight departs from a standing start at W211 signal, margin is increased to **5 minutes**. |

## Westbury Down TC Entry/Exit

**Adjustments to Sectional Running Times**

| Movement | Reason | Value |
|---|---|---|
| From Westbury Down TC | Acceleration | {2½} approaching next timing point |

**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 |

**Planning Note**

All Down trains must be planned to stop at Westbury Down TC Entry/Exit.
Note: this TIPLOC cannot be used for shunting into the Down Yard; a subsequent TIPLOC is required.

# 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**

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| 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**

| | DMU |
|---|---|
| From Weymouth/Bristol/Salisbury | 10 |

# GW572 FROME NORTH JUNCTION TO WHATLEY QUARRY

## Whatley Quarry

**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|---|
| Arrive | Depart | 24# |
| Arrive | Arrive | 20# |
| Depart | Depart | 18# $ |

# May be reduced, subject to second member of ground staff being provided at Whatley Quarry. This must be agreed by the operator.

$ Not applicable for consecutive moves. 40 minutes to be applied ahead of third departure.

# 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**

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| 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 |
| Arrive | Depart | 24# |
| Arrive | Arrive | 15# |
| Depart | Depart | 18# $ |
| # May be reduced, subject to second member of ground staff being provided at Merehead Quarry. This must be agreed by the operator. | | |
| $ Not applicable for consecutive moves. 40 minutes to be applied ahead of third departure. | | |
| | | |
| **Planning Notes** | | |
| -There are no conflicts between arriving and departing trains due to multiple arrival and departure lines<br>-Arriving trains at Merehead Quarry should be routed directly from Merehead Quarry Jn.<br>-Departing trains from Merehead Quarry should be routed to Whites Crossing, reverse move, then run to Merehead Quarry Jn. | | |

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# 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} |

**Planning Note**

150, 158 and HSTGW4 SRTs are based on running to/from Yate therefore no adjustment is required.

**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<br><br>HST | +{1}<br><br>+{½} |

## Bristol Parkway

| | | | |
|---|---|---|---|
| Arrivals into Platform 4 from Up Tunnel, Up Filton and Avonmouth. | Slow speed at Stoke Gifford Jn | HST/22X/DMU/80x/GWR Short Form HST (HSTGW4) | +{1} |
| Arrivals into Platform 3 and 4 from Down Badminton | Approach control and Slow crossing move | HST/22X/DMU/80x/GWR Short Form HST (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 | 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 (towards Patchway), or 3 or 4 (either route) in the Down direction | Slow turn out | 150-172/ GWR Short Form HST (HSTGW4) / HST/22X/80x | {½} |

| | |
|---|---|
| **Connectional Allowance** | 7 |

**Dwell Time**

| | |
|---|---|
| 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)<br>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)<br>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) | 2 |

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## Bristol Parkway

| | | |
|---|---|---|
| | From Platform 1 or 2, or DGL | |
| Up train to Platform 1, DGL or Up Badminton / Platform 3 (from the Avonmouth Line) | Down train from Platform 1, 2, 3 or 4, or from the DGL or UPL to Patchway, Filton or Avonmouth | 2 |
| Down train from UPL, DGL or Platform 1, 2, 3 or 4 | Up train to Up Badminton / Platform 3 or UPL from Avonmouth | 6 |
| Up train from Filton arriving platform 3, 4 or UPL | Up train from Filton arriving platform 3, 4 or UPL | 3 |
| Down train *arriving or departing* Platform 2 | Down train departing Platform 4 | 2 |
| Freight Train arrives Stoke Gifford Yard reversing using Signal B589. | Down train arrives or passes Platform 2. | 2 |
| Up train from Filton arriving platform 3, 4 or UPL | Down train to Patchway from platform 1, 2 or DGL | ½ - after passenger<br><br>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 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 |

**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/HST/80x | {½} |
| Pass to Bristol Parkway running DT | Approach control | All | {1} |

**Planning Note**

150,158 and HSTGW4 SRTs are based on running to/from Filton Abbey Wood therefore no adjustment is required.

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| **Junction Margins** | | |
|---|---|---|
| **First movement** | **Second Movement** | **Value** |
| Down pass/arrive platform 2 | Up arrive platform 1, to any conflicting route after Patchway | 2 |

| **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.

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| |
|---|
| 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 |

## Morchard 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 | Reason |
|---|---|---|---|
| 1st train departs Eggesford | 2nd train departs Eggesford | 1 minute | Calls to signaller |

**Signalling Restriction**

Train movements and token operations at Eggesford are controlled remotely from Crediton S.B. Due to signaller workload considerations, the following moves cannot be made simultaneously:

| First Movement | Second Movement | Margin |
|---|---|---|
| Down train departs or Up train arrives Crediton | Train departs Eggesford (either direction) | 3 |
| Train departs Eggesford (either direction) | Down train departs or Up train arrives Crediton | 3 |

## 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** | |
| | **DMU** |
| From Exeter St David's, Exeter central, St James' Park and Pinhoe | 5 |
| From Beyond Exeter | 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).<br>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. |

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

## 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} |

**Planning Note**

150 SRTs are based on running to/from Topsham therefore no adjustment allowance is required.

## 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 |

| | |
|---|---|
| **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 movements may depart from Exeter Central to Exeter St Davids platforms 1 or 3 if said platform is occupied.
ECS from Exeter St Davids may shunt into an occupied Exeter St Davids platform using Down Waterloo line signal E335, however there is no shunt route from Exeter Central itself to E335 due to steep gradient.
No movement is allowed to/ from Exeter St Davids platforms 1/2/3 to/from Taunton/Cowley Bridge Jn direction while a train is moving from Exeter Central to Exeter St Davids platform 1 (due to gradient and SPAD risk)

**Turnround allowances**

| | DMU | |
|---|---|---|
| From Barnstaple/Paignton/Exmouth | 4 | |

# 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

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| **Dwell Time** | |
|---|---|
| 15x | 1 |

## Topsham

| **Dwell Time** | |
|---|---|
| 15x | 1 |

| **Platform End Conflicts** | | |
|---|---|---|
| Trains can arrive at Topsham at the same time. | | |
| **First Movement** | **Second Movement** | **Margin** |
| First train arriving | Second train departing/passing | 1 |

## Exton

| **Dwell Time** | |
|---|---|
| 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** | |
|---|---|
| LH / 22x | 2 |
| 80x | 2 |
| 15x | 1 |

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## Paignton

**Turnround allowances**

| | L/H | 22x | DMU | Class 80X (5 car) | Class 80X (9 Car) |
|---|---|---|---|---|---|
| From Exmouth/Exeter | | | 4 | 10 | 10 |
| From Newton Abbot | | | 4 | 10 | 10 |
| From Paddington | 40 | | | 20^ | 20^ |
| From Waterloo via Pinhoe | | | 25 | | |
| From North of Bristol Temple Meads (including South Wales) | 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.

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 PLYMOUTH FRIARY SS 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.

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## Laira Junction

**Routes to and from this location to Laira Depot**

**Inbound**

Empty 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 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 80x & GWR Short Form HST (HSTGW4) departing from Laira Depot to Plymouth station will normally be routed via Mount Gould Junction where they will reverse. However, it is possible to route them via Laira Junction DGL to correct the orientation of the train.

Empty 220s/221s single sets will normally be routed via Laira Junction.

Empty loco hauled trains departing from Laira depot will normally be routed via Mount Gould Junction.

Empty trains where it is not possible to walk through the train may only be routed via Laira Jn if reversing on the Down Goods line. Empty trains where it is possible to walk through the train may reverse on either the Down Goods line or Main line.

Light Diesel locomotives between Laira Depot and Plymouth station will normally be routed via Laira Junction.

**Method of working loco hauled trains**

Loco hauled trains are normally worked from Mount Gould Junction to Laira Depot by the Depot pilot locomotive with the train engine remaining attached or following.

## Mount Gould Junction

Two 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 Platform

| | |
|---|---|
| **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

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| **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

See entry on route GW108

## St Blazey Signal Box

**Adjustments to Sectional Running Times**

| **Movement** | **Reason** | **Timing Load** | **Value** |
|---|---|---|---|
| Up train arriving St Blazey with section ahead occupied | Approach control | All | {2} |

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| **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 | Simultaneous | |
| Pass St. Blazey from Newquay | Depart St. Blazey to Newquay | 3 | |
| Arrive St. Blazey from Newquay | Pass St. Blazey to Newquay | 3 | |
| **Please note** - If trains are crossing at St Blazey Signal Box, the Up train must **ALWAYS** arrive first.<br>*If the Up train is longer than 130m it is preferable to cross at Goonbarrow Junction. | | | |

## Luxulyan

| **Dwell Time** | |
|---|---|
| DMU | ½* |
| ***** : Request Stop | |

## Goonbarrow Junction

| **Minimum Dwell Time (for token working)** | |
|---|---|
| DMU/ 22X | ½ |
| 80x/ HST | 1 |

| **Junction Margins** | | | |
|---|---|---|---|
| **First Movement** | **Second Movement** | **Margin** | **Notes** |
| Down Train arrives | Up train arrives | 2½ | Down train always arrives first |
| Up train departs | Down train departs | 2 | Down train always departs second |
| Arrive/ pass from Newquay | Depart to Newquay | 2 | |
| Arrive from Newquay | Pass to Newquay | 2 | |
| Arrive/pass from Par | Depart to Par | 2 | |
| Arrive from Par | Pass to Par | 3 | |

All trains must stop for token working. Operation of 10-car 80x requires special arrangements if crossing another service at Goonbarrow Junction

## Bugle

| **Dwell Time** | |
|---|---|
| DMU | ½* |
| ***** : Request Stop | |

## Roche

| **Dwell Time** | |
|---|---|
| DMU | ½* |
| ***** Request Stop | |

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## Goss Moor Loop

**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|---|
| Pass from Newquay | Depart to Newquay | 1 |
| Arrive from Newquay | Pass to Newquay | 2 |
| Pass from Par | Depart to Par | 1 |
| Arrive from Par | Pass to Par | 2 |

## St Columb Road

**Dwell Time**

| | |
|---|---|
| DMU | ½* |

***** Request Stop

## Newquay

**Turnround allowances**

| | 220/221 | DMU | GWR Short Form HST (HSTGW4) | Class 80X (5 car) | Class 80X (9/10 Car) |
|---|---|---|---|---|---|
| From Paddington | 30 | | | 25 | 30 |
| From Birmingham | 30 | | | | |
| From North of Birmingham | 30 | | | | |
| From Bristol/Plymouth | 20 | 10 | 10 | 15 | 20 |
| From Truro/ Falmouth | | 5 | | | |
| From Par | | 5* | 6 | 7 | 10 |

* : 3 minutes acceptable, if not sequential in unit diagram

# GW680 PENWITHERS JUNCTION TO FALMOUTH

## 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**

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| | |
|---|---|
| 15x | 1 |

## GW690 ST. ERTH TO ST. IVES

### St. Erth

| **Dwell Time** | |
|---|---|
| 15x | ½* |
| * : 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<br>All Passenger trains | {2}<br>{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** |
|---|---|---|---|

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## Gloucester

| | | | |
|---|---|---|---|
| Horton Road Jcn to Gloucester platform 2 Via platform 1 | Longer route combined with precision stop requirement for longer formations | 80x / 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 / HST only<br><br>All other traffic | {1}<br><br>{½} |
| Horton Road Jcn to Gloucester Platform 4 | Slow speed connections | 80x / HST only<br><br>All other traffic | {1}<br><br>{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 / HST only<br><br>All other traffic | {1}<br><br>{½} |
| Gloucester platform 1 departure towards Awre | Extra distance travelled through platform 2 | All traffic | {½} |

**Junction margins**

| First Movement | Second Movement | Margin |
|---|---|---|
| Depart Platform 2 via UML towards Horton Road Jn | Arrive platform 2 from Horton Road Jn via platform 1 | 3½ |
| Depart platform 2 via platform 1 towards Horton Road Jn | Arrive platform 2 from Horton Road Jn via UML | 3 |
| Depart platform 2 towards Gloucester West Jn | Arrive platform 2 from Gloucester West Jn | 4 |
| Depart platform 3 | Arrive platform 3 | 4 |

| | |
|---|---|
| **Connectional Allowance** | 7 |

**Dwell Time**

| | |
|---|---|
| All | 2 |
| XC 170 | 2* |

*By exception, dwell time may be reduced to 1½ minutes after discussion and agreement between CrossCountry and Network Rail.

**Minimum allowance for reversals or run rounds en-route**

| | |
|---|---|
| LH | 13 # |
| DMU (Does not apply to XC traction) | 3 |

# Staff are not provided for locomotive run-rounds at Gloucester

## Gloucester

| | |
|---|---|
| **Platform Re-occupations (Horton Road Jn end)** | Platform 1 (opposite) – Apply junction margin at Horton Road Jn<br><br>Platform 2 (same direction, down) – 3<br><br>Platform 2 (opposite, via UML both ways) – Apply junction margin at Horton Road Jn<br><br>Platform 4 (same direction, Down) – 4<br><br>Platform 4 (opposite) – Apply junction margin at Horton Road Jn |
| **Platform re-occupations (Gloucester West end)** | Platform 2 (same direction, Up) – 4<br><br>Platform 4 (same direction, Up) – 4<br><br>Platform 4 (opposite direction) – Apply junction margin at Over Jn. |

**Turnround allowances**

| | 22X | DMU/GWR Short Form HST (HSTGW4) | Class 80X (5 car) | Class 80X (9/10 Car) |
|---|---|---|---|---|
| From Paddington | | | 15 | 20 |
| From Swindon / Bristol | 20* | 10 | 10 | 15 |
| From Worcester / Birmingham | 20* | 10 | | |
| From Cardiff | | 10 | | |
| From West of Cardiff | | 20 | | |
| From North of Birmingham | 20* | 20* | | |
| From Penzance / Plymouth / Paignton | 20* | 20* | | |

* May be reduced to 10 minutes on agreement

**Platform End Conflict Margin**

| First Movement | Second Movement | Margin |
|---|---|---|
| An arrival into platform 1 from Horton Road Jn | An arrival into platform 2 from Horton Road Jn via UML | 2 mins |
| An arrival into Platform 1 from Horton Road Jn | A departure from Platform 2 to Horton Road Jn via the Up Main | 2 mins |
| An arrival into Platform 1 from Horton Road Jn | A departure from Platform 3 | Simultaneous |
| An arrival into Platform 2 from Horton Road Jn | A departure from Platform 3 | 2 minutes |
| An arrival into Platform 2 from Horton Road Jn | An arrival into Platform 3 | 3 minutes |
| A departure from platform 2 towards Awre | A departure from platform 1 towards Awre | 3½ 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. |

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## Gloucester

| | | |
|---|---|---|
| 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 arrival into Platform 1 from Horton Road Jn | An Up arrival into Platform 2 from Gloucester West / Awre | 3 minutes |
| 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 Gloucester Yard Jn via the UML | A departure from Platform 1 towards Horton Road Jn | Apply a 2 minute junction margin at Horton Rd Jn |
| An arrival into Platform 2 from Horton Road Jn via the UML | A departure from Platform 4 or the Up Relief Line towards Horton Road Jn | 1 minute |
| An arrival into Platform 3 | A departure from Platform 2 towards Awre | 2 minutes |
| An arrival into Platform 4 | A departure from Platform 2 via the UML to Horton Road Jn | 1 minute |
| An arrival into any through platform | An opposite direction arrival into the same platform for attachment purposes | 4 minutes |
| A departure from Platform 2 to Horton Road Jn via UML | An arrival into Platform 1 from Horton Road Jn | 3* |

*If the first and second moves conflict at Horton Road Jn then a junction margin will apply at that location

**Shunting Margins – G454, G448, G446, G444 & Gloucester CHS**

| First Movement | Second Movement | Margin | Notes |
|---|---|---|---|
| Train towards Barnwood Jcn or Gloucester Yard Jcn passes Horton Road Jcn | Conflicting shunt move departs Gloucester or Gloucester CHS | 1 – following passenger<br>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<br>2 – following freight | Apply passenger margin when following light engine or ECS |

| **Gloucester** | | | |
|---|---|---|---|
| | | | |
| Up train to Horton Road Jcn departs Gloucester platform 4 | Shunt move to Gloucester platform 4 departs G454 signal | 2 | |
| Shunt move from G454 signal arrives Gloucester platform 4 | Train departs Gloucester CHS | 1 | |
| Down train from Horton Road Jcn arrive Gloucester platform 1 | Shunt move to G448, G446 or G444 signal departs Gloucester platform 2 | 2 | A train standing at G448 or G446 signal prevents any movement over the UML to/from Horton Road Jcn, or any passenger movement towards Barnwood Jcn. |
| Down train from Horton Road Jcn arrive Gloucester platform 2 via UML | Shunt move to G446 or G444 signal departs Gloucester platform 1 | Simultaneous | |
| Down train from Horton Road Jcn arrives Gloucester platform 1, 2 or 4 | Conflicting shunt move to Gloucester platform 1, 2 or 4 departs G446, G448 or G454 signal | 1½ | If shunting into an occupied platform, apply {½} only due to short distance travelled |
| Down train from Horton Road Jcn arrives or passes Gloucester | Conflicting shunt move departs G444 signal | 1 | A train standing at G444 signal prevents an Up train from entering the UGL at Horton Road Jcn. |
| Up train from Gloucester passes Horton Road Jcn | Conflicting shunt move departs G444 signal | 1 – following passenger<br>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 | |

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## Gloucester

| | | | |
|---|---|---|---|
| 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 |

**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

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## 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<br>Freight | {1½} #<br>{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*

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

## English Bridge Junction

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

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| Trains towards Abbey Foregate Jn | Approach control | All | {1} |

If a train of over 38SLUs is stopped at Abbey Foregate Jn in the Wellington direction, then a 3 minute margin must apply from the train departs Abbey Foregate to the next train passing English Bridge Jn. This is to mitigate against the length of train fouling the junction.

**Junction Margin**

A margin of 3 minutes is required between a train using the Up main from Shrewsbury P3 to the next train from Sutton Bridge Jn

## Sutton Bridge Junction

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

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| From Shrewsbury to Cambrian Line | Slow speed crossover | DMU | {½} |

**Junction Margin**

When Dorrington Signal box is switched-out, creating a block section from Marsh Brook L.C. to Sutton Bridge Jn, Shrewsbury bound trains may be planned following junction fouling moves at Sutton Bridge Jn on the normal headway from Dorrington plus 2 minutes. This permits running under clear signals.

## Church Stretton

**Dwell Time**

| | |
|---|---|
| 150 to 175 / LH | 1 |

## Marsh Brook L.C.

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

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| From Llandrindod (Heart of Wales Line) Craven Arms to Marsh Brook L.C. Start to Pass | Slow speed at Craven Arms | 150 to 153 | {2} |

## Craven Arms

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

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| 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 | | |
| All (to/from GW910) | 2 | | |
| | | | |
| **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<br>-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.<br>-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** | | | |
| **Movement** | **Reason** | **Timing Load** | **Value** |
| Pass from Ledbury | Acceleration | All except 80x and 196 | {1} |
| Pass to Ledbury | Slow speed Junction | All except 80x and 196 | {1} |
| **Planning Note** | | | |
| 80x and 196 SRTs at Shelwick Jn are based on running to/from Ledbury, therefore adjustment allowances are not required. | | | |

| **Hereford** | | | |
|---|---|---|---|
| | | | |
| **Adjustments to Sectional Running Times** | | | |
| **Movement** | **Reason** | **Timing Load** | **Value** |

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| | | | |
|---|---|---|---|
| Up departure from Platform 1 or 2 | Slow speed junction | 196<br>All other traffic | {1}*<br>{1½}* |
| Down arrival into Platform 1 | Slow crossover speed | 196 | {1} |
| * Applied approaching next timing point. To be applied in addition to adjustment shown at Shelwick Jn. | | | |

| | |
|---|---|
| **Connectional Allowance** | 7 |

| | |
|---|---|
| **Dwell Time** | |
| All | 2 |

**Platform Working (SPAD mitigation)**

| First Movement | Second Movement | Margin |
|---|---|---|
| Arrive Platform 1 | Depart Platform 2 | 3 minutes |
| Arrive Platform 2 | Depart Platform 1 | 3 minutes |

**Junction Margin**

| First Movement | Second Movement | Margin |
|---|---|---|
| Up departure from Platform 1 or 2 | Down arrive/ pass | 6 |

**Turnround allowances**

| | LH | All WMT services | DMU | Class 80X (5 car) | Class 80X (9/10 Car) |
|---|---|---|---|---|---|
| From Paddington | 40 | | 15 | 25 | 30 |
| From Oxford/Worcester | | 5 | 10 | 15 | 20 |
| From Birmingham/Cardiff/Crewe | | 5 | 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

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| | |
|---|---|
| | |
| **Dwell Time** | |
| 150 to 175 | 1 |
| LH | 1½ |

## GW731 ABBEY FOREGATE JUNCTION TO WREXHAM NORTH JN

### Shrewsbury

| | |
|---|---|
| | |
| **Dwell Time Through** | |
| All | 2 |
| | |
| **Dwell Time Reverse** | |
| LH | 20 Run round (LH) |
| Power | 5 a)<br>5 b) |
| a) From Cambrian | |
| b) To Cambrian | |
| All WMT services | 5 |
| | |
| **Turnround Allowance** | |
| Power | 10 c)<br>15 d) |
| c) All service groups other than Central Wales | |
| d) Ex Central Wales Line | |

### Gobowen

| | |
|---|---|
| | |
| **Dwell Time** | |
| Power / 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 | |

### Ruabon

| | |
|---|---|
| | |
| **Dwell Time** | |
| LH | 1 |

### 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 | |

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## Wrexham General

| | |
|---|---|
| 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 |
| Class 197 | 3 |

# GW733 SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

## Sutton Bridge Jn

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

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| From Shrewsbury to Cambrian Line | Slow speed crossover | DMU | {½} |

**Reoccupation of Single Lines**

At Sutton Bridge Junction a minimum of 3 minutes is to be allowed before planned reoccupation of the single line section.

## Welshpool

**Dwell time**

| | |
|---|---|
| Power | 1 |

**Platform end conflicts**

| First Movement | Second Movement | Margin |
|---|---|---|
| Up DMU into Up platform Stop | Down DMU into Down platform Stop or pass | Parallel move |
| Up DMU into Up platform pass | Down DMU into Down platform Stop or pass | N/A |
| Up DMU into Up platform Stop | Down Loco hauled into Down platform stop or pass | Parallel move |
| Up Loco Hauled into Up platform | Down DMU into Down platform | 3½ |
| Up Loco Hauled into Up platform | Down Loco hauled into Down platform | 4½ |
| Up DMU into Down platform stop | Down DMU into Up platform stop or pass | Parallel move |
| Up DMU into Down platform stop | Down Loco hauled into Up platform stop or pass | Parallel move |
| Up Loco Hauled into Down platform | Down DMU into Up platform | 3½ |
| Up Loco Hauled into Down platform | Down Loco hauled into Up platform | 4½ |
| Down DMU into Down platform | Up DMU from Fron Jn into Up platform | Parallel move |
| Down DMU into Down platform | Up Loco hauled from Fron Jn into Up platform | 7 |
| Down Loco hauled into Down platform | Up DMU from Fron Jn into Up platform | Parallel move |

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## Welshpool

**Dwell time**

| | | |
|---|---|---|
| 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**

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| | |
|---|---|
| Power | 1 |

## Talerddig

| | | |
|---|---|---|
| **Dwell Time** | | |
| Power | 1 | |
| | | |
| **Junction Margins** | | |
| **First Movement** | **Second Movement** | **Margin** |
| DMU into Up loop | DMU passes on Down loop | 1½ |
| DMU into Up loop | Loco hauled passes on Down loop | 2½ |
| Loco Hauled into Up loop | DMU passes on Down loop | 2½ |
| Loco Hauled into Up loop | Loco hauled passes on Down loop | 3½ |
| | | |
| **The first train into Talerddig MUST use the up loop.** | | |

## Machynlleth

| | | |
|---|---|---|
| **Adjustments to Sectional Running Times** | | |
| **Movement** | **Reason** | **Value** |
| Dovey Jn to Machynlleth | Approach control for attaching moves | {2} |
| | | |
| **Attachment Allowance** | 5 | |
| **Detachment Allowance** | 6 | |
| **Connectional Allowance** | 4 | |
| **Dwell Time** | | |
| Power | 2 | |
| | | |
| **Platform end conflicts** | | |
| **First Movement** | **Second Movement** | **Margin** |
| Up DMU into Up platform | Down DMU along/ from Down Loop into Down platform | 1½ |
| Up DMU into Up platform | Down Loco hauled along/ from Down Loop into Down platform | 2 |
| Up Loco Hauled into Up platform | Down DMU from Talerddig into Down platform | 3½ |
| Up Loco Hauled into Up platform | Down Loco hauled from Talerddig into Down platform | 4½ |
| **Platform end conflicts** | | |
| **First Movement** | **Second Movement** | **Margin** |
| Up DMU into Down platform | Down DMU into Up platform | Parallel |
| Up DMU into Down platform | Down Loco hauled into Up platform | 3 |
| Up Loco Hauled into Down platform | Down DMU into Up platform | Parallel* a |
| Up Loco Hauled into Down platform *b | Down DMU into Up platform | 3*b |
| Up Loco Hauled into Down platform | Down Loco hauled into Up platform | 5 |
| | | |
| Down DMU into Up platform | Up DMU into Down platform | Parallel |
| Down DMU into Up platform | Up Loco hauled into Down platform | Parallel* a |
| Down DMU into Up platform | Up Loco hauled into Down platform *b | 4*b |
| Down Loco Hauled into Up platform | Up DMU into Down platform | 2½ |
| Down Loco Hauled into Up platform | Up Loco hauled into Down platform | 4½ |
| | | |
| Down DMU into Down platform | Up DMU into Up platform | 2½ |
| Down DMU into Down platform | Up Loco hauled into Up platform | 4 |
| Down Loco Hauled into Down platform | Up DMU into Up platform | 2½ |
| Down Loco Hauled into Down platform | Up Loco hauled into Up platform | 4 |
| | | |

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## Machynlleth

* 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 |
| 158 (4 car) | 6 |

## Dovey Jn and Dovey Jn Down Loop

| | |
|---|---|
| **Connectional Allowance** | 4 |

**Dwell Time**

| | |
|---|---|
| Power | 1* |

**Platform usage**

**Platform detail MUST be shown**

If trains to and from Aberystwyth are planned to pass at Dovey Junction, the up (from Aberystwyth) train must arrive into platform 2a, the down train (from Machynlleth) must travel via Dovey Jn Down Loop and then into platform 2b.
If there is no passing movement, trains to Aberystwyth are not required to travel via Dovey Jn Down Loop.

Cambrian coast trains can only use platform 1

**Platform end conflicts**

| First Movement | Second Movement | Margin |
|---|---|---|
| DMU from Aberystwyth into platform 2a | DMU to Aberystwyth into Down Loop | Parallel |
| DMU from Aberystwyth into platform 2a | Loco hauled to Aberystwyth into Down Loop | 2½ |
| Loco Hauled from Aberystwyth into platform 2a | DMU to Aberystwyth into Down Loop | 4½ |
| Loco Hauled from Aberystwyth into platform 2a | Loco hauled to Aberystwyth into Down Loop | 5½ |
| | | |
| DMU from Machynlleth into Down Loop | DMU from Aberystwyth into platform 2a | Parallel |
| DMU from Machynlleth into Down Loop | Loco hauled from Aberystwyth into platform 2a | 2 |
| Loco hauled from Machynlleth into Down Loop | DMU from Aberystwyth into platform 2a | 2½ |
| Loco hauled from Machynlleth into Down Loop | Loco hauled from Aberystwyth into platform 2a | 3 |

**Platform end conflicts**

| First Movement | Second Movement | Margin |
|---|---|---|
| DMU from Aberystwyth into Down Loop | DMU from Machynlleth into platform 2b | 4 |
| DMU from Aberystwyth into Down Loop | Loco Hauled from Machynlleth into platform 2b | 5 |
| Loco Hauled from Aberystwyth into Down Loop | DMU from Machynlleth into platform 2b | 4 |
| Loco Hauled from Aberystwyth into Down Loop | Loco Hauled from Machynlleth into platform 2b | 5½ |
| DMU from Aberystwyth arrived clear in platform 2a | DMU to Aberystwyth into platform 2b from Down loop | ½ |
| DMU from Aberystwyth arrived clear in platform 2a | Loco hauled to Aberystwyth into platform 2b from Down loop | ½ |
| Loco hauled from Aberystwyth arrived clear in platform 2a | DMU to Aberystwyth into platform 2b from loop | ½ |
| Loco hauled from Aberystwyth arrived clear in platform 2a | Loco hauled to Aberystwyth into platform 2b from loop | ½ |
| | | |
| DMU to Cambrian Coast into platform 1 | DMU from Aberystwyth into platform 2a | Parallel |
| DMU to Cambrian Coast into platform 1 | Loco hauled from Aberystwyth into platform 2a | 2 |

## Dovey Jn and Dovey Jn Down Loop

| | | |
|---|---|---|
| Loco Hauled to Cambrian Coast into platform 1 | DMU from Aberystwyth into platform 2a | Parallel |
| Loco Hauled to Cambrian Coast into platform 1 | Loco hauled from Aberystwyth into platform 2a | 2½ |
| | | |

All movements from the Cambrian coast (Twywn) direction can arrive in platform 1 at the same time as movements to/from platforms 2a or 2b and Down Loop

**Single line re-occupation**

| | |
|---|---|
| Re-occupation of the single line to Machynlleth after a Coast bound (Twywn) or Aberystwyth bound train | ½ |

## Borth

| | |
|---|---|
| **Dwell Time** | 1 |

## Bow Street

| | |
|---|---|
| **Dwell Time** | 1 |

## Aberystwyth

**Turnround Allowance**

| | |
|---|---|
| Power/158 (2 car) | 5 |
| 158 (4 car) | 6 |

# GW734 DOVEY JUNCTION TO PWLLHELI

## Tywyn

**Dwell Time**

| | |
|---|---|
| Power | 1 |

**Platform end conflicts**

| First Movement | Second Movement | Margin |
|---|---|---|
| DMU into Up platform (1) | DMU into Down platform (2) | Parallel |
| DMU into Up platform (1) | Loco hauled into Down platform (2) | 3½ |
| Loco Hauled into Up platform (1) | DMU into Down platform (2) | 2½ |
| Loco Hauled into Up platform (1) | Loco hauled into Down platform (2) | 3½ |
| | | |
| DMU into Down platform (2) | DMU into Up platform (1) | Parallel |
| DMU into Down platform (2) | Loco hauled into Up platform (1) | 3½ |
| Loco Hauled into Down platform (2) | DMU into Up platform (1) | 3 |
| Loco Hauled into Down platform (2) | Loco hauled into Up platform (1) | 4 |
| | | |

The above movements and margins apply also to reverse direction running, ie a Down train into the Up platform (1) and an Up train into the Down platform (2)

## Barmouth

| | |
|---|---|
| **Detachment Allowance** | 6 |

**Dwell Time**

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## Barmouth

| | |
|---|---|
| Power | 1 Down<br>2 Up |

**Platform end conflicts**

| First Movement | Second Movement | Margin |
|---|---|---|
| Up DMU into Up platform (1) | Down DMU into Down platform (2) | 4 |
| Up DMU into Up platform (1) | Down Loco hauled into Down platform (2) | 5 |
| Up Loco Hauled into Up platform (1) | Down DMU into Down platform (2) | 4 |
| Up Loco Hauled into Up platform (1) | Down Loco hauled into Down platform (2) | 5 |
| Down DMU into Down platform (2) | Up DMU into Up platform (1) | 2½ |
| Down DMU into Down platform (2) | Up Loco hauled into Up platform (1) | 3½ |
| Down Loco Hauled into Down platform (2) | Up DMU into Up platform (1) | 3 |
| Down Loco Hauled into Down platform (2) | Up Loco hauled into Up platform (1) | 4 |

## Harlech

**Dwell Time**

| | |
|---|---|
| Power | 1 |

**Platform end conflicts**

| First Movement | Second Movement | Margin |
|---|---|---|
| Up DMU into Up platform (1) | Down DMU into Down platform (2) | 2½ |
| Up DMU into Up platform (1) | Down Loco hauled into Down platform (2) | 3½ |
| Up Loco Hauled into Up platform (1) | Down DMU into Down platform (2) | 2½ |
| Up Loco Hauled into Up platform (1) | Down Loco hauled into Down platform (2) | 3½ |
| Down DMU into Down platform (2) | Up DMU into Up platform (1) | 1½ |
| Down DMU into Down platform (2) | Up Loco hauled into Up platform (1) | 3 |
| **Platform end conflicts** | | |
| **First Movement** | **Second Movement** | **Margin** |
| Down Loco Hauled into Down platform (2) * | Up Loco hauled into Up platform (1) | 3* |

* Down direction light locos and trains up to 110m long are permitted to arrive first

The above movements and margins apply also to reverse direction running, ie a Down train into the Up platform (1) and an Up train into the Down platform (2)

## Porthmadog

**Dwell Time**

| | |
|---|---|
| Power | 1 Down<br>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

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| **Porthmadog** | |
|---|---|
| | |
| **Dwell Time** | |
| Train towards Pwllheli cannot be routed into the up platform (platform 1) | |

| **Pwllheli** | |
|---|---|
| | |
| **Turnround Allowance** | 7 |

| **GW735 SHREWSBURY CREWE JN TO NANTWICH** | |
|---|---|
| | |
| **Yorton** | |
| | |
| **Dwell Time** | |
| LH | 1 |

| **Wem** | |
|---|---|
| | |
| **Dwell Time** | |
| LH | 1 |

| **Prees** | |
|---|---|
| | |
| **Dwell Time** | |
| LH | 1 |

| **Whitchurch** | |
|---|---|
| | |
| **Dwell Time** | |
| LH | 1 |

| **Wrenbury** | |
|---|---|
| | |
| **Dwell Time** | |
| LH | 1 |

| **Nantwich** | |
|---|---|
| | |
| **Dwell Time** | |
| LH | 1 |

| **GW770 EBBW VALE TOWN TO GAER JUNCTION (WESTERN VALLEY LINE)** | |
|---|---|
| | |
| **Ebbw Vale Town** | |
| | |
| **Turnaround Allowance** | 4 |

| **GW810 RHYMNEY TO QUEEN STREET NORTH JUNCTION** |
|---|
| |
| **Bargoed** |
| |

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## GW810 RHYMNEY TO QUEEN STREET NORTH JUNCTION

| | |
|---|---|
| **Dwell Time for Cardiff Valley 150 & 231** | 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 |
|---|---|---|
| Arrive from Quakers Yard | Depart to Quakers Yard | ½ |
| Depart to Quakers Yard | Arrive from Aberdare | 3* |
| Arrive from Aberdare | Depart to Quakers Yard | ½ |
| Arrive from Aberdare | Depart to Aberdare | Simultaneous |

♣ Linked with route GW834

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

### Pontypridd

**Junction Margin**

| First Movement | Second Movement | Margin |
|---|---|---|
| Up depart to Merthyr/Aberdare | Down arrive from Treherbert | 3 |
| Down arrive from Treherbert | Up depart to Merthyr/Aberdare | 2 |

| | |
|---|---|
| **Platform Re-occupation** | 3 |

**When 2 trains depart from Platform 2 in opposite directions after splitting, the departure times must be 2 minutes apart.**

### 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.

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| |
|---|
| Trains running to the Llandaf line starting at Radyr cannot run from Platform 3.<br>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, 231** | 1½ |
| **Junction Margin** | See Section 5.3.1 |

**Platform end conflicts**

| First Movement | Second Movement | Margin |
|---|---|---|
| Down train arriving at Platform 3 | Down train departing Platform 2 towards Cardiff Central | ½ minute |
| Down Train departing or passing Platform 2 | Down train arriving or passing Platform 3 | 3 minutes |
| Down train arriving from Llandaf to Platform 2 or 3 | Up train departing to Heath Junction from Platform 4 or 5 | 1 minute |
| Down train departing from Platform 2 or 3 to Cardiff Bay | Up train arriving from Cardiff Central to Platform 2 | 3 minutes |
| 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 or Cardiff Central Platform 8 arriving into Platform 4 or 5 | Down departure from Platform 2 or 3 to Cardiff Bay. | 1 minute |
| Up train from Cardiff Bay or Cardiff Central Platform 8 arriving into Platform 4 or 5 | Down departure from Platform 2 or 3 to Cardiff Central. | 1 minute |
| 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

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## 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 Class 150** | 1½ |

## Porth

| | |
|---|---|
| **Dwell Time for Cardiff Valley Class 150** | 1½ |

## 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)

## Rhoose

| | |
|---|---|
| **Dwell Time: 150** | ½ |

## Llantwit Major

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| | |
|---|---|
| **Dwell Time: 150** | ½ |

## Waterton LC

Services over this crossing should only be planned between the hours of 2100 and 0700.

# GW874 BRIDGEND LLYNFI JUNCTION TO MAESTEG

## Wildmill

| | |
|---|---|
| **Dwell Time: 150 to 175** | ½ |

## Sarn

| | |
|---|---|
| **Dwell Time: 150 to 175** | ½ |

## Tondu

| | |
|---|---|
| **Dwell Time: 150 to 175** | ½ |

## Garth

| | |
|---|---|
| **Dwell Time: 150 to 175** | ½ |

## Maesteg Ewenny Road

| | |
|---|---|
| **Dwell Time: 150 to 175** | ½ |

# GW900 PILNING TO FISHGUARD HARBOUR

## Pilning

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

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| From Patchway to Pilning Down Loop Pass to Pass or Stop | Slow speed turnout into the loop (40mph) and approach control | All traffic | {1} |
| From Severn Tunnel East to Pilning Up Loop Pass to Pass or Stop | Slow speed turnout into the loop (20 mph) | All traffic | {1½} |

Note: Refer to section 4.3 regarding freight movements through the Severn Tunnel

**Dwell Time**

## 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**

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| 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}*<br><br>{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 Pl | 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<br>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 |

## East Usk Yard

**Attachment & Detachment Allowances**

| First Movement | Second Movement | Value |
|---|---|---|
| Up ‘Jumbo’ train arrive | First portion depart | 15 |

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| | | |
|---|---|---|
| First portion depart | Second portion depart (same direction) | 15 |
| Second portion arrive | Down 'Jumbo' train depart | 30# |
| #may be reduced with prior agreement with the operator | | |
| 'Jumbo' refers to a train formed of two portions | | |

## 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 |
| Pass/Depart to Newport (from Park Jn) | Pass to Park Jn (from Newport) | 2 |

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| | | |
|---|---|---|
| Pass to Newport (from Park Jn) | Depart to Park Jn (from Newport) | 1 |

## 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<br>Freight | {1}<br>{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<br><br>Freight | {1} Approaching next timing point<br><br>{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 |

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## 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 |

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| | | |
|---|---|---|
| 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 / 197 | 3 |
| Platforms 4/6/7/8 150/153 | 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 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. |
| 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. |

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## Cardiff Central

| | |
|---|---|
| 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<br>3 mins All except Cardiff Valley Services<br>4 mins Where trains are using the same platform in the opposite direction |

**Station Working**

Units coming empty stock from Canton Depot to work services to Manchester, Holyhead, Crewe, Birmingham, Portsmouth, Brighton, Penzance and Paignton <u>that do not</u> require cleaning should be allowed 5 minutes in the Platform prior to departure for labelling and boarding of passengers.

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## Cardiff Central

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**

| | LH | 22X | DMU | Class 80X (5 car) | Class 80X (9/10 Car) |
|---|---|---|---|---|---|
| Cardiff Valley terminus (including Barry Island/Penarth) | | | 3 | | |
| From Maesteg/Swansea | 10 | | 10 | 10^ | 10^ |
| West Wales | 20 | | 15 | 15^ | 15^ |
| Paddington/Waterloo | 30 | | 20 | 20^ | 20^ |
| Worcester / Birmingham / Nottingham & beyond | 30 | 20 | 15# | | |
| North of Hereford | 30¥ | 25 | 30¥ | | |
| Bristol/Hereford/Cheltenham/Gloucester | 20 | 10 | 10 | 10^ | 10^ |
| Taunton/Westbury/Warminster | 30 | 20$ | 15# | 15^ | 20^ |
| Portsmouth/Salisbury | 30 | 20$ | 20$ | | |
| Locations West of Taunton | 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 |
|---|---|---|---|
| Up Main to Leckwith Loop | Approach Control | All | {1½} |

**Junction Margin**

| First Movement | Second Movement | Value |
|---|---|---|

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| | | |
|---|---|---|
| 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 |

## Pencoed

**Dwell Time**

| | |
|---|---|
| 150 to 153 | ½ |
| 156 to 159 / LH | 1 |

## Tremains Down Loop

**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|---|
| Arrive in Loop | Down Pass Bridgend | 1½ |
| Arrive/Pass Bridgend from Pontyclun | Depart Loop | 1 |

## Bridgend

**Adjustments to Sectional Running Times**

| Movement | Reason | Timing Load | Value |
|---|---|---|---|
| Down Main to Maesteg Branch (Route GW874) non – stop services | Approach control | All | {½} approaching Bridgend |
| Maesteg Branch (Route GW874) to Up Main non – stop services | Slow speed junction | All | {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**

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| | |
|---|---|
| 80x / TFW LH | 1½ |
| 15x | 1 |

| **Junction Margin** | | | | |
|---|---|---|---|---|
| **First Movement** | **Second Movement** | **Reason** | **Timing Load** | **Value** |
| Down main to Maesteg branch | Up Pass Stormy | Conditional double red aspects | | Same time |
| Pass/Depart to Aberthaw | Arrive/Pass from Aberthaw | | | 4 |
| Pass/Depart to Aberthaw from Up Main/Maesteg | Pass/Arrive from Down Main | | | 3½ |

## Pyle

| **Dwell Time** | |
|---|---|
| 15x / 175 LH | 1 |

## 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<br>Passenger | {1}<br>{2} |
| Trains exiting Margam Moors TC in the UP direction towards Stormy/Bridgend. | Slower line speed exiting Margam TC. | Freight<br><br>Passenger | {2} Approaching next timing point<br>{2} Approaching next timing point |

| **Junction Margin** | | |
|---|---|---|
| **First movement** | **Second Movement** | **Value** |
| Up Pass from Margam Abbey Works East Jn | Down Pass | 4 |

## Margam East Junction

| **Adjustments to Sectional Running Times** | | | |
|---|---|---|---|
| **Movement** | **Reason** | **Timing Load** | **Value** |
| Down train converging from OVE to Down Main | Acceleration/ slow crossovers | 80x | {2}* |
| Up train diverging to OVE from Up Main | Decceleration/ slow crossovers | 80x | {1½} |
| * applies approaching next timing point | | | |

## Port Talbot

| **Adjustments to Sectional Running Times** | | | |
|---|---|---|---|
| **Movement** | **Reason** | **Timing Load** | **Value** |
| From the Down Main to Down Relief Line | Approach Control | All traffic | {2} |
| From the Up Main to Up Relief Line | Approach Control | All traffic | {2} |

| **Dwell Time** | |
|---|---|
| 150 to 175 / 197 | 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<br>Class 158 | {1}<br>{½} |

| **Gowerton** | |
|---|---|
| | |
| **Dwell Time** | |
| 150 to 175 | 1 |

| **Llandeilo Junction** | | |
|---|---|---|
| | | |
| **Adjustments to Sectional Running Times** | | |
| **Movement Down** | **Reason** | **Value** |
| Pass to Down Goods Loop or Down Sidings | Approach control | 1½ |
| Pass from Morlais Jn to Llanelli | Acceleration | 1* % Passenger<br>2* Freight |
| | | |
| **Movement Up** | **Reason** | **Value** |

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| | | |
|---|---|---|
| Pass from Llanelli to Morlais Jn | Slower speed junction | ½ |
| Pass from Down Goods Loop, Down Sidings, or Up Goods Loop towards Morlais Jn | Acceleration | 1½*# |
| Pass from Down Goods Loop, Down Sidings, or Up Goods Loop towards Duffryn West | Acceleration | 2* |
| | | |
| *Applied approaching next timing point | | |
| % Can be reduced to ½ if stopping at Llanelli | | |
| #Does not apply to trains routed from Up Goods Loop to Troestre Works Jn via GL | | |
| | | |
| **Junction Margins** | | |
| **First Movement** | **Second Movement** | **Margin** |
| Down Pass from Morlais Jn to Llanelli | Up Pass from Llanelli to Gowerton | 2 |

## Llandeilo West Junction

**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|---|
| Down pass/arrive Llanelli | Down pass/arrive from Up Goods Loop, Down Goods Loop or Down Sidings | 2 |
| Up pass Llandeilo Jn | Down pass/arrive from Up Goods Loop | 2 |
| Down pass/arrive from Up Goods Loop | Up pass/depart Llanelli | 3½ |
| Up pass Llandeilo Jn | Down pass/arrive from Up Goods Loop | 1½ |
| Up pass Llandeilo Jn | Up depart | 1½ |

## Llanelli Dock Junction East

**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|---|
| Up Pass/Depart Llanelli | Down pass from Up Reception | 2½ |

## Llanelli

**Adjustments to Sectional Running Times**

| Movement Down | Reason | Value |
|---|---|---|
| Pass from UM | Acceleration | 2* |

*Applied approaching next timing point

**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|---|
| Down pass/arrive from UM | Up arrive | 5 |
| Down pass/arrive from UM | Up pass | 4 |
| Down pass/arrive Pembrey and Burry Port | Down pass from UM | 1 |

| | |
|---|---|
| **Connectional Allowance** | 7 |

**Dwell Time**

| | |
|---|---|
| LH | 2 |
| 80x | 1½ |
| 150 to 175 / 197 | 1 |

**Minimum allowance for reversals or run rounds en route**

| | |
|---|---|
| DMU | 4 |

| | |
|---|---|
| **Platform Re-occupation** | 4 |

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## Pembrey & Burry Port

**Dwell Time**

| | |
|---|---|
| 150 to 175 | 1 |
| 80x | 1½ |

## Carmarthen Junction

**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|---|
| Down Main to Carmarthen | Pass on Up Main | 3 |

## Whitland

**Dwell Time**

| | |
|---|---|
| LH / 80x | 2**S** |
| 150 to 175 / 197 | 1**S** |

**$** 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**.

| First Movement | Second Movement | Margin |
|---|---|---|
| Up from Tenby | Down arrival | 5 |

**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 / 197 | ½* |

* Request Stop

## Clarbeston Road

**Dwell Time**

| | |
|---|---|
| 150 to 175 / 197 | ½* |

* Request Stop

## Fishguard & Goodwick

**Dwell Time**

| | |
|---|---|
| 150 to 175 | ½ |

## Fishguard Harbour

**Turnround allowances**

OFFICIAL

| | DMU |
|---|---|
| From East of Cardiff | 20* |
| From Cardiff and West thereof # | 10# |
| * may be reduced to 5 mins for the last service of the day from East of Cardiff<br># 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 |

### Swansea

| | |
|---|---|
| **Connectional Allowance** | 5 |
| **Dwell Time** | |
| 150 to 175 / 197 | 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**

| | 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

**Refer to GW730 for Planning Rules**

### Broome

| | |
|---|---|
| **Dwell Time** | |
| 15x | * |

* Request Stop

OFFICIAL

| 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** |

OFFICIAL

| | | |
|---|---|---|
| 15x | 3 | |
| | | |
| **Junction Margin** | | |
| **First Movement** | **Second Movement** | **Margin** |
| Arrival from the South/North | Departure to the North/South | 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** | **Second Movement** | **Margin** |
| Arrival from South/North | Departure to North/South | 6 |

## Sugar Loaf

| | |
|---|---|
| | |
| **Dwell Time** | |
| 15x | * |
| * Request Stop | |

## Cynghordy

| | |
|---|---|
| | |
| **Dwell Time** | |
| 15x | * |
| * Request Stop | |

## Llandovery

| | |
|---|---|
| | |
| **Dwell Time** | |
| 15x | 3 |

OFFICIAL

| **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** |

OFFICIAL

| | |
|---|---|
| 15x | * |
| * Request Stop | |

## Bynea

**Dwell Time**

| | |
|---|---|
| 15x | * |
| * Request Stop | |

## Genwen Junction

**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|---|
| Down pass to DG | Up pass Llandeilo Jn towards Morlais Jn | 4½ |
| Up pass Llandeilo Jn towards Morlais Jn | Down pass to DG | 4 |

# GW940 CARMARTHEN STATION TO CARMARTHEN BRIDGE JUNCTION

## Carmarthen

**Dwell Time**

| | |
|---|---|
| 80x | 6 |
| 150 / 153 / 197 2 car | 3 |
| 197 3 car and above | 4 |
| 158 / 175 | 5 |

**Turnround Allowances**

| | Class 80X (5 car) |
|---|---|
| From Paddington | 25 |
| From Swansea | 10 |
| ECS arrival to form passenger train | 10 |
| Passenger arrival to form ECS | 10 |

# GW950 WHITLAND TO PEMBROKE DOCK

## Whitland

See entry under GW900 Pilning (excl) to Fishguard Harbour for Whitland

## Narberth

**Dwell Time**

| | |
|---|---|
| 80x | 1 |
| 15x / 175 / 197 | ½* |
| * Request Stop | |

## Kilgetty

**Dwell Time**

| | |
|---|---|
| 80x | 1 |
| 15x / 175 / 197 | ½* |
| * Request Stop | |

| **Saundersfoot** | | | |
|---|---|---|---|
| | | | |
| **Dwell Time** | | | |
| 80x | 1 | | |
| 15x / 175 / 197 | ½* | | |
| * Request Stop | | | |

| **Tenby** | | | |
|---|---|---|---|
| | | | |
| **Dwell Time** | | | |
| 80x | 3$ | | |
| 15x / 175 / 197 | 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 / 197 | ½* |
| * Request Stop | |

| **Manorbier** | |
|---|---|
| | |
| **Dwell Time** | |
| 80x | 1½ |
| 15x / 175 / 197 | ½ Down direction, 1 min. Up Direction |

| **Lamphey** | |
|---|---|
| | |
| **Dwell Time** | |
| 80x | 1 |
| 15x / 175 / 197 | ½* |
| * Request Stop | |

| **Pembroke** | |
|---|---|
| | |
| **Dwell Time** | |
| 80x | 1½ |
| 15x / 175 / 197 | ½ |

| **Pembroke Dock** |
|---|
| |
| **Turnround allowances** |

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| | 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 / 197 | 1 |

### Johnston

| Dwell Time | |
|---|---|
| 150 to 175 / 197 | ½* |
| * Request Stop | |

### Milford Haven

**Turnround allowances**

| | LH | DMU |
|---|---|---|
| From East of Cardiff | 40 | 20* |
| From Cardiff and West thereof # | 20 | 10# |

* may be reduced to 5 mins for the last service of the day from East of Cardiff
\# may be reduced to 5 mins for early morning / late evening services from / to Carmarthen

## NW3001 SALTNEY JUNCTION TO HOLYHEAD

### Shotton Low Level

| Dwell Time | |
|---|---|
| All | 1 |

### Flint Jn

Standard NW Route Jn Margins apply

### Flint

| Dwell Time | |
|---|---|
| LH | 1 |
| Power | 1 |
| 220/221/LH MK4 | 1½ |
| 390 (hauled) | 1½ |

### Mostyn East Jn

**Crossing and conflicting moves**

| First Movement | Second Movement | Margin |
|---|---|---|
| An up train passing on the Up Holyhead | A down train crossing from the Down Holyhead to arrive at Mostyn Docks | 2½ |

OFFICIAL

| | | |
|---|---|---|
| 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)<br>18 (Second movement is freight) |

## Mostyn Docks and Trading

| | | | |
|---|---|---|---|
| **For arrivals from the Holywell direction:** | | | |
| Holywell dep | XX.00 | | |
| | "-" | | |
| Mostyn Ground Signal 21 arr | XXOP07# | | |
| Mostyn Ground Signal 21 dep | XXOP11~ | | |
| | "-" | | |
| Mostyn Ground Signal 15 arr | XXOP13* | | |
| Mostyn Ground Signal 15 dep | XXOP17 | | |
| | "-" | | |
| Mostyn Docks arr | XX.22 | | |

# Stops and sets back to Up Main
~ Cannot depart until 2 minutes after preceding train on the Up Main has passed Holywell Junction (Minimum standing time 4 minutes).
***** Stops and draws forward into yard

The next planned service on the Down Main cannot pass Holywell Junction until 2 minutes after the train to Mostyn Docks has arrived at Mostyn Ground Signal 15.
The next planned service on the Up Main cannot pass Rhyl (Talacre when open) until 2 minutes after the train to Mostyn Docks has arrived inside at Mostyn Docks.

## Mostyn West Jn

Standard NW Route Jn Margins apply

## Prestatyn

| | |
|---|---|
| **Dwell Time** | |
| LH (MK IV) | 1½ |
| Power | 1 |
| 220/221 | 1½ |
| 390 (hauled) | 1½ |

## Rhyl

| | | |
|---|---|---|
| **Dwell Time** | | |
| LH | 2 | |
| Power | 1 | |
| 220/221/LH MK4 | 1½ | |
| 390 (hauled) | 2 | |
| | | |
| **Platform Reoccupation** | | |
| **First Movement** | **Second Movement** | **Margin** |

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| **Rhyl** | | |
|---|---|---|
| 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 | 1 |
| Power | 1 |
| LH MK4 | 1½ |

| **Colwyn Bay** | |
|---|---|
| | |
| **Dwell Time** | |
| LH | 2 |
| Power | 1 |
| 220/221/LH MK4 | 1½ |
| 390 (hauled) | 2 |

| **Llandudno Junction** | | |
|---|---|---|
| | | |
| **Adjustments to Sectional Running Times** | | |
| **Movement** | **Reason** | **Value** |
| Down services to Platform 1 from direction of Colwyn Bay or Tal-y-Cafn | Approach Control | {1} |
| Down loco-hauled services departing platforms 1 or 3. | Acceleration | {1} |
| | | |
| **Dwell Time** | | |
| LH | 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 |

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| | | | |
|---|---|---|---|
| | | 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 / 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 | ½ |
| Power | ½ |

| | |
|---|---|
| **Bangor (Gwynedd)** | |
| | |
| **Dwell Time** | |
| LH/Power/ 390 (hauled)/DMU | 2 |
| 220/221 | 1½ |
| | |
| **Splitting and Coupling of Units:** In all platforms | |
| | |
| **Train Watering Points** | Fixed watering point available |
| | |
| **Turnround Allowance** | |
| 11 minutes for service shunting between arrival platform and a different departure platform | |

OFFICIAL

## Bangor (Gwynedd)

### 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 / 197 | 1 |

### Dolgarrog

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| 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 |

## NW3007 WREXHAM CENTRAL TO NESTON

### Wrexham Central

| | |
|---|---|
| | |
| **Turnround Allowance (MU)** | |
| For Class 150/153/ 197 units only | 3 |
| Class 230 | 4 |

### Wrexham General

See entry under Route GW731 – Abbey Foregate Jn to Wrexham North Junction

**Other Restrictions**

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## Wrexham General

When Penyffordd SB is switched out, loco hauled trains of all types must not be timed to pass each other between Wrexham General and Dee Marsh Jn. Owing to weight restriction at Hawarden Bridge.

## Penyffordd

**Other Restrictions**

Loco hauled trains of all types must not be timed to pass each other between Penyffordd * and Dee Marsh Jn. owing to weight restriction at Hawarden Bridge.
* Applies between Wrexham General and Dee Marsh Jn. when Penyffordd SB is switched out.
See also Note at Penyffordd Cement Sidings regarding train movements.

## Penyffordd Cement Sidings

Note: Whilst the moves detailed below are taking place at Penyffordd, no following Down train should be timed to depart Wrexham General.

| | | | |
|---|---|---|---|
| **Arrivals and departures from and to Wrexham for loaded and empty trains** | | | |
| Penyffordd pass | XX.XX | Penyffordd Cement Sdgs dep | XX.00 |
| Penyffordd Cement Sdgs Ground Frame arr. | XXPR04 | Penyffordd Cement Sdgs Ground Frame arr. | XXOP05 |
| Penyffordd Cement Sdgs Ground Frame dep | XXPR34 | Penyffordd Cement Sdgs Ground Frame dep. | XXOP35 |
| Penyffordd Cement Sdgs arr | XX.39 | Dee Marsh Junction | / |
| | | Dee Marsh Reception Sdgs arr | RR |
| | | Dee Marsh Reception Sdgs dep | RR |
| | | Penyffordd pass | / |
| **Arrivals and departures from and to Wrexham for light locomotives** | | | |
| Penyffordd pass | XX.XX | Penyffordd Cement Sdgs dep | XX.00 |
| Penyffordd Cement Sdgs Ground Frame arr. | XXRM04 | Penyffordd Cement Sdgs Ground Frame arr. | XXRM05 |
| Penyffordd Cement Sdgs Ground Frame dep | XXRM08 | Penyffordd Cement Sdgs Ground Frame dep | XXRM09 |
| Penyffordd Cement Sdgs arr | XX.13 | Penyffordd pass | XX/11 |
| **Departure to Dee Marsh Reception Sidings for light locomotives** | | | |
| | | Penyffordd Cement Sdgs dep | XX.00 |
| | | Penyffordd Cement Sdgs Ground Frame arr. | XXOP05 |
| | | Penyffordd Cement Sdgs Ground Frame dep | XXOP09 |
| | | Dee Marsh Reception Sdgs arr | |

## Shotton High Level

| | |
|---|---|
| **Dwell Time** | |
| Slam | ½ |

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| **Shotton High Level** | |
|---|---|
| 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.<br>* Applies between Wrexham General and Dee Marsh Jn. when Penyffordd SB is switched out. |

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## 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.

| 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 |
| Bargoed | 1 | 124 | |
| Bargoed | 2 | 124 | |
| Barnstaple | Single | 144 | Usable Length |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---|---|---|---|
| | | In metres | |
| 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 | 153 | |
| Bristol Parkway | 1 (Down) | 280 | |
| Bristol Parkway | 2 (Down) | 280 | |
| Bristol Parkway | 3 (Up) | 280 | |
| Bristol Parkway | 4 (Up) | 280 | |

OFFICIAL

| 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<br>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<br>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 | |
| Cadoxton | Down | 125 | |
| Cadoxton | Up | 123 | |
| Caerphilly | 1 (Bay) | 150 | |
| Caerphilly | 2 (Down) | 230 | |

OFFICIAL

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---|---|---|---|
| | | In metres | |
| 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 | |
| Cardiff Queen St | 5 (Up) | 166 | |
| Carmarthen | 1 | 210 | |
| Carmarthen | 2 | 213 | |
| Castle Bar Park | 1 | 50 | |

OFFICIAL

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---|---|---|---|
| | | In metres | |
| 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 |
| Charfield | Down | 120 | |
| Charfield | Up | 121 | |
| 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 | |
| Cwmbran | 1 | 129 | |
| Cwmbran | 2 | 129 | |

OFFICIAL

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---|---|---|---|
| | | In metres | |
| 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) | 284 | 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 | 27 | |
| Dilton Marsh | 2 | 27 | |
| 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 | |
| Ealing Broadway RL | 4 (Up Relief) | 200 | |
| Eastbrook | Down | 90 | |

OFFICIAL

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---|---|---|---|
| | | In metres | |
| Eastbrook | Up | 90 | |
| Ebbw Vale Town | Single | 150 | |
| Ebbw Vale Parkway | Single | 100 | |
| Edginswell | 1 | 125 | |
| Edginswell | 2 | 125 | |
| 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) | 302 | |
| 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) | 350 | |
| Exeter St. Davids | 6 (Up Loop) | 350 | |
| 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 | 121 | |
| Freshford | 2 | 121 | |
| 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 | |

OFFICIAL

| 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 | |

OFFICIAL

| 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 | 163 | |
| Highbridge & Burnham | 2 | 178 | |
| 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 | |

OFFICIAL

| 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 | |

OFFICIAL

| 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 | |
| Llwyngwril | Single | 53 | |
| Llwynypia | Single | 124 | |
| London Paddington | 1 (Single) | 316 | Length from the buffer stop to top of ramp |
| London Paddington | 1 (Single) | 307.6. | Length from the stop line to top of ramp |
| London Paddington | 10 (Single) | 266 | Length from the buffer stop to sign |
| London Paddington | 10 (Single) | 255.5 | Length from the stop line to sign |
| London Paddington | 11 (Single) | 302 | Length from the buffer stop to signal |
| London Paddington | 11 (Single) | 291.5 | Length from the stop line to signal |
| London Paddington | 12 (Single) | 294 | Length from the buffer stop to signal |
| London Paddington | 12 (Single) | 171.8 | Length from the stop line to signal |
| London Paddington | 14 (Single) | 147 | Length from the buffer stop to signal |
| London Paddington | 14 (Single) | 144.2 | Length from the stop line to signal |
| London Paddington | 2 (Single) | 278 | Length from the buffer stop to top of ramp |
| London Paddington | 2 (Single) | 277.6 | Length from the stop line to top of ramp |
| London Paddington | 3 (Single) | 278 | Length from the buffer stop to top of ramp |
| London Paddington | 3 (Single) | 280.6 | Length from the yellow stop line to top of ramp |
| London Paddington | 3 (Single) | 273.4 | Length from the red stop line to top of ramp |
| London Paddington | 4 (Single) | 272 | Length from the buffer stop to signal |
| London Paddington | 4 (Single) | 249.6. | Length from the stop line to signal |
| London Paddington | 5 (Single) | 272 | Length from the buffer stop to signal |
| London Paddington | 5 (Single) | 252.6 | Length from the stop line to signal |
| London Paddington | 6 (Single) | 262 | Length from the buffer stop to top of ramp |
| London Paddington | 6 (Single) | 253 | Length from the yellow stop line to top of ramp |
| London Paddington | 6 (Single) | 256 | Length from the white stop line to top of ramp |
| London Paddington | 7 (Single) | 264 | Length from the buffer stop to top of ramp |
| London Paddington | 7 (Single) | 251.3 | Length from the yellow stop line to top of ramp |
| London Paddington | 7 (Single) | 256.1 | Length from the white stop line to top of ramp |
| London Paddington | 8 (Single) | 275 | Length from the buffer stop to top of ramp |
| 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 | |

OFFICIAL

| 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 | 74 | |
| 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 | |

OFFICIAL

| 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 |
| Minffordd | Single | 118 | |
| Montpelier | Single | 132 | Usable length inside the barrier |
| Morchard Road | Single | 90 | |
| Moreton-In-Marsh | Down | 198 | |
| Moreton-in-Marsh | Up | 183 | |
| Morfa Mawddach | Single | 91 | |
| Mountain Ash | Down | 97 | |
| Mountain Ash | Up | 97 | |
| Nailsea & Backwell | 1 | 122 | |
| Nailsea & Backwell | 2 | 121 | |
| Nantwich | Down | 118 | |
| Nantwich | Up | 105 | |
| Narberth | Single | 90 | |
| Neath | 1 | 232 | |
| Neath | 2 | 182 | |
| Newbridge | 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 | 1 | 242 | |
| Newquay | 2 | 165 | |
| 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 | |

OFFICIAL

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---|---|---|---|
| | | In metres | |
| Oxford | 4 (Down) | 275 | |
| Oxford | 5 | 275 | *Once Oxford platform 5 is comissioned* |
| Paignton | 1 | 251 | |
| Paignton | 2 | 220 | |
| Pangbourne | 1 (Down Relief Line) | 149 | |
| Pangbourne (RL only) | 2 (Up Relief Line) | 149 | |
| Pantyffynnon | Single | 76 | |
| Par | 1 (Down) | 190 | |
| Par | 2(Up) | 190 | |
| Par | 3 (Branch) | 164 | |
| Par | 3 (Branch) | 138 | Top of ramp to signal |
| Parson Street | 1 | 94 | |
| Parson Street | 2 | 92 | Top of ramp to signal |
| Patchway | 1 | 121 | |
| Patchway | 2 | 121 | |
| Pembrey & Burry Port | 1 | 145 | |
| Pembrey & Burry Port | 2 | 127 | |
| Pembroke | Single | 128 | |
| Pembroke Dock | Single | 131 | |
| Penally | Single | 151 | |
| Penarth | Single | 117 | |
| Pencoed | 1 | 102 | |
| Pencoed | 2 | 112 | |
| Pengam | Down | 124 | |
| Pengam | Up | 124 | |
| Penhelig | Single | 62 | |
| Penmere | Single | 92 | |
| Penrhiwceiber | Single | 94 | |
| Penrhyndeudraeth | Single | 66 | |
| Penryn | Down | 71 | |
| Penryn | Up | 71 | |
| Pensarn | Single | 148 | |
| Pentre-Bach | Single | 142 | |
| Penychain | Single | 108 | |
| Pen-y-Bont | Single | 81 | |
| Penzance | 1 | 265 | Top of ramp to buffer stops |
| Penzance | 2 | 265 | Top of ramp to buffer stops |
| Penzance | 3 | 238 | Top of ramp to buffer stops |
| Penzance | 4 | 225 | Buffer stops to signal |
| Perranwell | Single | 90 | |
| Pewsey | 1 | 177 | |
| Pewsey | 2 | 170 | |
| Pilning | 1 | 120 | |
| Pilning | 2 | 121 | OOU – not passenger accessible |
| Pinhoe | 1 | 150 | |
| Pinhoe | 2 | 150 | |
| Plymouth | 3 (Down Bay) | 78 | |
| Plymouth | 4 (Down side) | 298 | |
| Plymouth | 5 (Single) | 300 | |
| Plymouth | 6 (Single) | 260 | |

OFFICIAL

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---|---|---|---|
| | | In metres | |
| Plymouth | 7 (Single) | 298 | |
| Plymouth | 8 (Single) | 300 | |
| Plymouth | Dock Line 2 (East End) | 171 | Top of ramp to buffer stops. ECS only |
| Plymouth | Dock Line 3 (East End) | 171 | Top of ramp to buffer stops. ECS only |
| Polsloe Bridge | Single | 184 | |
| Pontarddulais | Single | 138 | |
| Pontlottyn | Single | 127 | |
| Pontyclun | 1 | 102 | |
| Pontyclun | 2 | 102 | |
| Pontypool & New Inn | 1 | 163 | |
| Pontypool & New Inn | 2 | 163 | |
| Pontypridd | 1 | 138 | Bay platform |
| Pontypridd | 2 | 124 | Bi-directional |
| Pontypridd | 3 | 124 | |
| Port Talbot Parkway | 1 | 277 | |
| Port Talbot Parkway | 2 | 280 | |
| Porth | (Down) | 124 | |
| Porth | (Up) | 132 | Top of ramp (Pontypridd end) to signal. The platform is unusable beyond signal VR304 |
| Porthmadog | 2 Down | 142 | Bi-directional. Pwllheli end of platform fenced off |
| Porthmadog | 1 Up | 143 | Also for departures in down direction |
| Portsmouth Arms | Single | 74 | |
| Portway Park and Ride | Single | 126 | |
| Prees | Down | 83 | |
| Prees | Up | 66 | |
| Pwllheli | Single | 131* | Car Stop board (buffer stops end) to departure Block Marker 1257. (*162m to top of ramp; departure requires use of Written Order) |
| Pye Corner | Single | 145 | |
| Pyle | 1 | 108 | |
| Pyle | 2 | 108 | |
| Quaker's Yard | Single | 126 | |
| Quintrel Downs | Single | 90 | Down Direction Only |
| Quintrel Downs | Single | 74 | Up direction only. Top of ramp to stop board |
| Radley | Down | 158 | |
| Radley | Up | 158 | |
| Radyr | 1 (Down) | 124 | |
| Radyr | 2 (Up) | 108 | Bi directional |
| Radyr | 3 (Up) | 124 | |
| Reading | 1 | 124 | Top of ramp to stop blocks<br>Maximum 5 vehicles |
| Reading | 2 | 120 | Top of ramp to stop blocks<br>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 |

OFFICIAL

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---|---|---|---|
| | | In metres | |
| Reading | 9 | 255 | Between car stops |
| Reading | 9a (east) | 120 | Between car stop and rear clear |
| Reading | 9b (west) | 125 | Between car stop and rear clear |
| Reading | 10 | 240 | Between car stops |
| Reading | 10a (east) | 73 | Between car stop and rear clear |
| Reading | 10b (west) | 157 | Between car stop and rear clear |
| Reading | 11 | 272 | Between car stops |
| Reading | 11a (east) | 127 | Between car stop and rear clear |
| Reading | 11b (west) | 135 | Between car stop and rear clear |
| Reading | 12 | 272 | Between car stops |
| Reading | 12a (east) | 132 | Between car stop and rear clear |
| Reading | 12b (west) | 130 | Between car stop and rear clear |
| Reading | 13 | 272 | Between car stops |
| Reading | 13a (east) | 132 | Between car stop and rear clear |
| Reading | 13b (west) | 130 | Between car stop and rear clear |
| Reading | 14 | 272 | Between car stops |
| Reading | 14a (east) | 132 | Between car stop and rear clear |
| Reading | 14b (west) | 130 | Between car stop and rear clear |
| Reading | 15 | 272 | Between car stops |
| Reading | 15a (east) | 132 | Between car stop and rear clear |
| Reading | 15b (west) | 130 | Between car stop and rear clear |
| Reading West | 1 (Down) | 276 | |
| Reading West | 2 (Up) | 157 | |
| Reading West | 2 (Up) | 93 | Top of ramp (Westbury end) to mirror |
| Redland | Single | 120 | Usable lengths inside the barrier |
| Redruth | 1 | 169 | |
| Redruth | 2 | 173 | |
| Rhiwbina | Single | 107 | |
| Rhoose | 1 | 100 | |
| Rhoose | 2 | 100 | |
| Rhymney | Single | 127 | Top of ramp to stop board |
| Risca | 1 | 97 | |
| Risca | 2 | 97 | |
| Roche | Single | 89 | |
| Rogerstone | Single | 97 | |
| Ruabon | Down | 198 | |
| Ruabon | Up | 158 | |
| Saltash | 1 | 124 | |
| Saltash | 2 | 83 | Top of ramp to signal |
| Sandplace | Single | 30 | |
| Sarn | Single | 84 | |
| Saundersfoot | Single | 105 | |
| Sea Mills | Single | 118 | Usable lengths inside the barrier |
| 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 | |

OFFICIAL

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---|---|---|---|
| | | In metres | |
| Shiplake | Single | 173 | Top of ramp to stop board (Henley end) |
| Shiplake | Single | 105 | Top of ramp (Henley end) to nearest mirror |
| Shiplake | Single | 149 | Top of ramp (Henley end) to furthest mirror |
| Shipton | Down | 80 | |
| Shipton | Up | 56 | |
| Shirehampton | Single | 128 | Usable lengths inside the barrier |
| Shrewsbury | 3 | 263 | |
| Shrewsbury | 4 | 285 | Up |
| Shrewsbury | 4 | 308 | Down |
| Shrewsbury | 5 | 130 | |
| Shrewsbury | 6 | 130 | |
| Shrewsbury | 7 | 309 | |
| Skewen | 1 | 107 | |
| Skewen | 2 | 107 | |
| Slough | 1 (Bay) | 122 | |
| Slough | 2 (Down Main Line) | 208 | |
| Slough | 3 (Up Main Line) | 192 | |
| Slough | 4 (Down Relief Line) | 161 | |
| Slough | 5 (Up Relief Line) | 161 | |
| 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 | |
| St. Erth | 2 (Up) | 176 | |

OFFICIAL

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---|---|---|---|
| | | In metres | |
| St. Erth | 3 (Bay) | 108 | |
| 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)<br>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 | 207 | |
| Teignmouth | 2 | 177 | |
| Tenby | 1 | 150 | |
| Tenby | 2 | 150 | |
| Thatcham | 1 (down) | 170 | |
| Thatcham | 1 (down) | 147 | Top of ramp (Reading end) to CCTV camera |
| Thatcham | 2 (up) | 155 | |
| Theale | 1 (Up) | 152 | |
| Theale | 1 (Up) | 148 | Top of ramp to furthest mirror |
| Theale | 1 (Up) | 76 | Top of ramp to nearest mirror |
| Theale | 2 (Down) | 152 | |

OFFICIAL

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---|---|---|---|
| | | In metres | |
| 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 | 121 | |
| 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 | |
| Tywyn | 2 Down | 123 | Bi-directional |

OFFICIAL

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---|---|---|---|
| | | In metres | |
| 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 | 121 | |
| 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 | |
| Yatton | 2 | 121 | |

OFFICIAL

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---|---|---|---|
| | | In metres | |
| 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 |
| Llandudno | 3 | 218 | Bay. Additional 30m OOU |

OFFICIAL

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---|---|---|---|
| | | In metres | |
| 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 |

OFFICIAL

## 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 | 65 | 420 | Bi-directional between SN6161 and SN6154 |
| West Ealing No.1 | Up | 97 | 624 | Between SN216 and SN227, this is foul of sidings no.2 and 3, and blocks access to Engineers Sidings and Plasser Works |
| West Ealing No.2 | Up | 57 | 370 | GWR Lease; between SN6163 and SN6156 |
| West Ealing No.3 | Up | 57 | 370 | GWR Lease; between SN6165 and SN6158 |
| 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 Loop | Up / Down | 103 | 659 | Bi-directional |
| Up Iver Loop | Up | 185 | 1186 | T474 to T480 |
| Langley Sidings | Up | 55 | 352 | 40 clear of GF |
| Slough Up Goods Loop | Up / Down | 87 | 557 | Only for run rounds in Down direction |
| Kennet Bridge Loop | Down | 81 | 518 | |
| Kennet Bridge Loop | Up | 56 | 359 | |
| Foxhall Jn (Didcot Goods Loop) | Up | 64 | 409 | |
| Milton Jn (Steventon Loop) | Down | 226 | 1446 | |

| **GW105 UFFINGTON TO FORDGATE** | | | | |
|---|---|---|---|---|
| **LOCATION** | **DIRECTION** | **USABLE LENGTH** | | **NOTES** |
| | | **SLU** | **Metres** | |
| Stratton Green (Up Swindon Goods Loop) | Up | 89 | 569 | |
| Down Swindon (East) Goods Loop | Down | 102 | 652 | |
| Swindon Up Reception line | Up | 124 | 793 | Between Signal SW6521 and SW6512 |
| Swindon Up Main | Down | 44 | 281 | Between Signal SW1203 and SW1194, bidirectional |
| Bathampton | Up | 82 | 525 | |
| Bath Goods Loop | 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 |

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## 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 | |
| Laira Jn Goods Loop | | | | |
| 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 | Between OD9113A points AND OD2336 |
| 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 |

## GW220 OXFORD ROAD JUNCTION TO READING WEST JUNCTION

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---|---|---|---|---|
| | | SLU | Metres | |
| Reading West Jn (Up Reading West Curve) | Up | 121 | 774 | T1753 signal to clear of 8804 points |
| Oxford Road Jn (Up Reading West Curve) | Down | 110 | 704 | T2807 signal to clear of 8478 points |
| Reading West Jn (Down Reading West Curve) | Up | 123 | 787 | T1751 to clear of 8806B points |

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

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---|---|---|---|---|
| | | SLU | Metres | *Note: these differ from Table A lengths, which are signal to signal* |
| Reading (Reading Feeder Relief) | Up | 67 | 429 | T1728 signal to clear of 8803A points<br>Note: allows full use of West Curve and Up Feeder Main. |
| Oxford Road Jn (Reading Feeder Relief) | Down | 87 | 556 | Down direction T2805 signal to clear of 8456 points |
| Reading (Reading Feeder Main) | Up | 58 | 376 | T1726 signal to clear of 8807 points |
| Oxford Road Jn (Reading Feeder Main) | Down | 118 | 756 | T2803 to clear of 8445A/B points |

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## 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 | |

## GW450 STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---|---|---|---|---|
| | | SLU | Metres | |
| Horfield Jn | Down | 10 | 64 | BL. 1589 to 7015B pts |
| Horfield Jn | Down | 36 | 230 | BL. 1589 to 7012A pts |

## 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 | |

## GW520 WESTBURY EAST LOOP JN TO HAWKERIDGE JN

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---|---|---|---|---|
| | | SLU | Metres | |
| Up East Loop | Up | 80 | 512 | |
| Down East Loop | Down | 73 | 467 | |

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

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---|---|---|---|---|
| | | SLU | Metres | |
| Up Bristol Loop 'Rhubarb Curve' | Up | 29 | 186 | |
| Down Bristol Loop 'Rhubarb Curve' | Down | 29 | 186 | May be increased to 333m/52SLU with rear of train standing foul of Filton Mainlines at Dr Days Jn |

## GW560 HEYWOOD ROAD JUNCTION TO FAIRWOOD JUNCTION VIA WESTBURY

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---|---|---|---|---|
| | | SLU | Metres | |
| Westbury Up Reception | Up | 24 | 153 | W211 to W602/ clear 847pts |
| Westbury Up Reception | Up | 97 | 620 | W211 to LOS/ clear 890pts |
| Westbury Up Reception | Up | 52 | 332 | W207 to LOS/ clear 809pts |
| Westbury Down Reception | Up/Down | 95 | 608 | |

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## GW572 FROME NORTH TO WHATLEY QUARRY

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---|---|---|---|---|
| | | SLU | Metres | |
| Frome North Jn (Down Frome) | Down | 158 | 1016 | Signal W312 to block joint clear of 906pts at Clink Road Jn |
| Frome North Jn (Up Frome) | Down | 158 | 1014 | Signal W212 to signal block joint clear of 906pts at Clink Road Jn |
| Frome North Jn (Up Frome) | Up | 158 | 1016 | Signal W199 to block joint clear of 911pts at Frome North Jn |
| Frome North Jn (Up Goods Loop) | Up | 59 | 381 | Signal W297 to block joint clear of 912B pts at Frome North Jn<br>Only accessible from Whatley Quarry line |

## GW580 EAST SOMERSET JUNCTION TO CRANMORE

| TIMING POINT | DIRECTION | USABLE LENGTH | | NOTES |
|---|---|---|---|---|
| | | SLU | Metres | |
| East Somerset Junction (Branch Loop) | Down | 91 | 588 | Signal W324 to block joint clear of 941A pts |
| East Somerset Junction (Branch Loop) | Up | 95 | 610 | Signal W277 to block joint clear of 946pts |

## 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 | 88 | 563 | Bi-directional |
| Chipping Sodbury | Down | 82 | 525 | Bi-directional |
| Bristol Parkway | Up/Down (P1) | | 374 | Bi-directional, can be extended to 570m when foul of DGL access |
| Bristol Parkway | Up (P4) | 63 | 405 | Can be extended if foul of UPL |
| Bristol Parkway Up Passenger Loop | Up | 71 | 457 | Can be extended if foul of P4 |
| Bristol Parkway Up Passenger Loop | Down | 39 | 252 | |
| Bristol Parkway Down Goods Loop | Down | 67 | 431 | Cannot be extended onto Down Passenger Loop as blocks access to P2 due to interlocking |
| Pilning | Up | 209 | 1338 | Permissive standage |
| Pilning | Down | 233 | 1491 | Permissive standage |

## GW660 PAR TO NEWQUAY

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---|---|---|---|---|
| | | SLU | Metres | |
| Goss Moor Loop | | 42 | 270 | |

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## GW700 GLOUCESTER BARNWOOD JUNCTION TO SEVERN TUNNEL JUNCTION

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---|---|---|---|---|
| | | SLU | Metres | |
| Barnwood Up Loop | Up | 99 | 640 | |
| Barnwood Down Loop | Down | 79 | 512 | |
| 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 | |

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| GW900 PILNING TO FISHGUARD HARBOUR | | | | |
|---|---|---|---|---|
| **LOCATION** | **DIRECTION** | **USABLE LENGTH** | | **NOTES** |
| | | **SLU** | **Metres** | |
| Miskin | Down | 122 | 781 | |
| Pencoed | Up | 110 | 704 | |
| Tremains | Down | 193 | 1235 | |
| Stormy | Up | 67 | 429 | |
| Stormy | Down | 73 | 467 | |
| Llandeilo Jn | Up | 40 | 256 | 230 SLU including Up Reception |
| Llandeilo Jn | Down | 51 | 326 | |
| Letterston | Up/Down | 96 | 614 | Bi-directional |

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# 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
ES refers to engineering (supplementary) allowance

## 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 165/166/345/387 terminating at Maidenhead or Bourne End |
| Approaching Twyford | E | | 1 | | Applies to class 165/166/387 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 operated services unless they terminate at Didcot Parkway |
| Approaching Didcot Parkway | E | 1 | | | Allowance does not apply to class 165/166/387 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 operated services |
| Approaching Reading West or Reading High Level Jn | E | 1 | 1 | | Does not apply to class 165/166/387 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 (not travelled via GW500). |
| 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 |

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## GW174 WEST EALING TO GREENFORD WEST JUNCTION

| Timing Section | Type | | | | Remarks |
|---|---|---|---|---|---|
| | | | | | |
| **Down – Daily** | | | | | |
| | | | | | |
| Approaching Greenford | E | 1 | | | Allowance only applies to Class 165, 166 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 Hinksey North, where train has passed Didcot North Jn from beyond | E | 1 | | | |
| **Up – Daily** | | | | | |
| | | | | | |
| Approaching Didcot North Junction; does not apply when train starts from Appleford Sidings | 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 | | | |

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## 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 |
|---|---|---|---|---|---|
| | | | | | |
| **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 165/166/387s 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 | | | Does not apply to Class 7 trains from Merehead Quarry, trains from Whatley Quarry, or services starting at Frome |
| 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 Signal W305 | E | 1 | | | |

## GW510 WESTBURY NORTH JUNCTION TO BATHAMPTON JUNCTION

| Timing Section | Type | | | | Remarks |
|---|---|---|---|---|---|
| | | | | | |
| **Southbound – Daily** | | | | | |
| | | | | | |
| Approaching Hawkeridge Junction | E | 1 | | | |
| | | | | | |

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## 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 | | | |

## GW700 GLOUCESTER BARNWOOD JN TO SEVERN TUNNEL JN

| Timing Section | Type | | | | Remarks |
|---|---|---|---|---|---|
| | | | | | |
| **Up – Daily** | | | | | |
| | | | | | |
| Approaching Gloucester | E | 1 | | | 2 if terminating at Gloucester |

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

| Timing Section | Type | ML | | | Remarks |
|---|---|---|---|---|---|
| | | | | | |
| **Down – Daily** | | | | | |
| | | | | | |
| Approaching Shelwick Jn | E | 2 | | | |
| Approaching Maindee North Jn | E | 1 | | | |
| | | | | | |
| **Up – Daily** | | | | | |
| | | | | | |
| Approaching Hereford | E | 2 | | | |
| Approaching Sutton Bridge Jn | E | 1 | | | |

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## GW731 ABBEY FOREGATE JUNCTION TO WREXHAM NORTH JN

| Timing Section | Type | | | | Remarks |
|---|---|---|---|---|---|
| | | | | | |
| **Up – Daily** | | | | | |
| | | | | | |
| Approaching Shrewsbury | E | 2 | | | |
| Approaching Wrexham General | E | 2 | | | Only applies to trains terminating at Wrexham/Croes Newydd |

## GW733 SUTTON BRIDGE JN TO ABERYSTWYTH

| Timing Section | Type | ML | | | Remarks |
|---|---|---|---|---|---|
| | | | | | |
| **Down – Daily** | | | | | |
| | | | | | |
| Approaching Machynlleth | E | 1 | | | |
| Approaching Aberystwyth | E | 1 | | | |
| | | | | | |
| **Up – Daily** | | | | | |
| | | | | | |
| Approaching Machynlleth | E | 1 | | | |
| Approaching Sutton Bridge Jcn | E | 1 | | | |

## GW734 DOVEY JN TO PWLLHELI

| Timing Section | Type | | | | Remarks |
|---|---|---|---|---|---|
| | | | | | |
| **Down – Daily** | | | | | |
| | | | | | |
| Approaching Pwllheli | E | 1 | | | |
| | | | | | |
| **Up – Daily** | | | | | |
| | | | | | |
| Approaching Dovey Jn | E | 1 | | | |

## GW810 RHYMNEY TO QUEEN STREET NORTH JUNCTION

| Timing Section | Type | | | | Remarks |
|---|---|---|---|---|---|
| | | | | | |
| **Down – Daily** | | | | | |
| | | | | | |
| Approaching Queen Street | E | 1 | | | |
| | | | | | |
| **Up – Daily** | | | | | |
| | | | | | |
| Approaching Caerphilly | E | 1* | | | * Applies to trains terminating at Caerphilly only |
| Approaching Bargoed | E | 1 | | | |

## GW828 CORYTON TO HEATH JUNCTION

| | | | | | |
|---|---|---|---|---|---|
| Approaching Coryton | E | 1 | | | |

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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 | | | Excludes trains from GW900 via GW840 |
| 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 |

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## GW870 BARRY TO BRIDGEND, BARRY JUNCTION (VOG LINE)

| Timing Section | Type | | | | Remarks |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| **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 Long Dyke Jn | E | 1 | 1 | | |
| Approaching Margam Moors Jn | E | 1 | | | For trains entering Margam TC only |
| Approaching Landore Jn | E | 1 | | | Applies to trains routed towards Swansea loop West or Landore TMD only. |
| Approaching Carmarthen Jn | E | 1 | | | Can be applied approaching Carmarthen station if terminating. |
| Approaching Fishguard Harbour | E | 1 | | | To be applied approaching Fishguard and Goodwick if terminating |
| | | | | | |
| **Up – Daily** | | | | | |
| | | | | | |
| Approaching Carmarthen Bridge Jn | E | 1 | | | |
| Approaching Swansea Loop West Jn | E | 1 | | | |
| Approaching 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** | | | | | |

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| NW3015 LLANDUDNO JUNCTION TO BLAENAU FFESTINIOG | | | | | |
|---|---|---|---|---|---|
| **Timing Section** | **Type** | | | | **Remarks** |
| | | | | | |
| 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 |

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### 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.

### 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.

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# 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.