



Network Rail
Capacity Planning
The Quadrant
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9th February 2024

**Commentary on the Sussex Timetable Planning Rules 2024
Version 2.0
Final Rules for Principal Change Timetable 2025**

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

The following is a summary of changes in content from Version 2 of the December 2024 Timetable Planning Rules.

1. Introduction and General Notes

1.1 Index of Routes

No change

1.2 Sectional Appendices and Rule Book

No change

1.3 Definitions

1.3.1 Train Classification

2G – Additional wording added and also removed

2W – Additional wording added and also removed

1.3.2 Days of Operation

No change

1.3.3 Traction and Rolling Stock

No change

1.3.4 Line Codes

No change

1.3.5 Activity and Other Codes

No change

2. Route Description

2.1 Planning Geography

SO250D – Line code changes at Clapham Junction & Latchmere Junction No1

SO250D – Addition of Clapham Junction Signal TVC595

- SO500 – Additional line codes AR, DR and DSS from Selhurst
- SO500 – Removal of Departure Road, Arrival Road and Field Sidings
- SO500 – Addition of Selhurst Depot Selhurst Exit as conditional timing point
- SO500 – Addition to Notes section for Selhurst T&R.S.M.D
- SO510 – Expansion of wording for Shunt Signal T1003
- SO510 – Addition of Conditional Timing Point at Tennison Road Bridge
- SO510 – Addition of Conditional Timing Point at Selhurst Depot Gullet Road
- SO510 – Addition of Conditional Timing Point at Selhurst Depot Yard Road
- SO510 – Addition of Selhurst Field Depot Sidings
- SO510 – Addition of FA line code at Norwood Fork Junction in the Up direction
- SO510 – Removal of Fork Arrival Shunt Signal, Departure Road Signals and Arrival Road Signals
- SO510 – Addition of DEE line code at Selhurst T&R.S.M.D in the Up direction
- SO510 – Addition of USS line code at Gloucester Road Jn in Up direction
- SO650 – Addition of default (-) line code if going into Streatham Hill Sidings

2.2 Route Opening Hours

No change

3. Electrification

3.1 Electrification Limits

No change

3.2 Electrification Supply Restrictions

No change

4. Rolling Stock Restrictions

4.1 Locomotive Route Availability

No change

4.2 Passenger Stock Restrictions

No change

4.3 Freight Wagon Restrictions

No change

4.4 Freight Train Load Limits

No change

4.5 Freight Train Length Limits

No change

4.6 Driver Only Operation Limits

No change

4.7 Engineers' Trains Restrictions

No change

5. Running Times, Margins and Allowances

5.1 Sectional Running Times

Related to new Planning Geography at Selhurst Depot

5.2.1 Headways

SO500 – Addition of detail around Headways into Selhurst Depot

SO510 – Notes addition between Norwood Junction & West Croydon

5.2.2 General Capacity Constraints

No change

5.3 Junction Margins and Station Planning Rules

SO500 – London Victoria Central- Additional Junction Margin for Departures from Platforms 6-8

SO500 - London Victoria Central – Additional Junction Margins for Platforms 14 & 15

SO500 – London Victoria – Planning Note wording amendments

SO500 – Selhurst Depot – Removal of old Notes and additional detail added around Headways, Junction Margins, Length Limits, Planning Notes and Simultaneous Moves Not Permitted

SO500 – East Croydon – Removal of Planning Note around Platform 3 restrictions involving Turnbacks relating to Signal Sighting

SO500 – South Croydon – Duplicate Adjustment to Sectional Running Time removed

SO510 – London Bridge – Platform Re-Occupation margins added

SO510 – London Bridge – ECS Movements wording amendments and additional

SO510 – Norwood Junction – Simultaneous Moves Not Permitted added

SO680 – Tulse Hill – Overlap Restriction wording amendment

5.4 Platform Lengths

Removal of wording relating to Route Director

5.4.1 Loop Lengths

No change

5.5 Timing Allowances

No change

5.5.1 SX Daytime

No change

5.5.2 SX Night Time

No change

5.5.3 SO Daytime

No change

5.5.4 SO Night Time

No change

5.5.5 Sundays Daytime

No change

5.5.6 Sundays Night Time

No change

6 Timing Considerations

6.1 Advertised and Working Times

No change

6.2 Timing of Light Locomotives

No change

6.3 Two-Track Railway Timetable

No change

These represent the Timetable Planning Rules (the “Principal” Rules”) for the Final Rules for Principal Change 2025 timetable in accordance with Part D of the Network Code, Condition D2.2.3.

As per Condition D2.2.8 of Part D of the Network Code, following distribution of the Final Rules and by D-54, Timetable Participants may make representations to Network Rail in respect of any changes they propose or objections they may have to the Final Rules provided to them in accordance with D2.2.3.

Please send any responses to michael.fox@networkrail.co.uk by Friday 1st March 2024 in order that any queries and concerns can be dealt with in advance of the publication of any revision required of the Final Rules at D-59. It is appreciated that this might not be achievable in all cases and this request does not affect any timetable participant’s ability to respond after D-59 in accordance with Network Code D2.2.4 and 2.2.5.

Regards

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Timetable Planning Rules

South East Route

Sussex Area

December 2024 TIMETABLE

Version 2

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Final Rules for Principal Timetable Change 2025
9th February 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 Bids for scheduling of train paths on the Network Rail network. Separate sections of Timetable Planning Rules are prepared for each Route with a National Timetable Planning Rules document setting out procedures to be followed and other nationally applicable rules.

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

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

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

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

1.1 Index of Routes

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

| | |
|--------|---|
| SO250 | Factory Junction to Mitre Bridge Junction |
| SO250A | Grosvenor Bridge Junction to Factory Junction |
| SO250B | Battersea Pier Junction to Longhedge Junction |
| SO250C | Pouparts Junction to Longhedge Junction |
| SO250D | Falcon Junction to Latchmere Junction (No1) |
| SO500 | London Victoria to Brighton |
| SO500A | Selhurst Junction to Gloucester Road Junction |
| SO500B | Copyhold Junction to Ardingly |
| SO500C | Preston Park to Hove |
| SO510 | London Bridge to Epsom Downs |
| SO510A | Sydenham to Crystal Palace |
| SO510B | Norwood Junction to Windmill Bridge Junction |
| SO511A | Highbury and Islington to New Cross Gate (Values for TfL Infrastructure determined in conjunction with TfL – Boundaries shown in section 2.1) |
| SO511B | Canal Junction to New Cross (Values for TfL Infrastructure determined in conjunction with TfL – Boundaries shown in section 2.1) |
| SO520 | Three Bridges to Havant (via Horsham) |
| SO520A | Ford Junction to Littlehampton Junction |
| SO530 | South Croydon Junction to East Grinstead |
| SO540 | Hurst Green Junction to Uckfield |
| SO550 | Redhill to Tonbridge |
| SO560 | Redhill to Gomshall |
| SO590 | Keymer Junction to Eastbourne |
| SO600 | Willingdon Junction to Ashford International |
| SO610 | Appledore to Lydd Town |
| SO620 | Brighton to Seaford |
| SO620A | Newhaven Harbour to Newhaven Marine (Old Station) |
| SO630 | Brighton to Littlehampton |
| SO640 | Barnham to Bognor Regis |
| SO645 | Battersea Park to Peckham Rye (Atlantic Lines) |
| SO650 | Balham Junction to Beckenham Junction |
| SO650A | Bromley Junction to Norwood Junction |
| SO660 | Purley to Caterham |
| SO660A | Purley to Tattenham Corner |
| SO680 | South Bermondsey Junction to Horsham |
| SO680A | Herne Hill to Tulse Hill |
| SO680B | Tulse Hill to Leigham Junction |
| SO680C | Tulse Hill to West Norwood Junction |
| SO680D | Streatham Junction to Streatham Common |
| SO680E | Streatham North Junction to Streatham South Junction |
| SO681 | Surrey Quays (Silwood Junction) to Old Kent Road Junction (Values for TfL Infrastructure determined in conjunction with TfL – Boundaries shown in section 2.1) |
| SO700 | Streatham South Junction to Sutton (via Wimbledon) |

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 Principals |
| OTM Working of on-track machines (OTM) | 2.2 Before starting a journey | Timetable Planning Rules Section 4.6 |
| | 5.6 Carrying out a running brake test | Timetable Planning Rules Section 5.1.2 |
| P1 Single line working | 6.5 Warning anyone working on or near the line used for single line working | When planning Single Line Working |
| | 9.3 Right-direction movements | |
| | 9.4 Wrong-direction movements | |
| S1 Signals and indicators controlling train movements | | Operational Principals |
| S2 Observing and obeying fixed signals | 3.1 Passenger train at a position-light, shunt-ahead or shunting signal | Operational Principals |
| SP Speeds | 2.4 Differential permissible speed indicators | Timetable Planning Rules Section 5.1.2 |
| | 2.5 Permissible speed indicators with letters | Timetable Planning Rules 5.1.2 |

| RULE BOOK MODULE | SECTION | NOTES |
|---|---|---|
| | 2.6 Enhanced permissible speed (EPS) indicators | Timetable Planning Rules 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 Principals |
| TW2 Preparation and movement of multiple-unit passenger trains | 6.5 Carrying out a running brake test | Timetable Planning Rules Section 5.1.2 |
| TW3 Preparation and movement of locomotive hauled trains (including HSTs, push-pull, postal, parcels) | 2.1 Locomotives running light or hauling trains (Maximum speed of); | Timetable Planning Rules Section 5.1.2 |
| | 2.2 Maximum permitted speed of locomotive-hauled trains | Timetable Planning Rules Section 5.1.2 |
| | 2.3 Electric-traction speed restrictions | Timetable Planning Rules Section 5.1.2 |
| | 3.16 Carrying out a running brake test | Timetable Planning Rules Section 5.1.2 |
| | Section 14.1 Working trains with locomotives at both ends, when this type of working is permitted | Operational Principals |
| Rule Book Handbook 5 Hand Signalling Duties | Section 5.2 Entrance signal | When planning Temporary Block Working (TBW) |
| | 5.3 Exit signal | When planning Temporary Block Working (TBW) |
| | 5.4 Where TBW is divided into two sections | When planning Temporary Block Working (TBW) |

1.3 Definitions

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

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

1.3.1 Train Classification

| Classification | Description |
|----------------|---|
| 1 | Express passenger train; or Nominated postal or parcels train; or Breakdown or overhead line equipment train going to clear the line or returning from there (1Z99); or Traction unit going to assist a failed train (1Z99) or Snow plough going to clear the line (1Z99) Z headcode must NOT be used for WTT services or STP additional trains conforming to specified route codes |
| 2 | Ordinary passenger train; or Breakdown or overhead line equipment train not going to clear the line (2Z99) Officers' special train (2Z01) Z headcode must NOT be used for WTT services or STP additional trains conforming to specified route codes |
| 3 | Freight train which can run at more than 75 mph; or A parcels train; or Autumn railhead treatment train; or Empty coaching stock train if specially authorised or Sandite (M P V) Z headcode must NOT be used for WTT services or STP additional trains conforming to specified route codes |
| 4 | Freight train which can run up to 75 mph Z headcode must NOT be used for WTT services or STP additional trains conforming to specified route codes |
| 5 | Empty coaching stock train Z headcode must NOT be used for WTT services or STP additional trains conforming to specified route codes |
| 6 | Freight train which can run up to 60 mph Z headcode must NOT be used for WTT services or STP additional trains conforming to specified route codes |
| 7 | Freight train which can run up to 45 mph Z headcode must NOT be used for WTT services or STP additional trains conforming to specified route codes |
| 8 | Freight train which can run at, or is timed to run at, 35 mph or less Z headcode must NOT be used for WTT services or STP additional trains conforming to specified route codes |
| 9 | Class 373 or Class 374 train; or London Overground East London Line services and Thameslink services; or Other passenger train if specially authorized Z headcode must NOT be used for WTT services or STP additional trains conforming to specified route codes |
| 0 | Light locomotive or locomotives Z headcode must NOT be used for WTT services or STP additional trains conforming to specified route codes |

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

FOUR CHARACTER TRAIN NUMBERING SYSTEM

Inserted at the head of each timing column in the Working Timetable and Special Notices is a train number composed of four characters.

FIRST AND SECOND CHARACTER

The first character is a number indicating the classification of the train in accordance with industry standards (GE/RT8000 etc).

The second character is a letter indicating the routing or service group to which that train belongs.

The tables below indicate the passenger train numbering principals for classes 1, 2 and 9.

| TID | Class 1 services (WTT) |
|------|--|
| 1Axx | London Victoria and Brighton (fast) – not to be used for Gatwick Express services |
| 1Bxx | London Victoria/London Bridge and Bognor Regis via Horsham |
| 1Cxx | London Victoria/London Bridge and Portsmouth via Horsham (portion of 1Bxx / 1Cxx) Trains terminating at Chichester from London to be numbered in the range 1C80-99 |
| 1Dxx | London Waterloo and Dorking via Epsom (Class 2 not available) |
| 1Exx | London Bridge and Uckfield |
| 1Fxx | London Victoria/London Bridge and Eastbourne / Hastings / Ore / Seaford |
| 1Gxx | London Victoria and Gatwick Airport (Up services ODD, Down services as EVEN) |
| 1Hxx | London Victoria/London Bridge and Littlehampton via Hove |
| 1Ixx | London Victoria and Sutton / Epsom / Dorking / Horsham via Mitcham Junction (semi-fast) <i>Stops ONLY at Clapham Junction between London Victoria and Streatham North Junction, regardless of its booked line</i> |
| 1Jxx | London Bridge to Bognor via Littlehampton Trains terminating at Chichester to be numbered in the range 1J80-99 London to Brighton via Horsham and Littlehampton (STP) |
| 1Kxx | London Bridge and Epsom / Guildford via West Croydon (semi-fast) |
| 1Lxx | London Victoria and East Grinstead |
| 1Nxx | Brighton and Southampton Central via Swanwick Trains terminating at Chichester to be numbered in the range 1N80-99 |
| 1Oxx | Reading and Gatwick Airport Trains flexed to terminate at Redhill numbered in the range 1O01-10 West of England / South Wales to Brighton via Salisbury and Havant |
| 1Pxx | London Bridge and Caterham (semi-fast) |
| 1Qxx | Network Rail Test Trains |
| 1Rxx | London Victoria and Reigate |
| 1Sxx | Brighton and Portsmouth Harbour/Chichester/Havant (not via Littlehampton) Trains terminating at Chichester from Brighton to be numbered in the range 1S80-99 |
| 1Txx | London Victoria and Gatwick Airport/Three Bridges via Redhill |
| 1Uxx | Brighton and Hastings / Ore (semi-fast services) |
| 1Vxx | Gatwick Airport / Redhill and Reading Brighton and West of England / South Wales via Salisbury and Havant |
| 1Wxx | London Victoria and Brighton (Gatwick Express) (Up services ODD, Down services as EVEN) |
| 1Xxx | NOT USED |
| 1Yxx | Brighton and Southampton Central via Eastleigh London Victoria to Tattenham Corner/Caterham where 'fast' mainline services are diverted |
| 1Zxx | Special Traffic/Charter services Must NOT be used for WTT services STP additional trains not conforming to any route code |

| TID | Class 2 services (WTT) |
|---------------------|--|
| 2Axx | Redhill and Tonbridge |
| 2Bxx | Victoria and Sutton / Epsom Downs via Balham and Selhurst East/South Croydon and London Victoria via Selhurst and Balham (stopping) UP DIRECTION |
| 2Cxx | Brighton and Seaford |
| 2Dxx | Eastbourne / Hastings and Ashford International London Waterloo and Guildford via Epsom (Class 1 not available) Redhill and Gatwick Airport (Up services ODD, Down services as EVEN) |
| 2Exx | Brighton and Bognor via Littlehampton (includes terminations at Littlehampton from Brighton) Clapham Junction and Shepherds Bush (ARL services only) Oxted and Uckfield Littlehampton and Bognor Shuttles |
| 2Fxx | London Victoria and London Bridge via Crystal Palace |
| 2Gxx | Brighton and Hastings / Ore (stopping services) London Bridge and Caterham via Sydenham (stopping services) |
| 2Hxx | London Bridge and Beckenham Junction |
| 2Ixx | London Victoria and Sutton / Epsom / Dorking / Horsham via Mitcham Junction (stopping) <i>Stops at additional stations other than just Clapham Junction between London Victoria and Streatham North Junction and is booked to use the Slow Line</i> |
| 2Jxx | London Bridge and Caterham via Tulse Hill and Selhurst |
| 2Kxx | London Bridge and West Croydon or Sutton via Sydenham Bognor to Barnham Brighton to Hove (must be allocated numbers between 90 and 99) |
| 2Lxx | Brighton and Lewes Clapham Junction to Stratford via Willesden Junction |
| 2Mxx | East Croydon and Watford Junction / Hemel Hempstead |
| 2N00-79 | Brighton and Southampton via Littlehampton (includes terminations at Littlehampton from Barnham) Bognor and Littlehampton Shuttles |
| 2N80-99 | London Victoria and East Croydon / South Croydon via Norbury (Up services ODD, Down services EVEN) |
| 2Oxx (even numbers) | Reading to Redhill (stopping) |
| 2Oxx (odd numbers) | Hemel Hempstead / Watford Junction to Clapham Junction / East Croydon |
| 2Pxx | Purley and Caterham/Tattenham Corner (portion working with London Bridge services) |
| 2Qxx | Network Rail Test Trains |
| 2Rxx | Redhill and Reigate |
| 2Sxx | Brighton and Portsmouth / Havant (includes terminations at Littlehampton from Barnham) London Victoria and West Croydon via Crystal Palace |
| 2Txx | Brighton and West Worthing |
| 2Uxx | Brighton and Eastbourne |
| 2Vxx | Redhill to Reading (stopping) |
| 2Wxx | London Bridge and Streatham Hill or Sutton via Peckham Rye and Tulse Hill |
| 2Xxx | NOT USED |
| 2Yxx | Brighton and Chichester via Littlehampton Stratford to Clapham Junction via Willesden Junction |
| 2Zxx | Special Traffic Trains Must NOT be used for WTT services STP additional trains not conforming to any route code |

| TID | Class 9 services (WTT) |
|------------------------|---|
| 9Axx | East London Line to Crystal Palace |
| 9A01-89 | Thameslink STP shuttles between Plumstead / Dartford and Gillingham / Rainham when access to London Bridge is not available. |
| 9A90-99 | Thameslink LTP shuttles between Dartford and Gillingham / Rainham |
| 9Bxx | East London Line from Crystal Palace |
| 9Cxx | East London Line to West Croydon |
| 9Dxx | East London Line from West Croydon |
| 9Exx | East London Line to New Cross St Albans City and St Pancras International (all stations services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof |
| 9Fxx | East London Line from New Cross |
| 9Gxx | East London Line to Clapham Junction Bedford and St Pancras International (semi-fast services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof |
| 9Hxx | East London Line from Clapham Junction and Battersea Park Luton and St Pancras International (all stations services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof |
| 9lxx | East London Line to/from New Cross Gate |
| 9Jxx | Peterborough and Horsham via London Bridge and Redhill |
| 9K00-75 | Luton / Kentish Town and Orpington via Catford |
| 9K76-88 (even numbers) | Orpington to West Hampstead via Catford |
| 9K90-98 (even numbers) | Orpington to London Blackfriars via Catford or London Victoria via Catford (Sundays) |
| 9Lxx | Bedford and East Grinstead via London Bridge – Northbound services terminating at London Bridge (Central) must be allocated numbers between 70 and 99 |
| 9Mxx | Bedford and St Pancras International (all stations services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof East London Line services to Battersea Park |
| 9N00-21 | Bedford and Three Bridges / Brighton overnight services diverted via London Bridge (“QY” paths in WTT to match LTP 9W00-21 via Herne Hill north of Blackfriars Jn and south of Windmill Bridge Jn). |
| 9N30-99 | RESERVED FOR VSTP EMERGENCIES |
| 9O01-79 | St Albans and Sutton via Mitcham Eastfields, Sutton and St Albans via Wimbledon |
| 9O80-88 | Sutton via Wimbledon to West Hampstead, Kentish Town or Blackfriars |
| 9O90-98 | Sutton via Wimbledon to Luton or Bedford |
| 9P00-75 | Luton and Rainham or Gillingham via Woolwich Arsenal |
| 9P76-88 (even numbers) | Rainham/Gillingham to West Hampstead |
| 9P81-89 (odd numbers) | Bedford to Rainham / Gillingham (fast from St Albans) |
| 9P90-97 | Shuttle services between London Bridge and Rainham / Gillingham via-Woolwich Arsenal |
| 9P98 & 9P99 | West Hampstead and Rainham via Lewisham and Bexleyheath |
| 9Qxx | NOT USED |
| 9R00-69 | Bedford and Gatwick Airport/Three Bridges / Brighton via London Bridge and Redhill - Northbound services terminating at London Bridge (Central) must be allocated numbers between 70 and 79 and 70 to 99 SO and SUN |
| 9R80-99 | Bedford and Gatwick Airport/Three Bridges/Brighton via London Bridge and Redhill that have a maximum of four station calls between Bedford and St Pancras (applies SX) |
| 9Sxx | Cambridge and Gatwick Airport/Three Bridges/Brighton via London Bridge and Quarry Lines |

| | |
|------------------------|---|
| 9T00-9T73 | Bedford and Gatwick Airport/Three Bridges / Brighton via London Bridge and Quarry Lines - Northbound services terminating at London Bridge (Central) must be allocated numbers between 74 and 79 SX and 74 to 99 SO and SUN |
| 9T80 – 9T99 | Bedford and Brighton via London Bridge and Quarry Lines that have a maximum of four station calls between Bedford and St Pancras (applies SX) |
| 9U00-59 | Bedford and Horsham via London Bridge and Redhill |
| 9U60-99 | Bedford and Horsham via Herne Hill, Selhurst and Redhill |
| 9V01-79 | St Albans and Sutton via Wimbledon, Sutton and St Albans via Mitcham Eastfields |
| 9V80-88 | Sutton via Mitcham Eastfields to West Hampstead, Kentish Town or Blackfriars |
| 9V90-98 | Suton via Mitcham Eastfields to Luton or Bedford |
| 9W01-9W89 | Bedford and Gatwick Airport/Three Bridges / Brighton via Tulse Hill and Streatham |
| 9W90-9W99 | Horsham or Three Bridges and Peterborough via Tulse Hill and Streatham |
| 9Xxx | NOT USED |
| 9Y00-75 | Welwyn Garden City (southbound only) / Kentish Town / Blackfriars and Sevenoaks via Catford and Swanley |
| 9Y76-98 (even numbers) | Sevenoaks to Welwyn Garden City via Swanley and Catford (SX) or London Victoria via Swanley and Catford (Sundays) |
| 9Zxx | Not to be used in the WTT |

THIRD AND FOURTH CHARACTERS

Thameslink services †
Northbound Services
Southbound Services

EVEN NUMBERS*
ODD NUMBERS*

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

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

Note:

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

EMPTY COACHING STOCK MOVEMENTS

Outbound from Depot / stabling location:

5xxx where xxx = the corresponding departing train ID minus 1 (e.g. 5G07 forms 1G08)

In the event of a digit clash, the second train would take the next available digit e.g. if 07 used, 09 is the next

Incoming to Depot / stabling location:

5xnn:

Where nn = the corresponding arriving train ID plus 1 (e.g. 2B87 forms 5T88)

Where x =

VICTORIA (Departing with EVEN numbers)

T = Stewarts Lane T&RSMD

F = Streatham Hill Depot

B = Selhurst Depot via Norbury

S = Selhurst Depot via Crystal Palace

V = Victoria C.S.
H = Battersea Pier Sidings

LONDON BRIDGE (Departing with ODD numbers)

N = Stewarts Lane T&RSMD via Denmark Hill
Y = Stewarts Lane T&RSMD via any other route
J = Selhurst Depot via Tulse Hill and Norbury
G = Selhurst Depot via Forest Hill
H = Selhurst Depot via Tulse Hill and Crystal Palace
F = Streatham Hill Depot via Crystal Palace
K = Streatham Hill Depot via Tulse Hill

ANY OTHER LOCATIONS

Sussex Coast = use incoming/outgoing digits with class 5

East Croydon/Caterham/Tattenham/East Grinstead/Sutton/Epsom/Dorking to Streatham Hill Depot via Crystal Palace = 5Sxx **ODD numbers**

East Croydon/Caterham/Tattenham/East Grinstead/Sutton/Epsom/Dorking to Selhurst Depot via Fork Arrival or Norwood Junction = 5Gxx **EVEN numbers**

East Croydon/Caterham/Tattenham/East Grinstead/Sutton/Epsom/Dorking to Selhurst Depot via Selhurst station = 5Jxx **EVEN numbers**

East Croydon/Caterham/Tattenham/East Grinstead/Sutton/Epsom/Dorking to Victoria or London Bridge = 5xxx (where xxx is the next natural line of route digit, e.g. if 1P76 last train from Caterham to London Bridge, 5P78 applies to following ECS)

Exceptions:

STP planning should cancel the original and create an STP version of the train with the new digit. Care must be taken not to duplicate another train run. In the event of an insurmountable STP clash, the STP train to take 5Zxx

1.3.2 Days of Operation

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

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

1.3.3 Traction and Rolling Stock

| Abbreviation | Description |
|--------------|--------------------------|
| DMU | Any diesel multiple unit |
| ECS | Empty Coaching Stock |
| EMU | Electric multiple unit |

1.3.4 Line Codes

| Abbreviation | Description |
|--------------|-------------------------|
| 8 | No.8 Down |
| 9 | No.9 Reversible |
| 10 | No.10 Reversible |
| 11 | No.11 Reversible |
| AL | Atlantic Lines |
| BRV | Brighton Reversible |
| BRV | Bermondsey Reversible |
| CR | Carriage Road |
| DBA | Down Battersea |
| DBF | Down Brighton Fast |
| DBS | Down Brighton Slow |
| DCP | Down Crystal Palace |
| DFL | Down Fast Line |
| DHL | Down St Helier |
| DKL | Down Kensington |
| DLH | Down Loop |
| DML | Down Main |
| DPL | Down Passenger Loop |
| DSL | Down South London Line |
| DW | Down Wallington |
| DWL | Down West London |
| FL | Fast Line |
| GL | Goods Line |
| LRV | South London Reversible |
| QL | Quarry Line |
| REV | Reversible |
| RVF | Reversible Fast Line |
| RVL | Reversible Line |
| RVS | Reversible Slow Line |
| SL | Slow Line |
| SPR | Spur Line |
| SRV | Sussex Reversible |
| UBA | Up Battersea |
| UBF | Up Brighton Fast |
| UBM | Up Bermondsey Spur |
| UBS | Up Brighton Slow |
| UCP | Up Crystal Palace |
| UKL | Up Kensington |
| ULH | Up Loop |
| ULS | Up South London |
| UML | Up Main |
| UPL | Up Platform Loop |
| UPV | Up Passenger Loop |
| UHL | Up St Helier |
| USL | Up Slow Line |
| UW | Up Wallington |
| UWL | Up West London |
| UXL | Up Sussex Loop |
| WCR | West Carriage Road |

1.3.5 Activity and Other Codes

| Abbreviation | Description |
|--------------|--|
| * | Suppression of traffic stop indicator |
| -D | Train stops to detach vehicles |
| -T | Train stops to attach and detach vehicles |
| -U | Train stops to attach vehicles |
| A | Train stops or shunts for other trains ahead or to pass only. Shows as an * in WTT |
| AE | Trains stops to attach/detach assisting locomotive. |
| BL | Train stops to attach or detach a banking locomotive |
| C | Train stops to change train crew |
| D | Train only stops to set down passengers. Shows as an s in NRT |
| E | Train stops for examination |
| G | NRT data to add |
| H | Notional Activity to prevent WTT column merge |
| HH | As H, where there is a third column involved |
| K | Passenger count point |
| KC | Ticket collection and examination point |
| KE | Ticket examination point |
| KF | Ticket examination point – 1 st Class only |
| KS | Selective ticket examination point |
| L | Train stops to change locomotives |
| N | Stop not advertised to the public |
| OP | Train stops for other operating reasons |
| OR | Train locomotive on rear of train |
| PR | Train propelling between points shown |
| R | Train stops when required. Shows as an x in NRT |
| RETB | Radio Electronic Token Block |
| RM | Trains stops for a reversing movement or driver to change ends |
| RR | Train stops to allow the locomotive to 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 |
| x{ | Suppress running line information |
| { | Force running line indication |
| {} | Force path and line indications |
| } | Force path indication |
| # | Force stop with TW |

Activity Codes - Notes

1. Any passenger train that stops at a location automatically generates a T Activity unless it is suppressed.
2. If an Activity is required that removes the 'passenger stop' Activity (T, D, U and R), then the 'passenger stop' Activity must always appear in the first Activity field (e.g. T -D would be correct, -D T would not). This is because the National Rail Timetable (NRT) extract program only considers the first Activity field. If it does not find a 'passenger stop' Activity in the first field the time will not be extracted to appear in the NRT.
3. Up to 6 Activities may be shown for each event.
4. No two Activities may be duplicated at the same event.
5. At any one event, the following groups are mutually exclusive
 - a) D, U, T, N, S, TW, OP.
 - b) -D, -U, -T.
 - c) TB, TF.
 - d) KC, KE.
6. N, R, G, D and U are only valid with Train Categories XC, XD, XI, XX, XZ, OO, OW, OL, BS, BR and blank (i.e. 'advertised' services). 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, ITPS or a similar system will assume a default Activity is required unless otherwise specified. These default Activities are as follows: T for trains with a Train Category starting in X or O, OP for trains with a Train Category starting in Z or E, and -T for all other trains (but see below). The default Activity will be generated when the upload file is created.
10. If Activities U, D, N, R, OP, S, TW, -U or -D are specified then this overrides the defaults and only the specified Activities will be included in the upload file (it is not necessary to use the * suppression code if these codes are present).
11. If a traffic Activity is NOT required at a 'stop' location with Activities other than U, D, N, R, OP, S, TW, -U or -D (e.g. at 'C' or 'L' stops) then the * must be input to the ITPS or similar system train specification at that location to suppress -T or T. If the * is not added to indicate a non-traffic stop then T, -T or OP will be added to the upload file
12. If an Activity -T (only) is required on a train with a Category starting in X or O it is necessary to add a * to the spec (to suppress 'T') and positively show -T in the Activity column.

Train Service Codes

East London Line Train Service Codes

| Section | Service Code |
|---|--------------|
| Highbury and Islington to Dalston Junction | 22215003 |
| Dalston Junction to New Cross | 22218000 |
| Dalston Junction to New Cross Gate | 22218000 |
| Dalston Junction to Queens Road Peckham | 22218000 |
| New Cross Gate to Crystal Palace/West Croydon | 22215003 |
| Queens Road Peckham to Clapham Junction | 22214000 |

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 which one of more of the codes shown below in the Code column.

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

Line references shown in italics e.g. *SO500* 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 |

| SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION | | | | |
|--|-------------|--|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Factory Junction</u> | - | - | | <i>To/from Voltaire Road Junction – Refer to Kent Timetable Planning Rules - SO110 and SO645 To/from Stewarts Lane Junction - SO250A</i> |
| <u>Longhedge Junction</u> | - DKL | - RVL | | <i>To/from Pouparts Junction - SO250C To/from Stewarts Lane Junction - SO250B To/from Clapham Junction (Windsor Side) - Refer to Wessex Timetable Planning Rules - SW100D</i> |
| <u>Latchmere Junction (incorporating No 1, No 2 and No 3)</u> | DWL UWL | UWL DWL UKL DKL ULC DLC URV DRV | | <i>For ITPS purposes Latchmere Junction No 2 to be taken as the measuring point. To/from West London Junction or Clapham Junction (Windsor Side) - Refer to Wessex Timetable Planning Rules – SW100C To/from Clapham Junction (Sussex Side) - Refer to SO250D</i> |
| Imperial Wharf | DWL UWL | UWL DWL | S | |
| <u>West Brompton</u> | DWL UWL | UWL DWL | | |
| <u>Kensington (Olympia)</u> | DWL UWL | UWL DWL | | Platform detail must be shown |
| <u>Shepherds Bush</u> | DWL UWL | UWL DWL | | |
| North Pole Signal TVC813 | DWL UWL | | S | DC to AC Changeover point on Down West London |
| North Pole Signal TVC815 | DWL UWL | | S | |
| North Pole Junction | DWL UWL | UWL DWL | | Timing point for all Freight Trains, through ARL services (passenger and ECS) and for trains travelling to/from North Pole Turnback Siding. |
| North Pole (Scrubs Lane) TBS | | - | S | Timing point for all trains into and out of Siding TIPLOC NPLETB |
| North Pole Signal TVC816 | | UWL DWL | | Timing point for trains terminating at Shepherds Bush Platform 2 (Down Platform) and returning to Platform 1 (Up Platform) |
| North Pole Signal TVC818 | | UWL DWL | S | AC to DC Changeover point on Up West London |
| <u>Mitre Bridge Junction</u> | - REV | UWL DWL | | Regional boundary timing point <i>To/from Willesden West London Jn – Refer to North West & Central Timetable Planning Rules – MD166 To/from Willesden South West Sidings via the REV – Refer to North West & Central Timetable Planning Rules – MD167 To/from Willesden Junction High Level – Refer to North West & Central Timetable Planning Rules – MD160</i> |

SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------------|--------|-----|------|---|
| Grosvenor Bridge Junction | - | SL | X | Timing point for Slow lines only (Also known as Battersea Pier Junction) <i>To/from Victoria (Eastern) - Refer to Kent Timetable Planning Rules - SO110</i> |
| <u>Stewarts Lane Junction</u> | RVL | RVL | | <i>To/from Battersea Pier Junction/Longhedge Junction - SO250B</i> |
| Stewarts Lane T&R.S.M.D | - | - | | ECS moves Access controlled by TOC shunter |
| Stewarts Lane Up Goods Loop | | - | S | |
| Stewarts Lane Berthing Sidings | | - | | ECS moves. TIPLOC STWTBS |
| <u>Factory Junction</u> | AL RVL | - | | <i>To/from Voltaire Road Junction - Refer to Kent Timetable Planning Rules - SO110 To/from Longhedge Junction - SO250</i> |

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|--------------------------|-------|------|--|
| <u>Battersea Pier Junction</u> | RVL | SL | | <i>To/from London Victoria (Central) - SO500 To/from Victoria (Eastern) - Refer to Kent Timetable Planning Rules - SO110</i> |
| Battersea Loop | - | | | TIPLOC BATRSYD |
| <u>Stewarts Lane Junction</u> | RVL - | RVL - | | <i>To/from Factory Junction/Grosvenor Bridge Junction - SO250A</i> |
| Stewarts Lane T&R.S.M.D | | - | | ECS moves Access controlled by TOC shunter |
| Stewarts Lane Aggregates Terminal | | - | S | The following TIPLOCs apply: STWTDAY – Stewarts Lane Days STWTGBR – Stewarts Lane GBRf STWTLAM – Stewarts Lane Marcon RMC |
| <u>Longhedge Junction</u> | DWL DKL UWL UKL | RVL | | <i>To/from Latchmere Junction (No 3) - SO250 To/from Pouparts Junction - SO250C. To/from Clapham Junction (Windsor Side) - Refer to Wessex Timetable Planning Rules - SW100D</i> |

SO250C POUPARTS JUNCTION TO LONGHEDGE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|------|-----|------|--|
| <u>Longhedge Junction</u> | - | - | | <i>To/from Factory Junction - SO250. To/from Clapham Junction (Windsor Side) - Refer to Wessex Timetable Planning Rules - SW100D To/from Stewarts Lane Junction - SO250B</i> |
| <u>Pouparts Junction</u> | DBA | UBA | | <i>To/from Clapham Junction (Sussex Side) - SO500</i> |

| SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1) | | | | |
|--|------|------------|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Falcon Junction | - | - | | For ITPS purposes, timing point shown as Clapham Junction. <i>To/from Wandsworth Common – SO500</i> |
| Clapham Junction | DWL | - | | |
| Clapham Junction Signal TVC595 | | - | S | Use TIPLOC CLPH595 |
| Latchmere Junction (No 1) | DWL | DWL UWL | | For ITPS purposes, timing point shown as Latchmere Junction. <i>To/from Imperial Wharf - SO250</i> |

| SO500 LONDON VICTORIA TO BRIGHTON | | | | |
|--|-------------------------------|-------------------|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| London Victoria | FL SL BRV - | | | Platform detail must be shown |
| London Victoria C.H.S. | | - | | Use TIPLOC VICTCS Siding detail must be shown (S1 or S2) |
| Battersea Pier Junction | DBF DBS BRV RVL - | FL SL BRV | | <i>To/from Stewarts Lane Junction - SO250B</i> |
| Battersea Pier Staff Halt | BRV | UBF BRV | | Use TIPLOC BATRSH |
| Battersea Pier C.H.S. | | - | | Use TIPLOC BATRPHS Siding detail must be shown (S1 or S2) |
| Battersea Park | DBF DBS | UBS BRV UBF | X | Timing point for all trains on Slow Lines and crossing moves from fast lines only. Platform detail must be shown (SL) <i>To/from Factory Junction - SO645</i> |
| Clapham Junction Signal TVC141 | | UBF | S | Use TIPLOC CLPH141 |
| Pouparts Junction | DBF DBS | UBA UBF UBS | | <i>To/from Longhedge Junction - SO250C</i> |
| Clapham Junction Signal TVC587 | DBS | | S | Use TIPLOC CLPH587 |
| Clapham Junction (Sussex Side) | DBF DBS | UBF UBS | | Platform detail must be shown |
| <i>Falcon Junction</i> | | | | For ITPS purposes, timing point shown as Clapham Junction. <i>To/from Latchmere Junction (No 1) - SO250D</i> |
| Wandsworth Common | DBF DBS | UBF UBS | S | |
| Balham | DBF DBS DCP | UBF UBS | | Platform detail must be shown |
| <i>Balham Junction</i> | | | | <i>To/from Streatham Hill - SO650</i> |
| Streatham North Junction | FL SL | FL SL | | <i>To/from Streatham South Junction - SO680E</i> |

| SO500 LONDON VICTORIA TO BRIGHTON | | | | |
|--|--------------------------|--------------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Streatham Common | SL | SL | | Timing point for Slow Lines only. Platform detail must be shown (SL) <i>To/from Streatham Junction - SO680D</i> |
| Norbury | FL SL | FL SL | S | |
| Thornton Heath | FL SL | FL SL | S | |
| Selhurst Shunt Signal 1051 | SL | SL | S | USE TIPLOC SELH051 |
| Selhurst | FL SL AR DR DSS | FL SL | | Platform detail must be shown |
| Selhurst Junction | | | | <i>To/from Gloucester Road Junction - SO500A</i> |
| Selhurst Depot Selhurst Exit | | AR DR | | Use TIPLOC SLHDSRX Timing point for all services towards Selhurst station |
| Selhurst T&R.S.M.D. | | SL | | Use TIPLOC SLHRSTD ECS moves only Controlled by a depot signaller |
| Cottage Junction | | | | For planning purposes this timing point is shown as Windmill Bridge Junction <i>To/from Norwood Junction - SO510B</i> |
| Windmill Bridge Shunt Signal T1068 | SL RVF | | | Use TIPLOC WNDM068 |
| Windmill Bridge Junction | FL SL RVF | FL SL | | <i>To/from Norwood Junction - SO510B</i> |
| East Croydon Signal 1065 | RVS | FL RVF | | Shunt Signal 1065 available Use TIPLOC ECRO065 |
| East Croydon Signal 1067 | SL | SL | | Shunt Signal 1067 available Use TIPLOC ECRO067 |
| East Croydon | FL SL RVS | FL SL RVF | | Platform detail must be shown |
| East Croydon Up Siding | | FL | | Shunt Signal 1070 available Use TIPLOC ECROUS Hand points set by the driver between the two roads |
| East Croydon 1080 | RVS SL | | | Shunt signal 1080 available Use TIPLOC ECRO080 |
| East Croydon 1082 | | - | | For ECS moves to shunt between platforms at the country end of the station TIPLOC: ECRO082 |
| South Croydon | FL SL | SL RVS | | Timing point for Slow Lines only. Platform detail must be shown |
| South Croydon Junction | | | | For planning purposes, timing point shown as South Croydon. <i>To/from Sanderstead - SO530</i> |
| Purley Oaks | FL SL | FL SL | S | |
| Purley Up Slow Line Signal T1093 | SL FL | SL | | Shunt Signal available Use TIPLOC PURLUSL |
| Purley Up Fast Line Signal T1091 | | SL FL | | Shunt Signal available Use TIPLOC PURL091 |
| Purley Foster Yeoman | | | F | Signal T1097 available Use TIPLOC PURLSDG Access controlled by FOC shunter |
| Purley | FL SL | FL SL | | Platform detail must be shown. |

| SO500 LONDON VICTORIA TO BRIGHTON | | | | |
|--|-------------|-----------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | <i>To/from Chipstead Line Junction - SO660</i> |
| Stoats Nest Junction | QL SL | FL SL | | |
| Reedham Sidings | SL | SL | | Use TIPLOC REEDSGS |
| Stoats Nest Junction Signal T1109 | SL | SL | | Shunt signal available Use TIPLOC SNST109 |
| Stoats Nest Junction Signal T1110 | SL | SL | | Shunt signal available Use TIPLOC SNST110 |
| Coulsdon South | SL | SL | S | |
| Merstham | SL | SL | S | |
| Redhill Signal T1305 | SL | SL | | Shunt signal available Use TIPLOC REDH305 |
| Redhill Signal T1308 | | SL | | Shunt signal available Use TIPLOC REDH308 |
| Redhill | SL | SL | | Platform detail (which includes UML _r and DML) must be shown <i>To/from Reigate - SO560</i> <i>To/from Nutfield - SO550</i> |
| Redhill Signal T1320 | SL | SL | | Shunt signal available Use TIPLOC REDH320 |
| Earlswood Signal T1123 | SL | FL SL | | Shunt signal available Use TIPLOC EARL123 |
| Earlswood Signal T1127 | SL | FL SL | | Shunt signal available Use TIPLOC EARL127 |
| Earlswood | FL SL | QL SL | | Platform detail must be shown |
| Earlswood Signal T1136 | SL | FL SL | | Shunt signal available Use TIPLOC EARL136 |
| Salfords | SL | SL | | Timing point for all trains on slow lines only Platform detail must be shown |
| Salfords Signal T1150 | SL | | | Shunt signal available Use TIPLOC SALFD50 |
| Salfords Aggregate Sidings | | | F | Access controlled by FOC shunter Points 1697 available for moves in/out of Salfords Aggregate Sidings |
| Horley | FL SL | FL SL | S | Platform detail must be shown |
| Gatwick Airport Signal T1161 | FL | | | For ECS moves to shunt between platforms at the London end of the station TIPLOC: GTWK116 |
| Gatwick Airport Signal T1165 | SL | | | For ECS moves to shunt between platforms at the London end of the station TIPLOC: GTWK165 |
| Gatwick Airport Up Siding North | | SL | | For ECS moves to into the sidings at the London end of the station TIPLOC: GTWKUSN |
| Gatwick Airport | FL SL | FL SL | | Platform detail must be shown |
| Gatwick Airport C.H.S | - | | | Shunt signal T1174 available Siding detail must be shown (S1, S2 or S3) |
| Gatwick Airport Signal T1168 | FL | | | Shunt signal available for ECS movements Use TIPLOC GTWK168 |
| Tinsley Green Junction | FL | SL | X | |
| Crawley New Yard | | | S | Points 1737 available for moves in/out of Crawley New Yard Access controlled by FOC shunter TIPLOC CRAWGBR (GBRF) TIPLOC CRAWFYO (DBC) |

| SO500 LONDON VICTORIA TO BRIGHTON | | | | |
|--|-------------|-----------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | TIPLOC CRAWFHH (Freightliner) |
| Three Bridges Signal T1182 | SL | | | Shunt signal available for ECS movements Use TIPLOC THBD737 |
| Three Bridges Signal T1185 | SL | SL | | Shunt signal available for ECS movements Use TIPLOC THBDPL5 |
| Three Bridges Up Siding North | - | SL | | Signal T1191 available Use TIPLOC THBDUSN |
| <u>Three Bridges</u> | FL SL | FL SL | | Platform detail must be shown. Shunt signal T1183 available Use TIPLOC THBDPL3 <i>To/from Crawley - SO520</i> |
| Three Bridges Back Road | - | SL | | Signals T1192 & T1195 available Use TIPLOC THBDBRD |
| Three Bridges Up Horsham Siding | - | - | | Signal T1196 available Use TIPLOC THBDHSD |
| Three Bridges Up Thameslink Depot Entry/Exit | - | SL | | TIPLOC THBDUTE For ECS movements to/from the Depot Refers to signals TD130/TD132 for departures from London end and TD131/TD133 for arrivals at London end Controlled by a depot signaller |
| Three Bridges Up Thameslink Depot | - | - | | TIPLOC THBDUTD Three Bridges Thameslink Depot maintenance building, carriage wash, stabling roads with CET and wheel lathe |
| Three Bridges Down Thameslink Sidings Entry/Exit | - | FL | | TIPLOC THBDDTE For ECS movements to/from the Depot Refers to signals TD100 for departures from London end and TD129 for arrivals at London end Controlled by a depot signaller |
| Three Bridges Down Thameslink Sidings | - | - | | TIPLOC THBDNCS Tamper Siding, Reception road, carriage wash, stabling roads with CET and underframe clearing shed Controlled by a depot signaller |
| Three Bridges Down Sidings Signal TD127 | FL | - | | <i>TIPLOC THBD127</i> <i>Exit signal to the Down Fast from the country end</i> |
| Three Bridges Signal T1206 | FL | - | | Shunt signal for ECS movements Use TIPLOC THBD206 |
| Three Bridges Signal T1204 | SL | - | | Shunt signal for ECS movements Use TIPLOC THBD204 |
| Three Bridges Signal T1214 | - | - | | Shunt signal for ECS movements on the Down Fast accessing Down Sidings Reception Road at country end |
| Three Bridges Up Thameslink Depot Signal TD165 | SL | | | TIPLOC THBD165 Exit signal to Down Slow from country end |
| Three Bridges Signal T1218 | SL | SL | | Shunt signal for ECS movements Use TIPLOC THBD218 |
| Three Bridges Signal T288 | | - | | TIPLOC THBD288 Main aspect signal for access to the Up Thameslink Depot from country end |
| <u>Balcombe Tunnel Junction</u> | DML | FL SL | | |

| SO500 LONDON VICTORIA TO BRIGHTON | | | | |
|--|------------------------|-------------------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | UML | | | |
| Balcombe | UML DML | DML UML | S | Platform detail must be shown |
| <u>Copyhold Junction</u> | - DML DLH ULH | - DML UML | | <i>To/from Ardingly - SO500B</i> |
| Haywards Heath Signal 1225 | | - | | Shunt Signal T1225 available Use TIPLOC HYWR225 |
| Haywards Heath Up Siding North | | - | | Use TIPLOC HYWRUS Shunt Signal T1226 available Use TIPLOC HYWR226 |
| <u>Haywards Heath</u> | UML DML | UML DLH ULH | | Platform detail must be shown |
| Haywards Heath Down Siding North | | | | Shunt Signal T1227 available Use TIPLOC HYWRDSN |
| Haywards Heath Down Siding South | | | | Shunt Signals T1228 & T1231 available Use TIPLOC HYWRDSS |
| Haywards Down Neck Siding | - | - | | T1230 signal available Use TIPLOC HYWRDNK |
| Wivelsfield | DML UML | UML DML | S | Platform detail must be shown |
| <u>Keymer Junction</u> | - DML UML | - UML DML | | <i>To/from Plumpton - SO590</i> |
| <u>Burgess Hill</u> | DML UML | DML UML | | Platform detail must be shown |
| Hassocks | DML UML | DML UML | S | Platform detail must be shown |
| Preston Park Up Sidings | - | | | Signal T1241 available for Preston Park Up Sidings Use TIPLOC PRSPSDG Hand points set by the driver between the two roads |
| <u>Preston Park</u> | - CR DML | - UML DML | | Platform detail must be shown. Show CR for ECS moves to Lovers Walk T&RSMD and passenger train movements from Preston Park to Brighton along the Carriage Road (Signal Box Instruction) <i>To/from Hove - SO500C</i> |
| Preston Park Signal T1244 | | - | | Shunt Signal T1244 available Use TIPLOC PRSP244 |
| Shunt Signal 1252 | DML | UML | | Shunt Signal available for ECS movements Use TIPLOC BRGH252 |
| Lovers Walk Signal T1243 | - WCR | - CR WCR | | Shunt Signal T1243 available Use TIPLOC LOVR243 |
| Lovers Walk Signal T1246 | - WCR | - CR WCR | | Shunt Signal T1246 available Use TIPLOC LOVR246 |
| Lovers Walk Signal T1247 | - WCR | - CR WCR | | Shunt Signal T1247 available Use TIPLOC LOVR247 |
| Lovers Walk Signal T1250 | - WCR | - CR WCR | | Shunt Signal T1250 available Use TIPLOC LOVR250 |

| SO500 LONDON VICTORIA TO BRIGHTON | | | | |
|--|----------|----------------|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Lovers Walk Signal T1255 | - WCR | - CR WCR | | Shunt Signal T1255 available Use TIPLOC LOVR255 |
| Lovers Walk T&RSMD | - WCR | - CR WCR | | Show CR for ECS moves to Preston Park only Show WCR for movements to Brighton Platform 2 only Controlled by a depot signaller |
| Brighton Reception Road | - | - | | Timing point for all movements to or from Brighton Down Sidings |
| Shunt Signal 1249 | DML | UML | | Shunt Signal available for ECS movements Use TIPLOC BRGH249 |
| Brighton Down Sidings | - | - | | ECS movements to/from Brighton or Brighton Reception Road. Siding detail must be shown (1N, 1S or 2) Access controlled by TOC shunter |
| Montpelier Junction | | | | <i>To/from London Road - SO620</i> For planning purposes this timing point is shown as Brighton |
| Shunt Signal 1261 | | UML | | Shunt Signal available for ECS movements Use TIPLOC BRGH261 |
| Lovers Walk Signal 1262 | | CR | | Shunt Signal available for ECS movements Use TIPLOC LOVR262 |
| Lovers Walk Signal 1267 | | CR | | Shunt Signal available for ECS movements Use TIPLOC LOVR267 |
| Brighton Down Neck Sidings | DML - | | | Use TIPLOC BRGHDNK |
| <u>Brighton</u> | | - CR UML | | Platform detail must be shown. <i>To/from Hove - SO630</i> CR to be used for passenger train movements from Brighton to Preston Park along the Carriage Road (Signal Box Instruction) |

| SO500A SELHURST JUNCTION TO GLOUCESTER ROAD JUNCTION | | | | |
|---|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Selhurst Junction | | | | <i>To/from Selhurst - SO500</i> For planning purposes this timing point is shown as Selhurst |
| <u>Gloucester Road Junction</u> | - | - | | <i>To/from West Croydon - SO510</i> |

| SO500B COPYHOLD JUNCTION TO ARDINGLY | | | | |
|---|------|----|------|---------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Copyhold Junction</u> | - | - | | <i>To/from Haywards Heath - SO500</i> |
| Ardingly Sidings | - | | S | |
| <u>Ardingly (Goods)</u> | | - | S | |

| SO500C PRESTON PARK TO HOVE | | | | |
|------------------------------------|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Preston Park Up Sidings | - | - | | Signal T1241 available for Preston Park Up Sidings Use TIPLOC PRSPSDG Hand points set by the driver between the two roads |
| Hove Signal T674 | - | - | | Shunt Signal T674 available Use TIPLOC HOVE674 |
| <u>Preston Park</u> | - | - | | Platform detail must be shown <i>To/from Hassocks - SO500</i> |
| <u>Hove</u> | - | - | | Platform detail must be shown <i>To/from Brighton - SO630</i> <i>To/from Aldrington – SO630</i> |

| SO510 LONDON BRIDGE TO EPSOM DOWNS | | | | |
|---|---------------|-------------------|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>London Bridge (Central)</u> | 9 10 11 | | | Platform detail must be shown |
| <u>Brunswick Court Junction</u> | 9 10 11 | 9 10 11 | X | TIPLOC LNDNBCJ Timing point for trains crossing from the Kent lines only |
| <u>Abbey Street Junction</u> | 9 10 11 | 9 10 11 | | TIPLOC LNDNASJ |
| <u>Spa Road Junction</u> | SRV LRV SL | 9 10 11 | | |
| <u>South Bermondsey Junction</u> | BRV | ULS LRV | | Timing point for services using: BRV (in the down direction) or; ULS or LRV (in the up direction) <i>To/from South Bermondsey - SO680</i> |
| <u>Bricklayers Arms Junction</u> | FL SL | BRV UBM SRV | | |
| Up Sussex Loop | - | - | | TIPLOC NEWXUCS |
| New Cross Gate Shunt Signal TL5127 | | - | | Use TIPLOC NEWX127 |
| New Cross Gate Shunt Signal TL5129 | FL SL | FL SL | | Use TIPLOC NEWX129 |
| <u>New Cross Gate</u> | FL SL | FL SL UXL | | TIPLOC NEWXGEL applies to Platform 1 (London Overground services) |
| New Cross Gate Signal TL5138 | FL SL | | | Use TIPLOC NEWX138 |
| New Cross Gate Signal TL5140 | SL | | | Use TIPLOC NEWX584 |
| Brockley | SL | SL | S | |
| Honor Oak Park | SL | SL | S | |
| Forest Hill | SL | SL | S X | Timing point for trains from Down Fast to Down Slow line only |
| <u>Sydenham</u> | FL SL | FL SL | | <i>To/from Crystal Palace - SO510A</i> |
| Penge West | SL | SL | S | |

| SO510 LONDON BRIDGE TO EPSOM DOWNS | | | | |
|---|-----------------------|-----------------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Anerley | SL | SL | S | |
| Norwood Junction Shunt Signal T1003 | | FL SL | | Use TIPLOC NORWD03 |
| Norwood Junction | FL SL – NEE | FL SL | | Platform detail must be shown. <i>To/from Windmill Bridge Junction - SO510B</i> <i>To/from Bromley Junction - SO650A</i> |
| Norwood Junction Shunt Signal T1016 | SL | FL SL | | Use TIPLOC NORWD16 |
| Norwood Junction Shunt Signal T1008 | SL | | | Use TIPLOC NORWD08 |
| Norwood Junction Shunt Signal T1010 | SL FL | | | Use TIPLOC NORWD10 |
| Norwood Junction Perturbation Sidings Shunt Signal T1017 | FL SL - | FL SL | | Use TIPLOC NORWD17 |
| Norwood Junction Perturbation Sidings Shunt Signal T1018 | FL SL - | FL SL | | Use TIPLOC NORWD18 |
| Norwood Perturbation Sidings | FL SL - | FL SL | | Stabling not allowed – turnback moves only Use TIPLOC NORWDDY Entry via 1520 points only |
| Selhurst Depot Tennison Road Bridge | AR DR DEE | AR DR NEE | | Use TIPLOC SLHDTRB Required for trains from Selhurst station |
| Selhurst Depot Gullet Road | DR | - | | Use TIPLOC SLHDGUL Required for all trains arrive / pass Gullet Road |
| Selhurst Depot Yard Roads | AR | | | Use TIPLOC SLHDYRD Required for all trains reversing at Selhurst Depot Yard Roads Siding detail must be shown (YD1 or YD2) |
| Selhurst Depot Field Sidings | | FA DR | | Use TIPLOC SLHRSTF Siding detail must be shown (S1, S2 or S3) |
| Norwood Fork Junction | SL | FL SL FA | X | Timing point for all Up direction services |
| Selhurst T&R.S.M.D. | | DEE | | Use TIPLOC SLHRSTD ECS moves only |
| Gloucester Road Junction | - | - USS | | <i>To/from Selhurst Junction - SO500A</i> |
| West Croydon | - | - | | Platform detail must be shown |
| West Croydon Turnback Siding | - | - | | Shunt Signal T1048 available on the Down Wallington – Use TIPLOC WCRO048 |
| Oakfield Siding | - | - | | Shunt signal available at siding Use TIPLOC WCROYOS |
| West Croydon Signal T1041 | | - | | Shunt signal T1041 available on Up Wallington – Use TIPLOC WCRO041 |
| Waddon | - | - | S | |
| Wallington | - | - | | |
| Carshalton Beeches | - | - | S | |
| Sutton | SINGLE | - | | Platform detail must be shown <i>To/from Carshalton/Cheam - SO680</i> <i>To/from West Sutton - SO700</i> |
| Belmont | SINGLE | SINGLE | S | |
| Banstead | SINGLE | SINGLE | S | |

SO510 LONDON BRIDGE TO EPSOM DOWNS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------|------|--------|------|-------|
| <u>Epsom Downs</u> | | SINGLE | | |

SO510A SYDENHAM TO CRYSTAL PALACE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------|------|-------|------|--|
| <u>Crystal Palace</u> | - | - | | Platform detail must be shown <i>To/from Gipsy Hill - SO650</i> |
| Sydenham Junction | - | - | | For planning purposes this timing point is shown as Sydenham |
| <u>Sydenham</u> | | FL SL | | <i>To/from Crystal Palace - SO510A</i> |

SO510B NORWOOD JUNCTION TO WINDMILL BRIDGE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|--------------|-------|------|---|
| <u>Norwood Junction</u> | FL SL | FL SL | | Platform detail must be shown <i>To/from Anerley - SO510</i> <i>To/from Bromley Junction - SO650A</i> |
| Norwood Junction Shunt Signal T1016 | SL | FL SL | | Use TIPLOC NORWD16 |
| Norwood Junction Shunt Signal T1008 | SL | | | Use TIPLOC NORWD08 |
| Norwood Junction Shunt Signal T1010 | SL FL | | | Use TIPLOC NORWD10 |
| Norwood Junction Perturbation Sidings Shunt Signal T1017 | FL SL - | FL SL | | Use TIPLOC NORWD17 |
| Norwood Junction Perturbation Sidings Shunt Signal T1018 | FL SL - | FL SL | | Use TIPLOC NORWD18 |
| Norwood Perturbation Sidings | FL SL - | FL SL | | Stabling not allowed – turnback moves only Use TIPLOC NORWDDY Entry via 1520 points only |
| <u>Norwood Fork Junction</u> | SL | FL SL | X | Timing point for all Up direction services |
| <u>Windmill Bridge Junction</u> | FL SL RVF | FL SL | | <i>To/from East Croydon - SO500</i> |

SO511A Highbury and Islington to New Cross Gate

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------|------|----|------|--|
| <u>Highbury and Islington</u> | - | - | | <i>To Highbury Transfer Track Up Direction and from Highbury Transfer Track Down Direction – Refer to Anglia Timetable Planning Rules – Route EA1320</i> Platform detail must be shown. TIPLOC HIGHBYE applies to East London Line services using Platforms 1 and 2 TIPLOC HIGHBYA applies to this timing point on route EA1320 |
| Canonbury | - | - | S | Platform detail must be shown. TIPLOC CNNBELL applies to East London Line services using Platforms 1 and 2 |

| SO511A Highbury and Islington to New Cross Gate | | | | |
|--|-------|-----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | TIPLOC CNNB applies to this timing point on Route EA1320 |
| <u>TfL/NR Boundary</u> | - | - | | TIPLOC ELLBNLL |
| <u>Dalston Junction</u> | - | - | | Platform detail must be shown |
| <u>Haggerston</u> | - | - | | |
| Hoxton | - | - | S | |
| Shoreditch High Street | - | - | S | |
| Whitechapel | - | - | S | |
| Shadwell Crossover | - | | | Timing point only for reversals of Up trains arriving or Down trains departing. Track code detail must be shown: UEL for Up East London DEL for Down East London |
| <u>Shadwell</u> | - | - | | Platform detail must be shown for trains commencing or finishing their journey at this location |
| Wapping | - | - | S | |
| Rotherhithe | - | - | S | |
| <u>Canada Water</u> | - | - | | Platform detail must be shown for trains commencing or finishing their journey at this location |
| Canada Water Crossover | | - | S | Timing point only for reversals of Down trains arriving or Up trains departing Track code detail must be shown: UEL for Up East London DEL for Down East London |
| Surrey Quays | - | - | S | |
| <u>Surrey Quays Silwood Junction</u> | - | - | | <i>To/From Old Kent Road Junction – SO681</i> |
| Silwood Sidings | - | - | S | ECS moves only |
| <u>Canal Junction</u> | - RVL | - | | <i>To/From New Cross – SO511B</i> |
| New Cross Gate Depot Washer Road | | | S | |
| New Cross Gate CSD | - | - | S | |
| New Cross Gate Maintenance Facility | - | - | S | |
| <u>New Cross Gate North Junction</u> | - | RVL | | |
| New Cross Gate Depot Headshunt | | | S | |
| <i>TfL /NR Boundary Up</i> | | | | <i>From New Cross Gate - SO510</i> |
| <u>New Cross Gate</u> | - | - | | Platform detail must be shown TIPLOC NEWXGEL applies to East London Line services using Platform 1 TIPLOC NEWXGTE applies to this timing point on SO510 |
| <i>TfL/ NR Boundary Down</i> | | | | <i>To Brockley - SO510</i> |

| SO511B Canal Junction to New Cross | | | | |
|---|--------|--------|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Canal Junction</u> | - | - | | <i>To/From Surrey Quays Silwood Junction – SO511A</i> |
| <u>Rolt Street Junction</u> | SINGLE | - | | |
| <u>New Cross</u> | | SINGLE | | |

| SO520 THREE BRIDGES TO HAVANT (VIA HORSHAM) | | | | |
|--|-------------|-----------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Three Bridges</u> | - | FL SL | | Platform detail must be shown. <i>To/from Gatwick Airport - SO500</i> |
| Three Bridges Tilgate Sidings Entry/Exit | - | - | | TIPLOC THBDTGE Refers to entry signal TD135 and exit signal TD98 |
| Three Bridges Tilgate Sidings | | - | | TIPLOC THBDTGS Access is only available to/from Three Bridges platforms 2 and 3 Controlled by a depot signaller Siding detail must be shown (S1, S2, S3, S4 or S5) |
| Three Bridges Signal T1200 | - | - | | Shunt signal available for ECS movements Use TIPLOC THBD200 |
| Three Bridges Signal T1201 | - | - | | Shunt signal available for ECS movements Use TIPLOC THBD201 |
| <u>Crawley</u> | - | - | | |
| Ifield | - | - | S | |
| Faygate | - | - | S | |
| <u>Littlehaven</u> | - | - | | |
| Horsham Down Branch Sidings | - | | | TIPLOC HORSBS Siding detail must be shown (S1, S2, S3 or S4) |
| Horsham Carriage Sidings | | | | TIPLOC HORSDS Siding detail must be shown (S1, S2 or S3) |
| <u>Horsham</u> | - | - | | Platform detail must be shown. <i>To/from Warnham - SO680</i> |
| Horsham Down Siding South | - | | S | TIPLOC HORSMS For ECS movements to/from Horsham Carriage Sidings |
| Horsham Up Sidings South | | - | S | TIPLOC HORSUS For ECS movements to/from Horsham Up Sidings South |
| Christ's Hospital | - | - | S | |
| <u>Billingshurst</u> | - | - | | |
| <u>Pulborough</u> | - | - | | |
| Amberley | - | - | S | |
| Arundel Shunt Signal 50 | | - | | For ECS moves to shunt between platforms TIPLOC: ARUN50 |
| Arundel | - | - | S | |
| <u>Arundel Junction</u> | - | - | | <i>To/from Angmering - SO630</i> <i>To/from – Littlehampton Junction – SO630</i> |
| <i>Ford Junction</i> | | - | | <i>To/from Littlehampton Junction - SO520A</i> <i>For planning purposes this timing point is shown as Ford</i> |
| <u>Ford</u> | - | - | | Platform detail must be shown |
| <u>Barnham</u> | - | - | | Platform detail must be shown <i>To/from Bognor Regis - SO640</i> |
| <u>Chichester</u> | - | - | | Platform detail must be shown |
| Chichester Reception 1 | - | - | S | Use TIPLOC CHCHSTY |

SO520 THREE BRIDGES TO HAVANT (VIA HORSHAM)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------------|------|----|------|---|
| Chichester Yard Stone Terminal Road | - | - | S | TIPLOC CHCHGBR (GBRF) TIPLOC CHCHDBC (DBC) TIPLOC CHCHFHH (Freightliner) |
| Fishbourne | - | - | S | |
| Bosham | - | - | S | |
| Nutbourne | - | - | S | |
| Southbourne | - | - | S | |
| Emsworth | - | - | | |
| Warblington | - | - | S | |
| Havant Signal HT501 | - | | S | TIPLOC HAVA501 |
| Havant | - | - | | Platform detail must be shown <i>To/from Bedhampton - Refer to Wessex Timetable Planning Rules - SW110</i> |

SO520A FORD JUNCTION TO LITTLEHAMPTON JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------|------|----|------|--|
| <i>Ford Junction</i> | | | | <i>To/from Ford - SO520 For planning purposes this timing point is shown as Ford</i> |
| Littlehampton Junction | - | - | | <i>To/from Littlehampton - SO630</i> |

SO530 SOUTH CROYDON JUNCTION TO EAST GRINSTEAD

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------|------|----|------|--|
| <i>South Croydon Junction</i> | | | | <i>To/from South Croydon - SO500 For planning purposes this timing point is shown as South Croydon</i> |
| Sanderstead Shunt Signal | - | - | | Use TIPLOC SDSD359 |
| Sanderstead | - | - | | |
| Sanderstead Signal T1356 | - | - | | Shunt signal T1356 available USE TIPLOC SDSD356 |
| Riddlesdown | - | - | S | |
| Upper Warlingham | - | - | S | Platform detail must be shown |
| Woldingham | - | - | S | Platform detail must be shown |
| Oxted | - | - | | Platform detail must be shown |
| Hurst Green | - | - | | Platform detail must be shown |
| <i>Hurst Green Junction</i> | - | - | | <i>To/from Edenbridge Town - SO540 For planning purposes this timing point is shown as Hurst Green</i> |
| Lingfield | - | - | S | |
| Dormans | - | - | S | |
| East Grinstead | | - | | Platform detail must be shown |

| SO540 HURST GREEN JUNCTION TO UCKFIELD | | | | |
|---|-------------|-----------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <i>Hurst Green Junction</i> | - | - | | <i>To/from Hurst Green - SO530 For planning purposes this timing point is shown as Hurst Green</i> |
| Edenbridge Town | - | - | S | |
| Hever | - | - | | |
| Cowden | - | - | S | |
| Blackham Junction | - | - | | |
| Ashurst | - | - | S | |
| Ashurst Junction | - | - | | |
| Eridge | - | - | S | |
| Crowborough | - | - | | |
| Greenhurst Junction | - | - | | |
| Buxted | - | - | S | |
| Uckfield | - | - | | |

| SO550 REDHILL TO TONBRIDGE | | | | |
|-----------------------------------|-------------|-----------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Redhill</u> | - | SL | | Platform detail (includes DML and UML) must be shown <i>To/from Stoats Nest Junction - SO500</i> <i>To/from Earlswood – SO500</i> <i>To/from Reigate - SO560</i> |
| Redhill Signal 1316 | - | - | | Shunt signal available for ECS movements and into the Up Tonbridge Goods Loop Use TIPLOC REDH316 |
| Redhill LHS | | - | | Hand Points set by the driver between roads |
| Redhill Up Tonbridge Siding | | - | S | TIPLOC REDHUGL. Timing point for trains to and from the siding. |
| Redhill Signal 1336 | - | - | | Shunt signal available for ECS movements and into the Up Tonbridge Goods Loop Use TIPLOC REDH336 |
| Nutfield | - | - | S | |
| Godstone Ground Frame | - | - | | Access controlled by FOC shunter and groundframe operator Use TIPLOC GODSTGF |
| <u>Godstone</u> | - | - | | |
| Edenbridge Ground Frame | - | - | S | Access controlled by FOC shunter and groundframe operator Use TIPLOC EDNBGF |
| <u>Edenbridge</u> | - | - | | |
| Penshurst | - | - | S | |
| Leigh | - | - | S | |
| Tonbridge West Yard | - | - | S | Access controlled by FOC shunter TIPLOC TONBDWG (GBRf) TIPLOC TONBDWY |
| Tonbridge Signal 525 | | | S | |
| Tonbridge Jubilee Sidings | | | | Timing point for trains to and from Jubilee Sidings. Siding numbers to be shown. Access controlled by TOC shunter |
| <u>Tonbridge</u> | - | - | | Platform detail must be shown <i>To/from Paddock Wood - Refer to Kent Timetable Planning Rules - SO130</i> <i>To/from Tunbridge Wells - Refer to Kent Timetable Planning Rules - SO170</i> |

SO560 REDHILL TO GOMSHALL

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------|----|------|---|
| <u>Redhill</u> | - | SL | | Platform detail (includes DML and UML) must be shown. <i>To/from Stoats Nest Junction - SO500</i> <i>To/from Earlswood – SO500</i> <i>To/from Nutfield - SO550</i> |
| Redhill Signal 1322 | - | - | | Shunt signal available for ECS movements Use TIPLOC REDH322 |
| Reigate C.H.S | - | | | Down Siding available Use TIPLOC REIGCHS |
| Reigate Signal RG17 | - | - | | Shunt signal available for ECS movements Use TIPLOC REIG17 |
| <u>Reigate</u> | - | - | | |
| <u>Betchworth</u> | - | - | | Timing point for all Down direction services and Up stopping services |
| Dorking Deepdene | - | - | S | Platform detail must be shown |
| <u>Dorking West</u> | - | - | | |
| <u>Gomshall</u> | - | - | | <i>To/from Chilworth – Refer to Wessex Timetable Planning Rules - SW300</i> |

SO590 KEYMER JUNCTION TO EASTBOURNE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------|------|------------|------|--|
| <u>Keymer Junction</u> | - | UML DML | | <i>To/from Wivelsfield – SO500</i> |
| Plumpton | - | - | S | |
| Cooksbridge | - | - | S | |
| <u>Lewes</u> | - | - | | Platform detail must be shown <i>To/from Falmer - SO620</i> |
| <u>Southerham Junction</u> | - | - | | <i>To/from Southease - SO620</i> |
| Glynde | - | - | S | |
| Berwick | - | - | S | |
| Polegate Shunt Signal 1373 | - | | | For ECS moves to shunt between platforms TIPLOC: POLG373 |
| <u>Polegate</u> | - | - | | |
| <u>Willingdon Junction</u> | - | - | | <i>To/from Pevensy and Westham - SO600</i> |
| <u>Hampden Park</u> | - | - | | Platform detail must be shown |
| Eastbourne Up Carriage Sidings | - | - | | Use TIPLOC EBOUCS |
| Eastbourne Spike Siding | - | - | | Use TIPLOC EBOUSPS |
| Eastbourne Sidings | - | - | | Access controlled by TOC Shunter Use TIPLOC EBOUSID Siding detail must be shown (S1, S2, S3, S4, S5 or S6) |
| Eastbourne Shunt Signal 501 | - | | | For ECS moves to shunt within Up Carriage Siding TIPLOC: EBOU501 |
| Eastbourne Shunt Signal 503 | - | | | For ECS moves to shunt between platforms TIPLOC: EBOU503 |
| <u>Eastbourne</u> | | - | | Platform detail must be shown |

| SO600 WILLINGDON JUNCTION TO ASHFORD INTERNATIONAL | | | | |
|---|-------------|-----------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Willingdon Junction | - | - | | <i>To/from Hampden Park - SO590</i> |
| Pevensey and Westham | - | - | | |
| Pevensey Bay | - | - | S | |
| Normans Bay | - | - | S | |
| Cooden Beach | - | - | S | |
| Collington | - | - | S | |
| Bexhill | - | - | | Platform detail must be shown |
| St Leonards Signal BJ42 | - | - | | TIPLOC STLN42 For ECS moves from St Leonards Railway Engineering or St Leonards Shunt Neck heading towards Bexhill |
| St Leonards CWM/CET Road | - | - | | TIPLOC STLNCET Timing point for ECS moves routed via the Carriage Washer Road |
| St Leonards Shunt Neck | - | | | Timing point for ECS moves to the Carriage Servicing Depot |
| St Leonards Railway Engineering | | | | ECS or light engine moves only |
| St Leonards West Marina Carriage Servicing Depot (CSD) | - | | | ECS moves only Access controlled by TOC shunter |
| Bopeep Junction | - | - | | <i>To/from West St Leonards - Refer to Kent Timetable Planning Rules - SO170</i> |
| St Leonards Warrior Square | - | - | | Platform detail must be shown |
| Hastings | - | - | | <i>To/from Ore - Platform detail must be shown To/from Bopeep Junction</i> |
| Hastings Park Sidings | | | | Timing point for trains into and out of the Sidings Use TIPLOC HASTPSD Access controlled by station shunter |
| <i>Hastings Signal EDL70</i> | - | - | S | |
| Hastings Goods Sidings | - | - | S | |
| Ore | - | - | | Platform detail must be shown |
| Ore Sidings | - | - | | Stabling not allowed – turnback moves only Use TIPLOC OREESDG |
| Three Oaks | - | - | S | |
| Doleham | - | - | S | |
| Winchelsea | - | - | S | |
| Rye | - | - | | Passing Point |
| Appledore | - | - | | <i>To/from Lydd Town</i> |
| Ham Street | - | - | S | |
| Ashford International | - | - | | Platform detail must be shown TIPLOC ASHFKY is used for trains on platforms 1, 2, 5 & 6 and the through lines TIPLOC ASHFKI is used for trains on platforms 3 and 4 only <i>To/from Charing - SO140 To/from Wye - SO220</i> |

SO610 APPLIEDORE TO LYDD TOWN

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------|----------|----------|------|-------------------------------------|
| Appledore | (Single) | - | | To/from Ham Street – Refer to SO600 |
| Lydd Town | (Single) | (Single) | | |
| Dungeness CEGB | | (Single) | S | |

SO620 BRIGHTON TO SEAFORD

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|------|----|------|--|
| Brighton | - | | | Platform detail must be shown. To/from Preston Park – SO500 To/from Hove - SO630 |
| <i>Montpelier Junction</i> | | | | For planning purposes this timing point is shown as Brighton |
| London Road | - | - | S | |
| Moulsecomb | - | - | S | |
| Falmer | - | - | | |
| Lewes | - | - | | Platform detail must be shown. To/from Cooksbridge - SO590 |
| Southerham Junction | - | - | | To/from Glynde - SO590 |
| Southeast-Signal TLW17 | - | | | Use TIPLOC SESA17 Timing point for all Down direction services |
| Southeast | - | - | S | |
| Southeast Signal TLW20 | | - | | Use TIPLOC SESA20 Timing point for all Up direction services |
| Newhaven Town Yard Junction | - | - | X | Timing point for trains to/from Newhaven Town Yard USE TIPLOC NEWHVTJ |
| Newhaven Town Yard | - | - | S | |
| Newhaven Town | - | - | | |
| Newhaven Harbour | - | - | | |
| <i>Newhaven Harbour Junction</i> | - | - | | To/from Newhaven Marine - SO620A For planning purposes this timing point is shown as Newhaven Harbour |
| Bishopstone | - | - | S | |
| Seaford | | - | | |

SO620A NEWHAVEN HARBOUR TO NEWHAVEN MARINE (OLD STATION)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------------|------|----|------|---|
| <i>Newhaven Harbour Junction</i> | - | - | | To/from Newhaven Town - SO620 For planning purposes this timing point is shown as Newhaven Harbour |
| Newhaven Marine (Old Station) | - | - | | |
| Newhaven Marine Sidings | | - | S | TIPLOC NEWHVMS (GBRF) TIPLOC NEWHVMD (DBC) TIPLOC NEWHVMS |

| SO630 BRIGHTON TO LITTLEHAMPTON | | | | |
|--|-------------|-----------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Brighton</u> | - WCR | | | Platform detail must be shown <i>To/from Preston Park - SO500</i> <i>To/from London Road – SO620</i> <i>Line code WCR is required for movements between Platform 2 and Lovers Walk Depot</i> |
| Brighton West Carriage Road Signal T1277 | - WCR | | | Use TIPLOC BRGH277 |
| Brighton West Carriage Road Signal L38 | - WCR | | | Use TIPLOC BRGHL38 |
| Brighton West Carriage Road Signal T1279 | - WCR | | | Use TIPLOC BRGH279 |
| Brighton Wall Siding | - | - | | Shunt Signal T1281 available Use TIPLOC BRGHWS Siding detail must be shown (S1, S2 or S3) |
| Brighton Signal T1280 | - | - | | Shunt Signal T1280 available Use TIPLOC BRGH280 |
| Hove Signal T672 | | - | | Shunt Signal T672 available Use TIPLOC HOVE672 |
| Hove Yard | - | - | | Signal T676 available USE TIPLOC HOVEYD Controlled by shunters release and is not continuously staffed by the TOC Siding detail must be shown (S1, S2, S3, S4, S5 or S6) |
| <u>Hove</u> | - | - | | Platform detail must be shown. <i>To/from Preston Park - SO500C</i> |
| Hove Up Sidings | - | - | | ECS moves. TIPLOC HOVEUSG |
| Hove Signal 1400 | - | - | | Shunt Signal 1400 available Use TIPLOC HOVE400 |
| Aldrington | - | - | S | |
| Portslade | - | - | S | |
| Fishersgate | - | - | S | |
| Southwick | - | - | S | |
| <u>Shoreham by Sea</u> | - | - | | Platform detail must be shown |
| Lancing | - | - | S | |
| East Worthing | - | - | S | Platform detail must be shown |
| <u>Worthing</u> | - | - | | Platform detail must be shown |
| <u>West Worthing</u> | - | - | | |
| West Worthing Shed | - | - | | Access controlled by a shunter (site has no leaseholder) Use TIPLOC WWRTHND |
| West Worthing Middle Siding | | - | S | TIPLOC WWRTHMS ECS movements to/from the Middle Siding |
| Durrington on Sea | - | - | S | |
| Goring by Sea | - | - | S | |
| <u>Angmering</u> | - | - | | |

| SO630 BRIGHTON TO LITTLEHAMPTON | | | | |
|--|-------------|-----------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Angmering Ground Frame | - | | | For ECS moves to shunt between platforms TIPLOC: ANGMGF |
| <u>Arundel Junction</u> | - | - | | <i>To/from Arundel - SO520</i> <i>To/from Ford Junction – SO520</i> |
| <u>Littlehampton Junction</u> | - | - | | <i>To/from Ford Junction - SO520A</i> |
| <u>Littlehampton</u> | | - | | Platform detail must be shown |
| Littlehampton Washer Road | - | - | | Use TIPLOC LTLHWSR |
| Littlehampton Signal LH11 | - | - | | Use TIPLOC LTLH11 |
| Littlehampton Shed | - | - | | TIPLOC LTLHSHD to be used for train stabling on Shed Road 1 to 3 Access controlled by TOC shunter Siding detail must be shown (S1, S2 or S3) |
| Littlehampton Up Sidings 3 & 4 | - | - | | TIPLOC LTLHOSH to be used for trains stabling on the Up sidings 3 & 4 alongside Littlehampton Shed and for access to Up Sidings 1 & 2 Access controlled by TOC shunter Siding detail must be shown (S3 or S4) |
| Littlehampton Up Sidings 1 & 2 | - | - | | TIPLOC LTLHUPS to be used for train stabling on Up Sidings 1 & 2 Access controlled by TOC shunter Siding detail must be shown (S1 or S2) |

| SO640 BARNHAM TO BOGNOR REGIS | | | | |
|--------------------------------------|-------------|-----------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Barnham</u> | - | - | | Platform detail must be shown. <i>To/from Ford - SO520</i> |
| <u>Bognor Signal BR14</u> | | - | | Use TIPLOC BOGNS14 Timing Point for all Up direction services |
| Bognor Regis Sidings | - | - | | Access controlled by TOC shunter Use TIPLOC BOGNSID Siding detail must be shown (S1, S2 or S3) |
| <u>Bognor Regis</u> | | - | | Platform detail must be shown |

| SO645 BATTERSEA PARK TO PECKHAM RYE (ATLANTIC LINES) | | | | |
|---|-------------|-----------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Battersea Park | AL | | | |
| <u>Factory Junction</u> | RVL AL | AL | | To/from Longhedge Junction - SO250 To/from Stewarts Lane Junction - SO250A To/from Grosvenor Bridge Junction - Refer to Kent Timetable Planning Rules - SO110 |
| Wandsworth Road | AL | AL | S | Platform detail must be shown |
| <u>Voltaire Road Junction</u> | AL | AL | | |
| Clapham High Street | AL | AL | S | Platform detail must be shown |
| Shepherds Lane Junction | AL | AL | X | Timing point for trains to/from Brixton. To/from Brixton - Refer to Kent Timetable Planning Rules - SO110 To/from Brixton Junction - Refer to Kent Timetable Planning Rules - SO260 |
| <u>Denmark Hill</u> | AL | AL | | Platform detail must be shown |
| <u>Crofton Road Junction</u> | AL | AL | | To/from Nunhead - SO260 |
| <u>Peckham Rye</u> | - | - | | Platform detail must be shown To/from South Bermondsey Junction - SO680 To/from East Dulwich – SO680 |

| SO650 BALHAM JUNCTION TO BECKENHAM JUNCTION | | | | |
|--|-------------|-----------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <i>Balham Junction</i> | | | | To/from Balham - SO500 |
| Streatham Hill Signal 658 | - | - | | TIPLOC STRH658 Required for all ECS movements from Streatham Hill Up Siding West towards Balham. Reversing point for movements to / from Streatham Hill Shed via Up West Siding |
| Streatham Hill Up Siding West | - | - | | TIPLOC STRHUSW Timing point for ECS moves to / from Streatham Hill Shed Access controlled by TOC shunter Siding detail must be shown (1 or 2) |
| Streatham Hill Up Siding East | | - | | TIPLOC STRHUSE Access controlled by TOC shunter ECS moves only Reversing point for movements to / from Streatham Hill Shed from the Balham direction |
| Streatham Hill Shed | | - | | TIPLOC STRHSH Siding detail must be shown (S1, S2, S3, S4, S5, S6, S7 or S8) |
| Streatham Down Sidings | - | - | | TIPLOC STRHDS Siding detail must be shown (S1, S2, S3, S4 or S5) |
| <u>Streatham Hill</u> | - | UCP - | | Platform detail must be shown |
| <u>Leigham Junction</u> | - | - | X | Timing point for trains to/from Tulse Hill To/from Tulse Hill - SO680B |

| SO650 BALHAM JUNCTION TO BECKENHAM JUNCTION | | | | |
|--|------|----|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| West Norwood Junction | - | - | | <i>To/from Tulse Hill - SO680C</i> |
| West Norwood | - | - | | Platform detail must be shown |
| Gipsy Hill | - | - | S | |
| Crystal Palace Signal TVC167 | | - | | Use TIPLOC CRY167 |
| Crystal Palace | - | - | | Platform detail must be shown <i>To/from Sydenham - SO510A</i> |
| Bromley Junction | - | - | | <i>To/from Norwood Junction - SO650A</i> |
| Birkbeck | - | - | S | |
| Beckenham Junction Shunt Signal VS167 | - | - | | Use TIPLOC BCKN167 |
| Beckenham Junction | - | - | | <i>To/from Shortlands Junction - Refer to Kent Timetable Planning Rules -SO110</i> |

| SO650A BROMLEY JUNCTION TO NORWOOD JUNCTION | | | | |
|--|---------|-------|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Bromley Junction | - | - | | <i>To/from Crystal Palace - SO650</i> |
| Norwood Perturbation Sidings | FL SL - | FL SL | | Stabling not allowed – turnback moves only Use TIPLOC NORWDDY Entry via 1520 points only |
| Norwood Junction | FL SL | - | | Platform detail must be shown <i>To/from West Croydon - SO510</i> <i>To/from Windmill Bridge Junction - SO510B</i> |

| SO660 PURLEY TO CATERHAM | | | | |
|---------------------------------|------|-------|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Purley | - | FL SL | | Platform detail must be shown <i>To/from Purley Oaks - SO500</i> |
| <i>Chipstead Line Junction</i> | | | | <i>To/from Reedham - SO660A</i> <i>For planning purposes this timing point is shown as Purley</i> |
| Purley Shunt Signal T1100 | - | - | | Use TIPLOC PURL100 |
| Purley Shunt Signal T1102 | - | - | | Use TIPLOC PURL102 |
| Kenley | - | - | S | |
| Whyteleafe | - | - | S | |
| Whyteleafe South | - | - | S | |
| Caterham Signal T1361 | - | - | | Use TIPLOC CATE361 |
| Caterham Up Sidings | | - | | T1362 available SIDINGS TIPLOC = CATECHS |
| Caterham | | - | | Platform detail must be shown |

| SO660A PURLEY TO TATTENHAM CORNER | | | | |
|--|-------------|-----------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Purley</u> | - | FL SL | | Platform detail must be shown <i>To/from Purley Oaks - SO500</i> |
| <i>Chipstead Line Junction</i> | | | | <i>To/from Purley - SO660</i> <i>For planning purposes this timing point is shown as Purley</i> |
| Reedham | - | - | S | |
| Coulsdon Town Signal T1369 | - | - | | Shunt signal available for ECS movements Use TIPLOC COLS369 |
| <u>Coulsdon Town</u> | - | - | | Platform detail must be shown for trains commencing or finishing their journey at this location |
| Woodmansterne | - | - | S | |
| Chipstead | - | - | S | |
| Kingswood | - | - | S | |
| Tadworth | - | - | S | |
| Tattenham Corner Signal T1385 | - | - | | Shunt signal available for ECS movements Use TIPLOC TATN385 |
| Tattenham Corner C.H.S | - | - | | Signal T1387 available Use TIPLOC TATNCHS |
| <u>Tattenham Corner</u> | | - | | Platform detail must be shown |

| SO680 SOUTH BERMONDSEY JUNCTION TO HORSHAM | | | | |
|---|-------------|-----------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | |
| South Bermondsey Junction | - | - | | <i>To/from London Bridge - SO510</i> |
| South Bermondsey | - | - | S | Platform detail must be shown |
| Old Kent Road Junction | - | - DSL | | Line code DSL applies to trains that are terminating in the Down Platform (Platform 2) at South Bermondsey. |
| Queens Road Peckham | - | - | S | Platform detail must be shown |
| Peckham Rye | - | - | | Platform detail must be shown <i>To/from Crofton Road Junction - Refer to Kent Timetable Planning Rules - SO260 and SO645</i> |
| <i>Peckham Rye Junction</i> | | | | <i>For planning purposes this timing point is shown as Peckham Rye</i> |
| East Dulwich | - | - | S | |
| North Dulwich | - | - | S | |
| Tulse Hill Signal TVC165 | - | | | TIPLOC TULS165 Reversing point for movements to / from Tulse Hill |
| Tulse Hill | - | - | | Platform detail must be shown <i>To/from Leigham Junction - SO680B</i> <i>To/from West Norwood - SO680C</i> <i>To/from Herne Hill - SO680A</i> |
| Streatham | - | - | | Platform detail must be shown for trains reversing direction or departing Platform 2 to the Down Portsmouth |
| <i>Streatham Junction</i> | | | | <i>To/from Streatham Common - SO680D</i> <i>For planning purposes this timing point is shown as Streatham</i> |
| Streatham Shunt Signal TVC174 | - | | | Use TIPLOC STRE174 |
| Streatham South Junction | - | - | | <i>To/from Streatham North Junction - SO680E</i> <i>To/from Tooting - SO700</i> |
| Streatham South Junction Shunt Signal 176 | - | | | Use TIPLOC STRE176 |
| Mitcham Eastfields | - | - | S | |
| Mitcham Junction | - | - | | |
| Hackbridge | - | - | S | |
| Carshalton | - | - | S | |
| Sutton | - | - | | Platform detail must be shown <i>To/from West Sutton – SO700</i> |
| Cheam | - | - | S | |
| Ewell East | - | - | S | |
| Epsom Signal W1181 | - | | S | |
| Epsom | - | - | | Platform detail must be shown <i>To/from Ewell West – Refer to Wessex Timetable Planning Rules – SW180</i> |
| Epsom Down Siding | | - | S | Siding detail must be shown |
| Epsom Up Siding | | - | S | Siding detail must be shown |
| Ashtead | - | - | S | |
| Leatherhead Signal W1195 | - | | S | |
| Leatherhead | - | - | | Platform detail must be shown <i>To/from Bookham - Refer to Wessex Timetable Planning Rules - SW205</i> |
| Boxhill and Westhumble | - | - | S | |
| Dorking | - | - | | Platform detail must be shown |

| SO680 SOUTH BERMONDSEY JUNCTION TO HORSHAM | | | | |
|---|----------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Dorking Signal CBK9 | - | | | For ECS moves to shunt between platforms at the London end of the station TIPLOC: DORKBK9 |
| Holmwood | - | - | S | |
| Ockley | - | - | S | |
| <u>Warnham</u> | - | - | | |
| Horsham Signal T837 | DM UM | | | TIPLOC: HORS837 Timing point for all Down direction services |
| Horsham Signal T1401 | - UM | | S | For ECS moves to/from Field Sidings TIPLOC: HORS401 |
| Horsham Signal T836 | - | - | | For all movements to/from Field Sidings and for all movements to/from Horsham Up TC |
| Horsham M.D.U. Siding | - | - | | Entry via T837 signal TIPLOC: HORSUKF |
| Horsham Field Sidings (Thameslink Sidings) | | - | | ECS movements to/from Field Sidings Shunters release required (this does not include all other sidings) Use TIPLOC HORSTLS |
| Horsham Up TC | | - | | Timing point for trains to and/from the terminal complex Use TIPLOC HORSHUS Shunters release required (this does not include all other sidings) |
| <u>Horsham</u> | - | UM | | Platform detail must be shown. <i>To/from Christ's Hospital - SO520</i> |

| SO680A HERNE HILL TO TULSE HILL | | | | |
|--|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Herne Hill</u> | - | - | | Platform detail must be shown <i>To/from Brixton - Refer to Kent Timetable Planning Rules - SO110</i> <i>To/from West Dulwich – Refer to Kent Timetable Planning Rules – SO110</i> <i>To/from Loughborough Junction - Refer to Kent Timetable Planning Rules - SO280</i> |
| Herne Hill Signal VS602 | | | | Shunt available Use TIPLOC HERN602 |
| <u>Tulse Hill</u> | - | - | | Platform detail must be shown <i>To/from West Norwood Junction - SO680C</i> <i>To/from Leigham Junction - SO680B</i> <i>To/from Streatham - SO680</i> |

SO680B TULSE HILL TO LEIGHAM JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------|------|----|------|---|
| <u>Tulse Hill</u> | - | - | | Platform detail must be shown <i>To/from West Norwood - SO680C</i> <i>To/from Peckham Rye - SO680</i> <i>To/from Streatham – SO680</i> <i>To/from Herne Hill - SO680A</i> |
| <u>Leigham Junction</u> | - | - | X | Timing point for trains to/from Streatham Hill. <i>To/from Streatham Hill - SO650</i> |

SO680C TULSE HILL TO WEST NORWOOD JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------|------|----|------|---|
| <u>Tulse Hill</u> | - | - | | Platform detail must be shown <i>To/from Leigham Junction - SO680B</i> <i>To/from Peckham Rye - SO680</i> <i>To/from Streatham – SO680</i> <i>To/from Herne Hill - SO680A</i> |
| Tulse Hill Signal TVC178 | - | - | | Shunt available – Use TIPLOC TULS178 |
| <u>West Norwood Junction</u> | - | - | | <i>To/from West Norwood - SO650</i> |

SO680D STREATHAM JUNCTION TO STREATHAM COMMON

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------|------|----|------|--|
| <i>Streatham Junction</i> | - | - | | <i>To/from Streatham - SO680</i> <i>For planning purposes this timing point is shown as Streatham</i> |
| <u>Streatham Common</u> | SL | | | Platform detail must be shown (SL) <i>To/from Norbury - SO500</i> |

SO680E STREATHAM NORTH JUNCTION TO STREATHAM SOUTH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|------|--------|------|---|
| <u>Streatham North Junction</u> | - | FL SL | | <i>To/from Balham - SO500</i> |
| Streatham Reversible Fast Spur Signal TVC650 | - | FL SL | | Use TIPLOC STRERFS Only to be used by trains reversing here |
| Streatham Reversible Fast Spur Signal TVC783 | - | FL SL | | Use TIPLOC STRERFS Only to be used by trains reversing here |
| <u>Streatham South Junction</u> | - | SL RVL | | <i>To/from Mitcham Eastfields - SO680</i> <i>To/from Tooting - SO700</i> |

SO681 SURREY QUAYS SILWOOD JUNCTION TO OLD KENT ROAD JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------|------|----|------|-------|
| | | | | |

| | | | | |
|---|---|---|--|--|
| <u>Surrey Quays Silwood Junction</u> | - | - | | <i>To/From Surrey Quays – SO511A</i> |
| <i>ELL/Network Rail Boundary</i> | | | | |
| <u>Old Kent Road Junction</u> | - | - | | <i>To/From Queens Road Peckham – SO680</i> |

| SO700 STREATHAM SOUTH JUNCTION TO SUTTON (VIA WIMBLEDON) | | | | |
|---|--------------------------|---------------------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Streatham South Junction</u> | - | - SL RVL | | <i>To/from Streatham - SO680 To/from Streatham North Junction - SO680E</i> |
| Tooting | - | - | S | |
| Haydons Road | - | - | | Timing point for all Down direction services and Up stopping services |
| <u>Wimbledon (Sussex Side)</u> | UHL DHL | - | | Platform detail must be shown |
| <u>Wimbledon West Junction</u> | FL SL UHL DHL - | FL SL UHL DHL | | TIPLOC – WDONWJ Timing point for trains to/from Wessex Side and for all trains between Wimbledon, Wimbledon Chase, St Helier and Sutton <i>To/from Wimbledon (Wessex Side) - Refer to Wessex Timetable Planning Rules - SW105 To/from Raynes Park - Refer to Wessex Timetable Planning Rules - SW105</i> |
| Wimbledon Chase | - | - UHL | S | |
| South Merton | - | - | S | |
| Morden South | - | - | S | |
| <u>St Helier</u> | - | - | | |
| Sutton Common | - | - | S | |
| <u>West Sutton</u> | - | - | | |
| <u>Sutton</u> | - | - | | Platform detail must be shown <i>To/from Carshalton Beeches - SO510 To/from Carshalton - SO680</i> |

2.2 Route Opening Hours

Subject to constraints imposed by the Engineering Access Statement, all routes are open continuously, except as shown below. The hours shown reflect the contractual opening hours. The actual opening hours may vary from those shown. For a complete listing of current signal box opening hours please refer to the “Compendium of Signal Box Opening Times” which can be found on the Network Rail website:

<https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/>

If there is doubt about a signal box’s opening hours check with the appropriate Network Rail Operations Manager.

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

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

3 Electrification

3.1 Electrification Limits

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

3.2 Electrification Supply Restrictions

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

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

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

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

| SO500 LONDON VICTORIA TO BRIGHTON | | | |
|--|---------------|---------------|--|
| ROUTE SECTION | DOWN | UP | RESTRICTION |
| London Victoria to Brighton | ALL Linecodes | ALL Linecodes | Class 92 Locomotives are not permitted on the whole of the route |

| SO550 REDHILL TO TONBRIDGE | | | |
|-----------------------------------|---------------|---------------|--|
| ROUTE SECTION | DOWN | UP | RESTRICTION |
| Redhill to Tonbridge | ALL Linecodes | ALL Linecodes | Class 92 Locomotives are not permitted on the whole of the route |

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.

| SO170 TONBRIDGE TO BOPEEP JUNCTION |
|--|
| SO600 WILLINGDON JUNCTION TO ASHFORD INTERNATIONAL |
| Restrictions due to Electrical Control Office Outages |
| Unplanned outage of High Brooms Substation traction supply rectifier or all dc circuit breakers open, (Grove Hill traction supply rectifier in service). All 12 car electric trains to operate in half power mode/notch 2, between buffer stops of 12 car Tonbridge Wells Turn back siding and High Brooms station in both directions. No additional restrictions on 8 or 4 car formations. |
| Unplanned outage Grove Hill Substation traction supply rectifier and/or HV Feeder 1921 or all dc circuit breakers open (High Brooms and Wadhurst traction supply rectifier in service). All trains to operate in half power mode/notch 2, between Frant station and High Brooms station in both directions |
| Unplanned outage Wadhurst Substation traction supply rectifier and/or HV Feeder 1922, (High Brooms and Grove Hill traction supply rectifier in service) All 12 car electric trains to operate in half power mode/notch 2, between Tonbridge Wells station and High Brooms station in both directions. No additional restrictions on 8 or 4 car formations |
| Extended high voltage feeding from feeder 1926 at Bo Peep substation to Grove Hill substation and failure of UPS at Grove Hill or Wadhurst substations. All electric trains to operate in half power mode, notch 2, between Frant station and High Brooms station in both directions |
| Outage of High Brooms substation traction supply rectifier or all dc circuit breakers open and outage Grove Hill substation traction supply rectifier and/or HV Feeder 1921 or all dc circuit breakers open (Wadhurst traction supply rectifier in service). Electric train services limited to maximum of 8 car operation between Tonbridge station and Hastings station, with a limitation of at least a 30 minute gap between services on the same road at each station. In addition, ALL electric trains to operate in half power mode/notch 2, between Tonbridge station and Stonegate station in both directions |
| Unplanned outage of High Brooms substation traction supply rectifier or all dc circuit breakers open and unplanned outage Wadhurst substation traction supply rectifier and/or HV Feeder 1922 or all dc circuit breakers open, (Grove Hill substation traction supply rectifier in service). Electric services limited to maximum of 8 car |

SO170 TONBRIDGE TO BOPEEP JUNCTION SO600 WILLINGDON JUNCTION TO ASHFORD INTERNATIONAL

operation between Tonbridge station and Hastings station, with a limitation of at least a 30 minute gap between services on the same road at each station.

In addition, ALL electric trains to operate in half power mode/notch 2, between Tonbridge station and Etchingham station in both directions.

Planned outage of the traction supply rectifier (or all dc circuit breakers open) at High Brooms and/or Grove Hill and/or Wadhurst substations are not permitted Monday to Saturday between the hours of 06.00 hours and 21.00 hours. Planned outage of Feeder 1921 or Feeder 1922 is not permitted Monday to Saturday between the hours of 06.00 hours and 21.00 hours unless prior arrangements have been made to enable the rectifiers at the affected substation to remain in service.

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 defines a container as an intermodal transport unit constructed to a standard (usually specified by the ISO) suitable for conveyance by road, rail or sea.

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

4.4 Freight Train Load Limits

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

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

4.5 Freight Train Length Limits

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

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

4.6 Driver Only Operation Limits

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

Notes:

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

| SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION | | | |
|--|------|--|-------------|
| ROUTE SECTION | PASS | | ECS SLIDE + |
| Factory Junction and Mitre Bridge Junction | P | | P |

| SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION | | | |
|---|------|--|-------------|
| ROUTE SECTION | PASS | | ECS SLIDE + |
| Grosvenor Bridge Junction and Factory Junction | P | | P |

| SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION | | | |
|---|------|--|-------------|
| ROUTE SECTION | PASS | | ECS SLIDE + |
| Battersea Pier Junction and Longhedge Junction | P | | P |

| SO250C POUPARTS JUNCTION TO LONGHEDGE JUNCTION | | | |
|---|------|--|-------------|
| ROUTE SECTION | PASS | | ECS SLIDE + |
| Pouparts Junction and Longhedge Junction | P | | P |

| SO250D LATCHMERE JUNCTION (NO 1) TO CLAPHAM JUNCTION | | | |
|---|------|--|-------------|
| ROUTE SECTION | PASS | | ECS SLIDE + |
| Latchmere Junction (No 1) and Clapham Junction | P | | P |

| SO500 LONDON VICTORIA TO BRIGHTON | | | |
|--|------|--|-------------|
| ROUTE SECTION | PASS | | ECS SLIDE + |
| London Victoria and Brighton | P | | P |

SO500A SELHURST JUNCTION TO GLOUCESTER ROAD JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|--|------|--|-------------|
| Selhurst Junction and Gloucester Road Junction | P | | P |

SO500B COPYHOLD JUNCTION TO ARDINGLY

| ROUTE SECTION | PASS | | ECS SLIDE + |
|--------------------------------|------|--|-------------|
| Copyhold Junction and Ardingly | NA | | NA |

SO500C PRESTON PARK TO HOVE

| ROUTE SECTION | PASS | | ECS SLIDE + |
|--------------------------------|------|--|-------------|
| Brighton/Preston Park and Hove | P | | P |

SO510 LONDON BRIDGE TO EPSOM DOWNS

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-------------------------------|------|--|-------------|
| London Bridge and Epsom Downs | P | | P |

SO510A SYDENHAM TO CRYSTAL PALACE

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-----------------------------|------|--|-------------|
| Sydenham and Crystal Palace | P | | P |

SO510B NORWOOD JUNCTION TO WINDMILL BRIDGE JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---|------|--|-------------|
| Norwood Junction and Windmill Bridge Junction | P | | P |

SO511A HIGHBURY AND ISLINGTON TO NEW CROSS GATE / NEW CROSS

| ROUTE SECTION | PASS | | ECS SLIDE + |
|--|------|--|-------------|
| Highbury and Islington and New Cross including all Depot Timing Points | P | | P |
| Canal Junction and New Cross | P | | P |

SO520 THREE BRIDGES TO HAVANT (VIA HORSHAM)

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-------------------------------|------|--|-------------|
| Three Bridges and Horsham | P | | P |
| Horsham and Bognor Regis | P | | P |
| Barnham and Havant (Emsworth) | P | | P |

SO520A FORD JUNCTION TO LITTLEHAMPTON JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---------------------------------|------|--|-------------|
| Ford Junction and Littlehampton | P | | P |

SO530 SOUTH CROYDON JUNCTION TO EAST GRINSTEAD

| ROUTE SECTION | PASS | | ECS SLIDE + |
|----------------------------------|------|--|-------------|
| South Croydon and East Grinstead | P | | P |

SO540 HURST GREEN JUNCTION TO UCKFIELD

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-----------------------------------|------|--|-------------|
| Hurst Green Junction and Uckfield | NA | | NA |

SO550 REDHILL TO TONBRIDGE

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-----------------------|------|--|-------------|
| Redhill and Tonbridge | P | | P |

SO560 REDHILL TO GOMSHALL

| ROUTE SECTION | PASS | | ECS SLIDE + |
|----------------------|------|--|-------------|
| Redhill and Reigate | P | | P |
| Reigate and Gomshall | NA | | P |

SO590 KEYMER JUNCTION TO EASTBOURNE

| ROUTE SECTION | PASS | | ECS SLIDE + |
|--------------------------------|------|--|-------------|
| Keymer Junction and Eastbourne | P | | P |

SO600 WILLINGDON JUNCTION TO ASHFORD INTERNATIONAL

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-------------------------------|------|--|-------------|
| Willingdon Junction and Ore | P | | P |
| Ore and Ashford International | NA | | P |

SO610 APPLIEDORE TO LYDD TOWN

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-------------------------|------|--|-------------|
| Appledore and Lydd Town | NA | | NA |

SO620 BRIGHTON TO SEAFORD

| ROUTE SECTION | PASS | | ECS SLIDE + |
|--|------|--|-------------|
| Brighton and Lewes (including movements reversing at Lewes on position light signal TLW58) | P | | P |
| Lewes and Seaford | P | | P |

SO620A NEWHAVEN HARBOUR TO NEWHAVEN MARINE (OLD STATION)

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---|------|--|-------------|
| Newhaven Harbour Junction and Newhaven Marine | NA | | P |

SO630 BRIGHTON TO LITTLEHAMPTON

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---|------|--|-------------|
| Brighton/Preston Park and Littlehampton | P | | P |

SO640 BARNHAM TO BOGNOR REGIS

| ROUTE SECTION | PASS | | ECS SLIDE + |
|--------------------------|------|--|-------------|
| Barnham and Bognor Regis | P | | P |

SO645 BATTERSEA PARK TO PECKHAM RYE (ATLANTIC LINES)

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---|------|--|-------------|
| Battersea Park and Peckham Rye (Atlantic Lines) | P | | P |

SO650 BALHAM JUNCTION TO BECKENHAM JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|--|------|--|-------------|
| Balham Junction and Beckenham Junction | P | | P |

SO650A BROMLEY JUNCTION TO NORWOOD JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---------------------------------------|------|--|-------------|
| Bromley Junction and Norwood Junction | P | | P |

SO660 PURLEY TO CATERHAM

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---------------------|------|--|-------------|
| Purley and Caterham | P | | P |

SO680 SOUTH BERMONDSEY JUNCTION TO HORSHAM

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---------------------------------------|------|--|-------------|
| South Bermondsey Junction and Horsham | P | | P |

SO680 SOUTH BERMONDSEY JUNCTION TO HORSHAM

| ROUTE SECTION | PASS | | ECS SLIDE + |
|------------------------------------|------|--|-------------|
| Leatherhead and Effingham Junction | NA | | P |

SO680A HERNE HILL TO TULSE HILL

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---------------------------|------|--|-------------|
| Herne Hill and Tulse Hill | P | | P |

SO680B TULSE HILL TO LEIGHAM JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---------------------------------|------|--|-------------|
| Tulse Hill and Leigham Junction | P | | P |

SO680C TULSE HILL TO WEST NORWOOD JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|--------------------------------------|------|--|-------------|
| Tulse Hill and West Norwood Junction | P | | P |

SO680D STREATHAM JUNCTION TO STREATHAM COMMON

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---|------|--|-------------|
| Streatham Junction and Streatham Common | P | | P |

SO680E STREATHAM NORTH JUNCTION TO STREATHAM SOUTH JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---|------|--|-------------|
| Streatham North Junction and Streatham South Junction | P | | P |

SO700 STREATHAM SOUTH JUNCTION TO SUTTON (VIA WIMBLEDON)

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---|------|--|-------------|
| Streatham South Junction and Sutton (via Wimbledon) | P | | P |

4.7 Engineers' Trains Restrictions

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

* Source GE/RT 8000-OTM

5 Running Times, Margins and Allowances

Except where otherwise stated; the information in this section of the Timetable Planning Rules reflects the general rules used in developing the 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 by Network Rail in every case.

5.1 Sectional Running Times

The definition for Sectional Running Times (SRTs) is listed in Section 6.1.4 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 6.1 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:

Through actual timing of trains

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

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

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

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

5.1.3 New and Revised Sectional Running Times

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

5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines

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

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

5.2 Headways

The definition for Headways is listed in Section 1.5 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 consecutive block posts being considered. To this transit time shall be added 2 minutes to allow for the signaller's actions. Exceptions are shown as AB and appear together with the actual headway value to be used, which includes the allowance for signallers' actions. Where there is an intermediate block signal, the absolute block section concerned shall be between this signal and the next block post in advance.

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

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

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

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

Where headways are shown as being "non-stopping" or "stopping" these descriptions refer to the service that the path is following. The "stopping" headway should be applied to a service following a preceding service which stops at either a station or any other location for operational reasons unless stated otherwise within Section 5.2.1 or 5.3 Junction Margins and Station Planning Rules. The 'non-stopping' headway should be applied to a service following a preceding service which does not stop at that location. Immediately the preceding service stops at any location for any reason, the following service headway should be amended to the "stopping" value unless stated otherwise within Section 5.2.1 or 5.3 Junction Margins and Station Planning Rules.

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

| SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION | | | |
|--|------------------------------------|-----------------------------------|---|
| TIMING POINT | DOWN | UP | NOTES |
| Factory Junction – Longhedge Junction | 3 | 3 | |
| Longhedge Junction – Mitre Bridge Junction | 3½ - Non-Stopping* 4 - Stopping | 3½ - Non-Stopping 4 - Stopping | *Stopping headway applies following a freight train heading towards Mitre Bridge Junction |

| SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION | | | |
|---|-------------|-----------|--------------|
| TIMING POINT | DOWN | UP | NOTES |
| Grosvenor Bridge Junction – Factory Junction | 3 | 3 | |

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------|
| Battersea Pier Junction – Stewarts Lane Junction | 3 | 3 | |
| Stewarts Lane Junction – Longhedge Junction | 3 | 3 | |

SO250C POUPARTS JUNCTION TO LONGHEDGE JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------|
| Pouparts Junction – Longhedge Junction | 3 | 3 | |

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

| TIMING POINT | DOWN | UP | NOTES |
|---|------|----|-------|
| Falcon Junction – Latchmere Junction (No 1) | 3 | 3 | |

SO500 LONDON VICTORIA TO BRIGHTON

| DOWN DIRECTION (FOLLOWING CLASS 0, 1, 2, 3, 5, 9 + SEASONAL CLASS 8) | | | | |
|--|------------------------|--------------------|------------------------|--------------------|
| TIMING POINT First location is inclusive and second location is exclusive (unless otherwise stated below) | SLOW LINE | | FAST LINE | |
| | FOLLOWING NON-STOPPING | FOLLOWING STOPPING | FOLLOWING NON-STOPPING | FOLLOWING STOPPING |
| London Victoria – Battersea Park | 2 | 2 | 2 | 2 |
| Battersea Park – Clapham Junction | 2 | 3** | 2 | 3** |
| Clapham Junction – Balham | 3 | | | |
| Balham – Windmill Bridge Junction | 2½* | | | |
| Windmill Bridge Junction – East Croydon | 2 | | | |
| East Croydon – South Croydon | 3 | | | |
| South Croydon – Stoats Nest Junction | 2 | 3 | N/A | N/A |
| Stoats Nest Junction – Redhill (via Redhill Lines) | 2½ | | | |
| Redhill – Earlswood (via Redhill Lines) | 2 | N/A | 2½† | N/A |
| Stoats Nest Junction – Earlswood (via Quarry Lines) | N/A | | | |
| Earlswood – Three Bridges | 2 | | | |
| Three Bridges – Balcombe Tunnel Junction | 2½ | 4** | 2 | 3½** |
| Balcombe Tunnel Junction – Preston Park | 2 | 3 | 2 | 3 |
| Preston Park – Brighton | 3 | 3 | 3 | 3 |

* A 2 minute headway may be applied if the second train converges from the Down Streatham Spur

** The “Following Non-Stopping” headway can also be applied to consecutive arrivals at:
East Croydon where the previous station call has been either London Victoria, London Bridge or Clapham Junction providing the second train arrives in a different platform and the correct headway has been applied at the previous timing point; and at Gatwick Airport where the previous station call has been London Victoria, London Bridge, Clapham Junction, East Croydon or Redhill providing the second train arrives in a different platform and the correct headway has been applied at the previous timing point

† A 2 minute headway may be applied between no more than two consecutive trains

| SO500 LONDON VICTORIA TO BRIGHTON | | | | |
|--|---|---------------------------|-------------------------------|---------------------------|
| UP DIRECTION (FOLLOWING CLASS 0, 1, 2, 3, 5, 9 + SEASONAL CLASS 8) | | | | |
| TIMING POINT First location is inclusive and second location is exclusive (unless otherwise stated below) | SLOW LINE | | FAST LINE | |
| | FOLLOWING NON-STOPPING | FOLLOWING STOPPING | FOLLOWING NON-STOPPING | FOLLOWING STOPPING |
| Brighton - Preston Park (inclusive of Preston Park station) | 3 | 3 | 3* | 3* |
| Preston Park (exclusive of Preston Park station) – Balcombe Tunnel Junction | 2 | 3 | 2 | 3 |
| Balcombe Tunnel Junction – Three Bridges | 2 | 3½** | 2 | 3½** |
| Three Bridges – Gatwick Airport | 2½ | | | |
| Gatwick Airport – Earlswood | 2 | | | |
| Earlswood – Stoats Nest Junction (via Redhill Lines) | 2 | 3 | N/A | N/A |
| Earlswood – Stoats Nest Junction (via Quarry Lines) | N/A | N/A | 2½† | N/A |
| Stoats Nest Junction – East Croydon | 2 | 3** | 2 | 3** |
| East Croydon – Windmill Bridge Junction | 2½ | | | |
| Windmill Bridge Junction – Selhurst | 3 | | | |
| Selhurst – Clapham Junction | 2 | | | |
| Clapham Junction – Battersea Park (inclusive of Battersea Park) | 3 | | | |
| Battersea Park (exclusive of Battersea Park) – London Victoria | 2 | 2 | 2 | 2 |
| * A 2 minute headway may be applied if the second train departing on the Up main is an ECS for Lovers Walk Sidings | | | | |
| ** The “Following Non-Stopping” headway can also be applied to consecutive arrivals at: East Croydon where the previous stations call has been either Purley, Coulsdon South, Redhill, Gatwick Airport, Sanderstead or Oxted providing the second train arrives in a different platform and the correct headway has been applied at the previous timing point; and at Gatwick Airport where the previous stations call has been Haywards Heath or Three Bridges providing the second train arrives in a different platform and the correct headway has been applied at the previous timing point | | | | |
| † A 2 minute headway may be applied between no more than two consecutive trains | | | | |
| FOLLOWING CLASS 4, 6, 7 + NON-SEASONAL CLASS 8 | | | | |
| TIMING POINT | DOWN | | UP | |
| London Victoria – Brighton | 3 | | 3 | |
| Exceptions: | | | | |
| Freight Headway at Clapham Junction | | | | |
| First Movement | Second Movement | | Value | |
| Train Class 4, 6, 7 or non-seasonal Class 8 departs Platform 17 | Train departs/passes Platform 15 | | 4½ | |
| Train Class 4, 6, 7 or non-seasonal Class 8 passes Platform 17 | Train departs/passes Platform 15 | | 4 | |
| Passenger Train departs Platform 15 Down Slow | Train Class 4, 6, 7 or non-seasonal Class 8 from standing start Platform 17 | | 2½ | |

| SO500 LONDON VICTORIA TO BRIGHTON | | |
|--|--|--|
| Timing Point | Down | Up |
| Windmill Bridge Junction to South Croydon | 2½ | 2½ |
| Selhurst to Selhurst Depot Tennison Road Bridge | | 5 |
| Keymer Junction to Preston Park | | |
| First Movement | Second Movement | Value |
| Down train calls at both Burgess Hill and Hassocks | Following service towards Preston Park | 4½ at Keymer Junction and Burgess Hill |
| Up train calls at both Burgess Hill and Wivelsfield | Following service | 4½ at Burgess Hill |

| SO500A SELHURST JUNCTION TO GLOUCESTER ROAD JUNCTION | | | |
|---|-------------|-----------|--------------|
| TIMING POINT | DOWN | UP | NOTES |
| Selhurst Junction – Gloucester Road Junction | 3 | 3 | |

| SO500B COPYHOLD JUNCTION TO ARDINGLY | | | |
|---|-------------|-----------|------------------------|
| TIMING POINT | DOWN | UP | NOTES |
| Copyhold Junction – Ardingly | SINGLE LINE | | One Train Working Only |

| SO500C PRESTON PARK TO HOVE | | | |
|------------------------------------|--------------------------------------|--------------------------------------|--------------|
| TIMING POINT | DOWN | UP | NOTES |
| Preston Park – Hove | 3 – Non- Stopping 4 – Stopping | 3 – Non- Stopping 4 – Stopping | |

| SO510 LONDON BRIDGE TO EPSOM DOWNS | | | |
|--|--|--|---|
| TIMING POINT | DOWN | UP | NOTES |
| London Bridge – Norwood Junction (exclusive of Norwood Junction) | 2 – Non- Stopping 3½ – Stopping | 2 – Non- Stopping 3½ – Stopping | |
| Norwood Junction (inclusive of Norwood Junction) – West Croydon | 3 | 3 | 2 minute non-stopping headway applies between Norwood Junction and Windmill Bridge Junction - see SO510B below AB+1 headway applies between Norwood Junction / Norwood Fork Junction and Selhurst Depot Tennison Road Bridge |
| West Croydon – Sutton | 2½ - Non- Stopping 4½ - Stopping | 2½ - Non- Stopping 4½ - Stopping | |
| Sutton – Epsom Downs | SINGLE LINE | | One Train Working Only |

SO510A SYDENHAM TO CRYSTAL PALACE

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------|------|----|-------|
| Sydenham – Crystal Palace | 3 | 3 | |

SO510B NORWOOD JUNCTION TO WINDMILL BRIDGE JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|---|--------------------------------------|--------------------------------------|-------|
| Norwood Junction – Windmill Bridge Junction | 2 – Non- Stopping 3 – Stopping | 2 – Non- Stopping 3 – Stopping | |

SO511A HIGHBURY AND ISLINGTON TO NEW CROSS GATE

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------|
| Highbury and Islington to Dalston Junction | 3 | 3 | |
| Dalston Junction to Canal Junction | 3 | 3 | |
| Canal Junction to New Cross Gate | 3 | 3 | |

SO511B CANAL JUNCTION TO NEW CROSS

| TIMING POINT | DOWN | UP | NOTES |
|--|-------------|----|------------------------|
| Canal Junction to Rolt Street Junction | 3 | 3 | |
| Rolt Street Junction to New Cross | SINGLE LINE | | One Train Working Only |

SO520 THREE BRIDGES TO HAVANT (VIA HORSHAM)

| TIMING POINT | DOWN | UP | NOTES |
|---|---------------------------------------|--|------------------------------------|
| Three Bridges – Littlehaven (exclusive) | 3 – Non- Stopping 5* – Stopping | 3½ – Non- Stopping 5* – Stopping | *4 for consecutive stopping trains |
| Littlehaven (inclusive) - Horsham | 3 | 3½ – Non- Stopping 5* – Stopping | *4 for consecutive stopping trains |
| Horsham – Billingshurst | 3 | 3 | |
| Billingshurst – Arundel Junction | 3 - Non- Stopping 3½ - Stopping | 3 – Non- Stopping 3½ - Stopping | |
| Arundel Junction – Chichester | 3 – Non- Stopping 4 – Stopping | 3 – Non- Stopping 4 – Stopping | |
| Chichester - Emsworth | 3½ – Non- Stopping 5 – Stopping | 3½ – Non- Stopping 5 – Stopping | |
| Emsworth – Havant | 2 – Non- Stopping 2½ - Stopping | 2 – Non- Stopping 2½ - Stopping | |

SO520A FORD JUNCTION TO LITTLEHAMPTON JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------|
| Ford Junction – Littlehampton Junction | 4 | 4 | |

SO530 SOUTH CROYDON JUNCTION TO EAST GRINSTEAD

| TIMING POINT | DOWN | UP | NOTES |
|------------------------------|--|---|--|
| South Croydon – Oxted | 3½ - Non- Stopping 5½ - Stopping | 3½ - Non- Stopping 5½* - Stopping | *3½ minute headway applies departing Oxted providing first train does not stop at Woldingham, Upper Warlingham and Riddlesdown |
| Oxted – Hurst Green | 3½ - Non- Stopping 4 – Stopping | 3½ - Non- Stopping 4 – Stopping | |
| Hurst Green – East Grinstead | 5½ - Non- Stopping 8 – Stopping | 6½ - Non- Stopping 8 – Stopping | |

SO540 HURST GREEN JUNCTION TO UCKFIELD

| TIMING POINT | DOWN | UP | NOTES |
|--|-------------|----|---|
| Hurst Green Junction – Greenhurst Junction | 12 | 12 | The sections between Hever Junction and Blackham Junction and between Ashurst Junction and Crowborough Junction are single line and should be treated as such |
| Greenhurst Junction – Uckfield | SINGLE LINE | | One Train Working Only |

SO550 REDHILL TO TONBRIDGE

| TIMING POINT | DOWN | UP | NOTES |
|------------------------|---------------------------------------|---------------------------------------|---|
| Redhill – Godstone | 4 – Non- Stopping 6 - Stopping | 4 – Non- Stopping 6 - Stopping | |
| Godstone – Edenbridge | TCB plan as AB | TCB plan as AB | |
| Edenbridge – Tonbridge | 5 – Non- Stopping* 7 – Stopping | 5 – Non- Stopping* 7 – Stopping | Services following freight trains to use stopping headway in the Up direction * A 3 minute headway may be applied between departures to and from Tonbridge Jubilee Sidings in either direction |

SO560 REDHILL TO GOMSHALL

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------|---------|---------|---|
| Redhill – Reigate | 4 | | |
| Reigate – Betchworth | 4 | | |
| Betchworth – Dorking West | AB + 2½ | | Based on preceding train depart / pass Dorking West. TCB plan as AB |
| Dorking West - Gomshall | AB + 0 | | Based on preceding train depart / pass Gomshall. TCB plan as AB |
| Gomshall – Dorking West | | AB + 1½ | TCB plan as AB |
| Dorking West – Reigate | | 5 | |
| Reigate - Redhill | | 4 | |

SO590 KEYMER JUNCTION TO EASTBOURNE

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------------|----------------------------------|-----------------------------------|---|
| Keymer Junction – Lewes | 3 – Non-Stopping 5 – Stopping | 3 – Non-Stopping 5 – Stopping | |
| Lewes – Southerham Junction | 3 | 3 | |
| Southerham Junction – Polegate | 3½ | 4 – Non-Stopping 4½ - Stopping | |
| Polegate – Willingdon Junction | 3½ | 3 – Non-Stopping 3½ - Stopping | |
| Willingdon Junction – Eastbourne | 3 | 3* | * 2mins can be applied <i>only</i> if the second train is going into Eastbourne Sidings |

SO600 WILLINGDON JUNCTION TO ASHFORD INTERNATIONAL

| TIMING POINT | DOWN | UP | NOTES |
|---|------------------------------------|------------------------------------|---|
| Willingdon Junction – Bexhill (exclusive) | 4 | 4 | |
| Bexhill (inclusive) – Bopeep Junction (exclusive) | 4 | 4* | *3 minutes if train is going into West Marina Carriage Washer Road |
| Bopeep Junction – Hastings | 4 – Non-Stopping* 4½ – Stopping | 4 – Non-Stopping 4½ – Stopping | *no consecutive 4 minute headways in Eastbound direction No pathing time to be added within these sections |
| Hastings (inclusive) – Ore (exclusive) | AB | 3 | |
| Ore (inclusive) - Rye (exclusive) | TCB plan as AB | | Plan as AB+2 |
| Rye (inclusive) – Appledore (exclusive) | Tokenless Block | | Plan as AB+2 |
| Appledore (inclusive) – Ashford International | 13 – Non-Stopping 14 – Stopping | 13 – Non-Stopping 14 – Stopping | |

SO610 APPLIEDORE TO LYDD TOWN

| TIMING POINT | DOWN | UP | NOTES |
|-----------------------|-------------------|----|-------|
| Appledore – Lydd Town | One train working | | |

SO620 BRIGHTON TO SEAFORD

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------------|-----------------------------------|-----------------------------------|------------------------|
| Brighton – Falmer | 3½ - Non-Stopping 5 - Stopping | 3½ - Non-Stopping 5 – Stopping | |
| Falmer – Lewes | 6 | 5 | |
| Lewes – Southerham Junction | 3 | 3 | |
| Southerham Junction – Newhaven Town | 6 – Non-Stopping 7½ - Stopping | 6 – Non-Stopping 7½ - Stopping | |
| Newhaven Town – Newhaven Harbour | TCB plan as AB | TCB plan as AB | |
| Newhaven Harbour – Seaford | SINGLE LINE | | One Train Working Only |

SO620A NEWHAVEN HARBOUR TO NEWHAVEN MARINE (OLD STATION)

| TIMING POINT | DOWN | UP | NOTES |
|--|-------------|----|------------------------|
| Newhaven Harbour – Newhaven Marine (Old Station) | SINGLE LINE | | One Train Working Only |

SO630 BRIGHTON TO LITTLEHAMPTON

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------------|-----------------------------------|----------------------------------|---|
| Brighton – Arundel Junction | 3 – Non-Stopping 4 – Stopping* | 3 – Non-Stopping 4 – Stopping | * A 3 minute headway can be applied at Hove if the first train does not call at Aldrington |
| Arundel Junction – Littlehampton | 4 | 4* | * 2mins can be applied <i>only</i> if the second train is going into Littlehampton Sidings/Shed |

SO640 BARNHAM TO BOGNOR REGIS

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------|------|------|--|
| Barnham – Bognor Regis | 6 | | When first train arrives at Bognor Regis, the second train can depart Barnham at the same time |
| Bognor Regis – BR14 Signal | | AB+1 | |
| BR14 Signal - Barnham | | AB+1 | |

SO645 BATTERSEA PARK TO PECKHAM RYE (ATLANTIC LINES)

| TIMING POINT | DOWN | UP | NOTES |
|-----------------------------------|-----------------------------------|-----------------------------------|-------|
| Battersea Park – Factory Junction | 3 | 3 | |
| Factory Junction – Peckham Rye | 2½ - Non-Stopping 3 – Stopping | 2½ - Non-Stopping 3 – Stopping | |

SO650 BALHAM JUNCTION TO BECKENHAM JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--|------------------------------------|------------------------------------|---|
| Balham Junction – West Norwood Junction | 2 – Non-Stopping 3 – Stopping | 2 – Non-Stopping 3½ – Stopping | |
| West Norwood Junction – Crystal Palace # | 2½ - Non-Stopping 3½ - Stopping | 2½ - Non-Stopping 3½ - Stopping | # See Section 5.3, Crystal Palace for restrictions on platform re-occupation for Platform 6 |
| Crystal Palace – Bromley Junction | 3 | 3 | |
| Bromley Junction – Beckenham Junction | 3 | 3 | One Train Working for trains using Up Bay Platform |

SO650A BROMLEY JUNCTION TO NORWOOD JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------------|------|----|-------|
| Bromley Junction – Norwood Junction | 3 | 3 | |

SO660 PURLEY TO CATERHAM

| TIMING POINT | DOWN | UP | NOTES |
|-------------------|------|----|-------|
| Purley – Caterham | 7 | 7 | |

SO660A PURLEY TO TATTENHAM CORNER

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------------|----------------------------------|----------------------------------|-------|
| Purley – Coulsdon Town | 4 | 4 | |
| Coulsdon Town – Tattenham Corner | 5 - Non-Stopping 7 - Stopping | 5 - Non-Stopping 7 - Stopping | |

SO680 SOUTH BERMONDSEY JUNCTION TO HORSHAM

| TIMING POINT | DOWN | UP | NOTES |
|---|------------------------------------|------------------------------------|---|
| South Bermondsey Junction – Peckham Rye | 2 – Non-Stopping 3½ - Stopping | 2 – Non-Stopping 3 – Stopping | Pathing or performance allowances must not be added between South Bermondsey and South Bermondsey Junction in either direction due to the lack of intermediate signals. |
| Peckham Rye – Tulse Hill | 2 – Non-Stopping 3½ - Stopping | 2 – Non-Stopping 3½ - Stopping | |
| Tulse Hill – Streatham South Junction | 2 – Non-Stopping 3½ - Stopping | 2 – Non-Stopping 3½ - Stopping | A 3 minute stopping headway may be applied if following a down train travelling towards Mitcham Junction or an up train travelling towards Peckham Rye |
| Streatham South Junction – Sutton (exclusive of Sutton) | 2½ – Non-Stopping 4 - Stopping | 2½ – Non-Stopping 4 - Stopping | |
| Sutton (inclusive of Sutton) - Epsom | 2½ – Non-Stopping 3½ - Stopping | 2½ – Non-Stopping 3½ - Stopping | |
| Epsom –Leatherhead* | 2 – Non-Stopping 3½ - Stopping | 2 – Non-Stopping 3½ - Stopping | A 2½ minute stopping headway may be applied at Epsom if following a down train into either the Up or Down Siding. * Changes in this section to be consulted in tandem with the SW180 on the Wessex route |
| Leatherhead - Dorking | 2 – Non-Stopping 3½ - Stopping | 2 – Non-Stopping 3½ - Stopping | |
| Dorking – Warnham | 6 – Non-Stopping 9 – Stopping | 6 – Non-Stopping 9 – Stopping | |
| Warnham – T837 Signal | 3 | | |
| T837 Signal – Horsham | 3* | | * Refer to Section 5.3 for restrictions following movements to/from Horsham Field Sidings |
| Horsham - Warnham | | 3* | * Refer to Section 5.3 for restrictions following movements to/from Horsham Field Sidings |

SO680A HERNE HILL TO TULSE HILL

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------|------|----|-------|
| Herne Hill – Tulse Hill | 3 | 3 | |

SO680B TULSE HILL TO LEIGHAM JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------|------|----|-------|
| Tulse Hill – Leigham Junction | 3 | 3 | |

SO680C TULSE HILL TO WEST NORWOOD JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|------------------------------------|------|----|-------|
| Tulse Hill – West Norwood Junction | 3 | 3 | |

SO680D STREATHAM JUNCTION TO STREATHAM COMMON

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------------------|------|----|-------|
| Streatham Junction – Streatham Common | 3 | 3 | |

SO680E STREATHAM NORTH JUNCTION TO STREATHAM SOUTH JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|---|------|----|-------|
| Streatham North Junction – Streatham South Junction | 3 | 3 | |

SO681 SURREY QUAYS SILWOOD JUNCTION TO OLD KENT ROAD JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|---|------|----|-------|
| Surrey Quays (Silwood Junction) to Old Kent Road Junction | 3 | 3 | |

SO700 STREATHAM SOUTH JUNCTION TO SUTTON (VIA WIMBLEDON)

| TIMING POINT | DOWN | UP | NOTES |
|--|------------------------------------|------------------------------------|-------|
| Streatham South Junction (exclusive of Streatham South Junction) – Wimbledon | 4 - Non-Stopping 6 - Stopping | 4 - Non-Stopping 6 - Stopping | |
| Wimbledon – Wimbledon Chase | 3 - Non-Stopping 5 - Stopping | 3 - Non-Stopping 5 - Stopping | |
| Wimbledon Chase – Sutton | 5½ - Non-Stopping 7½ - Stopping | 5½ - Non-Stopping 7½ - Stopping | |

5.2.2 General Capacity Constraints

ma

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

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

If operators time a series of trains at the minimum headway as shown, they are expected to allow an additional margin of either 2 minutes before another train is timed to follow, or 1 minute each for the next 2 successive trains. A series should normally be defined as a maximum of 4 successive trains.

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

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

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

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

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:

| SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION | | | |
|--|--|--------------------------------|---|
| LINE/LOCATION | SECTION | CRITICAL TIMES SX | REMARKS |
| Factory Junction | Factory Junction | 07.00 – 09.45 16.00 – 19.00 | From Longhedge Junction to Atlantic/Chatham Lines |
| North Pole Junction | North Pole Junction to Latchmere Junction (No 3) | ALL DAY | No more than 13 paths per hour in each direction Stopping services are likely to absorb more than one path |

| SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION | | | |
|---|------------------|--------------------------------|---|
| LINE/LOCATION | SECTION | CRITICAL TIMES SX | REMARKS |
| Factory Junction | Factory Junction | 07.00 – 09.45 16.00 – 19.00 | From Longhedge Junction to Atlantic/Chatham Lines |

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

| LINE/LOCATION | SECTION | CRITICAL TIMES SX | REMARKS |
|------------------|------------------|--------------------------------|---|
| Clapham Junction | Factory Junction | 07.00 – 10.00 16.00 – 19.00 | To and from Platforms 16 and 17 and Brighton Slow Lines |

SO500 LONDON VICTORIA TO BRIGHTON

| LINE/LOCATION | SECTION | CRITICAL TIMES SX | REMARKS |
|------------------|-----------------|--------------------------------|---|
| Clapham Junction | Falcon Junction | 07.00 – 10.00 16.00 – 19.00 | To and From Platforms 16 and 17 and Brighton Slow Lines |

ROUTE SECTIONS

| LINE/LOCATION | SECTION | CRITICAL TIMES SX | REMARKS |
|--|---|---|---|
| London Victoria / Three Bridges | It is intended to restrict usage to 90% of capacity | 06.00 – 21.00 EWD | In peak periods no more than 20 trains per hour will be permitted on the fast Lines |
| London Victoria and Balcombe Tunnel Junction | The capacity is restricted to two track railway | SUNDAYS: No more than the current level of service | Two Track railway timetables on Sundays are detailed in the Engineering Access Statement and also in section 6.3 Two-Track Timetable Railway of the Timetable Planning Rules. |

SO645 BATTERSEA PARK TO PECKHAM RYE (ATLANTIC LINES)

| LINE/LOCATION | SECTION | CRITICAL TIMES SX | REMARKS |
|------------------|------------------|--------------------------------|---|
| Factory Junction | Factory Junction | 07.00 – 09.45 16.00 – 19.00 | From Longhedge Junction to Atlantic/Chatham Lines |

5.3 Junction Margins and Station Planning Rules

The definition for Junction Margins and Station Planning Rules is listed in Section 6.6, 6.7 and 6.8 of the National TPRs.

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

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.

Running brake tests must be carried out at the first opportunity after beginning a journey/crew change. These allowances are not necessarily listed at individual timing points. Additional adjustment time to allow for running brake tests should be agreed between the respective NR and Operator planner

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

Peak is defined as services arriving in London (Blackfriars, Victoria or London Bridge) between 07.00 and 09.59 SX and departing London (Blackfriars, Victoria and London Bridge) between 16.00 and 18.59 SX.

| STANDARD VALUES – MINIMUM | | |
|--|-----------------|-------------------|
| Adjustments to Sectional Running Times | | |
| Movements | Reason | Value |
| Terminating trains arriving on half minutes in final timing link (with the exception of ARL) | Station working | {½} |
| Trains originating on whole minutes | | |
| Freight [^] schedules must depart from origin on a whole minute. (This is due to IT systems requirements - [^] TOPS) | | |
| All allowances mentioned in the exceptions should be included in train times when approaching the listed timing point unless otherwise noted. | | |
| Attachment of Units | | |
| Standard | 4* | |
| * At least ½ minute must be added to the schedule of rear portion when approaching the front portion to attach. | | |
| Attachment of Units – Southern Services Only | | |
| Class | Allowance | Comments |
| 171 | 3 | 2 applies for ECS |
| 377 or 387 | 4 | |
| Attachment of Units – South Western Railway Services Only | | |
| Class | Allowance | Comments |
| 450 | 4 | |
| 455 | 2 | |
| 458 | 5 | |
| 701 | 4 | |
| 707 | 4 | |
| Berthing Facilities | | |
| When berthed on a running line during darkness or other conditions of poor visibility the person in charge must place a lamp displaying a red aspect at the end(s) of the train to face any movement that may approach on the same line. | | |
| Trains must not be berthed on running lines except:- | | |
| a) on platform lines at terminal stations | | |
| b) on dead end bay lines at through stations | | |
| c) on lines specified at individual locations within Section 5.3 | | |

| STANDARD VALUES – MINIMUM | | | | | | | | |
|---|------------|------------|------------------|-----------|------------|-------------------|--------------|--------|
| Connectional Allowance | | | | | | | | |
| | | | | 5 minutes | | | | |
| Detachment of Units: | | | | | | | | |
| Standard | | | | 3 | | | | |
| Detachment of Units – Southern Services Only | | | | | | | | |
| Class | | | Allowance | | | Comments | | |
| 171 | | | 3 | | | 2 applies for ECS | | |
| 377 or 387 | | | 4 | | | | | |
| Detachment of Units – South Western Railway Services Only | | | | | | | | |
| Class | | | Allowance | | | Comments | | |
| 450 | | | 4 | | | | | |
| 455 | | | 2 | | | | | |
| 458 | | | 5 | | | | | |
| 701 | | | 4 | | | | | |
| 707 | | | 4 | | | | | |
| Dwell Time | | | | | | | | |
| Standard | | | | ½ | | | | |
| Dwell times may be varied during the production of timings for trains in conjunction with engineering work or other special traffic arrangements at the discretion of the Operational Planning Project Manager. | | | | | | | | |
| Dwell Times – Empty Coaching Stock to Passenger Service in the same direction except where otherwise specified* | | | | | | | | |
| Stock | 1 or 2 Car | 3 or 4 Car | 5 or 6 Car | 8 Car | 7 or 9 Car | 9 or 10 Car | 10 or 12 Car | 12 Car |
| Class 158 DMU | 1 min | 1 min | 1 min | 1 min | 1 min | 1 min | 1 min | 1 min |
| Class 159 DMU | | 1 min | 1 min | | 1 min | | | 1 min |
| Class 165/166 DMU | 1 min | 1 min | 1 min | 1 min | 1 min | 1 min | 1 min | 1 min |
| Class 171 DMU | 1 min | 1 min | 1 min | 1 min | 1 min | 1 min | 1 min | 1 min |
| Class 375/377 EMU (Southern Services) | | 1 min | 1 min | 1 min | 1 min | 1 min | 1 min | 1 min |
| Class 378/710 EMU | | 1 min | 1 min | | | | | |
| Class 387 EMU (Southern & Gatwick Express Services) | | 1 min | | 1 min | | | | 1 min |
| Class 450 EMU | | 1 min | | 1 min | | | | 1 min |
| Class 455 EMU (South Western Railway Services) | | 1 min | | 1 min | | | | 1 min |
| Class 458 EMU | | | 1 min | | | 1 min | | |
| Class 700 EMU | | | | 1 min | | | | 1 min |
| Class 701 EMU | | | 1 min | | | | 1 min | |
| Class 707 EMU | | | 1 min | | | | 1 min | |

STANDARD VALUES – MINIMUM

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

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

| Stock | 1 or 2 Car | 3 or 4 Car | 5 or 6 Car | 8 Car | 7 or 9 Car | 9 or 10 Car | 10 or 12 Car | 12 Car |
|---|------------|------------|------------|--------|------------|-------------|--------------|--------|
| Class 158 DMU | 2 mins | 2 mins | 2 mins | 2 mins | 2 mins | 2 mins | 2 mins | 2 mins |
| Class 159 DMU | | 2 mins | 2 mins | | 4 mins | | | 4 mins |
| Class 165/166 DMU | 1 min | 1 min | 1 min | 1 min | 1 min | 1 min | 1 min | 1 min |
| Class 171 DMU | 2 mins | 2 mins | 2 mins | 2 mins | 2 mins | 2 mins | 2 mins | 2 mins |
| Class 375/377 EMU (Southern Services) | | 2 mins | 2 mins | 2 mins | 2 mins | 2 mins | 2 mins | 2 mins |
| Class 378/710 EMU | | 1 min | 1 min | | | | | |
| Class 387 EMU (Southern & Gatwick Express Services) | | 2 mins | | 2 mins | | | | 2 mins |
| Class 450 EMU | | 2 mins | | 4 mins | | | 4 mins | |
| Class 455 EMU (South Western Railway Services) | | 2 mins | | 4 mins | | | | 4 mins |
| Class 458 EMU | | | 2 mins | | | 2 mins | | |
| Class 700 EMU | | | | 4 mins | | | | 4 mins |
| Class 701 EMU | | | 2 mins | | | | 4 mins | |
| Class 707 EMU | | | 2 mins | | | | 4 mins | |

Front Train Working at Terminal locations:

In the event of Front Train Working with two (or more) loaded services a minimum of 5 minutes should be allowed between departure of Front Train and Rear Train to allow indicators etc to be changed. Passenger trains that divide en-route should not be “front trained”.

Generic Rolling Stock Classes

| Train Class | ITPS Timing Load | TPR Values |
|--|--------------------|------------------|
| Class 165 DMU | 165 timing load | Class 165 values |
| Class 166 DMU | 165 timing load | Class 165 values |
| Class 171 DMU | 170100 timing load | Class 171 values |
| Class 375 EMU | 375 timing load | Class 375 values |
| Class 377 EMU | 375 timing load | Class 375 values |
| Class 378 EMU | 378 timing load | Class 378 values |
| Class 387 EMU | 375 timing load | Class 387 values |
| Class 450 EMU | 450 timing load | Class 450 values |
| Class 455 EMU (South Western Railway Services) | 455 timing load | Class 455 values |
| Class 700 EMU | 700 timing load | Class 700 values |
| Class 701 EMU | 701 timing load | Class 701 values |
| Class 707 EMU | 455 timing load | Class 707 values |
| Class 710 EMU | 710 timing load | Class 710 values |

| STANDARD VALUES – MINIMUM | | | | | | | | | | |
|--|------------|--------|------------|---------------|---------------------|------------|---------------|-------------|--------------|---------------|
| Junction Margins | | | | | | | | | | |
| Movement | | | | | | | | | | Margin |
| Between all conflicting movements except as below | | | | | | | | | | 2 |
| Between all conflicting movements following a class 4, 6, 7 or non-seasonal class 8 | | | | | | | | | | 3 |
| Resetting of route for a departing service following the arrival/pass of a conflicting inwards service | | | | | | | | | | 1 |
| Platform Re-occupation | | | | | | | | | | |
| Platform re-occupation in the same direction unless stated otherwise | | | | | | | | | | 2 |
| Reoccupation of platforms when a change of direction or a conflicting move is involved | | | | | | | | | | 3 |
| Minimum Turnround – Passenger Stock | | | | | | | | | | |
| Stock | 1 or 2 Car | 3 car | 3 or 4 Car | 4, 5 or 6 car | 5 or 6 Car | 7 or 8 Car | 7, 8 or 9 Car | 9 or 10 Car | 10 or 12 Car | 12 Car |
| Class 158 DMU (GWR) | 3 Mins | | 4 Mins | | | | | | | |
| Class 158/159 DMU (SWR) | 3 Mins | 4 Mins | | 5 Mins | | | 6 Mins | | 7 Mins | |
| Class 165/166 DMU (GWR) | 3 Mins | | 3 Mins | | 4 [^] Mins | 5 Mins | | | | |
| Class 171 DMU | 3 Mins | | 4 Mins | | 4 Mins | 5 Mins | 5 Mins | 6 Mins | | |
| Class 375/377 EMU (Southern Services) | | | 4 Mins | | 4 Mins | 5 Mins | 5 Mins | | 6 Mins | |
| Class 378/710 EMU | | | 5 mins | | 6 Mins # | 7 mins | | 8 mins | | 8 mins |
| Class 387 EMU (Southern & Gatwick Express Services) | | | 4 Mins | | | 5 Mins | | | | 6 Mins |
| Class 450 EMU | | | 5 Mins | | 5 Mins | 6 Mins | | | | 7 Mins |
| Class 455 EMU (South Western Railway Services) | | | 6 Mins | | | 7 Mins | | | 8 Mins | 8 Mins |
| Class 458 EMU | | | | | 6 Mins | | | 7 Mins | | |
| Class 700 EMU | | | | | | 8 Mins | | | | 10 Mins |
| Class 701 EMU | | | | | 6 Mins | | | | 7 Mins | |
| Class 707 EMU | | | | | 6 Mins | | | 7 Mins | | |
| ^ 3 Minutes applies to 5 cars | | | | | | | | | | |
| # - The following exceptions apply: Passenger to ECS 5 minutes, ECS to ECS 5 minutes | | | | | | | | | | |
| Minimum Allowance for Class 4, 6, 7 or non-seasonal Class 8 movements | | | | | | | | | | |
| Reversal before/after propelling movement | | | | | 2 | | | | | |
| Crew change | | | | | 2 | | | | | |
| Light engine reverse | | | | | 2 | | | | | |
| Change of Locomotive | | | | | 10 | | | | | |
| Runaround in stations | | | | | 20 | | | | | |
| Runaround in yards or depots | | | | | 20 | | | | | |

STANDARD VALUES – MINIMUM

Permissive Working

Where attaching/detaching and platform sharing is permitted, only class 1, 2, 3, ECS 5, 9 and 0 trains are allowed to undertake permissive working. See Sectional Appendix

Station Allowances

These minimum allowances may be increased by negotiation for specific traffic needs. Any subsequent reduction in these allowances must be agreed by Network Rail Southern Region.

THE FOLLOWING INFORMATION SHOWS THE EXCEPTIONS TO THESE STANDARD VALUES

SO250 MITRE BRIDGE JUNCTION TO FACTORY JUNCTION

North Pole Signal TVC813

Dwell Times

| | | |
|---|---|--------------------------|
| All Down Trains formed of EMU Stock (except Class 378/710)* | 1 | Changeover from DC to AC |
|---|---|--------------------------|

* Trains formed of Class 378/710 EMU stock operated by London Overground are not required to stop at this location as the traction changeover can be completed whilst on the move

North Pole Signal TVC818

Dwell Times

| | | |
|---|---|--------------------------|
| All Up Trains formed of EMU Stock (except Class 378/710)* | 1 | Changeover from DC to AC |
|---|---|--------------------------|

* Trains formed of Class 378/710 EMU stock operated by London Overground are not required to stop at this location as the traction changeover can be completed whilst on the move

Planning Note

When a down train has terminated in either platform 1 or platform 2 at Shepherds Bush in order to reverse, a following train cannot depart or pass North Pole Jn on the Up West London Line until 1 minute after the preceding service has departed for Kensington Olympia

North Pole (Scrubs Lane) Turnback Siding

Junction Margins

| First Movement | Second Movement | Margin |
|---|-----------------|--------|
| Between all conflicting movements to/from Turnback siding | | 2 |

Train Length Restriction

Length of Turnback Siding 162 metres to accommodate 1 x 5 car Class 378, 2 x 4 car Class 377, 1 x 5 car Class 710, 2 x 4 car Class 710

| Kensington Olympia | | |
|---|--|---------------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| All non-stop movements crossing from Up West London to Down Platform Loop | Approach Control/ 25mph Slow Crossover | {1} |
| All non-stop movements crossing from Down West London to Down Platform Loop | Approach Control/25mph Slow Crossover | {½} |
| Dwell Times | | |
| Southern Services only | | 1 |
| Overlap Restrictions | | |
| First Movement | Second Movement | Margin |
| Train departs Shepherds Bush on the Down West London in the direction of Mitre Bridge Junction | Train departs or passes Kensington Olympia on the Down West London in the direction of Shepherds Bush | 1 |
| Train departs/passes Shepherds Bush Platform 1 on the Up West London and arrives into Kensington Olympia platform 3 | Train departs Kensington Olympia Platform 2 on the Down West London crossing to the Up West London into Platform 1 at Shepherds Bush | 1 |
| Train arrives at Kensington Olympia Platform 2 from Shepherds Bush | Train approaching TVC801 on the Down West London at Kensington Olympia going north | 2 |
| Train arrives at Kensington Olympia Platform 2 from West Brompton | Train approaching TVC698 on the Down West London at Kensington Olympia going south | 2 |
| Permissive Working | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below:- | | |
| Platform 2 | Attaching/Detaching and Platform Sharing permissible for Class 377, 378 and Class 710 only, maximum of 10-cars. This applies in both directions. | |

| Shepherds Bush | | |
|---|---|---------------|
| Dwell Times | | |
| All services | | 1 |
| Minimum Turnround – Passenger Stock | | |
| | Margin | |
| Platform 2 Down | 6* | |
| * Applies to trains terminating from the Kensington Olympia direction and starting back towards Kensington Olympia in Platform 2 only. The time includes an allowance for shunting the train to enable the driver to observe signal TVC806. Train not to exceed 4 cars. | | |
| Overlap Restrictions | | |
| First Movement | Second Movement | Margin |
| Train departs or passes Kensington Olympia towards West Brompton | Train departs Shepherds Bush towards Kensington Olympia | 1 |

| West Brompton | | |
|------------------------|--|---|
| Dwell Times | | |
| Southern Services only | | 1 |

| | |
|------------------------|---|
| Imperial Wharf | |
| Dwell Times | |
| Southern Services only | 1 |

| | |
|---|---------------------|
| Longhedge Junction | |
| Limit of Shunt | |
| | Length Limit |
| Down Ludgate (Clear of signal TVS63) | |
| Longhedge Junction Signal W135 Freight Restriction | |
| Between Longhedge Junction and Clapham Junction is steeply graded. Therefore a down direction locomotive hauled train from Longhedge Junction via the Ludgate Line must not be allowed to pass signal W135 (Culvert Road) until the route can be set from signal W145 into Clapham Junction | |
| Length Restrictions | |
| A train exceeding 1340m/209SLU in length on the Up Kensington will foul Latchmere No3 Junction when standing at TVS78 signal Therefore, junction margins must be based on trains' departure time at Longhedge Junction | |
| A train exceeding 728m/113SLU in length on the Up Battersea will foul Pouparts Junction and TVC584 when standing at TVS68 signal. Therefore, junction margins must be based on trains' departure time at Longhedge Junction | |

| | | |
|---|---|---------------|
| SO250A Stewarts Lane Junction | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Train departing from or passing signal TVS47 at Stewarts Lane Junction towards Stewarts Lane Depot/Longhedge Junction or Factory Junction | Departure from London Victoria towards Stewarts Lane Junction | 2 |
| Train departing from or passing signal TVC546 at Battersea Pier Junction towards London Victoria | Departure from London Victoria towards Stewarts Lane Junction | 2 |

| | | |
|---|-------------|--|
| SO250A - Stewarts Lane T&R.S.M.D | | |
| Berthing Facilities | | |
| | Cars | Notes |
| Shed No 1 | 10 | Carriage washing facilities |
| Shed No 2 | 10 | Carriage washing facilities |
| Shed No 3 | 12 | Carriage washing facilities |
| Shed No 4 | 12 | Carriage washing facilities |
| Shed No 5 | 12 | Carriage washing facilities |
| Shed No 6 | 12 | VSOE only / Carriage washing facilities |
| Shed No 7 | 12 | VSOE only / Carriage washing facilities |
| Shed No 8 | | Out of Use |
| Shed No 9 | 12 | Carriage washing facilities |
| Shed No 10 | 12 | Maintenance Only / Carriage washing facilities |
| Shed No 11 | 12 | Maintenance Only / Carriage washing facilities |
| Shed No 12 | 12 | Maintenance Only / Carriage washing facilities |
| Shed No 13 | 12 | Maintenance Only / Carriage washing facilities |
| Shed No 14 | 12 | Maintenance Only / Carriage washing facilities |
| Siding No 1 | 10 | Carriage washing facilities |
| Siding No 2 | 12 | Carriage washing facilities |

SO250A - Stewarts Lane T&R.S.M.D

Planning Note

When a train departing Stewarts Lane T&R.S.M.D bound for London Victoria (Central) follows another train on the Battersea Reversible towards Battersea Pier Junction, it cannot pass or arrive at Stewarts Lane Junction until 3½ minutes after the preceding train has passed Battersea Pier Junction due to only 1 signal (Signal VC546) in the section. This restriction also applies if the second train is reversing at Stewarts Lane Junction Shunt Signal 571 beyond VS735 points on the Battersea Reversible, which is the only available signal when formed of rolling stock that does not permit the driver to walk through the train

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

Battersea Loop

Planning Restriction

Battersea Loop is leased by DB Cargo and therefore any non-DB Cargo services planned to use it must be pre-authorised by DB Cargo themselves. – See SO250A Planning Note relating to moves on/off the loop

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

Clapham Junction

See entry under route – SO500

SO500 LONDON VICTORIA TO BRIGHTON

London Victoria (Central)

For London Victoria (Eastern) Refer to Kent Timetable Planning Rules - SO110

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

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|--|----------------------|-------|
| Approaching an already occupied platform | Calling-on allowance | {½} |

Berthing Facilities

| | Cars | Notes |
|---------------------|------|-------|
| Battersea Pier No 1 | 8 | |
| Battersea Pier No 2 | 8 | |
| Up No 1 Siding | 8 | |
| Up No 2 Siding | 8 | |
| Platform 9 | 12* | |
| Platform 10 | 12* | |
| Platform 11 | 12* | |
| Platform 12 | 12* | |
| Platform 13 | 12* | |
| Platform 14 | 12* | |
| Platform 15 | 12* | |
| Platform 16 | 12* | |
| Platform 17 | 12* | |
| Platform 18 | 12* | |

SO500 LONDON VICTORIA TO BRIGHTON

London Victoria (Central)

For London Victoria (Eastern) Refer to Kent Timetable Planning Rules - SO110

Platform 19

12*

* Maximum to be berthed in Platforms 9-19 =60 cars

Trains formed of a 12 car Class 700 EMUs must not be planned to use Platforms 9-19 for passenger provision, due to operational restrictions

Connectional Allowance

15*

* Connectional allowance of 10 minutes applies to Southeastern and Southern

ECS Moves

ECS Moves to Selhurst T&R.S.M.D after the morning peak are to be routed via Streatham Common

Headway

2½ *

* Following consecutive departures from Platforms 13-19 to the Down Brighton Slow

Junction Margins

| First Movement | Second Movement | Margin |
|---|--|--------|
| Between any departure and conflicting arrival at Victoria (Central) platforms 9 to 19 except where otherwise stated below | | 3 |
| Departure Platforms 6-8 | Conflicting arrival from Up Brighton Slow | 4 |
| Depart Platforms 12-19 to either the Brighton Reversible or the Up Carriage Sidings | Any conflicting inwards service | 5 |
| Depart Platform 14 or 15 to the Down Slow | Any conflicting arrival from the Up Slow | 4* |
| *Due to overlap issue on signal TVC532. Second train has to wait at signal TVC538 whilst first train crosses to the Down Slow via 240 crossover | | |
| Depart Platform 14 to the Down Slow or Down Fast | Consecutive departure from Platform 15 to the Down Slow or Down Fast | 2 |
| Depart Platform 15 to the Down Slow or Down Fast | Consecutive departure from Platform 14 to the Down Slow or Down Fast | 2 |
| Depart Platforms 16-19 to Down Brighton Fast | Departure from Up Carriage Sidings into Platforms 12-15 | 2 |
| Train departing from or passing signal TVS47 at Stewarts Lane Junction towards Stewarts Lane Depot/Longhedge Junction or Factory Junction | Departure from London Victoria towards Stewarts Lane Junction | 2 |
| Train departing from or passing signal TVC546 at Battersea Pier Junction towards London Victoria | Departure from London Victoria towards Stewarts Lane Junction | 2 |

Passenger Stock Turnround Allowances

| | Margin |
|---------------------------------------|--------|
| Main Line Services (Loaded to Loaded) | 12 |
| Suburban Services (Loaded to Loaded) | 7 |

Permissive Working

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

| | |
|-------------|--|
| Platform 9 | Attaching/Detaching and Platform Sharing |
| Platform 10 | Attaching/Detaching and Platform Sharing |
| Platform 11 | Attaching/Detaching and Platform Sharing |
| Platform 12 | Attaching/Detaching and Platform Sharing |
| Platform 13 | Attaching/Detaching and Platform Sharing |
| Platform 14 | Attaching/Detaching and Platform Sharing |

SO500 LONDON VICTORIA TO BRIGHTON

London Victoria (Central)

For London Victoria (Eastern) Refer to Kent Timetable Planning Rules - SO110

| | |
|-------------|--|
| Platform 15 | Attaching/Detaching and Platform Sharing |
| Platform 16 | Attaching/Detaching and Platform Sharing |
| Platform 17 | Attaching/Detaching and Platform Sharing |
| Platform 18 | Attaching/Detaching and Platform Sharing |
| Platform 19 | Attaching/Detaching and Platform Sharing |

A 4 minute headway between two services booked to attach is to be allowed (inclusive of calling-on allowance)

Planning Note

Anything planned into Platforms 18 or 19 over 254m/39 SLU/12 cars will foul signal TVC497 or TVC495 and 214 crossover. This will mean trains departing Platform 19 will need to use the Brighton Reversible.

An overlength train stood in Platform 18 will force a departure from Platform 19 to use the Brighton Reversible

| Platform Re-Occupation | Margin |
|------------------------|--------|
|------------------------|--------|

| | |
|---|----|
| Platforms 9 to 12 and 15 to 19 | 4* |
| Platforms 13 and 14 to/from the Fast Line | 3 |
| Platforms 13 and 14 to/from the Slow Line | 4* |

* A 3 minute reoccupation margin can be applied except in the following circumstances:

- consecutive movements, or
- where a platform is already occupied under permissive working arrangements.

Station Working Requirements:

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

Platform starting signals must not be operated for trains via the Battersea Reversible line until permission has been granted from the Signaller operating Panel 7 at Victoria ASC for the movement to proceed beyond TVC541

Overnight:

Maximum use is to be made of Platforms 12 to 15 (These platforms have access to both Fast Line and Slow Line). The use of Platform 19 should be kept to a minimum because of difficult customer access.

Use of Platforms:

Diesel unit services and whenever possible diesel hauled trains must only use Platform 18 and 19.

For amended timetable purposes, Gatwick Express have the option of using the following alternative Platforms:

| Platform Blocked | Alternative Platform | Remarks |
|------------------|----------------------|-----------------------------|
| Platform 13 | Platform 15 | Tractor access gate to open |
| Platform 14 | Platform 12 | Tractor access gate to open |
| Platform 13 & 14 | Platform 7 & 8 | |

Battersea Pier Junction

Junction Margins

| First Movement | Second Movement | Margin |
|--|--|--------|
| Pass from Down Brighton Fast to Down Brighton Slow | Pass Battersea Park on Up Brighton Slow towards Victoria | 2½ |
| Pass from Down Brighton Fast to Down Brighton Slow | Depart Battersea Park on Up Brighton Slow towards Victoria | 1 |

Battersea Park

Connectional Allowances

| | |
|--------------|---|
| All Services | 4 |
|--------------|---|

Junction Margins

| First Movement | Second Movement | Margin |
|--|--|--------|
| Pass from Down Brighton Slow to Down Brighton Fast | Pass or arrive Battersea Park on Up Brighton Slow towards Victoria | 2 |
| Cross from Up Fast to Up Slow | Pass Battersea Pier Jn on Down Fast | 1 |
| Pass Battersea Pier Jn on Down Fast | Cross from Up Fast to Up Slow | 3 |
| Cross from Brighton Reversible to Down Fast | Pass Battersea Pier Junction on Up Fast | 3 |
| Pass Battersea Pier Junction on Up Fast | Cross from Brighton Reversible to Down Fast | 1 |

Pouparts Junction

Junction Margins – standard 2 minutes except

| First Movement | Second Movement | Margin |
|--|--|--------|
| Pass or depart Pouparts Junction to any Brighton line from the Down Battersea (DBA) Line | Pass Pouparts Junction towards the Up Battersea (UBA) Line | 3 |
| Pass or depart Pouparts Junction from the Up Brighton Slow (UBS) Line to any Up Line | Pass or depart Pouparts Junction to the Up Brighton Slow (UBS) Line in the Down (reversible) direction | 3 |
| Pass or depart Pouparts Junction from any Up Line to the Up Battersea (UBA) Line | Pass or depart Pouparts Junction on the Up Brighton Fast (UBF) Line | 2½ |

Length Restrictions

A train exceeding 552m/86SLU in length on the Down Battersea will foul TVS63 or TVS65 when standing at TVC575 signal.

Therefore, junction margins must be based on trains' departure time at Pouparts Junction

Clapham Junction

Adjustment to Sectional Running Times

| First Movement | Second Movement | Reason | Value |
|--|--|----------------------------------|-------|
| Pass/arrive from Up Brighton Slow into platform 16 or pass/depart from platform 17 to Down Brighton Slow | Pass/arrive into platform 15 from Down Brighton Slow or Down Brighton Fast | Reduced overlap on Signal TVC605 | {½} |

Connectional Allowances

| | |
|-------------------|---|
| Southern services | 5 |
|-------------------|---|

Dwell Times

| | |
|--------------------------------|---|
| All Services (except as below) | 1 |
|--------------------------------|---|

Junction Margins

| First Movement | Second Movement | Margin |
|--|---|--------|
| Arrive or pass platform 15 from Up Brighton Slow (UBS) Line in Down (reversible) direction | Depart platform 14 to the Up Brighton Slow (UBS) Line in the Up direction | 1 |
| Depart from Platform 15 to Down Slow | Arrive into Platform 16 from Up Slow | 2½ |

Clapham Junction

Passenger trains formed of more than 9-cars or 171 meters should not be planned to stop at Platform 16 as this is an 8 car platform and therefore would foul Falcon Junction preventing departures from Platform 15 to the Down Brighton Slow

Platform Re-Occupation (Platform 17 ONLY)

| First Movement | Second Movement | Margin |
|---|--|--------|
| Depart platform 17 towards Latchmere Junction | Depart Latchmere Junction towards Clapham Junction platform 17 * | 1 |

* Any pathing time must be inserted approaching Latchmere Junction and NOT Clapham Junction as a train cannot stand at signal TVC593.

Overlap Restrictions

| First Movement | Second Movement | Margin |
|--|--|--------|
| Train departing Platform 17 towards Latchmere Junction | Arrival at Platform 16 from the Up Brighton Slow (UBS) | 3 |

Wandsworth Common

Planning Note

| | Notes |
|---------------------|---|
| Fast line platforms | Trains formed of a 12 car Class 700 EMU must not be planned to use these platforms, due to operational restrictions |

Balham

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|--|---------------------------------|-------|
| All non-stop movements crossing from Down Fast to Down Slow approaching Balham | Approach Control/Slow Crossover | {½} |
| All non-stop movements crossing from Up Slow to Up Fast at Balham Junction | Approach Control/Slow Crossover | {½} |

Dwell Time

| | |
|------------------|---|
| All GTR services | 1 – may be reduced to ½ minute outside SX peak hours by exception only with the agreement of Train Operator |
|------------------|---|

Connectional Allowances

| | |
|--------------|---|
| All Services | 4 |
|--------------|---|

| Balham | | |
|--|---|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up non-freight* train from Streatham Hill pass/arrive Balham | Down train depart Balham towards Selhurst | ½ |
| Up non-freight* train from Streatham Hill pass/arrive Balham | Down train pass Balham towards Selhurst | 1 |
| Up freight+ train from Streatham Hill or any train coming directly from Streatham Hill Shed pass/arrive Balham | Down train depart/pass Balham towards Selhurst | 2 |
| Down train pass/depart Balham towards Selhurst | Up train pass/arrive Balham from Streatham Hill | 2½ |
| Down freight+ train pass Balham on Down Fast Line towards Selhurst | Up arrive/pass Platform 4 from Up Brighton Slow | 3 |
| * A non-freight train is deemed as any Class 0, 1, 2, 3, 5, seasonal Class 8 or 9 + A freight train refers to any Class 4, 6, 7 or non-seasonal Class 8 | | |
| Planning Note | | |
| | Notes | |
| Fast line platforms | Trains formed of a 12 car Class 700 EMU must not be planned to use these platforms, due to operational restrictions | |

| Streatham North Junction |
|---|
| Length Limit |
| A train exceeding 246 metres/38 SLU in length on the Reversible Fast Spur in the Up direction will foul TVC788 when stood at TVC650. Therefore, junction margins must be based on trains' departure time at Streatham North Junction |
| The standage at signal TVC659 on the Brighton Slow in the Down direction is 266m/41 SLUs without fouling Streatham North Junction in rear |

| Streatham Common | | |
|--|--------------------|--------------|
| Adjustment to Sectional Running Times | | |
| Freight Timing Loads on the Down Slow which have travelled from Streatham Station | | |
| ITPS Timing Load | Reason | Value |
| Freight up to 800t inclusive of Heavy Axle | Speed Differential | {½} |
| Freight up to 1200t inclusive of Heavy Axle | Speed Differential | {1} |
| Freight up to 1600t inclusive of Heavy Axle | Speed Differential | {1½} |
| Freight up to 2000t inclusive of Heavy Axle | Speed Differential | {2} |
| Freight up to 2400t inclusive of Heavy Axle | Speed Differential | {2½} |
| Length Limit | | |
| The standage at signal TVC661 on the Down Streatham Spur to avoid fouling Streatham Jn is 244 metres/38 SLUs/12 cars (or 10 cars if the train is formed of Class 171 stock). | | |
| The standage at signal TVC782 on the Up Streatham Spur to avoid fouling Streatham Common Jn is 179 metres/28 SLUs/8 cars | | |

| Streatham Common | | |
|--|---|-----------------------------------|
| Movement | Reason | Value |
| All non-Stop movements towards Streatham | Approach control on signal TVC662 and 15mph speed limit on Streatham Spurs | {½} * Non Freight {1} Freight+ |
| * A non-freight train is deemed as any Class 0, 1, 2, 3, 5, seasonal Class 8 or 9 + A freight train refers to any Class 4, 6, 7 or non-seasonal Class 8 | | |
| Connectional Allowances | | |
| All Services | 4 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart/Pass Platform 2 towards the Up Streatham Spur | Arrive/Pass Platform 1 from the Down Brighton Slow | 3 |
| Planning Note | | |
| Fast line platforms | Notes Trains formed of a 12 car Class 700 EMU must not be planned to use these platforms, due to operational restrictions | |

| Selhurst | | |
|--|---|---------------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| All non-stop movements that have crossed from Up Slow to Up Fast at Selhurst | Speed Differential | {½} * |
| * To be applied at the next timing point after Selhurst | | |
| Connectional Allowances | | |
| All Services | 4 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Passing train crossing from Down Victoria Fast to Down Victoria Slow | Arrive/pass Platform 2 on Up Victoria Slow from East Croydon or West Croydon | 2½ |
| Depart any Platform towards Down Selhurst Spur | Arrive/pass any Platform from Up Victoria Slow | 3 |
| Pass Platform 3 to Down Victoria Fast | Passing train crossing from Up Victoria Slow to Up Victoria Fast from East Croydon or West Croydon | 2½ |
| Depart/Pass Selhurst on Down Slow | Depart/Pass Selhurst to the Depot | 2 |
| Train crossing from Up Victoria Slow towards Up Victoria Fast | Train following on Up Victoria Fast | 3 |
| Length Restriction | | |
| The standage at signal T74 on the Up Victoria Slow to avoid fouling Cottage Junction is 200 metres/31 SLUs/10 cars (or 8 cars if the train is formed of Class 171 stock). | | |
| The standage at signal T72 on the Up Selhurst Spur to avoid fouling Gloucester Road Junction is 160 metres/25 SLUs/8 cars (or 6 cars if the train is formed of Class 171 stock). | | |
| Planning Note | | |
| Fast line platforms | Notes Trains formed of a 12 car Class 700 EMU must not be planned to use these platforms, due to operational restrictions | |

| Selhurst T&R.S.M.D | | |
|---|---|---------------|
| Berthing Facilities | | |
| Maximum Berthing Capacity and facilities available should be confirmed with Southern Railway Specification & Planning Department. | | |
| Headways | | Margin |
| Selhurst Depot to Selhurst Depot Tennison Road Bridge | | 5 |
| Norwood Junction to Selhurst Depot Tennison Road Bridge | | AB+1 |
| Selhurst Depot Tennison Road Bridge to Selhurst Depot | | 5 |
| Selhurst Depot Tennison Road Bridge to Norwood Junction | | AB+1 |
| Selhurst Depot Tennison Road Bridge to Selhurst Depot Selhurst Exit using the same line | | AB |
| Junction Margins at Selhurst Depot Tennison Road Bridge | | |
| Between all moves except below | | 2½ |
| Where the second train is a conflicting move from Norwood Junction via the Norwood Entry/Exit Road | | 3½ |
| Margins Between Arrivals and Departures | | |
| First Move | Second Move | Margin |
| Arrival at Selhurst Depot | Departure from Selhurst Depot | 1 |
| Arrival at Norwood Jn from Selhurst Depot Tennison Road Bridge via the Norwood Entry/Exit Road | Departure from Norwood Junction towards Selhurst Depot Tennison Road Bridge via the Norwood Entry/Exit Road | 1 |
| Length Limit | | |
| A train exceeding 160m/25SLU in length on the Fork Arrival Road will 1527 points when standing at T1020 | | |
| Gullet Road - 12 car Class 377 or 10 car Class 171 | | |
| No.1 Yard Road - 10 car Class 377 or 8 car Class 171 | | |
| No.2 Yard Road - 8 car Class 377 or 6 car Class 171 | | |
| Planning Notes | | |
| Empty stock workings from London Bridge or London Victoria should, whenever possible, be timed to run via Peckham Rye (if from London Bridge), Streatham Common and Selhurst to minimise conflicting movements at Norwood Junction. | | |
| All trains to Selhurst Field sidings must be timed to use the Departure Road. The Fork Arrival Road should never be used | | |
| Line Codes must be shown | | |
| Moves between the Gullet and the Departure Road are mutually parallel with moves between the Yard Sidings and the Arrival Road | | |
| Moves on the Fork Arrival Road towards Norwood Junction are parallel with moves on the Departure and Arrival Roads, except to or from Norwood Junction | | |
| Simultaneous Moves Not Permitted | | |
| Selhurst Depot Tennison Road Bridge to Selhurst Depot | Selhurst Depot to Selhurst Depot Tennison Road Bridge | |
| Selhurst Depot Tennison Road Bridge to Norwood Junction, Gullet or Yard Roads | Norwood Junction, Gullet or Roads to Selhurst Depot Tennison Road Bridge | |

Windmill Bridge Junction / Cottage Junction

Junction Margins

| First Movement | Second Movement | Margin |
|---|---|--------|
| Between all movements except as below | | 2 |
| Pass Windmill Bridge Junction and crossing to Up London Bridge Slow at Cottage Junction | Pass Windmill Bridge Junction from Down Victoria Slow | 2½ |
| Pass Windmill Bridge Junction from Down Victoria Slow | Pass Windmill Bridge Junction and crossing to Up London Bridge Slow at Cottage Junction | 1½ |

Length Limit

| |
|---|
| A train exceeding 200m/31SLU on the Down London Bridge Slow when crossing from the Down London Bridge Fast in length using 1537 crossover will foul T81 when standing at T89 Therefore, junction margins must be based on trains' departure time at Windmill Bridge Junction |
| A train exceeding 244m/38SLU on the Down Victoria Slow in length will foul Selhurst Junction when standing at T75 Therefore, junction margins must be based on trains' departure time at Windmill Bridge Junction |

East Croydon

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|--|--|--|
| All southbound crossing movements between Fast, Slow and Reversible Lines at London End * | Approach control and slow speed crossovers | {½} approaching East Croydon * |
| All southbound crossing movements between Fast, Slow and Reversible Lines at Country End * | Approach control and slow speed crossovers | {½} approaching East Croydon and next timing point * |
| All northbound crossing movements between Fast, Slow and Reversible Lines at Country End * | Approach control and slow speed crossovers | {½} approaching East Croydon * |
| All northbound crossing movements between Fast, Slow and Reversible Lines at London End * | Approach control and slow speed crossovers | {½} approaching East Croydon and next timing point * |
| All movements from Sanderstead passing South Croydon on the Up Slow into Platform 4 | Speed Differential | {½} |
| All movements from Sanderstead passing South Croydon on the Up Slow into Platforms 2,3 and 5 | Speed differential at South Croydon, approach control on signal T126 and 25mph crossovers at East Croydon. Note that {1} also incorporates the speed differential at South Croydon | {1} |

*Does not apply to movements between Down Fast or Up Fast and Up Fast Reversible

Dwell Times

| | |
|--------------|---|
| All Services | 1 |
|--------------|---|

Limit of Shunt

| | Length Limit |
|---------------------------|--------------|
| Up Fast (Clear of T100) | 12 |
| Down Slow (Clear of T123) | 12 |

Platform Re-occupation

| Platform Re-occupation | Margin |
|------------------------------------|--------|
| All platforms with following moves | 2 |

Overlap Restrictions

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

| East Croydon | | | |
|---|---------------------------------|--|---|
| Down train arriving in Platform 5 from either RVL or DFL | Up train arriving at Platform 4 | Overlap on 1608A/B points | 2 |
| Up train departing Platform 5 | Up train arriving Platform 4 | Overlap on 1608A/B points | 2 |
| Station Working Requirements | | | |
| Whenever possible, change of line should be made at North End of station with Northbound services and at South End of station with Southbound services. Stopping passenger services from 01.00 to 05.00 should be timed to run via Platforms 5 and 6 where possible | | | |
| Planning Notes | | | |
| The non-stop headway applies for consecutive trains departing from or passing East Croydon <i>providing</i> the second train uses a different platform <i>and</i> the correct headway is applied at the next timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers. | | | |
| The non-stop headway applies for consecutive trains arriving at or passing East Croydon <i>providing</i> the second train uses a different platform <i>and</i> the correct headway has been applied at the previous timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers. | | | |
| Permissive Working | | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | | |
| Platform 4 | Both Directions | Attaching/Detaching and Platform Sharing | |
| Platform 5 | Both Directions | Attaching/Detaching and Platform Sharing | |

| South Croydon | | |
|---|---|--|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| Passenger or ECS passing Platform 5 from Down Slow towards Purley | Approach control signal T137 and Speed Differential after 20mph crossover | {½} and {½} approaching next timing point |
| Freight passing Platform 5 from Down Slow towards Purley | Approach control signal T137 and Speed Differential after 20mph crossover | {1} and {½} approaching next timing point |
| Down train towards Sanderstead passing South Croydon on the Reversible Line | Approach control signal T135 for 20mph crossover and acceleration | {½} and also {½} approaching next timing point |
| All movements crossing to the Reversible Line from Purley | Approach control on Signal T148 for 25mph crossover | {½} |
| Connectional Allowances | | |
| All Services | 4 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart/Pass Platforms 4 or 5 to the Down Slow | Train from Up East Grinstead to Up Slow | 2½ |
| Pass Platform 5 to the Down Slow | Pass Platform 4 to the Down Slow | 2½ |
| Pass Platform 5 to the Down Slow | Depart Platform 4 to the Down Slow | 2 |
| Length Limit | | |
| The standage at signal T140 on the Up Slow & T142 on the Reversible Slow to avoid fouling South Croydon Jn is 244 metres/38 SLUs/12 cars (or 10 / 11 cars if the train is formed of Class 171 stock). | | |
| Planning Note | | |

South Croydon

Up trains formed of 12 car class 700 rolling stock must not be planned to call at South Croydon Platform 4 to avoid route locking the junction at the south end of the station

Purley Oaks

Planning Note

Trains may call at platforms 1 and 2 providing station-staff are present and gates are unlocked

Purley

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|--|--|---|
| All movements to Platforms 5 and 6 | Approach Control | {½} |
| All movements crossing from Down Fast to Down Slow | Speed Differential & Acceleration | {½} approaching Purley {1} approaching Stoats Nest Junction* |
| All movements crossing from Up Slow to Up Fast | Speed Differential & Acceleration | {½} approaching Purley {½} approaching the next timing point if called at Purley {1} approaching next timing point if not calling at Purley |
| Up attachment in platform 5 | Calling-on allowance to be added to second train due to restrictive aspect at signals T560 or T576 | {1} |

*required if train has not called at Purley

Berthing Facilities

| | Cars | Notes |
|--------|------|---|
| Siding | 16 | This location is not to be used without prior arrangement |

Berthing within the station is permitted in Platform 6 only and is limited to train class 377 and 700 only due to restrictions upon berthing on running lines

Connectional Allowances

| | |
|--------------|---|
| All Services | 4 |
|--------------|---|

Dwell Times

| | |
|-------------------|---|
| All Peak Services | 1 |
|-------------------|---|

Junction Margins

| First Movement | Second Movement | Margin |
|--|---|----------|
| Depart Platform 3, 4 or 5 to Up Fast | Pass Platform 2 on Down Fast | 3 |
| Depart Platform 5 to Up Slow | Arrive Platform 5 from Down Slow | 2½ |
| Depart platform 6 towards Tattenham Corner | Arrive platforms 4 or 5 from Caterham | 3 |
| Depart platform 5 towards Caterham or Tattenham Corner | Arrive platforms 5 from Caterham | 3 |
| Depart platform 5 towards Caterham or Tattenham Corner | Arrive platform 4 from Tattenham Corner | Parallel |
| Down departure | Conflicting Down departure to a different route | 2 |

Purley

Permissive Working

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

| | | |
|------------|----------------|-----------------|
| Platform 1 | | Prohibited |
| Platform 2 | | Prohibited |
| Platform 3 | | Prohibited |
| Platform 4 | | Attaching Only* |
| Platform 5 | Up Direction | Attaching |
| Platform 6 | Down Direction | Detaching Only |

* to provide additional capacity in the Up direction from Caterham or Tattenham Corner where there is no alternative

A 3 minute margin between two services booked to attach is to be allowed (inclusive of calling-on allowance)

Overlap Restrictions

| First Movement | Second Movement | Margin |
|--|--------------------------------|--------|
| Up train departing Platform 4 | Up Train arriving Platform 3 | 2 |
| Up Train departing Platform 5 | Up Train arriving Platform 3 | 2 |
| Up Train departing Platform 5 | Up Train arriving Platform 4 | 2 |
| Down Train departing Platform 5 towards Caterham or Tattenham Corner | Down Train arriving Platform 6 | 2 |

Simultaneous Moves Not Permitted – Freight (Class 4, 6, 7 or non-seasonal Class 8)

A freight train (as described above) arriving in the Down direction which is running into Purley Yard is required to proceed past signal T167 at the country end of Platform 6 in order to clear the pointwork for the Yard. Under the instructions of the shunter, the train will then be propelled into the Down Siding. Whilst the shunt is taking place no route is available from Platform 5 signal T165 towards Caterham or Tattenham Corner. As soon as the train has cleared Platform 6, a departure towards Caterham or Tattenham Corner from Platform 5 can proceed.

Purley Yard (Days Aggregates)

Length Restriction

| | Length Limit |
|-----------------------------------|--------------|
| Trailing Length Limit | 42 SLU |
| Total Length Limit including Loco | 45 SLU |

Stoats Nest Junction

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|-------------------------------|--|-------|
| Pass Down Slow to Down Quarry | Approach control | {1} |
| | Acceleration from slow speed crossover | {1}* |
| Pass Up Quarry to Up Slow | Approach control | {1} |
| | Acceleration from slow speed crossover | {1}* |

*approaching next timing point

Junction Margins

| First Movement | Second Movement | Value |
|--|--|-------|
| Train passes on Down Slow/Down Redhill | Train crossing from Down Fast towards Down Redhill | 2½ |

Coulsdon South

Dwell Times

| | |
|--------------------------|---|
| Coulsdon South | |
| All Services (Peak Only) | 1 |

| | | |
|---|--|--|
| Redhill | | |
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| All movements from the Reigate Line to a Platform that is already Occupied | Approach control on signal T492 | {½} |
| All movements from the Down Redhill to Platforms 0 and 2 via 1909 points at Holmethorpe | Approach control and slow speed through crossovers | {2} |
| All movements from the Down Redhill to Platform 2 via 1911 points | Approach control and slow speed through crossovers | {½} |
| Adjustment to Sectional Running Times | | |
| On the Down Redhill Line Only for Freight timing Loads which will be routed towards Tonbridge or Reigate or through the Platform Loops. | | |
| Movement | Reason | Value |
| Allowance to be shown between Stoats Nest Junction and Redhill | Speed differential and Acceleration | {1½} |
| Adjustment to Sectional Running Times | | |
| For Freight Timing Loads shown on the Up Redhill Line Only travelling through Redhill which have passed through Godstone or Reigate or passed through Redhill Platform Loops. The allowance below is to be shown between Redhill and Stoats Nest Junction. | | |
| ITPS Timing Load | Reason | Value |
| Freight up to 400t inclusive of Heavy Axle at 60mph | Speed Differential & Acceleration | {½} |
| Freight up to 1600t inclusive of Heavy Axle at 60mph | Speed Differential & Acceleration | {1} |
| Freight up to 2400t inclusive of Heavy Axle at 60mph | Speed Differential & Acceleration | {1½} |
| Freight up to 400t at 75mph | Speed Differential & Acceleration | {1½} |
| Freight up to 1400t inclusive of Containers at 75mph | Speed Differential & Acceleration | {2} |
| Freight up to 1600t inclusive of Containers at 75mph | Speed Differential & Acceleration | {2½} |
| Berthing Facilities | | |
| Location | Cars | Notes |
| Loco Hauled Sidings (L.H.S) | 36 | Non Electrified |
| Platform 1 | 8 | Platform 1 can accommodate a maximum of 8 x 20 metre cars (platform length 174 metres) |
| Platform 2 | | |
| Platform 3 | | No movements northbound (up direction) trains formed of a 12 car Class 700 EMUs |
| Connectional Allowances | | |
| All Services except as below | 5 | |
| Southern, Southeastern and Thameslink | 3 | |
| Dwell Times | | |
| All Services | 1 | |

| Redhill | | |
|---|---|--|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart/pass towards Reigate or crossing move from Platform 0, 1 or 2 towards Earlswood | Arrive platforms 0, 1 or 2 from Earlswood Tonbridge, Redhill LHS or Tonbridge Goods | 4 |
| Any train in the Down direction towards and calling at Earlswood | Any train departing or passing Redhill on Down Redhill towards Earlswood | 3½ |
| Departure from Platform 0 or 2 in the Up direction | Departure from Platform 0 or 2 in the Up direction | 2 |
| Passing on Up Redhill line | Departure from Platform 0 or 2 in the Up direction, calling at Merstham | 2 |
| Permissive Working | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | |
| Platform 0 – Up Loop No0 | Both Directions | Attaching/Detaching and Platform Sharing* |
| Platform 1 | | Attaching/Detaching and Platform Sharing up to a maximum of 8 x 20 metre cars (platform length 174 metres) |
| Platform 2 – Up Loop No2 | Both Directions | Attaching/Detaching and Platform Sharing* |
| Platform 3 – Down Loop | Down Direction | Detaching Only |
| *Where trains are booked to platform share only in platforms 0 and 2 (e.g. do not attach, detach or run-round), the station is only capable of accommodating a maximum of two trains at any one time in either platform using this methodology | | |
| Planning Notes | | |
| Wherever possible the preferred sequence of Up trains from Platforms 0 and 2 is an Up departure from Platform 2 followed by an Up departure from Platform 0. This is because the route from Platform 0 is restricted by slow speed crossovers. | | |
| The non-stop headway applies for consecutive departures from Redhill towards Stoats Nest Junction providing the second train uses a different platform and the correct headway is applied at the next timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers. | | |
| Platform Re-occupation Margins | | |
| First Movement | Second Movement | Margin |
| Departure from Platform 0, 1 or 2 towards Reigate | Arrival into Platform 0, 1 or 2 from Reigate | 3½ |
| Departure from Platforms 0 or 2 in the Up direction | Reoccupation of same platform with Down service | 4 |
| Departure of Tonbridge bound train from Platforms 0, 1 or 2 | Arrival of train from Tonbridge into Platforms 0, 1 or 2 | 4 |
| Departure of Down train from Platform 3 | Reoccupation of same platform with Down service | 2½ |
| Overlap Restrictions | | |
| First Movement | Second Movement | Margin |
| Down depart Platform 3 | Down arrive Down Main | 1½ |
| Down arrive Down Main | Down depart Platform 3 | 1 |
| Up depart-Platform 2 | Up arrive Up Main | 1½ |
| Up arrive Up Main | Up depart Platform 2 | 1 |

| Earlswood | | |
|--|---------------|--------------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |

| Earlswood | | |
|------------------------------------|--|---|
| Down Slow Line to Down Fast Line | Approach control on signal T197 and speed differential | {½} approaching Earlswood and {½} approaching next timing point after Earlswood |
| Up Fast Line to Up Slow Line | Approach control on signal T208 and speed differential | {½} approaching Earlswood and {½} approaching Redhill |
| Up Slow Line to Up Quarry Line | Approach control on signal T216 and speed differential | {½} approaching Earlswood and {1} approaching Stoats Nest Junction |
| Down Quarry Line to Down Slow Line | Approach control on signal T201 and speed differential | {½} approaching Earlswood and {½} approaching the next timing point after Earlswood |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass Up Fast to Up Redhill | Pass Down Slow having not called at Redhill or Earlswood | 3 |
| Pass Down Fast/Quarry to Down Slow | Pass Up Fast to Up Quarry | 2½ |

| Salfords Aggregate Sidings | | | |
|--|---------------|--------|------------------------------|
| Berthing Facilities | | | |
| Location | Usable Length | | Notes |
| | SLU | METRES | |
| Reception number 1 siding | 27 | 176 | Between 1149 and 1142 signal |
| Number 2 siding | 47 | 305 | |
| Siding for unloading | 48 | 318 | |
| Cripple siding | 11 | 70 | |
| Headshunt | 31 | 203 | |
| Planning Restrictions | | | |
| One train working (excludes light locomotives) | | | |

| Horley |
|--|
| Planning Note |
| Please note that a second train cannot be planned to arrive at Horley until the first train has arrived at Gatwick Airport due to one signal being between the two stations. |

| Gatwick Airport | | |
|--|--|--------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| All movements from Up Slow to platforms 1 and platform 3 via Signal T260 | Approach control on Signal T260 | {½} |
| All movements from Down Slow to platforms 1 and 2 | Approach control on Signal T239 | {½}* |
| All movements from Down Fast to Platforms 1, 2 and 3 | Approach Control on Signal T237 | {1}* |
| Train passing through Platform 1,2 & 3 from the Down Fast | Train not running at line speed having used 40mph crossovers | {1}** |
| Depart Platform 5 to Up Fast | Speed differential for slow speed crossover (1707 points) | {1}*** |
| * Not applicable if the train has stopped at Horley | | |
| ** Applies only to trains not stopping at Gatwick Airport. To be applied approaching next timing point | | |
| *** To be applied approaching next timing point | | |

| Gatwick Airport | | | |
|---|---|---|-------|
| Connectional Allowances | | | |
| All Services | 10 | | |
| Dwell times | | | |
| All Services | 1½ | | |
| Exceptions | | | |
| Activity | Reason | Value | |
| Trains terminating and then running ECS in the same direction | To allow staff to clear train, check for lost property and lock doors | 4 if train is formed of 8 cars or more or formed of a Class 700 | |
| | | 3 if a train is formed of 5 to 7 cars | |
| | | 2 if a train is formed of 4 car or less | |
| Converging Margins | | | |
| First Movement | Second Movement (correct headway to be applied at next timing point) | Value | |
| Depart Platform 1 to Up Fast | Depart Platform 2 / 3 to Up Slow | 2 | |
| Depart Platform 1 to Up Fast | Depart Platform 2 / 3 / 4 / 5 to Up Fast | 2½ | |
| Depart Platform 2 to Up Fast | Depart Platform 1 / 3 / 4 / 5 to Up Fast | 2½ | |
| Depart Platform 3 to Up Fast | Depart Platform 1 / 2 / 4 / 5 to Up Fast | 2½ | |
| Depart Platform 4 to Up Fast | Arrive Platform 4 from Up Fast | 2 | |
| Depart Platform 5 to Down Fast | Arrive Platform 5 from Down Fast | 2 | |
| Depart Platform 5 to Down Fast | Depart Platform 6 / 7 to Down Fast | 2½ | |
| Depart Platform 5 to Up Fast | Arrive Platform 5 from Up Fast | 2 | |
| Depart Platform 6 to Down Fast | Arrive Platform 6 from Down Fast | 2 | |
| Depart Platform 6 to Down Fast | Depart Platform 5 / 7 to Down Fast | 2½ | |
| Depart Platform 7 to Down Fast | Arrive Platform 7 from Down Fast | 2 | |
| Depart Platform 7 to Down Fast | Depart Platform 6 / 7 to Down Fast | 2½ | |
| Junction Margins | | | |
| Passing trains use the same margin as a departure or arrival as appropriate | | | |
| First Movement | Second Movement | Margin | |
| Between all conflicting movements, except as stated below | | 3 | |
| Arrive/Pass any platform | Conflicting opposite direction departure | 1 | |
| Depart platform 5 to Up Fast | Arrive platform 5 from Down Fast | 4 | |
| Depart platform 5 or 6 to Down Fast | Arrive platform 5 or 6 from Up Fast | 4 | |
| Arrive Platform 1 / 2 / 3 from Down Fast | Pass Platform 4 to Up Fast | 3* | |
| Depart platform 2 or 3 to CHS | Arrive platform 1, 2 or 3 from Up Slow | 4 | |
| Depart platform 1, 2 or 3 | Depart from CHS to same platform | 1 | |
| Depart platform 1, 2 or 3 | Any conflicting departure from CHS | 1 | |
| Arrive Platform 4 from Up Fast | Depart from Platform 5 to Up Fast | Same time | |
| Depart platform 5 to Up Fast | Arrive platform 4 from Up Fast | Same time | |
| Overlap Restrictions | | | |
| First Movement(s) | Second Movement | Signal | Value |
| Depart platform 1 to Down Slow | Arrive platform 2 in Down Direction | T249 | 2 |
| Depart platform 1 to Up Slow | Arrive platform 2 in Up Direction | T252 | 2 |
| Depart platform 1 to Up Slow AND any parallel arrival or departure in platform 2 | Up arrival into Platform 3 | T250 | 2 |
| Down direction arrival into Platform 2 | Up direction arrival into Platform 3 | T250 | 2 |
| Arrival in Platform 3 from Up Slow or CHS | Arrive Platform 2 in Down Direction | T250 | 2 |
| Depart platform 3 to CHS | Arrive platform 2 in Down Direction | T249 | 2 |
| Depart platform 6 to Down Fast | Arrive platform 5 from Down Fast | T243 | 2 |

Gatwick Airport

Permissive Working

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

| | | |
|------------|-----------------|--|
| Platform 2 | Both Directions | Attaching/Detaching and Platform Sharing |
| Platform 3 | Both Directions | Attaching/Detaching and Platform Sharing |

Planning Notes

The non-stop headway applies for consecutive trains departing from or passing Gatwick Airport *providing* the second train uses a different platform *and* the correct headway is applied at the next timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers.

The non-stop headway applies for consecutive trains arriving at or passing Gatwick Airport *providing* the second train uses a different platform *and* the correct headway has been applied at the previous timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers.

Gatwick Airport C.H.S.

Berthing Facilities

| Location | Cars | Notes |
|------------|------|-------|
| No1 Siding | 12 | |
| No2 Siding | 12 | |
| No3 Siding | 12 | |

Tinsley Green Junction

Adjustment to Sectional Running Times

| First Movement | Reason | Value |
|--|---------------------------------|-------|
| Pass Gatwick on Down Slow to Down Fast | Approach Control on Signal T257 | {½} |

Junction Margins

| First Movement | Second Movement | Value |
|--|--|-------|
| Down Slow to Down Fast | Train passing Three Bridges on the Up Fast | 2 |
| Down Slow to Down Fast | Depart Three Bridges on the Up Fast | 1 |
| Up Fast to Up Slow | Pass Gatwick Airport on Down Slow | 2 |
| Up Fast to Up Slow | Depart Gatwick Airport on Down Slow | 1 |
| Pass/Arrive Gatwick Airport on Up Fast | Down Slow to Down Fast | 2 |
| Pass/Arrive Three Bridges on Down Slow | Up Fast to Up Slow | 2 |

Crawley New Yard

Junction Margins

| First Move | Second Move | Margin |
|------------|-------------|--------|
| Arrive | Depart | 30 |
| Depart | Depart | 30 |
| Arrive | Arrive | 30 |

Three Bridges

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|---|---|-------------------------------------|
| All movements from Down Fast to Platforms 1, 2 or 3 | Approach Control on Signal T269 | {½} |
| All movements from Down Slow to Platforms 1 and 2 | Approach control on Signal T271 | {½} |
| All non-stop movements from Down Slow through Platform 3 towards Crawley | Approach Control on Signal T277 | {½} non-freight* {1½} freight+ |
| All movements from Platform 1 to the Up Slow towards Gatwick Airport | Speed differential for 20mph crossover | {½} approaching next timing point** |
| All movements from Platform 1 to the Up Fast towards Gatwick Airport | Speed differential for 20mph and 40mph crossovers | {1} approaching next timing point** |
| All movements from Platforms 2 & 3 to the Up Fast towards Gatwick Airport | Speed differential for 40mph crossover | {½} approaching next timing point** |
| All movements from the Up Slow to platform 3 | Approach control on Signal T284 | {½} |

* A non-freight train is deemed as any Class 0, 1, 2, 3, 5, seasonal Class 8 or 9

+ A freight train refers to any Class 4, 6, 7 or non-seasonal Class 8

** These values are in addition to any adjustments to the Sectional Running Times that may be required for approach control at Gatwick Airport

Berthing Facilities

| | Cars | Notes |
|-------------------|------|---|
| Back Road | 12 | Trains formed of a 12 car Class 700 EMU must not be planned into Three Bridges Back Road, due to operational restrictions |
| Up Siding North | 12 | Trains formed of a 12 car Class 700 EMU must not be planned into Three Bridges North End Siding due to operational restrictions |
| Platform 1 | 12 | |
| Platform 2 | 12 | |
| Platform 3 | 12 | |
| Up Horsham Siding | 8 | |
| Up Platform Loop | 12 | No turnback from both directions for trains formed of a 12 car Class 700 EMU |

Berthing is permitted in platforms 1, 2 and 3 subject to operational and safety restrictions relating to berthing on running lines.

No more than two platforms can be used for berthing trains at Three Bridges at any one time to ensure that one platform is always kept clear. When berthing is planned in two platforms at the same time, platform 2 *must* be kept clear as this is bi-directional to / from all routes including Three Bridges Up Thameslink Depot

| Three Bridges | | | |
|---|---|--|---------------------|
| Connectional Allowances | | | |
| All Services | 4 | | |
| Dwell Times | | | |
| All non-Thameslink services | 1 | | |
| Thameslink services | 1½ | | |
| Activity | Reason | Allowance | |
| Trains terminating and then running ECS in the same direction | To allow staff to clear train, check for lost property and lock doors | 4 | |
| Junction Margins | | | |
| | | | Margin |
| Between all conflicting moves except as below | | | 3 |
| First Movement | Second Movement | Margin | |
| Depart/Arrive Platform 1 to/from Gatwick | Up arrival into Platform 2 from Up Slow | 2 | |
| Depart platform 1 or 2 to up Fast | Pass platform 2 or 4 towards Gatwick Airport | 4 | |
| Train departs Three Bridges Platform 5 towards the Down Thameslink Sidings | Train passes or arrives Three Bridges on Down Fast | 5 | |
| Resetting of route for a departing service following the arrival of a conflicting inwards service | | | 1* |
| * 2 if first train is a freight train (Class 4, 6, 7 or non-seasonal Class 8) and has a greater than 1 minute pathing time applied between Balcombe Tunnel Junction and Three Bridges | | | |
| Limit of Shunt | | | |
| | | | Length Limit |
| Down Fast (Clear of T273) | 12 | | |
| Permissive Working | | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | | |
| Platform 1 | Up Platform Loop Both Directions | Attaching/Detaching and Platform Sharing | |
| Platform 2 | Up Slow Both Directions | Attaching/Detaching and Platform Sharing | |
| Platform 3 | Down Slow Both Directions | Attaching/Detaching | |
| Platform 4 | Up Fast | Prohibited | |
| Platform 5 | Down Fast | Prohibited | |
| Overlap Restrictions | | | |
| First Movement | Second Movement | Reason | Margin |
| Down Train departing Platform 2 towards Down Slow | Down Train arriving Platform 3 | Overlap on signal T277 | 2 |
| Down train arriving from Down Fast into Platform 1 or 2 | Up Train arriving Platform 3 | Overlap on signal T276 | 2 |
| Depart/Arrive Platform 1 to/from Gatwick | Up arrival into Platform 2 from Up Horsham | Overlap on signal T278 | 3 |
| Up Arrival Platform 4 from Three Bridges Down Sidings | Train passes or arrives Three Bridges on Down Fast | Overlap on signal T273 | 3 |
| Planning Notes | | | |
| The non-stop headway applies for consecutive trains departing from or passing Three Bridges <i>providing</i> the second train uses a different platform <i>and</i> the correct headway is applied at the next timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers. | | | |

Three Bridges

The non-stop headway applies for consecutive trains arriving at or passing Three Bridges *providing* the second train uses a different platform *and* the correct headway has been applied at the previous timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers.

Three Bridges Down Thameslink Sidings

Overlap Restrictions

| First Movement | Second Movement | Reason | Margin |
|---|---|--------|--------|
| Train departs Three Bridges Platforms 4 or 5 and enters the Down Thameslink Sidings | Following movement departs Three Bridges into the Down Thameslink Sidings | | 20 |

Example, first train departs Three Bridges towards Down Thameslink Sidings at xx.00. Second movement into Sidings can depart Three Bridges at xx.20. This margin provides an allowance for the first train to use the washer, reverse in the headshunt and stable. 8 minutes applies if the second train not washing.

All trains arriving at the Down Sidings must be planned with a 'dot' stop at Three Bridges station. This is because the train will be brought to a stand or near stand at signal T273 before receiving a proceed aspect into the sidings.

Berthing Facilities

| Siding | Cars* | Notes |
|----------------------|-------|---|
| Stabling Siding No 1 | 24 | 2 x 12 cars, 3 x 8 cars or 1 x 12 car and 1 x 8 car |
| Stabling Siding No 2 | 24 | 2 x 12 cars, 3 x 8 cars or 1 x 12 car and 1 x 8 car |
| Stabling Siding No 3 | 12 | 1 x 12 car or 1 x 8 car |

* Assumed to be Class 700 stock

Margins between arrivals and departures

| First Movement | Second Movement | Margin |
|---|--|--------|
| Train arrives at Three Bridges Down Thameslink Sidings from Three Bridges station | Train departs from Three Bridges Down Thameslink Sidings towards Three Bridges station | 6 |

Margins between successive departures

| First Movement | Second Movement | Margin |
|---|--|--------|
| Train departs from Three Bridges Down Thameslink Sidings and passes Three Bridges station | Following movement departs Three Bridges Down Thameslink Sidings towards Three Bridges station either stopping or not stopping | 6 |
| Train departs from Three Bridges Down Thameslink Sidings and stops at Three Bridges station (assumes 1 minute dwell at Three Bridges) | Following movement departs Three Bridges Down Thameslink Sidings towards Three Bridges station either stopping or not stopping | 8 |

Planning Note

Pathing or performance allowances must not be placed between Three Bridges and Three Bridges Down Thameslink Sidings in either direction as there are no intermediate signals

| Three Bridges Up Thameslink Depot | | |
|--|--|---------------|
| Acceptance of trains | | |
| First Movement | Second Movement | Margin |
| Train departs Three Bridges Platform 2 or 3 and enters the Up Thameslink Depot | Following movement departs Three Bridges into the Up Thameslink Depot | 8 |
| Example, first train departs Three Bridges towards Up Thameslink Depot at xx.00. Second movement into Depot can depart Three Bridges at xx.08. | | |
| Berthing Facilities | | |
| Siding | Cars* | Notes |
| Road 1 | 36 | |
| Road 2 | 24 | |
| Road 3 | 24 | |
| Road 4 | 24 | |
| * Assumed to be Class 700 EMU stock. A maximum of six planned arrivals or departures is allowed on Depot at any one time. | | |
| Margins between arrivals and departures | | |
| First Movement | Second Movement | Margin |
| Train arrives at Three Bridges Up Thameslink Depot from Three Bridges station | Train departs from Three Bridges Up Thameslink Depot towards Three Bridges station | 6 |
| Margins between successive departures | | |
| First Movement | Second Movement | Margin |
| Train departs from Three Bridges Up Thameslink Depot and passes Three Bridges station | Following movement departs Three Bridges Up Thameslink Depot towards Three Bridges station either stopping or not stopping | 6 |
| Train departs from Three Bridges Up Thameslink Depot and stops at Three Bridges station (assumes 1 minute dwell at Three Bridges) | Following movement departs Three Bridges Up Thameslink Depot towards Three Bridges station either stopping or not stopping | 8 |

| Copyhold Junction | | |
|---|--|-----------------------------------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| All trains crossing from DLH (Down Loop) to Up Main | Speed differential due to 40mph crossover | {½}* |
| All trains crossing from the Down Main to the ULH (Up Loop) | Approach Control and speed differential due to 20mph crossover | {1} approaching Copyhold Junction |
| *applied at the next timing point | | |

| Haywards Heath | | | |
|---|--|--|---------------------|
| Adjustment to Sectional Running Times | | | |
| Movement | Reason | | Value |
| Up trains arriving in platforms 1 or 4 | Approach control on signals T348 or T350 | | {½} |
| Attachment in platform 1 | Calling-on allowance to be added to second train due to restrictive aspect at signals T337, T348 or T350 | | {1} |
| Attachment in platforms 3 or 4 | Calling-on allowance to be added to second train due to restrictive aspect at signals T348 or T350 | | {1} |
| Berthing Facilities | | | |
| Location | Cars | Notes | |
| Down Siding North | 12 | Trains berthed at this location must have been cleaned, watered and CET'd | |
| Platforms 1 and 4 | 12 | Classes 171, 375, 377, 387 and 700 only. Trains berthed at this location must have been cleaned, watered and CET'd | |
| Margins between opposing direction departures | | | |
| First Movement | Second Movement | | Margin |
| Train departs Platform 1 to the Down Siding North | Down train arriving/passing into Platform 1 | | 3 |
| Connectional Allowances | | | |
| All Services | 3 | | |
| Dwell Times | | | |
| All Services | 1 | | |
| Permissive Working | | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | | |
| Platform 1 | Down Loop | (Both directions) | Attaching/Detaching |
| Platform 2 | Down Main | (Down Direction) | Detaching Only |
| Platform 3 | Up Main | (Up Direction) | Attaching/Detaching |
| Platform 4 | Up Loop | (Up Direction) | Attaching/Detaching |
| Platform 4 | Up Loop | (Down Direction) | Detaching Only |
| A 4 minute headway between two services booked to attach is to be allowed | | | |
| Planning Notes | | | |
| The non-stop headway applies for consecutive departures from Haywards Heath providing the second train uses a different platform and the correct headway is applied at the next timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers. | | | |
| The non-stop headway applies for consecutive arrivals at Haywards Heath providing the second train uses a different platform and the correct headway has been applied at the previous timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers. | | | |

| Wivelsfield | | | |
|--------------------------------|---|--|--|
| Connectional Allowances | | | |
| All Services | 4 | | |
| Dwell Times | | | |
| All Services (Peak Only) | 1 | | |

| Keymer Junction | | | |
|--|---------------|--|--------------|
| Adjustment to Sectional Running Times | | | |
| Movement | Reason | | Value |

| Keymer Junction | | |
|--|--|--------------------------------|
| All trains that have not stopped at Wivelsfield and are routed towards Lewes | Approach Control | {½} |
| Up trains from Lewes not stopping at Wivelsfield | Speed differential due to 20mph speed limit over Keymer Junction | {½} approaching Haywards Heath |
| Junction Margins | | |
| First Movement | Second Movement | Value |
| Train converging from Up Lewes to Up Main | Train following on Up Main | 3 |
| Planning Note | | |
| <p>Pathing time must not be shown between Keymer Junction and Wivelsfield as there is no protecting signal between these locations. This applies in both directions and is irrespective of whether the train is travelling to or from the Brighton direction or Lewes direction.</p> <p>If pathing time is shown approaching Keymer Junction, please refer to the Overlap Restrictions table at Burgess Hill</p> | | |

| Burgess Hill | | |
|--|---|--------|
| Connectional Allowances | | |
| All Services | | 4 |
| Dwell Times | | |
| All Services (Peak Only) | | 1 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up train pass Keymer Junction with pathing time after Burgess Hill | Up-stopping train arrives at Burgess Hill | 2½* |
| Up train pass Keymer Junction with pathing time after Burgess Hill | Up train pass Burgess Hill Platform 1 | 2* |
| *A 4½ minute headway would still apply to the second train if the first train calls at both Burgess Hill and Wivelsfield | | |

| Hassocks | | |
|--------------------------------|--|---|
| Connectional Allowances | | |
| All Services | | 4 |
| Dwell Times | | |
| All Services (Peak Only) | | 1 |

| Preston Park | | |
|--|--|---------------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| All movements towards Hove via platform 3 | Approach control | {1/2} |
| Down Main to platform 1 or 2 | Approach control and distance of signal from station | {1} |
| Berthing Facilities | | |
| Location | Cars | Notes |
| No 1 Sidings | 12 | |
| No 2 Sidings | 12 | |
| Dwell Times | | |
| All Services (Peak Only) | 1 | |
| Junction Margins | | |
| | | Margin |
| Between all conflicting moves except as below | | 3 |
| First Movement | Second Movement | Margin |
| Arrive Platform 1 or 2 from Brighton or Carriage Road | Pass Platform 3 towards Hove or Carriage Road | 2 |
| Up train pass/arrive | Conflicting Down train departs | 1 |
| Limit of Shunt | | |
| | Length Limit | |
| Down Main (Clear of T425) | 12 | |
| Overlap Restrictions | | |
| First Movement | Second Movement | Margin |
| Up train departing Platform 1 | Up train arriving Platform 2 | 1½ |
| Down train arriving Platform 1 | Up train arriving Platform 2 | 1½ |
| Down train departing Platform 1 towards Down Main | Down train arriving Platform 2 | 1½ |
| Planning Note | | |
| The non-stop headway applies for consecutive northbound departures from Preston Park <i>providing</i> the second train uses a different platform <i>and</i> the correct headway is applied at the next timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers. | | |

| Lovers Walk T&R.S.M.D |
|--|
| Berthing Facilities |
| Maximum Berthing Capacity and Facilities available should be confirmed with Southern Railway Train Specification & Planning Department |

Brighton Down Sidings

Allowances

| Movement | Value |
|---|-------|
| Allowance for CET on Siding No 1 South prior to movement to Siding No 1 North | {24} |

Berthing Facilities

| Siding | Cars | Notes |
|-------------|---------|---|
| Siding No 1 | 24 cars | CET & water at South end of Siding No 1 |
| Siding No 2 | 12 cars | CET & water |

Siding Numbers to be shown as follows:

Siding No 1 North - 1N, Siding No 1 South - 1S, Siding No 2 – 2

Headways

| | |
|---|--|
| Headway between consecutive arrivals on No 1 Siding | 42 if first train washes and has CET (assumes first movement is to Siding 1 North) 18 if first train washes but has no CET (assumes first movement is to Siding 1 North). |
| Arrival on Siding No 1 followed by arrival on Siding No 2 | 14 |
| Arrival on Siding No 2 followed by arrival on Siding No 1 | 14 |
| Departures to Brighton station | 12 |

Permissive Working

Permissive working is authorised as shown below -

| | |
|-------------|---|
| Siding No 1 | Permissive working allowed at the south end only (i.e. the 12 car length of siding alongside CET apron), north end 12 car siding is not permissive. |
| Siding No 2 | Permissive working allowed |

Brighton Reception Road

Special Working Requirements

An 'OP' dot stop is required for class 700 trains going to Brighton Down Sidings

| Brighton | | |
|---|--|--------------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| Movements to any platform that is already occupied | "Calling-on" for Permissive Working (See also Station Working Arrangements) | {½} |
| Berthing Facilities | | |
| | Cars | Notes |
| Platforms 1-8 | 44 | |
| Connectional Allowances | | |
| Between all services | 10 | |
| Junction Margins & Platform Re-occupation | | |
| Movement | Margin | |
| Platforms 1 and 2, between all conflicting movements and platform re-occupation | 3 | |
| Platforms 3, 4, 5 and 6 between all conflicting movements and platform re-occupation | 4 | |
| Platforms 7 and 8 where movement is to/from East Coastway, between all conflicting movements and platform re-occupation | 3 | |
| Platforms 7 and 8 where movement is to/from Preston Park, between all conflicting movements and platform re-occupation | 4 | |
| Minimum Turnround – Passenger Services | | |
| | Value | |
| Services formed of up to 8 cars from the Brighton Main Line (passenger to passenger) | 10 | |
| Services formed of up to 8 Cars from the East or West Coastway (passenger to passenger) | 7 | |
| Services formed of 9 to 12 Cars (passenger to passenger) | 12* | |
| * 10 minutes can be applied if the previous and next turnrounds at Bedford or Cambridge are 15 minutes or more | | |
| Permissive Working | | |
| Attaching/Detaching and platform sharing is authorised as shown below - | | |
| Platform 1 | Attaching/Detaching and Platform Sharing – Class 1 and 3 are allowed and trains formed of locomotive and coaching stock | |
| Platform 2 | Attaching/Detaching and Platform Sharing | |
| Platform 3 | Attaching/Detaching and Platform Sharing is allowed. Refer to Station Working Arrangements for further detail | |
| Platform 4 | Attaching/Detaching and Platform Sharing - Class 377 / 387 units should not be booked to attach to another 4 car already in the platform as this is not possible due to curvature at the South end of platform | |
| Platform 5 | Attaching/Detaching and Platform Sharing | |
| Platform 6 | Attaching/Detaching and Platform Sharing | |
| Platform 7 | Attaching/Detaching and Platform Sharing | |
| Platform 8 | Attaching/Detaching and Platform Sharing | |
| Planning Note | | |
| Where possible a departure from Platform 7 towards London Road (Brighton) should not be planned simultaneously with an arrival into Platform 8 from London Road (Brighton). This is because the route setting out of Platform 7 will default to the second set of crossovers at the north end of the platform which prevents a route being set into Platform 8. | | |
| Planning Restriction | | |
| Trains must not be planned to run from Brighton platform 5 or 7 to Brighton Down Sidings as the signalling will not allow this to happen | | |
| Station Working Requirements | | |
| Access to Platforms | | |
| Platform 1 | For use by West Coastway services ONLY | |

| Brighton | |
|--|--|
| Platform 2 | For use by West Coastway services. Direct movements to/from Lovers Walk Depot can only run via the West Carriage Road but must be no longer than 160 metres/25 SLUs |
| Platform 3 (full length) Platform 3 North (3N) Platform 3 South (3S) | - Trains no longer than 77m metres 12 SLUs may access platform 3 South (3S) from any route providing that platform 3 is unoccupied by another train - Platform 3 South (3S) is not accessible from / to the Hove direction for trains longer than 77 metres / 12 SLUs - It is not possible to run 4 or more coaches onto 4 coaches already occupying platform 3S from the Hove direction - Due to the position of the track circuits it is not possible to run 4 coaches onto 8 coaches already occupying the platform from the Down Main via T435 signal or Up East Branch via T700 signal except from Lovers Walk Depot (full length) Platform 3 is not accessible from Lovers Walk Depot via the West Carriage Road |
| Platform 4 | - Accessible by any route except the West Coastway - Class 377 units should not be booked to attach to another 4 car already in the platform as this is not possible due to curvature at the South end of platform. |
| Platform 5 – 8 | Accessible by any route except the West Coastway |
| Brighton Class 1 and Class 9 Services | |
| Whenever possible class 1 and class 9 services from the Preston Park direction should not be planned to: | |
| <ul style="list-style-type: none"> • use platform 8 due the approach control allowance required for signal T435 and interaction with East Coastway services to / from the Lewes direction; or • enter a platform that is already occupied due to the calling-on allowance required for signal T435 | |

| SO500C PRESTON PARK TO HOVE |
|------------------------------------|
| Preston Park |
| See entry under route – SO500 |

| Hove |
|-------------------------------|
| See entry under route – SO630 |

| SO510 LONDON BRIDGE TO EPSOM DOWNS | | |
|--|-------------|-------------------------|
| London Bridge | | |
| Berthing Facilities | | |
| Platform | Cars | Notes |
| Platform 10 | 12 | |
| Platform 11 | 12 | |
| Platform 12 | 12 | |
| Platform 13 | 12 | |
| Platform 14 | 12 | |
| Platform 15 | 10 | 8 / 9 cars if Class 171 |
| Two 12-car platforms should be kept clear of berthed stock to provide additional capacity during service perturbation or in an emergency | | |

SO510 LONDON BRIDGE TO EPSOM DOWNS

London Bridge

Junction Margins

| | Margin |
|---|--------|
| Resetting of route for a departing service following the arrival of a conflicting inwards service | 1* |
| *Although the standard reset rule generally applies at London Bridge station as above, it must also be applied following an arrival if the point of conflict for a subsequent departure would be at Brunswick Court Junction. This is due to the constraints imposed by the overlaps on the signals protecting Brunswick Court Junction | |

Overnight Berthing

In Order of Preference

Platform 10

Platform 11

Platform 12

Note: Maximum to be berthed = 72

Connectional Allowance

4

Minimum Turnround – Passenger Stock

| | Margin |
|---------------------------------------|--------|
| Main Line Services (Loaded to Loaded) | 10 |
| Suburban Services (Loaded to Loaded) | 6 |

Permissive Working

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

| | |
|-------------|--|
| Platform 10 | Attaching/Detaching and Platform Sharing |
| Platform 11 | Attaching/Detaching and Platform Sharing |
| Platform 12 | Attaching/Detaching and Platform Sharing |
| Platform 13 | Attaching/Detaching and Platform Sharing |
| Platform 14 | Attaching/Detaching and Platform Sharing |
| Platform 15 | Attaching/Detaching and Platform Sharing |

Planning Note

Pathing or performance allowances must not be placed between London Bridge and Brunswick Court Junction in either direction as there are no intermediate signals

Platform Re-occupation

| First Movement | Second Movement | Margin |
|---|---------------------------------|--------|
| All Platforms (except as below) | | 3 |
| Train departs Platform 10 | Train arrives Platform 10 | 4 |
| Train departs platforms 10 to 13 to Line 11 | Conflicting arrival via Line 10 | 4 |
| Train departs platform 14 or 15 to Line 9 | Conflicting arrival via Line 10 | 4 |

Platform Restrictions

| | |
|-------------|--|
| Platform 10 | Only 10 / 11 cars permitted if Class 171 |
| Platform 11 | Only 10 / 11 cars permitted if Class 171 |
| Platform 12 | Only 10 / 11 cars permitted if Class 171 |
| Platform 13 | Only 10 / 11 cars permitted if Class 171 |
| Platform 14 | Only 10 / 11 cars permitted if Class 171 |
| Platform 15 | Only 8 / 9 cars permitted if Class 171 |

SO510 LONDON BRIDGE TO EPSOM DOWNS

London Bridge

Station Working Requirements

ECS Movements

ECS movements to Selhurst T&R.S.M.D after the morning peak should, whenever possible be routed via Tulse Hill and Streatham Common

ECS movements to / from Streatham Hill should, whenever possible, be routed via Crystal Palace

Where possible, 3 minutes should be allowed between consecutive arrivals on adjacent platforms (i.e. island platforms 11 and 12 or 13 and 14) to allow customers to clear in the morning and evening peak.

Planned movements from platforms 10 to 13 to Line 11 should be avoided where possible in order to minimize conflicting movements on Line 10 at Brunswick Court Junction

South Bermondsey Junction

See entry under route – SO680

Brunswick Court Junction

Planning Note

Pathing or performance allowances must not be placed between London Bridge and Brunswick Court Junction in either direction as there are no intermediate signals

Planning Restriction

Crossing moves at Brunswick Court Junction hold the overlaps of the down direction signals protecting the junction thereby preventing conflicting departures from London Bridge.

New Cross Gate Up Sussex Loop

Planning Note

No pathing time to be shown for a train departing/passing the Up Sussex Loop in the Up direction between the Loop and Bricklayers Arms Junction as there is no protecting signal between these locations. Any pathing time required to follow a preceding service should be shown as a dwell in the Loop.

New Cross Gate

Connectional Allowances

| | |
|--------------|---|
| All Services | 4 |
|--------------|---|

Dwell Times

| | |
|--|---|
| All services except Class 378 towards Surrey Quays | 1 |
|--|---|

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|---|-----------------------------------|-------|
| All movements crossing from Down Sussex Slow to the Down Sussex Fast at New Cross Gate, that are not booked to call at New Cross Gate | Approach control on Signal TL4027 | {1} |
| All non-stop movements crossing from Up Sussex Slow to East London Line or Up Sussex Loop | Approach Control on signal TL4018 | {½} |

| Norwood Junction | | |
|--|---|-----------------------------------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| All non-stop movements from the Up Fast to the Up Crystal Palace or the Up Slow | Approach control on Signal T14 | {½} |
| Trains crossing from Down London Bridge Fast to platform 5 or 6 | Approach control on Signal T9 | {½} |
| Down trains to Selhurst Depot from New Cross Gate direction | Approach control on Signals T17 or T19 for 25mph crossovers | {½} approaching Norwood Jn |
| All non-stop movements from the Down Crystal Palace Spur to the Down Fast at Norwood Junction | Not passing Norwood Junction at line speed | {½} approaching next timing point |
| Connectional Allowances | | |
| All Services | 4 | |
| Junction Margins | | |
| First Movement | Second Movement | Value |
| Up train passes or arrives Norwood Junction | Down train departs Norwood Junction to Selhurst Depot | 1 |
| Up train passes or arrives Norwood Junction | Down train passes Norwood Junction to Selhurst Depot | 2 |
| Down train departs or passes Norwood Junction to Selhurst Depot | Up train passes or arrives at Norwood Junction | 3 |
| Down train departs or passes Norwood Junction to Selhurst Depot | Down train passes platform 4 | 3 |
| Down train departs or passes Norwood Junction to Selhurst Depot | Down train arrives at platform 4 | 2½ |
| Down train departs or passes platform 5 to Selhurst Depot | Down train passes or arrives at platform 5 | 2½ |
| Down train passes platform 4 | Down train departs platform 5 to Selhurst Depot | 1 |
| Dwell Times | | |
| All services | | 1 |
| Length Restriction | | |
| The standage at signal T15 on the Down Crystal Palace Spur to avoid fouling Bromley Jn is 244 metres/38 SLUs/12 cars (or 10/ 11 cars if the train is formed of Class 171 stock). | | |
| Limit of Shunt | | |
| | Length Limit | |
| Up London Bridge Slow (Clear of T22) | 8 | |
| Down Crystal Palace Spur (Clear of T21) | 8 | |
| Down London Bridge Slow (Clear of T19) | 8 | |
| Down London Bridge Fast (Clear of T17) | 8 | |
| Movements Not Permitted | | |
| <p>There is no route available from signal T20 on the Up London Bridge Fast to Platform 4. The only routes from this signal are to Platforms 3 or 5.</p> <p>There is no route available from signal T22 on the Up London Bridge Slow to Platform 4. The only routes available from this signal are to Platforms 1, 3 or 5.</p> <p>Trains planned to run to Platform 4 must travel via the Fork Arrival Road and signal T10 which provides a route to the Limit of Shunt board at the London end of Platform 4. ECS moves only.</p> <p>ECS moves departing Selhurst Depot can pass signal T10, S4 or S2 to pass through or stop in Platform 1 or 3, or platform 4 or 5 to complete reverse moves.</p> | | |

Norwood Junction

Permissive Working

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

| | | |
|------------|-------------------------|----------------|
| Platform 1 | Up London Bridge Slow | Detaching Only |
| Platform 2 | Up London Bridge Slow | Detaching Only |
| Platform 3 | Up London Bridge Fast | Detaching Only |
| Platform 4 | Down London Bridge Fast | Detaching Only |
| Platform 5 | Down London Bridge Slow | Detaching Only |
| Platform 6 | Down Platform Loop | Prohibited |

Overlap Restrictions

| First Movement(s) | Second Movement | Reason | Margin |
|---|--------------------------------|-----------------------|--------|
| Down train departing Platform 5 to Down London Bridge Slow | Down train arriving Platform 6 | Overlap on signal T21 | 2 |
| Down train departing or passing Platform 6 to Down Wallington Line whilst a Down train departs or passes Platform 4 | Down train arriving Platform 5 | Overlap on Signal T19 | 2 |

Planning Note

Empty stock workings from London Bridge or London Victoria should, whenever possible, be timed to run via Peckham Rye (if from London Bridge), Streatham Common and Selhurst to minimise conflicting movements at Norwood Junction.

Trains timed to run from London Bridge or London Victoria to Selhurst Depot via Norwood Junction should include "dot" stop at Norwood Junction to minimise the margins required to avoid conflicting movements with trains running in the opposite direction.

The non-stop headway applies for consecutive departures from Norwood Junction providing the second train uses a different platform and the correct headway is applied at the next timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers.

The non-stop headway applies for consecutive arrivals at Norwood Junction providing the second train uses a different platform and the correct headway has been applied at the previous timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers.

Simultaneous Moves Not Permitted

| First Move | Second Move |
|---|--|
| Selhurst Depot Tennison Road Bridge to Norwood Junction, Gullet or Yard Roads | Norwood Junction, Gullet or Roads to Selhurst Depot Tennison Road Bridge |

Selhurst T&R.S.M.D

See entry under route – SO500

| Norwood Fork Junction | | |
|---|---|----------------------------------|
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Train crossing Up Slow to Up Fast | 40mph crossover | {½} approaching Norwood Junction |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass on Up Fast from Windmill Bridge Jn | Cross to Up Fast Up Brighton Slow | 2 |
| Cross to Up Fast Up Brighton Slow | Pass on Up Fast from Windmill Bridge Jn | 2½ |
| Planning Restrictions | | |
| A train exceeding in 164m/26SLU in length will foul Cottage Junction when standing at T82 on the Up London Bridge Slow Therefore, junction margins must be based on train's departure time at Norwood Fork Junction | | |
| Pathing time or other allowances should not exceed 1 minute for trains up to 164 metres in length. Trains longer than 164 metres should be planned without pathing time between Windmill Bridge Junction and Norwood Fork Junction. A planned stop at either Norwood Fork Junction or Windmill Bridge Junction where pathing time or allowances would otherwise exceed 1 minute is inappropriate given the congested nature of the network at this point. | | |
| Pathing time or other allowances must not be placed between Gloucester Road Junction and Norwood Fork Junction in the Up direction due to the risk of trains standing at signal T24 fouling Gloucester Road Junction | | |

| Gloucester Road Junction | | |
|--|--|--|
| Length Restriction | | |
| A train exceeding 153m/24SLU in length will foul Selhurst Junction when standing at T73 on the Down Selhurst Spur Therefore, junction margins must be based on trains' departure time at Gloucester Road Junction | | |
| Planning Restrictions | | |
| Pathing time or other allowances must not be placed between Gloucester Road Junction and Norwood Fork Junction in the Up direction due to the risk of trains standing at signal T24 fouling Gloucester Road Junction | | |

| West Croydon | | |
|---|--|--|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| All movements into Platform 1 | Approach Control on signal T37 | {½} |
| Up train arrive/pass platform 3 within 3 minutes of an arrival into/departure from platform 1 | Approach control on signal T36 and overlap on signal T30 | {1} |
| West Croydon Turnback Siding | Operation of 8* and 10 car trains | {1} between West Croydon and Turnback Siding in both directions (excluding ARL services) |
| Berthing Facilities | | |
| | Cars | Notes |
| Platform 1 (Up Bay) | 10 | Two 5-car trains to attach or one 10-car to split |
| Oakfield siding | 8 | Not to be used without prior arrangement |
| Centre Turnback Siding | 10 | |

| West Croydon | | | |
|---|-----------------------------------|--|---------------|
| Connectional Allowances | | | |
| All Services | 4 | | |
| Dwell Times | | | |
| All Services | 1 | | |
| Junction Margins | | | |
| First Movement | | Second Movement | |
| Down train arriving in Bay Platform 1 | | Up train departing Platform 3 | |
| Up train departing Platform 3 | | Down train arriving in Bay Platform 1 | |
| | | Margin | |
| | | 1** | |
| | | 3 | |
| ** Note that the {1} for approach control is in addition to the margin between the arrival of a train in Platform 1 and departure from Platform 3 | | | |
| Permissive Working | | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | | |
| Platform 1 | Up Bay | Attaching/Detaching and Platform Sharing | |
| Platform 3 | Up Wallington | Prohibited | |
| Platform 4 | Down Wallington | Prohibited | |
| West Croydon Turnback | Turnback Siding (10 car capacity) | Attaching/Detaching and permissive working | |
| Platform Re-occupation | | | |
| | Margin | | |
| Reoccupation of Platforms 3 and 4 | 2½ | | |
| Overlap Restrictions | | | |
| First Movement | | Second Movement | |
| Down train departing Platform 3 | | Down train arriving Platform 4 | |
| | | Overlap | Margin |
| | | Signal T41 | 2 |

| Sutton | | | |
|---|-----|----------------------------------|--|
| Berthing Facilities | | | |
| Berthing permitted in Platform 4 only and limited to train class 377 due to restrictions upon berthing on running lines | | | |
| Connectional Allowances | | | |
| All Services | 4 * | | |
| * Connectional allowances for Thameslink trains in the same direction are to be 1 minute. | | | |
| Dwell Times | | | |
| All Services | 1 | | |
| Junction Margins | | | |
| First Movement | | Second Movement | |
| Depart Platform 2 towards West Sutton | | Arrival in Platform 1 from Cheam | |
| | | Margin | |
| | | 2½ | |

| | |
|----------------------------------|---------------------|
| Sutton | |
| Limit of Shunt | |
| | Length Limit |
| Up Portsmouth (Clear of TVC930) | 8 |
| Up Epsom Downs (Clear of TVC934) | 12 |

| | | |
|---|-------------|--------------|
| Epsom Downs | | |
| Berthing Facilities | | |
| Location | Cars | Notes |
| Platform 1 | 10 | |
| Berthing permitted for train class 377 only | | |

| | | |
|--|--|--|
| SO510A SYDENHAM TO CRYSTAL PALACE | | |
| Crystal Palace | | |
| See entry under route – SO650 | | |

| | | |
|--|--|--|
| SO510B NORWOOD JUNCTION TO WINDMILL BRIDGE JUNCTION | | |
| Norwood Junction | | |
| See entry under route – SO510 | | |

| | | |
|--|--------------------------------------|---------------|
| SO511A Highbury and Islington to New Cross Gate | | |
| Highbury and Islington | | |
| Dwell Times | | |
| When next/previous working is ECS | 2 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Train towards Canonbury | Train towards Highbury and Islington | 3½ |
| Platform Re-occupation | | |
| Platform 1 and 2 except as shown below | | 3½ |
| Platform 2 between down departure and down arrival | | 2 |

| | | |
|--------------------------|-------------------------------------|---------------|
| Dalston Junction | | |
| Dwell Time | | |
| For through trains | 1 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Train departs Platform 1 | Train arrives in Platform 2 / 3 / 4 | 4 |
| Train departs Platform 2 | Train arrives in Platform 3 | 3½ |

| Dalston Junction | | |
|---|-----------------------------|---|
| Train departs Platform 2 / 3 | Train arrives in Platform 4 | 4 |
| Train arrives in any Platform | Any conflicting departure | 1 |
| Platform re-occupation following reversals | | |
| Platforms 1 and 4 | | 4 |
| Platforms 2 and 3 | | 3 |

| Hoxton | | |
|---|--|--|
| Planning Note | | |
| Due to ARF, an Up service must not depart Hoxton until a conflicting Down service has departed from Dalston Junction. | | |

| Shoreditch High Street | | |
|--|--|---|
| Dwell Times | | |
| All SX services calling at Canada Water between 0700 and 1000 and between 1640 and 1940) | | ½ |

| Whitechapel | | |
|--|----------------|-------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| Trains using crossover in either direction | Slow Crossover | {½} |
| Dwell Time | | |
| All services | | 1 |

| Shadwell | | |
|---|---|--------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart signal EL3001 on the UEL towards Platform 2 | Arrive into Platform 1 from the direction of Canada Water | 2 |
| Arrive into Platform 1 from the direction of Canada Water | Depart signal EL3001 on the UEL towards Platform 2 | 1 |

| Canada Water | | |
|--|----------------|-------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| Trains using crossover in either direction | Slow Crossover | {½} |
| Dwell Time | | |
| All services | | 1 |

Surrey Quays

Dwell Time

| | |
|--------------|---|
| All services | 1 |
|--------------|---|

Canal Junction

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------|--|--------|
| Train from New Cross | Train towards New Cross Gate | 1 |
| Train from New Cross | Train towards New Cross Gate Reversible Line | 1½ |
| Train from New Cross | Train towards New Cross Depot or Washer Road | 1½ |

New Cross Gate North Junction

Junction Margins

| First Movement | Second Movement | Margin |
|---|------------------------------|--------|
| Train from New Cross Gate via reversible line | Train towards New Cross Gate | 1½ |
| Train towards New Cross Depot | Train towards New Cross Gate | 1½ |

SO511B CANAL JUNCTION TO NEW CROSS

Rolt Street Junction

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------|-------------------------|--------|
| Train from New Cross | Train towards New Cross | 1½ |

SO520 THREE BRIDGES TO HAVANT (VIA HORSHAM)

Three Bridges

See entry under route – SO500

Three Bridges Tilgate Sidings

Acceptance of trains

| First Movement | Second Movement | Margin |
|---|---|--------|
| Train departs Three Bridges Platforms 2 or 3 and enters the Three Bridges Tilgate Sidings | Following movement departs Three Bridges into the Three Bridges Tilgate Sidings | 8* |

* Example, first train departs Three Bridges towards Three Bridges Tilgate Sidings at xx.00. Second movement into Three Bridges Tilgate Sidings can depart Three Bridges at xx.08. This margin provides an allowance for the first train to arrive in the relevant siding and stable.

All trains arriving at the Three Bridges Tilgate Sidings must be planned with a 'dot' stop at Three Bridges station. This is because the train will be brought to a stand or near stand at signal T277 or T279 before receiving a proceed aspect into the depot.

3 or 4 car trains of classes 377 and 387 rolling stock must not be planned to run to/from Tilgate Sidings to avoid a significant gapping risk at signal TD98 and across crossovers TD29a/b, 1754 a/b and 1752 a/b

Berthing Facilities

| Siding | Cars* | Notes |
|----------------------|-------|----------------------------|
| Stabling Siding No 1 | 8 | 1 x 8 car and CET facility |
| Stabling Siding No 2 | 8 | 1 x 8 car and CET facility |
| Stabling Siding No 3 | 8 | 1 x 8 car and CET facility |
| Stabling Siding No 4 | 8 | 1 x 8 car and CET facility |
| Stabling Siding No 5 | 8 | 1 x 8 car and CET facility |

* Assumed to be Class 700 stock

Margins between arrivals and departures

| First Movement | Second Movement | Margin |
|---|--|--------|
| Train arrives at Three Bridges Tilgate Sidings from Three Bridges station | Train departs from Three Bridges Tilgate Sidings towards Three Bridges station | 6 |

Margins between successive departures

| First Movement | Second Movement | Margin |
|---|--|--------|
| Train departs from Three Bridges Tilgate Sidings and passes Three Bridges station | Following movement departs Three Bridges Tilgate Sidings towards Three Bridges station either stopping or not stopping | 6 |
| Train departs from Three Bridges Tilgate Sidings and stops at Three Bridges station (assumes 1 minute dwell at Three Bridges) | Following movement departs Three Bridges Tilgate Sidings towards Three Bridges station either stopping or not stopping | 8 |

Crawley

Dwell Times

| | |
|--------------|---|
| All Services | 1 |
|--------------|---|

Littlehaven

Dwell Times

| | |
|-------------------|---|
| All Peak Services | 1 |
|-------------------|---|

| Horsham | | | |
|---|--|--|--|
| Adjustment to Sectional Running Times | | | |
| Movement | Reason | | Value |
| All movements from the Down Portsmouth to Platforms 1 or 2 | Approach control | | {½} |
| Attachment in any platform | Calling-on allowance to be added to second train due to restrictive aspect at signals T839, T841, T848 or T895 | | {1} |
| Berthing Facilities | | | |
| Location | Cars | Notes | |
| Platform 1 | 12 | | |
| Platform 4 | 12 | | |
| No 1 Branch Siding (Carriage Road) | 12 | | |
| No 2 Branch Siding (Oil Siding) | 12 | | |
| No 3 Branch Siding | 12 | | |
| No 4 Branch Siding | 12 | | |
| No 1 Down Siding | 8 | | |
| No 2 Down Siding | 6 | Can hold 8 cars but this will block No 3 Down Siding | |
| No 3 Down Siding | 4 | | |
| Malthouse Siding | 16 | | |
| Up Siding | 12 | | |
| On the main line berthing is permitted in the Down and Up Loops (Platforms 1 and 4) only due to restrictions upon berthing on running lines | | | |
| Attaching and Detaching is not permitted in Carriage Sidings Nos. 1 to 3 and Down Sidings North for safety reasons | | | |
| Connectional Allowances | | | |
| All Services | 4 | | |
| Dwell Times | | | |
| All Services | 1 | | |
| Junction Margins | | | |
| First Movement | Second Movement | | Margin |
| Between any departure and conflicting arrival except where otherwise stated below | | | 3 |
| Departures from Platform 1-4 towards Dorking | Arrivals into Platforms 1-4 via Up Main from Dorking | | 5 |
| Train reversing at Signal 1401 on the Up Main arrives at Field Sidings | Following movement departs Horsham towards Warnham | | Same time |
| Departures from Platform 1-4 towards Littlehaven | Arrive Horsham Platforms 1 or 2 from Dorking | | 4 |
| Arrive from T895 signal via Up Horsham into Platform 1, 2 or 3 | Depart Platform 4 to the Down North Sidings | | Parallel |
| Arrive Platform 4 from the Down North Sidings | Arrive Platform 1 or 2 from Littlehaven via Up Main from Signal T895 | | Parallel |
| Arrive 1401 signal on Up Main | Depart T837 signal via Up Main towards Horsham | | 1 |
| Arrive 1401 signal on Up Main | Pass T837 signal via Up Main towards Horsham | | 2 |
| Permissive Working | | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | | |
| Platform 1 | Up Platform Loop | (Up Direction) | Attaching/Detaching and Platform Sharing |
| Platform 2 | Up Main | (Up Direction) | Attaching/Detaching |
| Platform 3 | Down Main | (Down Direction) | Attaching/Detaching and Platform Sharing |

Horsham

| | | | |
|------------|--------------------|-------------------|---|
| Platform 4 | Down Platform Loop | (Both Directions) | Attaching/Detaching and Platform Sharing* |
|------------|--------------------|-------------------|---|

* Due to restrictions within the signalling system a 4-car train cannot be planned to arrive on top of an 8-car train in platform 4 (however this does not apply when the sequence is reversed)

Overlap Restrictions

| First Movement | Second Movement | Margin |
|--|--|--------|
| Down train arrive into Platform 3 | Down route set from Platform 4 towards Christ's Hospital | 2 |
| Up train arrive into Platform 1 or 2 | Down train arrive into Platform 1 or 2 | 3 |
| Down train arrive into Platform 1 or 2 | Up train arrive into Platform 1 or 2 | 3 |
| Up train departing Platform 1, 3 or 4 towards Crawley or Dorking | Up train arriving into Platform 2 | 2 |

Planning Note

Trains formed of class 377 or 387 rolling stock must not be planned to shunt from shunt Signal T1417 into platforms 1 or 2 at Horsham due to sighting issues (left hand side cab position, right hand side ground level signal position)

Trains routed from T895 signal to the Up Main, are only able to access Platforms 1 and 2

Billingshurst

Dwell Times

| | |
|-------------------|---|
| All Peak Services | 1 |
|-------------------|---|

Pulborough

Dwell Times

| | |
|-------------------|---|
| All Peak Services | 1 |
|-------------------|---|

Arundel

Dwell Times

| | |
|-------------------|---|
| All Peak Services | 1 |
|-------------------|---|

Arundel Junction

See entry under route – SO630

Ford

Connectional Allowances

| | |
|--------------|---|
| All Services | 4 |
|--------------|---|

Junction Margins

| First Movement | Second Movement | Margin |
|---|---|--------|
| Pass/Depart Platform 1 towards Littlehampton Junction | Pass/Arrive Platform 2 from Arundel Junction | 4 |
| Pass Platform 2 from Arundel Junction | Pass/Depart Platform 1 towards Littlehampton Junction | 1 |

| Ford | | |
|---|---|-----------|
| Arrive Platform 2 from Arundel Junction | Pass/Depart Platform 1 towards Littlehampton Junction | Same time |
| Limit of Shunt | | |
| | Length Limit | |
| Up Line (Clear of AR10) | 8 | |

| Barnham | | | |
|---|---|--|-------------------------|
| Adjustment to Sectional Running Times | | | |
| Movement | Reason | | Value |
| Approaching Barnham | All Up trains from Chichester with formations of greater than 8 coaches are permitted to operate between Chichester and Barnham with a maximum power draw of Notch 3. This is limited to one train west of Barnham at any one time on either line | | {1} |
| All non-stop movements from Bognor Regis to Up Main | Slow speed over 1004/1007 points | | {1} approaching Ford |
| Departure from Platform 1 or 2 towards Ford | Slow speed over 1001 crossover | | {½} approaching Ford |
| Down train towards Platform 1 | Approach Control on signal BH75 | | {½} |
| Up train from Bognor Regis towards Platform 1 | Approach Control on signal BH40 | | {½} |
| Attachment in platforms 1, 2 or 3 | Calling-on allowance to be added to second train due to restrictive aspect at signals BH40 or BH78 | | {1} |
| Berthing Facilities | | | |
| Location | Cars | Notes | |
| Platform 1 | 12 | | |
| Up Siding | 15* | | |
| Berthing permitted in the Down Platform Loop (Platform 1) only due to restrictions upon berthing on running lines | | | |
| *Only 2 car or 3 car formations can be stabled in the siding if crew need to leave the train due to the nature and location of the walking route. When a train is formed of rolling stock forming multiple units of Class 165/166, 171 or RHTT stock coupled together, traincrew must not leave the train unless you are able to walk through the whole length of the train due to no walkway to accommodate non walk-through trains | | | |
| Connectional Allowances | | | |
| All Services | 4 * | | |
| * 2 minutes is allowed if the connection is cross platform and not via the subway | | | |
| Dwell Times | | | |
| All Services | 1 | | |
| Junction Margins | | | |
| | | | Margin |
| Between any departure and conflicting arrival | | | 3 |
| Down departure | Conflicting Down departure / pass to a different route | | 3 |
| Movements Not Permitted | | | |
| A train from Bognor Regis cannot access Platform 2 at Barnham as there is no pointwork to allow this. | | | |
| Overlap Restrictions | | | |
| First Movement | Second Movement | Reason | Margin |
| Up train from Chichester arriving into either Platform 1 or 2 | Down train arriving into either Platform 1 or 2 | The overlap required for either move interferes with crossing move from Chichester either arriving or making the crossing move at all, or there is no overlap available to select beyond Barnham station | 2 |

| Barnham | | | |
|---|---------------------|------------------|---|
| Permissive Working | | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | | |
| Platform 1 | Down Passenger Loop | (Down Direction) | Detaching Only (Full permissive working only available if coming from shunt signal BH115) |
| Platform 1 | Down Passenger Loop | (Up Direction) | Attaching/Detaching and Platform Sharing |
| Platform 2 | Down Main | (Down Direction) | Detaching Only (Full permissive working only available if coming from shunt signal BH115) |
| Platform 2 | Down Main | (Up Direction) | Attaching/Detaching and Platform Sharing |
| Platform 3 | Up Main | (Up Direction) | Attaching/Detaching and Platform Sharing |
| A 3 minute headway between two services booked to attach is to be allowed (inclusive of calling-on allowance) | | | |

| Chichester | | |
|---|---|--------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| Approaching Chichester | All Down trains from Barnham with formations of greater than 8 coaches are permitted to operate between Barnham and Chichester with a maximum power draw of Notch 3. This is limited to one train west of Barnham at any one time on either line. | {1} |
| Propelling movements to/from Chichester Stone Yard | Slow speed movement when propelling. | {1½} |
| Connectional Allowances | | |
| All Services | 4 | |
| Dwell Times | | |
| All Services | 1 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| ECS/Light Loco Depart to Reception Sidings or Stone Terminal | Up arrival | 4 |
| Freight depart Platform 1 to Reception Sidings or Stone Terminal | Up arrival | 6* |
| Depart/Pass Platform 2 to Reception Sidings or Stone Terminal | Up arrival | 4 |
| Arrive Platform 2 from Reception Sidings or Stone Terminal | Up arrival | 4* |
| Up arrival at Platform 1 | Arrive Platform 2 from Reception Sidings or Stone Terminal | 4½ |
| Down depart Platform 2 | Arrive Platform 2 from Reception Sidings or Stone Terminal | 4½ |
| Up depart Platform 1 | Arrive/Pass Platform 1 from Reception Sidings or Stone Terminal | 3 |
| *Can be reduced by ½ minute if second train does not stop at Fishbourne | | |
| Planning Note | | |
| The non-stop headway applies for consecutive departures from Chichester in the Down direction providing the first train does not stop at Fishbourne and the correct headway is applied at the next common timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers. | | |

Chichester Reception Lines

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------|---------------------------|--------|
| Arrive Reception 1 or 2 | Depart Stone Terminal | 4 |
| Arrive Reception 1 | Depart Reception 2 | 3 |
| Arrive Reception 2 | Arrive/Depart Reception 1 | 8 |

Planning Note

Trains from Chichester Stone Terminal routed towards Havant must be planned to run via CC307 signal (RM) then propel into Reception 2 to run around prior to departure to Chichester station.

Trains to Chichester Stone Terminal routed from Barnham must be planned to run via Reception 2 to run round, then via CC307 signal (RM) before propelling into Chichester Stone Terminal

While a run round is being completed on Reception 2, no train can arrive, depart or be berthed on Reception 1

Berthing Facilities

| Location | Cars | Notes |
|---------------|--------------------------|---|
| Reception No1 | 12 (EMU) 300m (Other) | This location is not to be used without prior arrangement |

Maximum Standage

| | |
|----------------|-------------|
| Reception No1 | 544m/85 SLU |
| Reception No2 | 489m/76 SLU |
| Stone Terminal | 256m/40 SLU |

Havant

Refer to Wessex Timetable Planning Rules – SW110

SO530 SOUTH CROYDON JUNCTION TO EAST GRINSTEAD

Sanderstead

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|--|--|-----------------------------|
| Down trains towards Sanderstead passing South Croydon on the Reversible Line | Speed Differential after 20mph crossover | {½} approaching Sanderstead |

| Oxted | | | |
|--|-------------|---|---------------------|
| Adjustment to Sectional Running Times | | | |
| Movement | | Reason | Value |
| Arrive Platform 2 on Down East Grinstead within 3 minutes of a shunt move into either Platform 1 or 3 via Signal 306 | | Approach control on Signal OD7 due to reduced overlap on Signal OD11 | {3} |
| Berthing Facilities | | | |
| Location | Cars | Notes | |
| Down Bay (Platform 3) | 6 | Electrified, only 4 cars in Platform | |
| Up Siding | 6 | Electrified for 4 cars only | |
| Connectional Allowances | | | |
| All Services | 3 | | |
| Dwell Times | | | |
| All Services | 1 | | |
| Junction Margins | | | |
| First Movement | | Second Movement | Margin |
| Depart platform 2 to Up East Grinstead via 501 points | | Arrive/Pass on Down East Grinstead having not called at Woldingham | 4 |
| Train departs platform 1 towards South Croydon not calling at Woldingham, Upper Warlingham or Riddlestown | | Train departs platform 1 towards South Croydon calling at all stations to Sanderstead | 3 ½ |
| Train arrives platform 2 from South Croydon having called at all stations from Sanderstead | | Train arrives platform 2 from South Croydon having run non-stop from Sanderstead | 3 ½ |
| Arrive into either Platform 1 or 3 having shunted via Signal 306 | | Arrive/Pass Platform 2 on Down East Grinstead | 3 |
| Planning Notes | | | |
| The non-stop headway applies for consecutive departures from Oxted in the Up direction providing the first train does not stop at Woldingham, Upper Warlingham and Riddlesdown and the correct headway is applied at the next common timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers. | | | |
| Trains formed of Class 171 or RHTT units coupled together, cannot reverse at shunt signal 306 unless a driver is provided at each end as there is no walkway for a single driver to change ends. | | | |
| Permissive Working | | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | | |
| Platform 1 | Up Main | (Up Direction) | Attaching/Detaching |
| Platform 2 | Down Main | (Down Direction) | Detaching Only |
| Platform 3 | Bay | | Attaching/Detaching |

| East Grinstead | | | |
|---|-------------|---|--------------|
| Adjustment to Sectional Running Time | | | |
| Movement | | Reason | Value |
| Attachment in platforms 1 or 2 | | Calling-on allowance to be added to second train due to restrictive aspect at signal OD39 | {1} |
| Berthing Facilities | | | |
| Location | Cars | Notes | |
| Siding | 8 | | |

East Grinstead

Platform 1 & 2

12

Berthing permitted in either platform but only for train classes 171, 375, 377, 387 and 700 only

Permissive Working

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

Platform 1

Attaching/Detaching and Platform Sharing

Platform 2

Attaching/Detaching and Platform Sharing

SO550 REDHILL TO TONBRIDGE

Redhill

See entry under route – SO500

Redhill Up Tonbridge Siding

Berthing Facilities

Location

Cars

Siding

12 cars

Edenbridge

Operating Restrictions

When shunt moves are taking place at Edenbridge, services should not be timed to depart Godstone until 14 minutes after the train in front has departed Edenbridge Platform 2. This allows enough time for the ground frame to be cleared and back in the normal position.

Tonbridge

Refer to Kent Timetable Planning Rules – SO130

SO560 REDHILL TO GOMSHALL

Redhill

See entry under route – SO500

Reigate

Berthing Facilities

Location

Cars

Notes

Siding

12

Dwell Times

| Reigate | | | |
|---|------------------------------|------------|--------|
| All Services | 1 | | |
| Overlap Restrictions | | | |
| First Movement | Second Movement | Overlap | Margin |
| Up train departing Platform 2 towards Redhill | Up train arriving Platform 1 | Signal RG5 | 3 |

| Betchworth | | |
|---|---------------------|-------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| Down train arriving with section ahead occupied | Restrictive aspects | ½* |
| *to be applied on departure from Betchworth | | |
| Dwell Times | | |
| All Services | ½ | |

| Dorking Deepdene | |
|-------------------------|---|
| Dwell Times | |
| All Services | 1 |

| Dorking West | | |
|---|---------------------|-------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| Down train arriving with section ahead occupied | Restrictive aspects | ½* |
| *to be applied on departure from Dorking West | | |
| Platform Re-Occupation | | |
| A following Up train cannot pass / arrive Dorking West until 3 minutes after the preceding Up train has departed Dorking Deepdene | | |

| Gomshall |
|--|
| Refer to Wessex Timetable Planning Rules – SW300 |

| SO590 Keymer Junction to Eastbourne |
|--|
| Plumpton |
| Planning Note |
| Trains formed of a 12 car Class 700 EMU must not be planned into this station, due to operational restrictions |

| |
|--|
| Cooksbridge |
| |
| Planning Note |
| Trains formed of a 12 car Class 700 EMU must not be planned into this station, due to operational restrictions |

| Lewes | | | |
|--|--|---|---------------------|
| Adjustment to Sectional Running Time | | | |
| Movement | Reason | Value | |
| Attachment in platforms 2, 4 or 5 | Calling-on allowance to be added to second train due to restrictive aspect at signal TLW14 | {1} | |
| Berthing Facilities | | | |
| Location | Cars | Notes | |
| Platform 5 (Platform Loop) | 6 | This location is not to be used without prior arrangement | |
| Wall Siding | 7 | In an emergency 8 cars can be berthed | |
| On the main line berthing is permitted in Platform 5 only and is limited to train classes 171, 375 and 377 due to restrictions upon berthing on running lines | | | |
| Connectional Allowance | 4 | | |
| Dwell Times | | | |
| Class 1 Services | 1 | | |
| Junction Margins | | | |
| First Movement | Second Movement | Margin | |
| Train departs Signal TLW58 towards Platforms 2, 4 or 5 | Train departs from Platforms 1 or 3 towards Southerham Junction | 2 | |
| Length Limit | | | |
| A train exceeding 141m/22SLU in length will foul 73 points when standing at TLW12 on Platform 5 in the Up Platform Loop in the Up direction Therefore, junction margins must be based on trains' departure from Lewes | | | |
| A train exceeding 122m/19SLU in length will foul 72 points when standing at TLW11 on Platform 5 in the Up Platform Loop in the Down direction Therefore, junction margins must be based on trains' departure from Lewes | | | |
| A train exceeding 80m/19SLU in length will foul 74 points when standing at TLW10 on Platform 4 on the Up Fast Branch Therefore, junction margins must be based on trains' departure from Lewes | | | |
| A train exceeding 80m/19SLU in length will foul the overlap on Signal TLW7 when standing at TLW9 on Platform 3 on the Down East Branch Therefore, junction margins must be based on trains' departure from Lewes | | | |
| Limit of Shunt | | | |
| | Length Limit | | |
| Down Lewes (Clear of TLW3) | 12 | | |
| Down East Branch (Clear of TLW9) | 6 | | |
| Permissive Working | | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | | |
| Platform 1 | Down Lewes | (Down direction) | Detaching Only |
| Platform 2 | Up Lewes | (Up direction) | Attaching/Detaching |
| Platform 3 | Down East Branch | (Down Direction) | Detaching Only |
| Platform 4 | Up East Branch | (Up Direction) | Attaching/Detaching |
| Platform 5 | Up Platform Loop | (Up Direction) | Attaching/Detaching |
| Overlap Restrictions | | | |
| First Movement | Second Movement | Overlap | Margin |

| Lewes | | | |
|--|--|--------------|----|
| Down train departing Platforms 3 or the Up Wall Siding towards Southerham Junction | Down train arriving Platform 1 | Signal TLW1 | 4 |
| Up train departing Platform 4 | Up train arriving Platform 5 | Signal TLW12 | 2½ |
| Up train departing Platform 5 | Up train arriving Platform 4 | Signal TLW10 | 2½ |
| Down train arriving Platform 5 | Up train arriving Platform 4 | Signal TLW10 | 3 |
| Up train arriving Platform 4 from Southerham Junction | Down train arriving Platform 5 from Falmer | Signal TLW10 | 3 |
| Up train arriving into the Up Wall Siding | Down train arriving Platform 5 | Signal TLW11 | 3 |
| Down train arriving Platform 5 | Down train departing Platform 4 or the Up Wall Siding towards Southerham Junction | Signal TLW11 | 1 |
| Up train formed of more than 7 coaches depart Platform 4 | Up train arriving into any other platform or the Up Wall Siding from Southerham Junction | Signal TLW14 | 2½ |
| Planning Note | | | |
| Note that if 8 car trains stopping at Lewes in Up direction should use Platform 5 rather than Platform 4 due to the overlap clearing for a train in rear | | | |

| Southerham Junction | | |
|--|----------------------------------|--------------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| All movements on the Down Eastbourne routed towards Down Seaford | Approach control on Signal TLW15 | {½} |

| Polegate | | | |
|---|---|---------------------------|---------------|
| Dwell Times | | | |
| All Peak Services | 1 | | |
| Overlap Restrictions | | | |
| First Movement | Second Movement | Reason | Margin |
| Train shunting into Platform 2 using 711 crossovers | Train arriving into Platform 1 from Willingdon Junction | Overlap on signal TEB1374 | 3 |
| Operating Restrictions | | | |
| Trains cannot be stood at Platform 1 for longer than 2 minutes due to level crossing being automatically enabled when approaching the platform. | | | |
| Planning Note | | | |
| Trains formed of a 12 car EMU must not be planned to reverse at this station, due to operational restrictions. | | | |

| Hampden Park | |
|--------------------------------|---|
| Connectional Allowances | |
| All Services | 4 |
| Dwell Times | |
| All Peak Services | 1 |

| Eastbourne | | |
|---|--|---|
| Berthing Facilities | | |
| Location | Cars | Notes |
| Platform 1 | 12 * | To be left clear if possible for runarounds |
| Platform 2 | 12 * | |
| Platform 3 | 12 * | |
| No 2 Siding | 12 | Carriage washing facilities |
| No 3 Siding | 8 | Carriage washing facilities |
| No 4 Siding | 8 | Carriage washing facilities |
| No 5 Siding | 4 | Carriage washing facilities |
| No 6 Siding | 12 | Carriage washing facilities |
| * Maximum to be berthed in platforms = 28 | | |
| Connectional Allowances | | |
| All Services | 4 | |
| Permissive Working | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | |
| Platform 1 | Attaching/Detaching and Platform Sharing | |
| Platform 2 | Attaching/Detaching and Platform Sharing | |
| Platform 3 | Attaching/Detaching and Platform Sharing | |

| SO600 WILLINGDON JUNCTION TO ASHFORD INTERNATIONAL | | |
|--|--------------------|--------------|
| Willingdon Junction | | |
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| All trains that have not stopped at Hampden Park travelling towards Pevensy & Westham. | Speed Differential | {½} |

| Bexhill | | |
|--|---|---------------|
| Dwell Times | | |
| All Services to/from London | 1 | |
| Platform Re-occupation | | |
| First Movement | Second Movement | Margin |
| Depart Platform 2 towards Pevensy and Westham | Arrive Platform 2 non-stop from Pevensy and Westham | 5 |
| Depart Platform 2 towards Pevensy and Westham | Arrive Platform 2 from Pevensy and Westham having called at Cooden Beach but passing Collington | 5* |
| Depart Platform 2 towards Pevensy and Westham | Arrive Platform 2 from Pevensy and Westham having called at Cooden Beach and Collington | 6* |
| * When shunt moves are taking place at Bexhill stopping services should not be timed to depart Cooden Beach until 1 minute after the train in front has departed Bexhill platform 2 in either direction due to the protecting signal for the crossover at Bexhill being situated prior to Collington | | |

Bexhill

Operating Restrictions

Trains stood at shunt signal 1435 can only be signalled into platform 2 using the crossover. No route is available from this signal to reverse back into platform 1.

St Leonards West Marina CSD

Acceptance of Trains into CSD

1. When the Down Siding (CWM/CET road) is occupied by an incoming movement no other train can be accepted into West Marina from the Main Line via either route
2. When the Shunt Neck is occupied, another movement may be accepted into, or allowed out of St Leonards Railway Engineering Ltd (via either route) but the first train must remain in the Shunt Neck until the second movement has been completed
3. When the Down Siding (CWM/CET road) is occupied by: An outgoing movement, a berthed train or a T4 possession; another train can be accepted into the Shunt Neck or St Leonards Railway Engineering Ltd, subject to the provisions of clause 2 above

Trains To/From the CSD may either be driven by a Driver or by a Shunt Driver, but the following must be noted:

If the Shunter Driver is taking a train from the Shunt Neck to the Carriage Shed, then he is unable to accept a further movement from the Main Line by either route for some 14 minutes after the train has left the Shunt Neck. If a Driver is provided, this is reduced to 2 minutes

If Shunter Driver is bringing a train from the Carriage Shed into the Shunt Neck, he will be unable to accept trains for some 10 minutes before the train is due to leave the Carriage Sidings, until 9 minutes after the train has arrived in the Shunt Neck under clause 2, or until after the train has departed by other clauses.

Berthing Facilities

| Location | Cars | Notes |
|-----------|------|--|
| Shed No 1 | 12 | Class 465/466 units not permitted to Hastings. Carriage Washer Available |
| Shed No 2 | 12 | Class 465/466 units not permitted to Hastings. Carriage Washer Available |
| Shed No 3 | 12 | Class 465/466 units not permitted to Hastings. Carriage Washer Available |
| Shed No 4 | 12 | Class 465/466 units not permitted to Hastings. Carriage Washer Available |
| Shed No 5 | 12 | Class 465/466 units not permitted to Hastings. Carriage Washer Available |

Limit of Shunt

| | Length Limit |
|----------------------------|--------------|
| Up Line (Clear of BJ42) | 8 |

Bopeep Junction

Junction Margins

| | Margin |
|-----------------------------------|--------|
| Between all conflicting movements | 3 |

Planning Note

Pathing time not permitted between West St Leonards and Bopeep Junction as signal BJ6 that protects Bopeep Junction is on the country end of West St Leonards station

St Leonards Warrior Square

Connectional Allowances

| | |
|--------------|---|
| All Services | 4 |
|--------------|---|

Hastings

Berthing Facilities

| | Cars | Notes |
|------------------|------|---|
| Park Siding No 1 | 12 | Class 465/466 units not permitted to Hastings. Carriage Washer available at St Leonards |
| Park Siding No 2 | 12 | Class 465/466 units not permitted to Hastings. Carriage Washer available at St Leonards |
| Platform 1 | 8 | Class 465/466 units not permitted to Hastings. |
| Platform 4 | 12 | Class 465/466 units not permitted to Hastings. |

Connectional Allowances

| | |
|--------------|---|
| All Services | 4 |
|--------------|---|

Dwell Times

| | |
|--------------|---|
| All Services | 1 |
|--------------|---|

ECS Restrictions

Trains formed of 4-cars or less EMU stock should not normally be planned to travel from Hastings Platforms 1 to Park Sidings due to steep gradient and gapping risk

Junction Margins

| | Margin |
|--|--------|
| Between all conflicting moves where the second train is arriving / passing | 3 |

Permissive Working

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

| | |
|------------|--|
| Platform 1 | Attaching/Detaching and Platform Sharing |
| Platform 2 | Attaching/Detaching and Platform Sharing |
| Platform 3 | Attaching/Detaching and Platform Sharing |
| Platform 4 | Attaching/Detaching and Platform Sharing |

A passenger train can not approach a platform when there is another train in that platform

Overlap Restrictions

| First Movement | Second Movement | Reason | Margin |
|--|---|-------------------------|--------|
| Depart/Pass Platform 1 or 2 to Signal EDL70 or Ore | Westbound train departing/passing Ore | Overlap on Signal EDL77 | 3 |
| Depart/Pass Platform 1 or 2 to Park Sidings | Westbound train departing/passing Ore | Overlap on Signal EDL77 | 4 |
| Depart Platform 1 to Ore | Arrive Platform 2 from St Leonards Warrior Square or Bo Peep Junction | Overlap on EDL46 points | 3 |
| Depart Platform 1 to Park Sidings | Arrive Platform 2 from St Leonards Warrior Square or Bo Peep Junction | Overlap on EDL46 points | 4 |

Hastings

| | | | |
|---|---|-------------------------|---|
| Arrive Platform 1 from Ore | Arrive Platform 2 from St Leonards Warrior Square or Bo Peep Junction | Overlap on EDL46 points | 2 |
| Arrive Platform 2 from St Leonards Warrior Square or Bo Peep Junction | Depart Platform 1 | Overlap on EDL46 points | 2 |
| Arrive Platform 2 from St Leonards Warrior Square or Bo Peep Junction | Arrive Platform 1 from Ore | Overlap on EDL46 points | 2 |
| Arrive Platform 2 from St Leonards Warrior Square or Bo Peep Junction | Depart Park Sidings into Platform 1 | Overlap on EDL46 points | 3 |
| Arrive Platform 3 from St Leonards Warrior Square or Bo Peep Junction | Depart Platform 4 Eastbound | Overlap on EDL42 points | 2 |
| Depart Platform 4 to Ore | Arrive Platform 3 from St Leonards Warrior Square or Bo Peep Junction | Overlap on EDL42 points | 2 |
| Arrive Platform 4 from EDL70/Park Sidings | Arrive Platform 3 from St Leonards Warrior Square or Bo Peep Junction | Overlap on EDL42 points | 2 |
| Depart Platform 4 to Park Sidings | Arrive Platform 3 from St Leonards Warrior Square or Bo Peep Junction | Overlap on EDL42 points | 3 |

Planning Note

Please note a change of line designation here when planning trains to/from the Ore direction
Trains cannot be left unattended or berthed in Platform 2 or 3

Rye

Dwell Time

All services | Minimum ½ minute

Turnround allowances

Trains arriving at Rye from Ashford International reversing at Signal RY27 to return to Ashford International

Class 171 (2 / 3 / 4 Car)

10

Appledore

Dwell Time

All services | Minimum ½ minute

Overlap Restrictions

| First Movement | Second Movement | Reason | Margin |
|--|--|------------------------|--------|
| Up Train arrives Platform 1 | Down Train arriving on Down Hastings into Platform 2 | Overlap on 1282 points | 1 ½ |
| Down train arrives platform 2 from Ashford | Up train arrives platform 1 from Rye | Overlap on 1282 points | 1 ½ |

Station Working Requirements

Appledore

Trains longer than 80m / 12SLU / 4 cars cannot be stood at Platform 2 for longer than 2 minutes due to level crossing being automatically enabled when approaching the platform. Pathing time must be added approaching Appledore if more time is required

Ashford International

Refer to Kent Timetable Planning Rules – SO130

SO610 APPLIEDORE TO LYDD TOWN

Appledore

See entry under route – SO600

SO620 BRIGHTON TO SEAFORD

London Road

Planning Note

Trains formed of a 12 car Class 700 EMU must not be planned into this station, due to operational restrictions

Moulsecoomb

Planning Note

Trains formed of a 12 car Class 700 EMU must not be planned to use this station, due to operational restrictions

Falmer

Planning Note

Trains formed of a 12 car Class 700 EMU must not be planned to use this station, due to operational restrictions

Lewes

See entry under route – SO590

Newhaven Town Yard Junction

| First Movement | Second Movement | Margin |
|---------------------------------------|---|--------|
| Down train pass to Newhaven Town Yard | Up train pass/depart Newhaven Town | 5 |
| Up train pass/depart Newhaven Town | Down train pass to Newhaven Town Yard | 3 |
| Up train pass/depart Newhaven Town | Up train depart Newhaven Town Yard | 5 |
| Down train pass to Newhaven Town Yard | Down train pass Southerham Junction towards Newhaven Town | 5 |

Newhaven Harbour

| First Movement | Second Movement | Margin |
|---|--|--------|
| Down train depart/pass to Newhaven Marine | Up train from Seaford stopping at Bishopstone arrive | 4* |
| Down train depart/pass to Newhaven Marine | Up train from Seaford not stopping at Bishopstone arrive | 4½ * |
| Up train arrive/pass | Down train depart to Newhaven Marine (Old Station) | 1 |
| Up train arrive/pass | Down train pass to Newhaven Marine (Old Station) | 2 |
| Up train depart/pass | Up train depart Newhaven Marine (Old Station) | 2 |

*Increase by 1 when first train is freight

SO620A NEWHAVEN HARBOUR TO NEWHAVEN MARINE (OLD STATION)

Newhaven Marine

Length Limit

Between TLW1582 and Stop Board | 8 cars (Electric Trains)

Freight train margins

| Movement | Clear time required at Old Station | Reason |
|---|------------------------------------|--|
| Freight train arrives at Aggregates Sidings | 30 minutes after arrival | Old Station occupied whilst shunting train into yard |
| Freight train Departs Aggregates Sidings | 40 minutes before departure | Old Station occupied whilst forming train up for departure |

SO630 BRIGHTON TO LITTLEHAMPTON

Brighton

See entry under route – SO500

Brighton Wall Sidings

Berthing Facilities

| Location | Cars | Notes |
|-------------|------|---|
| No 1 Siding | 12 | Trains formed of a 12 car Class 700 EMU must not be planned into Brighton Wall Sidings, due to operational restrictions |
| No 2 Siding | 12 | Trains formed of a 12 car Class 700 EMU must not be planned into Brighton Wall Sidings, due to operational restrictions |

Hove

Berthing Facilities

| Location | Cars | Notes |
|----------------------|------|---|
| No 1-6 Siding* | 12 | CET facilities |
| Up Loop (Platform 1) | 12 | Berthing not permitted in platforms 2 and 3 |

| Hove | | | |
|--|------------------|---------------------------------|---------------------|
| * Trains formed of a 12 car Class 700 EMU must not be planned into these sidings, due to operational restrictions | | | |
| Connectional Allowances | | | |
| All Services | 2 | | |
| Dwell Times | | | |
| All Class 1 Services | 1 | | |
| Junction Margins | | | |
| | | | Margin |
| Between all conflicting moves where the second train is arriving / passing except | | | 3 |
| Permissive Working | | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | | |
| Platform 1 | Up Loop | (Up Direction) | Attaching/Detaching |
| Platform 2 | Up West Branch | (Up Direction) | Attaching/Detaching |
| Platform 3 | Down West Branch | | Detaching Only |
| Overlap Restrictions | | | |
| First Movement | | Second Movement | |
| Down train arriving Platform 2 | | Up train arriving Platform 1 | |
| Down train arriving Platform 2 | | Down train departing Platform 1 | |
| Up train departing Platform 2 towards Preston Park | | Up train arriving Platform 1 | |
| Up train departing Platform 3 towards Brighton | | Up train arriving Platform 2 | |
| | | Margin | |
| | | 3 | |
| | | 1 | |
| | | 3 | |
| | | 3 | |
| Station Working Requirements | | | |
| Restrictions exist on certain stock through certain platforms. See Sectional Appendix for details | | | |
| Planning Note | | | |
| The non-stop headway applies for consecutive departures from Hove in the Down direction <i>providing</i> the first train does not stop at Aldrington <i>and</i> the correct headway is applied at the next <i>common</i> timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers. | | | |

| Aldrington | |
|--|--|
| Planning Note | |
| Trains formed of a 12 car Class 700 EMU must not be planned to use this station, due to operational restrictions | |

| Portslade | |
|----------------------------------|---|
| Dwell Times | |
| All Peak Services to/from London | 1 |

| Fishersgate | |
|--|--|
| Planning Note | |
| Trains formed of a 12 car Class 700 EMU must not be planned to use this station, due to operational restrictions | |

Southwick

Planning Note

Trains formed of a 12 car Class 700 EMU must not be planned to use this station, due to operational restrictions

Shoreham by Sea

Dwell Times

| | |
|-----------------------------|---|
| All Services to/from London | 1 |
|-----------------------------|---|

Berthing Facilities

| | |
|------------|---|
| Platform 1 | No turnback over ground frame for trains formed of a 12 car Class 700 EMU |
| Platform 2 | No turnback over ground frame for trains formed of a 12 car Class 700 EMU |

Lancing

Dwell Times

| | |
|----------------------------------|---|
| All Peak Services to/from London | 1 |
|----------------------------------|---|

East Worthing

Planning Note

Trains formed of a 12 car Class 700 EMU must not be planned to use this station, due to operational restrictions

Worthing

Adjustment to Sectional Running Time

| Movement | Reason | Value |
|--------------------------------|---|-------|
| Attachment in platforms 1 or 2 | Calling-on allowance to be added to second train due to restrictive aspect at signal LG26 | {1} |

Berthing Facilities

Berthing permitted in the Up Platform Loop (Platform 1) only for class 377, 387 and 700 only due to restrictions upon berthing on running lines

Connectional Allowances

| | |
|--------------|---|
| All Services | 4 |
|--------------|---|

Dwell Times

| | |
|----------------------|---|
| All Class 1 Services | 1 |
|----------------------|---|

Limit of Shunt

| | Length Limit |
|-----------------------------|--------------|
| Up Brighton (Clear of LG26) | 8 |

Permissive Working

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

Worthing

| | | | |
|------------|-----------|------------------|---------------------|
| Platform 1 | Up Loop | (Up Direction) | Attaching/Detaching |
| Platform 2 | Up Line | (Up Direction) | Attaching/Detaching |
| Platform 3 | Down Line | (Down Direction) | Detaching Only |

A 3 minute headway between two services booked to attach is to be allowed (inclusive of calling-on allowance)

Shunt Moves

Once a train departs from either Platform 1 or 2 in order to shunt back into Platform 3 at Signal LG201, no other train can arrive into Platform 1 or 2 until the train performing the shunt has arrived back in Platform 3. Once the train performing the shunt has arrived back in Platform 3, the next arrival in Platforms 1 and 2 can be accepted 1 minute later.

West Worthing

Berthing Facilities

| Location | Cars | Notes |
|---------------|------------|---|
| Up Siding | Not in use | Non Electrified |
| Middle Siding | 12 | Trains formed of a 12 car Class 700 EMU must not be planned into this siding, due to operational restrictions |
| No 1-3 Siding | 12 | Trains formed of a 12 car Class 700 EMU must not be planned into this siding, due to operational restrictions |

Durrington on Sea

Dwell Times

| | |
|-----------------------------------|---|
| 12 car trains in the Up direction | 1 |
|-----------------------------------|---|

Angmering

Connectional Allowances

| | |
|--------------|---|
| All Services | 3 |
|--------------|---|

Berthing Facilities

| | |
|------------|---|
| Platform 1 | No turnback over ground frame for trains formed of a 12 car Class 700 EMU |
| Platform 2 | No turnback over ground frame for trains formed of a 12 car Class 700 EMU |

Operating Restrictions

When shunt moves are taking place at Angmering, services should not be timed to arrive into Platform 2 until 4 minutes after the ECS from the Down Brighton line has arrived into Angmering Platform 1. This allows enough time for the ground frame to be cleared and the crossover switched back in the normal position.

Arundel Junction

Junction Margins

| | Margin |
|-----------------------------------|--------|
| Between all conflicting movements | 2½ |

Arundel Junction

Train Length Restriction

A train formed of 12 coaches stood at signal AR32 on the Up East Curve will foul Littlehampton Junction preventing the route to or from Ford being used.

Littlehampton

Berthing Facilities

| Location | Cars | Notes |
|--------------------------|------|---|
| Platform 1 | 12 | |
| Platform 2 | 12 | |
| Platform 3 | 8 | |
| Platform 4 | 6 | |
| Up Siding 1 | 8 | |
| Up Siding 2 | 8 | |
| No 1 Shed | 12 | Carriage Washing Facilities are only available if sufficient space is left in Shed Road |
| No 2 Shed | 12 | Carriage Washing Facilities are only available if sufficient space is left in Shed Road |
| No 3 Shed | 12 | Carriage Washing Facilities are only available if sufficient space is left in Shed Road |
| Outside Shed No 3 Siding | 12 | Carriage Washing Facilities are only available if sufficient space is left in Shed Road |
| Outside shed No 4 Siding | 12 | Carriage Washing Facilities are only available if sufficient space is left in Shed Road |

Connectional Allowances

| | |
|--------------|---|
| All Services | 4 |
|--------------|---|

Junction Margins

| First Movement | Second Movement | Margin |
|--|---------------------------|--------|
| Departure from Platform 2 / 3 / 4 bound for Littlehampton Sidings/Shed when formed from 4 cars or less | Arrival into any platform | 3 |
| Departure from Platform 2 / 3 / 4 bound for Littlehampton Sidings/Shed when formed from more than 4 cars | Arrival into any platform | 4 |
| Resetting of route for a departing service following the arrival of a conflicting inwards service | | 2 |

Permissive Working

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

| | |
|------------|--|
| Platform 1 | Attaching/Detaching and Platform Sharing |
| Platform 2 | Attaching/Detaching and Platform Sharing |
| Platform 3 | Attaching/Detaching and Platform Sharing |
| Platform 4 | Attaching/Detaching and Platform Sharing |

SO640 BARNHAM TO BOGNOR REGIS

Barnham

See entry under route – SO520

| Bognor Regis | | |
|--|--|--|
| Berthing Facilities | | |
| Location | Cars | Notes |
| No 1 Siding | 20 | **For Planning Purposes maximum 16 cars |
| No 2 Siding | 15 | |
| No 3 Siding | 15 | |
| Middle Road | 12 | No attachments to be made in Middle Road |
| Platform 1 | 12 * | |
| Platform 2 | 12 * | |
| Platform 3 | 12 * | |
| Platform 4 | 6 * | **For Planning Purposes maximum 4 cars |
| * Maximum to be berthed in Platforms 1 to 4 = 28 | | |
| **waiting confirmation of Network Change | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Trains departing Platforms 1-4 | Conflicting arrival Platforms 1-4 | 4 |
| Permissive Working | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | |
| Platform 1 | Attaching/Detaching and Platform Sharing | |
| Platform 2 | Attaching/Detaching and Platform Sharing | |
| Platform 3 | Attaching/Detaching and Platform Sharing | |
| Platform 4 | Prohibited | |
| Provided it is not propelled, a Class 1, 2, 5 or 0 train may be allowed to enter a platform line which is already occupied by one of these classes | | |

| SO645 BATTERSEA PARK TO PECKHAM RYE (ATLANTIC LINES) |
|---|
| Peckham Rye |
| Refer to Kent Timetable Planning Rules – SO680 |

| SO650 BALHAM JUNCTION TO BECKENHAM JUNCTION | | |
|--|---------------------|-----------------------------|
| Streatham Hill | | |
| Berthing Facilities | | |
| Location | Cars | Notes |
| Shed | 68 | Carriage Washing Facilities |
| Down Sidings | 72 | |
| Up Siding East | 8 | |
| Dwell Time | | |
| All GTR services | 1 | |
| Limit of Shunt | | |
| | Length Limit | |
| Up Crystal Palace (Clear of TVC704) | 8 | |

SO650 BALHAM JUNCTION TO BECKENHAM JUNCTION

Streatham Hill

Planning Note

When a train is formed of rolling stock forming multiple unit Class 171 stock, this cannot reverse at shunt signal 157 as there is no walkway to accommodate non walk-through trains

Pathing or performance allowances must not be added between Leigham Junction and Streatham Hill in the Up Direction for trains longer than 8 coaches or 195 metres because the end of train will foul Leigham Junction should it be stopped at signal TVC708

Overlap Restrictions

| First Movement | Second Movement | Reason | Margin |
|---|---|--------|--------|
| Train arrive/pass platform 2 towards Leigham Junction or West Norwood Junction from Streatham Hill Up Sidings | Train arrive/pass Platform 1 from Leigham Junction or West Norwood Junction | TVC704 | 2 |

Leigham Junction

Junction Margins

| First Movement | Second Movement | Margin |
|---|---|-----------|
| Train depart/pass Streatham Hill towards West Norwood | Train arrive/pass Streatham Hill from Up Leigham Spur | 3 |
| Train arrive/pass Streatham Hill from Up Leigham Spur | Train depart/pass Streatham Hill towards West Norwood | Same time |

Length Restriction

A train exceeding 200m/31SLU in length will foul Tulse Hill South Junction when standing at TVC712 on the Up Leigham Spur.

Therefore, junction margins must be based on trains' departure time at Leigham Junction

West Norwood Junction

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|--|--|---------------------------------|
| Down trains from Tulse Hill which do not call at West Norwood | Acceleration from Down West Norwood Spur | {½} approaching West Norwood |
| Up trains towards Tulse Hill which have not called at West Norwood | Approach Control at signal VC716 | {½} approaching West Norwood Jn |

Length Limit

A train exceeding 160m/25SLU in length will foul Tulse Hill South Junction when standing at TVC715 on the Down West Norwood Spur.

Therefore, junction margins must be based on trains' departure time at West Norwood Junction

West Norwood

Connectional Allowances

| | |
|--|---|
| West Norwood | |
| All Services | 4 |
| Planning Note | |
| Trains formed of a 12 car Class 700 EMU must not be planned to use this station, due to operational restrictions | |

| | |
|--|--|
| Gipsy Hill | |
| Planning Note | |
| Trains formed of a 12 car Class 700 EMU must not be planned to use this station, due to operational restrictions | |

| | | | |
|--|--|--------------------------|---------------|
| Crystal Palace | | | |
| Berthing Facilities | | | |
| Location | Cars | Notes | |
| Platform 3 | 10 (2 x 5 car) | | |
| Connectional Allowances | | | |
| All Services | 4 | | |
| Dwell Times | | | |
| All Services | | 1 | |
| Length Restriction | | | |
| The standage at TVC739 in Platform 2 on the Down Crystal Palace is 200 meters/31 SLUs/10 cars (or 8/ 9 cars if the train is formed of Class 171 stock) | | | |
| Limit of Shunt | | | |
| | Length Limit | | |
| Up Sydenham Spur (Clear of TVC735) | 8 | | |
| Platform Re-occupation Margin | | | |
| | Margin | | |
| Platforms 1 to 4 | 2½ | | |
| Overlap Restrictions | | | |
| First Movement | Second Movement | Reason | Margin |
| Train departs platform 2 towards Gipsy Hill | Train arriving into Platform 1 from Bromley Junction | | 2 ½ |
| Train departs Platform 5 towards Sydenham | Train arriving into Platform 6 from London Victoria | Overlap on signal TL616R | 4 |
| Train departs Platform 6 towards Sydenham | Train departing Platform 5 towards Sydenham | Overlap on signal TL616R | 3 |
| Train departs platform 2 towards Gipsy Hill | Train pass platform 1 from Bromley Junction | | 3 ½ |
| Planning Note | | | |
| Trains formed of a 12 car Class 700 EMU must not be planned to use this station, due to operational restrictions | | | |

Beckenham Junction

Refer to Kent Timetable Planning Rules – SO110

SO650A BROMLEY JUNCTION TO NORWOOD JUNCTION

Norwood Junction

See entry under route – SO510

SO660 PURLEY TO CATERHAM

Purely

See entry under route – SO500

Caterham

Berthing Facilities

| Location | Cars | Notes |
|------------|------|--|
| Platform 1 | 8 | |
| Platform 2 | 8 | |
| Siding | 8 | 8 car trains (except Class 377) must not run to/from Siding under DOO conditions as the driver is unable to change ends. |

Permissive Working

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

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

SO660A PURLEY TO TATTENHAM CORNER

Tattenham Corner

Berthing Facilities

| Location | Cars | Notes |
|------------|------|-------|
| Platform 1 | 8 | |
| Platform 2 | 8 | |
| Platform 3 | 8 | |
| Up Siding | 20 | |

Permissive Working

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

| | |
|------------|--|
| Platform 1 | Attaching/Detaching and Platform Sharing |
| Platform 2 | Attaching/Detaching and Platform Sharing |
| Platform 3 | Attaching/Detaching and Platform Sharing |

Minimum use should be made of Platform 1 and Platform 3 if possible during Winter Timetables due to icing conditions

SO680 SOUTH BERMONDSEY JUNCTION TO HORSHAM

South Bermondsey Junction

Planning Note

Pathing or performance allowances must not be placed between South Bermondsey Junction and South Bermondsey in either direction as there are no intermediate signals.
If pathing time is required approaching South Bermondsey Junction from Old Kent Road Junction, an OP stop should be applied at South Bermondsey instead

South Bermondsey

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|-------------------------------------|-----------------------------------|-------|
| Up trains terminating in Platform 2 | Approach Control on signal TL4220 | {½} |

Dwell Time

| | |
|------------------|---|
| All GTR services | 1 – may be reduced to ½ minute outside SX peak hours by exception only with the agreement of Train Operator |
|------------------|---|

Planning Note

Pathing or performance allowances must not be placed between South Bermondsey Junction and South Bermondsey in either direction as there are no intermediate signals

Platform Re-occupation Margin

| First Movement | Second Movement | Margin |
|---|--|--------|
| Train departs Platform 2 towards Old Kent Road Junction | Train arrives Platform 2 in Up direction from Old Kent Road Junction | 4 |

Peckham Rye

Connectional Allowances

| | |
|--------------|---|
| All Services | 4 |
|--------------|---|

Dwell Time

| | |
|------------------|---|
| All GTR services | 1 – may be reduced to ½ minute outside SX peak hours by exception only with the agreement of Train Operator |
|------------------|---|

Junction Margins

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

Planning Note

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

| Tulse Hill | | | |
|--|---|---------------|---------------|
| Adjustment to Sectional Running Times | | | |
| Movement | Reason | Value | |
| Up trains approaching Platform 1 | Approach Control on Signal TVC768 | {½} | |
| Non-stop trains from Streatham towards Herne Hill that run via Platform 3 | Approach Control on Signal TVC762 | {½} | |
| Connectional Allowances | | | |
| All Services (except Thameslink) | 3 | | |
| Thameslink Route Services | 4 | | |
| Length Restriction | | | |
| The standage at signal TVC766 on the Down Leigham Spur to avoid fouling Leigham Junction is 237metres / 37SLUs / 11 cars (or 10 cars if the train is formed of Class 171 stock). | | | |
| The standage at signal TVC770 on the Up West Norwood Spur to avoid fouling West Norwood Junction is 258metres / 40SLUs / 12 cars (or 10 cars if the train is formed of Class 171 stock). | | | |
| The standage at signal TVC760 on the Up Holborn is 318metres / 49SLUs / 15 cars without fouling Tulse Hill South Junction | | | |
| The standage at signal TVC763 on the Down Holborn is 259metres / 40SLUs / 12 cars without fouling Tulse Hill North Junction | | | |
| The standage at signal TVC762 on the Up Portsmouth is 249metres / 38 SLUs / 11 cars without fouling Tulse Hill South Junction | | | |
| The standage at signal TVC765 on the Down Portsmouth is 220metres / 34 SLUs / 10 cars without fouling Tulse Hill North Junction | | | |
| Dwell Time | | | |
| All GTR services | 1 – may be reduced to ½ minute outside SX peak hours by exception only with the agreement of Train Operator | | |
| Overlap Restrictions | | | |
| First Movement | Second Movement | Signal | Margin |
| Train sat at signal TVC165 on Up Portsmouth Line | Up train arrives at or passes platform 3 towards Herne Hill | TVC762 | 0* |
| Down train arrives at or passes platform 4 from Signal TVC165 | Up train arrives at or passes platform 3 towards Peckham Rye | TVC762 | 2 |
| *Route is set towards Herne Hill preventing any train arriving or passing Platform 2 at Tulse Hill | | | |
| Planning Restriction | | | |
| Terminating or shunting trains formed of more than 8 cars cannot be planned here. | | | |

| Streatham | | | |
|--|--|--------------|--|
| Adjustment to Sectional Running Times | | | |
| Movement | Reason | Value | |
| All movements towards Streatham Common | Approach Control on signal TVC779 and 15mph speed limit on Streatham Spurs | {½} | |
| Connectional Allowances | | | |
| All Services | 4 | | |
| Dwell Time | | | |

Streatham

| | |
|------------------|---|
| All GTR services | 1 – may be reduced to ½ minute outside SX peak hours by exception only with the agreement of Train Operator |
|------------------|---|

Permissive Working

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

| | |
|------------|----------------|
| Platform 1 | Prohibited |
| Platform 2 | Detaching Only |

Streatham South Junction

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|--|-----------------------------------|-------|
| All movements from Streatham towards Wimbledon | Approach control on signal TVC789 | {½} |
| Up trains from Mitcham Junction towards Streatham North Junction | Approach control on signal TVC788 | {1} |

Length Restriction

A train exceeding 200m/31SLU in length will foul Streatham North Junction when standing at TVC783 on the Reversible Fast Spur in the Down direction.

Therefore, junction margins must be based on trains' departure time at Streatham South Junction

A train exceeding 301m/47SLU in length will foul Streatham Junction when standing at TVC787 on the Down Portsmouth.

Therefore, junction margins must be based on trains' departure time at Streatham South Junction

The standage at signal TVC782 on the Up Streatham Spur direction to avoid fouling Streatham Common Jn is 179 metres/28 SLUs/8 cars

Mitcham Eastfields

Dwell Time

| | |
|------------------|---|
| All GTR services | 1 – may be reduced to ½ minute outside SX peak hours by exception only with the agreement of Train Operator |
|------------------|---|

Sutton

See entry under route – SO510

Epsom

Berthing Facilities

| | Cars |
|-------------|------|
| Down Siding | 12 |
| Up Siding | 10 |

Connectional Allowances

| | |
|--------------|---|
| All Services | 3 |
|--------------|---|

Dwell Times

| Epsom | | |
|--|--|--------|
| All Services | 1 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Between all conflicting moves where the second train is arriving / passing except as below | | 3 |
| Up departure from Platform 2 | Up departure from Platform 3 | 2 |
| Up departure from Platform 3 | Up departure from Platform 2 | 2 |
| Down arrival into Platform 2 | Up departure from Platform 3 | 2 |
| Up train arriving Platform 3 | Up train departing Platform 2 | 2 |
| Down train departing Platform 1 to Ashtead/Up Siding | Down train arriving Platform 2 | 3 ½ |
| Down train arriving Platform 2 | Down train passing/departing Platform 1 to Ashtead/Up Siding | 2 |
| Simultaneous Moves Not Permitted - a 3-minute margin is to be applied except where stated above | | |
| First Movement | Second Movement | |
| Up train arriving Platform 3 | Down train ex Ewell West arriving Platform 2 | |
| Up train arriving Platform 3 | Up train departing Platform 2 towards Ewell West | |
| Down train departing Platform 1 to Ashtead/Up Siding | Down train ex Ewell West arriving Platform 2 | |
| Up train arriving Platform 1 from Ashtead/Up Siding | Down train ex Ewell West arriving Platform 2 | |
| Planning Note | | |
| Changes here to be consulted in tandem with the SW180 on the Wessex route | | |

| Leatherhead | | |
|--|---|--------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| Down trains towards Bookham passing Leatherhead | Speed Differential | {½} |
| Up trains from Bookham passing Leatherhead | Speed Differential | {½}* |
| * This allowance should appear in the section from Leatherhead | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Between all conflicting moves where the second train is arriving / passing except as below | | 3 |
| Up arrive / pass from Dorking | Down train passes towards Effingham Junction | 1½ |
| Up arrive / pass from Dorking | Down train departs towards Effingham Junction | 1 |
| Limit of Shunt | | |
| | Length Limit | |
| Up Platform (clear of W482) | 8 cars | |
| Planning Note | | |
| Changes here to be consulted in tandem with the SW180 on the Wessex route | | |

| Dorking | |
|--|--------------|
| Berthing Facilities | |
| Berthing permitted in the Down Loop (Platform 3) only due to restrictions upon berthing on running lines | |
| Length Limit | Value |

| Dorking | | | |
|---|-----------------------------------|--------------------------|--|
| Down Passenger Loop (Platform 3) | | | 38 SLU / 244m |
| Location | | Cars | |
| Siding | | 10 | |
| Connectional Allowances | | | |
| All Services | | 4 | |
| Permissive Working | | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | | |
| Platform 1 | Up Main | (Up Direction) | Attaching Only |
| Platform 2 | Down Main | (Both Directions) | Attaching/Detaching |
| Platform 3 | Down Passenger Loop | (Both Directions) | Attaching/Detaching and Platform Sharing |
| Overlap Restrictions | | | |
| First Movement | Second Movement | Reason | Margin |
| Up train arriving into Platform 1 | Up train departing Platform 2 | Overlap on 21/22A points | 2 |
| Up train departing Platform 2 | Up train arriving into Platform 1 | Overlap on 21/22A points | 2 |

| Warnham | | | |
|--|--|--------|--------|
| Overlap Restrictions | | | |
| First Movement | Second Movement | Reason | Margin |
| Train reversing at Signal T837 on the Down Main arrives at Field Sidings | Following movement departs Warnham towards Horsham | | 2½ |
| Train reversing at Signal T837 on the Down Main departs towards Horsham | Following movement departs Warnham towards Horsham | | 3 |

| Horsham Field Sidings | | | |
|--|---|---|-----------|
| Acceptance of trains | | | |
| First Movement | Second Movement | Reason | Margin |
| Train arrives Field Sidings | Train departs Horsham towards Warnham | | Same time |
| Berthing Facilities | | | |
| Siding | Cars* | Notes | |
| Field Siding No 13-18 | 12 | 1 x 12 car or 1 x 8 car and CET facility per siding | |
| * Assumed to be Class 700 stock | | | |
| Margins between arrivals and departures | | | |
| First Movement | Second Movement | Reason | Margin |
| Train arrives at Field Sidings from Signal 1401 or T837 | Train departs from Field Sidings to Signal 1401 or T837 | | 1 |
| Train arrives at either Signal 1401 or T837 from Field Sidings | Train departs from the alternative Signal to the First Movement towards Field Sidings | | 1 |

Horsham Field Sidings

Margins between successive departures

| First Movement | Second Movement | Margin |
|---|---|--------|
| Train departs from Signal 1401 or T837 to Horsham | Following movement departs from Field Sidings to the same Signal as the First Movement to reverse | 2 |

Horsham

See entry under route – SO520

SO680A HERNE HILL TO TULSE HILL

Herne Hill

Refer to Kent Timetable Planning Rules – SO110

Tulse Hill

See entry under route – SO680

SO680B TULSE HILL TO LEIGHAM JUNCTION

Tulse Hill

See entry under route – SO680

Leigham Junction

See entry under route – SO650

SO680C TULSE HILL TO WEST NORWOOD JUNCTION

Tulse Hill

See entry under route – SO680

SO680D STREATHAM JUNCTION TO STREATHAM COMMON

Streatham Common

See entry under route – SO500

SO700 STREATHAM SOUTH JUNCTION TO SUTTON (VIA WIMBLEDON)

Tooting

Dwell Time

| | |
|------------------|---|
| All GTR services | 1 – may be reduced to ½ minute outside SX peak hours by exception only with the agreement of Train Operator |
|------------------|---|

Wimbledon (Platform 9)

Connectional Allowance

| | |
|--------------|---|
| All Services | 6 |
|--------------|---|

Junction and Platform Re-Occupation Margins

3 minutes unless stated otherwise

| First Movement | Second Movement | Margin |
|--|---|--------|
| Depart/pass platform 9 to DHL | Arrive/pass platform 9 from UHL | 2 |
| Depart/pass platform 9 to UHL | Arrive/pass platform 9 from DHL | 2 |
| Depart/pass platform 9 towards St Helier via DHL | Arrive/pass platform 9 from St Helier via DHL | 5 |
| Depart/pass platform 9 towards St Helier via UHL | Arrive/pass platform 9 from St Helier via UHL | 5 |

Dwell Times

| | |
|------------|---|
| All trains | 1 |
|------------|---|

Planning Note

12 car Class 700 EMUs must not be planned to use any of the stations on the Wimbledon loop for passenger provision, due to operational restrictions

For margins to/from Wimbledon (Wessex Side) - Refer to Wessex Timetable Planning Rules - SW105
To/from Raynes Park - Refer to Wessex Timetable Planning Rules - SW105

Wimbledon West Junction

Junction Margins

| First Movement | Second Movement | Margin |
|---|--|----------|
| Pass from Wimbledon via UHL to Down [Wessex] Slow | Pass to UHL from Wimbledon Chase or St Helier | 2 |
| Pass Down [Wessex] Slow to UHL or DHL towards Wimbledon Chase | Pass to UHL or DHL from Wimbledon Chase or St Helier | 3 |
| Pass from Wimbledon via DHL towards Wimbledon Chase | Pass to DHL from Wimbledon Chase or St Helier | 3 |
| Pass from Wimbledon via UHL towards Wimbledon Chase | Pass to UHL or DHL from Wimbledon Chase or St Helier | 3 |
| Pass from Up [Wessex] Fast via UHL towards Wimbledon | Pass to UHL from Wimbledon Chase or St Helier | 3 |
| Pass from Up [Wessex] Fast via UHL towards Wimbledon | Pass to DHL from Wimbledon Chase or St Helier | Parallel |
| Pass from Wimbledon via UHL to Down [Wessex] Slow | Pass to DHL from Wimbledon Chase or St Helier | Parallel |

Length Limit

A train exceeding 505m/79SLU in length will foul TVC854 signal track circuit in rear when standing at TVC836 on the Up St Helier

A train exceeding 391m/61SLU will foul TVC833 signal track circuit in rear when standing at TVC851 on the Up St Helier

A train exceeding 271m/42SLU in length will foul TVC856 signal track circuit in rear when standing at TVC854 on the Up St Helier

A train exceeding 505m/79SLU in length will foul TVC857 signal track circuit in rear when standing at TVC838 on the Down St Helier

A train exceeding 391m/61SLU in length will foul TVC833 signal track circuit in rear when standing at TVC853 on the Down St Helier

Sutton

See entry under route – SO510

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. Where applicable, please see Section 5.4.1 for full availability of Loop Lengths may differ to Platform Lengths

| STATION | PLATFORM AND LINE | USABLE LENGTH | NOTES |
|-----------------------|-------------------------|---------------|---|
| Aldrington | 1 - Up Brighton | 85 | |
| Aldrington | 2 - Down Brighton | 85 | |
| Amberley | 1 – Up | 99 | |
| Amberley | 2 – Down | 114 | |
| Anerley | 1 - Up Slow | 193 | |
| Anerley | 2 - Down Slow | 167 | |
| Angmering | 1 - Up Brighton | 135 | |
| Angmering | 2 - Down Brighton | 136 | |
| Appledore | 1 - Up Hastings | 87 | |
| Appledore | 2 - Down Hastings | 80 | |
| Arundel | 1 - Up Horsham | 253 | |
| Arundel | 2 - Down Horsham | 244 | |
| Ashford International | 1 - Up Passenger Loop | 265 | Down direction |
| Ashford International | 1 - Up Passenger Loop | 265 | Up direction |
| Ashford International | 2 - Up Slow | 265 | Down direction |
| Ashford International | 2 - Up Slow | 265 | Up direction |
| Ashford International | 3 – Up International | 412 # | Down direction International services only |
| Ashford International | 3 - Up International | 412 # | Up direction International services only |
| Ashford International | 4 – Down International | 412 # | Down direction International services only |
| Ashford International | 4 - Down International | 412 # | Up direction International services only |
| Ashford International | 5 - Down Slow | 260 | Down direction |
| Ashford International | 5 - Down Slow | 260 | Up direction |
| Ashford International | 6 - Down Passenger Loop | 260 | Down direction |
| Ashford International | 6 - Down Passenger Loop | 260 | Up direction |
| Ashurst | 1 – Up | 237 | |
| Ashurst | 2 – Down | 237 | |
| | | | |
| Balcombe | 1 - Up Main | 250 | |
| Balcombe | 2 - Down Main | 166 | |
| Balham | 1 - Down Slow | 201 | |
| Balham | 2 - Up Slow | 203 | |
| Balham | 3 - Down Fast | 163 | |
| Balham | 4 - Up Fast | 163 | |
| Banstead | Epsom Downs Single | 163 | Down direction |
| Banstead | Epsom Downs Single | 163 | Up direction |
| Barnham | 1 - Down Passenger Loop | 242 | Down direction |
| Barnham | 1 - Down Passenger Loop | 242 | Up direction |
| Barnham | 2 - Down Main | 243 | |
| Barnham | 3 - Up Main | 244 | |

| STATION | PLATFORM AND LINE | USABLE LENGTH | NOTES |
|---------------------------|--------------------------|---------------|--------------------------------------|
| Battersea Park | 2 - Up Atlantic | 110 | |
| Battersea Park | 3 - Down Slow | 201 | |
| Battersea Park | 4 - Up Slow | 180 | |
| Battersea Park | 5 - Down Fast | 165.3 | |
| Battersea Pier Staff Halt | Brighton Reversible | 3 | Down direction |
| Battersea Pier Staff Halt | Brighton Reversible | 3 | Up direction |
| Belmont | Epsom Downs Single | 159 | Down direction |
| Belmont | Epsom Downs Single | 159 | Up direction |
| Berwick | 1 - Up Main | 156 | |
| Berwick | 2 - Down Main | 157 | |
| Betchworth | 1 - Up Reading | 95.3 | |
| Betchworth | 2 - Down Reading | 140 | |
| Bexhill | 1 - Up Bexhill | 254 | |
| Bexhill | 2 - Down Bexhill | 286 | |
| Billingshurst | 1 – Up | 167 | |
| Billingshurst | 2 – Down | 185 | |
| Birkbeck | Crystal Palace Single | 158 | Down direction |
| Birkbeck | Crystal Palace Single | 158 | Up direction |
| Bishopstone | Seaford Single | 120 | Down direction |
| Bishopstone | Seaford Single | 120 | Up direction |
| Bognor Regis | 1 | 251 | |
| Bognor Regis | 2 | 253 | |
| Bognor Regis | 3 | 254 | |
| Bognor Regis | 4 | 130 | |
| Bosham | 1 – Up | 156 | |
| Bosham | 2 – Down | 179 | |
| Boxhill and Westhumble | 1 - Up Portsmouth | 158 | |
| Boxhill and Westhumble | 2 - Down Portsmouth | 158 | |
| Brighton | 1 | 234 | |
| Brighton | 2 | 278 | |
| Brighton | 3 | 250 | From Preston Park direction complete |
| Brighton | 3N | 165 | From Preston Park direction |
| Brighton | 3S | 85 | From Hove direction |
| Brighton | 4 | 250 | |
| Brighton | 5 | 248 | |
| Brighton | 6 | 250 | |
| Brighton | 7 | 250 | |
| Brighton | 8 | 240 | |
| Brockley | 1 - Up Slow | 175 | |
| Brockley | 2 - Down Slow | 175 | |
| Burgess Hill | 1 - Up Main | 262 | Down direction |
| Burgess Hill | 1 - Up Main | 262 | Up direction |
| Burgess Hill | 2 - Down Main | 262 | Down direction |
| Burgess Hill | 2 - Down Main | 262 | Up direction |
| Buxted | Uckfield Single | 238 | Down direction |
| Buxted | Uckfield Single | 238 | Up direction |
| | | | |
| Canada Water | 3 – Down | 79 | |
| Canada Water | 4 – Up | 79 | |
| Canonbury | Eastbound Platform 2 ELL | 123 | |
| Canonbury | Westbound Platform 1 ELL | 123 | |
| Carshalton | 1 - Up Portsmouth | 201 | |
| Carshalton | 2 - Down Portsmouth | 201 | |

| STATION | PLATFORM AND LINE | USABLE LENGTH | NOTES |
|--------------------|-------------------------|---------------|----------------|
| Carshalton Beeches | 1 – Up | 167 | |
| Carshalton Beeches | 2 – Down | 167 | |
| Caterham | 1 – Up | 181 | |
| Caterham | 2 – Down | 181 | |
| Cheam | 1 - Up Portsmouth | 201 | |
| Cheam | 2 - Down Portsmouth | 202 | |
| Chichester | 1 – Up | 240 | |
| Chichester | 2 – Down | 244 | |
| Chipstead | 1 - Up Tattenham | 117 | |
| Chipstead | 2 - Down Tattenham | 122 | |
| Christ's Hospital | 1 – Up | 152 | |
| Christ's Hospital | 2 – Down | 152 | |
| Clapham Junction | 12 - Up Fast | 245 | |
| Clapham Junction | 13 - Down Fast | 253 | |
| Clapham Junction | 14 - Up Slow | 215 | |
| Clapham Junction | 15 - Down Slow | 174 | |
| Clapham Junction | 16 - Down West London | 171 | 8 cars |
| Clapham Junction | 17 - Up West London | 172 | 8 cars |
| Collington | 1 - Up Bexhill | 81 | |
| Collington | 2 - Down Bexhill | 80 | |
| Cooden Beach | 1 - Up Bexhill | 128 | |
| Cooden Beach | 2 - Down Bexhill | 128 | |
| Cooksbridge | 1 - Up Lewes | 180 | |
| Cooksbridge | 2 - Down Lewes | 132 | |
| Coulsdon South | 1 - Up Redhill | 246 | |
| Coulsdon South | 2 - Down Redhill | 246 | |
| Coulsdon Town | 1 - Up Tattenham | 161 | |
| Coulsdon Town | 2 - Down Tattenham | 161 | |
| Cowden | Uckfield Single | 238 | Down direction |
| Cowden | Uckfield Single | 238 | Up direction |
| Crawley | 1 - Up Horsham | 249 | |
| Crawley | 2 - Down Horsham | 249 | |
| Crowborough | 1 – Up | 237 | |
| Crowborough | 2 – Down | 237 | |
| Crystal Palace | 1 - Up Crystal Palace | 202 | |
| Crystal Palace | 2 - Down Crystal Palace | 206 | |
| Crystal Palace | 3 – Down Bay | 163 | |
| Crystal Palace | 4 – Down Sydenham Spur | 219 | |
| Crystal Palace | 5 - Up Bay | 178 | |
| Crystal Palace | 6 – Up Sydenham Spur | 199 | |
| | | | |
| Dalston Junction | 1 | 132 | |
| Dalston Junction | 2 | 106 | |
| Dalston Junction | 3 | 106 | |
| Dalston Junction | 4 | 111 | |
| Doleham | - Single | 40 | Down direction |
| Doleham | - Single | 40 | Up direction |
| Dorking | 1 - Up Portsmouth | 242 | |
| Dorking | 2 - Down Portsmouth | 245 | Down direction |
| Dorking | 2 - Down Portsmouth | 245 | Up direction |
| Dorking | 3 - Down Passenger Loop | 244 | Down direction |
| Dorking | 3 - Down Passenger Loop | 244 | Up direction |

| STATION | PLATFORM AND LINE | USABLE LENGTH | NOTES |
|-------------------|-------------------------|---------------|----------------|
| Dorking Deepdene | 1 - Up Reading | 94 | |
| Dorking Deepdene | 2 - Down Reading | 95 | |
| Dorking West | 1 - Up Reading | 111 | |
| Dorking West | 2 - Down Reading | 102 | |
| Dormans | 1 - Up East Grinstead | 169 | |
| Dormans | 2 - Down East Grinstead | 167 | |
| Durrington-on-Sea | 1 - Up Brighton | 123 | |
| Durrington-on-Sea | 2 - Down Brighton | 123 | |
| | | | |
| Earlswood | 1 - Up Slow | 212 | |
| Earlswood | 2 - Down Slow | 213 | |
| East Croydon | 1 - Up Fast | 244 | |
| East Croydon | 2 - Fast Reversible | 244 | Down direction |
| East Croydon | 2 - Fast Reversible | 244 | Up direction |
| East Croydon | 3 - Down Fast | 244 | Down direction |
| East Croydon | 3 - Down Fast | 244 | Up direction |
| East Croydon | 4 - Up Slow | 251 | Down direction |
| East Croydon | 4 - Up Slow | 251 | Up direction |
| East Croydon | 5 - Slow Reversible | 256 | Down direction |
| East Croydon | 5 - Slow Reversible | 256 | Up direction |
| East Croydon | 6 - Down Slow | 247 | |
| East Dulwich | 2 - Down Portsmouth | 165 | |
| East Grinstead | 1 - Up East Grinstead | 245 | |
| East Grinstead | 2 - Down East Grinstead | 245 | |
| East Worthing | 1 - Up Brighton | 85 | |
| East Worthing | 2 - Down Brighton | 86 | |
| Eastbourne | 1 | 243 | |
| Eastbourne | 2 | 243 | |
| Eastbourne | 3 | 254 | |
| Edenbridge | 1 - Up Godstone | 116 | |
| Edenbridge | 2 - Down Godstone | 118 | |
| Edenbridge Town | 1 - Up | 237 | |
| Edenbridge Town | 2 - Down | 237 | |
| Emsworth | 1 - Up | 152 | |
| Emsworth | 2 - Down | 152 | |
| Epsom | 1 – Down Portsmouth | 208 | Down Direction |
| Epsom | 1 – Down Portsmouth | 208 | Up Direction |
| Epsom | 2 – Down Epsom | 206 | Down Direction |
| Epsom | 2 – Down Epsom | 206 | Up Direction |
| Epsom | 3 Up | 206 | |
| Epsom | 4 Up Epsom | 208 | |
| Epsom Downs | Epsom Downs Single | 205 | Down direction |
| Epsom Downs | Epsom Downs Single | 205 | Up direction |
| Eridge | Uckfield Single | 235 | Down direction |
| Eridge | Uckfield Single | 235 | Up direction |
| Ewell East | 1 - Up Portsmouth | 159 | |
| Ewell East | 2 - Down Portsmouth | 160 | |
| | | | |
| Falmer | 1 - Up East Branch | 157 | |
| Falmer | 2 - Down East Branch | 156 | |
| Faygate | 1 - Up Branch | 103 | |
| Faygate | 2 - Down Branch | 100 | |
| Fishbourne | 1 - Up | 151 | |
| Fishbourne | 2 - Down | 123 | |

| STATION | PLATFORM AND LINE | USABLE LENGTH | NOTES |
|-----------------|-------------------------------------|---------------|----------------|
| Fishersgate | 1 - Up Brighton | 84 | |
| Fishersgate | 2 - Down Brighton | 84 | |
| Ford | 1 - Up Brighton | 162 | |
| Ford | 2 - Down Brighton | 162 | |
| Forest Hill | 1 - Up Slow | 179 | |
| Forest Hill | 2 - Down Slow | 185 | |
| | | | |
| Gatwick Airport | 1 – Up Platform Loop | 246 | Down direction |
| Gatwick Airport | 1 - Up Platform Loop | 246 | Up direction |
| Gatwick Airport | 2 - Up Slow | 246 | Down direction |
| Gatwick Airport | 2 - Up Slow | 246 | Up direction |
| Gatwick Airport | 3 - Down Slow | 246 | Down direction |
| Gatwick Airport | 3 - Down Slow | 246 | Up direction |
| Gatwick Airport | 4 - Up Fast | 246 | |
| Gatwick Airport | 5 - Down Fast | 246 | Down direction |
| Gatwick Airport | 5 - Down Fast | 246 | Up direction |
| Gatwick Airport | 6 – Down Platform Loop 2 Reversible | 246 | Down direction |
| Gatwick Airport | 6 – Down Platform Loop 2 Reversible | 246 | Up direction |
| Gatwick Airport | 7 - Down Platform Loop 1 | 247 | Down direction |
| Gipsy Hill | 1 - Up Crystal Palace | 201 | |
| Gipsy Hill | 2 - Down Crystal Palace | 201 | |
| Glynde | 1 - Up Main | 133 | |
| Glynde | 2 - Down Main | 138 | |
| Godstone | 1 - Up Tonbridge | 89 | |
| Godstone | 2 - Down Tonbridge | 118 | |
| Goring-by-Sea | 1 - Up Brighton | 122 | |
| Goring-by-Sea | 2 - Down Brighton | 144 | |
| | | | |
| Hackbridge | 1 - Up Portsmouth | 155 | |
| Hackbridge | 2 - Down Portsmouth | 158 | |
| Haggerston | 2 – Down | 88 | |
| Ham Street | 1 - Up Hastings | 91 | |
| Ham Street | 2 - Down Hastings | 85 | |
| Hampden Park | 1 - Up Main | 207 | |
| Hampden Park | 2 - Down Main | 207 | |
| Hassocks | 1 - Up Main | 274 | Down direction |
| Hassocks | 1 - Up Main | 274 | Up direction |
| Hassocks | 2 - Down Main | 274 | Down direction |
| Hassocks | 2 - Down Main | 274 | Up direction |
| Hastings | 1 - Down Ore Bay | 167 | |
| Hastings | 2 - Up Hastings | 246 | Down direction |
| Hastings | 2 - Up Hastings | 246 | Up direction |
| Hastings | 3 - Down Hastings | 248 | Down direction |
| Hastings | 3 - Down Hastings | 248 | Up direction |
| Hastings | 4 - Down Passenger Loop | 247 | |
| Haydons Road | 1 - Up St Helier | 164 | |
| Haydons Road | 2 - Down St Helier | 159 | |

| STATION | PLATFORM AND LINE | USABLE LENGTH | NOTES |
|----------------------------|---------------------------|---------------|----------------|
| Haywards Heath | 1 - Down Passenger Loop | 241 | Down direction |
| Haywards Heath | 1 - Down Passenger Loop | 241 | Up direction |
| Haywards Heath | 2 - Down Main | 241 | |
| Haywards Heath | 3 - Up Main | 241 | Down direction |
| Haywards Heath | 3 - Up Main | 241 | Up direction |
| Haywards Heath | 4 - Up Passenger Loop | 241 | Down direction |
| Haywards Heath | 4 - Up Passenger Loop | 241 | Up direction |
| Hever | 1 - Up | 237 | |
| Hever | 2 - Down | 237 | |
| Highbury and Islington ELL | 2 | 126 | |
| Highbury and Islington ELL | 1 | 131 | |
| Holmwood | 1 - Up | 123 | |
| Holmwood | 2 - Down | 123 | |
| Honor Oak Park | 1 - Up Slow | 154 | |
| Honor Oak Park | 2 - Down Slow | 158 | |
| Horley | 1 - Up Slow | 247 | |
| Horley | 2 - Down Slow | 247 | |
| Horley | 3 - Up Fast | 247 | |
| Horley | 4 - Down Fast | 247 | |
| Horsham | 1 - Up Passenger Loop | 245 | |
| Horsham | 2 - Up Main | 245 | |
| Horsham | 3 - Down Main | 251 | |
| Horsham | 4 - Down Passenger Loop | 251 | Down direction |
| Horsham | 4 - Down Passenger Loop | 251 | Up direction |
| Hove | 1 - Up Passenger Loop | 241 | Down direction |
| Hove | 1 - Up Passenger Loop | 241 | Up direction |
| Hove | 2 - Up Brighton | 241 | Down direction |
| Hove | 2 - Up Brighton | 241 | Up direction |
| Hove | 3 - Down Brighton | 241 | |
| Hoxton | 1 - Up | 88 | |
| Hoxton | 2 - Down | 88 | |
| Hurst Green | 1 - Up East Grinstead | 246 | |
| Hurst Green | 2 - Down East Grinstead | 246 | |
| | | | |
| Ifield | 1 - Up Horsham | 116 | |
| Ifield | 2 - Down Horsham | 116 | |
| Imperial Wharf | 2 - Down West London | 172.4 | 8 cars |
| Imperial Wharf | 1 - Up West London | 177.2 | 8 cars |
| | | | |
| Kenley | 1 - Up | 124 | |
| Kenley | 2 - Down | 121 | |
| Kensington (Olympia) | 2 - Down West London Loop | 323.5 | Down direction |
| Kensington (Olympia) | 2 - Down West London Loop | 323.5 | Up direction |
| Kensington (Olympia) | 3 - Up West London | 190 | Down direction |
| Kingswood | 1 - Up Tattenham | 122 | |
| Kingswood | 2 - Down Tattenham | 122 | |
| | | | |
| Lancing | 1 - Up Brighton | 112 | |
| Lancing | 2 - Down Brighton | 180 | |
| Leatherhead | 1 - Up | 206 | |
| Leatherhead | 2 - Down | 206 | |
| Leigh | 1 - Up Godstone | 122 | |

| STATION | PLATFORM AND LINE | USABLE LENGTH | NOTES |
|----------------------|-------------------------|---------------|-------------------|
| Leigh | 2 - Down Godstone | 122 | |
| Lewes | 1 - Down Lewes | 244 | |
| Lewes | 2 - Up Lewes | 252 | |
| Lewes | 3 - Down Branch | 128 | |
| Lewes | 4 - Up Branch | 141 | |
| Lewes | 5 - Up Passenger Loop | 125 | Down direction |
| Lewes | 5 - Up Passenger Loop | 140 | Up direction |
| Lingfield | 1 - Up East Grinstead | 177 | |
| Lingfield | 2 - Down East Grinstead | 169 | |
| Littlehampton | 1 - Up Littlehampton | 254 | |
| Littlehampton | 2 - Down Littlehampton | 254 | |
| Littlehampton | 3 | 164 | |
| Littlehampton | 4 | 164 | |
| Littlehaven | 1 - Up Branch | 165 | 8 cars |
| Littlehaven | 2 - Down Branch | 243 | 12 cars |
| London Bridge | 10 | 252 | 12 cars |
| London Bridge | 11 | 257 | 12 cars |
| London Bridge | 12 | 252 | 12 cars |
| London Bridge | 13 | 252 | 12 cars |
| London Bridge | 14 | 252 | 12 cars |
| London Bridge | 15 | 239 | 10 cars |
| London Road Brighton | 1 - Up East Branch | 138 | |
| London Road Brighton | 2 - Down East Branch | 143 | |
| London Victoria | 9 | 269 | |
| London Victoria | 10 | 248 | |
| London Victoria | 11 | 248 | |
| London Victoria | 12 | 248 | |
| London Victoria | 13 | 246 | |
| London Victoria | 14 | 247 | |
| London Victoria | 15 | 259 | |
| London Victoria | 16 | 251 | |
| London Victoria | 17 | 247 | |
| London Victoria | 18 | 254 | to Signal TVC 497 |
| London Victoria | 18 | 318 | to Signal TVC 499 |
| London Victoria | 19 | 253 | to Signal TVC 495 |
| London Victoria | 19 | 318 | to Signal TVC 493 |
| | | | |
| Merstham | 1 - Up Redhill | 246 | |
| Merstham | 2 - Down Redhill | 246 | |
| Mitcham Eastfields | 1- Up | 200 | |
| Mitcham Eastfields | 2- Down | 202 | |
| Mitcham Junction | 1 - Up Portsmouth | 164 | |
| Mitcham Junction | 2 - Down Portsmouth | 152 | |
| Morden South | 1 Up St Helier | 161 | |
| Morden South | 2 - Down St Helier | 158 | |
| Moulsecoomb | 1 - Up East Branch | 85 | |
| Moulsecoomb | 2 - Down East Branch | 86 | |
| | | | |
| New Cross Gate | 1 – Down | 142 | |
| New Cross Gate | 2 - Down Slow | 167 | |
| New Cross Gate | 3 - Down Fast | 161 | |
| New Cross Gate | 4 - Up Fast | 187 | |
| New Cross Gate | 5 - Up Slow | 167 | |
| Newhaven Harbour | 1 - Down Seaford | 126 | |

| STATION | PLATFORM AND LINE | USABLE LENGTH | NOTES |
|----------------------|----------------------------|---------------|----------------|
| Newhaven Harbour | 2 - Up Seaford | 172 | |
| Newhaven Marine | Single | 245 | |
| Newhaven Town | 1 - Up Seaford | 103 | |
| Newhaven Town | 2 - Down Seaford | 103 | |
| Norbury | 1 - Down Slow | 201 | |
| Norbury | 2 - Up Slow | 201 | |
| Norbury | 3 - Down Fast | 201 | |
| Norbury | 4 - Up Fast | 183 | |
| Normans Bay | 1 - Up Bexhill | 80 | |
| Normans Bay | 2 - Down Bexhill | 80 | |
| North Dulwich | 1 - Up Portsmouth | 162 | |
| North Dulwich | 2 - Down Portsmouth | 168 | |
| Norwood Junction | 1 - Up Slow (Station side) | 219 | |
| Norwood Junction | 2 - Up Slow (Island Side) | 184 | |
| Norwood Junction | 3 - Up Fast | 205 | |
| Norwood Junction | 4 - Down Fast | 209 | |
| Norwood Junction | 5 - Down Wallington | 209 | |
| Norwood Junction | 6 - Down Passenger Loop | 192 | |
| Nutbourne | 1 - Up | 123 | |
| Nutbourne | 2 - Down | 123 | |
| Nutfield | 1 - Up Tonbridge | 122 | |
| Nutfield | 2 - Down Tonbridge | 135 | |
| | | | |
| Ockley | 1 - Up | 151 | |
| Ockley | 2 - Down | 153 | |
| Ore | 1 - Down Ore | 107 | |
| Ore | 2 - Up Ore | 107 | |
| Oxted | 1 - Up East Grinstead | 245 | 12 Cars |
| Oxted | 2 - Down East Grinstead | 245 | 12 Cars |
| Oxted | 3 - Down Bay | 80 | 4 Cars |
| | | | |
| Peckham Rye | 1 - Down South London | 161 | |
| Peckham Rye | 2 - Up South London | 161 | |
| Penge West | 1 - Up Slow | 163 | |
| Penge West | 2 - Down Slow | 165 | |
| Penshurst | 1 - Up Godstone | 92 | |
| Penshurst | 2 - Down Godstone | 92 | |
| Pevensey and Westham | 1 - Up Bexhill | 116 | |
| Pevensey and Westham | 2 - Down Bexhill | 128 | |
| Pevensey Bay | 1 - Up Bexhill | 78 | |
| Pevensey Bay | 2 - Down Bexhill | 78 | |
| Plumpton | 1 - Up Lewes | 167 | |
| Plumpton | 2 - Down Lewes | 166 | |
| Polegate | 1 - Up Main | 276 | |
| Polegate | 2 - Down Main | 276 | |
| Portslade | 1 - Up Brighton | 249 | |
| Portslade | 2 - Down Brighton | 152 | |
| Preston Park | 1 - Up Loop | 246 | Up direction |
| Preston Park | 2 - Up Main | 246 | Down direction |
| Preston Park | 2 - Up Main | 246 | Up direction |
| Preston Park | 3 - Down Main | 246 | |
| Pulborough | 1 - Up | 205 | |
| Pulborough | 2 - Down | 181 | |
| Purley | 1 - Up Fast | 248 | |

| STATION | PLATFORM AND LINE | USABLE LENGTH | NOTES |
|------------------------|--------------------------------|---------------|---|
| Purley | 2 - Down Fast | 247 | |
| Purley | 3 - Up Slow | 247 | |
| Purley | 4 - Down Slow | 246 | Down direction |
| Purley | 4 - Down Slow | 246 | Up direction |
| Purley | 5 - Up Caterham | 224 | Down direction |
| Purley | 5 - Up Caterham | 224 | Up direction |
| Purley | 6 - Down Caterham | 208 | |
| Purley Oaks | 1 - Up Fast | 168 | |
| Purley Oaks | 2 - Down Fast | 168 | |
| Purley Oaks | 3 - Up Slow | 168 | |
| Purley Oaks | 4 - Down Slow | 168 | |
| | | | |
| Queens Road Peckham | 1 - Up South London | 167 | |
| Queens Road Peckham | 2 - Down South London | 167 | |
| | | | |
| Redhill | 0 – Up Loop No0 | 282 | Down direction (See Section 5.4.1 for full loop capacity) |
| Redhill | 0 – Up Loop No0 | 282 | Up direction (See Section 5.4.1 for full loop capacity) |
| Redhill | 1 | 174 | |
| Redhill | 2(A&B) - Up Passenger Loop No2 | 246 | Down direction |
| Redhill | 2(A&B) - Up Passenger Loop No2 | 246 | Up direction |
| Redhill | 3(A&B) - Down Passenger Loop | 246 | Trains can reverse in the platform |
| Reedham | 1 - Up Tattenham | 165 | |
| Reedham | 2 - Down Tattenham | 165 | |
| Reigate | 1 - Up Reading | 171 | |
| Reigate | 2 - Down Reading | 85 | |
| Riddlesdown | 1 - Up East Grinstead | 182 | |
| Riddlesdown | 2 - Down East Grinstead | 182 | |
| Rotherhithe | 1 – Up | 73 | |
| Rotherhithe | 1 – Down | 73 | |
| Rye | 1 - Up | 98 | |
| Rye | 2 - Down | 75 | |
| | | | |
| Salfords | 1 - Up Slow | 158 | |
| Salfords | 2 - Down Slow | 158 | |
| Sanderstead | 1 - Up East Grinstead | 245 | 12 Cars |
| Sanderstead | 2 - Down East Grinstead | 245 | 12 Cars |
| Seaford | Seaford Single | 95 | |
| Selhurst | 1 - Down Slow | 203 | |
| Selhurst | 2 - Up Slow | 203 | |
| Selhurst | 3 - Down Fast | 159 | |
| Selhurst | 4 - Up Fast | 191 | |
| Shadwell | 1 – Up | 80 | |
| Shadwell | 2 – Down | 80 | |
| Shepherds Bush | 1 – Up West London | 163 | |
| Shepherds Bush | 2 – Down West London | 207 | |
| Shoreditch High Street | 1 – Up | 91 | |
| Shoreditch High Street | 2 – Down | 91 | |
| Shoreham-by-Sea | 1 - Up Brighton | 249 | |

| STATION | PLATFORM AND LINE | USABLE LENGTH | NOTES |
|----------------------------|-------------------------|---------------|----------------|
| Shoreham-by-Sea | 2 - Down Brighton | 249 | |
| South Bermondsey | 1 - Up South London | 159 | |
| South Bermondsey | 2 - Down South London | 159 | |
| South Croydon | 1 - Up Fast | 156 | |
| South Croydon | 2 - Down Fast | 170 | |
| South Croydon | 3 - Up Slow | 170 | |
| South Croydon | 4 - Slow Reversible | 165 | Down direction |
| South Croydon | 4 - Slow Reversible | 165 | Up direction |
| South Croydon | 5 - Down Slow | 165 | |
| South Merton | 1 - Up St Helier | 164 | |
| South Merton | 2 - Down St Helier | 162 | |
| Southbourne | 1 - Up | 123 | |
| Southbourne | 2 - Down | 106 | |
| Southeast | 1 - Up Seaford | 123 | |
| Southeast | 2 - Down Seaford | 123 | |
| Southwick | 1 - Up Brighton | 167 | |
| Southwick | 2 - Down Brighton | 167 | |
| St Helier | 1 - Up St Helier | 163 | |
| St Helier | 2 - Down St Helier | 162 | |
| St Leonards Warrior Square | 1 - Up Hastings | 165 | |
| St Leonards Warrior Square | 2 - Down Hastings | 166 | |
| Streatham | 1 - Down Portsmouth | 187 | |
| Streatham | 2 - Up Portsmouth | 189 | |
| Streatham Common | 1 - Down Slow | 213 | |
| Streatham Common | 2 - Up Slow | 213 | |
| Streatham Common | 3 - Down Fast | 165 | |
| Streatham Common | 4 - Up Fast | 163 | |
| Streatham Hill | 1 - Up Crystal Palace | 183 | |
| Streatham Hill | 2 - Down Crystal Palace | 205 | |
| Surrey Quays | 1 - Up | 88 | |
| Surrey Quays | 2 - Down | 88 | |
| Sutton | 1 - Up Portsmouth | 249 | |
| Sutton | 2 - Down Portsmouth | 251 | |
| Sutton | 3 - Up Epsom Downs | 203 | |
| Sutton | 4 - Down Epsom Downs | 205 | |
| Sutton Common | 1 - Up St Helier | 158 | |
| Sutton Common | 2 - Down St Helier | 160 | |
| Sydenham | 1 - Up Slow | 162 | |
| Sydenham | 2 - Down Slow | 162 | |
| | | | |
| Tadworth | 1 - Up Tattenham | 137 | |
| Tadworth | 2 - Down Tattenham | 137 | |
| Tattenham Corner | 1 | 206 | |
| Tattenham Corner | 2 | 206 | |
| Tattenham Corner | 3 | 206 | |
| Thornton Heath | 1 - Down Slow | 202 | |
| Thornton Heath | 2 - Up Slow | 201 | |
| Thornton Heath | 3 - Down Fast | 202 | |
| Thornton Heath | 4 - Up Fast | 184 | |
| Three Bridges | 1 - Up Passenger Loop | 246 | Down direction |
| Three Bridges | 1 - Up Passenger Loop | 246 | Up direction |
| Three Bridges | 2 - Up Slow | 246 | Down direction |
| Three Bridges | 2 - Up Slow | 246 | Up direction |
| Three Bridges | 3 - Down Slow | 246 | Down direction |

| STATION | PLATFORM AND LINE | USABLE LENGTH | NOTES |
|-------------------|-------------------------|---------------|----------------|
| Three Bridges | 3 - Down Slow | 246 | Up direction |
| Three Bridges | 4 - Up Fast | 246 | |
| Three Bridges | 5 - Down Fast | 246 | |
| Three Oaks | - Single | 31 | Down direction |
| Three Oaks | - Single | 31 | Up direction |
| Tooting | 1 - Up St Helier | 164 | |
| Tooting | 2 - Down St Helier | 157 | |
| Tulse Hill | 1 - Up Passenger Loop | 163 | |
| Tulse Hill | 2 - Down Passenger Loop | 164 | |
| Tulse Hill | 3 - Up Portsmouth | 164 | |
| Tulse Hill | 4 - Down Portsmouth | 161 | |
| | | | |
| Uckfield | Uckfield Single | 251 | |
| Upper Warlingham | 1 - Up East Grinstead | 242 | 12 Cars |
| Upper Warlingham | 2 - Down East Grinstead | 242 | 12 Cars |
| | | | |
| Waddon | 1 - Up Wallington | 201 | |
| Waddon | 2 - Down Wallington | 201 | |
| Wallington | 1 - Up Wallington | 202 | |
| Wallington | 2 - Down Wallington | 201 | |
| Wandsworth Common | 1 - Down Slow | 201 | |
| Wandsworth Common | 2 - Up Slow | 201 | |
| Wandsworth Common | 3 - Down Fast | 181 | |
| Wandsworth Common | 4 - Up Fast | 155 | |
| Wapping | 1 - Up | 80 | |
| Wapping | 2 - Down | 80 | |
| Warblington | 1 - Up | 122 | |
| Warblington | 2 - Down | 122 | |
| Warnham | 1 - Up | 125 | |
| Warnham | 2 - Down | 125 | |
| West Brompton | 3 - Up West London | 170.3 | Up direction |
| West Brompton | 3 - Up West London | 170.3 | Down direction |
| West Brompton | 4 - Down West London | 152.8 | Down direction |
| West Brompton | 4 - Down West London | 152.8 | Up direction |
| West Croydon | 1 - Up Bay | 194 | |
| West Croydon | 3 - Up Wallington | 190 | |
| West Croydon | 4 - Down Wallington | 215 | |
| West Norwood | 1 - Up Crystal Palace | 145 | |
| West Norwood | 2 - Down Crystal Palace | 161 | |
| West Sutton | 1 - Up St Helier | 157 | |
| West Sutton | 2 - Down St Helier | 156 | |
| West Worthing | 1 - Up Brighton | 158 | |
| West Worthing | 2 - Down Brighton | 158 | |
| Whitechapel | 5 - Up | 81 | |
| Whitechapel | 6 - Down | 81 | |
| Whyteleafe | 1 - Up | 141 | |
| Whyteleafe | 2 - Down | 143 | |
| Whyteleafe South | 1 - Up | 120 | |
| Whyteleafe South | 2 - Down | 105 | |
| Wimbledon | 9 - Up St Helier | 160 | Down direction |
| Wimbledon | 9 - Up St Helier | 160 | Up direction |
| Wimbledon | 10 - Up Bay | 85 | |
| Wimbledon Chase | 1 - Up St Helier | 159 | |
| Wimbledon Chase | 2 - Down St Helier | 158 | |

| STATION | PLATFORM AND LINE | USABLE LENGTH | NOTES |
|---------------|-------------------------|---------------|----------------|
| Winchelsea | - Single | 80 | Down direction |
| Winchelsea | - Single | 80 | Up direction |
| Wivelsfield | 1 - Up Main | 246 | Down direction |
| Wivelsfield | 1 - Up Main | 246 | Up direction |
| Wivelsfield | 2 - Down Main | 246 | Down direction |
| Wivelsfield | 2 - Down Main | 246 | Up direction |
| Woldingham | 1 - Up East Grinstead | 182 | |
| Woldingham | 2 - Down East Grinstead | 182 | |
| Woodmansterne | 1 - Up Tattenham | 123 | |
| Woodmansterne | 2 - Down Tattenham | 123 | |
| Worthing | 1 - Up Passenger Loop | 249 | |
| Worthing | 2 - Up Brighton | 249 | |
| Worthing | 3 - Down Brighton | 248 | |

5.4.1 Loop Lengths

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

| SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION | | | | |
|--|-----------|---------------|--------|--|
| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
| | | SLU | METRES | |
| Kensington Olympia Down West London (through line) | Down | 58 | 372 | This avoids fouling the track circuits preventing a route being set via the Platform Loop (Platform 2) |
| Kensington Olympia Up West London (through line) | Up | 58 | 372 | This avoids fouling the track circuits preventing a route being set via the Platform Loop (Platform 2) |

| SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION | | | | |
|--|-----------|---------------|--------|-------|
| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
| | | SLU | METRES | |
| Stewarts Lane Depot Up Loop | Up | 38 | 243 | |

| SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION | | | | |
|--|-----------|---------------|--------|-------|
| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
| | | SLU | METRES | |
| Battersea Loop (Runround) | Up | 38 | 243 | |

| SO500 LONDON VICTORIA TO BRIGHTON | | | | |
|-----------------------------------|-----------|---------------|--------|--------------------|
| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
| | | SLU | METRES | |
| Redhill Down Passenger Loop | Down | 38 | 243 | This is Platform 3 |
| Down Redhill (Middle Road) | Down | 43 | 278 | |

SO500 LONDON VICTORIA TO BRIGHTON

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|-------------------------------------|-----------|---------------|--------|--|
| | | SLU | METRES | |
| Redhill Down Passenger Loop | Down | 38 | 243 | This is Platform 3 |
| Up Redhill (Middle Road) | Up | 43 | 278 | |
| Redhill Up Passenger Loop | Up | 38 | 243 | This is Platform 2 |
| Redhill Up Loop | Up | 78 | 500 | Forms part of Platform 0 |
| Redhill Up Loop | Up | 40 | 256 | Includes Platform 0 stood at signal T482 clear of Redhill South Junction |
| Redhill Up Loop | Down | 70 | 448 | Includes Platform 0 behind T509 signal clear of Redhill North Junction |
| Gatwick Airport Down Passenger Loop | Down | 112 | 717 | This is Platform 7 |
| Gatwick Airport Up Passenger Loop | Up | 89 | 571 | This is Platform 1 and is reversible |
| Three Bridges Up Platform Loop | Up | 87 | 557 | This is Platform 1 and is reversible |
| Haywards Heath Up Passenger Loop | Up | 132 | 845 | This is Platform 1 and is reversible |
| Haywards Heath Down Passenger Loop | Down | 102 | 654 | This is Platform 4 and is reversible |
| Preston Park Passenger Loop | Up | 69 | 444 | This is Platform 1 and is reversible |

SO600 WILLINGDON JUNCTION TO ASHFORD INTERNATIONAL

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|------------------------------|-----------|---------------|--------|--------------------------------------|
| | | SLU | METRES | |
| Hastings Down Passenger Loop | Down | 40 | 259 | This is Platform 4 and is reversible |
| Hastings Up Passenger Loop | Up | 40 | 259 | This is Platform 4 and is reversible |

SO700 STREATHAM SOUTH JUNCTION TO SUTTON (VIA WIMBLEDON)

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|-------------------------------|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| St Helier Down Passenger Loop | Down | 45 | 291 | |
| St Helier Up Passenger Loop | Up | 45 | 291 | |

5.5 Timing Allowances

All allowances shown are in minutes.

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

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

E [] refers to engineering allowance

P < > refers to performance allowances

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

| SO500 LONDON VICTORIA TO BRIGHTON | | | |
|--|-------------|------------|--|
| TIMING SECTION | TYPE | EMU | REMARKS |
| Approaching Clapham Junction | P | ½ | All down trains from Victoria |
| Approaching Purley | P | 1 | All up trains from Caterham or Tattenham Corner unless replaced by a {1} calling-on allowance when attaching |

| SO500C PRESTON PARK TO HOVE | | | |
|------------------------------------|-------------|------------|---|
| TIMING SECTION | TYPE | EMU | REMARKS |
| Approaching Preston Park | P | 1 | All up trains from the West Coastway route. Note: this value is not negotiable and must not be removed from train schedules |

| SO510 LONDON BRIDGE TO EPSOM DOWNS (See also SO130 & SO280A) | | | |
|---|-------------|------------|--|
| TIMING SECTION | TYPE | EMU | REMARKS |
| Between Blackfriars Junction and Bricklayers Arms Junction | P | 2 | All Down trains from the Thameslink Core must have a minimum of <2> minutes between Blackfriars Junction and Bricklayers Arms Junction, <1> minute of which must be placed approaching London Bridge whenever possible). Note: the total value of 2 minutes is not negotiable |
| Between Bricklayers Arms Junction and Blackfriars Junction | P | 2 | All Up trains to the Thameslink Core must have a minimum of <2> minutes between Bricklayers Arms Junction and Blackfriars Junction, <1> minute of which must be placed approaching Blackfriars Junction whenever possible). Note: the total value of 2 minutes is not negotiable |

| SO520 THREE BRIDGES TO HAVANT VIA HORSHAM | | | |
|--|-------------|------------|---|
| TIMING SECTION | TYPE | EMU | REMARKS |
| Approaching Three Bridges | P | 1 | All up trains originating from south of Horsham. Note: this value is not negotiable and must not be removed from train schedules |
| Approaching Arundel Junction | P | 1 | All trains that have not started from Littlehampton, Bognor Regis, Chichester or Barnham. Note: this value is not negotiable and must not be removed from train schedules |

| SO590 KEYMER JUNCTION TO EASTBOURNE | | | |
|--|-------------|------------|---|
| TIMING SECTION | TYPE | EMU | REMARKS |
| Approaching Keymer Junction | P | 1 | All up trains from Lewes. Note: this value is not negotiable and must not be removed from train schedules |

| SO700 STREATHAM SOUTH JUNCTION TO SUTTON (VIA WIMBLEDON) | | | |
|---|-------------|------------|--|
| TIMING SECTION | TYPE | EMU | REMARKS |
| Approaching Sutton | P | 1 | Trains arriving at Sutton via Wimbledon. Note: this value is not negotiable and must not be removed from train schedules |

SIMBIDS

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

- Between Balcombe Tunnel Junction and Copyhold Junction - on both Up and Down lines
- Between Copyhold Junction and Haywards Heath - on both Up and Down lines
- Between Haywards Heath and Wivelsfield - on both Up and Down lines
- Between Wivelsfield and Preston Park - on both Up and Down lines

6 Timetabling Considerations

6.1 Advertised and Working Times

Advertised Times maybe amended by agreement between Train Operator and Network Rail

6.2 Timing of Light Locomotives

It is a general Principal that all light locomotive movements will be timed. Any exceptions to this must be agreed by the appropriate Operational Planning Manager.

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

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

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

6.3 Two-Track Railway Timetable

For times when Two Track Railway Operations applies, refer to Section 4 within the Engineering Access Statement

During periods when the Brighton Main Line timetable is planned to run over two tracks instead of four, the following allowances are to be added to allow for crossing movements between Fast/Quarry and Slow Lines.

Down

| | |
|-----|---|
| {½} | approaching Balham |
| {½} | approaching Stoats Nest Junction |
| {½} | approaching Earlswood |
| {½} | approaching next timing point after Earlswood |
| <1> | approaching Gatwick Airport (GTR services only) |

Up

| | |
|-----|---|
| {½} | approaching Earlswood |
| {1} | approaching next timing point after Earlswood |
| {½} | approaching Stoats Nest Junction |
| {½} | approaching Balham |
| <1> | approaching East Croydon (GTR services only) |