



Network Rail
Capacity Planning
The Quadrant
Elder Gate
Milton Keynes
MK9 1EN

7th February 2025

Commentary on the Wessex Timetable Planning Rules 2026

Version 2.0

Final Rules for Principal Timetable Change 2026

This document is a covering note for the Timetable Planning Rules – Final Rules for Principal Timetable Change 2026 - and provides a specific commentary to the route described above.

The following is a summary of changes in content from Version 1.0 of the 2026 Timetable Planning Rules.

2 Route Description

2.1 Planning Geography

- SW110** Woking Down Aggregates Yard added details of DBC tiploc.
- SW180** Leatherhead – corrected spelling of “Box Hill” in notes.

5 Running Times, Margins and Allowances

5.3 Junction Margins and Station Planning Rules

- SW105** Woking added adjustment allowance.
Wallers Ash added note about adjustment allowances.
Bournemouth T&R.S.M.D amended/removed two dispatch allowances.
- SW110** Guildford added converging junction margin.
Portsmouth Harbour removed platform capacity information for all four platforms.
- SW150** Romsey added platform reoccupation value for Platform 2.
- SW190** Teddington removed connectional allowance which duplicates standard value.
- SW210** Putney removed connectional allowance which duplicates standard value.
Staines removed connectional allowance which duplicates standard value.
Reading Spur Junction updated note about reversal of trains to show new signal number.
- SW245** Strawberry Hill removed connectional allowance which duplicates standard value.
- SW265** Ash removed connectional allowance which duplicates standard value.

5.4 Platform Lengths

Esher corrected Down Slow from Platform 2 to Platform 4.
New Malden removed Platforms 2 and 3 which are not usable.

These represent the revised Timetable Planning Rules (the “Final Rules”) for the Principal December 2025 timetable in accordance with Part D of the Network Code, Condition D2.2.5.

As per Condition D2.2.15 of Part D of the Network Code, any Timetable Participant dissatisfied with any decision of Network Rail in respect of those Rules is entitled to appeal against any part of it. Any such appeal shall be conducted in accordance with Condition D 5 of Part D of the Network Code and must be made by a Timetable Participant and initiated in accordance with Network Code Part D Condition D2.2.15 (a) and (b).

Regards

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Timetable Planning Rules

Wessex

2026 TIMETABLE

Version 2.0

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Final Rules for Principal Timetable Change 2026
7th February 2025

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1. Introduction and General Notes

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

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

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

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

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

1.1 Index of Routes

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

SW100	London Waterloo to Clapham Junction
SW100B	Nine Elms Junction to Linford Street Junction
SW100C	West London Junction to Latchmere Junction (No 3)
SW100D	Clapham Junction to Longhedge Junction
SW100E	Clapham Junction to Latchmere Junction (No 2)
SW105	Clapham Junction to Weymouth
SW105A	Southampton to Southampton Western Docks
SW105B	Worgret Junction to Swanage Railway NR Boundary
SW105C	Weymouth Junction to Weymouth Signal DR194
SW110	Woking Junction to Portsmouth Harbour
SW115	Worting Junction to Pinhoe
SW115A	Andover to Ludgershall MOD
SW115B	Laverstock North Junction to Laverstock South Junction
SW115C	Yeovil Junction to Yeovil Pen Mill
SW120	Pirbright Junction to Alton
SW120A	Aldershot North Junction to Aldershot South Junction
SW125	Southcote Junction to Basingstoke
SW130	Eastleigh East Junction to Romsey
SW135	Eastleigh West Junction to Fareham
SW140	St Denys to Portcreek Junction
SW140A	Cosham Junction to Farlington Junction
SW145	Northam Junction to Southampton Eastern Docks
SW150	Redbridge Junction to Salisbury Tunnel Junction
SW155	Totton Fawley Loops to Fawley
SW160	Brockenhurst to Lymington Pier
SW165	Hamworthy Junction to Hamworthy Goods
SW170	Warminster to Wilton Junction
SW170A	Wilton Junction G.S.P. to Quidhampton Siding
SW175	Castle Cary to Dorchester Junction
SW180	Raynes Park to Leatherhead
SW185	Motspur Park Junction to Chessington South
SW190	New Malden to Shepperton
SW195	Surbiton to Hampton Court
SW200	Hampton Court Junction to Guildford (via Cobham)
SW205	Leatherhead to Effingham Junction
SW210	Clapham Junction to Reading (via Richmond)
SW210A	Hounslow Junction to Whitton Junction
SW210B	Reading Spur Junction to Reading New Junction
SW210C	Reading to Reading Southern Junction
SW225	Point Pleasant Junction to Wimbledon
SW230	Barnes to Feltham Junction (via Hounslow)
SW240	Old Kew Junction to Kew East Junction
SW240A	New Kew Junction to Kew East Junction
SW245	Twickenham Junction to Shacklegate Junction
SW245A	Strawberry Hill Junction to Fulwell Junction
SW250	Staines to Windsor And Eton Riverside
SW255	Virginia Water to Weybridge
SW255A	Addlestone Junction to Byfleet Junction
SW260	Ascot to Ash Vale Junction
SW265	Guildford to Wokingham
SW300	Gomshall to Shalford Junction

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

The Sectional Appendix to the Working Timetable and Books of Rules and Regulations shall be used.

The Sectional Appendix is the sole source of information regarding the following:

Electrification limits refer to relevant Table 'A'

Permissive Working refer to relevant Table 'A', then see below.

Route Clearance refer to 'tab' associated with relevant Table 'A'

To identify the type of Permissive Working that applies at a given location refer to the appropriate Sectional Appendix Table A for that location. If there is authority for Permissive Working, this will appear in the Signalling and Remarks. There are different authorities that depend upon the signalling and layout of the location. The following list identifies the types of Permissive Working that will appear in the Sectional Appendix.

Type	Description
PP	Permissive Working – Full use for class 1, 2, 3 ECS, 5, 9 and 0 trains
PP – A	Permissive Working – Attaching and Detaching use only for class 1, 2, 3 ECS, 5, 9 and 0 trains
PP – C	Permissive Working – Contingency use only for class 1, 2, 3 ECS, 5, 9 and 0 trains
PP – S	Permissive Working – Platform Sharing use only for class 1, 2, 3 ECS, 5, 9 and 0 trains
PF	Permissive Working – For class 3 to 8 and 0 trains

Source: Sectional Appendix – General Instructions – National - Explanation of Table A terms and symbols

1.2.2 Rule Book

The following Modules of the Rule Book GE/RT8000 affects all sections unless specified. The sections listed affect railway operations and train movements. The listed section does not apply to Train Planning directly, but its application will affect how trains operate, and it is for that reason the item appears here.

RULE BOOK MODULE	SECTION	NOTES
G1 General safety responsibilities and personal track safety for non-track workers	5.5 Using the phonetic alphabet;	Operational principles
OTM Working of on-track machines (OTM)	2.2 Before starting a journey	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 principles
S2 Observing and obeying fixed signals	3.1 Passenger train at a position-light, shunt-ahead or shunting signal	Operational principles
SP Speeds	2.4 Differential permissible speed indicators	Timetable Planning Rules Section 5.1.2
	2.5 Permissible speed indicators with letters	Timetable Planning Rules Section 5.1.2
	2.6 Enhanced permissible speed (EPS) indicators	Timetable Planning Rules Section 5.1.2
T11 Movement of engineering trains and on-track plant under T3 arrangements	3 Movements entering the possession	When planning trains entering possessions

RULE BOOK MODULE	SECTION	NOTES
	7 Instructing the driver or machine controller	When planning trains entering possessions
TW1 Preparation and movement of trains General	7.1 Authority and arrangements for movements (Hauling dead traction units)	Operational principles
TW2 Preparation and movement of multiple-unit passenger trains	6.5 Carrying out a running brake test	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 principles
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) Snow plough going to clear the line (1Z99)
2	Ordinary passenger train; or Breakdown or overhead line equipment train not going to clear the line (2Z99) Officers' special train (2Z01)
3	Freight train which can run at more than 75 mph; or A parcels train; or Autumn railhead treatment train; or Empty coaching stock train if specially authorised
4	Freight train which can run up to 75 mph
5	Empty coaching stock train
6	Freight train which can run up to 60 mph
7	Freight train which can run up to 45 mph
8	Freight train which can run at, or is timed to run at, 35 mph or less
9	London Overground East London Line services and Thameslink services; or Other passenger train if specially authorised
0	Light locomotive or locomotives

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

Wessex

Second Character	Wessex Timing Area
A	Waterloo and Alton
B	Waterloo and Southampton Docks, Lymington Pier or Poole (not local trains between Brockenhurst and Lymington Pier)
C	Waterloo and Reading via Hounslow (Class 1). Waterloo and Reading via Twickenham (Class 2). Victoria/ London Bridge and Portsmouth via Three Bridges and Horsham (Class 1).
D	Waterloo and Dorking via Epsom (Class 2 not available). Waterloo and Guildford via Epsom (Class 1 not available)
E	To Network Rail ex GE area Portsmouth and Southampton via Netley. Shepherd's Bush and Clapham Junction (Class 2)
F	Waterloo and Woking/Guildford. Portsmouth and Cardiff
G	Waterloo and Guildford/Portsmouth via Cobham East London Line to Clapham Junction (Class 9)
H	Waterloo and Shepperton. East London Line from Clapham Junction (Class 9)
I	Victoria and Sutton/Epsom/Dorking/Horsham via Mitcham Junction (semi-fast class 1, stopping class 2)
J	Brockenhurst and Lymington Pier local trains (Class 2 not available).

Second Character	Wessex Timing Area
	Waterloo and Hampton Court Guildford and Farnham Reading and Basingstoke (class 2) Salisbury to Reading (class 1)
K	Waterloo (Main) to Waterloo (Windsor) via Teddington/Richmond Portsmouth to Bournemouth and Weymouth London Bridge and Epsom/Guildford via West Croydon (semi-fast, class 1)
L	Waterloo and Basingstoke, Salisbury or Exeter To Network Rail ex GE area Clapham Junction to Stratford via Willesden Junction (Class 2)
M	To Network Rail North West/Midland areas except trains covered elsewhere Southampton and Swindon. Waterloo and Chessington.
N	Waterloo and Farnham/Guildford via Twickenham and Ascot. Brighton and Southampton Central via Swanwick (class 1) Brighton and Southampton Central via Littlehampton and Swanwick (2N00-2N79)
O	To Network Rail Southern area except trains covered elsewhere Waterloo (Windsor) to Waterloo (Main) via Teddington (Class 1 not available) Reading to Gatwick Airport (Class 1) (trains flexed to terminate at Redhill numbered in the range 1O01-10) Reading to Redhill (Class 2 even numbers – stopping services).
P	Waterloo/Portsmouth via Woking.
Q	Test trains only
R	Salisbury to Romsey via Southampton Central and Eastleigh (Class 2) Waterloo (Windsor) to Waterloo (Windsor) via Twickenham and Brentford.
S	To Network Rail Scotland Waterloo and Weybridge/Woking via Hounslow. Romsey/Salisbury to Salisbury via Eastleigh and Southampton Central (Class 2) Brighton and Portsmouth/Havant/Chichester (class 1) Brighton and Portsmouth/Havant (class 2) Rail Head Treatment Trains (class 3)
T	Waterloo and Portsmouth via Botley.
U	Waterloo and Windsor.
V	Network Rail Great Western area except trains covered elsewhere Waterloo (Windsor) to Waterloo (Windsor) via Brentford and Twickenham. Gatwick Airport/Redhill to Reading (Class 1). Redhill to Reading (Class 2 - stopping)
W	Waterloo and Weymouth. Sandite trains (water jet only) London Bridge and Blackfriars via Mitcham Junction, Sutton and Wimbledon (class 2)
X	Out of gauge and exceptional loads
Y	Deicing and Sandite trains (see also W) Clapham Junction and Willesden (Class 2). Stratford to Clapham Junction via Willesden Junction (Class 2). ECS trains Waterloo to Clapham Yard/Wimbledon Park Depot. London Waterloo to Fareham/Southampton Central via Havant Brighton and Southampton Central via Eastleigh (Class 1) Trains not covered elsewhere
Z	Special Traffic Trains. Must NOT be used for WTT services STP additional trains not conforming to any route code

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 (Note – need to include reference to new ITPS processes).
Suffixes	
O	Adding this indicates that the train will run only on that day or those days shown
X	Adding this indicates that the train will not run on that day or those days shown
General	
BHX	Denotes that this train does not run on a bank holiday

1.3.3 Traction and Rolling Stock

Abbreviation	Description
15X	DMU classes 150/153/155/156/158/159
17X	DMU classes 170 and 175
22X	DMU classes 220/221/222
80X	Bi-mode classes 800/802
DMU	Any diesel multiple unit (excluding classes 220/221/222)
EMU	Any electric multiple unit
ECS	Empty Coaching Stock includes empty diesel and electric multiple units.
HST	Trains consisting of two Class 43 locomotives and Mk 3 passenger vehicles
LH	A passenger or parcels train hauled or propelled by one or more locomotives
LHCV	Locomotive hauled coaching vehicles
Power	Passenger stock equipped with power operated external doors

1.3.4 Line Codes

Abbreviation	Description
AL	Atlantic Lines
BKR	Back Road
BRV	Brighton Reversible
CL	Chatham Loop
CR	Carriage Road
DDG	Down Ripple Lane Chord
DFL	Down Fast Line
DNC	Down International CTRL
DFV	Down Fast Tonbridge Loop
DHL	Down St. Helier
DL	Down Line
DM	Down Main
DML	Down Main Line
DPL	Down Passenger Loop
DPV	Down Loop
DRV	Down Reversible

Abbreviation	Description
DSL	Down Slow Line
DSV	Down Slow Tonbridge Loop
DV	Down Loop
DW	Down Windsor
DWC	Down CTRL West Chord
FL	Fast Line
GL	Goods Line
LW	Ladywell Loop
MFL	Main Fast Line
ML	Main line
MSL	Main Slow Line
NKD	Down North Kent Line Connection CTRL
NKU	Up North Kent Line Connection CTRL
NLC	CTRL – NLL Connecting Line
QL	Quarry Line
PCO	St Pancras to ECML Connecting Line
PNL	CTRL Silo Curve
PRL	CTRL Relief Line
RCL	Reception Line
RCP	Reception
REV	Reversible
RG	Redbridge Goods
RL	Relief Line
RVF	Reversible Fast Line
RVL	Reversible Line
RVS	Reversible Slow Line
SD1	CTRL Turnback siding No 1 Church Path Pit
SD2	CTRL Turnback siding No 2 Church Path Pit
SL	Slow Line
SPR	Spur Line
TPM	Temple Mills Chord
UA	Up Alton
UDG	Up Ripple Lane Chord
UEC	Up CTRL East Chord
UDL	Up & Down Fratton
UFL	Up Fast Line
UFV	Up Fast Tonbridge Loop
UHL	Up St. Helier
UL	Up Line
UM	Up Main
UMF	Up Main Fast
UML	Up Main Line
UMR	Up Main Relief
UMS	Up Main Slow
UPC	Up International CTRL
UPV	Up Passenger Loop
UQL	Up Quarry Line
UR	Up Reading
URV	Up Reversible
USL	Up Slow Line
USV	Up Slow Tonbridge Loop
UV	Up Loop
UW	Up Windsor
UWC	Up CTRL West Chord
UWF	Up Windsor Fast
UWL	Up West London

Abbreviation	Description
V	Loop
WCR	Carriage Washing Machine
WFL	Windsor Fast Line
WL	Windsor Line
WR1	Windsor Relief Line 1
WR2	Windsor Relief Line 2
WSL	Windsor Slow Line

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 * 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 runaround 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 Schenker
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.
- 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.

2 Route Description

2.1 Planning Geography

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

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

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

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

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

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

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

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

In the tables below, the following codes apply:

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

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>London Waterloo</u>	MSL MFL UMR DW UW RVL WR1 WR2			Platform detail must be shown.
Waterloo C.H.S.		-	S	
<i>International Junction</i>				
<u>Waterloo West Crossings</u>	MSL MFL WFL WSL RVL	MSL MFL UMR UW RVL WR1 WR2		
<i>Carlisle Lane Junction</i>				
Vauxhall	MFL MSL WFL WSL RVL	WL RVL MFL MSL	S X	
Nine Elms Junction	WL RVL UWL	WL RVL		<i>To/from Linford Street Junction - SW100B</i> All trains on Windsor Lines must be timed at this point
Queenstown Road	MSL MFL WSL WFL RVL	WL MFL RVL	S X	Platform detail must be shown for trains planned via Platforms 2 or 3 or the Windsor Reversible (RVL). Timing point for all trains on the Windsor Lines, and trains crossing to/from Windsor side to/from Main Line
West London Junction (Windsor Side)	WSL WFL	WL RVL	X	<i>To/from Latchmere Junction (No 3) - SW100C</i> All up trains and only down trains to Clapham Yard or Latchmere Junction are timed here
West London Junction (Main Line)	-	MFL	X	Timing point for all trains to/from Clapham Yard
Clapham Junction Signal W1047	-		S	Timing point for ECS trains on WFL reversing into Clapham Yard
Clapham Junction Signal W1049	-		S	Timing point for ECS trains on WSL reversing into Clapham Yard
Clapham Yard		WFL WSL MFL	S	ECS moves only
<u>Clapham Junction (Windsor Side)</u>	FL SL	WFL WSL		Platform detail must be shown. <i>To/from Longhedge Junction - SW100D.</i> <i>To/from Latchmere Junction (No 2) - SW100E.</i> <i>To/from Wandsworth Town - SW210</i>
<u>Clapham Junction (Main Line)</u>	FL SL	MFL MSL		Platform detail must be shown. <i>To/from Earlsfield - SW105</i>

SW100B NINE ELMS JUNCTION TO LINFORD STREET JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Nine Elms Junction	-	WL RVL		<i>To/from Vauxhall - SW100</i>
Linford Street Junction	-	-	X	Timing point for services to/from Nine Elms Junction only. <i>To/from Factory Junction - SO110</i>

SW100C WEST LONDON JUNCTION TO LATCHMERE JUNCTION (NO 3)

TIMING POINT	DOWN	UP	CODE	NOTES
West London Junction (Windsor Side)	DRV URV	WL RVL		<i>To/from Nine Elms Junction - SW100</i>
Latchmere Junction (No 3)	DWL UWL	URV DRV		<i>For planning purposes, timing point shown as Latchmere Junction. To/from West Brompton - SO250</i>

SW100D CLAPHAM JUNCTION TO LONGHEDGE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Clapham Junction (Windsor Side)	-	FL SL		Platform detail must be shown. <i>To/from Wandsworth Town - SW210</i>
Longhedge Junction	-	-		<i>To/from Factory Junction - SO250. To/from Stewarts Lane Junction - SO 250B</i>

SW100E CLAPHAM JUNCTION TO LATCHMERE JUNCTION (NO 2)

TIMING POINT	DOWN	UP	CODE	NOTES
Clapham Junction (Windsor Side)	DLC ULC	FL SL		Platform detail must be shown. <i>To/from Wandsworth Town - SW210</i>
Latchmere Junction (No 2)	DWL UWL	ULC DLC		<i>For planning purposes timing point shown as Latchmere Junction To/from West Brompton - SO250</i>

SW105 CLAPHAM JUNCTION TO WEYMOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
Clapham Junction (Main Line)	FL SL	MFL MSL		Platform detail must be shown. <i>To/from Vauxhall - SW100</i>
Earlsfield	FL SL	SL	S	
Wimbledon Signal W1101	-		S	Shunt moves only
Wimbledon Signal W1105	-		S	Shunt moves only
Durnsford Road Staff Halt		FL SL	S X	Up trains only
Wimbledon Park C.S.D.	FL UFL USL	FL SL	S	ECS moves only
Wimbledon Park Depot No. 1 UCS	-		S	

SW105 CLAPHAM JUNCTION TO WEYMOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Wimbledon (Wessex Side)</u>	FL SL UFL USL	FL SL		Platform detail must be shown. <i>To/from Wimbledon Park (LUL) - SW225</i>
Wimbledon West Junction	FL SL - UHL DHL	FL SL UHL DHL	X	Timing point for trains to/from Sussex Side. <i>To/from Wimbledon (Sussex side)/Wimbledon Chase - SO700</i>
Raynes Park	SL	FL SL	S X	Timing point for all trains on Slow Lines and trains crossing from Up Slow to Up Fast Lines. <i>To/from Motspur Park - SW180</i>
<u>New Malden</u>	FL SL	FL SL		<i>To/from Norbiton - SW190</i>
Berrylands	SL	SL	S	
Berrylands Junction		FL SL		Timing point for all trains on Up Fast and Up Slow.
<u>Surbiton</u>	FL SL	FL SL		Platform detail must be shown. <i>To Thames Ditton - SW195</i>
Surbiton Signal WK1104		-	S	Shunt moves only
Surbiton Signal WK1106		-	S	Shunt moves only
<u>Hampton Court Junction</u>	FL SL	FL SL		<i>From Thames Ditton - SW195. To/from Hinchley Wood – SW200</i>
Esher	SL	SL	S	
Hersham	SL	SL	S	
Walton on Thames	SL	SL	S	
Weybridge	FL SL	FL SL	S X	Timing point for all trains on Slow Lines, Down Trains crossing from Fast Line to Slow Line and vv, Up Trains crossing from Slow Line to Fast Line. Platform detail must be shown. <i>To/from Addlestone Junction - SW255</i>
Byfleet and New Haw	FL SL	- SL	S X	Timing point for all trains on Slow Lines, Up trains crossing Fast to Slow Lines, and Down trains crossing from Slow Line to Fast Line. <i>To/from Addlestone Junction – SW255A</i>
West Byfleet	FL SL	SL	S	
Woking Signal WK1201	-		S	
Woking Signal WK1203	-		S	
Woking East End Sidings	-		S	
<u>Woking</u>	FL SL UFL USL	FL SL		Platform detail must be shown
Woking Up Yard Entry/Exit	-	-	S X	Timing point for services to/from Woking Up Yard Sidings and services that run round in Woking Up Yard and depart to the West.
Woking Down Yard Sidings	SL -		S	Timing point for services using the London end of Down Yard.
Woking Signal WK608		-	S	
Woking Signal WK1208		-	S	
Woking Signal WK1220		-	S	
Woking Up Yard Reception	-	SL	S	No. 1 and No. 2 Reception Roads.
Woking Up Yard Sidings		-	S	Dead End Sidings No. 1 – 8.

SW105 CLAPHAM JUNCTION TO WEYMOUTH				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Woking Junction</u>	FL SL	FL SL DFL DSL		<i>To/from Guildford - SW110</i>
Woking Signal WK1212		-	S	
Woking Signal WK1214		-	S	
Brookwood London End	SL		X	Timing point for Down trains crossing from Fast Line to Slow Line
Brookwood	FL SL	FL SL	S X	Timing point for trains crossing from Slow Lines to Fast Lines
Brookwood Country End		SL	X	Timing point for Up trains crossing Fast Line to Slow Line
Pirbright Junction	SL	SL		Timing point for all trains on Slow Lines only. <i>To/from Ash Vale - SW120</i>
Farnborough London End	SL		X	Timing point for Down trains crossing Fast Line to Slow Line
<u>Farnborough (Main)</u>	FL SL	FL SL		
Farnborough Country End		SL	X	Timing point for Up trains crossing Fast Line to Slow Line
Fleet	SL	SL		Timing point for all trains on Slow Lines only
Winchfield London End	SL		X	Timing point for Down trains crossing Fast Line to Slow Line
Winchfield	FL SL	FL SL	S X	
Winchfield Country End		SL	X	Timing point for Up trains crossing Fast Line to Slow Line
Hook	SL	SL	S	
Basingstoke Signal BE5105	-		S	Shunt moves only
Basingstoke Signal BE5106	-		S	Shunt moves only
Basingstoke Barton Mill C.S.D.	-		S	ECS moves only
Basingstoke Barton Mill E		-	S	ECS moves only. Up Siding East.
Basingstoke Down East End Sidings	-		S	ECS moves only
<u>Basingstoke</u>	FL SL	FL SL		Platform detail must be shown. <i>To/from Bramley - SW125</i>
Basingstoke West Yard		-	S	ECS moves only
Basingstoke Down Yard		-	S	ECS moves only
Basingstoke Signal BE5109		-	S	Shunt moves only
<u>Worting Junction</u>	-	FL SL		<i>To/from Overton - SW115</i>
Micheldever Signal EH125	-		S	Shunt moves only
Micheldever Signal E229	-		S	Shunt moves only
Micheldever Oil Sidings		-	S	
Micheldever	-	-	S	
<i>Weston</i>				
<u>Wallers Ash</u>	-	-		
Winchester Signal EH249X	-		S	Reverse moves only.
Winchester Baltic Siding	-		S	
<u>Winchester</u>	-	-		Platform detail must be shown
Shawford Down Junction	FL SL			Timing point for all Down trains only
Shawford	FL SL	-	S	
Shawford Up Junction		-		Timing point for all Up trains
Allbrook	FL SL RCL	FL SL	X	
Eastleigh East Yard	-		S	

SW105 CLAPHAM JUNCTION TO WEYMOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
Eastleigh P.A.D.		-	S	
Eastleigh Signal E26	SL		S	
Eastleigh Signal 222	-		S	
Eastleigh Signal E230	-		S	Shunt moves only.
Eastleigh East Junction	-	-	S X	Timing point for all trains to/from Romsey. <i>To/from Romsey - SW130</i>
Eastleigh	-	FL SL DFL DSL -		Platform detail must be shown
Eastleigh Marshalling Yard		-	S	
<i>Eastleigh West Junction</i>				<i>To/from Fareham - SW135</i>
Eastleigh D.C.S.	-	-	S	
Eastleigh Aggregate Sidings		-	S	
Eastleigh Depot Signal 241	-	-	S X	Timing point for trains to/from Eastleigh Works
Eastleigh Depot Signal 243	-		S X	Timing point for trains to Eastleigh T.&R.S.M.D. via Depot Exit Road 2
Eastleigh Depot Signal 245		-	S X	Timing point for trains from Eastleigh T.&R.S.M.D. via Depot Exit Road 1
Eastleigh Signal E247		-	S	
Eastleigh T.&R.S.M.D.	-	-	S	ECS and LE moves only
Eastleigh Works		-	S	
Eastleigh Sig E85		-	S	Timing point for all trains stopping in Eastleigh Up Loop
Southampton Airport Parkway	-	FL SL		Timing Point for All Up trains
Swaythling	-	-	S	
St Denys	FL SL -	-		<i>To/from Bitterne - SW140</i>
St. Denys Signal E704		-	S	
St. Denys Signal E706		-	S	
St. Denys Signal E904		-	S	
Southampton Up Yard	FL -	-	S	Timing point for freight services receiving aggregates traffic and services reversing in Reception Sidings
Northam Depot Recp. Line	-		S X	
Northam Depot Staff Halt	-		S	
Northam C.S.D.	-	-	S	
Northam Junction	- UL	FL SL		<i>To/from Southampton Eastern Docks - SW145</i>
Southampton Central	FL SL UFL DPL -	- DL		Platform detail must be shown. Trains to Millbrook FLT via UFL.
Southampton Signal E740		-	S	
Southampton Signal E930		-	S	
Southampton Signal E744		-	S	
Southampton Signal E746		-	S	
Southampton Up Goods Loop	UFL	-	S	
Southampton Down Loop	FL -	-	S	
Millbrook	FL SL UFL BKR -	FL SL DFL DPL -	S X	Timing point for trains to/from Millbrook FLT and Maritime Back Road <i>To/from Southampton Western Docks – SW105A</i>

SW105 CLAPHAM JUNCTION TO WEYMOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
Millbrook Sig E941	BKR -		S	Timing point for run-round movements to/from Western Docks
Millbrook FLT	-	-	S	
Millbrook Sig E942		BKR	S	
Church Lane Junction	RG -	FL SL DFL BKR		
Maritime East Junction	RG -	RG BKR		Timing point for trains on Redbridge Goods and Maritime Back Road
Southampton MCT	-	-	S	
Maritime West Junction	RG -	RG -		Timing point for trains on Redbridge Goods
Redbridge Reception Sidings	-	-	S	
Redbridge Signal E973	-		S	
Redbridge	-	RG -		
<i>Redbridge Junction</i>				<i>To/from Romsey - SW150</i>
Totton	-	- DL		Platform detail must be shown
Totton Yard	-		S	
Totton Fawley Loops	-	-	S X	<i>To/from Marchwood – SW155</i>
Ashurst New Forest	-	-	S	
Beaulieu Road	-	-	S	
Brockenhurst	-	-		Platform detail must be shown. <i>To/from Lymington Town - SW160</i>
Brockenhurst Down Siding	-		S	
Brockenhurst Up Siding		-	S	
Brockenhurst Signal BH62		-	S	
Sway	-	-	S	
New Milton	-	-	S	
Hinton Admiral	-	-	S	
Christchurch	-	-	S	
Pokesdown	-	-	S	
Bournemouth Sig BC1011	-		S	
Bournemouth	-	-		Platform detail must be shown
Bournemouth Middle Sdg		-	S	
Bournemouth Up Siding	-		S	
Bournemouth Signal BC164		-	S	
Branksome Signal BC1021	-		S	Shunt moves only
Branksome	-	-		Platform detail must be shown.
Bournemouth T&R.S.M.D.		-	S	ECS workings to/from Branksome
Parkstone	-	-	S	
Poole	-	-		Platform detail must be shown
Poole Signal PW5200		-	S	
Poole S.S.	-	-	S	
Poole Signal PW5210		-	S	
Hamworthy	-	-	S X	Timing point for all freight trains to and from Hamworthy Goods - Route SW165
<i>Hamworthy Junction</i>	-	-		<i>To/from Hamworthy Goods - SW165</i>
Holton Heath	-	-	S	
Wareham Down Sidings	-		S	
Wareham	-	-		Platform detail must be shown
Wareham Signal PW5242		-	S	Shunt moves only
Worgret Junction	-	-	X	Timing point for all trains to and from Furzebrook and the Swanage Railway <i>To/from Swanage Railway - SW105B</i>

SW105 CLAPHAM JUNCTION TO WEYMOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
Wool Signal PW5255	-		S	Shunt moves only
Wool Signal PW5659	-		S	Shunt moves only
Wool Up Sidings		-	S	Tiploc WOOLMOD Tiploc WOOLFHH (Freightliner) Tiploc WOOLGBR (GBRF)
Wool	-	-		Platform detail must be shown
Wool Signal PW5264		-	S	
Winfrith Sidings	-		S	
Winfrith Ground Frame	-	-	S	
Moreton	-	-		
Dorchester South	-	-		Platform detail must be shown
Dorchester Junction	-	-		<i>To/from Dorchester West - SW175</i>
Upwey Signal DR188		-		Timing point for all Up trains
Upwey Signal DR189	-			Timing point for all Down trains
Upwey	-	-	S	
Weymouth Jersey Sidings	-		S	
Weymouth Jubilee Siding		-	S	
Weymouth Junction		-	X	<i>To/from Weymouth Signal DR194 - SW105C</i>
Weymouth		-		Platform detail must be shown

SW105A MILLBROOK TO SOUTHAMPTON WESTERN DOCKS

TIMING POINT	DOWN	UP	CODE	NOTES
Millbrook	-	DFL DPL	S X	Timing point for trains to/from Millbrook FLT and Maritime Back Road <i>To/from Southampton Central – SW105</i>
Millbrook Dock Entrance	-			Timing point for all trains entering Western Docks.
Millbrook Dock Exit		-		Timing point for all trains departing Western Docks.
Southampton Western Docks		-		

SW105B WORGRET JUNCTION TO SWANAGE RAILWAY NR BOUNDARY

TIMING POINT	DOWN	UP	CODE	NOTES
Worgret Junction	SINGLE	-		Timing point for all trains to and from Furzebrook/Swanage Railway <i>To/from Wareham - SW105</i>
<i>NR Boundary with Swanage Railway (126m 61ch)</i>				

SW105C WEYMOUTH JUNCTION TO WEYMOUTH SIGNAL DR194

TIMING POINT	DOWN	UP	CODE	NOTES
Weymouth Junction	-	-	X	<i>To/from Upwey - SW105</i>
Weymouth Signal DR194		-		

SW110 WOKING JUNCTION TO PORTSMOUTH HARBOUR

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Woking Junction</u>	-	FL SL DFL DSL		<i>To/from Woking - SW105</i>
Woking Down Reception Roads	-	-	S	Timing point to and from Woking Down Reception Headshunt.
Woking Down Aggregates Yard		-	S	Tiploc – WOKINGY (DBC) Tiploc – WOKIDGB (GBRF) Tiploc – WOKINGF (FLHH) Tiploc- WOKIDAY (Non-Operator specific) Timing point shown at headshunt in TPS due to system limitations.
Woking Signal WK610		-	S	Reversal point for trains to and from Woking Down Reception Roads
Woking Down Reception Headshunt		-	S	Reversal point to and from Woking Down Reception Roads.
Worplesdon	-	-	S	
Guildford Signal GD635	-		S	
Guildford North Box Sidings	-		S	
Guildford U.C.H.S.		-	S	
<u>Guildford</u>	- UL	-		Platform detail must be shown. <i>To/from Ash - SW265.</i> <i>To/from London Road (Guildford) - SW200</i>
Guildford Signal 826		-	S	
Guildford Signal GD1308		-	S	
<u>Shalford Junction</u>	-	-		<i>To/from Shalford - SW300</i>
<u>Farncombe</u>	-	-		
Godalming	-	-	S	
Milford	-	-	S	
Witley	-	-	S	
Haslemere Signal BEP2873	-		S	Shunt moves only.
Haslemere Up Siding No. 3	-		S	
<u>Haslemere</u>	-	-		Platform detail must be shown
Haslemere Up Siding No. 1		-	S	
Haslemere Signal BEP2874		-	S	Shunt moves only.
Liphook	-	-	S	
Liss	-	-	S	
Petersfield Signal BEP2917	-		S	Shunt moves only.
<u>Petersfield</u>	-	-		Platform detail must be shown
Rowlands Castle	-	-	S	
Havant Signal HT503	-		S	Shunt moves only
<u>Havant</u>	-	-		Platform detail must be shown. <i>To/from Warblington - SO520</i>
Havant Signal No HT500		-	S	Shunt moves only
Bedhampton	-	-	S	
<u>Farlington Junction</u>	-	-		<i>To/from Cosham Junction - SW140A</i>
<u>Portcreek Junction</u>	-	-		<i>To/from Cosham Junction - SW140</i>
Hilsea	-	-	S	
Fratton Signal 553	-		S	Shunt moves only
Fratton Signal 555	-		S	Shunt moves only
<u>Fratton East</u>	DML UDL RCP -	-	X	Timing point for all Down trains. Timing point for all Up trains crossing from the Reception Rd No.1/Back Road and all trains reversing at Fratton East.
Fratton Signal HT460		-	S	

SW110 WOKING JUNCTION TO PORTSMOUTH HARBOUR				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Fratton</u>	DML UDL	-		Platform detail must be shown
Fratton Depot Fuel Point	-	- RCP	S	
Fratton S.S.	-	-	S	
Fratton C.S.D.	-		S	ECS moves only
Fratton Staff Halt	- DML BKR	-	S	Timing point for trains to/from Fratton C.S.D./Fratton S.S./Fratton Depot Fuel Point
Fratton Signal HT554		DML -	S	Shunt moves only
Portsmouth & Southsea Back Road	BKR	-	S	
Portsmouth & Southsea Signal HT571	-		S	Shunt moves only
Portsmouth & Southsea Signal HT573	-		S	Shunt moves only
Portsmouth & Southsea D.C.H.S		BKR	S	
<u>Portsmouth and Southsea</u>	-	UML UDL DML BKR -		Platform detail must be shown
Portsmouth Harbour Sig 591	-		S	Shunt moves only
<u>Portsmouth Harbour</u>		-		Platform detail must be shown

SW115 WORTING JUNCTION TO PINHOE

TIMING POINT	DOWN	UP	CODE	NOTES
Worting Junction	-	FL SL		<i>To/from Basingstoke - SW105</i>
Overton	-	-		
Whitchurch	-	-		Timing point for all Up trains and stopping Down trains.
Whitchurch Signal BE451	-			Timing point for all Down trains.
Andover	-	-		Platform detail must be shown. <i>To/from Ludgershall MOD - SW115A</i>
Andover Shunt Signal BE5202		-	S	
Grateley	-	-		
Porton	-	-		Signal WA286 (Down). Signal WA287 (Up).
Laverstock North Junction	-	-		<i>To/from Laverstock South Junction - SW115B</i>
Salisbury Tunnel Junction	-	-		<i>To/from Laverstock South Junction - SW150</i>
Salisbury East Yard	-	-	S	
Salisbury Signal SY215	-		S	Shunters Release required. Shunt signal.
Salisbury Signal SY217	-		S	Shunt signal
Salisbury East C.H.S.	-		S	ECS moves only
Salisbury	-	-		Platform detail must be shown. Holding Siding must be shown as Platform HS.
Salisbury Reception Line	-	- TS	S X	Timing point for trains to/from Salisbury T&R.S.M.D.
Salisbury T&R.S.M.D.	-	-	S	ECS moves only
Salisbury West End		-	S	West Carriage Siding
Salisbury Signal SY240		-	S	Shunt signal
Salisbury Signal SY52		-	S	
Wilton Junction	-	-		<i>To/from Warminster - SW170.</i>
Wilton	-	-		
Wilton South		-	S	Timing point for reverse movements on single line behind SY58.
Tisbury Loop	-	-		Passing point
Tisbury	-	-	S	
Gillingham	-	-		Passing point. Platform detail must be shown
Templecombe	ML RVL	-		
Templecombe Down Siding	-		S	
Templecombe Signal SE4688		-	S	
Sherborne	ML RVL	-		Platform detail must be shown
Yeovil Jn Signal 4717	ML		S	
Yeovil Jn Signal 4719	RVL		S	
Yeovil Jn Signal 4721	-		S	
Yeovil Jn Signal 4723	-		S	
Yeovil Dn Sdgs 1&2	-		S	Tiploc YOVIJDS. Siding detail must be shown.
Yeovil Jn Dn Main Sdg		-	S	Tiploc YOVIJMS
Yeovil Jn Heritage Platform		-	S	Tiploc YOVIJDP
Yeovil Junction	-	-		Platform detail must be shown. <i>To/from Yeovil Pen Mill - SW115C</i>
Crewkerne	-	-		
Chard Junction Signal Box	-	-		Passing point
Axminster East Junction	DM UM	-		

SW115 WORTING JUNCTION TO PINHOE

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Axminster</u>	DM UM	DM UM		Passing point. Platform detail must be shown
<u>Axminster West Junction</u>	-	DM UM		
Honiton Signal 4803	-		S	
<u>Honiton</u>	-	-		Passing Point Platform detail must be shown
Honiton Signal 4808		-	S	
<u>Feniton</u>	-	-		
Whimble	-	-	S	
Cranbrook	-	-	S	
<u>Pinhoe</u>	-	-		Passing point. Regional handover timing point <i>To/from Exmouth Junction – Refer to Western & Wales Timetable Planning Rules – GW610.</i>

SW115A ANDOVER TO LUDGERSHALL MOD

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Andover</u>	-	-		Platform detail must be shown. <i>To/from Whitchurch - SW115</i>
Andover Sidings	-		S	
Ludgershall Branch Stop Board	-	-		Only for associated Freight Trains
Ludgershall MOD	-	-	S	

SW115B LAVERSTOCK NORTH JUNCTION TO LAVERSTOCK SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Laverstock North Junction</u>	-	-		To/from Grateley - SW115
Laverstock South Junction	-	-	X	Timing point for trains using Laverstock curve only. To/from Dean - SW150

SW115C YEOVIL JUNCTION TO YEOVIL PEN MILL

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Yeovil Junction</u>	-	-		Platform detail must be shown. <i>To/from Crewkerne - SW115</i>
Yeovil Junction Sidings		-	S	
Yeovil Jn Signal 4753	-		S	
<u>Yeovil Pen Mill</u>	-	-		Platform detail must be shown. <i>To/from Castle Cary - SW175</i>

SW120 PIRBRIGHT JUNCTION TO ALTON

TIMING POINT	DOWN	UP	CODE	NOTES
Pirbright Junction	-	SL		Timing point for Slow Lines only. <i>To/from Brookwood - SW105</i>
<i>Ash Vale Junction</i>				<i>To/from Frimley Junction - SW260</i>
Ash Vale	-	-		
<u>Aldershot North Junction</u>	-	-		<i>To/from Aldershot South Junction - SW120A</i>
Aldershot Signal WK1371	-		S	
Aldershot	-	-		Platform detail must be shown
Aldershot Signal WK1378		-	S	
Farnham	- UA	-		Platform detail must be shown
Farnham Signal WK438		-	S	
Farnham Signal WK1383	-		S	Shunt moves only.
Farnham Depot Reception Road	-	-	S X	
<u>Farnham Single Line Junction</u>	-	-		
Farnham C.S.D.		-	S	ECS moves only
<u>Bentley</u>	-	-		Passing point. Platform detail must be shown
Holybourne Oil Sidings		-	S	
<u>Alton</u>		-		Platform detail must be shown

SW120A ALDERSHOT NORTH JUNCTION TO ALDERSHOT SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Aldershot North Junction</u>	-	-		To/from Aldershot - SW120
<u>Aldershot South Junction</u>	-	-		To/from Ash - SW265

SW125 SOUTHCOTE JUNCTION TO BASINGSTOKE

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Southcote Junction</u>	-	-		Regional handover timing point. Great Western Region timing point To/from Oxford Road Junction – Refer to Western & Wales Timetable Planning Rules – GW500.
Reading Green Park	-	-	S	
Mortimer	-	-	S	
<u>Bramley</u>	-	-		
Basingstoke Signal BE541	UR		X	Timing point for Down trains via 2606A/B points and bi-directional Up Reading
Basingstoke Signal BE547	-		S	
Basingstoke Signal BE549	-		S	
Basingstoke North Yard		-	S	
<u>Basingstoke</u>	FL SL	-		Platform detail must be shown. To/from Worting Junction - SW105

SW130 EASTLEIGH EAST JUNCTION TO ROMSEY

TIMING POINT	DOWN	UP	CODE	NOTES
Eastleigh East Junction	-	-	S X	Timing point for all trains to/from Romsey. To/from Eastleigh - SW105
Eastleigh Signal E228		-	S	
<u>Eastleigh Single Line Junction</u>	-	-		
Chandlers Ford	-	-	S	
<u>Romsey Single Line Junction</u>	-	-		
Romsey Signal E883	-		S	Timing point for all trains which stop at this signal
<u>Romsey</u>	-	-		Platform detail must be shown. To/from Mottisfont - SW150

SW135 EASTLEIGH WEST JUNCTION TO FAREHAM

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Eastleigh West Junction</i>				<i>To/from Eastleigh - SW105</i>
Eastleigh South Junction	-	-		
Eastleigh T&R.S.M.D.		-	S	ECS and LE moves only
Hedge End	-	-	S	
Botley Signal E295	-		S	
Botley Aggregate Sidings	-	-	S	
Botley	-	-		
Fareham Signal E821	-		S	
Fareham North Junction	-	-		
Fareham Signal E825	-		S	
Fareham ARC Sidings	-	-	S	
Fareham	-	-		Platform detail must be shown. <i>To/from Portchester - SW140</i>

SW140 ST DENYS TO PORTCREEK JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
St Denys	-	FL SL		<i>To/from Northam Junction - SW105</i>
Bitterne	-	-	S	
Signal E803	-			Timing point for all Down trains.
Woolston	-	-	S	
Sholing	-	-		Timing point for all Up trains and stopping Down trains.
Netley	-	-		Timing point for all Down trains and stopping Up trains.
Hamble	-	-		Timing point for all Up trains and stopping Down trains.
Bursledon	-	-		Timing point for all Down trains and stopping Up trains.
Swanwick	-	-		
Fareham Signal E283	-		S	Shunt moves only
Fareham ARC Sidings	-	-	S	
Fareham	-	-		Platform detail must be shown. <i>To/from Fareham North Junction - SW135</i>
Portchester	-	-	S	
Cosham	-	-		
Cosham Junction	-	-		<i>To/from Farlington Junction - SW140A</i>
Portcreek Junction	-	-		<i>To/from Hilsea - SW110</i>

SW140A COSHAM JUNCTION TO FARLINGTON JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Cosham Junction</u>	-	-		To/from Cosham - SW140
<u>Farlington Junction</u>	-	-		To/from Bedhampton - SW110

SW145 NORTHAM JUNCTION TO SOUTHAMPTON EASTERN DOCKS

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Northam Junction</u>	-	FL SL		To/from St Denys - SW105
Northam Sig. E842		-	S	
<u>Southampton Dock Gates</u>	-	-		
<u>Southampton Eastern Docks</u>		-		

SW150 REDBRIDGE TO SALISBURY TUNNEL JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Redbridge Junction</i>				To/from Redbridge - SW105
<u>Romsey</u>	-	-		Platform detail must be shown. To/from Eastleigh East Junction - SW130
Mottisfont & Dunbridge	-	-	S	
<u>Dean</u>	-	-		
Laverstock South Junction	-	-	X	Timing point for trains using Laverstock Curve. To/from Laverstock North Junction - SW115B
<u>Salisbury Tunnel Junction</u>	-	-		To/from Salisbury - SW115

SW155 TOTTON FAWLEY LOOPS TO FAWLEY

TIMING POINT	DOWN	UP	CODE	NOTES
Totton Fawley Loops	-	-	S X	To/from Totton – SW105
<u>Marchwood</u>	-	-		
Marchwood MOD	-	-	S	
Fawley Esso		-	S	

SW160 BROCKENHURST TO LYMINGTON PIER

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Brockenhurst</u>	-	-		Platform detail must be shown. To/from Beaulieu Road - SW105
Brockenhurst Signal BH16		-	S	
Lymington Town	-	-	S	
<u>Lymington Pier</u>		-		

SW165 HAMWORTHY JUNCTION TO HAMWORTHY GOODS

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Hamworthy Junction</i>				<i>To/from Hamworthy - SW105</i>
Hamworthy TC	-	-	S	
Hamworthy Goods		-	S	

SW170 WARMINSTER TO WILTON JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Wilton Junction</u>	-	-		<i>To/from Salisbury - SW115</i>
Wilton Junction G.S.P.	-	-	S X	<i>To/from Quidhampton Sidings – SW170A</i>
<u>Wishford</u>	-	-		
<u>Wylve A H B</u>	-	-		
<u>Upton Lovell A H B</u>	-	-		
Warminster Signal W308	-			Timing point for Down services only. <i>To/From Dilton Marsh – GW5001 Refer to Western & Wales Timetable Planning Rules</i>
Warminster Signal W301		-		Timing point for Up services only. <i>To/From Dilton Marsh – GW5001 Refer to Western & Wales Timetable Planning Rules</i>

SW170A WILTON JUNCTION G.S.P. TO QUIDHAMPTON SIDINGS

TIMING POINT	DOWN	UP	CODE	NOTES
Wilton Junction G.S.P.	-	-	S X	<i>To/from Warminster - SW170</i>
Quidhampton Sidings Imerys		-	S	

SW175 CASTLE CARY TO DORCHESTER JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Castle Cary</u>	-	-		Regional handover timing point. <i>To/from East Somerset Junction – GW500 Refer to Western & Wales Timetable Planning Rules.</i>
<u>Yeovil Pen Mill</u>	-	-		All trains to/from Maiden Newton must stop for token working. Platform detail must be shown. <i>To/from Yeovil Junction - SW115C</i>
Thornford	-	-	S	
Yetminster	-	-	S	
Chetnole	-	-	S	
<u>Maiden Newton</u>	-	-		All trains must stop for token working.
<u>Dorchester West</u>	-	-		Passing point
<u>Dorchester Junction</u>	-	-		<i>To/from Upwey - SW105</i>

SW180 RAYNES PARK TO LEATHERHEAD

TIMING POINT	DOWN	UP	CODE	NOTES
Raynes Park	-	FL SL		Timing point for all trains on Slow Lines and trains crossing from Up Slow to Up Fast Lines. <i>To/from Wimbledon (Wessex Side) - SW105</i>
Motspur Park	-	-		
<i>Motspur Park Junction</i>				<i>To/from Malden Manor - SW185</i>
Worcester Park	-	-	S	
Stoneleigh	-	-	S	
Ewell West	-	-	S	
Epsom Signal W1181	-		S	
Epsom	-	-		Platform detail must be shown. <i>To/from Ewell East - SO680</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 - SW205.</i> <i>To/from Box Hill & Westhumble - SO680</i>

SW185 MOTSPUR PARK JUNCTION TO CHESSINGTON SOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Motspur Park Junction</i>				<i>To/from Motspur Park - SW180</i>
Malden Manor	-	-	S	
Tolworth	-	-	S	
Tolworth Sidings	-	-	S	
Chessington North	-	-	S	
Chessington South Signal W1161	-		S	
Chessington South Up Siding		-	S	
Chessington South	-	-		
Chessington South Sidings		-	S	

SW190 NEW MALDEN TO SHEPPERTON

TIMING POINT	DOWN	UP	CODE	NOTES
New Malden	-	SL		To/from Raynes Park - SW105
Norbiton	-	-	S	
Kingston	-	-		Show 'Bay' if to/from Bay Platform detail must be shown
Hampton Wick	-	-	S	Platform detail must be shown
Teddington	-	-		
Shacklegate Jn Signal 2449	-		S	
Shacklegate Junction	-	-		To/from Strawberry Hill - SW245
Shacklegate Jn Signal 2508		-	S	
<i>Fulwell Junction</i>	-	-		To/from Strawberry Hill - SW245A
Fulwell	-	-		
Hampton	-	-	S	
Kempton Park	-	-	S	
Sunbury	-	-	S	
Upper Halliford	-	-	S	
Shepperton Signal 2537	-		S	For movements to/from Up Siding
Shepperton Up Siding		-	S	
Shepperton		-		

SW195 SURBITON TO HAMPTON COURT

TIMING POINT	DOWN	UP	CODE	NOTES
Surbiton	-	FL SL		Platform detail must be shown. To/From Berrylands - SW105
Surbiton Sig. WK534		-	S	
Hampton Court Junction		SL		Timing point for Up Trains from Hampton Court on the Up Line only. See also entry on route SW105
Thames Ditton	-	- DL	S	Platform detail must be shown.
Hampton Court		- DL		Platform detail must be shown.

SW200 HAMPTON COURT JUNCTION TO GUILDFORD (VIA COBHAM)

TIMING POINT	DOWN	UP	CODE	NOTES
Hampton Court Junction	-	FL SL		To/from Surbiton - SW105
Hinchley Wood	-	-	S	
Claygate	-	-	S	
Oxshott	-	-	S	
Cobham and Stoke D'Abernon	-	-	S	
Effingham Junction	-	-		Platform detail must be shown. To/from Bookham - SW205
Effingham Jn. C.H.S.	-		S	
Effingham Junction Neck		-	S	
Effingham Jn Signal GD1322		-	S	
Horsley	-	-	S	
Clandon	-	-	S	
London Road	-	-	S	
Guildford Signal GD1301	-		S	
Guildford	-	-		Platform detail must be shown. To/from Shalford Junction - SW110

SW205 LEATHERHEAD TO EFFINGHAM JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Leatherhead	-	-		Platform detail must be shown. To/from Ashted - SW180
Bookham	-	-	S	
Effingham Junction	-	-		Platform detail must be shown To/from Horsley - SW200

SW210 CLAPHAM JUNCTION TO READING (VIA RICHMOND)

TIMING POINT	DOWN	UP	CODE	NOTES
Clapham Junction (Windsor Side)	FL SL	WFL WSL		Platform detail must be shown. To/from West London Junction (W) - SW100. To/from Longhedge Junction - SW100D. To/from Latchmere Junction (No 2) - SW100E
Wandsworth Town	FL SL	FL SL	S	
Point Pleasant Junction	- SL	FL	X	Timing point for trains to/from East Putney. To/from East Putney - SW225
Putney	FL SL	FL SL	S	
Barnes	-	FL SL		Platform detail must be shown. To/from Barnes Bridge - SW230
Barnes Signal W1090		-	S	
Mortlake	-	-	S	
North Sheen	-	-	S	
Richmond Signal 2105	-		S	
Richmond	-	-		Platform detail must be shown
St Margarets	- UFL	-	S X	Timing point for all Up trains and Down trains crossing to Up Twickenham
Twickenham Signal 2121	-		S	
Twickenham Signal 2123	-		S	

SW210 CLAPHAM JUNCTION TO READING (VIA RICHMOND)				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Twickenham</u>	- UL	FL SL		Platform detail must be shown Down trains to Whitton via 4325 points to be timed via UL
Twickenham Junction	-	FL SL	X	Timing point for all Up trains, also Down trains via Twickenham platforms 3 or 4 <i>To/from Strawberry Hill - SW245</i>
Twickenham Signal 2130		-	S	
Whitton	-	-	S	
<u>Whitton Junction</u>	-	-		<i>To/from Hounslow Junction - SW210A</i>
<u>Feltham Junction</u>	-	-		<i>To/from Hounslow Junction - SW230</i>
Feltham Signal BEF2157	-		S	Shunt moves only
Feltham Depot Arrival Road London End	-	-	S	Timing point for trains to/from Feltham Depot via Feltham Junction.
Feltham Depot	-	-	S	
Feltham Depot Arrival Road Country End	-	-	S	Timing point for trains to/from Feltham Depot.
<u>Feltham</u>	-	-		Platform detail must be shown.
Ashford (Middlesex)	-	-	S	
Staines Up Loop	-	-	S	
Staines Sidings	-		S	ECS moves only
Staines Sidings Entry/Exit	-		X	ECS moves to or from Sidings
Staines Signal BEF2189	-		S	Shunt moves only
<u>Staines</u>	-	-		Platform detail must be shown. <i>To/from Wraybury - SW250</i>
Egham	-	-	S	
Virginia Water Signal 2217	-		S	
<u>Virginia Water</u>	-	-		Platform detail must be shown. <i>To/from Chertsey - SW255</i>
Longcross	-	-	S	
Sunningdale	-	-	S	
Ascot Signal BEF2237	-		S	
<u>Ascot</u>	-	-		Platform detail must be shown. <i>To/from Bagshot - SW260</i>
Ascot Signal BEF2238		-	S	
Martins Heron	-	-	S	
<u>Bracknell</u>	-	-		Platform detail must be shown.
Wokingham Signal BEF2267	-		S	Shunt moves only.
Wokingham Down Siding	-		S	
<u>Wokingham</u>	-	-		Platform detail must be shown. <i>To/from Crowthorne - SW265</i>
Winnersh	-	-	S	
Winnersh Triangle	-	-	S	
<u>Earley</u>	-	-		
<u>Reading Spur Junction</u>	-	-		<i>To/from Reading New Junction - SW210B</i>
Reading Southern Junction	-	-	X	Timing point for all trains to/from Reading via Up & Down Low Level <i>To/from Reading – SW210C</i>
Reading Platforms 4-6		-		Platform detail must be shown

SW210A HOUNSLOW JUNCTION TO WHITTON JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Hounslow Junction</u>	-	-		To/from Hounslow - SW230
<u>Whitton Junction</u>	-	-		To/from Whitton - SW210

SW210B READING SPUR JUNCTION TO READING NEW JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Reading Spur Junction</u>	-	-		To/from Earley - SW210
<u>Reading New Junction</u>	DML	-		To/From Reading – GW103 Refer to Western & Wales Timetable Planning Rules

SW210C READING TO READING SOUTHERN JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Reading</u>	-	-		Western Route timing point Refer to Western & Wales Timetable Planning Rules – GW103
Reading Signal TR1691	-		S	Western Route timing point Refer to Western & Wales Timetable Planning Rules – GW103
<u>Reading Southern Junction</u>	-	-	X	To/from Reading Spur Junction SW210 / SW210B

SW225 POINT PLEASANT JUNCTION TO WIMBLEDON

TIMING POINT	DOWN	UP	CODE	NOTES
Point Pleasant Junction	-	FL	X	Timing point for trains to/from East Putney. <i>To/from Wandsworth Town - SW210</i>
East Putney	-	-		
Wimbledon Park (LUL)		-		
Wimbledon (Wessex Side)	FL UFL USL	-		<i>To/from Wimbledon West Crossings - SW105</i>

SW230 BARNES TO FELTHAM JUNCTION (VIA HOUNSLOW)

TIMING POINT	DOWN	UP	CODE	NOTES
Barnes	-	FL SL		Platform detail must be shown. <i>To/from Putney - SW210</i>
Barnes Bridge	-	-	S	
Chiswick	-	-	S	
New Kew Junction	-	-	X	Timing point for trains to/from Kew East Junction. <i>To/from Kew East Junction - SW240A</i>
Kew Bridge	-	-		Platform detail must be shown
Old Kew Junction	-	-	X	Timing point for trains to/from Kew East Junction. <i>To/from Kew East Junction - SW240</i>
Old Kew Jn Signal BEF2344		-	S	Shunt moves only
Brentford	-	-		
Syon Lane	-	-	S	
Isleworth	-	-	S	
Hounslow Signal BEF2375	-		S	Shunt moves only
Hounslow	-	-		Platform detail must be shown
Hounslow Signal BEF2376		-	S	Shunt moves only
Hounslow Junction	-	-		<i>To/from Whitton Junction - SW210A</i>
Feltham Junction	-	-		<i>To/from Feltham - SW210</i>

SW240 OLD KEW JUNCTION TO KEW EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Old Kew Junction	-	-	X	Timing point for trains to/from Kew East Junction. <i>To/from Brentford - SW230</i>
Kew East Junction	-	-		Regional handover timing point <i>To/from South Acton – Refer to Anglia Timetable Planning Rules – EA1330</i>

SW240A NEW KEW JUNCTION TO KEW EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
New Kew Junction	-	-	X	Timing point for trains to/from Kew East Junction. <i>To/from Chiswick - SW230</i>
<u>Kew East Junction</u>	-	-		Regional handover timing point <i>To/from South Acton – Refer to Anglia Timetable Planning Rules – EA1330</i>

SW245 TWICKENHAM JUNCTION TO SHACKLEGATE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Twickenham Junction	-	FL SL	X	Timing point for all Up Trains, also Down trains via Twickenham platforms 3 or 4 <i>To/from Twickenham - SW210</i>
Strawberry Hill Sig. 2457	-		S	
Strawberry Hill	-	-		Platform detail must be shown
<i>Strawberry Hill Junction</i>				<i>To/from Fulwell Junction - SW245A</i>
Strawberry Hill C.S.D.		-	S	ECS moves only
Shacklegate Jn Signal 2467	-		S	
<u>Shacklegate Junction</u>	-	-		<i>To/from Teddington - SW190</i>

SW245A STRAWBERRY HILL JUNCTION TO FULWELL JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Strawberry Hill Junction</i>	-	-		<i>To/from Strawberry Hill - SW245</i>
Fulwell Signal 2513	-		S	
<i>Fulwell Junction</i>	-	-		<i>To/from Fulwell - SW190</i>

SW250 STAINES TO WINDSOR & ETON RIVERSIDE

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Staines</u>	-	-		Platform detail must be shown. <i>To/from Ashford - SW210</i>
Staines Signal BEF2602		-	S	
Staines Signal BEF2607	-		S	
Staines Signal BEF2606		-	S	Shunt moves only
Staines Signal BEF2608		-		Timing point for all Up trains.
Wraysbury	-	-		Timing point for all Down trains and Up stopping trains.
Sunnymeads	-	-		Timing point for all Up trains and Down stopping trains.
<u>Datchet</u>	-	-		
Windsor & Eton Signal 2631	-		S	Shunt moves only
<u>Windsor & Eton Riverside</u>		-		Platform detail must be shown

SW255 VIRGINIA WATER TO WEYBRIDGE

TIMING POINT	DOWN	UP	CODE	NOTES
Virginia Water	-	-		Platform detail must be shown. <i>To/from Egham - SW210</i>
Virginia Water Signal 2706		-	S	
Chertsey	-	-		
Addlestone	-	-	S	
Addlestone Junction	-	-		<i>To/from Byfleet and New Haw - SW255A</i>
Weybridge Sig. WK1102	-		S	
Weybridge	SL	-		Platform detail must be shown. <i>To/from Walton on Thames - SW105</i>

SW255A ADDLESTONE JUNCTION TO BYFLEET JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Addlestone Junction	-	-		<i>To/from Addlestone - SW255</i>
<i>Byfleet Junction</i>				<i>For planning purposes, timing point shown as Byfleet and New Haw. To/from Byfleet and New Haw - SW105</i>

SW260 ASCOT TO ASH VALE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Ascot	-	-		Platform detail must be shown. <i>To/from Sunningdale - SW210</i>
Bagshot	-	-		
Camberley	-	-		
Frimley	-	-		
Frimley Junction	-	-		
<i>Ash Vale Junction</i>				<i>To/from Ash Vale - SW120</i>

SW265 GUILDFORD TO WOKINGHAM

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Guildford</u>	-	-		Platform detail must be shown. <i>To/from Shalford Junction - SW110</i>
Guildford U.C.H.S.		-	S	
Guildford Signal GD1305	-		S	
Wanborough	-	-	S	
Ash Signal GD1331	-		S	
<u>Ash</u>	-	-		
<u>Aldershot South Junction</u>	-	-		<i>To/from Aldershot North Junction - SW120A</i>
<u>North Camp</u>	-	-		
Farnborough North	-	-	S	
<u>Blackwater Signal BEF2978</u>		-		Timing point for all Up trains.
<u>Blackwater</u>	-	-		Timing point for all down trains and stopping up trains.
Blackwater Signal BEF2980		-	S	Reverse moves only.
<u>Blackwater Signal BEF2979</u>	-			Timing point for all Down trains.
<u>Sandhurst Signal BEF2982</u>		-		Timing point for all Up trains.
Sandhurst	-	-	S	
Crowthorne	-	-	S	
Wokingham Signal BEF2994		-	S	
Wokingham Signal BEF2995	-		S	Shunt moves only.
<u>Wokingham</u>	-	-		Platform detail must be shown. <i>To/from Winnersh - SW210</i>

SW300 GOMSHALL TO SHALFORD JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Gomshall</u>	-	-		<i>To/from Dorking West - SO560</i>
<u>Chilworth</u>	-	-		
Shalford GD1341	-		S	
<u>Shalford</u>	-	-		
<u>Shalford Junction</u>	-	-		<i>To/from Guildford - SW110</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 Hours” which can be found on the Network Rail website - <https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/> If there is doubt about a signal box's opening hours check with the appropriate Network Rail Operations Manager.

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

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

PLT denotes passage of last train.

SW115C YEOVIL JUNCTION TO YEOVIL PEN MILL			
ROUTE SECTION	SX	SO	SUN
Yeovil Pen Mill	Continuous	00:00 – 23:00	09:00 – 24:00

SW155 TOTTON FAWLEY LOOPS TO FAWLEY			
ROUTE SECTION	SX	SO	SUN
Marchwood	06.53 – 14.30 MO	Closed	Closed
Marchwood	06.53 – 13.45 TO		
Marchwood	06.53 – 13.45 WO		
Marchwood	06.53 – 14.30 THO		
Marchwood	06.53 – 13.45 FO		
CROSSING BOX	SX	SO	SUN
School Road	07.00 – 14.34 MO	Closed	Closed
School Road	07.00 – 13.50 TO		
School Road	07.00 – 13.50 WO		
School Road	07.00 – 14.34 THO		
School Road	07.00 – 13.50 FO		

SW175 CASTLE CARY TO DORCHESTER JUNCTION			
ROUTE SECTION	SX	SO	SUN
Yeovil Pen Mill	Continuous	00:00 – 23:00	09:00 – 24:00

3 Electrification

3.1 Electrification Limits

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

3.2 Electrification Supply Restrictions

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

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

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

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

4.2 Passenger Stock Restrictions

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

4.3 Freight Wagon Restrictions

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

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

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

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

4.4 Freight Train Load Limits

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

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

4.5 Freight Train Length Limits

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

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

4.6 Driver Only Operation Limits

When special trains are required to operate DOO (NP) over the above routes, it must be ascertained that competent staff are available to deal with these trains at the forwarding and receiving terminals, sidings, 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.

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION			
ROUTE SECTION	PASS		ECS SLIDE +
London Waterloo - Clapham Junction/Yard	NA		P

SW100B NINE ELMS JUNCTION TO LINFORD STREET JUNCTION			
ROUTE SECTION	PASS		ECS SLIDE +
Nine Elms Junction - Linford Street Junction	NA		P

SW100C WEST LONDON JUNCTION TO LATCHMERE JUNCTION (NO 3)			
ROUTE SECTION	PASS		ECS SLIDE +
West London Junction - Latchmere Junction (No 3)	NA		P

SW100D CLAPHAM JUNCTION TO LONGHEDGE JUNCTION			
ROUTE SECTION	PASS		ECS SLIDE +
Clapham Junction/Yard - Longhedge Junction	P		P

SW100E CLAPHAM JUNCTION TO LATCHMERE JUNCTION (NO2)			
ROUTE SECTION	PASS		ECS SLIDE +
Clapham Junction/Yard - Latchmere Junction (No 2)	P		NA

SW105 CLAPHAM JUNCTION TO WEYMOUTH

ROUTE SECTION	PASS		ECS SLIDE +
Clapham Junction - Wimbledon Park via Earlsfield and Direct, or via Earlsfield and Wimbledon Station	NA		P
Clapham Junction/Yard - Basingstoke	NA		P
Basingstoke - Eastleigh (include Eastleigh Depot)	NA		P
Eastleigh - Southampton	P		P
Southampton – Bournemouth	NA		P
Bournemouth/Bournemouth Depot - Poole	NA		P
Poole – Weymouth	NA		P

SW105A SOUTHAMPTON TO SOUTHAMPTON WESTERN DOCKS

ROUTE SECTION	PASS		ECS SLIDE +
Southampton - Southampton Western Docks	NA		NA

SW105B WORGRET JUNCTION TO SWANAGE RAILWAY NR BOUNDARY

ROUTE SECTION	PASS		ECS SLIDE +
Worgret Junction – Swanage Railway NR Boundary	NA		P

SW105C WEYMOUTH JUNCTION TO WEYMOUTH SIGNAL DR194

ROUTE SECTION	PASS		ECS SLIDE +
Weymouth Junction - Weymouth Signal DR194	NA		NA

SW110 WOKING JUNCTION TO PORTSMOUTH HARBOUR

ROUTE SECTION	PASS		ECS SLIDE +
Woking – Guildford	NA		P
Guildford –Havant	NA		P
Havant - Fratton	P		P
Fratton - Portsmouth and Southsea (including Down Carriage Sidings)	P		P
Fratton - Portsmouth Harbour (except Portsmouth and Southsea and Down Carriage Sidings (see above))	P		P

SW115 WORTING JUNCTION TO PINHOE

ROUTE SECTION	PASS		ECS SLIDE +
Basingstoke – Salisbury	NA		P
Salisbury - Yeovil Junction	NA		P
Yeovil Junction – Pinhoe	NA		P

SW115A ANDOVER TO LUDGERSHALL MOD

ROUTE SECTION	PASS		ECS SLIDE +
Andover - Ludgershall MOD	NA		NA

SW115B LAVERSTOCK NORTH JUNCTION TO LAVERSTOCK SOUTH JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Laverstock North Junction - Laverstock South Junction	NA		P

SW115C YEOVIL JUNCTION TO YEOVIL PEN MILL

ROUTE SECTION	PASS		ECS SLIDE +
Yeovil Junction - Yeovil Pen Mill	NA		P

SW120 PIRBRIGHT JUNCTION TO ALTON

ROUTE SECTION	PASS		ECS SLIDE +
Pirbright Junction – Alton	NA		P

SW120A ALDERSHOT NORTH JUNCTION TO ALDERSHOT SOUTH JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Aldershot North Junction - Aldershot South Junction	NA		P

SW125 SOUTHCOTE JUNCTION TO BASINGSTOKE

ROUTE SECTION	PASS		ECS SLIDE +
Southcote Junction - Basingstoke	NA		P

SW130 EASTLEIGH EAST JUNCTION TO ROMSEY

ROUTE SECTION	PASS		ECS SLIDE +
Eastleigh – Romsey	NA		P

SW135 EASTLEIGH WEST JUNCTION TO FAREHAM

ROUTE SECTION	PASS		ECS SLIDE +
Eastleigh – Fareham	P		P

SW140 ST DENYS TO PORTCREEK JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
St Denys - Portcreek Junction	P		P

SW140A COSHAM JUNCTION TO FARLINGTON JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Cosham Junction - Farlington Junction	P		P

SW145 NORTHAM JUNCTION TO SOUTHAMPTON EASTERN DOCKS

ROUTE SECTION	PASS		ECS SLIDE +
Northam Junction - Southampton Eastern Docks	NA		NA

SW150 REDBRIDGE JUNCTION TO SALISBURY TUNNEL JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Redbridge - Salisbury Tunnel Junction	NA		P

SW155 TOTTON FAWLEY LOOPS TO FAWLEY

ROUTE SECTION	PASS		ECS SLIDE +
Totton – Fawley	NA		NA

SW160 BROCKENHURST TO LYMINGTON PIER

ROUTE SECTION	PASS		ECS SLIDE +
Brockenhurst - Lymington Pier	NA		NA

SW165 HAMWORTHY JUNCTION TO HAMWORTHY GOODS

ROUTE SECTION	PASS		ECS SLIDE +
Hamworthy - Hamworthy Goods	NA		NA

SW170 WARMINSTER TO WILTON JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Warminster - Wilton Junction	NA		P

SW170A WILTON JUNCTION G.S.P. TO QUIDHAMPTON SIDINGS

ROUTE SECTION	PASS		ECS SLIDE +
Wilton Junction G.S.P. - Quidhampton Sidings	NA		NA

SW175 CASTLE CARY TO DORCHESTER JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Yeovil Pen Mill - Castle Cary	NA		P
Yeovil Pen Mill - Dorchester West	NA		P

SW180 RAYNES PARK TO LEATHERHEAD

ROUTE SECTION	PASS		ECS SLIDE +
Raynes Park –Epsom	NA		P
Epsom - Leatherhead	P		P

SW185 MOTSPUR PARK JUNCTION TO CHESSINGTON SOUTH

ROUTE SECTION	PASS		ECS SLIDE +
Motspur Park Junction – Chessington South	NA		P

SW190 NEW MALDEN TO SHEPPERTON

ROUTE SECTION	PASS		ECS SLIDE +
New Malden – Shepperton	NA		P

SW195 SURBITON TO HAMPTON COURT

ROUTE SECTION	PASS		ECS SLIDE +
Surbiton – Hampton Court	NA		P

SW200 HAMPTON COURT JUNCTION TO GUILDFORD (VIA COBHAM)

ROUTE SECTION	PASS		ECS SLIDE +
Hampton Court Junction – Guildford	NA		P

SW205 LEATHERHEAD TO EFFINGHAM JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Leatherhead – Effingham Junction	NA		P

SW210 CLAPHAM JUNCTION TO READING

ROUTE SECTION	PASS		ECS SLIDE +
Clapham Junction – Point Pleasant Junction	NA		P
Point Pleasant Junction – Virginia Water	NA		P
Virginia Water – Reading	NA		P

SW210A HOUNSLOW JUNCTION TO WHITTON JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Whitton Junction – Hounslow Junction	NA		P

SW210B READING SPUR JUNCTION TO READING NEW JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Reading Spur Junction – Reading New Junction	NA		P

SW225 POINT PLEASANT JUNCTION TO WIMBLEDON

ROUTE SECTION	PASS		ECS SLIDE +
Point Pleasant Junction – Wimbledon Park	NA		P

SW230 BARNES TO FELTHAM JUNCTION (VIA HOUNSLOW)

ROUTE SECTION	PASS		ECS SLIDE +
Barnes – Feltham Junction (via Hounslow)	NA		P

SW240 KEW EAST JUNCTION TO OLD KEW JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Kew East Junction – Old Kew Junction	NA		P

SW240A KEW EAST JUNCTION TO NEW KEW JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Kew East Junction – New Kew Junction	NA		P

SW245 TWICKENHAM JUNCTION TO SHACKLEGATE JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Twickenham – Shacklegate Junction	NA		P

SW245A STRAWBERRY HILL JUNCTION TO FULWELL JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Strawberry Hill Junction – Fulwell Junction	NA		P

SW250 STAINES TO WINDSOR AND ETON (RIVERSIDE)

ROUTE SECTION	PASS		ECS SLIDE +
Staines – Windsor and Eton Riverside	NA		P

SW255 VIRGINIA WATER TO WEYBRIDGE

ROUTE SECTION	PASS		ECS SLIDE +
Virginia Water – Weybridge	NA		P

SW255A ADDLESTONE JUNCTION TO BYFLEET JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Addlestone Junction – Byfleet Junction	NA		P

SW260 ASCOT TO ASH VALE JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Ascot – Ash Vale Junction	NA		P

SW265 GUILDFORD TO WOKINGHAM

ROUTE SECTION	PASS		ECS SLIDE +
Guildford – Wokingham	NA		P

SW300 GOMSHALL TO SHALFORD JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Gomshall – Shalford Junction	NA		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 timetable. Exceptions to the general rules may 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 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 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:

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

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

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

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

AB methodology may also be used to express the headway in other areas (e.g. TCB), the value “x” including the time taken to reset the route, clear the signal on entry to the section and sight the relevant signal.

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. 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. If in doubt, apply the use of the “stopping” headway.

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.

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

TIMING POINT	DOWN	UP	NOTES
London Waterloo - Clapham Junction	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW100B NINE ELMS JUNCTION TO LINFORD STREET JUNCTION

TIMING POINT	DOWN	UP	NOTES
Nine Elms Junction - Linford Street Junction	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW100C WEST LONDON JUNCTION TO LATCHMERE JUNCTION (NO 3)

TIMING POINT	DOWN	UP	NOTES
West London Junction - Latchmere Junction (No 3)	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW100D CLAPHAM JUNCTION TO LONGHEDGE JUNCTION

TIMING POINT	DOWN	UP	NOTES
Clapham Junction - Longhedge Junction	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	

SW100E CLAPHAM JUNCTION TO LATCHMERE JUNCTION (NO 2)

TIMING POINT	DOWN	UP	NOTES
Clapham Junction - Latchmere Junction (No2)	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	

SW105 CLAPHAM JUNCTION TO WEYMOUTH

TIMING POINT	DOWN	UP	NOTES
Clapham Junction – New Malden	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW105 CLAPHAM JUNCTION TO WEYMOUTH

TIMING POINT	DOWN	UP	NOTES
New Malden – Hampton Court Junction	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	Minimum Platform re-occupation times for trains travelling in the same direction on restricted aspects at Surbiton – 2 Minutes. Headway for consecutive stopping trains at Berrylands – 3 Minutes
Hampton Court Junction – Woking Junction	2 – Non-stopping 3½ - Stopping	2 – Non-stopping 3½ - Stopping	Minimum re-occupation times for trains travelling in the same direction at stations between Esher and Woking inclusive: Down Fast – 2 Minutes Down Slow – 2½ Minutes
Woking Junction – Pirbright Junction	2 – Non-stopping 3 - Stopping	3 – Non-stopping 3½ – Stopping	
Pirbright Junction - Farnborough	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	
Farnborough - Worting Junction	2 – Non-stopping 3½ – Stopping	2 – Non-stopping 3½ – Stopping	
Worting Junction – Eastleigh*	2 – Non-stopping 3½ – Stopping	2 – Non-stopping 3½ – Stopping	Following Freight in the Up direction into Eastleigh Up Loop a service can depart Southampton Airport Parkway towards the USL 1 minute after the freight has departed Eastleigh Platform 1. If the service is planned to run UFL from Southampton Airport Parkway to pass Eastleigh or go into Platform 2/3 it may be planned on standard headway values *When planning trains into Wallers Ash (Loop) or interacting trains into or out of the loop please refer to Junction Margins
Eastleigh – Redbridge	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	
Redbridge – Totton (exclusive)	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	
Totton (inclusive) – Brockenhurst	5 – Non-stopping* 5½ - Stopping	5 – Non-stopping 5½ - Stopping	* Trains may be planned 4 minutes apart at Totton if the first train does not stop at Ashurst.
Brockenhurst – Sway	4 – Non-stopping 5 – Stopping	4 – Non-stopping 5 – Stopping	
Sway – Christchurch	5 – Non-stopping 5½ - Stopping	5 – Non-stopping 5½ - Stopping	

SW105 CLAPHAM JUNCTION TO WEYMOUTH

TIMING POINT	DOWN	UP	NOTES
Christchurch – Pokesdown	4 – Non-stopping 4½ - Stopping	4 – Non-stopping 4½ - Stopping	
Pokesdown – Branksome	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	
Branksome – Poole	4 – Non-stopping 4½ - Stopping	4 – Non-stopping 4½ - Stopping	
Poole - Hamworthy (excl.)	4		
Hamworthy (inc.) to Moreton	4 – Non-stopping 5 - Stopping		Down arrivals at Moreton to be 5 minutes apart
Moreton – Poole		4 – Non-stopping 5 - Stopping	
Moreton – Dorchester South	AB+1	AB+1	SINGLE LINE. TCB timed as AB.
Dorchester South – Dorchester Junction	AB+2	AB+3*	* Based on time previous train passes/departs Dorchester South
Dorchester Junction – Upwey Signal DR189	AB+2		
Upwey Signal DR189 - Weymouth	AB+1		
Weymouth – Upwey Signal DR188		AB+1	
Upwey Signal DR188 – Dorchester Junction		AB+2	

SW105A MILLBROOK DOCK TO SOUTHAMPTON WESTERN DOCKS

TIMING POINT	DOWN	UP	NOTES
Millbrook Dock Gate – Southampton Western Docks			Movements accepted by Shunter

SW105B WORGRET JUNCTION TO SWANAGE RAILWAY NR BOUNDARY

TIMING POINT	DOWN	UP	NOTES
Worgret Junction – Swanage Railway NR Boundary	One train working		Single line.

SW105C WEYMOUTH JUNCTION TO WEYMOUTH SIGNAL DR194

TIMING POINT	DOWN	UP	NOTES
Weymouth Junction – Weymouth Signal DR194	One train working		Single line.

SW110 WOKING JUNCTION TO PORTSMOUTH HARBOUR

TIMING POINT	DOWN	UP	NOTES
Woking Junction – Guildford	2 – Non-stopping 3½ - Stopping	2 – Non-stopping 3½ - Stopping	
Guildford – Shalford Junction	3*	2	* Increase to 3½ at Guildford if both trains are taking the same route at Shalford Junction, or if the first train is from Guildford Platforms 3, 5, 6, or 8.
Shalford Junction – Petersfield	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	
Petersfield – Havant	3– Non-stopping 3 - Stopping	3 – Non-stopping 3 – Stopping	
Havant – Portcreek Junction	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	
Portcreek Junction – Portsmouth Harbour	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW115 WORTING JUNCTION TO PINHOE

TIMING POINT	DOWN	UP	NOTES
Worting Junction – Overton	5 – Non-stopping 6 – Stopping	5 – Non-stopping 6 – Stopping	
Overton – Whitchurch Signal BE451	AB+1½		TCB plan as AB.
Whitchurch Signal BE451 - Andover	AB+1		TCB plan as AB.
Andover - Whitchurch		AB+1½	TCB plan as AB. Based on time previous train passes/departs Whitchurch.
Whitchurch - Overton		AB+2½	TCB plan as AB. Based on time previous train passes/departs Overton.
Andover – Grateley	AB+1½*	AB+1	TCB plan as AB. * Based on time previous train passes/departs Grateley.
Grateley - Porton	AB+1½	AB+2½*	TCB plan as AB. * Based on time previous train passes/departs Grateley.
Porton – Laverstock North Junction	AB+2	AB+1½	TCB plan as AB.
Laverstock North Junction – Salisbury Tunnel Junction	AB+4	AB+2½	TCB plan as AB.
Salisbury Tunnel Junction – Salisbury	2½ - Non-stopping and Stopping	AB+1*	* TCB timed as AB.
Salisbury – Wilton	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	
Wilton – Tisbury Loop	AB+2	AB+2	Single line. Tokenless Block plan as AB.
Tisbury Loop – Gillingham	AB+1	AB+1	Single line. TCB plan as AB.
Gillingham – Templecombe	AB+1*	AB+1^	Single line. TCB plan as AB. * Service in the Down direction can depart Gillingham 1 minute after the previous train has departed from Templecombe. ^ Service in the Up direction cannot arrive into Templecombe until 1 minute after the previous train has arrived at Gillingham.
Templecombe – Sherborne	AB+1*	AB+1	TCB plan as AB. * Service in the Down direction can depart Templecombe 1 minute after the previous service has arrived at Sherborne that is formed of a maximum of 5 vehicles. Otherwise, it must wait until 1 minute after the service has departed Sherborne as it will be sitting foul of the overlap.
Sherborne – Yeovil Junction	AB+1*	AB+1^	TCB plan as AB. * Service in the Down direction can enter the platform at Sherborne 1 minute after the previous train has arrived at Yeovil Junction

SW115 WORTING JUNCTION TO PINHOE

TIMING POINT	DOWN	UP	NOTES
			^ Service in the Up direction can depart Yeovil Junction 1 minute after a service at Sherborne has departed.
Yeovil Junction – Crewkerne	AB+1*	AB+1	Single line. TCB plan as AB. * Service in the Down direction can depart Yeovil Junction 1 minute after the previous service departs Crewkerne
Crewkerne – Chard Junction	AB+1	AB+1*	Single line. TCB plan as AB. * Service in the Up direction can leave Chard Junction 1 minute after the previous service has departed Crewkerne
Chard Junction – Axminster East Junction	AB+1	AB+1	Single line. TCB plan as AB.
Axminster East Junction – Axminster West Junction			Passing point.
Axminster West Junction - Honiton	AB+1*	AB+1	Single line. TCB plan as AB. * Service in the Down direction can depart/pass Axminster West Junction 1 minute after the previous down service has departed Honiton
Honiton – Feniton	AB+1*	AB+2^	Single line. TCB plan as AB. * Service in Down direction can depart Honiton 1 minute after previous service has passed/departed Feniton. ^ Service in Up direction can pass/arrive into Feniton 2 minutes after the previous service has arrived into Honiton.
Feniton - Pinhoe	AB+1	AB+1	Single line. TCB plan as AB.

SW115A ANDOVER TO LUDGERSHALL MOD

TIMING POINT	DOWN	UP	NOTES
Andover – Ludgershall MOD	One train working		Single line.

SW115B LAVERSTOCK NORTH JUNCTION TO LAVERSTOCK SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Laverstock North Junction – Laverstock South Junction	7	7	Track Circuit Block Single line

SW115C YEOVIL JUNCTION TO YEOVIL PEN MILL

TIMING POINT	DOWN	UP	NOTES
Yeovil Junction - Yeovil Pen Mill	AB+2	AB+2	Single line. TCB plan as AB.

SW120 PIRBRIGHT JUNCTION TO ALTON

TIMING POINT	DOWN	UP	NOTES
Pirbright Junction – Ash Vale	2	2	
Ash Vale – Aldershot North Junction	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	
Aldershot North Junction – Aldershot	2	2	
Aldershot – Farnham Single Line Junction	4	4	
Farnham Single Line Junction - Bentley	AB+½	AB+½	Single Line. TCB plan as AB. Passing Loop at Bentley. A train may depart simultaneously with another's arrival into Bentley
Bentley – Alton	AB+½*	AB+1	Single line. TCB plan as AB. * Second train cannot arrive at Bentley Platform 1 until ½ minute after the preceding train arrives at Alton.

SW120A ALDERSHOT NORTH JUNCTION TO ALDERSHOT SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Aldershot North Junction – Aldershot South Junction	2½ - Non-stopping 2½ - Stopping	3 – Non-stopping 3½ - Stopping	

SW125 SOUTHCOTE JUNCTION TO BASINGSTOKE

TIMING POINT	DOWN	UP	NOTES
Southcote Junction – Bramley (inclusive)	3 – Non-stopping* 5½ - Stopping^	3 – Non-stopping* 5½ - Stopping	* 4 following freight ^ Exclusive of Southcote Junction.
Bramley (exclusive) – Basingstoke	4	4	

SW130 EASTLEIGH EAST JUNCTION TO ROMSEY

TIMING POINT	DOWN	UP	NOTES
Eastleigh – Eastleigh Single Line Junction	AB+2	AB+2	TCB plan as AB.
Eastleigh Single Line Junction – Romsey Single Line Junction	AB+2	AB+2	Single line. TCB plan as AB.
Romsey Single Line Junction – Romsey	AB+2	AB+2	TCB plan as AB.

SW135 EASTLEIGH WEST TO FAREHAM

TIMING POINT	DOWN	UP	NOTES
Eastleigh – Eastleigh South Junction	AB+2	AB+2	Single line. TCB plan as AB.
Eastleigh South Junction – Botley	5 – Non-stopping 5½ - Stopping	5 – Non-stopping 5½ - Stopping	
Botley – Fareham North Junction	AB+1	AB+1	Single line. TCB plan as AB.
Fareham North Junction - Fareham	6	6	

SW140 ST DENYS TO PORTCREEK JUNCTION

TIMING POINT	DOWN	UP	NOTES
St. Denys – Signal E803	AB+½		TCB plan as AB.
Signal E803 – Netley	AB+1½		TCB plan as AB.
Netley – Bursledon	AB+1		TCB plan as AB. Second train can arrive/pass Netley 1 minute after first arrives/passes Bursledon.
Bursledon – Swanwick	AB+1		TCB plan as AB. Second train can arrive/pass Bursledon 1 minute after first departs/passes Swanwick.
Swanwick – Hamble		AB+1	TCB plan as AB. Second train can depart/pass Swanwick 1 minute after first train departs/passes Hamble.
Hamble – Sholing		AB+1	TCB plan as AB. Second train can depart/pass Hamble 1 minute after first train departs/passes Sholing.
Sholing – St. Denys		AB+0	TCB plan as AB.
Swanwick – Fareham	AB+0	AB+½	TCB plan as AB.
Fareham – Cosham Junction	2½ – Non-stopping 3 - Stopping	3 – Non-stopping 3 - Stopping	
Cosham Junction – Portcreek Junction	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW140A COSHAM JUNCTION TO FARLINGTON JUNCTION

TIMING POINT	DOWN	UP	NOTES
Cosham Junction – Farlington Junction	2½ – Non-stopping 3 - Stopping	3	

SW145 NORTHAM JUNCTION TO SOUTHAMPTON EASTERN DOCKS

TIMING POINT	DOWN	UP	NOTES
Northam Junction – Southampton Eastern Docks	One train working		Single line.

SW150 REDBRIDGE JUNCTION TO SALISBURY TUNNEL JUNCTION

TIMING POINT	DOWN	UP	NOTES
Redbridge – Romsey	4 – Non-stopping 4½ - Stopping	4 – Non-stopping 4½ - Stopping	
Romsey – Salisbury Tunnel Junction	6 – Non-stopping 6½ - Stopping	6 – Non-stopping 6½ - Stopping	

SW155 TOTTON FAWLEY LOOPS TO FAWLEY

TIMING POINT	DOWN	UP	NOTES
Totton Fawley Loops – Marchwood	AB+2	AB+2	Single Line
Marchwood – Fawley	One train working		Single line. No Signaller Token Working.

SW160 BROCKENHURST TO LYMINGTON PIER

TIMING POINT	DOWN	UP	NOTES
Brockenhurst – Lymington Pier	One train working		Single line.

SW165 HAMWORTHY JUNCTION TO HAMWORTHY GOODS

TIMING POINT	DOWN	UP	NOTES
Hamworthy – Hamworthy Goods	One train working		Single line.

SW170 WARMINSTER TO WILTON JUNCTION

TIMING POINT	DOWN	UP	NOTES
Wilton Junction – Wishford	AB+2	AB+2	TCB plan as AB.
Wishford – Wylie AHB	AB+½	AB+1½	TCB plan as AB.
Wylie AHB – Upton Lovell AHB	AB+1½	AB+1½	TCB plan as AB.
Warminster Signal W308 – Upton Lovell AHB	AB+1½		TCB plan as AB.
Upton Lovell AHB – Warminster Signal W301		AB+1	TCB plan as AB.

SW170A WILTON JUNCTION G.S.P. TO QUIDHAMPTON SIDINGS

TIMING POINT	DOWN	UP	NOTES
Wilton Junction G.S.P. – Quidhampton Sidings	One train working		

SW175 CASTLE CARY JUNCTION TO DORCHESTER JUNCTION

TIMING POINT	DOWN	UP	NOTES
Castle Cary – Yeovil Pen Mill	AB+0	AB+1	Single line. TCB plan as AB.
Yeovil Pen Mill – Maiden Newton	AB+4	AB+3	Single line. Key token working.
Maiden Newton – Dorchester West	AB+2	AB+2	Single line. Tokenless Block plan as AB.
Dorchester West – Dorchester Junction	AB+2	AB+2	Single line. TCB plan as AB.

SW180 RAYNES PARK TO LEATHERHEAD

TIMING POINT	DOWN	UP	NOTES
Raynes Park – Motspur Park	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	
Motspur Park – Epsom	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	
Epsom – Leatherhead*	2 – Non-stopping 3½ - Stopping	2 – Non-stopping 3½ - Stopping	*Changes in this section to be consulted in tandem with the SO680 on the Sussex route.

SW185 MOTSPUR PARK JUNCTION TO CHESSINGTON SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Motspur Park Junction – Chessington South	5 – Non-stopping 5½ - Stopping	5 – Non-stopping 5½ - Stopping	

SW190 NEW MALDEN TO SHEPPERTON

TIMING POINT	DOWN	UP	NOTES
New Malden – Fulwell Junction	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	
Fulwell Junction – Hampton	4 – Non-stopping 4½ - Stopping	4 – Non-stopping 4½ - Stopping	
Hampton – Shepperton	5 – Non-stopping 5½ - Stopping	5 – Non-stopping 5½ - Stopping	

SW195 SURBITON TO HAMPTON COURT

TIMING POINT	DOWN	UP	NOTES
Surbiton – Hampton Court	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	

SW200 HAMPTON COURT JUNCTION TO GUILDFORD (VIA COBHAM)

TIMING POINT	DOWN	UP	NOTES
Hampton Court Junction – Effingham Junction	2 – Non-stopping 3½ - Stopping	2 – Non-stopping 3½ - Stopping	
Effingham Junction – Guildford	3 – Non-stopping 4 – Stopping	3 – Non-stopping 4 – Stopping	

SW205 LEATHERHEAD TO EFFINGHAM JUNCTION

TIMING POINT	DOWN	UP	NOTES
Leatherhead – Effingham Junction	4 – Non-stopping 4½ - Stopping	4 – Non-stopping 4½ - Stopping	

SW210 CLAPHAM JUNCTION TO READING

TIMING POINT	DOWN	UP	NOTES
Clapham Junction – Feltham Junction (via Richmond)	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	
Feltham Junction – Ascot	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	
Ascot – Bracknell	4 – Non-stopping 4½ - Stopping	4 – Non-stopping 4½ - Stopping	
Bracknell – Reading	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	

SW210A HOUNSLOW JUNCTION TO WHITTON JUNCTION

TIMING POINT	DOWN	UP	NOTES
Hounslow Junction – Whitton Junction	AB+2	AB+2	TCB plan as AB.

SW210B READING SPUR JUNCTION TO READING NEW JUNCTION

TIMING POINT	DOWN	UP	NOTES
Reading Spur Junction – Reading New Junction	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	

SW210C READING SOUTHERN JUNCTION TO READING (VIA DIVE UNDER)

TIMING POINT	DOWN	UP	NOTES
Reading Southern Junction – Reading	AB+2	AB+2	Single line. TCB plan as AB.

SW225 POINT PLEASANT JUNCTION TO WIMBLEDON

TIMING POINT	DOWN	UP	NOTES
Point Pleasant Junction – Wimbledon	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW230 BARNES TO FELTHAM JUNCTION (VIA HOUNSLOW)

TIMING POINT	DOWN	UP	NOTES
Barnes – Feltham Junction	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW240 KEW EAST JUNCTION TO OLD KEW JUNCTION

TIMING POINT	DOWN	UP	NOTES
Kew East Junction – Old Kew Junction	AB+2½	AB+2	TCB plan as AB.

SW240A KEW EAST JUNCTION TO NEW KEW JUNCTION

TIMING POINT	DOWN	UP	NOTES
Kew East Junction – New Kew Junction	AB+3	AB+2½	TCB plan as AB.

SW245 TWICKENHAM JUNCTION TO SHACKLEGATE JUNCTION

TIMING POINT	DOWN	UP	NOTES
Twickenham – Shacklegate Junction	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW245A STRAWBERRY HILL JUNCTION TO FULWELL JUNCTION

TIMING POINT	DOWN	UP	NOTES
Strawberry Hill Junction – Fulwell Junction	2 – Non-stopping 2½ - Stopping	2 – Non-stopping 2½ - Stopping	

SW250 STAINES TO WINDSOR AND ETON RIVERSIDE

TIMING POINT	DOWN	UP	NOTES
Staines – Wraysbury	AB+1*		TCB plan as AB. * Based on time previous train passes/departs Wraysbury.
Wraysbury – Datchet	AB+1½*		TCB plan as AB. * Based on time previous train passes/departs Datchet.
Datchet – Windsor & Eton Riverside	AB+1		TCB plan as AB.
Windsor & Eton Riverside – Datchet		AB+1	TCB plan as AB.
Datchet - Sunnymeads		AB+3*	TCB plan as AB. * Second train can arrive/pass Datchet 3 minutes after preceding train passes/departs Sunnymeads.
Sunnymeads – Staines Signal BEF2608		AB+1½	TCB plan as AB.
Staines Signal BEF2608 - Staines		3 – Non-stopping 3½ - Stopping	

SW255 VIRGINIA WATER TO WEYBRIDGE

TIMING POINT	DOWN	UP	NOTES
Virginia Water – Chertsey	4 – Non-stopping 4½ - Stopping	4 – Non-stopping 4½ - Stopping	

SW255 VIRGINIA WATER TO WEYBRIDGE

TIMING POINT	DOWN	UP	NOTES
Chertsey – Addlestone Junction	2½ - Non-stopping 4½ - Stopping	2½ - Non-stopping 4½ - Stopping	
Addlestone Junction – Weybridge	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	

SW255A ADDLESTONE JUNCTION TO BYFLEET JUNCTION

TIMING POINT	DOWN	UP	NOTES
Addlestone Junction – Byfleet Junction	3 – Non-stopping 3½ - Stopping	3 – Non-stopping 3½ - Stopping	

SW260 ASCOT TO ASH VALE JUNCTION

TIMING POINT	DOWN	UP	NOTES
Ascot – Bagshot	5½	AB+1	TCB plan as AB.
Bagshot – Camberley	AB+2	AB+2*	TCB plan as AB. * Based on time previous train passes/departs Bagshot.
Camberley – Frimley	AB+1	AB+2*	TCB plan as AB. * Based on time previous train passes/departs Camberley.
Frimley – Frimley Junction	AB+1	AB+2*	TCB plan as AB. * Based on time previous train passes/departs Frimley.
Frimley Junction – Ash Vale Junction	5 – Non-stopping 5½ - Stopping	5 – Non-stopping 5½ - Stopping	TCB Single Line

SW265 GUILDFORD TO WOKINGHAM

TIMING POINT	DOWN	UP	NOTES
Guildford – North Camp	2½ - Non-stopping 3½ - Stopping	2½ - Non-stopping 3½ - Stopping	
North Camp – Blackwater	AB+½		TCB plan as AB.
Blackwater – Blackwater Signal BEF2979	AB+2½*		TCB plan as AB. * Second train cannot arrive at Blackwater until 2½ minutes after the preceding train passes Signal BEF2979.
Blackwater Signal BEF2979 – Wokingham	AB+1		TCB plan as AB.

SW265 GUILDFORD TO WOKINGHAM

TIMING POINT	DOWN	UP	NOTES
Wokingham – Sandhurst Signal BEF2982		AB+1*	TCB plan as AB. * A train may depart Wokingham to Signal BEF2994 before the preceding train has cleared the section to BEF2982. A train may depart BEF2994 signal 1 minute after the previous train passes BEF2982.
Signal BEF2982 – Blackwater Signal BEF2978		AB+2	TCB plan as AB.
Blackwater Signal BEF2978 – North Camp		AB+2	TCB plan as AB.

SW300 GOMSHALL TO SHALFORD JUNCTION

TIMING POINT	DOWN	UP	NOTES
Gomshall – Chilworth (exclusive)	3 – Non-stopping 4½ - Stopping		
Chilworth (inclusive) – Shalford (exclusive)	3 – Non-stopping 4½ - Stopping		
Shalford (inclusive) – Shalford Junction	3 – Non-stopping 3½ - Stopping		
Shalford Junction - Shalford		3 – Non-stopping 3½ - Stopping	
Shalford – Chilworth (exclusive)		3 – Non-stopping 4 - Stopping	
Chilworth (inclusive) - Gomshall		3½ - Non-stopping 4 - Stopping	

5.2.2 General Capacity Constraints

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

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:

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION			
LINE/LOCATION	SECTION	CRITICAL TIMES SX	REMARKS
Clapham Junction	Latchmere/Ludgate Lines	07.00 – 09.00 16.30 – 18.30	From Ludgate Line /Latchmere Reversible to Down Windsor Lines (Plats 5/6)/Clapham Yard
London Waterloo and Woking	It is intended to restrict usage to 90% of capacity	06.00 – 21.00 EWD	In peak periods no more than 25 non stop trains per hour will be permitted on the fast Lines

SW100C WEST LONDON JUNCTION TO LATCHMERE JUNCTION (NO 3)			
LINE/LOCATION	SECTION	CRITICAL TIMES SX	REMARKS
North Pole Junction and Latchmere Junction (No 3)	No more than 13 paths per hour in each direction	All day	Stopping services are likely to absorb more than one path

SW100D CLAPHAM JUNCTION TO LONGHEDGE JUNCTION

LINE/LOCATION	SECTION	CRITICAL TIMES SX	REMARKS
Clapham Junction	Ludgate Junction	07.00 – 09.00 16.30 – 18.30	From Ludgate Line /Latchmere Reversible to Down Windsor Lines (Plats 5/6)/Clapham Yard

SW100E CLAPHAM JUNCTION TO LATCHMERE JUNCTION (NO 2)

LINE/LOCATION	SECTION	CRITICAL TIMES SX	REMARKS
Clapham Junction	Latchmere Junction (No 2)	07.00 – 09.00 16.30 – 18.30	From Ludgate Line /Latchmere Reversible to Down Windsor Lines (Plats 5/6)/Clapham Yard
North Pole Junction and Latchmere Junction (No 3)	No more than 13 paths per hour in each direction	All day	Stopping services are likely to absorb more than one path

SW105 CLAPHAM JUNCTION TO WEYMOUTH

LINE/LOCATION	SECTION	CRITICAL TIMES SX	REMARKS
Basingstoke	Southcote Junction	06.00 – 09.00 16.30 – 19.30	Southbound from Reading direction.
Eastleigh	Platforms 2 and 3	06.00 – 08.00 17.15 – 19.45	Additional moves to/from the Depot and Yard will be subject to negotiation between the bidding operator and Network Rail.
London Waterloo and Woking	It is intended to restrict usage to 90% of capacity	06.00 – 21.00 EWD	In peak periods no more than 25 non stop trains per hour will be permitted on the fast Lines

SW125 SOUTHCOTE JUNCTION TO BASINGSTOKE

LINE/LOCATION	SECTION	CRITICAL TIMES SX	REMARKS
Basingstoke	Southcote Junction	06.00 – 09.00 16.30 – 19.30	Southbound from Reading direction.

SW130 EASTLEIGH EAST JUNCTION TO ROMSEY

LINE/LOCATION	SECTION	CRITICAL TIMES SX	REMARKS
Eastleigh	Platforms 2 and 3	06.00 – 08.00 17.15 – 19.45	Additional moves to/from the Depot and Yard will be subject to negotiation between the bidding operator and Network Rail.

SW135 EASTLEIGH WEST JUNCTION TO FAREHAM

LINE/LOCATION	SECTION	CRITICAL TIMES SX	REMARKS
Eastleigh	Platforms 2 and 3	06.00 – 08.00 17.15 – 19.45	Additional moves to/from the Depot and Yard will be subject to negotiation between the bidding operator and Network Rail.

NOTE - Two line railway timetables on Sundays are detailed in the Engineering Access Statement document for the relevant parts of the region

5.3 Junction Margins and Station Planning Rules

The definition for Junction Margins and Station Planning Rules is listed in Section 1.6 - 1.10 of the National TPRs.

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

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

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 planners.

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

STANDARD VALUES – MINIMUM	
Attachment of Locomotives/Units	
Class 150 DMU	5
Class 153 DMU	5
Class 158 DMU	2
Class 158 DMU (GWR Services)	5
Class 159 DMU	2
Class 165/166 DMU	4
Class 22x DEMU	7
Class 377 EMU	4
Class 387 EMU	4
Class 444 EMU	4
Class 450 EMU	4
Class 455 EMU	2
Class 458 EMU	5
Class 701 EMU	4
Connectional Allowance	
5 minutes	
Detachment of Locomotives/Units:	
Class 150 DMU	4
Class 153 DMU	4
Class 158 DMU	2
Class 158 DMU (GWR Services)	4
Class 159 DMU	2
Class 165/166 DMU	4
Class 22x DEMU	7
Class 377 EMU	4
Class 387 EMU	4
Class 444 EMU	4
Class 450 EMU	4
Class 455 EMU	2
Class 458 EMU	5
Class 701 EMU	4
Dwell Time*	
* 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 Amended Timetable Manager.	

Class 15x DMU	½											
Class 165/166 DMU	½											
Class 22x DEMU	1½											
Class 377 EMU	½											
Class 387 EMU	½											
Class 444/450 EMU	½ \$											
Class 455 EMU	½											
Class 458 EMU	1											
Class 701 EMU	½											
Class 80X	1½											
Loco Hauled	1											
Trains terminating and then running ECS in the same direction (except SWR services)	1*											
Trains terminating and then running ECS in the same direction (SWR services)	2 (1-6 cars)* 4 (7-12 cars)*											
\$ An actual minimum dwell time of 45 seconds is required at all station stops. As timetable systems can only use multiples of 30 seconds, every second station stop must have a dwell time of at least 1 minute input into the system.												
* By exception, allowances for trains terminating and then running ECS in the same direction may be reduced after discussion and agreement between the operator and Network Rail.												
Locomotive Change	10											
Locomotive Runaround	10											
Junction Margins												
First Movement	Second Movement	Margin										
Between all conflicting moves, except as below		3										
Arrival or pass	Conflicting departure (opposite direction)	1										
Platform Reoccupation												
Platform reoccupation in the same direction is equal to the stopping headway minus 30 seconds except where stated otherwise.												
Minimum Turnround – Passenger Stock												
Stock	1 Car	2 Car	3 Car	4 Car	5 Car	6 Car	7 Car	8 Car	9 Car	10 Car	11 Car	12 Car
Class 150 DMU		3	3	4	4	4						
Class 153 DMU	3	3	4	4								
Class 158 DMU (GWR)		3	3	4	4	4						
Class 158/159 DMU (SWR)		3	4	5	5	5	6	6	6	7		
Class 165/166 DMU (GWR)		3	3	4	4	4	5	5				
Class 22x DEMU				10	10			10	10	10		
Class 377 EMU			4	4	4	4	5	5	5	6	6	6
Class 378 EMU					6#							
Class 387 EMU				4				5				6
Class 444 EMU					6				7	7		
Class 450 EMU				5				6	7			7
Class 455 EMU				6				7				8
Class 458 EMU				6	6			7		7		
Class 701 EMU					6					7		
Class 710 EMU				5	6#							

5 minutes turnaround when forming an ECS.

CrossCountry 22x Train Preparation Allowances – minimum platform standing allowance between ECS arrival from depot and passenger train departure

1 x 22X	15
2 x 22X	20

By exception, allowances for 'Train Preparation' (above) may be reduced after discussion and agreement between CrossCountry and Network Rail

CrossCountry 22x Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ECS departure to depot

1 x 22x departing in same direction as arrival	8
1 x 22x departing in reverse direction to arrival	10
2 x 22x departing in same direction as arrival	15
2 x 22x departing in reverse direction to arrival	20

Reversal

Class 22x	5
2 x Class 22x	6

Minimum Allowance for Freight Movements

Reversal before/after propelling movement	2
Crew change	2*
Light engine reverse	2
Runaround in stations	20*
Runaround in yards or depots	20

* For all New or Changed paths, with Existing paths being actively looked at and changed wherever possible.

Generic Rolling Stock Classes

Train Class	ITPS Timing Load
Class 171 (Southern services)	Class 170
Class 375 and 377	Class 375

Adjustments to Sectional Running Times

Movements	Reason	Value
Approaching All Loops, Crossovers and Occupied Platforms	Approach Control	{½}
Terminating trains arriving on half minutes in final timing link (with the exception of ARL services)	Station working	{½}

For route divergence allowance see Station Entries.

All allowances mentioned in the exceptions should be included in train times when approaching the listed timing point unless otherwise noted.

Trains originating on whole minutes

CrossCountry* and Freight^ schedules must depart from origin on a whole minute. (This is due to IT systems requirements - *Integrale, ^TOPS).

Permissive Working

Where attaching/detaching and Platform sharing is permitted, only class 1, 2, 3 ECS, 5 and 0 trains are allowed to undertake permissive working. See Rule Book

Engineering Works

DOWN trains, plus UP trains not running to Waterloo are to be advertised 3 minutes later arrival if they have:-

- been subjected to Single Line Working
- operated as connecting services out of bus services
- been diverted via alternative routes

- operated through normally four line sections that have been reduced to two lines
- stopped additionally en route (which must be properly allowed for in the retiming)

Signal box allowance

A margin of 5 minutes between trains (should be allowed) when entering a block section where a box is either opening or closing

Light Engine Movements

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

THE FOLLOWING INFORMATION SHOWS THE EXCEPTIONS TO THESE STANDARD VALUES

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

London Waterloo

Berthing Facilities

	Cars
South Siding	10

Connectional Allowances

All Services	15
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Engineering Works

UP trains to Waterloo are to be advertised 3 minutes later arrival if they have:-

- Been subjected to Single Line Working.
- Operated as connecting services out of bus services.
- Been diverted via alternative routes.
- Operated through normally four line sections that have been reduced to two lines.
- Stopped additionally en route (which must be properly allowed for in re-timings).

Junction Margins

First Movement	Second Movement	Margin
Any departure	Conflicting arrival at Platform 1	4
Any departure	Conflicting arrival at Platforms 2-15	3½
Any departure	Conflicting arrival at Platforms 16-24	4
Any arrival	Departure crossing behind	1

Trains are permitted to arrive and depart on the ½ minute subject to also complying with the junction margins above

Permissive Working

Permissive working should be avoided wherever possible but a service may be Platformed on top of another provided at least six minutes exists between departures where both trains are departing in passenger service. This is to enable the second train to be advertised after the first has departed, and to allow sufficient time for boarding.

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

Platforms 1-24	Attaching/Detaching and Platform Sharing permitted in all platforms except where otherwise noted in the table below
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Plat	Operational Platform Length in Metres ‡	Class 158 46.50 Class 159 69.70	Class 444 117.85	Class 450 81.35	Class 455 80.92	Class 458/4 81.98	Class 458/5 101.84	Class 701 5-car 101.74 10-car 203.11	Coupling/ Restrictions
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‡: When top train working, 2.0 metres should be factored into the total (train) length, and when detaching 0.6m should also be factored in.

1	208.60	NP	NP	8	8	NP	10	10	Offside ramp for 4 car units
2	208.30	NP	NP	8	8	NP	10	10	Offside ramp for 4 car units
3	208.50	NP	NP	8	8	NP	10	10	Offside ramp for 4 car units

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

4	208.80	NP	NP	8	8	NP	10	10	Offside ramp for 4 car units
5	208.10	(6) 8	(6) (7) 5	(7) 8	8	NP	10	10	Offside ramp for 4 car units
6	208.70	(6) 8	(6) (7) 5	(7) 8	8	NP	10	10	Offside ramp for 5 car units
7	243.70	(5) (8) 10	(5) 10	(7) 8	8	(9) (10) 8	10	10	Offside ramp for 5 car units
8	249.10	10	10	(1) (2) 12	8	(9) (10) 8	10	10	Offside ramp for 5 car units
9	249.40	10	10	(2) (4) 12	12	(9) (10) 8	10	10	Offside ramp for 5 car units
10	251.40	10	10	12	12	(9) (10) 8	10	10	Offside ramp for 5 car units
11	246.40	10	10	(1) 12	12	(10) 8	10	10	Offside ramp for 5 car units
12	246.70	(3) 10	10	(4) 12	12	(10) 8	10	10	Offside ramp for 5 car units
13	245.00	(3) 10	10	(4) 12	12	(10) 8	10	10	Offside ramp for 5 car units
14	249.20	(3) 10	10	(4) 12	12	(10) 8	10	10	Offside ramp for 5 car units
15	249.10	(3) 10	10	(1) (2) 12	12	(10) 8	10	10	Offside ramp for 5 car units
16	254.70	(3) 10	10	12	12	(10) 8	10	10	Offside ramp for 4 car units
17	267.30	10	10	12	12	(10) (12) 8	(12) 10	10	Offside ramp for 4 car units
18	248.10	10	10	(4) 12	12	(10) (12) 8	(12) 10	10	Offside ramp for 5 car units
19	253.70	NP	10	(1) 12	12	(10) (12) 8	(12) 10	10	Offside ramp for 5 car units
20	246.00	NP	(11) NP	12	12	(10) 8	10	10	No attaching or detaching
21	246.00	NP	(11) NP	12	12	(10) 8	10	10	No attaching or detaching
22	246.00	NP	(11) NP	12	12	(10) 8	10	10	No attaching or detaching
23	246.00	NP	(11) NP	12	12	(10) 8	10	10	No attaching or detaching
24	246.00	NP	(11) NP	12	12	(10) 8	10	10	No attaching or detaching

Restrictions

(1)= No detaching or platform sharing totalling 12 car 450 stock. 12 car must depart complete owing to signal sighting.	(2)= Unable to attach to an 8 car train due to track circuit being occupied.	(3)= Severity of track curvature makes coupling of Class 158/159 difficult.	(4)= Only able to split 12 car once at a time. Three 4 car units not allowed.
(5)= No detaching or platform sharing totaling 10 car 158/159/444 stock. 10 car must depart	(6)= Class 444, 158, 159 may use the Up and Down Main Slow between Waterloo and West Crossings but stop all	(7)= Class 444/450 combinations totaling 9 cars can be accommodated.	(8)= 9 car 159 stock only able to split once at a time. Three 3 car units not allowed.

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

complete owing to signal sighting.	other movements entering or departing platforms 1-9 due to restricted passing clearance over Westminster Bridge Road.		
(9)= Class 458/4 permitted ECS only.	(10)= Permissive working with 8 car not permitted. Permissive working with 4 car only permitted in disruption when authorised by signaller.	(11)= Units currently not permitted due to dust issues. Route cleared under NRSC.	(12)= No attachments with Class 458/4 or 458/5 stock due to coupling issues.

Station Working Requirements

The following principles should be observed when compiling Platform arrangements at Waterloo. These principles are for guidance and are not factors that will determine the validity of an Operator access proposal.

It may be possible on a limited number of occasions for a departing Main Fast service to run down the Up Main Relief Line, and cross behind the arrival, or a departing Main Slow service to run Down Main Fast to West Crossings if the arrival is on the Up Main Slow. Under these circumstances, attention is drawn to the relevant junction margin value.

For amended timetable purposes, to avoid a number of re-timings, it is permissible to have a limited number of 'same arrival and departing time' workings in conflicting Platforms. Each occasion must be individually agreed with Network Rail's Amended Timetable Manager. This is not to be taken as a general exception to the normal junction margins as stated above.

Trains formed of Class 455 Units may be programmed to detach: -

- In any Platform (subject to route restrictions) provided that the jumpers are connected on the Platform side.
- In Platforms 1, 2, 3, 4, 5, 16 and 17 (which are equipped with off-side ramps) irrespective of which side the jumpers are connected

Down passenger services should not normally be retimed from Waterloo to accommodate an additional or retimed incoming service.

For further information regarding Platform availability please see the Sectional Appendix; Section 3B

Planning Restrictions

Pathing time must not be used in Up trains approaching Waterloo Platforms 20-24 (final signal is at West Crossings). N.B. It should be noted that it is not possible to stand a train at W906 signal.

When the Down Windsor is under possession in the vicinity of International Junction it is not possible for an Up train to cross from the Windsor Reversible to the Up Windsor at West Crossings, or for a Down train to cross from the Up Windsor to the Windsor Reversible at West Crossings.

Simultaneous Moves Not Permitted

Up train on Windsor Reversible weaving to Up Windsor at West Crossings	Down train on Down Windsor passing West Crossings
Up train on Windsor Reversible passing West crossings towards Platforms 14-19	Down train depart Waterloo Platforms 20-24 via Windsor Relief 1
Up train using ladder at West Crossings to cross to the Windsor Reversible	Down train depart Waterloo via Up Windsor
Down train using ladder at West Crossings to cross from the Windsor Reversible	Down train depart Waterloo via Up Windsor

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

Down train weaving from Up Main Relief to Down Windsor Fast at West Crossings	Up or Down train running straight along Up Windsor at West Crossings
Down train departing Waterloo via Down Windsor towards Down Windsor Slow (N.B. There is no restriction if train is routed towards Down Windsor Fast)	Down train departing Waterloo via Up Main Relief
Down train routed past West Crossings that has approached via Windsor Reversible (i.e. has a proceed aspect at W49)	Down train depart Waterloo via Up Windsor (towards W57)
Down train routed past West Crossings that has approached via Up Windsor (i.e. has a proceed aspect at W57)	Down train depart Waterloo via Down Windsor (towards W55)

Train Length Restrictions

Maximum standage at final signals approaching Waterloo whilst still allowing trains to be routed over West Crossings in rear (N.B. longer trains than stated below may be stood but will foul West Crossings)

Line	Maximum standage to be clear of West Crossings
UMS (Signal W2)	234 metres (10-car)
UMF (Signal W4)	176 metres (8-car 450 – however can stand a 12-car 450 and allow route for following train to Up Main Relief)
UMR (Signal W6)	150 metres (5-car 444/458/701- however can stand a 12-car 450 and allow route for following train to MFL)
UW (Signal W10)	97 metres (4-car 450/455)
RVL (Signal W8)	97 metres (4-car 450/455)
WR1 (Signal W906)	Cannot stand at this signal – route must be set into platform
WR2 (Signal W908)	5-car to be clear of International Junction, if 10-car from Up Windsor then fouls both Up Windsor and Windsor Reversible

Waterloo West Crossings

Adjustment to Sectional Running Times

Trains weaving between different running lines at Waterloo West Crossings do not require the standard $\frac{1}{2}$ as it is already included in the SRT.

Junction Margins

First Movement	Second Movement	Margin
Between all conflicting movements		2

Simultaneous Moves Not Permitted

Up train on RVL weaving to UW at West Crossings	Down train on DW passing West Crossings
Please also refer to Simultaneous Moves Not Permitted section under London Waterloo entry above	

Vauxhall

Dwell Times

All Services	1
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Junction Margins

First Movement	Second Movement	Margin
Between all movements		2

When a movement is taking place from the Down Windsor Fast or Slow Lines to the Down Windsor Line via 1778 points at Nine Elms Junction no movement is permitted beyond Signal W89 on the Down Windsor Fast Line or beyond Signal W87 on the Down Windsor Slow Line at Vauxhall.

Nine Elms Junction

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		2
Down Service crossing from the Windsor Reversible to the Down Waterloo Curve and Up Service crossing from the Up Waterloo Curve to the Windsor Reversible		3

Queenstown Road

Junction Margins

First Movement	Second Movement	Margin
Between all movements		2

Simultaneous Moves Not Permitted

Up train crossing from Up Main Fast/Up Main Slow to Platform 2	Down train arriving Platform 3
Down train from Platform 2 to Down Main Slow/Down Main Fast/Down Windsor Slow	Down train arriving Platform 3

Planning Note

Trains formed of more than 8 cars must not be planned to reverse in Platform 2, due to signal sighting issues for signals at either end of the platform.

Clapham Yard

Acceptance of Trains

	Margin
Between any two arrivals via the same entrance except as below:	5
Between consecutive arrivals from Up Main Lines	10
Between consecutive arrivals from Up Windsor Lines	10

Dispatch of Trains

	Margin
Via Up Main Fast Line	5
Via Down Main Lines	10
Via Up Windsor Lines	5
Via Down Windsor Lines	subject to two departures every 10 minutes

Electric trains entering/exiting Clapham Yard via the ladder to/from the Up Windsor Lines must be formed of at least 6 cars, owing to risk caused by gaps in the conductor rail.

Planning Note

All trains crossing from West London Junction to Clapham Junction (Windsor Side) via Clapham Yard must have a stop of at least 10 minutes at Clapham Yard to allow for the transit time through the sidings.

Clapham Junction

Adjustment to Sectional Running Times

Clapham Junction

Up services stopping in the loop (Platform 7) do not require the standard {½} as it is already included in the SRT's.

Connectional Allowances

All Services	10
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Dwell Times

Up Main Fast Services Only	1½
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All Other Services	1
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Junction Margins

First Movement	Second Movement	Margin
Between all Main Line Side movements except as below		2*
Passing Up Fast or Up Slow train	Down train depart from Clapham Yard	1½
Down Fast or Down Slow Windsor Line train	Up departure from Clapham Yard	1
Train departs Platform 1 towards Latchmere Junction	Train departs Platform 3 or 4 towards Longhedge Junction	2
Freight passes/departs Platform 3 or 4 towards Longhedge Junction	Train arrives/passes from Latchmere Junction	3
Depart Platform 2 towards Longhedge Junction	Arrive at Platform 2 from Longhedge Junction	4

* 2½ minutes Windsor Side

Simultaneous Moves Not Permitted

Up train arriving into Platform 3	Train passing/departing Platform 4 towards Up Windsor Slow/Longhedge Junction/Latchmere Junction
Up train arriving into Platform 3	Train departing Platform 2 to Up Windsor Slow/Down Latchmere Curve
Up train arriving into Platform 3	Train arriving into Platform 2 from Down Latchmere Curve/Signal W1049

Station Working Requirements

Passenger trains must not stop in Clapham Junction platform 8 except in an emergency. This is due to the curvature of the platform causing an unsafe stepping distance. Up Main Fast Line services stopping at Clapham Junction must be planned to use the Up Main Loop (Platform 7).

Limit of Shunt

Platform 7 (clear of W124)	181m
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SW100B NINE ELMS JUNCTION TO LINFORD STREET JUNCTION

Nine Elms Junction

See entry under route – SW100

SW100C WEST LONDON JUNCTION TO LATCHMERE JUNCTION (NO 3)

West London Junction

See entry under route – SW100

SW100D CLAPHAM JUNCTION TO LONGHEDGE JUNCTION

Clapham Junction

See entry under route – SW100

Longhedge Junction

See entry under route – SO250

SW100E CLAPHAM JUNCTION TO LATCHMERE JUNCTION (NO 2)

Clapham Junction

See entry under route – SW100

SW105 CLAPHAM JUNCTION TO WEYMOUTH

Clapham Junction

See entry under route – SW100

Durnsford Road Staff Halt

Junction Margins

First Movement	Second Movement	Margin
Weaving Movements		
Pass/arrive Wimbledon from Down Fast	Pass/depart Durnsford Road Staff Halt crossing from Up Fast to Up Slow	Same time
Pass/depart Durnsford Road Staff Halt crossing from Up Fast to Up Slow	Pass Wimbledon from Down Fast	3½
Pass/depart Durnsford Road Staff Halt crossing from Up Fast to Up Slow	Arrive at Wimbledon from Down Fast	4½
Depot Arrivals		
Arrive at Wimbledon Park C.S.D. from Down Fast via Durnsford Road entrance	Pass/depart Wimbledon to Up Fast	1½
Pass Wimbledon to Up Fast	Arrive at Wimbledon Park C.S.D. from Down Fast via Durnsford Road entrance	5
Depart Wimbledon to Up Fast	Arrive at Wimbledon Park C.S.D. from Down Fast via Durnsford Road entrance	5½
Depot Departures		
Pass/arrive Wimbledon from Down Fast	Depart Wimbledon Park C.S.D. to Up Slow via Durnsford Road exit	Same time
Depart Wimbledon Park C.S.D. to Up Slow via Durnsford Road exit	Pass Wimbledon from Down Fast	5
Depart Wimbledon Park C.S.D. to Up Slow via Durnsford Road exit	Arrive at Wimbledon from Down Fast	6
Pass Wimbledon to Up Fast	Depart Wimbledon Park C.S.D. via Durnsford Road exit	2
Depart Wimbledon to Up Fast	Depart Wimbledon Park C.S.D. via Durnsford Road exit	2½
Depart Wimbledon Park C.S.D. via Durnsford Road exit	Pass/depart Wimbledon to Up Fast	3½

Wimbledon Park Depot

Acceptance of Trains

	Margin
Down Putney to No.1 Reception via 710 points (East Putney)	4 *\$
Down Fast Line to Siding No.1 via 705/707 points (Durnsford Road)	12 *
Wimbledon Station to Up Siding No.1 or Up Siding No.2	4 #

* One train can be accepted via each route simultaneously but 12 minutes must then elapse before acceptance of further trains via either route.

\$ Maximum of two trains in any 12 minutes

Subject to only one train having been accepted via East Putney or Durnsford Road in the previous 12 minutes.

Dispatch of Trains

		Margin
Sliding Door trains – D.O.O and all non D.O.O. trains	From each of:- <ul style="list-style-type: none">Up Siding No.1 (Washer Road) to USL via 720 points.*Siding No.1 to UFL via 707 points.No.1 Reception to Up Putney via 714 points	10
Sliding Door trains – D.O.O and all non D.O.O. trains	Up Siding Nos.1/2 towards Wimbledon Station	5
Sliding Door trains – D.O.O and all non D.O.O. trains	Depot to Up Fast Line via 702 points	10

* A maximum of 8 cars only are allowed for these departures

Wimbledon

Adjustment to Sectional Running Times

Movement	Reason	Value
Up Slow Line trains from Motspur Park not stopping at Raynes Park	Speed Differential	{1}

Connectional Allowances

All Services	6
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Dwell Times

All Services	1
During Lawn Tennis Championships All Other Services	To allow extra stops at this station during the Lawn tennis Championship dwell times at surrounding stations may be reduced with agreement from the Business Manager. This is only permissible during the period of the event

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		2
Arrival/pass from East Putney/Wimbledon Park Depot	Conflicting Up departure	1
Depart from Up Platforms in the down direction	Up Fast or Up Slow service re-occupying the Up Platforms	4
Passing Up Slow line train	Departure from Wimbledon Park Depot to Down Fast line	1½

Simultaneous Moves Not Permitted

Wimbledon

Up train arriving Platform 6 | Train from Wimbledon Park/Wimbledon Depot to Platform 7

Station Working Requirements

All trains that stop additionally at Wimbledon (for Wimbledon Tennis Championships) are to be advertised 3 minutes later at destination.

Wimbledon West Junction

Junction Margins

First Movement	Second Movement	Margin
Up train crossing from Up Fast to Up St. Helier passes Wimbledon West Junction	Down train departs Wimbledon to Down Fast/Down Slow	1*
Up train crossing from Up Fast to Up St. Helier passes Wimbledon West Junction	Down train passes Wimbledon to Down Fast/Down Slow	2*
Down train passes/departs Wimbledon to Down Fast/Down Slow	Up train crossing from Up Fast to Up St. Helier passes Wimbledon West Junction	3

* Increase margin by ½ minute if the first movement is a freight service

Raynes Park

Adjustment to Sectional Running Times

Movement	Reason	Value
Down Slow to Platform 4	Speed Differential	{½}

Connectional Allowances

All Services	6
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New Malden

Adjustment to Sectional Running Times

Movement	Reason	Value
Down trains towards Norbiton passing New Malden	Speed Differential	{½}

Connectional Allowances

All Services	6
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Overlap Restrictions

First Movement	Second Movement	Signal	Margin
Down train arrives at Platform 4 from Down Slow	Train crosses from Down Fast to Down Slow/Down Kingston	W231	3
Train crosses from Down Fast to Down Slow/Down Kingston	Down train arrives at Platform 4 from Down Slow	W231	3

Berrylands Junction

Adjustment to Sectional Running Times

Services crossing from Up Slow to Up Fast do not require the standard {½} as it is already included in the SRT's.

Surbiton

Adjustment to Sectional Running Times

Movement	Reason	Value
Down Slow arrival at Platform 4	Approach Control	{½}
Down Slow passing Platform 4	Approach Control	{1}
Down Fast services crossing to stop at Platform 3 do not require the standard {½} as it is already included in the SRT's.		

Connectional Allowances

All Services	6
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Dwell Times

All services except as below	1
Up direction services departing between 0645 and 0915 or Down direction services arriving between 1600 and 2000 Monday to Friday	1½

Station Working Requirements

All trains that stop additionally at Surbiton (for Hampton Court Flower Show) are to be advertised 3 minutes later at destination.

Restriction

An Up train cannot depart/pass Surbiton until after the previous Up train via the same line has passed Berrylands Junction. This is because there is only one signal section between Surbiton and Berrylands Junction on both the Up Fast and Up Slow lines.

Hampton Court Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
Down trains towards Hinchley Wood passing Surbiton	Speed Differential	{1}
Up trains from Hinchley Wood passing Surbiton	Speed Differential	{1}*

* Applies approaching next timing point.

Esher

Dwell Times

Up direction services departing between 0730 and 0845 Monday to Friday	1
All Trains that stop additionally for Sandown Park Race Meetings	\$
\$ To allow extra stops at this station during Sandown Park Race Meetings dwell times at surrounding stations may be reduced with agreement from the Business Manager. This is only permissible on days of the Race Meetings	

Station Working Requirements

All trains that stop additionally at Esher (for Sandown Park races) are to be advertised 3 minutes later at destination

Walton on Thames

Dwell Times

Class 450	1
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Weybridge

Adjustment to Sectional Running Times

Movement	Reason	Value
Up trains crossing Slow Line to Fast Line	Speed Differential	{1}
Down Slow Line trains towards Addlestone Junction passing Weybridge	Speed Differential	{1}
Up Slow Line trains from Addlestone Junction passing Weybridge	Speed Differential	{½}*

* This allowance should appear in the section from Weybridge

Connectional Allowances

All Services	5
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Dwell Times

Class 450	1
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Permissive Working

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

Platform 1	Up Bay	Attaching/Detaching *
Platform 2	Up Slow	Prohibited
Platform 3	Down Slow	Prohibited

* In normal circumstances a second train is prohibited from entering this Platform if it will not attach to the first train

Byfleet and New Haw

Adjustment to Sectional Running Times

SL ONLY in the Down Direction between Byfleet and Woking for trains that have passed through Addlestone Junction. Adjustment allowances should be applied at the next timing point after Byfleet & New Haw.

Train Class	Trailing Load	Reason	Value
Class 6	801 – 1000t	TR55	{½}
	1001 – 1400t	TR70	{1}
	1401 – 2000t	TR85 – TR115	{1½}
	2001 – 2400t	TR130 +	{2}
Class 4	Under 400t	TR20	{1}
	401 – 600t	TR30	{1½}
	601 – 800t	TR40	{2}
	801 – 1400t	TR50 – TR80	{2½}
	1401 – 1600t	TR90	{3}

SL ONLY in the Up Direction between Woking and Byfleet for trains passing towards Addlestone Junction

Movement	Reason	Value
Up Freight Trains on SL travelling towards Addlestone Junction	Speed differential	{1½}

Up trains crossing from FL towards SL or Addlestone Junction do not require the standard {½} as it is already included in the SRT's.

Junction Margins

First Movement	Second Movement	Margin
Down freight from Addlestone Junction	Down Slow train from Weybridge	3

West Byfleet

Dwell Times

West Byfleet

Class 450	1*
* Services Terminating at Woking (If train has 1 minute dwell at Byfleet and New Haw it is not necessary to have a 1 minute dwell here at West Byfleet).	

Woking

Adjustment to Sectional Running Times

Movement	Reason	Value
Down arrival at Platform 1 or 2	Approach Control	{1}
Down arrival at Platform 3	Approach Control	{½}
Up trains departing Platform 4 or 5	Speed Differential	{½}*
Up trains departing Platform 3 to the Up Slow Line	Speed Differential	{½}*
Arrival at Platform 6 from Up Guildford	Approach Control	{1}

* These allowances should appear in the section from Woking

Berthing Facilities

	Cars
East End Carriage Siding	12
No. 2 Up Siding	8
No. 3 Up Siding	12
No. 5 Up Siding	12
No. 6 Up Siding	12*

* Non-gangwayed stock is not permitted to work in multiple or permissively work in Siding 6 due to limited driver access.

Dwell Times

All Services	1½
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Permissive Working

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

Woking

Platform 1	Up Slow	Attaching/Detaching
Platform 2	Up Fast	Attaching/Detaching
Platform 3	Up Bay	Attaching/Detaching
Platform 4	Down Fast	Attaching/Detaching
Platform 5	Down Slow	Attaching/Detaching
Platform 6	Down Bay	Attaching/Detaching and Platform Sharing

Note: A Down train from Platform 5 on the SL can depart the platform towards Guildford 1 minute after a down train on Platform 4 on the FL going towards Guildford has passed Woking Junction.

Platform Reoccupation

Platform	Margin
Platform 1 (Up direction)	3*
Platform 2 (Up direction)	3*
Platform 4 (Down direction)	2
Platform 5 (Down direction)	2½

* Can be reduced to 2 minutes if the second train has at least 1 minute of pathing time approaching Woking.

Overlap Restrictions

First Movement	Second Movement	Signal	Margin
Up train arrives at Platform 2	Up train departs from Platform 1 towards Up Fast	WK372	1*
Up train arrives at Platform 2	Up train passes Platform 1 towards Up Fast	WK372	3*
Up train arrives at Platform 2	Down train arrives/passes Platform 1 from Down Fast/Down Slow	WK372	4*
Up train departs/passes Platform 1 towards Up Fast	Up train arrives at Platform 2	WK372	3*
Down train arrives/passes Platform 1 from Down Fast/Down Slow	Up train arrives at Platform 2	WK372	3*
Up train arrives at Platform 6	Down train arrives at Platform 5	WK171	3
Down train arrives at Platform 5	Up train arrives at Platform 6	WK171	3
Down train arrives at Platform 5	Down train departs Platform 6	WK171	1
Down train departs from Platform 6	Down train arrives at Platform 5	WK171	3

* Movements can be made in parallel if the Up arrival at Platform 2 has {½} approaching Woking to allow for the approach control when using the reduced overlap on WK372.

Woking Up Yard Entry/Exit

Acceptance of trains	
Minimum margin between consecutive arrivals	10*
*This can be reduced to 7 minutes between two consecutive services to the electrified sidings or two consecutive services to the non-electrified sidings	
All trains entering Woking Up Yard Sidings must have a stop of at least 1 minute at Woking Up Yard Entry/Exit to allow for acceptance.	
Dispatch of trains	
Minimum margin between consecutive departures	10#
# This can be reduced to 7 minutes between two consecutive services from the electrified sidings or two consecutive services from the non-electrified sidings	
Between Arrivals and Departures	
Arrival followed by a departure/Departure followed by an arrival.	10
Junction Margins	

Woking Up Yard Entry/Exit

First Movement	Second Movement	Margin
Train departs Woking Up Yard Entry/Exit to Woking Up Yard Sidings	Pass/Depart Woking Up Yard Entry/Exit from Woking Up Reception to Woking Platform 1	3
Train departs Woking Up Yard Entry/Exit to Woking Up Yard Sidings	Up service arrives at Woking Platform 1 from Woking Junction	2
Train departs Woking Up Yard Entry/Exit to Woking Up Yard Sidings	Down service arrives at Woking Platform 1 from Down Fast or Down Slow	2

Planning note

Due to services being foul of points 2219 whilst waiting acceptance, access to Woking Platform 1 in either direction will be restricted until a service has departed Woking Up Yard Sidings Entry/Exit to Woking Up Yard Sidings. Margins should be based on a train's departure time from Woking Up Yard Entry/Exit - see junction margins above.

Due to freight services being foul of points 2224 if performing a run-around at the London End of Woking Up Reception roads, access to and from Woking Up Yard will be restricted until the service has departed.

Woking Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
Down trains which have stopped at Woking running via FL non-stop to Farnborough	Acceleration from stop	{½}*
Down train which has departed from Woking Up Yard/Down Yard Sidings	Acceleration from slower speed route	{1}*

* This allowance should appear approaching the next timing point after Woking Junction

Junction Margins

First Movement	Second Movement	Margin
Between all movements except for below		3
Down freight pass to Woking Down Yard Headshunt	Conflicting Up train passes Woking Junction from Up Guildford.	6½
Down freight pass to Woking Down Yard Headshunt	Down train passes Woking Junction to Down Guildford.	4

Overlap Restrictions

First Movement	Second Movement	Signal	Margin
Down Fast train from Woking arrives at Woking Junction/Signal WK1208	Up train passes Woking Junction from Up Guildford	WK375	3*
Up train passes Woking Junction from Up Guildford	Down train passes Woking station towards Woking Junction via Down Fast	WK375	2½*
Up train passes Woking Junction from Up Guildford	Down train departs Woking station towards Woking Junction via Down Fast	WK375	1½*

* These margins only apply when there is also a train passing Woking Junction from the Down Slow to the Down Guildford less than 3 minutes before or after the train crossing from the Up Guildford.

Brookwood London End Junction

Adjustment to Sectional Running Times

The standard {½} for changing lines is already included in the SRT's.

Brookwood

Connectional Allowances

All Services	3
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Dwell Times

Up direction services departing between 0700 and 0830 or Down direction services arriving between 1700 and 1930 Monday to Friday	1
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Pirbright Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
Down train towards Ash Vale	Speed Differential	{½}

Farnborough London End

Adjustment to Sectional Running Times

The standard {½} for changing lines is already included in the SRT's

Farnborough (Main)

Dwell Times

All Services	1
All Trains that stop additionally for the Farnborough Air Show	To allow extra stops at this station during the Farnborough Air Show dwell times at surrounding stations may be reduced with agreement from the Business Manager. This is only permissible on dates of the Air Show

Farnborough Country End

Adjustment to Sectional Running Times

The standard {½} for changing lines is already included in the SRT's

Fleet

Dwell Times

All Services	1
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Winchfield

Dwell Times

Class 450 Down services Only	1
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Basingstoke

Adjustment to Sectional Running Times

Movement	Reason	Value
Down Class 159/22x crossing from Platforms 1, 3 or 4 to Down Fast	Speed Differential	{½}*

Basingstoke				
Down Class 159/22x crossing from Platform 2 to Down Slow			Speed Differential	{½}*
Down arrival at Platform 5			Approach Control	{½}^
* Applies approaching next timing point.				
^ Does not apply to Class 16x because the SRT is based on using Platform 5.				
Up Class 22x crossing from Up Fast/Up Slow to Up Reading do not require the standard {½} as it is already included in the SRT's.				
FL & SL for down freight trains passing from Southcote Junction. Allowances should be applied at the next timing point after Basingstoke.				
Train Class	Trailing Load		Reason	Value
Class 6	0 – 1000t	Up to TR55	Speed Differential	{1}
	1001 – 2400t	TR70 – TR130	Speed Differential	{1½}
Class 4	0 – 600t	TR30	Speed Differential	{1}
	601 – 1000t	TR40 – TR50	Speed Differential	{1½}
	1001 – 1200t	TR60 – TR70	Speed Differential	{2}
	1201 – 1800t	TR80 – TR100	Speed Differential	{2½}
FL & SL in the Up Direction Adjustment to Sectional Running Times				
Movement			Reason	Value
All freight timing loads approaching Basingstoke and passing towards Southcote Junction			Speed Differential	{1½}
Berthing Facilities				
	Cars	Notes		
Barton Mill Siding No 1	12			
Barton Mill Siding No 2	12			
Barton Mill Siding No 3	12			
Barton Mill Siding No 4	12			
Up Siding East	6			
Down East End Siding No 1 (Long Valley Siding)	12	11 car lengths electrified (blocks East End Siding No 2)		
Down East End Siding No 2 (Long Valley Siding)	8	Non electrified (to permit use of run round facility)		
Down Yard	12			
Up West Siding	12			
Dwell Times				
All Services	1½			
Junction Margins				
First Movement		Second Movement		Margin

Basingstoke

Between all conflicting movements where the second train is arriving/passing except as below		4
Down departure from Platform 1 or 2 to Down Fast/Down Slow	Conflicting departure from Down Yard	2
Down arrival at Platform 5 from Down Reading	Down arrival at Platform 1 or 2 from Down Reading	4
Down freight from Down Reading towards Down Fast/Down Slow	Down arrival at same platform from Down Fast/Down Slow	3½#
Down freight from Down Reading	Conflicting Up departure	1½\$
Down freight from Down Reading/Up Reading via Platforms 3 or 4 crossing to Down Fast	Up arrival/pass from Up Fast	5½##
Up pass/depart to Up Fast or Up Slow	Conflicting Down arrival/pass from Down Reading	3
Up pass/depart to Up Fast or Up Slow	Conflicting departure from Barton Mill Sidings	2
Up freight towards Up Reading	Up arrival at same platform	3½#

4 minutes if the first movement is longer than 70 SLU/450m.

\$ 2 minutes if first movement is longer than 97 SLU/620m.

6 minutes if the first movement is longer than 97 SLU/620m.

Overlap Restrictions

First Movement	Second Movement	Signal	Margin
Down arrival at Platform 1	Down pass Platform 2 towards Down Slow/Down Yard	BE165	2
Down arrival at Platform 1	Down departure from Platform 2 towards Down Slow/Down Yard	BE165	1
Down pass/depart Platform 2 towards Down Slow/Down Yard	Down arrival at Platform 1	BE165	4
Down arrival at Platform 1	Up arrive/pass Platform 2 from Down Yard	BE165	4
Down arrive/pass Platform 1 from Down Reading/Up Reading / BE5105 / BE5106 / Barton Mill Sidings	Up arrival at Platform 2	BE414	4
Down arrive/pass Platform 3 from Down Reading/Up Reading	Up arrival at Platform 4	BE158	4
Up arrive/pass Platform 2 from Down Yard	Down arrival at Platform 1	BE165	4
Up arrival at Platform 4	Down arrive/pass Platform 3 from Down Reading/Up Reading	BE158	4
Up arrival at Platform 2	Down arrive/pass Platform 1 from Down Reading/Up Reading / BE5105 / BE5106 / Barton Mill Sidings	BE414	4
Up arrival at Platform 2	Up departure from Platform 1 towards Up Fast/Up Slow/Up Reading/Barton Mill Sidings	BE414	1
Up departure from Platform 1 towards Up Fast/Up Slow/Up Reading/Barton Mill Sidings	Up arrival at Platform 2	BE414	4
Up pass/depart Platform 3 towards Up Reading	Up arrival at Platform 4	BE158	4
Up arrival at Platform 4	Up pass Platform 3 towards Up Reading	BE158	4
Up arrival at Platform 4	Up departure from Platform 3 towards Up Reading	BE158	1

Permissive Working

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

Basingstoke

Platform 1	Down Slow	Attaching*% /Detaching
Platform 2	Down Fast	Attaching*& /Detaching
Platform 3	Up Fast	Attaching*% /Detaching
Platform 4	Up Slow	Attaching*% /Detaching and Platform Sharing
Platform 5	Up Bay	Attaching/Detaching and Platform Sharing

* The second portion is not permitted to approach from the Down Slow, Down Fast, Down Reading or Up Reading

% The second train must arrive from the same direction as the first, except where the first train is a Down arrival no longer than 8-cars, followed by an Up arrival.

& The second train must arrive from the same direction as the first, except where the first train is a Down arrival no longer than 5-cars, followed by an Up arrival.

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

Worting Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
Up Class 159/22x crossing from Up Exeter to Up Slow	Speed Differential	{½}*

* Applies approaching next timing point.

Micheldever

Limit Of Shunt

	Length Limit
Down Line clear of Platform End	12 cars

Wallers Ash

Adjustment to Sectional Running Times

Trains stopping in Wallers Ash Loops do not require the standard {½} as it is already included in the SRT's.

Junction Margins

First Movement	Second Movement	Margin
Up direction train arrives in Wallers Ash (Loop)	Up direction train passes Wallers Ash (Loop)	3½
Down direction train arrives in Wallers Ash (Loop)	Down direction train passes Wallers Ash (Loop)	3½
Up direction train passes Wallers Ash (Loop)	Up direction train departs Wallers Ash (Loop)	2
Down direction train passes Wallers Ash (Loop)	Down direction train departs Wallers Ash (Loop)	2

Winchester

Berthing Facilities

	Cars	Notes
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Winchester

Baltic Siding	12	4 cars on conductor rail. No Overnight (except in connection with engineering work terminations) or Long term berthing permitted. Required by Control as refuge for failures.
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Dwell Times

All Services	1½
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Junction Margins

First Movement	Second Movement	Margin
Down train passes/departs Platform 2	Train departs from Baltic Siding towards Platform 2	1

Restrictions

It is not possible for a down train to terminate in platform 1.

Shawford Down Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
All services crossing to Down Slow	Slow Crossover	{½}

Shawford Up Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
Up passenger trains passing from Up Slow to Up Main not stopping at Shawford	Speed Differential	{½}*

* Applies approaching next timing point

NOTE: Services on the Up Slow or Up Fast must not have more than 1 minute of pathing time between Eastleigh and Shawford Up Junction. Services requiring regulation should instead be timed with a stop at Shawford Up Junction. No pathing is to be applied between Shawford Up Junction and Shawford.

Allbrook

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
Down Fast or Down Slow Line train	Up train departing Reception Road	2

Eastleigh Signal E26

Length Restrictions

A train standing at Signal E26 on the Down Slow which exceeds 612m / 95 SLU in length (exclusive of standback allowance) will foul Allbrook Junction. Therefore, junction margins at Allbrook must be based on the train's departure time at Signal E26 if over length.

Eastleigh East Junction

Junction Margins

First Movement	Second Movement	Margin
Up departure from Eastleigh Platforms 2/3 towards Chandlers Ford	Down arrival into Eastleigh Platform 2/3 from Chandlers Ford	4
Up freight departs Eastleigh Platform 1 towards Shawford	Train departs from Eastleigh East Junction (standing at Signal E32) towards Eastleigh	2½*

* Increase to 3 minutes if first train is longer than 97 SLU/620m.

Train Length Restrictions

Maximum standage behind Signal E32 clear of 427 points	774m / 121 SLU
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Eastleigh East Yard

Acceptance and Dispatch of Trains

Minimum interval between Up arrivals from Eastleigh Station London End	10*
Minimum interval between Down arrivals from Allbrook	10*
Minimum interval between Down departures towards Eastleigh station	20*
Minimum interval between Up departures towards Allbrook exit	10*
Minimum interval between acceptance and despatch	10*

* Margins may be reduced on a train by train basis with agreement from GB Railfreight.

Planning Restriction

Any TOC/FOC/Charter Company that wish to use Eastleigh East Yard or Eastleigh Marshalling Yard, whether stabling or for operational purposes, must gain permission and agreement with the Lease Holder (currently GB Railfreight). Eastleigh East Yard and Marshalling Yard are not Network. GB Railfreight currently manage the Yard on behalf and under contract with Network Rail Route Services.

Eastleigh

Adjustment to Sectional Running Times

Movement	Reason	Value
Up passenger trains from Southampton Airport Parkway to Platforms 2 and 3	Approach Control	{½}
Up freight approaching Eastleigh via Up Fast Line and passing through platforms. (Not applicable where freight stop in the platform as the adjustment is incorporated into the SRT).	Speed Differential	{1½}
Up train passing Platforms 1, 2 or 3 towards Shawford via Up Fast not crossing at Allbrook	Speed Differential	{1½}*

Down services crossing over to stop or entering the loop to stop, and up services entering Platform 1 do not require the standard {½} as it is already included in the SRT's.

* Applies approaching next timing point.

The following additional allowances should be utilised between Eastleigh and St Denys for Down Freight trains passing through Platforms 2 and 3 at Eastleigh or passing via DFL from the Romsey Line

Eastleigh				
Train Class	Trailing Load		Reason	Value
Class 6	0 – 800t	Up to TR40	Speed Differential	{1½}
	801 – 1200t	TR55 – TR70	Speed Differential	{2}
	1201 – 1800t	TR85 – TR100	Speed Differential	{2½}
	1801 – 2400t	TR115 – TR130	Speed Differential	{3}
Class 4	0 – 400t	TR20	Speed Differential	{1½}
	401 – 600t	TR30	Speed Differential	{2} \$
	601 – 800t	TR40	Speed Differential	{2½} \$
	801 – 1200t	TR50 – TR70	Speed Differential	{3} \$
	1201 – 1600t	TR80 – TR90	Speed Differential	{3½} \$
	1601 – 1800t	TR100	Speed Differential	{4} \$
\$ Increase by 1½ if train passes/departs Eastleigh having come from Eastleigh East Yard due to time taken for rear of train to clear 5mph speed restriction within the yard.				
Berthing Facilities				
		Cars	Notes	
Eastleigh D.C.S.		8	Electrified	
Connectional Allowances				
All Services		3		
Dwell Times				
All Services except as below		1		
CrossCountry Services		1½		
Length Restrictions				
Up train stopping in Platform 1 arriving from Up FL		Foul Up Fast line if longer than 265 metres (approx. 41 SLU)		
Up train stopping in Platform 1 arriving from Up FL		Foul points E465 if longer than 462 metres (approx. 72 SLU)		
Up train stopping in Platform 1 arriving from Up SL		Foul overlap of signal E85 if longer than 351m (approx. 54 SLU)		
Up train stopping in Platform 2		Foul points E465 if longer than 453 metres (approx. 70 SLU)		
Up train stopping in Platform 2		Foul points E450/E451 if longer than 253 metres (approx. 39 SLU).		
Down train stopping in Platform 2		Foul points E438/E441 if longer than 253 metres (approx. 39 SLU).		
Up train stopping in Platform 3		Foul points E465 if longer than 397 metres (approx. 62 SLU)		
Up train stopping in Platform 3		Foul points E451/E452 if longer than 190 metres (approx. 29 SLU).		
Down train stopping in Platform 3		Foul points E440 if longer than 190 metres (approx. 29 SLU).		
Down train stopping in Platform 3		Foul points E438/E439 if longer than 253 metres (approx. 39 SLU).		
n.b. the above length limits are total train length, not including stand-back from signals Should a train be planned to stop which exceeds the length shown, junction margins must be based on the departure time of the fouling train.				
Junction Margins				
First Movement		Second Movement		Margin

Eastleigh

Between all movements except as below		3
Passenger train arrives/passes Eastleigh	Conflicting departure	1
Down or Up Main Line train	Train crossing from Romsey Line	2
Down Fast train	Up departure from Platform 2 or 3 to Up Fast Line	1
Up arrival in Platform 3	Departure towards Portsmouth from Platform 2	2
Down arrival from Eastleigh East Junction into Jubilee through siding (via points 440) or Up departure from Jubilee through siding (via points 440) to Eastleigh East Junction	Movements at the east end of Station	4
Up Train departing Platform 2/3 towards Eastleigh East Yard on Down Slow	Down arrival from Winchester into Platform 2/3 from Down Slow	9
Down freight passes/departs platform 2/3 towards St. Denys	Conflicting down train passes/arrives at Eastleigh	4*
Down freight passes/departs Platform 2/3 towards St. Denys	Up train arrives at Platform 2/3	4½*
Up freight departs Platform 1	Up train arrives or passes Platform 1	4*
Up freight departs Platform 1 towards Shawford	Train arrives or passes from Chandlers Ford	4½*
Down passenger train passes/departs Platform 2/3 towards St. Denys	Conflicting Down train departs Eastleigh East Yard towards Platform 2/3	2
Down freight passes/departs Platform 2/3 towards St. Denys	Conflicting Down train departs Eastleigh East Yard towards Platform 2/3	3*
Down train passes/departs Platform 2/3 towards Eastleigh South Junction/Eastleigh TMD/Eastleigh Works	Conflicting Down train departs Eastleigh East Yard towards Platform 2/3	2
Down train arrives at Platform 2 from Down Slow	Down train departs Eastleigh East Yard towards Platform 3	1
Down train arrives at Platform 3	Down train departs Eastleigh East Yard towards Platform 2	1
Train departs Platform 2/3 towards Up Fast/Down Salisbury	Conflicting Down train departs Eastleigh East Yard towards Platform 2/3	2
Train passes/departs Platform 2/3 towards Down Salisbury	Up train departs Platform 1 towards Shawford	2

* Increase margin by ½ minute if first train longer than 97 SLU / 620m.

Limit of Shunt

	Length Limit
Up Platform (clear of E93)	12 cars / 10 444

Permissive Working

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

Platform 1	Up Slow		Prohibited
Platform 2	Down Slow	(Both Directions)	Attaching/Detaching and Platform Sharing
Platform 3	Portsmouth Loop	(Both Directions)	Attaching/Detaching and Platform Sharing

Overlap Restrictions

Eastleigh			
First Movement	Second Movement	Signal	Margin
Down train arrives at Platform 3	Up train arrives/passes Platform 2 from Eastleigh South Junction/Eastleigh TMD/Eastleigh Works	E34	3
Down train arrives at Platform 3	Down train passes Platform 2 towards Eastleigh South Junction/Eastleigh TMD/Eastleigh Works	E34	3
Down train arrives at Platform 3	Down train departs from Platform 2 towards Eastleigh South Junction/Eastleigh TMD/Eastleigh Works	E34	1
Up train arrives/passes Platform 2 from Eastleigh South Junction/Eastleigh TMD/Eastleigh Works	Conflicting Down train arrives at Platform 3	E34	3
Up train arrives/passes Platform 2 from Eastleigh South Junction/Eastleigh TMD/Eastleigh Works	Down train departs Eastleigh East Yard towards Platform 3	E34	1
Down train departs/passes Platform 2 towards Eastleigh South Junction/Eastleigh TMD/Eastleigh Works	Down train arrives at Platform 3	E34	3
Down train departs/passes Platform 2 towards Eastleigh South Junction/Eastleigh TMD/Eastleigh Works	Down train departs Eastleigh East Yard towards Platform 3	E34	2
Down train departs/passes Platform 3 towards St. Denys	Down train arrives at Platform 2	E36	3#
Down train departs/passes Platform 3 towards St. Denys	Down train departs Eastleigh East Yard towards Platform 2	E36	2\$
Down train departs Platform 3 towards Eastleigh South Junction/Eastleigh TMD/Eastleigh Works	Down train arrives at Platform 2	E36	3*
Up train arrives/passes Platform 3 from St. Denys	Down train arrives at Platform 2	E36	3
Up train arrives at Platform 3 from St. Denys	Down train departs Eastleigh East Yard towards Platform 2	E36	1
Up train arrives at Platform 3 from Eastleigh South Junction/Eastleigh TMD/Eastleigh Works	Down train arrives at Platform 2	E36	3*
Down train arrives at Platform 2	Down train passes Platform 3 towards St. Denys	E36	3
Down train arrives at Platform 2	Down train departs Platform 3 towards St. Denys	E36	1
Down train arrives at Platform 2	Down train departs Platform 3 towards Eastleigh South Junction/Eastleigh TMD/Eastleigh Works	E36	1*
Down train arrives at Platform 2	Up train arrives/passes Platform 3 from St. Denys	E36	3
Down train arrives at Platform 2	Up train arrives at Platform 3 from Eastleigh South Junction/Eastleigh TMD/Eastleigh Works	E36	3*
Up train arrives at Platform 2	Down train arrives/passes Platform 3 from Down Fast/Chandlers Ford	E99	3
Up train arrives at Platform 2	Up train passes Platform 3 towards Up Fast/Chandlers Ford	E99	3
Up train arrives at Platform 2	Up train departs Platform 3 towards Up Fast/Chandlers Ford	E99	1
Down train arrives/passes Platform 3 from Down Fast/Chandlers Ford	Up train arrives at Platform 2	E99	3

Eastleigh

Up train passes/departs Platform 3 towards Up Fast/Chandlers Ford	Up train arrives at Platform 2	E99	2
<p># Increase to 4 minutes if first train freight up to 97 SLU / 620m; increase to 4½ minutes if first train is freight longer than 97 SLU / 620m.</p> <p>\$ Increase to 3 minutes if first train is freight up to 97 SLU / 620m; increase to 3½ minutes if first train is freight longer than 97 SLU / 620m.</p> <p>* Movements can be made in parallel unless there is also a train passing on the Down Fast less than 3 minutes before or after the Down arrival at Platform 2.</p>			

Eastleigh Depot Ent/Ext Signal

Junction Margins

First Movement	Second Movement	Margin
Between all movements		1

Eastleigh T&R.S.M.D

Acceptance of Trains

Minimum margin	10*
* Applies to trains arriving via the same route	
<p>Margin between consecutive arrivals of CrossCountry class 22x via the Depot Exit Road may be reduced as follows:</p> <ul style="list-style-type: none"> If the first train is formed of 5 cars or less the margin can be reduced to 5-minutes. If the first train is formed of more than 5 cars the margin is 10-minutes. <p>A 10-minute margin is to be applied between consecutive arrivals via Eastleigh South Junction.</p>	
Despatch of Trains	
Minimum margin	10*
* Applies to trains departing via the same route	

Eastleigh Jubilee Sidings

Station Working Requirements

Access is only available by use of a 'Shunters Release' which enables Eastleigh Signalling Centre to set the route.

Eastleigh Up Loop

Freight Restrictions

Pathing Allowance time of no more than 1 minute should be shown for Freight trains using the Up Loop; otherwise a stop should be shown at signal E85.

Standage at E85 signal is 519m (approx. 81 SLU) clear of the overlap to E337 signal, or 1053m (approx. 164 SLU) clear of 466 points.

Standage at E337 signal is 354m (approx. 55 SLU) clear of 466 points.

Freight may depart E85 signal 1 minute after the previous Passenger service has departed Eastleigh platform 1.

N.b. the above length limits are total train length, not including stand-back from signals.

Southampton Airport Parkway

Adjustment to Sectional Running Times

Movements	Reason	Value
Up non-stop trains towards Eastleigh Up Loop via Up SL *	Speed Differential	{½}

*to be shown approaching Southampton Airport Parkway

Dwell Times

All Services except as shown below	1
All SWR services departing between 0600 and 0845 or departing between 1600 and 1900 Monday to Friday except where formed of Class 158/159 no longer than 3 cars	1½
CrossCountry Services	1½

Note:

For a Freight Standing at Signal E85 in Eastleigh Up Loop a following Passenger/Freight service would not be able to depart/Pass Southampton Airport Parkway onto the Up SL until 1 minute after the Freight had departed Eastleigh platform 1.

A Passenger Service could depart Southampton Airport Parkway onto the SL 1 minute after a passenger unit standing at Signal E85 in Eastleigh Up Loop had departed the Signal.

St. Denys

Adjustment to Sectional Running Times

Movements	Reason	Value
Down freight trains from Eastleigh direction routed SL	Approach control	{1½}
Down passenger trains from Eastleigh direction routed SL	Approach control	{1}
Up trains towards Fareham except for Class 377/387	Speed differential	{½}
Down trains (except for Class 22x/377/387) crossing from Up Netley to the Down Fast not stopping at St. Denys	Speed differential	{1}*^
Down Class 22x crossing from Up Netley to the Down Fast not stopping at St. Denys	Speed differential	{½}*

* Applies approaching next timing point.

^ Does not apply to Class 377/387 because the SRT is based on crossing from the Up Netley

Dwell Times

Class 450 all services to/from Fareham	1
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Length Restrictions

Trains exceeding the following lengths will foul Mount Pleasant LC: Up Fast line (E704 signal): 491m Up Slow line (E706 signal): 492m (but foul of access to Bevois Park Nos.1 and 2 Receptions) Up Slow line (E706 signal): 405m (clear of access to Bevois Park Nos.1 and 2 Receptions)
The above figures represent total length from signal to block joint. Signal standback allowance is not included – stand-back from signals must be deducted from these values.
Pathing and dwell times must not exceed 2 minutes unless the train concerned is shorter than the above length limits.

St. Denys				
Junction Margins				
First Movement		Second Movement	Margin	
Down Fast to Down Slow line Non-Stop Freight train		Down Fast line Non-Stop Passenger train	4	
Train passes/departs Platform 2 to Down Fast		Train arrives/passes Platform 3 from Up Fast/Up Slow	2	
Overlap Restrictions				
First Movement		Second Movement	Signal	Margin
Train passes/departs Platform 4 to Down Fast/Up Fast LOS/Southampton Up Yard		Train arrives at Platform 2 from Eastleigh	E705	3
Train arrives at Platform 2 from Eastleigh		Train passes Platform 4 to Down Fast/Up Fast LOS/Southampton Up Yard	E705	3
Train arrives at Platform 2 from Eastleigh		Train departs Platform 4 to Down Fast/Up Fast LOS/Southampton Up Yard	E705	1
Train arrives at Platform 2 from Eastleigh		Train arrives/passes Platform 3 from Up Fast/Up Slow/Southampton Up Yard	E705	2
Train arrives/passes Platform 3 from Up Fast/Up Slow/Southampton Up Yard/Signal E904		Train arrives at Platform 2 from Eastleigh	E705	2
Limit of Shunt				
		Length Limit		
Platform 4 (clear of E703)	167 yards	4 cars/5 444		
Up Fast Line (clear of E704)		12 cars/10 444		
Note for Up Trains Calling in Platform 1:				
Up trains formed of 8 or more vehicles calling in St. Denys platform 1 should, where possible, be routed via the Up Slow between Northam Junction and St. Denys. An 8-car train routed via the Up Fast standing in St. Denys platform 1 will foul 493A points at St. Denys Junction, preventing a following movement towards the Down Netley until after the first train has departed platform 1.				
A 10-car train via the Up Slow calling in St. Denys platform 1 will stand foul of 495A points, preventing a following movement from the Up Slow towards the Down Netley; however access to the Down Netley will be available via the Up Fast.				

Northam Junction
Adjustment to Sectional Running Times
Up trains crossing to the Up Slow and Down trains crossing towards Southampton Eastern Docks do not require the standard $\{\frac{1}{2}\}$ as it is already included in the SRT's.
Length and Pathing Restrictions
Trains exceeding the following lengths will foul Mount Pleasant LC: Down Slow line (E711 signal): 306m (but foul of access to Northam Nos.1 and 2 Receptions) Down Slow line (E711 signal): 258m (clear of access to Northam Nos.1 and 2 Receptions) Down Fast line (E713 signal): 238m (can be 306m but E705 signal at St Denys becomes approach controlled)
The above figures represent total length from signal to block joint. Signal standback allowance is not included – stand-back from signals must be deducted from these values.
Pathing and dwell times must not exceed 2 minutes unless the train concerned is shorter than the above length limits.
Junction Margins

Northam Junction		
First Movement	Second Movement	Margin
Between all movements		2
Down freight towards Southampton Central	Up train passes from Eastern Docks	3#
Down train passes towards Southampton Central	Departure from Signal E842 towards Northam Junction	1\$
Down train from Southampton Up Yard towards Depot Arrival/Departure Line or Eastern Docks	Conflicting Down or Up train	3
Up ECS from Signal E842/Down Main crossing to Up Fast/Up Slow/Northam Depot No. 1 Reception	Conflicting Down train	3
Up train from Signal E842 towards Southampton Up Yard	Conflicting Down train	3½
Up freight crossing from Eastern Docks/Down Main to Up Slow/Up Fast	Conflicting Down train	3½
Up freight crossing from Eastern Docks to Up Slow	Up train passing to Up Fast	4
# Increase to 3½ minutes if first train is longer than 84 SLU / 540m.		
\$ Increase to 2 minutes if the first movement is longer than 39 SLU / 250m.		
Length Restriction		
The maximum standage behind E840 signal clear of Chapel Road Level Crossing is 87 SLU / 560m. Longer trains from Eastern Docks booked to stop at Northam Junction will instead need to stop behind E838 signal to clear the level crossing – this will block 580A points, preventing any movements between Northam Junction and the Depot Arrival/Departure Line (Signal E842).		

Northam Depot	
Acceptance and Dispatch of Trains	
Minimum interval between two departures, two arrivals, or departure following arrival	15
Minimum interval between arrival following departure	5
Trains reversing at E842 Signal	
Minimum reversal time at E842 signal	Standard turnaround plus 2 minutes

Southampton Central		
Adjustment to Sectional Running Times		
Down trains approaching Southampton do not require the standard {½} for crossing over at the London end crossovers as it is already included in the SRT's.		
Movements	Reason	Value
Down trains crossing from Platforms 1,2 or 3 to Down Fast	Speed differential	{½}*
Down trains crossing from Platforms 1, 2 or 4 to Down Slow	Speed differential	{½}*
* Applies approaching next timing point.		
Connectional Allowances		

Southampton Central			
All Services except as below		5	
SWR Services		4	
Dwell Times			
All Services		2	
Junction Margins			
First Movement		Second Movement	Margin
Between all movements except as below			3
Up freight crossing to Up Main at London end of Southampton Central		Conflicting Down Arrival	4^
Up freight crossing from Down Fast/Down Loop at country end of Southampton Central		Conflicting Up Arrival	4
Up Freight crossing from Down Fast/Down Loop		Up train arriving into same platform	4½ ^
Up Freight from Down Fast or Down Loop passes Southampton towards Northam Junction		Up departure towards Northam Junction	4½ \$
Down Freight passing Platform 4 towards Down Loop		Down Arrival into Platform 4	4
Train passes/departs to Down Loop		Up train arrives/passes Southampton Central from Millbrook via Down Fast	6
Down Freight to Millbrook FLT via Up Fast from Platforms 2-4		Up train arrives/passes from Up Slow	6
Down train passes/departs Southampton Central		Conflicting Up train departs Down Loop towards Southampton Central	2
Train arrives/passes Southampton Central		Departures crossing behind	1*
* 2 minutes if the first movement is a freight service \$ 3 minutes if the second train has {1½} approaching Northam Junction. ^ Increase margin by ½ minute if first train longer than 97 SLU / 620m.			
Permissive Working			
Attaching/Detaching and Platform Sharing is authorised as shown below -			
Platform 1	Up Fast	(Both directions)	Attaching/Detaching
Platform 2	Up Slow	(Both directions)	Attaching/Detaching and Platform Sharing *
Platform 3	Down Slow	(Both directions)	Attaching/Detaching and Platform Sharing *
Platform 4	Down Fast	(Both directions)	Attaching/Detaching
* A second train must arrive in an occupied Platform before the first train is allowed to depart			
Simultaneous moves not permitted			
Down Train departing from Platform 4 to the Down Slow		Down Train arriving at Platform 3	
Down Train departing Platforms 2/3/4/Bay to the Up Goods Loop/Up Fast or Up Train arriving Platforms 2/3/4/Bay from Up Goods Loop/Up Fast		Up Train approaching E744 signal from Millbrook	
Down Train departing Platforms 1/2/3/4/Bay to the Up Goods Loop or Up Train arriving Platforms 1/2/3/4 from the Up Goods Loop		Up Train approaching E746 signal from Millbrook	
Up Train from Down Loop/Down Fast/Down Slow/Up Slow to Platform 1		Down Train arriving in Platform 2	
Down Train from Platform 1 to Down Slow/Down Fast/Down Loop		Down Train arriving in Platform 2	
Train arriving bay Platform from Up Slow/Up Fast/Up Goods Line		Down Train arriving in Platforms 3 and 4	
Train departing bay Platform to Down Fast Line		Down Train arriving Platform 4 (only conflicts if there is also an up or down arrival into Platform 3 or a down departure from platform 3)	

Southampton Central

Train departing bay Platform to Down Slow Line	Down Train arriving in Platforms 3 and 4
Up Train arriving Platform 3	Up Train departing Platform 4
Up Train arriving Platform 1 and Down Train arriving Platform 3	Up Train departing Platform 2
Up Train from Down Loop to Platforms 1/2/3/4 or Down Train to Down loop from Platforms 1/2/3/4	Up Train approaching signal E740 on Down Fast Line

Note: The following routes are approach controlled:

Down Direction:

- * Platform 4 to routes other than Down Fast
- * Platform 3 to routes other than Down Slow
- * Platform 1 to routes other than Up Fast

Up Direction:

- * Up Fast to routes other than Platform 1
- * Up Slow to routes other than Platform 2
- * Down Fast to routes other than Platform 4

Southampton Up Goods Loop

Permissive Working for attaching/detaching and Platform sharing is authorised as shown below:-

Sharing, attaching and detaching is permitted

Berthing Facilities

	Cars
Up Goods Loop	12

Southampton Down Loop

Junction Margins

First Movement	Second Movement	Margin
Down Fast train passes Church Lane Junction towards Redbridge	Depart Down Loop towards Church Lane Junction via Down Fast	1

Restrictions

Passenger trains are not able to be divided in the Down Loop

Locomotive hauled trains can only run round in the Down Loop when arriving from and departing towards Millbrook

Millbrook

Junction Margins

First Movement	Second Movement	Margin
Down Freight passes Millbrook from Down Fast towards Up Docks Branch/Maritime Back Road	Down Fast train passes Church Lane Junction	4½
Down train passes to Maritime Back Road	Up train departs Dock Exit	3
Down Fast train passes Church Lane Junction	Up train departs from E850 Signal on Up Docks Branch to Down Fast	1

Millbrook		
Down train from UFL to Millbrook FLT	Up train passes Church Lane Junction to Up Fast	7
Down train from UFL to Millbrook FLT	Up train departs Maritime East Junction to Up Fast	6*
* Based on departure time of second train from Maritime East Junction.		
Limit of Shunt		
		Length Limit
Up Main (clear of Shunt Signal E946)	146m	4 cars/5 444
Planning Restriction		
Pathing time must not be used between Millbrook and Church Lane Junction		

Millbrook Signal E941
Run Round Allowance
Minimum run round time is 30 minutes.

Millbrook FLT
Freight Restriction
Maximum train length that can be accommodated is 84 SLU including locomotive

Church Lane Junction		
Adjustment to Sectional Running Times		
Movements	Reason	Value
Up trains from Redbridge (via Main Line) to Millbrook FLT	Slow speed yard entry and approach control	{1}
Down trains from Down Slow to Redbridge Goods	Speed differential and approach control	{1}
Down trains from Down Fast to Redbridge Goods	Speed differential and approach control	{1½}
Down trains from Millbrook FLT to Redbridge	Speed differential	{4}*
Up trains from Redbridge Goods to Up Fast/Up Slow	Speed differential	{1½}*^
Up trains direct from Maritime FLT to Up Fast/Up Slow	Speed differential	{3}*#
Up trains direct from Maritime FLT to Down Fast	Speed differential	{1½}*\$_
* Applies approaching next timing point ^ Increase to {2} for freight longer than 97 SLU / 620m. # Increase to {4½} for freight longer than 97 SLU / 620m. \$_ Increase to {3} for freight longer than 97 SLU / 620m.		
Junction Margins		
First Movement	Second Movement	Margin

Church Lane Junction

Down train passes towards Redbridge	Up train departs from Maritime East Junction Signal E756/E758	1
Up train passes towards Southampton	Up train departs from Maritime East Junction Signal E756/E758	2*\$
Up freight from Redbridge Goods to Up Fast/Up Slow	Down train towards Redbridge	4½ £^
Up freight direct from Maritime FLT to Up Fast/Up Slow	Down train towards Redbridge	5½ £#
Up freight direct from Maritime FLT to Up Fast/Up Slow	Down train towards Redbridge which has stopped at Millbrook	4½#
Up freight from Redbridge Goods to Up Fast/Up Slow	Up train passes Church Lane Junction from Redbridge	5½*^
Up freight direct from Maritime FLT to Up Fast/Up Slow	Up train passes Church Lane Junction from Redbridge	7*#
Down freight from Down Fast to Redbridge Goods/Maritime FLT	Train from Down Fast towards Redbridge	4#
Down freight from Down Slow to Redbridge Goods	Down train towards Redbridge	4½ ^
Down freight from Down Slow to Maritime FLT	Down train towards Redbridge	6½#
Freight crossing to/from Millbrook FLT at Redbridge end	Up train to Up Fast/Slow	7
Up train passes from Redbridge via Up Main	Down departure from Millbrook FLT	1

* Margin can be reduced by 1-minute if trains are taking different routes from Church Lane towards Southampton.

\$ If the first train calls at Millbrook, then a following train can depart Maritime East Junction Signal E756/E758 towards the Up Slow 2 minutes following the departure of the preceding train from Millbrook.

£ Margin can be reduced by ½ minute if the second train has stopped at Southampton Central.

^ Increase margin by ½ minute if first train longer than 97 SLU / 620m.

Increase margin by 1 minute if first train longer than 97 SLU / 620m.

Maritime East Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
Up trains from Maritime FLT	Slow speed from terminal exit	{2}*

*Approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Up departure from Maritime FLT	Up train pass from Maritime West Junction via Redbridge Goods	10*#
Up departure from Maritime FLT	Down train from Millbrook/Church Lane Junction	10*#
Up train pass from Maritime West Junction via Redbridge Goods	Up departure from Maritime FLT via a different route from Maritime East Junction	4
Down train to Maritime FLT	Up train pass from Maritime West Junction via Redbridge Goods	9*#
Down train to Maritime FLT	Down train to Maritime West Junction via Redbridge Goods	9#
Down train to Maritime West Junction via Redbridge Goods	Down train to Maritime FLT	6

* Margin can be reduced by 1 minute if first train is 550m/86 SLU or less. Can be reduced by 3 minutes if the first movement is a light locomotive.

Increase margin by 1 minute if first train longer than 97 SLU / 620m.

Maritime East Junction

Simultaneous moves not permitted

Down train approaching E757 signal on Redbridge Goods from Church Lane Junction	Train crossing to/from Maritime Back Road
Up train approaching E758 signal on Redbridge Goods from Maritime West Junction	Train crossing to/from Maritime FLT

Planning Notes

A train in excess of 94 SLU stood at E755 signal on the Maritime Back Road will foul the Up Docks Branch at Millbrook. Therefore, junction margins at Millbrook should be based on the departure time from Maritime East Junction if this is the case.

A train in excess of 68 SLU stood at E757 signal on the Redbridge Goods will foul the Down Fast at Church Lane Junction (545A points). Therefore, junction margins at Church Lane Junction should be based on the departure time from Maritime East Junction if this is the case.

Maritime West Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
Up trains from Redbridge Sidings to Maritime East Junction via Redbridge Goods	Slow speed from sidings	{4}*
Down train from Maritime FLT to Redbridge via Redbridge Goods	Slow speed from sidings	{3}*

* Applies approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below.		9*
Down departure from Maritime FLT to Redbridge Goods	Down train on Redbridge Goods from Maritime East Junction	10*
Up train from Redbridge Goods to Maritime FLT	Down train on Redbridge Goods from Maritime East Junction	10*
Down train from Redbridge Goods to Redbridge Sidings	Down train on Redbridge Goods from Maritime East Junction	10*
Up train from Redbridge Goods to Maritime FLT	Up train on Redbridge Goods from Redbridge	11*
Up train from Redbridge Sidings to Redbridge Goods	Up train on Redbridge Goods from Redbridge	11*
Down train to Redbridge Sidings from Redbridge Goods	Up train on Redbridge Goods from Redbridge	11*
Down train passes on Redbridge Goods	Up train from Redbridge Sidings to Redbridge Goods	5
Up train passes on Redbridge Goods	Down train from Maritime FLT to Redbridge Goods	5

* Margin can be reduced by 2 minutes if first train is 550m/86 SLU or less. Can be reduced by 3 minutes if the first movement is a light locomotive.

Simultaneous moves not permitted

Down train from Maritime FLT to Redbridge Goods	Down train approaching E777 signal from Maritime East Junction via Redbridge Goods
Up train from Redbridge Goods to Maritime FLT	Down train approaching E777 signal from Maritime East Junction via Redbridge Goods
Up train from Redbridge Sidings to Redbridge Goods	Up train approaching E770 signal from Redbridge via Redbridge Goods
Down train from Redbridge Goods to Redbridge	Up train approaching E770 signal from Redbridge via

Maritime West Junction

Sidings	Redbridge Goods
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Planning Notes

An up train in excess of 93 SLU stood at Maritime West Jn signal E770 will be foul of the Up and Down Main lines at Redbridge. Therefore, junction margins at Redbridge should be based on departure time from Maritime West Jn if this is the case.

A down train in excess of 93 SLU stood at Redbridge signal E779 will be foul of Maritime West Jn. Therefore, junction margins at Maritime West Jn should be based on departure time from Redbridge if this is the case.

Redbridge

Adjustment to Sectional Running Times

Movements	Reason	Value
Down trains towards Romsey not stopping at Redbridge	Speed Differential	{ $\frac{1}{2}$ }
For Freight trains going towards the Redbridge Goods	Approach Control	{1}
For Freight trains leaving the Redbridge Goods towards Romsey	Speed Differential	{ $\frac{1}{2}$ }*
Freight trains leaving the Redbridge Goods towards Totton	Speed Differential	{1}*

* Applies approaching next timing point.

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
Up Bournemouth Line train	Down Romsey Line train	1 $\frac{1}{2}$
Freight to/from Redbridge Goods crossing to/from Romsey line	Conflicting train arrives/passes Redbridge	5
Down Passenger pass Redbridge to Totton	Down freight departs from Redbridge Goods towards Romsey	2

Simultaneous moves not permitted

Down train arrives in Redbridge Platform 2	Train crossing to/from Redbridge Goods
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Limit of Shunt

		Length Limit
Up Line (clear of E772)	200m	8 cars / 5 444

Totton

Dwell Times

All Services	1
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Junction Margins

First Movement	Second Movement	Margin
Down train towards Brockenhurst	Up train departing Fawley Loops	2
Down train towards Brockenhurst	Down train towards Fawley Loops	3
Down train towards Fawley Loops	Down train towards Brockenhurst	4
Up train from Brockenhurst	Up train from Fawley Loops	3
Up train from Fawley Loops	Up train from Brockenhurst	4
Up train arrives/passes Platform 1 from Fawley Loops	Down train departs Platform 2	1#

1 $\frac{1}{2}$ following freight.

Totton

Planning Note

Trains from Redbridge must not be planned to reverse in Platform 2 to depart back towards Redbridge.

Platform Reoccupation

All Platforms	3
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Brockenhurst

Adjustment to Sectional Running Times

Movements	Reason	Value
Down Main Line arrivals Platform 1 or 4	Approach Control	{1}

Berthing Facilities

	Cars	Notes
Up Siding	12	Only to be used in connection with engineering works

Connectional Allowances

All Services	3
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Dwell Times

All Services except as below	1½
Down direction SWR Services	1

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
Up Main Line or Up Lymington arrivals	Down departures	1
Platform 1 Down Main Line departures	Up Lymington arrivals	4½
Platform 1 Down Main Line departures	Up Main Line arrivals	4
Train passes on Up Main Line	Up Main Line arrival platform 1	4½
Train passes on Down Main Line	ECS crosses from Platform 1 to Down Passenger Loop	2
Up Main Line departure	Down Main Line arrival into platform 1	3
Down Main arrive in Platform 1 or 4	Passing Down Main Line	5

Overlap Restrictions

First Movement	Second Movement	Signal	Margin
Down arrival at Platform 1	Up arrival at Platform 2	BH6	3
Up arrival at Platform 2	Down arrival at Platform 1	BH6	3
Up arrival at Platform 2	Up departure from Platform 1	BH6	1
Up departure from Platform 1	Up arrival at Platform 2	BH6	3

Limit Of Shunt

	Length Limit
Up Loop to Up Main (clear of BH60) Country end	12 cars / 10 444

Permissive Working

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

Brockenhurst

Platform 1	Up Platform Loop	(Up direction)	Attaching/Detaching *
Platform 2	Up Main	(Up direction)	Attaching/Detaching *
Platform 3	Down Main		Prohibited
Platform 4	Down Platform Loop	(Both directions)	Attaching/Detaching and Platform Sharing \$

* Attaching from Lymington Branch only

\$ A second train must arrive in an occupied Platform before the first train is allowed to depart

A down train entering occupied platform 4 must not exceed 5-coaches

Station Working Requirements

Lymington branch shuttle trains will normally run to Platform 4

New Milton

Dwell Times

All Services	1
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Christchurch

Dwell Times

All Services	1
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Bournemouth

Adjustment to Sectional Running Times

Movements	Reason	Value
Down arrival at Platform 1	Approach Control	{1/2}
Down trains departing Platform 3 routed via the up line	Speed Differential	{1}*

* These allowances should appear in the section from Bournemouth

Berthing Facilities

	Length
Middle Siding No 1	175m
Middle Siding No 2	260m

Connectional Allowance

All Services except below	5
All South Western Railway services	3

CrossCountry Secure Train Allowance – minimum platform standing allowance between passenger train arrival and ECS departure to Bournemouth Middle Sidings (before returning to the station to form another passenger service)

Class 22x	5*
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* May be reduced to 3 minutes after discussion and agreement between CrossCountry and Network Rail.

Dwell Times

All Services	2
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Junction Margins

First Movement	Second Movement	Margin
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Bournemouth

Down departures via Up Line from Platforms 2 & 3	Up arrivals	4
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Simultaneous Moves Not Permitted

Up train arrives at Platform 2*	Train arrives or departs Platform 1
Down train arrives at Platform 2	Train to/from Platform 3 at country end of station via 2034 points

* Not applicable if attaching to a train standing in Platform 2.

Permissive Working

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

Platform 1	Up Bay		Prohibited
Platform 2	Up Main	(Both directions)	Attaching/Detaching
Platform 3	Down Main	(Both directions)	Attaching/Detaching
Platform 4	Down Main	(Both directions)	Prohibited

Platform Re-occupation

All trains (opposing direction)	3
All trains (same direction)	2

Branksome

Junction Margins

First Movement	Second Movement	Margin
Down Main Line train	Up pass/depart towards Bournemouth Depot	1

Limit Of Shunt

	Length Limit
Up Platform (clear of BC172/1025)	12 cars / 10 444

Bournemouth T&R.S.M.D

Acceptance of Trains

Minimum Margin	4
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Dispatch of Trains

Minimum Margin	10
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Poole

Berthing Facilities

	Cars	Notes
Shunting Neck	12	No overnight berthing permitted
Reception Road	12	No overnight berthing permitted
No. 2 Siding	7	Non- Electrified. No overnight berthing permitted
No. 1 Siding	6	No overnight berthing permitted

Connectional Allowances

All Services	5
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Dwell Times

Poole

All Services	1½	
Adjustment to Sectional Running Times		
Movements	Reason	Margin
Up train arriving into Platform 2 from Hamworthy Direction*	Speed Differential	{½}
* These allowances should appear in the section from Hamworthy		
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		3
Up train arriving at Platform 1	Down train crossing from Platform 2 to sidings	1
Up train arriving into Platform 2	Down train starting from Platform 1 travelling towards Wareham/Weymouth	1
Down train starting from Platform 1 travelling towards Wareham/Weymouth	Up train arriving into Platform 1 from Wareham/Weymouth	6
Down train crossing from Platform 1 or 2 to sidings	Up train arriving at Platform 1	4 ½
Up train departing Platform 1 towards Branksome	Down train arriving in platform 1 from Branksome	4½
Limit Of Shunt		
	Length Limit	
Down Platform	12 cars/10 class 444	

Poole Yard

Freight Length Restrictions

The freight length restriction is 47 SLUs

Hamworthy

Dwell Times

All services	1	
Junction Margins		
First Movement	Second Movement	Margin
Between all movements		4

Wareham

Berthing Facilities

	Cars	Notes
Down Siding	12	

Dwell Times

All Services			1
Junction Margins			
First Movement		Second Movement	Margin

Wareham

Between all movements except as below		3
Down Main Line departure	Up train from Furzebrook	8

Wool

Dwell Times

All Services	1
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Moreton

Junction Margins

First Movement	Second Movement	Margin
Re-occupation of Single Line		1

Station Working Requirements

Up trains must not be timed to stop for more than 1 minute due to level crossing arrangements

Dorchester South

Dwell Times

All Services	1½
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Junction Margins

First Movement	Second Movement	Margin
Re-occupation of Single Line		1

Restrictions

Pathing time must not be used between Dorchester South and Dorchester Junction because there are no signals between these locations

Weymouth

Berthing Facilities

	Cars	Notes
Jersey Siding No 1	12	
Jersey Siding No 2	12	Approximately 130m electrified
Jersey Siding Extension	6	
Jubilee Siding	8	

Junction Margins

First Movement	Second Movement	Margin
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Weymouth

Down arrival from Down Main	Conflicting departure from Jersey Sidings	1
Arrival from Jersey Sidings	Down arrival from Down Main	4
Up depart to Up Main	Down arrival from Down Main	5
Up Main Line departure	Down arrival from Jersey Sidings	4
Arrive at Jersey Sidings from Weymouth or Signal DR194	Down arrival from Down Main	4
Arrive at Jersey Sidings from Weymouth or Signal DR194	Up depart to Up Main	2
Up depart to Up Main	Up depart to Jersey Sidings	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*

* If platform occupied by more than 5 coaches, then it is not possible for another train to be permissively signalled into the platform.

Platform Capacity

	Cars	Notes
Platform 1	5	1 x Class 444 or 1 x Class 450
Platform 2	12	2 x Class 444 or 3 x Class 450 or 12 Mark 1 or 2 coaches including Locomotives
Platform 3	13	2 x Class 444 or 3 x Class 450 or 13 Mark 1 or 2 coaches including Locomotives

SW105A SOUTHAMPTON TO SOUTHAMPTON WESTERN DOCKS

Southampton

See entry under route – SW105

SW105C WEYMOUTH JUNCTION TO WEYMOUTH SIGNAL DR194

Weymouth

See entry under route – SW105

SW110 WOKING JUNCTION TO PORTSMOUTH HARBOUR

Woking Junction

See entry under route – SW105

Woking Signal WK610

Restriction

Passenger trains or Empty Coaching Stock must not be reversed via Signal WK610.

Woking Down Reception Headshunt

Train Length Restrictions

Woking Down Reception Headshunt

Maximum standage behind Signal WK1216

263m / 41 SLU

Guildford

Adjustment to Sectional Running Times

Movement	Reason	Value
Down EMU trains from Woking to Platforms 2, 3, 5, 6 and 8	Speed Differential	{½}
Up trains from Shalford Junction which are attaching/platform sharing at Guildford	Approach Control	{1}

Up trains approaching Guildford from Shalford Junction and Ash, and down trains from Effingham Junction, already have the standard {½} for crossing over included in the SRT's.

Berthing Facilities

	Cars	Notes
No 1 Up Carriage Siding	12	
No 2 Up Carriage Siding	12	
No 3 Up Carriage Siding	10	
No 1 North Box Siding	10	Maximum 5 cars 444, 9 cars 444+450, 8 cars 158/159
No 2 North Box Siding	10	Maximum 5 cars 444, 9 cars 444+450, 8 cars 158/159

Dwell Times

All Services except as below	1½
All SWR services departing between 0630 and 0900 or between 1630 and 1900 Monday to Friday	2

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
Departure towards Woking Junction	Down platform 3/5/6/8/Up Carriage Sidings arrival from Woking Junction	4½
Train departing Platforms 3/5/6/8 towards Shalford Junction	Train arriving from Shalford Junction	4
All arrivals	Departures crossing behind	1
Departure towards Wanborough/Ash	Converging departure from a different platform towards Wanborough/Ash	3

Permissive Working

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

Platform 1	Bay	Attaching/Detaching and Platform Sharing \$
Platform 2	Down Cobham	Attaching/Detaching and Platform Sharing *
Platform 3	Up Cobham	Attaching/Detaching and Platform Sharing *
Platform 4	Down Main	Attaching/Detaching%
Platform 5	Up Main	Attaching/Detaching and Platform Sharing *
Platform 6/7	Up Ash	Attaching/Detaching and Platform Sharing *
Platform 8	Up Ash	Attaching/Detaching and Platform Sharing *

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

\$ If platform occupied by more than 5 coaches, then it is not possible for another train to be permissively signalled into the platform.

% 10 car Class 444 and 12 car Class 450 cannot detach in Platform 4. Additionally, trains cannot attach in Platform 4 to form a 10 car Class 444 or 12 car Class 450 formation if subsequently departing towards Woking or Ash. This is because of issues with signal sighting.

Restrictions

10 car Class 444 and 12 car Class 450 cannot reverse in Platform 4. This is because of issues with signal sighting.

Guildford

Safety Check Unit

All Cross Country - Class 22x trains which arrive ECS and depart as passenger trains to be allowed a Turnaround / Dwell time of 5 minutes providing the Safety Checks have been carried out prior to arrival at Guildford

Simultaneous Moves Not Permitted

Train arriving Platform 5 from Woking/Ash	Arrival from Shalford Junction	
Train arriving Platform 5 from Woking/Ash	Train arriving Platform 3 from Shalford Junction or train departing Platform 3 to Shalford Junction	*
Train arriving Platform 5 from Woking/Ash	Train arriving Platform 6 from Shalford Junction or train departing Platform 6 to Shalford Junction	*
Train arriving Platform 5 from Woking/Ash	Train arriving Platform 8 from Shalford Junction or train departing Platform 8 to Shalford Junction	*
Train from Ash arriving Platform 4	Train arriving Platform 5 from Shalford Junction	
Train arriving Platform 5 from Shalford Junction	Departure from London end of Platform 4 towards Ash/Woking	
Train arriving Platform 3 from Shalford Junction	Train departing Platform 2 to Woking	
Train arriving Platform 3 from Shalford Junction	Down Train shunting from GD635 to Platform 2	
* This is not applicable if the Down Train is "topping" a train already berthed at the tunnel end of Platform 5		

Shalford Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
Cross from UL towards Farncombe	Acceleration from slower speed route	{1/2}*
* Applies approaching next timing point.		

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
Down train towards Farncombe	Up train from Shalford	2½

Farncombe

Dwell Times

All services	1
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Godalming

Dwell Times

All Services	1
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Haslemere

Adjustment to Sectional Running Times

Movement	Reason	Value
Down pass/arrive Platform 2	Approach Control	{½}
Up depart from Platform 1	Acceleration from slower speed route	{½}*
Up arrival at Platform 3	Approach Control	{½}
Up pass Platform 3	Approach Control	{1}
	Acceleration from slower speed route	{½}*

* Applies approaching the next timing point.

Connectional Allowances

All Services	5
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Dwell Times

All services except as below	1
Up direction services departing between 0600 and 0845 or Down direction services arriving between 1700 and 1930 Monday to Friday	1½

Junction Margins

First Movement	Second Movement	Margin
Up departure	Conflicting Down arrival	4
Up Departure from 2 or 3	Up Departure from alternate Platform	3½

Overlap Restrictions

First Movement	Second Movement	Signal	Margin
Down arrival at Platform 1	Down departure from Platform 2	BEP2877	1
Down departure from Platform 2	Down arrival at Platform 1	BEP2877	3½
Down arrival at Platform 1	Up arrival at Platform 2 from Signal BEP2874	BEF2877	3
Down arrival at Platform 2	Up arrival/passing Platform 3	BEP2879	3½*
Down arrival at Platform 2	Up arrival at Platform 1 from Signal BEP2874	BEP2872	3
Up arrival at Platform 1 from Signal BEP2874	Down arrival at Platform 2	BEP2872	3½
Up arrival/passing Platform 3	Down arrival at Platform 2	BEP2879	3*
Up arrival at Platform 2 from Signal BEP2874	Down arrival at Platform 1	BEP2877	3
Down arrival at Platform 1/3 from Signal BEP2873	Up arrival at Platform 2	BEP2870	2½
Up arrival at Platform 2	Down arrival at Platform 1/3 from Signal BEP2873	BEP2870	3
Up arrival at Platform 2	Up departure from Platform 1/3	BEP2870	1
Up departure from Platform 1/3	Up arrival at Platform 2	BEP2870	3½

* Movements can be made in parallel if there is not a Down departure from Platform 1 less than 4 minutes before or 1 minute after the Down arrival at Platform 2.

Liphook

Dwell Times

All Services	1
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Trains departing Liphook to be advertised to depart 1 minute earlier than WTT if they depart on a whole minute.

Petersfield

Adjustment to Sectional Running Times

Movement	Reason	Value
Up depart from Platform 2	Acceleration from slower speed route	{½}*

* Applies approaching the next timing point.

Dwell Times

All services except as below	1
Up direction services departing between 0600 and 0830 or Down direction services arriving between 1730 and 1945 Monday to Friday	1½

Junction Margins

First Movement	Second Movement	Margin
Up departure from Platform 2	Down arrival at Platform 2	4

Overlap Restrictions

First Movement	Second Movement	Signal	Margin
Down arrival at Platform 2 from Signal BEP2917	Up arrival at Platform 1	BEP2918	3
Up arrival at Platform 1	Down arrival at Platform 2 from Signal BEP2917	BEP2918	3
Up arrival at Platform 1	Up departure from Platform 2	BEP2918	1
Up departure from Platform 2	Up arrival at Platform 1	BEP2918	4½.

Havant

Dwell Times

All Services	1
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Platform Re-occupation

	Margin
Up Platform	2½ *
Down Platform	2½

* A Margin of 2 minutes applies when there is pathing time approaching Havant

Bedhampton

Dwell Times

Class 444/450 Down services also stopping at Hilsea	1
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Farlington Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
Down trains towards Cosham Junction	Speed Differential	{½}

Junction Margins

First Movement	Second Movement	Margin
Between all movements		2

Portcreek Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
Up trains towards Cosham Junction	Speed Differential	{½}
Down trains from Cosham Junction	Speed Differential	{½}*

* Allowance to be applied after Portcreek Junction

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		2
Up Main line train	Down train from Cosham Junction	2½

Fratton East

Adjustment to Sectional Running Times

Movement	Reason	Value
Train crossing to Down No 1 Reception Line	Approach control	{1}

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
Passing Down Service	Up train from Fratton CSD crossing behind	1

Fratton

Dwell Times

All Services	1
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Station Working Requirements

Down 10 and 12 car trains should be Platformed on the Down Main Line

Fratton S.S.

Acceptance of Trains

Minimum Margin	10
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Dispatch of Trains

Minimum Margin	10*
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* A margin of 2 Minutes is to apply between arrivals and departures.

Fratton C.S.D.

Acceptance of Trains

Minimum Margin	10
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Dispatch of Trains

Minimum Margin	10*
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* A margin of 2 Minutes is to apply between arrivals and departures.

Fratton Staff Halt

Junction Margins

First Movement	Second Movement	Margin
Arrival at Fratton C.S.D.	Arrival at Fratton S.S./Fuel Point	10
Arrival at Fratton S.S./Fuel Point	Arrival at Fratton C.S.D.	10
Departure from Fratton C.S.D.	Departure from Fratton S.S./Fuel Point	10
Departure from Fratton S.S./Fuel Point	Departure from Fratton C.S.D.	10
Arrival at Fratton C.S.D.	Departure from Fratton S.S./Fuel Point	2
Arrival at Fratton S.S./Fuel Point	Departure from Fratton C.S.D.	2

A train standing at the Staff Halt blocks the route across 7 points. It is not possible for a train to depart Fratton C.S.D./Fratton S.S. towards Portsmouth whilst a train is stood at the Staff Halt.

Portsmouth and Southsea Down Carriage Sidings

Berthing Facilities

	Cars	Notes
No 1 Road	12	
No 2 Road	12	
No 3 Road	8	

Portsmouth & Southsea

Adjustment to Sectional Running Times

Movement	Reason	Value
Down arrival at Platform 3 or 4	Approach Control	{½}

Dwell Times

All Services	1
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Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
Down arrival	Up departure crossing behind	1
Down Main Line arrival on Platform 2	Arrival on Platform 4 from Back Road	4
Up Departure Platform 1 to Up Main	Arrival at Platform 3 or 4	4
Up Departure Platform 3 to Up Main	Down Main arrival on Platform 4	4
Up Departure Platform 4	Down Arrival Platform 3	4

Permissive Working

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

Platform 1	Prohibited
Platform 2	Prohibited
Platform 3	Attaching/Detaching and Platform Sharing
Platform 4	Attaching/Detaching and Platform Sharing

Platform Re-occupation

	Margin
Platforms 3 and 4 (Low Level)	4

Portsmouth Harbour

Junction Margins

Portsmouth Harbour

First Movement	Second Movement	Margin
Up departure	Conflicting Down arrival	3
Down arrival	Conflicting Up departure	1

Permissive Working

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

Platform 1		Attaching/Detaching and Platform Sharing
Platform 3		Attaching/Detaching and Platform Sharing
Platform 4		Attaching/Detaching and Platform Sharing
Platform 5		Attaching/Detaching and Platform Sharing *

* Class 444 are not permitted to attach by TOC instruction

Platform Re-occupation

	Margin
Between a departure and an arrival in the same Platform	3

Station Working Requirements

Platforms 3, 4 and 5 are restricted to 12 cars only and, if there are 12 cars they must not consist of more than two trains.

Platforming restrictions apply to trains formed of Class 165 or 166 – check Sectional Appendix for details.
Preferred platform for GWR services is Platform 1 due to availability of watering facilities.

SW115 WORTING JUNCTION TO PINHOE

Worting Junction

See entry under route – SW105

Overton

Dwell Times

Class 159 DMU Up direction services departing between 0600 and 0900 or Down direction services arriving between 1700 and 1930 Monday to Friday	1
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Whitchurch

Dwell Times

Class 159 DMU Up direction services departing between 0600 and 0900 or Down direction services arriving between 1700 and 1930 Monday to Friday	1
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Andover

Dwell Times

Andover

Class 159 DMU 1½

Junction Margins

First Movement	Second Movement	Margin
Pass/depart to Grateley	Depart to Signal BE5202	4

Overlap Restrictions

First Movement	Second Movement	Signal	Margin
Down arrival at Platform 2	Down departure from Platform 1	BE461	1
Down departure from Platform 1	Down arrival at Platform 2	BE461	4½
Down arrival at Platform 2	Up arrive/pass Platform 1 from Signal BE5202	BE461	3
Up arrive/pass Platform 1 from Signal BE5202	Down arrival at Platform 2	BE461	3

Platform Reoccupation

Platform	Direction	Margin
Platform 1	Up	4
Platform 2	Down	4

Grateley

Dwell Times

Class 159 DMU
Up direction services departing between 0545 and 0845 or Down direction services arriving between 1715 and 1945 Monday to Friday

1

Laverstock North Junction

Adjustment to Sectional Running Times

Movements	Reason	Value
Down passenger towards Laverstock Loop	Approach Control	{½}
Down freight towards Laverstock Loop	Approach Control	{1½}
Up passenger from Laverstock Loop	Acceleration from slower speed route	{1}*

* Applies approaching next timing point.

From Laverstock Loop to Up Main. Adjustment applies approaching next timing point.

Train Class	Trailing Load	Reason	Value
Class 4	Up to 400t / TR20	Acceleration from slower speed route	{½}
	401 to 600t / TR30		{1}
	601 to 1000t / TR40 to TR50		{½}
	1001 to 1400t / TR60 to TR80		{1}
	1401 to 1600t / TR90		{½}
	1601 to 1800t / TR100+		{1}
Class 6	Up to 800t / TR40		{3}
	801 to 1000t / TR55		{2½}
	1001 to 1400t / TR70		{3}
	1401 to 1800t / TR85 to TR100		{2½}
	1801 to 2200t / TR115		{3}
	2201 to 2400t / TR130+		{2½}

Junction Margins

First Movement	Second Movement	Margin
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Laverstock North Junction

Between all movements	4 *\$
* If a down train is signalled via Laverstock Loop then a train signalled from Salisbury to the Romsey direction must be held at signal SY40 until the train which has traversed Laverstock Loop has cleared signal SY34	
\$ If a train is signalled from the Romsey direction via Laverstock Loop to the Up Main Line then trains bound for the Romsey line must be held at signal SY40 until the train has cleared Laverstock South Junction	

Salisbury Tunnel Junction

Adjustment to Sectional Running Times

Movements	Reason	Value
Up trains towards Dean	Approach Control	{½}

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3 *\$
Passing Down Mainline train	Passing Romsey bound train	1½
Passing Romsey bound Freight train	Passing Down Main line train	3½

* If a down train is signalled via Laverstock Loop then a train signalled from Salisbury to the Romsey direction must be held at signal SY40 until the train which has traversed Laverstock Loop has cleared signal SY34.

\$ If a train is signalled from the Romsey direction via Laverstock Loop to the Up Main Line then trains bound for the Romsey line must be held at signal SY40 until the train has cleared Laverstock South Junction

Salisbury

Adjustment to Sectional Running Times

Movements	Reason	Value
Trains departing from Platforms, 2, 5 or the Holding Siding towards Wilton Junction	Speed Differential	{1}*

The standard {½} crossover/bay allowances are already included in the SRT's

* Applies approaching next timing point.

Dwell Times

Class 150 DMU	1
Class 158 DMU	1½
Class 159 DMU	2
Class 16x DMU	1½

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
All arrivals	Departures crossing behind	1
Down train depart/passing Platforms 3 & 4	Up train arrival Platforms 3 & 4	4

Overlap Restrictions

First Movement	Second Movement	Signal	Margin
Down train arrives at Platform 3	Up train arrives at Platform 4	SY50	3
Down train arrives at Platform 4	Up train arrives at Platform 3	SY48	3
Up train arrives at Platform 3	Down train arrives at Platform 4	SY48	3
Up train arrives at Platform 3	Up train departs Platform 4	SY48	1
Up train passes/departs Platform 3	Up train passes/arrives at Platform 4	SY50	3
Up train arrives at Platform 4	Down train arrives at Platform 3	SY50	3
Up train arrives at Platform 4	Up train departs Platform 3	SY50	1
Up train passes/departs Platform 4	Up train passes/arrives at Platform 3	SY48	3

Salisbury

Permissive Working

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

Platform 1	Reception Road	Attaching/Detaching and Platform Sharing * \$
Platform 2	Up Main	Attaching/Detaching and Platform Sharing \$
Platform 3	Platform Loop	Attaching/Detaching and Platform Sharing \$
Platform 4	Down Main	Attaching/Detaching and Platform Sharing \$
Platform 5	West Bay	Attaching/Detaching and Platform Sharing *
Platform 6	East Bay	Attaching/Detaching and Platform Sharing

* Not a passenger line

\$ A second train must arrive in an occupied Platform before the first train is allowed to depart

Salisbury Depot

Acceptance of Trains

Minimum Margin	20
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Dispatch of Trains

Minimum Margin	15
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Between Arrivals and Departures

Minimum Margin	10
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Timing Point

Timing Point is the train crew relief point/signal SY232

Salisbury Signal SY215

Station Working Requirements

Access is only available by use of a 'Shunters Release' which enables Salisbury Signal box to set the route. Additional trains planned to reverse behind SY215 should be arranged with local operations staff to ensure staff availability.

Salisbury East Sidings

Station Working Requirements

Access is only available by use of a 'Shunters Release' which enables Salisbury Signal box to set the route.

Wilton Junction

Adjustment to Sectional Running Times

Movements	Reason	Value
Trains towards Warminster	Speed Differential	{ $\frac{1}{2}$ }

Freight timing loads from Quidhampton Sidings towards Salisbury – allowances to be applied approaching next timing point after Wilton Junction:

Train Class	Trailing Load	Reason	Value
Class 6	601 – 1000t	TR40 – TR55	Not at line speed passing Wilton Junction
	1001 – 1400t	TR70	Not at line speed passing Wilton Junction
	1401 – 1800t	TR85 – TR100	Not at line speed passing Wilton Junction
	1801 – 2400t	TR115 – TR130	Not at line speed passing Wilton Junction
Class 4	601 – 1000t	TR40 – TR50	Not at line speed passing Wilton Junction
	1001 – 1400t	TR60 – TR80	Not at line speed passing Wilton Junction

Wilton Junction

	1401 – 1600t	TR90	Not at line speed passing Wilton Junction	{1½}
Junction Margins				
First Movement		Second Movement		Margin
Between all movements except as below				3
A number of margins and restrictions apply for movements to/from Quidhampton Sidings - please see entry under route SW170 for Wilton Junction G.S.P.				

Wilton

Junction Margins		
First Movement	Second Movement	Margin
Re-occupation of Single Line		3*
* 1 minute from standing start		

Tisbury Loop

Junction Margins		
First Movement	Second Movement	Margin
Re-occupation of Single Line		*
* Arrive 3 minutes before crossing, depart 1 minute after		
Note: The signal protecting the loop in the Up direction is at Tisbury Station, so an up train cannot leave Tisbury until the crossing down train is stopped in the loop. If an up train calls at Tisbury, it cannot have pathing time between Tisbury and Tisbury Loop for a crossing movement		

Tisbury

Dwell Times	
Class 159 DMU	1

Gillingham

Dwell Times		
All Services	1½	
Junction Margins		
First Movement	Second Movement	Margin
Re-occupation of Single Line		*\$
* Arrive 2 minutes before crossing a stopping train, depart 1 minute after		
\$ Arrive 3 minutes before crossing a non-stopping train, depart 1 minute after		

Gillingham Up Sidings

Station Working Requirements	
Access is only available by use of a 'Shunters Release' via ground frame which enables Basingstoke Signalling Centre to set the route.	

Templecombe

Adjustment to Sectional Running Times

Movements	Reason	Value
Down passing trains proceeding onto ML	Speed Differential	{½}

Junction Margins

First Movement	Second Movement	Margin
Between all movements		4

Sherborne

Dwell Times

Class 159 DMU	1
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Yeovil Junction

Adjustment to Sectional Running Times

Movements	Reason	Value
Down train signalled to arrive when movement signalled Single Line to/from Chard Junction	Speed Differential	{1}
Up trains entering the station	Approach Control on Signal SE4732	{1}

Connectional Allowance

60

Connectional allowance between Yeovil Junction and Yeovil Pen Mill

Dwell Times

Class 159 DMU	1½
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Junction Margins

First Movement	Second Movement	Margin
Between all movements		4
Reoccupation of single line		1

Limit of Shunt

	Length Limit
Down Line (clear of SE4721)	60 SLUs / 20Mk 1 vehicles

Permissive Working for attaching/detaching and Platform sharing is authorised as shown below:

Platform 1	Attaching/Detaching \$
Platform 2	Attaching/Detaching \$

\$ Attaching is only permitted when the second arrival is empty coaching stock shunting from signals 4721, 4723 or 4732.

\$ Detaching is permitted in order to form 2 or more separate workings or to remove vehicles

Simultaneous Moves Not Permitted

Up Train signalled into Up Platform	Any Crossing move taking place at the London end of the station between the up and down lines or to or from the Pen Mill branch. Train must come to a stand in the Up platform before these moves are made.
Down Train signalled into Up Platform	Train signalled into or out of the Crewkerne end of the down platform.

Station Working Requirements

- All attachments to up trains must be made by bringing the up train to a stand in the Platform, and attaching the portion at the London via signals SE4721 or SE4723. The shunt move must be made via

Yeovil Junction

SE4721 or SE4723 after the up train has arrived as it is not possible to be at a stand at SE4721 or SE4723 as this is in the overlap of SE4718 or SE4714

- It is possible to hold a 6 Car Class 159 at signal SE4710, waiting line clear for the section ahead.
Note: This facility may be used when a train starts from Platform 1 or 2 towards Salisbury, to clear the Platform for another train before the preceding train has cleared the block section to Sherborne.
- Trains shunting via signal SE4753 are not allowed to run into any occupied Platform for attaching purposes
- A shunting move only is allowed from one platform to another or between or to and from the sidings for the purposes of attaching, detaching or removing vehicles from the platform.

Yeovil Up Siding

Station Working Requirements

Access is only available by use of a 'Shunters Release' via a ground frame. Access to and from this siding is available from Yeovil Junction when Yeovil Pen Mill Box is closed.

Crewkerne

Dwell Times

Class 159 DMU	1
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Chard Junction

Adjustment to Sectional Running Times

The standard $\{\frac{1}{2}\}$ allowance required to stop in the loop is already included in the SRT.

Junction Margins

First Movement	Second Movement	Margin
Re-occupation of Single Line		*

* Arrive 3 minutes before crossing, depart 1 minute after

Axminster East Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
Down trains approaching Axminster East Junction proceeding to Axminster Platform 1	Speed Differential	$\{\frac{1}{2}\}$

Junction Margins

First Movement	Second Movement	Margin
Re-occupation of Single Line		$2\frac{1}{2}$

Axminster

Dwell Times

All Services	$1\frac{1}{2}$
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Axminster West Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
Up trains approaching Axminster West Junction proceeding to Axminster Platform 2	Speed Differential	{½}

Junction Margins

First Movement	Second Movement	Margin
Re-occupation of Single Line		2½

Note: A down train may not depart in the down direction towards Honiton if the preceding down train is signalled into or occupies the Down Platform at Honiton.

Honiton

Adjustment to Sectional Running Times

Movement	Reason	Value
Loco Hauled & HST Only Up trains approaching Honiton Up Loop	Approach Control & Speed Differential	{1½}

Dwell Times

All Services	1½
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Junction Margins

First Movement	Second Movement	Margin
Re-occupation of Single Line		*

* Arrive 2 minutes before crossing, depart 1 minute after

Note: A down train may not depart Axminster West Junction in the down direction towards Honiton if the preceding down train is signalled into or occupies the Down Platform at Honiton.

Note: A train departing Pinhoe Platform 1 to shunt behind Signal EJ1 prevents a train in the Down direction from being signalled beyond Honiton station. Therefore, any Down direction trains must be planned to depart Honiton no less than 1 minute after a shunt move has arrived into Pinhoe Platform 2.

Permissive Working

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

Platform 1	Down Exeter	Detaching only
Platform 2	Up Loop	Prohibited

Operating Restriction

The Up Loop is NOT reversibly signalled and a down train can not enter the Up Loop.

An Up train that has terminated in the Up Loop may be signalled back towards Exeter from this loop.

Pinhoe

Junction Margins

First Movement	Second Movement	Margin
Re-occupation of Single Line		3*

* 1 minute from standing start

Planning Note

A train that is required to depart Pinhoe Platform 1 in the Up direction and shunt behind Signal EJ1 prevents a train in the Down direction from being signalled beyond Honiton station (SE4807 or SE4809). Therefore, any Down direction trains must be planned to depart Honiton no less than 1 minute after a shunt move has arrived into Pinhoe Platform 2.

Changes here to be consulted in tandem with the GW610 on the Western & Wales route.

SW115A ANDOVER TO LUDGERSHALL MOD

Andover

See entry under route – SW115

Ludgershall Branch Stop Board

All associated freight trains require a 5 minute OP stop at this location in order for the shunter to operate the ground frame.

Ludgershall Loop

Although the loop is on NR property, the country end points are on MOD property and therefore requires MOD authority prior to the loop being available for use.

SW115B LAVERSTOCK NORTH JUNCTION TO LAVERSTOCK SOUTH JUNCTION

Laverstock North Junction

See entry under route – SW115

Laverstock Loop

It is not possible for a train to stand on Laverstock Loop to await a train to pass on the Up/Down Main (SW115) or Up/Down Dean lines (SW150). Pathing time must not be used between Laverstock South Junction and Laverstock North Junction.

All “turning moves” of multiple units and steam locomotives, must be made from Laverstock South to Laverstock North Junctions.

Laverstock South Junction

See entry under route – SW150

SW115C YEOVIL JUNCTION TO YEOVIL PEN MILL

Yeovil Junction

See entry under route – SW115

Yeovil Up Siding

See entry under route – SW175

Yeovil Pen Mill

See entry under route – SW175

SW120 PIRBRIGHT JUNCTION TO ALTON

Pirbright Junction

See entry under route – SW105

Ash Vale

Adjustment to Sectional Running Times

Movement	Reason	Value
Up trains towards Frimley Junction passing Ash Vale	Speed Differential	{½}
Down trains from Frimley Junction passing Ash Vale	Speed Differential	{½}*

* This allowance should appear in the section from Ash Vale

Dwell Times

All Services | 1

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
Service arriving from Frimley	Departure towards Pirbright Junction	1
Up Camberley departure reoccupying single line		1

Aldershot North Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
Up Passenger services towards Aldershot South Junction	Speed Differential	{½}
Up freight services towards Aldershot South Junction	Approach control	{1}
Down services towards Aldershot from Aldershot South Junction	Speed Differential	{½}*

* This allowance should appear in the section from Aldershot North Junction

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		2
Up services towards Aldershot South Junction	Down services from Ash Vale	2½

Aldershot

Berthing Facilities

Aldershot				
		Cars		
Platform 3 – DPL		12		
Connectional Allowances				
All Services		4		
Dwell Times				
All Services		1		
Overlap Restrictions				
First Movement		Second Movement	Signal	Margin
Down train arrives at Platform 2		Down train departs Platform 3	WK433	1
Down train departs Platform 3		Down train arrives at Platform 2	WK433	3
Limit of Shunt				
		Length Limit		
Up Main Platform (clear of WK422)		12 cars		
Permissive Working				
Attaching/Detaching and Platform Sharing is authorised as shown below -				
Platform 1	Up Main		Prohibited	
Platform 2	Down Main	(Down direction)	Attaching/Detaching	
Platform 3	Down Platform Loop		Prohibited	
In all circumstances a second train is prohibited from entering Platform 2 if it will not attach to the first train				

Farnham			
Dwell Times			
All Services		1	
Junction Margins			
First Movement		Second Movement	Margin
Up arrive/pass		Down pass/depart towards Depot Reception Road	1
Limit of Shunt			
		Length Limit	
Down Platform (Clear of WK443)		10 cars	
Permissive Working			
Attaching/Detaching and Platform Sharing is authorised as shown below -			
Platform 1	Up Main	(Up direction)	Attaching/Detaching
Platform 2	Down Main	(Up direction)	Attaching/Detaching *
* A second train is prohibited from entering Platform 2 if it will not attach to the first train			

Farnham Signal WK438			
Train Length Restrictions			
The standage at Farnham Signal WK438 to avoid fouling 2330 points is 426 metres			
Planning note			
All reversing moves from either platform towards the Up Alton line must either be routed all the way from WK443 to WK449 via WK1383 or to be routed from WK1381 towards WK1383 into Farnham Shed. If the shed is to be used			

to perform a reversal, permission must be obtained from the Shunter. Please note that if the route towards WK449 is under possession and a slot is unavailable at the depot, a reversal past WK438 will not be possible.

Farnham Single Line Junction

Train Length Restrictions

The standage at Farnham Signal WK445 to avoid fouling 2325 points is 316 metres

Bentley

Dwell Times

All services	1
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Standard Length

	Limit
Down Passenger Loop	350m

Alton

Junction Margins

First Movement	Second Movement	Margin
Re-occupation of Single Line		1

SW120A ALDERSHOT JUNCTION TO ALDERSHOT SOUTH JUNCTION

Aldershot North Junction

See entry under route – SW120

Aldershot South Junction

See entry under route – SW265

SW125 SOUTHCOTE JUNCTION TO BASINGSTOKE

Basingstoke

See entry under route – SW105

Basingstoke Signal BE541

Junction Margins

First Movement	Second Movement	Margin
Up train passes/departs Basingstoke towards Bramley	Down train passes BE541 towards Basingstoke via Up Reading in Down direction	3#
# 4½ minutes if the first movement is a freight service		

Basingstoke Signal BE547

Train Length Restrictions

Maximum standage at Basingstoke Signal BE547 clear of 2606A points	743m / 116 SLU
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SW130 EASTLEIGH EAST JUNCTION TO ROMSEY

Eastleigh East Junction

See also entry under route – SW105

Eastleigh Single Line Junction

Junction Margins

First Movement	Second Movement	Margin
Re-occupation of Single Line		3*

* 1 minute from a standing start at signal E97

Maximum standage from Eastleigh signal E97 clear of 436 points	94 SLUs
Maximum standage from Eastleigh signal E97 clear of 442 points	121 SLUs

Note: Train arriving from Eastleigh Platform 2/3 needs to be at a stand at Signal E97 before a down train can proceed from Signal E30 to Signal E32

Romsey Single Line Junction

Junction Margins

First Movement	Second Movement	Margin
Train passes from Eastleigh Single Line Jn	Train passes to Eastleigh Single Line Jn	3
Train passes from Eastleigh Single Line Jn	Train departs to Eastleigh Single Line Jn	1

Train Length Restrictions

Maximum standage behind Signal E882 clear of 588 points	476m / 74 SLU
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Romsey Signal E883

Train Length Restrictions

Maximum standage behind Signal E883 clear of 585 points	577m / 90 SLU
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Romsey

See also entry under route – SW150

SW135 EASTLEIGH WEST JUNCTION TO FAREHAM

Eastleigh West Junction

See entry under route – SW105

Eastleigh South Junction

Junction Margins

Eastleigh South Junction

First Movement	Second Movement	Margin
Re-occupation of Single Line		2*
* 1 minute from standing start at Signal E81		

Hedge End

Dwell Times	
Up Services Only	1

Botley

Dwell Times	
Down Services Only	1

Junction Margins

First Movement	Second Movement	Margin
Up train arrive/pass	Down train pass	3
Up train arrive/pass	Down train or shunt movement depart	1
Down train pass/depart	Train depart aggregate siding	2
Train depart Platform 2 towards aggregate siding	Down train arrive Platform 2	5*
Up train depart Platform 2	Down train arrive Platform 2	4
Up train depart Platform 2	Up train arrive Platform 1	4

* Can be reduced to 3 if first movement is light locomotive.

Simultaneous Moves Not Permitted

Up train arrive Platform 1	Up train depart Platform 2 towards Eastleigh
Up train arrive Platform 1	Train shunting via Signal E295

Planning Note

Freight Trains from the Aggregate Siding towards Hedge End must have a 20 minute run round allowance shown in platform 2.

Fareham North Junction

Junction Margins		
First Movement	Second Movement	Margin
Re-occupation of Single Line		3*
Freight train to Fareham	Up train from Fareham	3½
Freight train into sidings	Up train from Fareham	4\$
* 1 minute from standing start at Signal E822		
\$ 3 minutes from standing start at Signal E822		

Length Restrictions

A train standing at Signal E822 on the Up Portsmouth which exceeds 411m / 64 SLU in length (exclusive of standback allowance) will foul 594 points/595 diamond at Fareham (East) Junction. Therefore, junction margins at Fareham must be based on the train's departure time at Fareham North Junction if over length.

Fareham Signal E825

Length Restrictions	
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Fareham Signal E825

A train standing at Signal E825 on the Down Portsmouth which exceeds 270m / 42 SLU in length (exclusive of standback allowance) will foul 597B points at Fareham North Junction. Therefore, junction margins at Fareham North Junction must be based on the train's departure time at Signal E825 if over length.

A train standing at Signal E825 on the Down Portsmouth which exceeds 95m / 14 SLU in length (exclusive of standback allowance) will foul 596B points (Fareham Sidings). Therefore, junction margins at Fareham Sidings must be based on the train's departure time at Signal E825 if over length.

Fareham Sidings

See also entry under route – SW140

Fareham

See also entry under route – SW140

SW140 ST DENYS TO PORTCREEK JUNCTION

St. Denys

See entry under route – SW105

Bitterne

Dwell Times

Class 450	1/2
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Woolston

Dwell Times

Class 450	1
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Sholing

Dwell Times

Class 450	1/2
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Netley

Dwell Times

Class 450	1/2
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Hamble

Dwell Times

Class 450	1
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Bursledon

Dwell Times

Class 450	½
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Swanwick

Dwell Times

Class 450	1
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Fareham Sidings

Station Working Requirements

Access is only available by use of a 'Shunters Release' which enables Eastleigh Area Signalling centre to set the route

Berthing Facilities

	Length	Notes
Siding 1	Length Limit 36 SLU (230 metres)	No long term berthing permitted

Permissive Working

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

Siding 1 (Non Electrified)	Network Siding	Attaching/Detaching
Siding 2 (Non Electrified)	DBS Leased Siding	-

* This is only possible with agreement via the Eastleigh Panel and with the availability of a Shunter on the ground.

Fareham

Adjustment to Sectional Running Times

Movements	Reason	Value
Down arrival at Platform 2	Approach Control	{½}

Dwell Times

All Services	1
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Extract from Sectional Appendix Local Instructions Fareham

All drivers of terminating trains which require shunting via either the Up Netley or Up Portsmouth lines must contact the signaller before any movement is made, even if a signal is already cleared. This is to ensure that the signaller is aware of and has a clear understanding of the movement to be made

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3*
Service arriving from Netley Line	Departure towards Eastleigh Line	1

Note: For Down services of more than 8 coaches, Junction Margins should be applied based on the departure from Fareham.

* It may be necessary to apply additional time for Trains arriving/departing Fareham Siding using Platform 3 to reverse as they will need to confirm they are clear of points 590 with Eastleigh Signal Centre.

Overlap Restrictions

First Movement	Second Movement	Signal	Margin
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Fareham

Up train arrives at Platform 1	Up train departs Platform 2 or 3 towards Swanwick/Fareham North Junction/E283	E810	1
Up train departs Platform 2 or 3 towards Swanwick/Fareham North Junction/E283	Up train arrives at Platform 1	E810	3
Train passes/arrives at Platform 2 or 3 from E283	Up train arrives at Platform 1	E810	3*

* E283 signal is within the overlap of E810 – an Up train cannot arrive at Platform 1 whilst a shunt movement is standing at E283.

Permissive Working

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

Platform 1	Up Portsmouth	(Up direction)	Attaching/Detaching *
Platform 2	Up Bay		Prohibited
Platform 3	Down Portsmouth	(Down direction)	Detaching only

* A second train is prohibited from entering this Platform if it will not attach to the first train

Platform Re-occupation

Platform Re-Occupation	Margin
All Platforms	3
Except: Platform 3 when second movement is from the Botley direction	2

Cosham

Adjustment to Sectional Running Times

Movement	Reason	Value
Up trains from Portcreek Junction	Speed Differential	{1/2}

Dwell Times

All Services	1
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Station Working Requirements

Down trains exceeding eight cars should not be timed to stop for more than 1 minute to avoid blocking the level crossing.

Cosham Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
Down trains towards Portcreek Junction	Speed Differential	{1/2}

Junction Margins

First Movement	Second Movement	Margin
Between all movements		2

Portcreek Junction

See also entry under route – SW110

SW140A COSHAM JUNCTION TO FARLINGTON JUNCTION

Cosham Junction

See entry under route – SW140

Farlington Junction

See also entry under route – SW110

SW145 NORTHAM JUNCTION TO SOUTHAMPTON EASTERN DOCKS

Northam Junction

See entry under route – SW105

Southampton Eastern Docks

Acceptance of Trains

Trains can enter when the departing train has cleared Northam Junction

Arriving train cannot depart Northam Junction until it has been accepted by a shunter

Freight Length Restrictions

Freight Length Restriction is 104 SLUs

SW150 REDBRIDGE JUNCTION TO SALISBURY TUNNEL JUNCTION

Redbridge

See entry under route – SW105

Romsey

Adjustment to Sectional Running Times

Movement	Reason	Value
Non-Stop Freight from Dean towards Redbridge	Approach Control	{1½} [*]
Non-Stop Passenger from Dean towards Redbridge	Approach Control	{1} [*]

^{*} Adjustment shown approaching Romsey

Dwell Times

All Services	1
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Junction Margins

First Movement	Second Movement	Margin
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Romsey

Between all movements except as below		3
Service arriving from Eastleigh	Departure towards Redbridge	1
Freight Service Passing from Eastleigh	Departure towards Redbridge	1½
Up train passing/stopping Platform 1 towards Redbridge	Down train Terminate Platform 2 from Eastleigh	4
Up pass/depart Platform 1 towards Redbridge	Down departure from Signal E883	2*
Up train passes/departs Platform 1 towards Redbridge	Up train departs Platform 2 towards Eastleigh	2*
Up train passes/departs Platform 1 towards Eastleigh	Up train departs Platform 2 towards Redbridge	2*

* 3 minutes if the first movement is a freight service.

Platform Re-occupation

	Margin
Platform 1 (Up Platform)	3
Platform 2 (Down Platform)	4

Simultaneous Moves Not Permitted

Up train departing down Platform (Platform 2)	Up train arriving up Platform (Platform 1)
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Laverstock South Junction

Junction Margins

First Movement	Second Movement	Margin
Between all movements		4*\$
Down train via Laverstock Loop towards Andover passes Laverstock South Junction	Down train towards Salisbury passes Salisbury Tunnel Junction	7

* If a down train is signalled via Laverstock Loop then a train signalled from Salisbury to the Romsey direction must be held at signal SY40 until the train which has traversed Laverstock Loop has cleared signal SY34

\$ If a train is signalled from the Romsey direction via Laverstock Loop to the Up Main Line then trains bound for the Romsey line must be held at signal SY40 until the train has cleared Laverstock South Junction

Salisbury Tunnel Junction

See entry under route – SW115

SW155 TOTTON FAWLEY LOOPS TO FAWLEY

Totton

See entry under route – SW105

Marchwood

Junction Margins

First Movement	Second Movement	Margin
Re-occupation of Single Line		*

* Arrive 2 minutes before crossing, depart 1 minute after

Operating Note

Trains entering the Marchwood MOD from Totton must have a 2 minute OP stop to obtain permission to pass the stop board.

Marchwood

Trains departing Marchwood towards Totton do not require an OP stop at Marchwood.

SW160 BROCKENHURST TO LYMINGTON PIER

Brockenhurst

See entry under route – SW105

SW165 HAMWORTHY JUNCTION TO HAMWORTHY GOODS

Hamworthy

See entry under route – SW105

SW170 WARMINSTER TO WILTON JUNCTION

Wilton Junction

See entry under route – SW115

Wilton Junction G.S.P.

Junction Margins

First Movement	Second Movement	Margin
Freight departs from Wilton Junction G.S.P. towards Quidhampton Sidings	Conflicting train passes Wilton Junction	8*
Train from Warminster passes Wilton Junction towards Salisbury	Freight departs Wilton Junction G.S.P. Signal 7 towards Quidhampton Sidings	3
Train passes Wilton Junction towards Salisbury	Conflicting Freight departs Quidhampton Sidings towards Wilton Junction G.S.P.	3
Up train passes Wilton Junction on the Up Exeter from Tisbury	Train arrives at Wilton Junction G.S.P. from Down Warminster	3
Train departs Wilton Junction G.S.P. from Down Warminster towards Quidhampton Sidings	Up train passes Wilton Junction on the Up Exeter from Tisbury	3

* Margin to be increased to 12 minutes if the freight is propelling into Quidhampton Sidings and only a single shunter is available.

Restrictions

A train arriving at Wilton Junction G.S.P. from SY60 signal on the Down Warminster will prevent a train from being signalled from SY56 on the Up Exeter, until the route is set from No. 4 points towards Quidhampton Sidings.

It is not possible for a train to reverse behind Signal 7 on the Up Warminster to travel towards Salisbury. Trains reversing on the Up Warminster behind Signal 7 can only be signalled towards Quidhampton Sidings.

Limit of Shunt

	Length Limit
Down Warminster (from Quidhampton Sidings) (clear of signal 250 or 8)	301m/47 SLU

SW170A WILTON JUNCTION G.S.P. TO QUIDHAMPTON SIDINGS

Wilton Junction G.S.P.

See entry under route – SW170

SW175 CASTLE CARY TO DORCHESTER JUNCTION

Yeovil Pen Mill

Adjustment to Sectional Running Times

Movement	Reason	Value
Down passenger trains routed via Platform 1	Speed Differential	{2}

Connectional Allowance

60

Connectional allowance between Yeovil Junction and Yeovil Pen Mill

Dwell Times

All train classes to or from Maiden Newton, including test trains

2

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		4
Reoccupation of single line towards Yeovil Junction/ Maiden Newton		4
Reoccupation of single line towards Castle Cary		1
Arrival of first train	Arrival of second train	3

Simultaneous Moves Not Permitted

Down train arriving Platform 3	Up train arriving Platform 1/2
Up train arriving Platform 1/2	Down train arriving Platform 3

Station Working Requirements

Down passenger trains should use Platform 1 whenever possible

Maiden Newton

Dwell Times

All Down train classes including test trains

2

All Up train classes including test trains

3

Junction Margins

First Movement	Second Movement	Margin
Re-occupation of Single Line		*

* Depart 1 minute after arrival of up train. Depart 4 minutes after arrival of down train

Dorchester West

Dwell Times

DMU	1
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Junction Margins

First Movement	Second Movement	Margin
Re-occupation of Single Line		*

* Arrive 2 minutes before crossing, Depart 1 minute after

Restrictions

Pathing time must not be used between Dorchester West and Dorchester Junction because there are no signals between these locations.

Dorchester Junction

See entry under route – SW105

SW180 RAYNES PARK TO LEATHERHEAD

Raynes Park

See entry under route – SW105

Motspur Park

Dwell Times

Up direction services departing between 0630 and 0900 Monday to Friday	1
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Junction Margins

First Movement	Second Movement	Margin
Down pass/depart towards Chessington South	Up pass/arrive from Worcester Park	4*
Up pass/arrive from Worcester Park	Down pass/depart towards Chessington South	Same time*

* Conflicting point is Motspur Park Junction, 1 minute journey to/from Motspur Park

Epsom

Berthing Facilities

	Cars
Down Siding	12
Up Siding	10

Connectional Allowances

All Services	3
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Dwell Times

All Services	1
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Junction Margins

First Movement	Second Movement	Margin
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Epsom

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	3½
Down train arriving Platform 2	Down train passing/departing Platform 1 to Ashtead/Up Siding	2
Down departure towards Ashtead	Conflicting departure towards Up Siding	2½

Simultaneous Moves Not Permitted - a 3-minute margin is to be applied except where stated above

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

Changes here to be consulted in tandem with the SO680 on the Sussex 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 train arrives/passes from Dorking	Down train passes towards Effingham Junction	1½
Up train arrives/passes from Dorking	Down train departs towards Effingham Junction	1

Limit of Shunt

	Length Limit
Up Platform (clear of W482)	8 cars

Changes here to be consulted in tandem with the SO680 on the Sussex route.

SW185 MOTSPUR PARK JUNCTION TO CHESSINGTON SOUTH

Motspur Park Junction

See entry under route – SW180

Tolworth Sidings

Junction Margins

First Movement	Second Movement	Margins
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Tolworth Sidings

Down arrival at Siding	Down arrival at Tolworth station	4
Down departure from Tolworth station	Up departure from Siding	3
Up departure from Siding	Down arrival at Tolworth station	5½
Up departure from Siding	Up departure from Chessington South	5

Chessington South

Junction Margins

First Movement	Second Movement	Margins
Down freight pass/depart to Sidings	Down arrival	5
Up passenger departure	Down arrival	3½
Up freight pass/depart from Platform	Down arrival	4

SW190 NEW MALDEN TO SHEPPERTON

New Malden

See entry under route – SW105

Norbiton

Dwell Times

Up direction services departing between 0630 and 0900 Monday to Friday	1
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Kingston

Adjustment to Sectional Running Times

Movements	Reason	Value
Up arrival at Platform 1 or 2	Approach Control	{½}

Dwell Times

All Services	1
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Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
Bay Platform arrival	Down Teddington service	1½

Simultaneous Moves Not Permitted

Train arrives/departs Bay Platform 1	Down train arrives Platform 2
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Shacklegate Junction

Access to Strawberry Hill CSD

Trains to Strawberry Hill CSD must travel to Strawberry Hill Station and reverse or shunt via 2449 signal on the Up Kingston to gain access to the CSD

Adjustment to Sectional Running Times

Movement	Reason	Value
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Shacklegate Junction

Down trains towards Fulwell from Teddington	Speed Differential	{½}
Junction Margins		
First Movement	Second Movement	Margin
Between all movements		2

Fulwell

Junction Margins		
First Movement	Second Movement	Margin
Down pass/arrive from Strawberry Hill	Up depart towards Teddington	1*
Down pass/arrive from Strawberry Hill	Up pass towards Teddington	2*
Up pass/depart towards Teddington	Down pass/arrive from Strawberry Hill	3*
* Conflict point is Fulwell Junction, ½ minute journey to/from Fulwell		

Shepperton

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

SW195 SURBITON TO HAMPTON COURT

Surbiton

See entry under route – SW105

Hampton Court Junction

See entry under route – SW105

Hampton Court

Dwell Times		
Dwell Time at Stations along the Line of Route on SW100, SW105, SW195 All trains including additional trains running during the Hampton Court Flower Show To enable paths to be provided for additional services to run to Hampton Court during the Hampton Court Flower Show dwell times at intermediate stations between Waterloo and Hampton Court may be reduced with agreement from the Business Manager. This is only permissible during the period of the Hampton Court Flower Show		
Junction Margins		
First Movement	Second Movement	Margin
Re-occupation of Platforms except as below		2½
Arrival at Platform 1	Departure from Platform 2	1
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below -		
Platform 1		Attaching/Detaching
Platform 2		Attaching/Detaching

SW200 HAMPTON COURT JUNCTION TO GUILFORD (VIA COBHAM)

Hampton Court Junction

See entry under route – SW105

Hinchley Wood

Dwell Times

Up direction services departing between 0630 and 0900 Monday to Friday

1

Effingham Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
Up trains towards Bookham passing Effingham Junction	Speed Differential	{½}
Down trains from Bookham passing Effingham Junction	Speed Differential	{½} *

* This allowance should appear in the section from Effingham Junction

Connectional Allowances

All Services 6

Junction Margins

First Movement	Second Movement	Margin
Down Cobham train	Up Bookham train passing behind	1

Simultaneous Moves Not Permitted

Down train arriving Train arriving via crossover of 3152 points

Restriction

A down train cannot pass/depart Effingham Junction until the previous train has departed Horsley. This is because there are no signals between these locations.

Horsley

Restriction

An up train cannot depart Horsley until the previous train has departed Effingham Junction. This is because there are no signals between these locations.

Guildford

See entry under route – SW110

SW205 LEATHERHEAD TO EFFINGHAM JUNCTION

Leatherhead

See entry under route – SW180

Effingham Junction

See entry under route – SW200

SW210 CLAPHAM JUNCTION TO READING (VIA RICHMOND)

Clapham Junction

See entry under route – SW100 and also Adjustments to Sectional Running Times below

Adjustment to Sectional Running Times

For all freight timing loads in the Up Direction on Fast Line or Slow Line

Movement	Reason	Value
Trains passing towards Latchmere Junction or Longhedge Junction	Speed Differential	{1}

Point Pleasant Junction

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
Down Windsor Line service	Up train from East Putney	2

Putney

Dwell Times

All Services	1
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Barnes

Adjustment to Sectional Running Times

Movement	Reason	Value
Down passenger trains passing towards Barnes Bridge	Speed Differential	{½}
Down freight passing towards Barnes Bridge	Speed Differential	{1}
Down departure from Platform 1 or 2 towards Mortlake	Speed Differential	{½}*
Up passenger trains passing from Barnes Bridge	Speed Differential	{½}*

* Applies approaching next timing point.

Barnes

Adjustments to Sectional Running Times for up freight trains passing from Barnes Bridge. Allowances should be applied at the next timing point after Barnes.

Train Class	Trailing Load	Reason	Value
Class 6 and 7	801 – 1200t	TR40 – TR70	{1½}
	1201 – 2000t	TR85 – TR115	{1}
	2001 – 2400t	TR130 – TR145	{1½}
Class 4	Under 1200t	TR30 – TR70	{1}
	1201 – 1600t	TR80 – TR90	{1½}

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		2½
Up Richmond train	Down passing service to Hounslow	1½
Up Richmond train	Down starting service to Hounslow	1

Overlap Restrictions

First Movement	Second Movement	Signal	Margin
Up train departs/passes Platform 1 towards Up Fast	Up train arrives at Platform 2	W520	2½
Up train arrives at Platform 2	Up train passes Platform 1 towards Up Fast	W520	2½
Up train arrives at Platform 2	Up train departs Platform 1 towards Up Fast	W520	1
Down train departs/passes Platform 4 towards Barnes Bridge	Down train arrives at Platform 3	W525	2½
Down train arrives at Platform 3	Down train passes Platform 4 towards Barnes Bridge	W525	2½
Down train arrives at Platform 3	Down train departs Platform 4 towards Barnes Bridge	W525	1

Terminating Trains Procedure

Barnes Junction allows trains to be terminated on the Up Lines and sent back towards Richmond or towards Hounslow.

Up train via Richmond and forming a Down train towards Richmond

Train runs into either Up Platform at Barnes but Platform 2 retains the most flexibility.

The driver will change ends and inform the signaller when ready to proceed, who will then set the route and clear the signal. The signaller will clear the signal (either W529 or W527 whichever is appropriate) and route the train over Vine Road (Richmond Line) crossing and 2589 points onto the Down Richmond Line.

Up train via Hounslow and forming a Down train towards Hounslow

Train runs into either Up Platform at Barnes but Platform 2 retains the most operating flexibility

The driver will then change ends and inform the signaller when ready to proceed, who will then set the route and clear the signal

The train is routed onto Down Richmond behind shunt signal W1090 and is brought to a stand

The driver will again change ends and inform the signaller when ready to proceed

Shunt signal W1090 will then be cleared and the train routed over Vine Road (Richmond Line) CCTV level crossing to LOS signal W1092 (platform 4)

The driver will again change ends and inform the signaller when ready to proceed

The signaller will signal W523 and route the train over Vine Road crossing (Hounslow Line) to the Down Hounslow Line

Richmond

Dwell Times

All Services	1
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St Margarets		
Junction Margins		
First Movement	Second Movement	Margin
Up train arrives/passes Platform 2	Down train crossing to Up Twickenham	1
Up train passes from Up Loop to Richmond	Up train passes/arrives from Up Twickenham	3
Simultaneous Moves Not Permitted		
Up train departs/passes Platform 1 towards Richmond	Up train arrives platform 2 from Twickenham	

Twickenham				
Adjustment to Sectional Running Times				
Movements		Reason	Value	
Down trains towards Strawberry Hill passing Twickenham		Speed Differential	{½}	
Dwell Times				
All Services		1		
Junction Margins				
First Movement		Second Movement	Margin	
Down train departs Platform 3 or 4		Up train arrives in Platform 3 or 4	4	
Down train departs Platform 3 or 4 towards Whitton via UL		Up train arrives in Platform 3 or 4 from Whitton	4½	
Overlap Restrictions				
First Movement		Second Movement	Signal	Margin
Up train departs Platform 3 to Up Twickenham		Up train arrives at Platform 4	BEF2126	3
Up train arrives at Platform 4		Up train departs Platform 3 to Up Twickenham	BEF2126	1
Up train arrives at Platform 4		Down train arrives at Platform 3	BEF2126	3
Down train arrives at Platform 3		Up train arrives at Platform 4	BEF2126	2
Up train arrives/passes Platform 3 from Whitton		Down train arrives at Platform 4	BEF2127	3
Down train arrives at Platform 4		Up train arrives/passes Platform 3 from Whitton	BEF2127	3
Down train departs Platform 3		Down train arrives at Platform 4	BEF2127	3
Down train arrives at Platform 4		Down train departs Platform 3	BEF2127	1
Platform Reoccupation				
Platform			Margin	
Platform 3 (Up direction)			3*	
* Can be reduced to 2½ minutes if the second train has pathing time approaching Twickenham Junction.				
Station Working Requirements				
All trains that serve Twickenham in the 3 hour period after the end of specified events (by SWR Train Planning Manager) to be advertised 3 minutes later at destination.				
Restrictions				
Pathing time must not be used between Twickenham Junction and Twickenham.				

Twickenham Junction

Adjustment to Sectional Running Times

Movements	Reason	Value
All freight timing loads routed via up passenger loop		{1½}
Up from Strawberry Hill	Acceleration from slower speed route	{½}*

* Applies approaching next timing point.

Whitton Junction

Adjustments to Sectional Running Times

Movements	Reason	Value
Train from Hounslow Junction towards Whitton/Twickenham	Speed Differential	{½}*

* Applies approaching next timing point.

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		2
Train from Feltham Junction towards Twickenham	Train from Hounslow Junction towards Twickenham	2½#*
Train from Hounslow Junction towards Twickenham	Train from Feltham Junction towards Twickenham	3

3 minutes if the first movement is a freight service.

* 2 minutes if the second movement has pathing time/dwell approaching Whitton Junction.

Feltham Junction

Adjustments to Sectional Running Times

Movements	Reason	Value
Down passenger trains from Hounslow Junction towards Feltham	Speed Differential	{½}*
Up trains towards Hounslow Junction	Speed Differential	{½}

* Applies approaching next timing point. Does not apply to trains towards Feltham Depot Arrival Road London End because it is built into the SRT's.

Adjustments to Sectional Running Times for down freight trains passing from Hounslow. Allowances should be applied at the next timing point after Feltham Junction.

Train Class	Trailing Load	Reason	Value
Class 4	Up to 800t	TR30 – TR40	{1}
	801 – 1600t	TR50 – TR90	{1½}
Class 6	Up to 1000t	Up to TR55	{1}
	1001 – 2400t	TR70 – TR130	{1½}
Class 7	Up to 800t	Up to TR40	{½}
	801 – 1600t	TR55 – TR85	{1}
	1601 – 2400t	TR100 – TR130	{1½}

Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		2*
Down freight from Hounslow Junction	Up train towards Whitton Junction	3*
Down freight from Hounslow Junction	Down train from Whitton Junction	3½*

* Margin can be reduced by ½ minute when the second train has at least 1 minute pathing time approaching Feltham Junction.

Feltham Signal BEF2157

Junction Margins

First Movement	Second Movement	Margin
Down train departs Signal BEF2157 towards Feltham/Feltham Depot	Up train passes/departs Feltham towards Feltham Junction	2½ *

* Based on time of second train at Feltham

Feltham Depot Arrival Road London End

Junction Margins

First Movement	Second Movement	Margin
Down train from Feltham Junction passes/arrives Feltham	Up train departs Depot Arrival Road towards Feltham Junction	Same time *
Down train arrives into Depot Arrival Road London End from Feltham Junction/Signal BEF2157	Down train passes Feltham Junction towards Feltham	1 \$
Up train passes Feltham Junction from Feltham	Up train departs Depot Arrival Road towards Feltham Junction	1 £
Up train departs Depot Arrival Road towards Feltham Junction	Down train passes Feltham Junction towards Feltham	4 \$

* Based on time of first train at Feltham

\$ Based on time of second train at Feltham Junction

£ Based on time of first train at Feltham Junction

Simultaneous Moves Not Permitted

Train arrives at Arrival Road Country End	Down train arrives at Arrival Road London End
Train departs Arrival Road Country End towards Feltham Depot	Down train arrives at Arrival Road London End

Feltham Depot Arrival Road Country End

Junction Margins

First Movement	Second Movement	Margin
Train arrives at Arrival Road Country End from Feltham station or Feltham Depot	Down train arrives at Arrival Road London End from Feltham Junction	3
Train departs Arrival Road Country End towards Feltham Depot	Down train arrives at Arrival Road London End from Feltham Junction	6
Train arrives at Arrival Road London End from Feltham Junction	Up train arrives at Arrival Road Country End from Feltham	3
Train arrives at Arrival Road London End from Feltham Junction	Train departs from Feltham Depot towards Arrival Road Country End	1

Simultaneous Moves Not Permitted

Train arrives at Arrival Road Country End	Down train arrives at Arrival Road London End
Train departs Arrival Road Country End towards Feltham Depot	Down train arrives at Arrival Road London End

Feltham

Dwell Times

Feltham

All Services	1
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Junction Margins

First Movement	Second Movement	Margin
Between all movements except as below		3
Up train to Feltham Depot	Down train from Feltham Junction	4½
Up train to Feltham Depot	Up train from Staines	3½
Down train from Feltham Junction	Up train passes to Feltham Depot	2
Down train from Feltham Junction	Up train departs to Feltham Depot	1
Down train passes from Feltham Depot	Down train from Feltham Junction	4

Staines Up Goods Loop

Minimum Reversal Time

Non-gangwayed SWR Stock (2 x 5-car Class 701)	9 minutes
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Staines

Berthing Facilities

	Cars	Notes
No 1 Siding	10	
No 2 Siding	10	
No 3 Siding	10	
Up Loop	10	

Dwell Times

All Services	1
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Junction Margins

First Movement	Second Movement	Margin
Down train passes/departs towards Windsor	Up train passes/arrives from Virginia Water	4*
Up train departs Platform 2	Down train arrives/passes Platform 2	3½
Up train arrives/passes Platform 1 from Virginia Water	Down train passes Platform 2 towards Windsor	2

* Can be reduced to 3 minutes if the second train has at least 1 minute of pathing time approaching Staines.

Limit of Shunt

	Length Limit
Up Platform (clear of BEF2186)	231m (exclusive of standback)

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)	Attaching*/^/Detaching

* The second portion is not permitted to approach from the Down Main line

^ If platform occupied by more than 104m train (5-car Class 458/701), then it is not possible for another train to be permissively signalled into the platform.

Restrictions

Up trains from Virginia Water longer than 10-cars calling in platform 1 will prevent down departures towards Windsor – the junction margin must be based on the departure time of the up train in this instance. This restriction also applies to 10-car class 444 calling in platform 1.

Egham

Dwell Times

Up services only	1
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Virginia Water

Adjustments to Sectional Running Times

Movements	Reason	Value
Down arrival at Platform 4	Speed Differential	{½}
Down trains towards Chertsey passing Virginia Water	Speed Differential	{1}
Up passenger trains from Chertsey passing Virginia Water	Speed Differential	{1}*
Up trains departing Platforms 2/3/4 towards Staines	Speed Differential	{½}*

* This allowance should appear in the section from Virginia Water

Adjustments to Sectional Running Times for freight timing loads shown in the Up Direction only between Virginia Water and Staines for trains passing from Addlestone Junction. Allowances to be applied approaching the next timing point after Virginia Water.

Train Class	Trailing Load	Reason	Value
Class 6 and 7	Up to 800t	Up to TR40	{1}
	801 – 2000t	TR55 – TR115	{1½}
	2001 – 2400t	TR130 +	{2}
Class 4	Up to 800t	Up to TR40	{1}
	801 – 1600t	TR50 – TR90	{1½}

Connectional Allowances

All Services	4
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Junction Margins

First Movement	Second Movement	Margin
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Virginia Water

Up freight passes/departs Platform 3 towards Staines	Up train passes Platform 1 from Sunningdale	4
Up freight passes from Chertsey towards Staines	Down train arrives/passess Platform 2 from Staines	4
Up train departing Platforms 2/4 towards Staines	Down train arrives/passess from Staines	5
Down train departs Platform 3 towards Chertsey	Up train arrives/passess Platform 3 from Chertsey	4½
Train which has shunted via Signal BEF2706 arrives/passess Platform 3	Down train passes Platform 4 towards Chertsey	2

Overlap Restrictions

First Movement	Second Movement	Signal	Margin
Up train arrives at Platform 1 from Sunningdale	Up train passes Platform 3 towards Egham	BEF2214	3*
Up train arrives at Platform 1 from Sunningdale	Up train departs Platform 2/3/4 towards Egham	BEF2214	1*
Up train arrives at Platform 1 from Sunningdale	Down train arrives/passess Platform 2/3/4 from Signal BEF2217	BEF2214	3*
Up train passes/departs Platform 2/3/4 towards Egham	Up train arrives at Platform 1 from Sunningdale	BEF2214	4*
Down train arrives/passess Platform 2/3/4 from Signal BEF2217	Up train arrives at Platform 1 from Sunningdale	BEF2214	3*
Train arrives at Platform 4 from Signal BEF2706	Down train arrives/passess Platform 2 from Egham	BEF2702	3
Train arrives at Platform 4 from Signal BEF2706	Up train departs Platform 2 towards Egham	BEF2702	1
Down train arrives/passess Platform 2 from Egham	Train arrives at Platform 4 from Signal BEF2706	BEF2702	3
Up train departs Platform 2 towards Egham	Train arrives at Platform 4 from Signal BEF2706	BEF2702	3

* Movements can be made in parallel if the arrival into Platform 1 has {1½} approaching Virginia Water to allow for the approach control when using the reduced overlap.

Ascot

Adjustments to Sectional Running Times		
Movement	Reason	Value
Up passenger train passing from Frimley	Speed Differential	{½}*
Up freight up to 1200t/TR70 passing from Frimley	Speed Differential	{½}*
Up freight over 1201t/TR85 passing from Frimley	Speed Differential	{1}*
* Allowance to be applied approaching the next timing point after Ascot		
Connectional Allowances		
All Services	3	
Dwell Times		
All Services	1	
Junction Margins		
First Movement	Second Movement	Margin

Ascot			
Up train passes/departs Platform 1	Up train passes from Bagshot	4	
Up train departs Platform 2 or 3	Up train passes from Bagshot	4½	
Down train departs/passes Platforms 2 or 3 towards Bagshot	Up train arrives/passes Platforms 2 or 3 from Bagshot	5	
Up train departs Platforms 2 or 3	Down train arrives/passes Platform 2	3½	
Down train towards Bracknell	Conflicting Up train from Bagshot	4½	
Down train departs Platform 1 towards Bracknell	Up train arrives/passes Platform 1 from Bracknell	3½	
Down train departs Platform 1 towards Bracknell	Up train arrives/passes Platform 2 from Bracknell	4	
Up train arrives at Platform 2 from Bracknell	Up train arrives at Platform 1 from Bagshot	3½	
Overlap Restrictions			
First Movement	Second Movement	Signal	Margin
Up train arrives at Platform 2	Up train passes Platform 3	BEF2234	4½
Up train arrives at Platform 2	Up train departs Platform 3	BEF2234	1
Up train arrives at Platform 2	Down train passes/arrives at Platform 3	BEF2234	3
Up train departs Platform 3	Up train arrives at Platform 2 from Bagshot	BEF2234	4½
Up train departs/passes Platform 3	Up train arrives at Platform 2 from Bracknell	BEF2234	3
Down train arrives at Platform 3	Up train arrives at Platform 2 from Bagshot	BEF2243	4½
Down train passes/arrives at Platform 3	Up train arrives at Platform 2 from Bracknell	BEF2234	3
Down train departs Platform 2 towards Bagshot	Down train arrives at Platform 3	BEF2243	3
Down train arrives at Platform 3	Down train departs Platform 2 towards Bagshot	BEF2243	1
Down train arrives at Platform 2	Down train departs Platform 3 towards Bagshot	BEF2239	1*
Down train departs Platform 3 towards Bagshot	Down train arrives at Platform 2	BEF2239	4*
* Movements can be made in parallel unless there is also an Up train passing/arriving at Platform 1 from Bagshot less than 3 minutes before or 4 minutes after the Down arrival into Platform 2.			
Permissive Working			
Attaching/Detaching and Platform Sharing is authorised as shown below -			
Platform 1	Up Main	(Up direction)	Attaching/Detaching
Platform 2	Down Main	(Up direction)	Attaching/Detaching
Platform 3	Down Platform Loop	(Up direction)	Prohibited

Bracknell		
Adjustments to Sectional Running Times		
Movements	Reason	Value
Up train departing Platform 2 towards Ascot	Speed Differential	{½}*
* Applies approaching next timing point.		
Dwell Times		

Bracknell			
All Services		1	
Junction Margins			
First Movement		Second Movement	
Up train departs Platform 2		Down train arrives Platform 2	
		4	
Overlap Restrictions			
First Movement		Second Movement	
Up train arrives at Platform 1		Up train departs Platform 2 towards Ascot	
Up train departs Platform 2 towards Ascot		Up train arrives at Platform 1	
		4½	

Wokingham		
Berthing Facilities		
	Cars	Notes
Down Siding	12	
Dwell Times		
All Services	1	
Junction Margins		
First Movement	Second Movement	Margin
Down train arrives/passes Platform 2 from Bracknell	Up train passes Platform 1 towards Blackwater	2
Down train arrives at Platform 2 from Signal BEF2267/BEF2995	Up train passes Platform 1 towards Blackwater/ Bracknell	2
Up train passes/departs Platform 1 towards Blackwater	Down train arrives/passes Platform 2 from Bracknell	3½
Up train departs Platform 2	Down train arrives/passes Platform 2 from Blackwater/Bracknell	4
Up train departs Platform 2 towards Blackwater	Up train passes Platform 1 towards Bracknell	2½
Up train departs Platform 2 towards Blackwater	Up train departs Platform 1 towards Bracknell	2
Up train passes/departs Wokingham towards Blackwater	Up train passes/departs Wokingham towards Signal BEF2994/BEF2995	3½

Reading Spur Junction			
Adjustments to Sectional Running Times			
Movement		Reason	Value
Up Class 22x passing from Up Reading Spur		Speed Differential	{½}*
* Applies approaching next timing point.			
Junction Margins			
First Movement		Second Movement	Margin
Between all movements except as below			3
Up Reading Line train		Down service to Western Route crossing behind	2
Reversal of trains – when a train is reversing to precede to or from Platforms 4, 5 or 6 no movement is permitted on the Down Line beyond signal BEF2283 at Earley.			

Reading Southern Junction

Junction Margins

First Movement	Second Movement	Margin
Up train departs Reading platforms 4, 5 or 6	Down train passing Reading Southern Junction towards Western Route	4
Down train passing Reading Southern Junction towards Western Route	Up departure from Reading platforms 4, 5 or 6	1

Reading

Connectional Allowances

All Services	7
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Permissive Working

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

Platform 4		Attaching/Detaching and Platform Sharing
Platform 5		Attaching/Detaching and Platform Sharing
Platform 6		Attaching/Detaching and Platform Sharing

SW210A HOUNSLOW JUNCTION TO WHITTON JUNCTION

Hounslow Junction

See entry under route – SW230

Whitton Junction

See entry under route – SW210

SW210B READING SPUR JUNCTION TO READING NEW JUNCTION

Reading Spur Junction

See entry under route – SW210

SW225 POINT PLEASANT JUNCTION TO WIMBLEDON

Point Pleasant Junction

See entry under route – SW210

East Putney

Looping and Passing Trains

If it is required to pass two trains at East Putney the maximum permitted length (clear of both the LUL District Lines and the single line) is as follows.

Up line stood at W352	211m
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East Putney

Down line stood at W353 121m

Junction Margins

First Movement	Second Movement	Margin
Between all movements		2

Wimbledon

See entry under route – SW105

SW230 BARNES TO FELTHAM JUNCTION (VIA HOUNSLOW)

Barnes

See entry under route – SW210

New Kew Junction

Junction Margins

First Movement	Second Movement	Margin
Train crosses towards Kew East Junction from Chiswick	Up train passes Kew Bridge towards Chiswick	3 [#]
Train crosses towards Kew East Junction from Chiswick	Up train departs Kew Bridge towards Chiswick	1½ [*]
Up train passes/departs Kew Bridge towards Chiswick	Train crosses towards Kew East Junction from Chiswick	2
Train passes from Kew East Junction towards Chiswick	Up train passes/departs Kew Bridge towards Chiswick	3½
Up train passes/departs Kew Bridge towards Chiswick	Train passes from Kew East Junction towards Chiswick	4
Up train passes/departs Kew Bridge towards Chiswick	Train departs from Down Kew Spur towards Chiswick	3
Train crosses towards Kew East Junction from Chiswick	Down train arrives/passes Kew Bridge from Chiswick	3½ [^]

[#] 3½ minutes if the second movement is a freight service.

^{*} 2 minutes if the first movement is longer than 62 SLU/400m.

[^] 4 minutes if the first movement is longer than 62 SLU/400m.

Overlap Restrictions

First Movement	Second Movement	Signal	Margin
Train crosses towards Kew East Junction from Chiswick	Up train arrives at Kew Bridge Platform 1 from Brentford	BEF2340	4 [*]
Up train arrives at Kew Bridge Platform 1 from Brentford	Train crosses towards Kew East Junction from Chiswick	BEF2340	3 [*]

^{*} Movements can be made in parallel if the arrival at Kew Bridge Platform 1 has {½} approaching Kew Bridge to allow for the approach control when using the reduced overlap on BEF2340.

Kew Bridge

Adjustments to Sectional Running Times

Movements	Reason	Value
Down train departing Kew Bridge Platform 1 towards Brentford	Speed Differential	{1}*

* Applies approaching next timing point.

Junction Margins

First Movement	Second Movement	Margin
Down train departs Platform 1 towards Brentford	Up train arrives/passes Platform 1 from Brentford	4

Old Kew Junction

Junction Margins

First Movement	Second Movement	Margin
Down train from Kew East Junction	Down train departs/passes Kew Bridge	3
Down train departs Kew Bridge Platform 1 towards Brentford	Up train towards Kew East Junction	4
Down train from Kew East Junction	Up train towards Kew East Junction	4
Down train from Kew East Junction towards Brentford	Up train arrives/passes Kew Bridge from Brentford	4
Up train arrives/passes Kew Bridge from Brentford	Down train from Kew East Junction	2½
Up train towards Kew East Junction	Down train from Kew East Junction	4
Up train towards Kew East Junction	Down train departs Kew Bridge Platform 1	2
Up train passes/arrives at Kew Bridge	Up train towards Kew East Junction	2½
Up train towards Kew East Junction	Up train passes/arrives at Kew Bridge	4

Hounslow

Dwell Times

Hounslow				
All Services		1		
Junction Margins				
First Movement		Second Movement	Margin	
Down train departs Platform 1		Up train arrives/passes Platform 1	4	
Down train departs Platform 1		Down train passes Platform 2	3½	
Train arrives at Platform 1 from Signal BEF2376		Down train passes Platform 2	2½	
Overlap Restrictions				
First Movement		Second Movement	Signal	Margin
Down train departs Platform 1		Down train arrives at Platform 2	BEF2377	3½
Down train arrives at Platform 2		Down train departs Platform 1	BEF2377	1
Train arrives at Platform 1 from Signal BEF2376		Down train arrives at Platform 2	BEF2377	2½*
Up train departs Platform 2		Up train arrives at Platform 1	BEF2374	4
Up train arrives at Platform 1		Up train departs Platform 2	BEF2374	1
Train arrives at Platform 2 from Signal BEF2375		Up train arrives at Platform 1	BEF2374	3^
* Signal BEF2376 is within the overlap of BEF2377 – a Down train cannot arrive at Platform 2 whilst a shunt movement is standing at BEF2376.				
^ Signal BEF2375 is within the overlap of BEF2374 – an Up train cannot arrive at Platform 1 whilst a shunt movement is standing at BEF2375.				
Restrictions				
If a train longer than 188m (9 cars) has shunted from Signal BEF2375 to Platform 2, it is not possible for a train to be signalled into Platform 1 until after the Down train has departed from Platform 2 due to being foul of 4087A/B points.				
If a train longer than 198m (9 cars) has shunted from Signal BEF2376 to Platform 1, it is not possible for a train to be signalled into Platform 2 until after the Up train has departed from Platform 1 due to being foul of 4088A/B points.				
Minimum reversal time for 10 car trains which terminate/reverse at Hounslow and then depart in the opposite direction from the same platform				
Class 458/701			10 minutes*	
* 10-car trains turning round/reversing in Hounslow Platform 1 or 2 are required to stop in the platform, then draw forwards following completion of station duties, in order to sight the signal before departure. This is to be shown as an extended stop at Hounslow between the arrival of the inbound service and the departure of the return working. The 10-minute minimum reversal time is made up of:				
<ul style="list-style-type: none">• 2 minutes dwell on arrival.• 1 minute to draw forwards to sight the signal in rear.• 7 minutes reversal/turnround time (standard for 10-car Class 458/701).				

Hounslow Junction		
Adjustments to Sectional Running Times		
Movements	Reason	Value
Up trains passing from Whitton Junction	Speed Differential	{½}*
* Applies approaching next timing point.		
Junction Margins		
First Movement	Second Movement	Margin

Hounslow Junction

Down train towards Feltham Junction	Up train from Whitton Junction	2½#
Down freight towards Feltham Junction	Down train towards Whitton Junction	2½
Up train from Whitton Junction	Down train towards Feltham Junction	2½
Up train from Feltham Junction	Up train from Whitton Junction	2½
Up train from Whitton Junction	Up train from Feltham Junction	3

Increase to 3 minutes following a freight service.

Feltham Junction

See entry under route – SW210

SW240 KEW EAST JUNCTION TO OLD KEW JUNCTION

Old Kew Junction

See entry under route – SW230

Length Restrictions

A train standing at Signal BEF2345 on the Down Kew Branch which exceeds 456m / 71 SLU in length (exclusive of standback allowance) will foul AW206 points at Kew East Junction. Therefore, junction margins at Kew East Junction must be based on the train's departure time at Old Kew Junction if over length.

Kew East Junction

Length Restrictions

A train standing at Signal AW114 on the Up Kew Branch which exceeds 415m / 64 SLU in length (exclusive of standback allowance) will foul 4076 points at Old Kew Junction. Therefore, junction margins at Old Kew Junction must be based on the train's departure time at Kew East Junction if over length.

SW240A NEW KEW JUNCTION TO KEW EAST JUNCTION

New Kew Junction

See entry under route – SW230

Restriction affecting trains using the Up Kew Spur

A train cannot be signalled from New Kew Junction towards Kew East Junction unless Signal AW112 approaching Kew East Junction is showing proceed. Therefore, a train cannot be timed to pass New Kew Junction towards Kew East Junction whilst a conflicting move is taking place at Kew East Junction. Trains on via the Up Kew Spur must not be planned with dwell or pathing time between New Kew Junction and Kew East Junction.

SW245 TWICKENHAM JUNCTION TO SHACKLEGATE JUNCTION

Twickenham Junction

See entry under route – SW210

Strawberry Hill

Limit of Shunt

	Length Limit
Twickenham End (clear of Signal 2457)	10 cars

Junction Margins

First Movement	Second Movement	Margin
Re-occupation of Up Platform		3
Between all movements except as below		2½ *
Up Kingston Line train	Down service to Shepperton crossing behind	1*

* Conflicting point is Strawberry Hill Junction.

Minimum reversal time for 10 car trains which arrive in Platform 2 from Fulwell/Shacklegate Junction in passenger service and then depart ECS towards Strawberry Hill Depot

Class 458/701	13 minutes*
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* 10-car trains arriving from Fulwell/Shacklegate Junction in passenger service are required to stop in the platform, then draw forwards following completion of station duties, to sight signal BEF2461 before departing towards the Depot. This is to be shown as an extended stop at Strawberry Hill between the arrival in passenger service and the departure of the ECS towards the Depot. The 13-minute minimum reversal time is made up of:

- 4 minutes standard dwell for arriving in passenger service then departing ECS in the same direction,
- 2 minutes to draw forwards to the Depot stop car mark.
- 7 minutes reversal time (standard for 10-car Class 458/701).

Planning Note

Trains longer than 8 cars must not be planned to reverse in Platform 2 to travel back towards Twickenham, due to signal sighting issues.

Shacklegate Junction

See entry under route – SW190

SW245A STRAWBERRY HILL JUNCTION TO FULWELL JUNCTION

Strawberry Hill Junction

See entry under route – SW245

Fulwell Junction

See entry under route – SW190

SW250 STAINES TO WINDSOR AND ETON RIVERSIDE

Staines

See entry under route – SW210

Windsor and Eton Riverside

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

SW255 VIRGINIA WATER TO WEYBRIDGE

Virginia Water

See entry under route – SW210

Chertsey

Dwell Times

All Services	1
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Station Working Requirements

Down trains must not be timed to stop for more than 1 minute owing to level crossing treadle arrangement

Addlestone

Station Working Requirements

Up trains longer than 8 cars must not be timed to stop for more than 1 minute to avoid blocking the level crossing

Weybridge

See entry under route – SW105

SW255A ADDLESTONE JUNCTION TO BYFLEET JUNCTION

Addlestone Junction

See entry under route – SW255

Byfleet Junction

See entry under route – SW105

SW260 ASCOT TO ASH VALE JUNCTION

Ascot

See entry under route – SW210

Camberley

Station Working Requirements

Down trains exceeding five cars must not be timed to stop for more than ½ minute to avoid blocking the level crossing

Frimley Junction

Junction Margins

First Movement	Second Movement	Margin
Re-occupation of Single Line		2

SW265 GUILDFORD TO WOKINGHAM

Guildford

See entry under route – SW110

Ash

Dwell Times

Class 16x 45 seconds* to be shown as alternate ½ and 1 minute dwells

* Increase to 1 minute for services departing between 0700-0900 or 1600-1830 (both SX only)

Aldershot South Junction

Junction Margins

First Movement	Second Movement	Margin
Between all movements		2½

North Camp

Dwell Times

Class 16x 45 seconds* to be shown as alternate ½ and 1 minute dwells

* Increase to 1 minute for services departing between 0700-0900 or 1600-1830 (both SX only)

Farnborough North

Dwell Times

Class 16x 45 seconds* to be shown as alternate ½ and 1 minute dwells

* Increase to 1 minute for services departing between 0700-0900 or 1600-1830 (both SX only)

Blackwater

Adjustments to Sectional Running Times

Movements	Reason	Value
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Blackwater

Depart Blackwater Platform 1 having arrived with the section beyond BEF2978 occupied	Restrictive Aspects	{½}*
Depart Blackwater Platform 2 having arrived with the section beyond BEF2979 occupied	Restrictive Aspects	{½}*
* Applies approaching next timing point.		
Dwell Times		
Class 16x	45 seconds* to be shown as alternate ½ and 1 minute dwells	
* Increase to 1 minute for services departing between 0700-0900 or 1600-1830 (both SX only)		

Blackwater Signal BEF2980

Junction Margins		
First Movement	Second Movement	Margin
Up train departs Blackwater Signal BEF2980 towards Up Blackwater	Down train passes Blackwater	3
Up train departs Blackwater Signal BEF2980 towards Up Blackwater	Down train arrives at Blackwater	3½*
Up train passes Blackwater Signal BEF2978	Up train departs Blackwater Signal BEF2980 towards Up Blackwater	1½
* A Down train cannot arrive at Blackwater Platform 2 whilst a shunt movement is standing behind BEF2980.		

Sandhurst

Adjustments to Sectional Running Times		
Movements	Reason	Value
Depart Sandhurst Platform 1 having arrived with the section beyond BEF2982 occupied	Restrictive Aspects	{½}*
* Applies approaching next timing point.		
Dwell Times		
Class 16x	45 seconds* to be shown as alternate ½ and 1 minute dwells	
* Increase to 1 minute for services departing between 0700-0900 or 1600-1830 (both SX only)		

Crowthorne

Dwell Times	
Class 16x	45 seconds* to be shown as alternate ½ and 1 minute dwells
* Increase to 1 minute for services departing between 0700-0900 or 1600-1830 (both SX only)	

Wokingham

See entry under route – SW210

SW300 GOMSHALL TO SHALFORD JUNCTION

Gomshall

Dwell Times

All Services	1
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Shalford

Dwell Times

All Services	1
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Shalford Junction

See entry under route – SW110

5.4 Platform Lengths

The table below shows the maximum length of train that may use each of the Platforms at the following passenger stations. All lengths are in metres. The quoted lengths are the usable lengths from ramp to ramp unless specified. The measurements take no account of the need for signal sighting.

STATION	PLATFORM AND LINE	USABLE LENGTH	NOTES
Addlestone	1 - Down	166	
Addlestone	2 - Up	176	
Aldershot	1 - Up	247	
Aldershot	2 - Down	252	Trains can reverse in the Platform
Aldershot	3 - Down Passenger Loop	252	Trains can reverse in the Platform
Alton	1 - Up	167	
Alton	2 - Down	170	
Andover	1 - Up	219	
Andover	2 - Down	223	
Ascot	1* - Up	220	* - Station entrance side. Down direction
Ascot	1* - Up	252	* - Station entrance side. Up direction
Ascot	2 - Down	211	Down direction
Ascot	2 - Down	224	Up direction
Ascot	3 - Down Passenger Loop	212	Down direction
Ascot	3 - Down Passenger Loop	214	Up direction
Ash	1 - Up	173	
Ash	2 - Down	101	
Ash Vale	1 - Up	169	
Ash Vale	2 - Down	170	
Ashford (Middlesex)	1 - Up	206	
Ashford (Middlesex)	2 - Down	206	
Ashted	1 - Up Portsmouth	209	
Ashted	2 - Down Portsmouth	206	
Ashurst New Forest	1 - Up	155	
Ashurst New Forest	2 - Down	156	
Axminster	1 - Up	148	
Axminster	2 - Down	142	
Bagshot	1 - Up	90	
Bagshot	2 - Down	89	
Barnes	1 - Up Slow	207	Trains can reverse in the Platform
Barnes	2 - Up Fast	214	Trains can reverse in the Platform
Barnes	3 - Down Fast	206	
Barnes	4 - Down Slow	212	
Barnes Bridge	1 - Up	204	
Barnes Bridge	2 - Down	203	
Basingstoke	1 - Down Slow	296	Trains can reverse in the Platform
Basingstoke	2 - Down Fast	245	
Basingstoke	3 - Up Fast	245	
Basingstoke	4 - Up Slow	245	
Basingstoke	5 - East Bay	117	
Beaulieu Road	1 - Up	101	
Beaulieu Road	2 - Down	101	
Bedhampton	1 - Up	124	
Bedhampton	2 - Down	124	
Bentley	1 - Up	123	Down direction
Bentley	1 - Up	123	Up direction
Bentley	2 - Down Passenger Loop	122	
Berrylands	1 - Up Slow	209	
Berrylands	2 - Down Slow	207	
Bitterne	1 - Up	136	
Bitterne	2 - Down	148	

Blackwater	1 - Up	85	
Blackwater	2 - Down	85	
Bookham	1 - Up	200	
Bookham	2 - Down	201	
Botley	1 - Up	132	
Botley	2 - Down	132	
Bournemouth	1 - Up Bay	84	
Bournemouth	2 - Up	247	Down direction
Bournemouth	2 - Up	247	Up direction
Bournemouth	3 - Down	263	Down direction
Bournemouth	3 - Down	263	Up direction
Bournemouth	4 - Down Extension	206	
Bournemouth	3 & 4 - Down	522	
Bracknell	1 - Up	222	
Bracknell	2 - Down	209	
Bramley	1 - Up	90	
Bramley	2 - Down	84	
Branksome	1 - Up	114	
Branksome	2 - Down	114	
Brentford	1 - Up	205	
Brentford	2 - Down	205	
Brockenhurst	1 - Up Passenger Loop	262	Down direction
Brockenhurst	1 - Up Passenger Loop	240	Up direction
Brockenhurst	2 - Up	260	
Brockenhurst	3 - Down	243	
Brockenhurst	4 - Down Passenger Loop	243	Down direction
Brockenhurst	4 - Down Passenger Loop	195	Up direction (to Signal BH8)
Brookwood	1 - Up Slow	248	
Brookwood	2 - Down Slow	248	
Bursledon	1 - Up	167	
Bursledon	2 - Down	167	
Byfleet and New Haw	1 - Up Slow	247	
Byfleet and New Haw	2 - Down Slow	247	
Camberley	1 - Up	132	
Camberley	2 - Down	136	
Chandlers Ford	1 - Down & Up	100	
Chertsey	1 - Down	211	
Chertsey	2 - Up	209	
Chessington North	1 - Up	207	
Chessington North	2 - Down	205	
Chessington South	Single	204	
Chetnole	Single	45	Down direction
Chetnole	Single	45	Up direction
Chilworth	1 - Up Reading	85	
Chilworth	2 - Down Reading	92	
Chiswick	1 - Up	205	
Chiswick	2 - Down	205	
Christchurch	1 - Up	185	
Christchurch	2 - Down	185	
Clandon	1 - Up	204	
Clandon	2 - Down	206	
Clapham Junction	1 - Up Bay	99	129m between W306 and buffer stops.
Clapham Junction	2 - Up Bay	112	
Clapham Junction	3 - Up Windsor Slow	214	
Clapham Junction	4 - Up Windsor Fast	215	
Clapham Junction	5 - Down Windsor Fast	213	

Clapham Junction	6 - Down Windsor Slow	214	
Clapham Junction	7 - Up Passenger Loop	206	
Clapham Junction	8 - Up Main Fast	183	Must only be used for stopping passenger trains in an emergency.
Clapham Junction	9 - Down Main Fast	220	
Clapham Junction	10 - Up Main Slow	210	
Clapham Junction	11 - Down Main Slow	204	
Claygate	1 - Up	204	
Claygate	2 - Down	207	
Cobham and Stoke D'Abernon	1 - Up	201	
Cobham and Stoke D'Abernon	2 - Down	206	
Cosham	1 - Up	169	
Cosham	2 - Down	169	
Cranbrook	Single –Up	152	
Cranbrook	Single -Down	152	
Crewkerne	Single	148	Down direction
Crewkerne	Single	148	Up direction
Crowthorne	1 - Up	87	
Crowthorne	2 - Down	90	
Datchet	1 - Up	171	
Datchet	2 - Down	143	
Dean	1 - Up	152	
Dean	2 - Down	152	
Dorchester South	1 - Up	171	Down direction
Dorchester South	1 - Up	171	Up direction.
Dorchester South	2 - Down	120	Down direction
Dorchester South	2 - Down	120	Up direction
Dorchester West	1 - Up	170	
Dorchester West	2 - Down	170	
Durnsford Rd Staff Halt	- Up Fast	8	
Earley	1 - Down	168	
Earley	2 - Up	169	
Earlsfield	1 - Down Fast	205	
Earlsfield	2 - Up Slow	205	
Earlsfield	3 - Down Slow	205	
Eastleigh	1 - Up	253	
Eastleigh	2 - Up	253	
Eastleigh	2 - Down	253	
Eastleigh	3 - Down Passenger Loop	253	Down direction
Eastleigh	3 - Down Passenger Loop	190	Up direction
Effingham Junction	1 - Up	204	
Effingham Junction	2 - Down	205	
Egham	1 - Up	207	
Egham	2 - Down	209	
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 Portsmouth	206	
Epsom	4 - Up Epsom	208	
Esher	1 - Up Slow	247	
Esher	4 - Down Slow	247	
Ewell West	1 - Up	205	

Ewell West	2 - Down	205	
Fareham	1 - Up	189	
Fareham	2 - Up Bay	186	
Fareham	3 - Down	169	
Farnborough (Main)	1 - Up Slow	245	
Farnborough (Main)	2 - Down Slow	245	
Farnborough North	1 - Up	91	
Farnborough North	2 - Down	81	
Farncombe	1 - Up	246	
Farncombe	2 - Down	183	
Farnham	1 - Up	268	
Farnham	2 - Down	249	
Feltham	1 - Up	224	
Feltham	2 - Down	205	
Feniton	Single	98	Down direction
Feniton	Single	98	Up direction
Fleet	1 - Up Slow	252	
Fleet	2 - Down Slow	252	
Fratton	1 - Up	187	
Fratton	2 - Down	187	
Fratton	3 - Down Relief	187	
Frimley	1 - Up	86	
Frimley	2 - Down	85	
Fulwell	1 - Up	204	
Fulwell	2 - Down	206	
Gillingham (Dorset)	1 - Up	149	Down direction
Gillingham (Dorset)	1 - Up	140	Up direction
Gillingham (Dorset)	2 - Down Passenger Loop	149	Down direction
Gillingham (Dorset)	2 - Down Passenger Loop	140	Up direction
Godalming	1 - Up	249	
Godalming	2 - Down	249	
Gomshall	1 - Up Reading	91	
Gomshall	2 - Down Reading	91	
Grateley	1 - Up	222	
Grateley	2 - Down	222	
Guildford	1 - Up Bay	211	
Guildford	2 - Down Cobham	315	Down direction, 232m if via 3114 points.
Guildford	2 - Down Cobham	232	Up direction
Guildford	3 - Up Cobham	244	Down direction
Guildford	3 - Up Cobham	248	Up direction
Guildford	4 - Down Portsmouth	254	Down direction
Guildford	4 - Down Portsmouth	248	Up direction
Guildford	5 - Up Portsmouth	253	Down direction
Guildford	5 - Up Portsmouth	242	Up direction
Guildford	6 - Up Ash	248	Down direction
Guildford	6 - Up Ash	262	Up direction
Guildford	7 - Up Ash	248	Down direction
Guildford	7 - Up Ash	258	Up direction
Guildford	8 - Down Ash	189	Down direction
Guildford	8 - Down Ash	208	Up direction
Hamble	1 - Up	92	
Hamble	2 - Down	92	
Hampton	1 - Up	204	
Hampton	2 - Down	206	

Hampton Court	1 - Up	208	
Hampton Court	2 - Down	208	
Hampton Wick	1 - Up	205	
Hampton Wick	2 - Down	206	
Hamworthy	1 - Up	124	
Hamworthy	2 - Down	124	
Haslemere	1 - Down	249	
Haslemere	2 - Up	249	Down direction
Haslemere	2 - Up	249	Up direction
Haslemere	3 - Up Passenger Loop	249	
Havant	1 - Up	251	
Havant	2 - Down Passenger Loop	251	Trains can reverse in the Platform
Hedge End	1 - Up	166	
Hedge End	2 - Down	166	
Hersham	1 - Up Slow	246	
Hersham	2 - Down Slow	245	
Hilsea	1 - Up	163	
Hilsea	2 - Down	163	
Hinchley Wood	1 - Up	204	
Hinchley Wood	2 - Down	205	
Hinton Admiral	1 - Up	138	
Hinton Admiral	2 - Down	138	
Holton Heath	1 - Up	124	
Holton Heath	2 - Down	124	
Honiton	1 - Single	143	Down direction
Honiton	1 - Single	148	Up direction
Honiton	2 - Crossing Loop in Single Line	138	Up direction
Hook	1 - Up Slow	198	
Hook	2 - Down Slow	198	
Horsley	1 - Up	204	
Horsley	2 - Down	205	
Hounslow	1 - Up	166	
Hounslow	2 - Down	168	
Isleworth	1 - Up	156	
Isleworth	2 - Down	166	
Kempton Park	1 - Up	204	
Kempton Park	2 - Down	288	
Kew Bridge	1 - Up	205	
Kew Bridge	2 - Down	205	
Kingston	1 - Down Bay	163	
Kingston	2 - Down	208	
Kingston	3 - Up	208	
Leatherhead	1 - Up	206	
Leatherhead	2 - Down	206	
Liphook	1 - Up	168	
Liphook	2 - Down	168	
Liss	1 - Up	161	
Liss	2 - Down	161	
London Road Guildford	1 - Up	206	
London Road Guildford	2 - Down	205	
London Waterloo	1	208	
London Waterloo	2	208	
London Waterloo	3	208	

London Waterloo	4	208	
London Waterloo	5	208	
London Waterloo	6	208	
London Waterloo	7	245	(see note in Section 5.3)
London Waterloo	8	246	
London Waterloo	9	250	
London Waterloo	10	252	
London Waterloo	11	246	
London Waterloo	12	247	
London Waterloo	13	247	
London Waterloo	14	247	
London Waterloo	15	256	
London Waterloo	16	256	
London Waterloo	17	268	
London Waterloo	18	249	
London Waterloo	19	253	
London Waterloo	20	246	
London Waterloo	21	246	
London Waterloo	22	246	
London Waterloo	23	246	
London Waterloo	24	246	
Longcross	1 - Up	159	
Longcross	2 - Down	160	
Lymington Pier	Single	163	
Lymington Town	Single	78	Up direction
Lymington Town	Single	78	Down direction
Maiden Newton	1 - Up	114	
Maiden Newton	2 - Down	114	
Malden Manor	1 - Up	208	
Malden Manor	2 - Down	205	
Martins Heron	1 - Up	205	
Martins Heron	2 - Down	209	
Micheldever	1 - Up	137	Down direction
Micheldever	1 - Up	125	Up direction
Micheldever	2 - Down	125	Down direction
Micheldever	2 - Down	93	Up direction
Milford	1 - Up	162	
Milford	2 - Down	155	
Millbrook	1 - Up Slow	182	
Millbrook	2 - Down Slow	182	
Moreton	1 - Up	121	
Moreton	2 - Down	121	
Mortimer	1 - Down	84	
Mortimer	2 - Up	84	
Mortlake	1 - Up	205	
Mortlake	2 - Down	205	
Motspur Park	1 - Up	204	
Motspur Park	2 - Down	202	
Mottisfont & Dunbridge	1 - Up	58	
Mottisfont & Dunbridge	2 - Down	74	
Netley	1 - Up	155	
Netley	2 - Down	170	
New Malden	1 - Up Slow	208	
New Malden	4 - Down Slow	206	
New Milton	1 - Up	137	

New Milton	2 - Down	137	
Norbiton	1 - Up	206	
Norbiton	2 - Down	206	
North Camp	1	153	
North Camp	2	131	
North Sheen	1 - Up	205	
North Sheen	2 - Down	205	
Overton	1 - Up	223	
Overton	2 - Down	223	
Oxshott	1 - Up	202	
Oxshott	2 - Down	203	
Parkstone	1 - Up	130	
Parkstone	2 - Down	130	
Petersfield	1 - Up	241	
Petersfield	2 - Down	251	
Pinhoe	1 - Up	154	
Pinhoe	2 - Down	150	
Pokesdown	1 - Up	167	
Pokesdown	2 - Down	231	
Poole	1 - Up	247	Down direction
Poole	1 - Up	247	Up direction
Poole	2 - Down	247	
Portchester	1 - Up	123	
Portchester	2 - Down	125	
Portsmouth and Southsea	1 - Up (High level)	247	
Portsmouth and Southsea	2 - Down (High level)	247	
Portsmouth and Southsea	3 - Bay (Low level)	205	
Portsmouth and Southsea	4 - Bay (Low level)	253	
Portsmouth Harbour	1	163	
Portsmouth Harbour	3	244	
Portsmouth Harbour	4	244	
Portsmouth Harbour	5	244	
Putney	1 - Up Slow	207	
Putney	2 - Up Fast	205	
Putney	3 - Down Fast	204	
Putney	4 - Down Slow	206	
Queenstown Road (Battersea)	2 - Up Windsor	208	Down direction
Queenstown Road (Battersea)	2 - Up Windsor	205	Up direction
Queenstown Road (Battersea)	3 - Down Windsor	204	
Raynes Park	1 - Up Branch	206	
Raynes Park	2 - Up Slow	206	
Raynes Park	3 - Down Slow	208	
Raynes Park	4 - Down Branch	206	
Reading	6 - Up	268	
Reading	5 - Down	268	
Reading	4 - Down	268	
Reading Green Park	1 - Up	150	
Reading Green Park	2 - Down	150	
Redbridge	1 - Up	148	
Redbridge	2 - Down	148	

Richmond	1 - Down	203	
Richmond	2 - Up	203	
Romsey	1 - Up	157	
Romsey	2 - Down	154	
Rowlands Castle	1 - Up	133	
Rowlands Castle	2 - Down	133	
Salisbury	1 - Reception Road	223	Only to be used by special instruction.
Salisbury	2 - Up	228	
Salisbury	3 - Down Passenger Loop	228	Down direction
Salisbury	3 - Down Passenger Loop	228	Up direction
Salisbury	4 - Down	289	Down direction
Salisbury	4 - Down	289	Up direction
Salisbury	5 - West Bay	143	(special instruction)
Salisbury	6 - East Bay	162	
Sandhurst	1 - Up	84	
Sandhurst	2 - Down	84	
Shalford	1 - Up Reading	104	
Shalford	2 - Down Reading	97	Down direction
Shalford	2 - Down Reading	97	Up direction
Shawford	1 - Up	105	
Shawford	2 - Down Fast	105	Down direction
Shawford	2 - Down Fast	105	Up direction
Shawford	3 - Down Slow	86	Down direction
Shawford	3 - Down Slow	105	Up direction
Shepperton	Single	210	
Sherborne	1 - Up	143	Down direction
Sherborne	1 - Up	143	
Sherborne	2 - Down	159	
Sholing	1 - Up	160	
Sholing	2 - Down	160	
Southampton Airport Parkway	1 - Up	248	
Southampton Airport Parkway	2 - Down	248	
Southampton Central	1 - Up Fast	277	Down direction
Southampton Central	1 - Up Fast	277	Up direction
Southampton Central	2 - Up Slow	277	Down direction
Southampton Central	2 - Up Slow	277	Up direction
Southampton Central	3 - Down Slow	277	Down direction
Southampton Central	3 - Down Slow	277	Up direction
Southampton Central	4 - Down Fast	277	Down direction
Southampton Central	4 - Down Fast	277	Up direction
Southampton Central	5 - Down Bay	136	(special instruction)
St Denys	1 - Up	139	
St Denys	2 - Down	139	
St Denys	3 - Down Netley	140	
St Denys	4 - Up Netley	140	
St Margarets	1 - Up Passenger Loop	204	
St Margarets	2 - Up	205	
St Margarets	3 - Down	205	
Staines	1 - Up	206	
Staines	2 - Down	206	
Stoneleigh	1 - Up	205	
Stoneleigh	2 - Down	208	
Strawberry Hill	1 - Down	204	
Strawberry Hill	2 - Up	178	Down direction

Strawberry Hill	2 - Up	217	Up direction
Sunbury	1 - Up	204	
Sunbury	2 - Down	205	
Sunningdale	1 - Up	205	
Sunningdale	2 - Down	207	
Sunnymeads	1 - Up	160	
Sunnymeads	2 - Down	159	
Surbiton	1 - Up Slow	243	
Surbiton	2 - Up Fast	243	
Surbiton	3 - Down Slow	243	
Surbiton	4 - Down Hampton Court	243	
Swanwick	1 - Up	159	
Swanwick	2 - Down	159	
Sway	1 - Up	137	
Sway	2 - Down	137	
Swaythling	1 - Up	92	
Swaythling	2 - Down	92	
Syon Lane	1 - Up	166	
Syon Lane	2 - Down	162	
Teddington	1 - Down	207	
Teddington	2 - Up	203	
Templecombe	Single	147	Down direction.
Templecombe	Single	147	Up direction
Thames Ditton	1 - Up	203	
Thames Ditton	2 - Down	205	Down direction
Thames Ditton	2 - Down	207	Up direction
Thornford	Single	45	Down direction
Thornford	Single	45	Up direction
Tisbury	Single	90	Down direction
Tisbury	Single	90	Up direction
Tolworth	1 - Up	205	
Tolworth	2 - Down	207	
Totton	1 - Up	128	
Totton	2 - Down	128	
Twickenham	3 - Up Passenger Loop	207	Trains can reverse in the Platform
Twickenham	4 - Up	207	Trains can reverse in the Platform
Twickenham	5 - Down	206	
Upper Halliford	1 - Up	206	
Upper Halliford	2 - Down	203	
Upwey	1 - Up	127	
Upwey	2 - Down	127	
Vauxhall	1 - Windsor Reversible	209	Down direction
Vauxhall	1 - Windsor Reversible	209	Up direction
Vauxhall	2 - Up Windsor	209	
Vauxhall	3 - Down Windsor Fast	209	
Vauxhall	4 - Down Windsor Slow	209	
Vauxhall	5 - Up Main Fast	191	
Vauxhall	6 - Down Main Fast	191	
Vauxhall	7 - Up Main Slow	206	
Vauxhall	8 - Down Main Slow	204	
Virginia Water	1 - Up	205	
Virginia Water	2 - Down	238	
Virginia Water	3 - Up Chertsey	131	Up direction
Virginia Water	3 - Up Chertsey	164	Down direction

Virginia Water	4 - Down Chertsey	205	
Walton on Thames	1 - Up Slow	245	
Walton on Thames	2 - Down Slow	245	
Wanborough	1 - Up	90	
Wanborough	2 - Down	90	
Wandsworth Town	1 - Down Slow	205	
Wandsworth Town	2 - Down Fast	206	
Wandsworth Town	3 - Up Fast	206	
Wandsworth Town	4 - Up Slow	212	
Wareham	1 - Up	174	
Wareham	2 - Down	174	
West Byfleet	1 - Up Slow	245	
West Byfleet	2 - Down Fast	245	
West Byfleet	3 - Down Slow	245	
Weybridge	1 - Up Bay Platform	205	
Weybridge	2 - Up Slow	233	
Weybridge	3 - Down Slow	250	
Weymouth	1	120	
Weymouth	2	272	
Weymouth	3	272	
Whimple	Single	78	Down direction
Whimple	Single	78	Up direction
Whitchurch	1 - Up	219	
Whitchurch	2 - Down	219	
Whitton	1 - Up	206	
Whitton	2 - Down	206	
Wimbledon	5 - Up Slow	230	Down direction
Wimbledon	5 - Up Slow	230	Up direction
Wimbledon	6 - Up Fast	230	Down direction
Wimbledon	6 - Up Fast	230	Up direction
Wimbledon	7 - Down Fast	230	
Wimbledon	8 - Down Slow	225	
Winchester	1 - Up	247	
Winchester	2 - Down	247	
Winchfield	1 - Up Slow	161	
Winchfield	2 - Down Slow	198	
Windsor and Eton Riverside	1 - Up	217	279m between BEF2632 and buffer stops.
Windsor and Eton Riverside	2 - Down	218	289m between BEF2630 and buffer stops.
Winnersh	1 - Up	168	
Winnersh	2 - Down	166	
Winnersh Triangle	1 - Up	166	
Winnersh Triangle	2 - Down	166	
Witley	1 - Up	165	
Witley	2 - Down	165	
Woking	1 - Up Slow	253	Down direction
Woking	1 - Up Slow	253	Up direction
Woking	2 - Up Fast	254	Down direction
Woking	2 - Up Fast	251	Up direction
Woking	3 - Up Bay	255	
Woking	4 - Down Fast	252	Down direction
Woking	4 - Down Fast	256	Up direction
Woking	5 - Down Slow	289	Down direction
Woking	5 - Down Slow	275	Up direction
Woking	6 - Down Bay	127	

Wokingham	1 - Up	209	
Wokingham	2 - Down	273	
Wool	1 - Up	123	
Wool	2 - Down	118	
Woolston	1 - Up	150	
Woolston	2 - Down	150	
Worcester Park	1 - Up	208	
Worcester Park	2 - Down	206	
Worplesdon	1 - Up	246	
Worplesdon	2 - Down	246	
Wraysbury	1 - Up	172	
Wraysbury	2 - Down	166	
Yeovil Junction	1 - Up Passenger Loop	185	Down direction
Yeovil Junction	1 - Up Passenger Loop	153	Up direction
Yeovil Junction	2 - Down	160	Down direction.
Yeovil Junction	2 - Down	152	Up direction
Yeovil Pen Mill	1 - Crossing Loop in Single Line	175	Down direction
Yeovil Pen Mill	1 - Crossing Loop in Single Line	189	Up direction
Yeovil Pen Mill	2 - Crossing Loop in Single Line	163	Down direction
Yeovil Pen Mill	2 - Crossing Loop in Single Line	163	Up direction
Yeovil Pen Mill	3 - Single	162	Down direction only
Yetminster	Single	93	Down direction
Yetminster	Single	93	Up direction

5.4.1 Loop Lengths

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

SW105 CLAPHAM JUNCTION TO WEYMOUTH				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Wallers Ash Up Passenger Loop	Up	125	805	
Wallers Ash Down Passenger Loop	Down	173	1108	
Southampton Up Goods Loop	Up / Down	67	433	Between E748 and E753
Southampton Down Loop	Down	69	443	Between E743 and E738
Southampton Down Loop	Up	69	443	At E738 Signal clear of 536A points
Southampton Down Loop	Up	116	745	At E738 Signal clear of 539B points

SW210 CLAPHAM JUNCTION TO READING (VIA RICHMOND)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Staines Up Goods Loop	Up	36	236	

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.)

6 Timetabling Considerations

6.1 Advertised and Working Times

It is not permissible for trains to be specified to be advertised to arrive before or depart after the booked times stated in the working timetable (WTT).

It is permissible for trains to be specified to be advertised to depart before the booked times stated in the working timetable in the following circumstances;

- (i) Where the WTT departure time is delayed to achieve the required headway behind a preceding train or margin following a conflicting move.
- (ii) As an aid to punctual departure where this practice has been agreed between the Train Operator and Network Rail.

By agreement between the Train Operator and Network Rail, trains may be specified to be advertised to arrive after the booked times stated in the WTT. This agreement is used instead of engineering/performance allowances.

Weekdays (Monday to Saturday)		
Movement	Differential	Reason
All SX trains arriving at Waterloo between 0700 and 1000	Advertised to arrive 2 minutes later than the WTT time	
All SX trains departing from Waterloo between 1600 and 1900	Advertised to arrive 2 minutes later than the WTT time at the ultimate destination UNLESS by doing so onward connections are severed. Such instances must be agreed by the service specifier's performance manager.	
Other trains may be advertised to depart earlier or later at the discretion of the service specifier		In order to maintain standard departure patterns

6.2 Timing of Light Locomotives

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