

BOOK CJ

WORKING TIMETABLE

SUNDAY 15 DECEMBER 2024 to SATURDAY 07 JUNE 2025

PASSENGER TRAIN SERVICES

ST. PANCRAS TO BEDFORD

BEDFORD TO SYSTON SOUTH JN.

SYSTON SOUTH JN. TO NOTTINGHAM AND DERBY

**NEWARK AND BOTTESFORD TO MANSFIELD AND
CHESTERFIELD**

BIRMINGHAM TO PETERBOROUGH

Network Rail
MILTON KEYNES

Produced and published by Network Rail, Planning Publication

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Train Operating Companies and Infrastructure Company users should contact their own documentation control point

This timetable contains passenger and parcel train services, together with associated stock and locomotive movements.

The importance of these services dictates that the planned working of these trains must always be maintained.

The associated resource diagrams must at all times be maintained. If, for any reason, it is necessary to cancel a particular service, care must be taken to ensure that the locomotive and train crews and, if necessary, rolling stock, are made available for the next diagrammed working.

INDEX

Note that the Index now contains the Filename references for those users who are referring to the online or Adobe version of this document.

ST PANCRASTO BEDFORD BEDFORD TO ST PANCRAST	CJ01
BEDFORD TO SYSTON SOUTH JN. SYSTON SOUTH JN. TO BEDFORD	CJ02A
SYSTON SOUTH JN. TO NOTTINGHAM AND DERBY DERBY AND NOTTINGHAM TO SYSTON SOUTH JN.	CJ02B
NEWARK AND BOTTESFORD TO MANSFIELD AND CHESTERFIELD CHESTERFIELD AND MANSFIELD TO BOTTESFORD AND NEWARK	CJ03
BIRMINGHAM TO PETERBOROUGH PETERBOROUGH TO BIRMINGHAM	CJ04

NOTES

- (i) The codes shown in columns above train titles are train reporting numbers.
The first position indicates classification, the second the destination indication as shown on page 2, the third and fourth positions the identity number of the train.
- (ii) Where no separate time is shown for arrival and departure, the time indicated is the departure time. Light figures indicate passing times.
- (iii) Trains must leave at the advertised time whenever practicable but, when booked to set down only, may depart as soon as station duties have been completed. Where the advertised departure time of passenger trains are slightly earlier than those shown in the Working Timetable, the former must be used in all quotations to the public.
- (iv) A half minute is allowed for station duties, unless separate arrival and departure times are provided or more time is specified by letter indications.
- (v) All dates shown herein are inclusive.

DESTINATION INDICATIONS

Letter	Destination Area	Letter	Destination Area
A	London	H	{ Birmingham/London/Marylebone
{	London via Nottingham &		{ Manchester South
B	Erewash Valley		{ Manchester North/Shrewsbury
{	London (via Derby)		
C	{ Carlisle	J	Aberystwyth/Pwllheli
{	Chester/North Wales	K	Stoke-on-Trent/Crewe
{	Nottingham/and Sheffield	L	Anglia
D	{ via Nottingham	M	Midlands and North West
{	London (local)	N	Preston/Blackpool/Liverpool
{	London & North Eastern		
E	{ Derby and Sheffield via	O	South West and South
{	Derby	R	EWS Royal Mail Services
{	Liverpool	S	Scotland
F	{ London (local)	V	Great Western
{	Birmingham		
G	{ London (local)		
{	Banbury		

Trains to and from Etches Park CS or Nottingham Eastcroft LMD will indicate the Train Number of the service train prefixed by 5 instead of 1 or 2.

Class 2 trains terminating at the following locations are indicated by the individual letter in the second position of the four character train identification code as shown:-

East Midlands Area

A	To Manchester Airport
D	Worksop Line and To Nottingham
E	To Lincolnshire
F	Matlock Line and to Derby
G	To Coventry
K	Derby/Leicester/Nottingham to Birmingham
M	From Lincolnshire

1. TIMING LOADS IN WORKING TIMETABLES

The timing load at the head of a unit operated train indicates the type of unit on which the timing of the train is based.

The timing load for locomotive hauled trains indicates the maximum speed of the train , i.e. **100, 75, 95** etc. the class of loco traction, **47 , 86, or 90** etc. followed by the tonnage on which the timing of the train is based.

2. TRAIN BRAKING

Locomotive hauled trains will normally be air-braked. In those cases where vacuum braking applies the symbol **VB** will be shown at the head of the train column.

EXPLANATION OF REFERENCES

M	Monday.	F	Friday.
T	Tuesday.	S	Saturday.
W	Wednesday.	SUN	Sunday.
TH	Thursday.		
O	The addition of the letter 'O' indicates that the train will run on that day or those days only.		
X	The addition of the letter 'X' indicates that the train will not run on that day or those days.		
BHX	Does not run on Bank Holiday <i>Mondays</i> (Easter, May Day, Spring and Late Summer).		
a	Arrives 1 minute earlier.	f	Arrives 3½ minutes earlier.
b	Arrives 1½ minutes earlier.	g	Arrives 4 minutes earlier.
c	Arrives 2 minutes earlier.	h	Arrives 4½ minutes earlier.
d	Arrives 2½ minutes earlier.	j	Arrives 5 minutes earlier.
e	Arrives 3 minutes earlier.		
p	Advertised departure time 1/1½ minutes earlier.		
q	Advertised departure time 2/2½ minutes earlier.		
r	Advertised departure time 3/3½ minutes earlier.		
v	Advertised arrival time 1 minute later.		
w	Advertised arrival time 1½/2 minutes later.		
y	Advertised arrival time 2½/3 minutes later.		
z	Advertised arrival time 3½/4 minutes later.		
[#]	Indicates the number of minutes allowed for temporary speed restrictions and other engineering work.		
(#)	Extra time for pathing requirements.		
<#>	Extra time for performance requirements		
AL	Avoiding Line	PL	Platform Line
CL	Carriage Line	SL	Slow Line
CWM	Via Carriage Washing Machine	TL	Through Line
DEL	Derby Line	UDF	Up and Down Fast Line
DFL	Down Fast Line	UDG	Up and Down Goods Line
DGL	Down Goods Loop	UDGL	Up and Down Goods Loop
DHL	Down Hendon Line	UDS	Up and Down Slow Line
DML	Down Main Line	UFL	Up Fast Line
DVP	Down Passenger Loop	UGL	Up Goods Loop
DSL	Down Slow Line	UHL	Up Hendon Line
FL	Fast Line	UML	Up Main Line
GL	Goods Line	UPL	Up Platform Line
HL	High Level	UPV	Up Passenger Loop

EXPLANATION OF REFERENCES - continued

HLG	High Level Goods Line	USL	Up Slow Line
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ML	Main Line	V	Loop Platform
DPL	Down Passenger Line	WL	Stour Line
MOL	Moorgate Line		
CMD	Carriage Maintenance Depot	PCD	Parcel Concentration Depot
CHS	Carriage Holding Sidings	PSB	Power Signal Box
CS	Carriage Sidings	RECP	Reception Sidings
DMUD	<i>DMU</i> Diesel Maintenance Depot	RTC	Railway Technical Centre
DS	Down Sidings	SB	Signal Box
EMUD	<i>EMU</i> Electric Maintenance Depot	SF	Shunting Frame
FP	Fuelling Point	SIG	Signal
GF	Ground Frame	TMD(E)	Traction Maintenance Depot (Electric)
HS	Holding Sidings	TMD(D)	Traction Maintenance Depot (Diesel)
JN or Jn	Junction	T&RSMD	Traction and Rolling Stock Maintenance Depot
LC	Level Crossing	US	Up Sidings
LIP	Locomotive Inspection Point	WKS	Works
LMD	Light Maintenance Depot		

AE	Stops to attach/detach assisting locomotive.
C (in arr. & or dep. times)	Stops to change train (wo)men.
D	Stops to set down/detach.
* (in arr. & or dep. times)	Stops or shunts for other trains ahead or to pass only.
L	Stops to change locomotive
N	Stop not advertised to public
OP	Stops for other operating reasons
OR	Train locomotive in rear
PR	Propelling between points shown
R	Stops when required
RM	Stops for reversing movement or driver to change ends
RR	Stops to run round
S	Stops for Railway personnel only
t	Stops only for tablet, staff or token purposes
U	Stops to take up/attach
W	Watering of coaches
X	Points at which trains cross on single lines
Ø	Indicates head code or train number change en route
┌	When shown below timings - attach to following train
└	When shown above timings - detach from previous train
┌	When shown below timings - attach to previous train
└	When shown above timings - detach from following train

150	Class 150 155 and 156 Diesel Multiple Unit	75 mph
153	Class 153 Super Sprinter	75 mph
158	Class 158 Sprinter	90 mph
165-0	Class 165/0 Networker Turbo	75 mph
165-1	Class 165/1 Networker Turbo	90 mph
165-2T	Class 165/1 Networker Turbo 2 track	75 mph
168	Class 168 Networker Turbo	100 mph
170	Class 170 Turbo Star	100 mph
175	Class 175 Coradia	100 mph
180	Class 180 Adelante	100 mph
220	Voyager	125 mph
221	Super Voyager (5 car)	125 mph

EXPLANATION OF REFERENCES – continued

313	Class 313 Electrical Multiple Unit	75 mph
318	Class 318 Electrical Multiple Unit	90 mph
319	Class 319 Electrical Multiple Unit	100 mph
319/X	Class 319 Electrical Multiple Unit Express	100 mph
321	Class 321 Electrical Multiple Unit Express	100 mph

321x2	Class 321 x 2 Electrical Multiple Unit Express	100 mph
323	Class 323 Electrical Multiple Unit	90 mph
325	Class 325 Electrical Parcels Unit	100 mph
332	Heathrow Express Electrical Multiple Unit	100 mph
390	Class 390 Electrical Multiple Unit 9 vehicles	125 mph
508	DC Electrical Multiple Unit	75mph
D	Driver Only Operation Applies for trains consisting of Coaching Stock vehicles (in column header)	
D1- 4	Indicates formation - see Sectional Appendix	
ECS or +	Empty Coaching Stock	
EML	One or more EMU and TC stock with an Electro-Diesel or Diesel Locomotive	
HST(v-s)	High Speed Train v is vehicles and s speed i.e. HST7-125	
LD60	Light Diesel Locomotive	60 mph
LD75	Light Diesel Locomotive	75 mph
LE75	Light Diesel Locomotive	75 mph
LS60	Light Steam Locomotive	60 mph
LDS	Worked by Diesel Shunting Locomotive	
NA	Train not advertised to public	
NPCCS	Non-Passenger Carrying Coaching Stock	
P	Push and Pull Train	
Q	Runs when required	
STEAM	Operated by Steam Locomotive	
R	Air-conditioned. Public address system applies on day coaches	
C	Must only convey vehicles authorised to run 100 mph or more	
M	Train timed at 110 mph where authorised. Must only convey vehicles authorised to run at this speed or more	
↳	Continued in subsequent column(s)	
↶	Continued from previous column (s)	
!	Light Locomotive	
Postal		
Mail	These trains may convey Royal Mail Couriers	
plt	Platform	

THAMESLINK HEADCODES

The following headcodes are applied to Thameslink services running between Bedford, Luton, St Albans and Moorgate or Blackfriars:-

A	Moorgate, Farringdon, King's Cross Thameslink, Kentish Town, West Hampstead
G	Bedford
H	Luton, Leagrave
J	Blackfriars, Herne Hill, Tulse Hill, Streatham
K	St Albans, Harpenden

Stopping patterns generally fall into the following ranges:-

01 to 39	All stations
40 to 59	West Hampstead, Mill Hill Broadway then all stations (and vice versa)
60 to 79	fast to St Albans then all stations (and vice versa, may include a West Hampstead stop)
80 to 99	2 - 4 out of Flitwick, Leagrave, Luton, Luton Airport Parkway, Harpenden and St Albans

Trains which predominantly run fast line will carry "1" headcode, those which run slow line "2"

Trains to/from Wimbledon Loop will generally carry a 2Oxx headcode, numbered consecutively.

Trains to/from the Brighton Line will carry headcodes as follows:-

T	via London Bridge
W	via Herne Hill and Crystal Palace or Selhurst

Trains to/from the Brighton Line will carry either a "1" or "2" headcode depending firstly on stopping pattern south of Gatwick and secondly on routing north of Carlton Road. Headcodes will also be numbered consecutively in steps of 2, odd numbers southbound and even numbers northbound.

Associated ECS moves will generally take the same headcode except prefixed by "3" or "5" instead of "1" or "2".

ECS moves from Bedford CS or Bedford to Luton will carry a 5Hxx headcode where the last two digits are the same as the next working. E.g. ECS for 2A42 would be 5H42.

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