

BOOK WH

WORKING TIMETABLE

SUNDAY 15 DECEMBER 2024 to SATURDAY 07 JUNE 2025

PASSENGER TRAIN SERVICES

**WATERLOO TO CHESSINGTON, DORKING, SHEPPERTON,
HAMPTON COURT AND GUILDFORD**

WATERLOO TO FELTHAM

EAST PUTNEY - WIMBLEDON LUL (Both Directions)

**FELTHAM TO WINDSOR, WEYBRIDGE AND READING,
GUILDFORD TO WOKINGHAM**

Produced and published by Network Rail, Planning Publication

Email : NRT-WTT@NetworkRail.Co.Uk

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

This timetable contains Passenger and Mail train services, together with associated stock and locomotive movements. The importance of these services dictates that the planned working for these trains must always be maintained. The train(s) concerned will normally be altered through printed supplements and only in exceptional cases will alterations be issued at other times

INDEX

WATERLOO TO CHESSINGTON, DORKING, SHEPPERTON, HAMPTON COURT AND GUILDFORD GUILDFORD, HAMPTON COURT, SHEPPERTON, DORKING AND CHESSINGTON TO WATERLOO	WH01
WATERLOO TO FELTHAM FELTHAM TO WATERLOO	WH02
EAST PUTNEY - WIMBLEDON LUL (Both Directions)	WHO2A
FELTHAM TO WINDSOR, WEYBRIDGE AND READING, GUILDFORD TO WOKINGHAM READING, WEYBRIDGE AND WINDSOR TO FELTHAM, WOKINGHAM TO GUILDFORD	WH03

NOTES

Where no separate time is shown for arrival and departure, the time indicated is the departure time. Small type indicates a passing time.

Trains must leave at the advertised time whenever practicable. Where the advertised departure times of passenger trains are slightly earlier than those shown in the Working Timetable, the former must be used in all quotations to the public.

The four-character indication shown at the top of timing columns is for train identification. The first character (numeral) denotes the train classification; the second character (letter) denotes the destination, groups of services or routes (as the case may be) and the last two characters (numerals) are progressive numbers, which provide individual train identification.

Timing Loads in Working Timetables

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

The timing load for locomotive hauled trains indicates the speed and class of traction followed by the tonnage on which the timing of the train is based.

Where the tonnage is not a relevant factor, e.g. light movements, the letters LD, LE, LS or ED appear followed by the speed of the traction.

Train Braking

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

Conveyance of 4/6 Wheeled Vehicles

4/6 wheeled vehicles must not be conveyed unless specially authorised.

EXPLANATION OF REFERENCES**(i) GENERAL**

M	Monday	TH	Thursday
T	Tuesday	F	Friday
W	Wednesday	S	Saturday

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.

SUN ... Sunday

BHX Does not run on Bank Holidays

a - Arrives 1 minute earlier	p – Public time 1-1½ minutes earlier
b - Arrives 1½ minute earlier	q – Public time 2-2½ minutes earlier
c - Arrives 2 minutes earlier	r – Public time 3-3½ minutes earlier
d - Arrives 2½ minutes earlier	v – Public time 1 minutes later
e - Arrives 3 minutes earlier	w – Public time 1½ -2 minutes later
f - Arrives 3½ minutes earlier	y – Public time 2½ -3 minutes later
g - Arrives 4 minutes earlier	z – Public time 3½ -4 minutes later
h - Arrives 4½ minutes earlier	
j - Arrives 5 minutes earlier	

A fixed percentage of time is allowed in all schedules for contingencies. Allowances over and above this are shown:-

[2]	- Indicates the number of minutes allowed for temporary speed restrictions and other Engineering work
(2)	- Extra time for pathing requirements
<2>	- Performance allowance

(ii) LINE ABBREVIATIONS

FL	Fast Line	RL	Relief Line
ML	Main Line	SL	Slow or Local Line
PL	Platform Line	GL	Goods Line
PV	Passenger Loop	RVL	Reversible Line
V	Loop Platform	BKR	Back Road

The prefix "D" (Down) or "U" (Up) is used in conjunction with these Line descriptions.

(iii) ACTIVITIES

AE	Stops to attach/detach assisting locomotive.
C (in arr and dep times)	Stops only to change Traincrew.
CWM	Runs via Carriage Washing Machine.
D	Stops to set down/detach.
* (in arr and dep times)	Stops or shunts for other trains ahead or to pass only.
* (in dep times)	Traffic and shunts for other trains to pass.
L	Stops only to change locomotive.
N	Stop Not Advertised.
OP	Stops for other operational reasons.
PR	Propelling between points shown.
R	Stops when required.
RM	Stops for reversing movement or Driver to change ends.
RR	Stops only for running round.
S	Stops for railway personnel only.
t	Stops only for tablet, staff and token purposes
U	Stops to take up/attach.
X	Points at which trains pass on single lines.
§	Indicates headcode or train number change en route.

(iv) OPERATING CHARACTERISTICS

P	Push and Pull train.
Q	Runs when required.
V	Vacuum Braked Train.
Y	Runs to/from terminals/yards as determined by traffic demand.
←	Continued in previous column.
→	Continued in subsequent column.

Trains designated "Postal" or "Mail" may convey Royal Mail couriers

SOUTHERN HEADCODES

All trains between		Via	Headcode
Victoria .	Portsmouth Harbour	Quarry, Horsham	8
Victoria	Portsmouth Harbour	Redhill, Horsham	18
London Bridge	Guildford	Forest Hill, Sutton	22
Victoria	Portsmouth Harbour	Horsham, Littlehampton	32
Victoria	Southampton	Redhill, Horsham	36
Victoria	Portsmouth Harbour	Hove	38
Victoria	Southampton or Bournemouth	Hove	46
Victoria	Guildford	Salisbury, Sutton	54
Brighton	Portsmouth Harbour (Semi-fast)	Direct	60
Littlehampton	Portsmouth Harbour		61
Brighton	Portsmouth Harbour (Slow)	Direct	62
Brighton	Portsmouth Harbour	Littlehampton	63
Brighton	Southampton or Bournemouth		88

FIRST GREAT WESTERN LINK HEADCODES

All trains between		Stopping at	Headcode
Reading	Wokingham	–	84
Reading	Guildford	–	85
Reading	Shalford	Stopping	86
Reading	Redhill	Stopping	87
Guildford	Redhill	Stopping	89
Reading	Gatwick Airport	Less stops than h/code 95	94
Reading	Gatwick Airport	Wokingham, Blackwater, North Camp, Guildford, Dorking (Deandene), Reigate and Redhill	95
Reading	Gatwick Airport	More stops than h/code 95	96
Reading	Basingstoke	Fast or not stopping Reading West	96
Reading	Basingstoke .	Stopping	97

Four Character Train Numbering System

1. General

- 1.1 Inserted at the head of each timing column in the Working Timetables and Special Notices is a train number composed of four characters.
- 1.2 These train numbers are meant, primarily, for use with the train describer equipment which is provided in certain signal boxes.
- 1.3 All four characters must be used to identify a train.

2. First Character

- 2.1 The first character is a number indicating the classification of the train in accordance with the Rule Book Appendix instructions.

3. Second Character

- 3.1 The second character is a letter indicating the destination, groups of services or routes and, unless otherwise stated, each letter applies to all classes of trains in both directions and to services which start or terminate at intermediate points.

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 Twickenham Victoria/London Bridge and Portsmouth/Bournemouth via Crawley
D	Waterloo and Horsham via Epsom (class 2 not available) Waterloo and Guildford via Epsom (class 1 not available) Salisbury and Eastleigh via Redbridge
E	To Network Rail ex GE area Portsmouth and Southampton/Wareham via Netley Victoria/London Bridge and Dorking/Horsham via Epsom (Class 1 not available)
F	Waterloo and Woking/Guildford Portsmouth and Cardiff
G	Waterloo and Guildford/Portsmouth via Cobham
H	Waterloo and Shepperton Victoria/London Bridge and Portsmouth/Bournemouth via Hove (Class 2 not available)
I	To or from Bruxelles
J	Reading and Portsmouth/Brighton Brockenhurst and Lymington Pier local trains (class 2 not available) Waterloo and Hampton Court
K	Waterloo (M) and Waterloo (W) via Teddington/Richmond
L	Waterloo and Basingstoke, Salisbury or Exeter To Network Rail ex GE area
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/Ascot Brighton and Portsmouth/Bournemouth
O	To Network Rail Southern area except trains covered elsewhere Waterloo (W) and Waterloo (M) via Richmond/Teddington (class 1 not available) Reading to Gatwick Airport To or from Paris
P	Waterloo/Portsmouth via Woking
R	Salisbury and Totton via Chandlers Ford Waterloo (W) and Waterloo (W) via Twickenham and Brentford. Victoria and Guildford via Norbury
S	To Network Rail Scotland Waterloo and Weybridge/Woking via Hounslow
T	Waterloo and Portsmouth via Botley
U	Waterloo and Windsor via Twickenham London Bridge and Guildford via Forest Hill

- V** To Network Rail Great Western area except trains covered elsewhere.
Waterloo (W) and Waterloo (W) via Brentford and Twickenham.
Gatwick Airport and Reading.
- W** Waterloo and Weymouth
Sandite trains (waterjet only)
- X** Out of gauge and exceptional loads.
- Y** Deicing and Sandite trains (see also W).
Clapham Jn and Willesden (class 2 only).
ECS trains Waterloo to Clapham Yard and Wimbledon Park Depot.
Trains not covered elsewhere.
- Z** Special Traffic trains

4. Third and Fourth Characters

- 4.1 The third and fourth characters are numbers allocated to individual trains.
- 4.2 DOWN trains are given ODD numbers and UP trains EVEN numbers (not including E, M, O, S and V, former inter-regional trains and those lettered Y).
Exceptions:—UP empty trains from Wimbledon Park Depot and Clapham Yard to Waterloo to form outgoing loaded services are given a train number in which the last three characters are the same as that allocated to the loaded service.

Empty trains between Fratton Depot and Portsmouth Harbour or Portsmouth and Southsea and v.v. to form or after forming loaded services are given a train number in which the last three characters are the same as the loaded service.

Empty trains between Bournemouth and Bournemouth Depot and v.v., reversing at Branksome, after forming or to form loaded services are given a train number in which the last three characters are the same as the loaded service.

Other exceptions:—

D	Waterloo and Horsham	Class 1 only
	Waterloo and Guildford	Class 2 only
E	Portsmouth and Wareham	EVEN numbers from Portsmouth
		ODD numbers to Portsmouth
F	Portsmouth and Cardiff	EVEN numbers from Portsmouth
		ODD numbers to Portsmouth
H	Waterloo and Shepperton	00-79 via Teddington
		80-99 via Richmond
J	Brockenhurst and Lymington Pier	Class 1 only
O	Waterloo (W) and Waterloo (M) via Richmond and Teddington	Class 2 only
R	Salisbury and Eastleigh	EVEN numbers to Salisbury ODD numbers from Salisbury
V	Waterloo (W) and Waterloo (W) via Brentford and Twickenham	Class 2 only
Y	ECS Waterloo to Clapham Yard	00-49
	ECS Waterloo to Wimbledon Park Depot	50-99