



Network Rail
Capacity Planning
The Quadrant
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23rd October 2020

**Commentary on the Kent Timetable Planning Rules 2021
Version 1
Preliminary Proposal for Principal Change Timetable 2022**

This document is a covering note for the Timetable Planning Rules - Preliminary Proposal for Principal Change 2022 - and provides a specific commentary to the route described above.

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

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

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

The following is a summary of changes in content from Version 1 of the 2021 Timetable Planning Rules.

1. Introduction and General Notes

1.1 Index of Routes

No change

1.2 Sectional Appendices and Rule Book

No change

1.3 Definitions

1.3.1 Train Classification

Changes to 9O, 9P, 9U, 9V and 9Y services for GTR

1.3.2 Days of Operation

No change

1.3.3 Traction and Rolling Stock

No change

1.3.4 Line Codes

Addition of line codes DKS, DTH, UKS, UL and UTH

1.3.5 Activity and Other Codes

No change

2. Route Description

2.1 Planning Geography

SO130 Brunswick Court addition for crossing movements

SO130 Tanners Hill Junction line code additions

SO130 St Johns line code additions

SO130 Ashford Down Sidings Notes update

SO130C Lewisham Vale Junction line code additions

SO180 Addition of East Peckham Groundframe

SO180 Maidstone Barracks removal of S in code column

SO180 Addition of Allington Groundframe

SO310 Addition of UML in Down direction at Dartford Junction

SO310 Removal of UML from Down direction at Dartford

2.2 Route Opening Hours

Updated Link for access for all operators

3. Electrification

3.1 Electrification Limits

No change

3.2 Electrification Supply Restrictions

No change

4. Rolling Stock Restrictions

4.1 Locomotive Route Availability

No change

4.2 Passenger Stock Restrictions

No change

4.3 Freight Wagon Restrictions

No change

4.4 Freight Train Load Limits

No change

4.5 Freight Train Length Limits

No change

4.6 Driver Only Operation Limits

No change

4.7 Engineers' Trains Restrictions

No change

5. Running Times, Margins and Allowances

5.1 Sectional Running Times

Sectional Running Time changes around HS1 services and familiar tractions, and new timings in line with additional monitoring points on the Medway Valley lines

5.2.1 Headways

Formatting of the whole of section 5.2.1 has been updated to reflect the amended definitions from the start of the section across all Lines of Route (LOR). These changes are replicated across Kent, Sussex & Wessex TPR documents for in order to align with other routes for consistency. For clarity in the TPR document the amended definitions are shown in either green strikethrough or red font as usual, but changes are only highlighted in green strikethrough or red font on individual LOR's where there is an additional change to the geography as detailed elsewhere in this commentary letter

SO110 Change of Headway splits involving Brixton

SO180 Additional Headway split between Maidstone West and Maidstone Barracks

SO180 Change in Headway commencement at Maidstone West

SO180 Additional wording added at destination Cuxton

SO180 Additional wording added at commencement Cuxton

5.2.2 General Capacity Constraints

No change

5.3 Junction Margins and Station Planning Rules

Standard values – Dwell times removed and replaced with tabular format

Standard values – Generic Rolling Stock Classes updated

Standard values – Timing Load Minimum's update

SO110 Herne Hill Adjustment to Sectional Running Times added

SO130 Bickley Junction Length Restrictions added

SO130 Hither Green length restrictions added

SO130 Grove Park length restrictions added

SO130 Petts Wood Junction additional wording added

SO130 Tonbridge Overlap Restriction added

SO130 Ashford International Permissive working additions

SO140 Lenham Berthing facilities moved to 5.4.1 Loop Lengths

SO140 Maidstone West Freight Length moved to 5.4.1 Loop Lengths

SO220 Canterbury West loop length moved to 5.4.1 Loop Lengths

SO220 Minster East Junction margin value change

SO280 Crayford Spur length restrictions moved to 5.4.1 Loop Lengths

SO290B Angerstein Wharf addition of an Operational Restriction

SO310 Gravesend Junction Margin consolidation

SO310 Crayford Spur B length restrictions moved to 5.4.1 Loop Lengths

SO310a Lee Spur length restrictions added

5.4 Platform Lengths

Sandwich platform extensions included

5.4.1 Loop Lengths

Wording and display changes along with meters added. Further detail added from Section 5.3 as well as new detail

5.5 Timing Allowances

No Change

5.5.1 SX Daytime

No change

5.5.2 SX Night Time

No change

5.5.3 SO Daytime

No change

5.5.4 SO Night Time

No change

5.5.5 Sundays Daytime

No change

5.5.6 Sundays Night Time

No change

6 Timing Considerations

6.1 Advertised and Working Times

No change

6.2 Timing of Light Locomotives

No change

This document is provided as part of the consultation period from D-64 and running through to D-60 in accordance with Network Code D2.2.2, and ahead of the Final 2021 TPR (Version 2) which will be published by Network Rail at D-59.

It is possible that Network Rail will add to the consultation materials between now and D-60 and, as such, will agree to consult additional material submitted from other timetable participants during this timeframe where appropriate.

Please send any responses to michael.fox@networkrail.co.uk as soon as possible in order that any queries and concerns can be dealt with in advance of the publication of the Draft Rules at D-59. It is appreciated that this might not be achievable in all cases and this request does not affect any timetable participant's ability to respond after D-59 in accordance with Network Code D2.2.4 and 2.2.5.

Regards

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Timetable Planning Rules

South East Route

Kent & HS1 Area

December 2022 TIMETABLE

Version 1

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Preliminary Proposal for Principal Change Timetable 2022
23rd October 2020

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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:

| | |
|--------|--|
| SO110 | London Victoria to Ramsgate (via Herne Hill and Chatham) |
| SO110A | Bickley Junction to Petts Wood Junction |
| SO110B | Gillingham to Chatham Dockyard |
| SO130 | London Charing Cross to Dover Priory (via Tonbridge) |
| SO130A | London Cannon Street to Metropolitan Junction |
| SO130B | London Cannon Street to London Bridge |
| SO130C | Tanners Hill Junction to Lewisham Vale Junction |
| SO130D | St Johns Junction to Lewisham Junction |
| SO130E | Parks Bridge Junction to Ladywell Junction |
| SO130F | Courthill Loop North Junction to Courthill Loop South Junction |
| SO130G | Chislehurst Junction to St Mary Cray Junction |
| SO130H | Saltwood Junction to CTRL/ET Boundary |
| SO130K | Sevington Loop to Sevington Sidings |
| SO140 | Swanley to Ashford International (via Maidstone East) |
| SO140A | Otford Junction to Sevenoaks |
| SO150 | Sittingbourne Western Junction to Sheerness On Sea |
| SO150A | Sittingbourne Eastern Junction to Sittingbourne Middle Junction |
| SO160 | Faversham to Dover Priory |
| SO170 | Tonbridge to Bopeep Junction |
| SO180 | Paddock Wood to Strood |
| SO200 | Refer to Sussex Timetable Planning Rules - SO600 |
| SO210 | Refer to Sussex Timetable Planning Rules – SO610 |
| SO220 | Ashford East Junction to Ramsgate (via Canterbury West) |
| SO240 | Buckland Junction to Minster East Junction (via Deal and Sandwich) |
| SO240A | Minster South Junction to Minster West Junction |
| SO250 | Factory Junction to Mitre Bridge Junction |
| SO250A | Grosvenor Bridge Junction to Factory Junction |
| SO250B | Battersea Pier Junction to Longhedge Junction |
| SO250C | Longhedge Junction to Pouparts Junction |
| SO250D | Falcon Junction to Latchmere Junction No 1 |
| SO260 | Brixton Junction to Shortlands Junction (Catford Loop) |
| SO280 | Farringdon to Herne Hill |
| SO280A | Blackfriars Junction to Metropolitan Junction |
| SO280B | Loughborough Junction to Cambria Junction |
| SO280C | Loughborough Junction to Canterbury Road Junction |
| SO290 | North Kent East Junction to Dartford Junction (via Greenwich) |
| SO290A | Blackheath Junction to Charlton Junction |
| SO290B | Angerstein Junction to Angerstein Wharf |
| SO300 | Lewisham Junction to Crayford Creek Junction (via Bexleyheath) |
| SO300A | Slade Green Junction to Perry Street Fork Junction |
| SO310 | Hither Green to Rochester Bridge Junction (via Sidcup) |
| SO310A | Lee Spur Junction to Lee Loop Junction |
| SO310B | Crayford Spur 'A' Junction to Crayford Spur 'B' Junction |
| SO320 | Hoo Junction to Grain Sidings |
| SO330 | Nunhead to Hayes |
| SO330A | New Beckenham to Beckenham Junction |

| | |
|--------|--|
| SO350 | Grove Park to Bromley North |
| SO400 | St Pancras International to High Speed1/ET Boundary |
| SO410A | Regents Canal Junction York Way North Junction |
| SO410B | Silo Curve Junction to Cedar Junction |
| SO420 | York Way South Junction to Camden Road Incline Junction |
| SO430 | Stratford International West Junction to Temple Mills Depot |
| SO440 | Ripple Lane Exchange Lines to Dagenham Junction |
| SO450 | Ebbfleet West Junction to Springhead Road Junction |
| SO460 | Fawkham Junction to Southfleet Junction |
| SO470 | Ashford West Junction (AD947 and AD949 Signals) to Ashford International |
| SO480 | Ashford International to Ashford East Junction (AD954 and AD956 Signals) |
| SO490 | Dollands Moor West Junction to Dollands Moor Sidings |

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 | TTPR Section 4.6 |
| | 5.6 Carrying out a running brake test | TTPR 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 | TTPR Section 5.1.2 |
| | 2.5 Permissible speed indicators with letters | TTPR Section 5.1.2 |
| | 2.6 Enhanced permissible speed (EPS) indicators | TTPR 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 | TTPR 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); | TTPR Section 5.1.2 |
| | 2.2 Maximum permitted speed of locomotive-hauled trains | TTPR Section 5.1.2 |
| | 2.3 Electric-traction speed restrictions | TTPR Section 5.1.2 |
| | 3.16 Carrying out a running brake test | TTPR Section 5.1.2 |
| | Section 14.1 Working trains with locomotives at both ends, when this type of working is permitted | Operational principles |
| Rule Book Handbook 5 Handsignalling Duties | Section 5.2 Entrance signal | When planning Temporary Block Working (TBW) |
| | 5.3 Exit signal | When planning Temporary Block Working (TBW) |
| | 5.4 Where TBW is divided into two sections | When planning Temporary Block Working (TBW) |

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 or Sandite (M P V) |
| 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 | Class 373 or Class 374 train London Overground East London Line services and Thameslink services 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

TID_s EAST LONDON LINE / THAMESLINK SERVICE GROUPS

| TID | East London Line / Thameslink Service Group |
|------|---|
| 9Axx | East London Line to Crystal Palace |
| 9Bxx | East London Line from Crystal Palace |
| 9Cxx | East London Line to West Croydon |
| 9Dxx | East London Line from West Croydon |
| 9Exx | East London Line to New Cross St Albans City and St Pancras International (all stations services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof |
| 9Fxx | East London Line from New Cross |
| 9Gxx | East London Line to Clapham Junction Bedford and St Pancras International (semi-fast services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof |
| 9Hxx | East London Line from Clapham Junction and Battersea Park Luton and St Pancras International (all stations services) – Not to be used for services th through the Thameslink Core beyond St Pancras and south thereof |
| 9Ixx | East London Line to/from New Cross Gate |
| 9Jxx | Peterborough and Horsham via London Bridge and Redhill |
| 9Kxx | Luton / Kentish Town and Orpington via Catford |
| 9Lxx | Bedford and East Grinstead via London Bridge – Northbound services terminating at London Bridge (Central) must be allocated numbers between 70 and 99 |
| 9Mxx | Bedford and St Pancras International (all stations services) – Not to be used for services |

| | |
|-------------|---|
| | through the Thameslink Core beyond St Pancras and south thereof East London Line services to Battersea Park |
| 9N80 – 9N99 | Bedford and Littlehampton via London Bridge and Hove |
| 9Oxx01-79 | St Albans and Sutton via Mitcham Eastfields, Sutton and St Albans via Wimbledon |
| 9O80-88 | Sutton via Wimbledon to West Hampstead, Kentish Town or Blackfriars |
| 9O90-98 | Sutton via Wimbledon to Luton or Bedford |
| 9Pxx01-79 | Luton and Rainham via London Bridge and Greenwich |
| 9P80-88 | Rainham to West Hampstead via Greenwich or London Bridge |
| 9P81-89 | Bedford to Rainham via London Bridge & Greenwich, fast from St Albans |
| 9P90-99 | Dartford and Gillingham or Rainham shuttles |
| 9Qxx | NOT USED |
| 9R00-69 | Bedford and Gatwick Airport/Three Bridges / Brighton via London Bridge and Redhill - Northbound services terminating at London Bridge (Central) must be allocated numbers between 70 and 79 and 70 to 99 SO and SUN |
| 9R80-99 | Bedford and Gatwick Airport/Three Bridges/Brighton via London Bridge and Redhill that have a maximum of four station calls between Bedford and St Pancras (applies SX) |
| 9Sxx | Cambridge and Gatwick Airport/Three Bridges/Brighton via London Bridge and Quarry Lines |
| 9T00-9T73 | Bedford and Gatwick Airport/Three Bridges / Brighton via London Bridge and Quarry Lines - Northbound services terminating at London Bridge (Central) must be allocated numbers between 74 and 79 SX and 74 to 99 SO and SUN |
| 9T80 – 9T99 | Bedford and Brighton via London Bridge and Quarry Lines that have a maximum of four station calls between Bedford and St Pancras (applies SX) |
| 9Uxx | Cambridge and Maidstone East / Ashford via London Bridge and Swanley – Services which operate to and from Ashford must be numbered 9U80 or greater NOT CURRENTLY USED – will be allocated to relevant service group when 24tph Thameslink service is confirmed |
| 9Vxx01-79 | St Albans and Sutton via Wimbledon, Sutton and St Albans via Mitcham Eastfields |
| 9V80-88 | Sutton via Mitcham Eastfields to West Hampstead, Kentish Town or Blackfriars |
| 9V90-98 | Suton via Mitcham Eastfields to Luton or Bedford |
| 9W01-9W89 | Bedford and Gatwick Airport/Three Bridges / Brighton via Tulse Hill and Streatham |
| 9W90-9W99 | Horsham or Three Bridges and Peterborough via Tulse Hill and Streatham |
| 9Xxx | NOT USED |
| 9Yxx01-74 | Welwyn Garden City / Blackfriars and Sevenoaks via Catford and Swanley |
| 9Y76-98 | Sevenoaks to Welwyn Garden City via Swanley and Catford (SX) or London Victoria (Sundays) |
| 9Zxx | Not to be used in the WTT |

Thameslink services †
Northbound Services
Southbound Services

EVEN NUMBERS*
ODD NUMBERS*

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

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

Note:

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

| Second Character | LONDON CHARING CROSS SERVICES |
|------------------|---|
| A | UP trains via Woolwich and Blackheath |
| B | UP trains via Woolwich and Greenwich London Bridge and Maidstone West/Strood via Redhill |
| C | UP trains via Bexleyheath |
| D | UP trains via Sidcup and Ore (Class 1 not available) UP local trains from Sevenoaks via Orpington and Herne Hill (also applies to services towards London Blackfriars) Hastings – Ashford International (includes Rye shuttles) |
| E | DOWN trains via Greenwich and Woolwich DOWN local trains to Sevenoaks via Catford and Swanley UP trains to Eastern Region Local trains Tonbridge and Tunbridge Wells |
| F | UP local trains from Sevenoaks to Cannon Street or Charing Cross London Victoria/London Bridge and Hastings/Ore via Brighton Mainline UP empty trains to Cannon Street or Charing Cross |
| G | via Chislehurst, Swanley and Chatham Brighton - Hastings Semi-fast (Class 1) Brighton – Hasting stopping services (Class 2) |
| H | Trains to/from Hastings (Class 1 only) Trains to/from Tunbridge Wells (Class 2 only) (except trains covered by <u>E</u>) Hastings Line via Tonbridge (except trains covered by <u>E</u>) |
| I | Cannon Street or Charing Cross rounders (via Sidcup and Greenwich) Redhill - Tonbridge |
| J | DOWN empty trains to Grove Park from Charing Cross or Cannon Street DOWN trains London Cannon Street to London Bridge 2JNN Even Numbers: Bromley North to Grove Park 2JNN Odd Numbers: Grove Park to Bromley North |
| K | UP trains from Mid Kent Line Ashford International and Brighton via Hastings. |
| L | DOWN trains via Blackheath and Woolwich UP trains to Eastern Region Local trains to/from Sevenoaks or intermediate stations via Orpington and Catford (also applies to services towards London Blackfriars) |
| M | DOWN trains via Bexleyheath UP trains to North West/Midlands Zone |
| N | DOWN trains via Sidcup |
| O | London Cannon Street or London Charing Cross rounders (via Greenwich and Sidcup) From other Zones to Southern Region not covered elsewhere Tunbridge Wells and Three Bridges via Tonbridge |
| P | UP trains London Bridge to London Cannon Street Circular services via Greenwich – Slade Green - Bexleyheath |
| Q | Class 2. Non-standard services – by prior agreement only |
| R | DOWN trains via Orpington and Paddock Wood. |
| S | DOWN local trains to Sevenoaks. UP trains to Scotland Zone |
| T | Tonbridge to Strood via Maidstone West Circular services via Bexleyheath – Slade Green - Greenwich |
| U | Via Nunhead and Lewisham |
| V | DOWN trains to Mid Kent Line. Up trains to Great Western Zone |
| W | UP trains via Paddock Wood and Orpington |
| X | Out of gauge and exceptional loads |
| Y | Orpington via Mid Kent Line ALL empty trains London Blackfriars/ Stewarts Lane/ and London Cannon Street via Metropolitan Junction De-icing and Sandite Trains |

| Second Character | LONDON CHARING CROSS SERVICES |
|------------------|-------------------------------|
| | Trains not covered elsewhere. |
| Z | Special Traffic Trains |
| | |

| Second Character | LONDON VICTORIA (EASTERN) SERVICES |
|------------------|---|
| A | UP main line trains from Maidstone East and Herne Hill UP local trains Sevenoaks via Swanley and Herne Hill |
| B | ALL local trains to or from Sevenoaks via Catford and Swanley |
| C | UP main line trains via Sevenoaks, Swanley or Orpington and Herne Hill |
| D | UP local trains from Sevenoaks via Herne Hill and Orpington Sittingbourne and Sheerness on Sea |
| E | UP trains to Eastern Region DOWN local trains to Sevenoaks or intermediate stations via Catford and Swanley Tunbridge Wells via Redhill |
| F | Main line trains via Catford and Maidstone East |
| G | Main line trains via Catford and Orpington |
| H | Not Used |
| K | Via Catford and Chatham |
| L | Local trains to and from Sevenoaks or intermediate stations via Orpington and Catford. UP trains to Eastern Region. |
| M | UP trains to Midland/North West Zones, except trains covered elsewhere. DOWN local trains to Sevenoaks via Herne Hill and Orpington |
| N | DOWN main line trains via Herne Hill and Maidstone East |
| O | Trains from other Zones to Southern Region not covered elsewhere. London Victoria (Eastern) and Stewarts Lane. Thameslink services to Sutton via Mitcham Junction and from Sutton via Wimbledon |
| P | UP main line trains via Chatham and Herne Hill. |
| Q | Class 2. Non-standard services – by prior agreement only |
| S | UP trains to Scotland Zone DOWN main line trains via Herne Hill and Chatham |
| U | via Nunhead, Lewisham, Dartford and intermediate stations Strood, Sheerness, Ramsgate and Dover |
| V | UP trains to Great Western Area DOWN main line trains via Herne Hill, Orpington or Swanley and Sevenoaks. Thameslink services to Sutton via Wimbledon and from Sutton via Mitcham Junction |
| X | Out of gauge and exceptional loads |
| Y | Empty trains London Blackfriars/Stewarts Lane and London Cannon Street via Metropolitan Junction De-icing and Sandite trains Trains not covered elsewhere |
| Z | Special traffic trains |

TIDs Services from Sussex to / from Kent

| TID | East London Line / Thameslink Service Group |
|------------|---|
| 1Fxx | London Victoria/London Bridge and Eastbourne / Hastings / Ore |
| 1Gxx | Brighton and Hastings (semi-fast) |
| 1Txx | London Victoria and Tonbridge via Redhill |
| 2Axx | Redhill and Tonbridge |
| 2Dxx | Hastings and Ashford International (includes Rye shuttle) |
| 2Gxx | Brighton and Hastings (stopping services) |

Third and Fourth Character

London Victoria to/from Kent
London Blackfriars to/from Kent

EVEN NUMBERS
ODD NUMBERS

Charing Cross to/from Kent
Cannon Street to/from Kent

EVEN NUMBERS
ODD NUMBERS

All Other Kent Services:
Tonbridge to Tunbridge Wells
Tunbridge Wells to Tonbridge
Sheerness to Sittingbourne
Sittingbourne to Sheerness

EVEN NUMBERS
ODD NUMBERS
EVEN NUMBERS
ODD NUMBERS

The following apply only to High Speed 1:

| Classification | Description |
|-----------------------|---|
| 9 | Passenger or empty coaching stock train formed of International rolling stock |
| 1 | Domestic express passenger train capable of running at 200 Kmph or more |
| 2 | Domestic express passenger train capable of running at 199 Kmph or less |
| 3 | Works train formed of passenger rolling stock or multiple unit type vehicles e.g. MPV |
| 4 | Freight train capable of running at 161 Kmph or more |
| 5 | Empty coaching stock train formed of Domestic rolling stock |
| 6 | Freight train capable of running at 160 Kmph or less |
| 7 | On-track plant (OTM) e.g. tamper, TRAMM |
| 8 | Works train formed of locomotive and wagons e.g. Ballast train |
| 0 | Light locomotive or locomotives |

TIDs HIGH SPEED 1 ROUTE EUROSTAR SERVICES

| Classification | Description |
|-----------------------|---|
| 9O** | Class 373 & 374 train between London St Pancras International and Paris or other locations in France in both directions |
| 9I** | Class 373 & 374 train between London St Pancras International and Brussels (Bruxelles) in both directions |

TIDs HIGH SPEED 1 ROUTE DOMESTIC SERVICES TO AND FROM KENT

| Classification | Description |
|----------------|--|
| 0K** | KRUPP locomotives travelling Light Engine |
| 1C** | High Speed circular services from St .Pancras to St. Pancras via Faversham, Ramsgate and Ashford. Only to be used for trains which complete the circuit. |
| 1F** | High Speed services to and from North Kent |
| 1J** | High Speed services to and from East Kent via Ashford International |
| 1L** | High Speed circular services from St .Pancras to St. Pancras via Ashford, Ramsgate and Faversham. Only to be used for trains which complete the circuit. |
| 1T** | High Speed services to and from Maidstone West |

Eurostar services must match the continental train numbering system, where 90nn (Nine Zero x x) = 9Onn (Nine Oscar x x) and 91nn (Nine One x x) = 9Inn (Nine India x x)

Empty Coaching Stock Movements

| | |
|---------|---|
| 3Y/5Ynn | Any empty train routed directly between Victoria and Blackfriars (via Canterbury Road Spur) or Charing Cross and Cannon Street |
| 3O/5Onn | Victoria (Eastern) to Stewarts Lane, 00 to 48 Stewarts Lane to Victoria (Eastern), 50 to 98 |

(via Metropolitan Reversible)

Where nn reflects the third and fourth characters of the previously loaded (departures) or next loaded (arrivals) service

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) |
| Suffixes | |
| O | Adding this indicates that the train will run only on that day or those days shown |
| X | Adding this indicates that the train will not run on that day or those days shown |
| General | |
| BHX | Denotes that this train does not run on a bank holiday |

1.3.3 Traction and Rolling Stock

| Abbreviation | Description |
|--------------|--|
| DMU | Any diesel multiple unit |
| EMU | Any electric multiple unit |
| ECS | Empty Coaching Stock includes empty diesel and electric multiple units |
| 373 | Eurostar |
| 374 | Eurostar |

1.3.4 Line Codes

| Abbreviation | Description |
|--------------|--|
| AL | Atlantic Lines |
| ADN | Line A (from Platforms 1-4) to Down Cannon Street |
| CL | Chatham Loop |
| CDN | Line C (from Platforms 4-7) to Down Cannon Street |
| CRV | Line C (from Platforms 4-7) to Cannon Street Reversible |
| DC | Down Chatham |
| DCS | Down Cannon Street |
| DCX | Down Charing Cross |
| DDG | Down Ripple Lane Chord |
| DEC | Down CTRL East Chord |
| DKF | Down Kent Fast |
| DKS | Down Kent Slow |
| DFV | Down Fast Tonbridge Loop |
| DL | Down Line |
| DM | Down Main |
| DML | Down Main Line |
| DMR | Line D (from Platforms 4-7) to Metropolitan Reversible |
| DNC | Down International CTRL |
| DNL | Down Loop, for trains on HS1 using Lenham Heath Down Loop. Also, Down Newington Loop between Rainham and Newington. |
| DPL | Down Passenger Loop |
| DPV | Down Loop |
| DRV | Line D (from Platforms 4-7) to Cannon Street Reversible |
| DSH | Down Snow Hill |
| DSL | Down Holborn Slow Line |
| DSS | Down Snow Hill Spur |
| DSV | Down Slow Tonbridge Loop |
| DTH | Down Tanners Hill |
| DWC | Down CTRL West Chord |
| EMR | Line E (from Platform 7) to Metropolitan Reversible |
| FL | Fast Line |
| LW | Ladywell Loop |
| MLV | Maidstone Loop |
| MR | Maidstone Relief |
| MRD | Metropolitan Reversible to Line D Cannon Street (Platforms 4-7) |
| MRE | Metropolitan Reversible to Line E Cannon Street (Platform 7) |
| NB | Northbound Reversible Line |
| NK | North Kent lines between St. Johns and Lewisham |
| NKD | Down North Kent Line Connection CTRL |
| NLC | CTRL to North London Line Connecting Line |
| PCO | Trains departing St Pancras International towards ECML Connection (Signal K259). |
| PNL | CTRL Silo Curve |
| PRL | CTRL Relief Line |

| Abbreviation | Description |
|---------------------------------|--|
| REV | Reversible |
| RVC | Cannon Street Reversible to Line C Cannon Street (Platforms 4-7) |
| RVD | Cannon Street Reversible to Line D Cannon Street (Platforms 4-7) |
| RVL | Reversible Line |
| SB | Southbound Reversible 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 |
| UC | Up Chatham |
| UCS | Up Cannon Street |
| UCX | Up Charing Cross |
| UDG | Up Ripple Lane Chord |
| UEC | Up CTRL East Chord |
| UFL | Up Fast Line |
| UFV | Up Fast Tonbridge Loop |
| UKF | Up Kent Fast |
| UKS | Up Kent Slow |
| UL | Up Lewisham |
| UM | Up Main |
| UNL | Up Newington Loop |
| UML | Up Main Line |
| UPB | Up Cannon Street to Line B Cannon Street (Platforms 1-4) |
| UPC | Up Cannon Street to Line C Cannon Street (Platforms 4-7) |
| UPV | Up Passenger Loop |
| UPW | Up Waterloo Connecting Line |
| USH | Up Snow Hill |
| USL | Up Holborn Slow Line |
| USV | Up Slow Tonbridge Loop |
| UTH | Up Tanners Hill |
| UWC | Up CTRL West Chord |
| V | Loop |
| | |
| London Bridge Approaches | |
| 1 | No. 1 Down Cannon Street Services |
| 2 | No. 2 Up and Down Cannon Street Reversible |
| 3 | No. 3 Up Cannon Street (Down Thameslink Services (Perturbation & Planned Diversion Only)) |
| 4 | No. 4 Down Snow Hill (Thameslink Services) |
| 5 | No. 5 Up Snow Hill (Thameslink Services) |
| 6 | No. 6 Down (Charing Cross Services & Up Thameslink Services (Perturbation & Planned Diversion Only)) |
| 7 | No. 7 Down (Charing Cross Services) |
| 8 | No. 8 Up (Charing Cross Services) |
| 9 | No. 9 Up (Charing Cross Services) |

1.3.5 Activity and Other Codes

| Abbreviation | Description |
|--------------|--|
| * | Suppression of traffic stop indicator |
| -D | Train stops to detach vehicles |
| -T | Train stops to attach and detach vehicles |
| -U | Train stops to attach vehicles |
| A | Train stops or shunts for other trains ahead or to pass only. Shows as an '*' in WTT |
| AE | Trains stops to attach/detach assisting locomotive. |
| BL | Train stops to attach or detach a banking locomotive |
| C | Train stops to change train crew |
| D | Train only stops to set down passengers. Shows as an 's' in NRT |
| E | Train stops for examination |
| G | NRT data to add |
| H | Notional Activity to prevent WTT column merge |
| HH | As H, were there is a third column involved |
| K | Passenger count point |
| KC | Ticket collection and examination point |
| KE | Ticket examination point |
| KF | Ticket examination point – 1 st Class only |
| KS | Selective ticket examination point |
| L | Train stops to change locomotives |
| N | Stop not advertised to the public |
| OP | Train stops for other operating reasons |
| OR | Train locomotive on rear of train |
| PR | Train propelling between points shown |
| R | Train stops when required. Shows as an 'x' in NRT |
| RETB | Radio Electronic Token Block |
| RM | Trains stops for a reversing movement or driver to change ends |
| RR | Train stops to allow the locomotive to run-round its train |
| S | Trains for railway personnel only |
| T | Trains stops to pick up or set down passengers |
| TB | Train begins (Origin) |
| TF | Train finishes (Destination) |
| TS | Detail consist for TOPS Direct requested by freight operators. |
| 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) from ITPS, then the 'passenger stop' Activity must always appear in the first Activity field (e.g. T -D would be correct, -D T would not). This is because the National Rail Timetable (NRT) extract program only considers the first Activity field. If it does not find a 'passenger stop' Activity in the first field the time will not be extracted to appear in the NRT.
3. Up to 6 Activities may be shown for each event.
4. No two Activities may be duplicated at the same event.
5. At any one event, the following groups are mutually exclusive:
 - a) D, U, T, N, S, TW, OP.
 - b) -D, -U, -T.
 - c) TB, TF.
 - d) KC, KE.
6. N, R, G, D and U are only valid with Train Categories XC, XD, XI, XX, XZ, OO, OW, OL, BS, BR and blank (i.e. 'advertised' services).
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 ITPS 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 are conditional timing points with a mandatory element. These are locations where all trains travelling on a specific line or in a specific direction are required to be timed at this location, which will be defined in the Notes column. For lines/directions for which the mandatory element does not apply they are to be treated as non-mandatory timing points and are only required to be shown in connection with a specific activity with one or more of the codes shown below in the Code column.

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

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

Line references shown in italics e.g. *SO110* 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 |

| SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM) | | | | |
|---|--------------|-----------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>London Victoria</u> | FL SL | | | |
| Victoria Grosvenor Carriage Shed Entry/Exit | - | - | S | Timing point for all trains to or from Victoria Grosvenor Carriage Shed Access controlled by TOC shunter |
| Victoria Grosvenor Carriage Shed | - | - | S | Timing point for trains into and out of the shed Access controlled by TOC shunter |
| <u>Grosvenor Bridge Junction</u> | FL SL RVL | FL SL | | <i>To/from Stewarts Lane Junction - SO250A</i> |
| Linford Street Junction | - | - | X | Timing point for services to/from Nine Elms Junction only <i>To/from Nine Elms Junction - Refer to Wessex Timetable Planning Rules - SW100B</i> |
| Factory Junction | AL RVL | - RVL | | Timing point for Atlantic Lines and Reversible Line only <i>To/from Longhedge Junction SO250 To/from Stewarts Lane Junction - SO250A. To/from Wandsworth Road (Atlantic Lines)</i> |

| SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM) | | | | |
|---|-------------|-----------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | - Refer to Sussex Timetable Planning Rules - SO645 |
| Voltaire Road Junction | - | FL RVL | | |
| Shepherds Lane Junction | - | - AL | X | Timing point for trains to/from Atlantic Lines. To/from Clapham High Street - SO645 |
| <i>Brixton Junction</i> | | | | To/from Canterbury Road Junction - SO260 Use TIPLOC BRIXTON to/from Catford Loop |
| Brixton | - | - | | |
| Shunt signal VS595 | - | | | Available for ECS shunt moves London end of Herne Hill Station USE TIPLOC HERN595 |
| Herne Hill | - | - | | To/from Tulse Hill - Refer to Sussex Timetable Planning Rules - SO680A To/from Loughborough Junction - SO280 |
| Herne Hill Shunt signal VS600 | - | | | Available for ECS shunt moves Country end of Herne Hill station USE TIPLOC HERN600 |
| Herne Hill Turnback Siding | | | S | Timing point for movements in and out of siding Stabling not allowed – turnback moves only Use TIPLOC HERNHSD |
| West Dulwich | - | - | S | |
| Sydenham Hill | - | - | S | |
| Penge East | - | - | S | |
| Kent House | - | - | | Platform detail must be shown |
| Beckenham Shunt Signal VS607 | - | - | | Use TIPLOC BCKN607 |
| Beckenham Junction | - | - | | TIPLOC BCKNHMJ applies to Kent side To/from Birkbeck - Refer to Sussex Timetable Planning Rules - SO650 To/from New Beckenham - SO330A |
| | | | | |

| SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM) | | | | |
|---|---------------------|-----------------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Shortlands Junction</u> | FL SL | - | | <i>To/from Ravensbourne - SO260</i> |
| Shortlands | FL SL | FL SL | S | |
| Bromley South Signal VS617 | FL | FL | | Shunt available for crossing Use TIPLOC BROM617 |
| <u>Bromley South</u> | FL SL | FL SL | S | Platform detail must be shown |
| Bickley | FL SL | FL SL | S | |
| <u>Bickley Junction</u> | FL SL DFV DSV | FL SL | | <i>To/from Petts Wood Junction - SO110A</i> |
| <u>St Mary Cray Junction</u> | FL SL | FL SL CL RVL | | <i>To/from Chislehurst - SO130G</i> Line codes CL and RVL are to/from Chislehurst |
| St Mary Cray | FL SL | FL SL | S | Platform detail must be shown |
| Swanley Signal VS631 | FL SL | FL SL | | Shunt available for crossing Use TIPLOC SWLY631 |
| <u>Swanley</u> | - | FL SL | | <i>To/from Eynsford - SO140</i> |
| Swanley Shunt Signal VS636 | FL SL | | | Use TIPLOC SWLY636 |
| Farningham Road | - | - | S | |
| <u>Fawkham Junction</u> | - | - | | <i>To/from Southfleet Junction (CTRL). Refer to SO460</i> |
| Longfield | - | - | S | |
| Meopham | - | - | S | |
| <u>Sole Street</u> | - | - | | |
| <u>Rochester Bridge Junction</u> | - | - | | <i>To/from Strood - SO310</i> |
| <u>Rochester</u> | - | - | | Platform detail must be shown |
| Rochester Down Loop | - | - | S | TIPLOC RCHTDL |
| Rochester Up Loop | | - | S | TIPLOC RCHTULS |
| Chatham | - | - | S | |
| <u>Gillingham</u> | - | - | | <i>To/from Chatham Dockyard - SO110B</i> |
| Gillingham Down Sidings | | | S | |
| Gillingham Reception Road | | | S | Timing point for trains between Gillingham Station or Gillingham Down Sidings and Gillingham EMU Depot |
| Gillingham EMU Depot | | | S | Timing point for trains to/from Gillingham Reception Road or Gillingham Station |
| <u>Rainham</u> | - | - | | Platform detail must be shown |
| <u>Rainham East Junction</u> | DC DNL | - | | |
| <u>Newington</u> | - | UC UNL | | |
| <u>Sittingbourne Western Junction</u> | - | - | | <i>To/from Sheerness - SO150</i> |
| <u>Sittingbourne Eastern Junction</u> | - | - | | <i>To/from Sittingbourne Middle Junction - SO150A</i> |
| <u>Sittingbourne</u> | - | - | | Platform detail must be shown |
| Sittingbourne Down Goods Loop | - | - | | |
| Teynham | - | - | S | |
| <u>Faversham</u> | - | - | | Platform detail must be shown <i>To/from Canterbury East - SO160</i> |
| Faversham Down Reception | | | S | Timing point for trains to/from the Down Sidings or Faversham Station |
| | | | | |

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------|------|----|------|---|
| Faversham Back Road | | | S | Timing point for trains between Faversham Station and Faversham Up Sidings |
| Faversham Up Sidings | | | S | Timing point for trains to/from Faversham Station or Back Road Siding numbers must be shown |
| Whitstable | - | - | S | |
| Chestfield and Swalecliffe | - | - | S | |
| Herne Bay | - | - | | Platform detail must be shown |
| Birchington on Sea | - | - | S | |
| Westgate on Sea | - | - | S | |
| Margate | - | - | | Platform detail must be shown |
| Broadstairs | - | - | S | |
| Dumpton Park | - | - | S | |
| Ramsgate Depot Exit Margate End | - | - | S | Timing point for trains to/from Ramsgate Depot, TIPLOC RAMMKEX Relates to signals EK5160, EK 5162 and EK5164 at the Margate end exit of Ramsgate Depot |
| Ramsgate Depot | - | - | S | Timing point for ECS moves to/from Depot TIPLOC RAMSGTD Controlled by a depot signaller |
| Ramsgate Depot Exit Minster End | - | - | S | Timing point for trains to/from Ramsgate Depot, TIPLOC RAMMIEX Relates to signals EK4974 and EK4976 at the Minster end exit of Ramsgate Depot |
| Ramsgate New Sidings | | | S | Timing point for trains to/from the Up West Sidings |
| Ramsgate | - | - | | Platform detail must be shown <i>To/from Minster East Junction - SO220</i> |

SO110A BICKLEY JUNCTION TO PETTS WOOD JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------------|------------|------|-----------------------------------|
| Bickley Junction | DFV DSV | FL SL | | <i>To/from Bickley - SO110</i> |
| <i>Hawkwood Junction</i> | | | | On Down Slow Tonbridge Loop Only |
| Petts Wood Junction | FL SL | UFV USV | | <i>To/from Petts Wood – SO130</i> |

SO110B GILLINGHAM TO CHATHAM DOCKYARD

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------|------|----|------|--------------------------------|
| Gillingham | - | - | | <i>To/from Chatham - SO110</i> |
| Chatham Dockyard | | - | F | |

| SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE) | | | | |
|---|--------------------|------------------------------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>London Charing Cross</u> | FL SL | | | Platform detail must be shown |
| London Charing Cross Down Fast Signal TL1002 | FL | | | Shunt signal available for ECS movements Use TIPLOC CHR002 |
| London Charing Cross Down Slow Signal TL1004 | FL | | | Shunt signal available for ECS movements Use TIPLOC CHR004 |
| London Charing Cross Middle Road Signal TL1016 | FL SL | | | Shunt signal available for ECS movements Use TIPLOC CHR016 |
| <u>London Waterloo East</u> | FL SL | FL SL | | Platform detail must be shown |
| <u>Ewer Street Junction</u> | DCX DSH | FL SL | | |
| Metropolitan Junction | DCX DSH | SL USH | | Timing point for trains on the Snow Hill lines only. <i>To/from London Cannon Street – SO130A</i> <i>To/from Blackfriars Jn – SO280</i> |
| Signal TL5109 | DCX DSH | 6 7 8 UCX - | | Shunt signal available for ECS movements Use TIPLOC LNDN109 |
| <u>London Bridge</u> | 1 2 4 6 7 | 2 3 5 6 7 8 UCX USH | | Platform detail must be shown <i>To/from London Cannon Street - SO130B</i> |
| London Bridge Signal TL5110 | 1 2 | | | Shunt signal available for ECS movements Use TIPLOC LNDN110 |
| Brunswick Court | 7 8 | 7 8 | X | Timing Point ONLY for Line Codes Shown <i>Crossing into Sussex side – Refer to Sussex Timetable Planning Rules SO510</i> |
| Abbey Street Jn | | 8 | X | Timing Point ONLY for Line Codes Shown <i>From Bricklayers Arms Junction – Refer to Sussex Timetable Planning Rules SO510</i> |
| Spa Road | SL SRV LRV | 7 8 | X | Timing Point ONLY for Line Codes Shown <i>To/from Bricklayers Arms Junction – Refer to Sussex Timetable Planning Rules SO510</i> |
| Blue Anchor | DKF RVL | 5 7 8 | | Timing Point ONLY for Line Codes Shown. <i>From Bricklayers Arms Junction – Refer to Sussex Timetable Planning Rules SO510</i> |
| Corbetts Lane Jn | 4 FL | | | Timing Point ONLY for Line Codes Shown. <i>To Bricklayers Arms Junction – Refer to Sussex Timetable Planning Rules SO510</i> |
| Surrey Canal Junction | 2 3 4 | 2 3 RVL | | Timing Point ONLY for Line Codes Shown TIPLOC SURRCNJ |
| North Kent East Junction | 1 2 - | 2 3 4 | | Timing Point ONLY for Line Codes Shown. <i>To/from Deptford - SO290</i> |
| <u>New Cross</u> | FL SL | 2 3 UKF | | Platform detail must be shown. |
| Tanners Hill Junction | FL DKF DTH - | FL UKF | | Timing Point for all trains on fast lines <i>To/from Lewisham Vale Junction - SO130C</i> |
| St Johns | SL DKS DNK | SL UKS | | Timing Point for all trains on slow lines |
| <i>St Johns Junction</i> | | | | <i>To/from Lewisham Junction - SO130D</i> |
| <u>Parks Bridge Junction</u> | FL SL LW | FL SL - | | <i>To/from Ladywell Junction - SO130E</i> |

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------------|-----------------|---------------------|------|---|
| <i>Courthill Loop South Junction</i> | - | - | | For BPlan/ITPS purposes, timing point shown as Parks Bridge Junction. <i>To/from Courthill Loop North Junction - SO130F</i> |
| Hither Green | FL SL | FL SL | | Platform detail must be shown. <i>To/from Lee Loop Junction - SO310</i> |
| Hither Green Signal TL1299 | | FL SL | | Shunt signal available for ECS movements Use TIPLOC HTHR299 |
| Hither Green Down Goods Arrival | - | SL | F | Via TL301 signal Use TIPLOC HTHRDGA Access controlled by FOC shunter |
| Hither Green Down Reception | - | - | F | Use TIPLOC HTHRGRS Used from Bramdean Sidings (41-45) |
| Hither Green Up Goods Departure | - | - | F | Via TL300 signal Use TIPLOC HTHRUGD Access controlled by FOC shunter |
| Hither Green Loco Sidings | SL | - | F | Access controlled by FOC shunter |
| Lee Spur Junction | - CWM SL | - | | Timing Point for trains to/from Lee Loop Junction <i>To/from Lee Loop Junction - SO310A</i> |
| Lee Spur Junction Signal TL1302 | - | - | | Use TIPLOC HTHR302 |
| Hither Green Shunt Signal TL1311 | | FL | | Use TIPLOC HTHR311 |
| Grove Park Up Sidings | - | - | | Timing Point for trains to and from Up Sidings Controlled by a depot signaller |
| Grove Park Down Sidings (Bramdean) | CWM - | - | | Timing Point for trains to and from Down Sidings Controlled by a depot signaller |
| Lee Spur Junction Shunt Signal TL1314 | | SL - | | Use TIPLOC GRVP314 |
| Grove Park Shunt Signal TL1315 | FL SL | FL SL | | Use TIPLOC GRVP315 |
| Grove Park Shunt Signal TL1319 | | SL | | Use TIPLOC GRVP319 |
| Grove Park Washer Road | FL SL | FL SL | | Use TIPLOC GRVPKWR |
| Grove Park Shunt Signal TL1330 | FL SL | FL SL | | Use TIPLOC GRVP330 |
| Grove Park Shed | FL SL | FL SL | S | Via Signal TL1324 Use TIPLOC GRVPSHD |
| Grove Park C.S.D | - | CWM - | S | Via Signal TL1326 Use TIPLOC GRVPCSD |
| Grove Park | FL SL | FL SL | | <i>To/from Bromley North - SO350</i> Platform detail must be shown. |
| Elmstead Woods | FL SL | FL SL | S | |
| Chislehurst | FL SL CL RVL | FL SL | | Line Codes CL and RVL are to/from St Mary Cray |
| <i>Chislehurst Junction</i> | | | | <i>To/from St Mary Cray Junction - SO130G</i> |
| Petts Wood Junction | FL SL | FL SL UFV USV | | <i>To/from Bickley Junction - SO110A</i> Line Codes UFV and USV are to Bickley Junction in the Up direction only |
| Petts Wood | FL SL | FL SL | S, X | |
| Orpington | - | FL SL | | Platform detail must be shown |
| Orpington Down Sidings | - | - | S | Timing point for trains to and from Down Sidings. Siding numbers to be shown, S1, S2, S3 or S4 Access controlled by FOC shunter |
| Chelsfield | - | - | S | |

| SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE) | | | | |
|---|-------------|-----------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Knockholt | - | - | S | |
| Dunton Green | - | - | S | |
| <u>Sevenoaks</u> | - | - | | Platform detail must be shown. <i>To/from Bat and Ball – SO140A</i> |
| Sevenoaks Gusset Siding | - | - | S | Timing point for trains to/from Gusset Siding and trains routed to Down Sidings via Gusset Siding Tiploc SVNUGUS |
| Sevenoaks Down Sidings (C.H.S) | - | - | S | Timing point for trains to/from Down Sidings Tiploc SVNOCBS |
| Hildenborough | - | - | S | |
| <u>Tonbridge</u> | - | - | | Platform detail including through lines must be shown, 1, 2, 3, 4, DF or UF <i>To/from Leigh - Refer to Sussex Timetable Planning Rules – SO550</i> <i>To/from Somerhill Tunnel - SO170</i> |
| Tonbridge Shunt Signal 2032 | - | - | | TIPLOC TONB032 Applies to shunt moves on the Down Slow using Shunt Signal 2032 |
| Tonbridge Down Loop | - | - | | TIPLOC TONBDLP Applies to movements via the Down Slow which are routed via signal AD163 |
| Tonbridge Post Office Siding | - | - | | TIPLOC TONBPOS Applies to movements via the Down Slow which are routed via signal AD167 |
| Tonbridge Up Loop | - | - | | TIPLOC TONBULP Applies to movements via the Up Slow which are routed via signal AD164 |
| Tonbridge Signal AD163 | - | - | S | TIPLOC TONB163 |
| <u>Paddock Wood</u> | - | - | | Platform detail including through lines must be shown <i>To/from Beltring - SO180</i> |
| Marden | - | - | S | |
| Staplehurst | - | - | S | |
| Cranmore Down Loop | - | - | | |
| <u>Headcorn</u> | - | - | | Platform detail including through lines must be shown |
| Pluckley | - | - | S | |
| Chart Leacon T&R.S.M.D. | - | - | | ECS moves only |
| Ashford West Junction | SL USL | - | X | Timing point for trains to/from Slow Lines. Line Code must be shown TIPLOC ASHFWJN to be used <i>To/from Charing - SO140</i> |
| <u>Ashford International</u> | - SL | - SL | | Platform detail including through lines must be shown. TIPLOC ASHFKY is used for trains on platforms 1, 2, 5 and 6 and the through lines TIPLOC ASHFKI is used for trains on platforms 3 and 4 only <i>To/from Ham Street – Refer to Sussex Timetable Planning Rules - SO600</i> |
| Ashford Down Side Tamper Siding | - | - | F | |

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|------|----------------|------|--|
| | | | | TIPLOC ASHFTMP Timing point for trains to and from Down Tamper Siding |
| Ashford Up Sidings | - | - | F | TIPLOC ASHFUPS Timing point for trains to and from Newtown Sidings |
| Ashford P.A.D. | - | - | F | |
| Ashford Crane Depot | - | - | F | Timing point for trains to and from Crane Depot |
| <i>Ashford Down Sidings</i> | - | - | | <i>See Route SO220 Ashford East Junction - Ramsgate(via Canterbury West)</i> |
| Ashford East Berthing Sidings | - | - | F | TIPLOC ASHFEBS Siding numbers to be specified Access controlled by separate shunters |
| Ashford East Junction | - | - SL DSL | X | Timing point for trains to/from Slow Lines. TIPLOC ASHFEJN to be used <i>To/from and Ashford Down Yard - SO220</i> |
| Sevington Loop | - | - | S | <i>To/from Sevington Sidings - SO130K</i> Timing Point for trains to and from Ashford International |
| Herringe | - | - | X | Timing point for use during single line working |
| Westenhanger | - | - | S | |
| Sandling | - | - | S | |
| <u>Saltwood Junction</u> | - | - | | <i>To/from Network Rail/Eurotunnel Boundary - SO130H</i> |
| Folkestone West | - | - | S | |
| <u>Folkestone Central</u> | - | - | | |
| <u>Folkestone East</u> | - | - | | |
| Folkestone East Train Roads | - | - | S | Timing Point for trains to and from Folkestone East Train Roads |
| <u>Dover Priory</u> | - | - | | Platform detail must be shown <i>To/from Buckland Junction - SO160</i> |
| Dover Priory Sidings | | | | Timing Point for trains to and from Sidings |

| SO130A LONDON CANNON STREET TO METROPOLITAN JUNCTION | | | | |
|--|-------------------|----------------|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>London Cannon Street</u> | DMR EMR | | | Platform detail must be shown |
| London Cannon Street Signal TL1066 | DMR EMR | | | Shunt signal available for ECS movements Use TIPLOC CANO166 |
| Cannon Street Sidings | | | S | Timing Point for trains to and from Sidings |
| <u>Metropolitan Junction</u> | RVL MRD MRE | - SL USH | | To/from London Blackfriars - SO280A To/from Ewer Street Junction – SO130 |

| SO130B LONDON CANNON STREET TO LONDON BRIDGE | | | | |
|--|--------------------------|--------------------------|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>London Cannon Street</u> | ADN CDN CRV DRV | | | Platform detail must be shown |
| London Cannon Street Signal TL1066 | DMR EMR | | | Shunt signal available for ECS movements Use TIPLOC CANO166 |
| Cannon Street Sidings | | | S | Timing Point for trains to and from Sidings |
| <u>Borough Market Junction</u> | DCS UCS | UPB UPC RVC RVD | | Down Direction: UCS can only be accessed from the Cannon Street Reversible (CRV or DRV) DCS can access Platforms 1 & 2 at London Bridge UCS can access Platforms 2 & 3 at London Bridge |
| <u>London Bridge</u> | 1 2 4 | - UCS DCS | | Platform detail must be shown To/from North Kent East Junction - SO130 Up Direction: UCS can be accessed from Platforms 2 & 3 at London Bridge DCS can only be accessed from Platform 2 at London Bridge |

| SO130C TANNERS HILL JUNCTION TO LEWISHAM VALE JUNCTION | | | | |
|--|----------|-------------|------|-----------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Tanners Hill Junction</u> | - DTH | FL DKF | | To/from New Cross – SO130 |
| <u>Lewisham Vale Junction</u> | - | - UL UTH | | To/from Lewisham Junction - SO330 |

| SO130D ST JOHNS JUNCTION TO LEWISHAM JUNCTION | | | | |
|---|------|----|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | |
| <i>St Johns Junction</i> | | | | <i>To/from St Johns - SO130</i> |
| <i>Lewisham Junction</i> | | | | <i>To from Lewisham - SO330</i> <i>To/from Blackheath – SO300</i> |

| SO130E PARKS BRIDGE JUNCTION TO LADYWELL JUNCTION | | | | |
|---|------|-------|------|----------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | |
| <u>Parks Bridge Junction</u> | LW | FL SL | | <i>To/from New Cross – SO130</i> |
| <u>Ladywell Junction</u> | - | LW | | <i>To/from Ladywell - SO330</i> |

| SO130F COURTHILL LOOP NORTH JUNCTION TO COURTHILL LOOP SOUTH JUNCTION | | | | |
|---|-------|----|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | |
| <i>Courthill Loop North Junction</i> | | | | <i>To/from Lewisham - SO330</i> |
| <u>Courthill Loop South Junction</u> | FL SL | - | | For Bplan/ITPS purposes, timing point shown as Parks Bridge Junction <i>To/from Hither Green - SO130</i> |

| SO130G CHISLEHURST JUNCTION TO ST MARY CRAY JUNCTION | | | | |
|--|-------|-----------------|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | |
| <i>Chislehurst Junction</i> | | | | <i>To/from Chislehurst – SO130</i> |
| <i>Up Chatham Loop Signal AD22</i> | | FL SL | S | <i>TIPLOC CHSL22</i> <i>Applies in the Up direction only for trains that are to be held on the Up Chatham Loop for regulating purposes</i> |
| <i>Hawkwood Junction</i> | | | | <i>On Up Chatham Loop Only</i> |
| <u>St Mary Cray Junction</u> | FL SL | FL SL CL RVL | | <i>To/from St Mary Cray - SO110</i> |

| SO130H SALTWOOD JUNCTION TO CTRL/ET BOUNDARY | | | | |
|--|------|----|------|---------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | |
| <u>Saltwood Junction</u> | - | - | | <i>To/from Sandling - SO130</i> |
| <i>Dollands Moor Sidings</i> | - | - | F | |
| <i>Dollands Moor LHS</i> | - | - | F | |
| <u>CTRL/ET Boundary</u> | - | - | | <i>To/from CTRL -- SO400</i> |

SO130K SEVINGTON LOOP TO SEVINGTON SIDINGS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------|------|----|------|--|
| Sevington Loop | - | - | S | To/from Ashford International/Westenhanger - SO130 Timing Point for trains to and from Sevington Loop |
| Sevington Sidings | | - | F | Access controlled by FOC shunter |

SO140 SWANLEY TO ASHFORD INTERNATIONAL (VIA MAIDSTONE EAST)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------|------|-------|------|--|
| Swanley | - | FL SL | | To/from St Mary Cray - SO110 |
| Swanley Shunt Signal VS637 | - | FL SL | | Use TIPLOC SWLY637 |
| Eynsford | - | - | S | |
| Shoreham | - | - | S | |
| Otford | - | - | S | |
| Otford Junction | - | - | | To/from Bat and Ball - SO140A |
| Otford Up Loop | | - | S | |
| Kemsing | - | - | S | |
| Borough Green Down Passenger Loop | - | - | S | |
| Borough Green and Wrotham | - | - | | |
| West Malling | - | - | S | |
| East Malling | - | - | S | |
| Barming | - | - | S | |
| Maidstone East | - | - | | Platform detail must be shown |
| Bearsted | - | - | S | |
| Hollingbourne | - | - | S | |
| Harrietsham | - | - | S | |
| Lenham Down Loop | - | - | S | |
| Lenham | - | - | S | |
| Charing | - | - | | |
| Hothfield Sidings | | - | F | |
| Beechbrook Farm | - | - | F | Timing point for diesel hauled freight trains using the loop/run-round facility |
| Ashford Maidstone Loop | - | - | | Timing point for all trains using the Bi Directional Maidstone Loop Line TIPLOC ASHFKGR must be used |
| Ashford International | - | - | | Platform detail including through lines must be shown TIPLOC ASHFKY is used for trains on platforms 1, 2, 5 and 6 and the through lines TIPLOC ASHFKI is used for trains on platforms 3 and 4 only To/from Ashford East Junction – SO130 To/from Ham Street - Refer to Sussex Timetable Planning Rules - SO600 To/from CTRL – SO470 |

SO140A OTFORD JUNCTION TO SEVENOAKS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------|------|----|------|---|
| | | | | |
| Oxford Junction | - | - | | To/from Oxford - SO140 |
| Bat and Ball | - | - | S | |
| Sevenoaks | - | - | | Platform detail must be shown. To/from Tonbridge - SO130 |

SO150 SITTINGBOURNE WESTERN JUNCTION TO SHEERNESS ON SEA

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------------|------|----|------|---|
| | | | | |
| Sittingbourne Western Junction | - | - | | Timing point for trains to/from Sheerness on Sea To/from Newington – SO110 |
| <i>Sittingbourne Middle Junction</i> | | | | To/from Sittingbourne Eastern Junction - SO150A |
| Kemsley | - | - | | |
| Kemsley Signal EV807 | UL | | X | Timing point for Down trains via 2501 crossovers and Up line. TIPLOC SWAL807 |
| Ridham Dock | | - | F | |
| Swale | - | - | | |
| Queenborough | - | - | | |
| Queenborough Yard | | - | F | |
| Sheerness on Sea | | - | | Platform detail must be shown |
| Sheerness Steel Works | | - | F | |

SO150A SITTINGBOURNE EASTERN JUNCTION TO SITTINGBOURNE MIDDLE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------------|------|----|------|-------------------------------|
| | | | | |
| Sittingbourne Eastern Junction | - | - | | To/from Sittingbourne - SO110 |
| <i>Sittingbourne Middle Junction</i> | | | | To/from Kemsley - SO150 |

SO160 FAVERSHAM TO DOVER PRIORY

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------|------|----|------|--|
| | | | | |
| Faversham | - | - | | Platform detail must be shown To/from Teynham - SO110 |
| Selling | - | - | S | |
| Canterbury East | - | - | | Platform detail must be shown |
| Bekesbourne | - | - | S | |
| Adisham | - | - | S | |
| Aylesham | - | - | S | |
| Snowdown | - | - | S | |
| Shepherds Well | - | - | | Platform detail must be shown |
| Kearsney | - | - | S | |
| Buckland Junction | - | - | | To/from Martin Mill – SO240 |
| Dover Priory | - | - | | Platform detail must be shown To/from Folkestone East - SO130 |

SO170 TONBRIDGE TO BOPEEP JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------------|------|----|------|--|
| <u>Tonbridge</u> | - | - | | Platform detail must be shown <i>To/from Hildenborough - SO130</i> <i>To/from Leigh - Refer to Sussex Timetable Planning Rules - SO550</i> |
| <u>Somerhill Tunnel</u> | - | - | | Single line through tunnel. The timing point is at the end of the single line at the North end of the tunnel. |
| High Brooms | - | - | S | |
| <u>Wells Tunnel Junction</u> | - | - | | |
| <u>Tunbridge Wells</u> | - | - | | Platform detail must be shown |
| Tunbridge Wells Turnback Siding | | - | S | Timing point for ECS movements to and from siding TIPLOC TUNWTB |
| <u>Strawberry Hill Tunnel</u> | - | - | | Single line through tunnel The timing point is at the end of the single line at the South end of the tunnel. |
| Frant | - | - | S | |
| <u>Wadhurst</u> | - | - | | |
| <i>Wadhurst Tunnel</i> | | | | Single line through tunnel |
| <u>Wadhurst Tunnel South</u> | - | - | | The timing point is at the end of the single line at the South end of the tunnel |
| Stonegate | - | - | S | |
| Etchingam | - | - | S | |
| <u>Robertsbridge</u> | - | - | | |
| <u>Mountfield Tunnel</u> | - | - | | Single line through tunnel The timing point is at the end of the single line at the South end of the tunnel |
| Mountfield Sidings | - | - | F | Access controlled by FOC shunter |
| <u>Battle</u> | - | - | | |
| Crowhurst | - | - | S | |
| West St Leonards | - | - | S | |
| <u>Bopeep Junction</u> | - | - | | <i>To/from Hastings - Refer to Sussex Timetable Planning Rules - SO600</i> |

SO180 PADDOCK WOOD TO STROOD

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------|----|------|---|
| <u>Paddock Wood</u> | - | - | | Platform detail including through lines must be shown <i>To/from Tonbridge - SO130</i> |
| Beltring | - | - | S | |
| East Peckham Tip | - | - | | Access controlled by FOC shunter and groundframe operator |
| East Peckham Groundframe | | - | F | Use TIPLOC EPKCKMR Timing point for trains accessing the sidings |
| Yalding | - | - | S | |
| <u>Wateringbury</u> | - | - | | |
| <u>East Farleigh</u> | - | - | | |
| <u>Maidstone West</u> | - | - | | Platform detail must be shown |
| Maidstone Barracks <u>Maidstone Barracks</u> | - | - | S | |
| Allington Sidings | - | - | F | Access controlled by FOC shunter and groundframe operator |
| Allington Groundframe | - | - | F | Use TIPLOC ALLGREV Timing point for trains accessing the sidings |
| Aylesford <u>Aylesford</u> | - | - | | |
| Brookgate Sidings | - | - | F | |
| New Hythe | - | - | S | |
| Snodland | - | - | S | |
| Halling | - | - | S | |
| Rugby Sidings | - | - | F | |
| <u>Cuxton</u> | - | - | | |
| <u>Strood</u> | - | - | | Platform detail must be shown <i>To/from Higham - SO310</i> |

SO200 - Please see Sussex Timetable Planning Rules – SO600**SO210 - Please see Sussex Timetable Planning Rules – SO610****SO220 ASHFORD EAST JUNCTION TO RAMSGATE (VIA CANTERBURY WEST)**

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------|--------|------|--|
| Ashford East Junction | - | SL DSL | X | Timing point for trains to/from slow lines TIPLOC ASHFEJN to be used <i>To/from Ashford International - SO130</i> <i>To/from CTRL – SO480</i> |
| Ashford Down Sidings and Ashford Down Yard | | | S | Timing point for trains to/from Ashford International or Wye. TIPLOC ASHFKY must be used Access controlled by separate shunters |
| <u>Wye</u> | - | - | | |
| Chilham | - | - | S | |
| Chartham | - | - | S | |
| <u>Canterbury West</u> | - | - | | Platform detail must be shown |
| Canterbury West Up Siding | - | - | S | Timing point for trains to and from the Up |

SO220 ASHFORD EAST JUNCTION TO RAMSGATE (VIA CANTERBURY WEST)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------|------|----|------|--|
| | | | | Siding. TIPLOC CNTBWGL |
| <u>Sturry</u> | - | - | | |
| <u>Minster</u> | - | - | | |
| <i>Minster West Junction</i> | | | | <i>To/from Minster South Junction - SO240A</i> |
| <u>Minster East Junction</u> | - | - | | <i>To/from Minster South Junction - SO240</i> |
| <u>Ramsgate</u> | - | - | | <i>To/from Dumpton Park – SO110</i> |

**SO240 BUCKLAND JUNCTION TO MINSTER EAST JUNCTION
(VIA DEAL AND SANDWICH)**

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------|------|----|------|---|
| | | | | |
| <u>Buckland Junction</u> | - | - | | <i>To/from Dover Priory - SO160</i> |
| Martin Mill | - | - | S | |
| Walmer | - | - | S | |
| <u>Deal</u> | - | - | | |
| <u>Sandwich</u> | - | - | | |
| <u>Minster South Junction</u> | - | - | | <i>To/from Minster West Junction - SO240A</i> |
| <u>Minster East Junction</u> | - | - | | <i>To/from Ramsgate - SO220</i> |

SO240A MINSTER SOUTH JUNCTION TO MINSTER WEST JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------|------|----|------|---------------------------------|
| | | | | |
| <u>Minster South Junction</u> | - | - | | <i>To/from Sandwich - SO240</i> |
| <i>Minster West Junction</i> | | | | <i>To/from Minster - SO220</i> |

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------|----|------|-------|
| | | | | |
| For Route SO250 Please see Sussex Timetable Planning Rules | | | | |

SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|------|----|------|-------|
| | | | | |
| For Route SO250A Please see Sussex Timetable Planning Rules | | | | |

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|------|----|------|-------|
| | | | | |
| For Route SO250B Please see Sussex Timetable Planning Rules | | | | |

SO250C LONGHEDGE JUNCTION TO POUPARTS JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|------|----|------|-------|
| | | | | |
| For Route SO250C Please see Sussex Timetable Planning Rules | | | | |

| SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1) | | | | |
|--|-------------|-----------|-------------|--------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | |
| For Route SO250D Please see Sussex Timetable Planning Rules | | | | |

| SO260 BRIXTON JUNCTION TO SHORTLANDS JUNCTION (CATFORD LOOP) | | | | |
|---|-------------|-----------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <i>Brixton Junction</i> | | | | <i>To/from Shepherds Lane Junction - SO110 Use TIPLOC BRIXTON to/from Catford Loop</i> |
| Canterbury Road Junction | - | - | | <i>To/from Loughborough Junction - SO280C</i> |
| Cambria Junction Signal VS679 | - | - | | Shunt available Use TIPLOC CBR1679 |
| Cambria Junction | - | - | | <i>To/from Loughborough Junction - SO280B</i> |
| Cambria Junction Signal VS678 | - | - | | Shunt available Use TIPLOC CBR1678 |
| Denmark Hill | - | - | | Platform detail must be shown. |
| Crofton Road Junction | - | - AL | | <i>To/from Denmark Hill (Atlantic Lines) – Refer to Sussex Timetable Planning Rules - SO645</i> |
| Peckham Rye | - | - | S | |
| Nunhead | - | - | | |
| <i>Nunhead Junction</i> | - | - | | <i>To/from Lewisham Vale Junction - SO330</i> |
| Crofton Park | - | - | S | |
| Catford | - | - | S | |
| Bellingham | - | - | | |
| Bellingham Down Carriage Sidings | - | - | S | Timing point for trains into and out of the Sidings |
| Bellingham Shunt Signal VS688 | - | - | | Use TIPLOC BELN688 |
| Beckenham Hill | - | - | S | |
| Ravensbourne | - | - | S | |
| Shortlands Junction | FL SL | - | | <i>To/from Shortlands - SO110</i> |

| SO280 FARRINGDON TO HERNE HILL | | | | |
|---------------------------------------|---------------------------------|--------------------------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | |
| Farringdon | NB SB | NB SB | | Regional handover timing point |
| Smithfield Sidings | - | | S | Timing point for trains into and out of the Sidings |
| City Thameslink | NB SB | NB SB | | Platform detail must be shown |
| London Blackfriars | DSS DSH USH DSL USL | NB SB | | Platform detail must be shown |
| Blackfriars Junction | DSH FL SL | USH DSH USL DSL | | Timing Point ONLY for Line Codes Shown <i>To/from Metropolitan Junction - SO280A</i> |

| SO280 FARRINGDON TO HERNE HILL | | | | |
|---------------------------------------|-------|-------|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Southwark Bridge Junction</u> | FL SL | FL SL | | |
| <u>Elephant and Castle</u> | FL SL | FL SL | | Platform detail must be shown |
| <u>Loughborough Junction</u> | - | FL SL | | To/from Cambria Junction - SO280B To/from Canterbury Road Junction - SO280C |
| <u>Herne Hill</u> | - | - | | To/from Tulse Hill - Refer to Sussex Timetable Planning Rules - SO680A To/from Loughborough Junction - SO280 |
| Shunt signal VS602 | | - | | Available for ECS shunt moves Country end of Herne Hill station USE TIPLOC HERN602 |
| Herne Hill Turnback Siding | | | S | Timing Point for all trains into and out of the Turnback Siding |

| SO280A BLACKFRIARS JUNCTION TO METROPOLITAN JUNCTION | | | | |
|---|--------------|--------------------------------|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Blackfriars Junction</u> | DSH FL SL | USH SL DSH USL DSL | | To/from London Blackfriars - SO280 |
| <u>Metropolitan Junction</u> | DCX DSH | SL USH | | To/from London Cannon Street – SO130A To/from London Bridge - SO130 |

| SO280B LOUGHBOROUGH JUNCTION TO CAMBRIA JUNCTION | | | | |
|---|------|-------|------|---------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Loughborough Junction</u> | - | FL SL | | To/from Elephant and Castle - SO280 |
| Cambria Junction Signal VS675 | - | - | | Shunt available Use TIPLOC CBRI675 |
| <u>Cambria Junction</u> | - | - | | To/from Denmark Hill – SO260 |

| SO280C LOUGHBOROUGH JUNCTION TO CANTERBURY ROAD JUNCTION | | | | |
|---|------|-------|------|-------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Loughborough Junction</u> | - | FL SL | | To/from Elephant and Castle - SO280 |
| Canterbury Road Junction | | | | To/from Brixton Junction - SO260 |

| SO290 NORTH KENT EAST JUNCTION TO DARTFORD JUNCTION (VIA GREENWICH) | | | | |
|--|------|-----|------|-----------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| North Kent East Junction | - | UCS | | To/from Spa Road Junction - SO130 |
| Deptford | - | - | S | |
| <u>Greenwich</u> | - | - | | |
| Maze Hill | - | - | S | |

SO290 NORTH KENT EAST JUNCTION TO DARTFORD JUNCTION (VIA GREENWICH)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------------|------|------|---|
| Westcombe Park | - | - | S | |
| <i>Charlton Junction</i> | | | | <i>To/from Angerstein Junction - SO290A</i> |
| <u>Charlton</u> | - | - | | |
| Woolwich Dockyard | - | - | S | |
| <u>Woolwich Arsenal</u> | - | - | | |
| <u>Plumstead</u> | - DM | - | | Down trains commencing journey should show line code |
| Plumstead Down Sidings | - | - | S | Timing point for trains to/from Sidings |
| <u>Abbey Wood</u> | - | - | S | Timing point for platforms 1 & 2 |
| <u>Abbey Wood (Crossrail platforms)</u> | - | - | S | Timing point for platforms 3 & 4 TIPLOC – ABWDXR to be used |
| Abbey Wood Engineering Road | - | - | S | TIPLOC – ABWDER to be used |
| <u>Alsike Road Junction</u> | - | - | X | Timing point for trains to or from Engineering Road |
| Belvedere | - | - | S | |
| Erith | - | - | S | |
| <u>Slade Green</u> | - DM | - UM | | All trains commencing a journey should show a line code Platform detail must be shown. |
| <i>Slade Green Junction</i> | | | | <i>To/from Perry Street Fork Junction - SO300A</i> |
| Slade Green T&R.S.M.D. | - | - | S | Timing point for all trains to/from Depot TIPLOC – SLADEGD to be used Controlled by a depot signaller |
| Slade Green Depot London End | - | - | S | Timing Point for trains to/from Depot via Slade Green end of Depot TIPLOC – SLADGD to be used |
| Slade Green Depot Country End Exit | - | - | | Timing point for trains to/from Depot via Crayford Spur 'A' Junction and to/from Crayford Creek Junction TIPLOC - SLADGEX to be used |
| Slade Green Up Carriage Sidings | - | - | | TIPLOC – SLADGUS to be used |
| <u>Crayford Creek Junction</u> | - | - | | |
| <u>Crayford Spur 'A' Junction</u> | - | - | | <i>To/from Crayford Spur – SO310B</i> |
| <u>Dartford Junction</u> | DML RVL | - | | <i>To/from Crayford Spur 'B' Junction - SO310</i> |

SO290A BLACKHEATH JUNCTION TO CHARLTON JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------|------|----|------|--|
| <i>Blackheath Junction</i> | | | | <i>To/from Blackheath – SO300</i> |
| <u>Angerstein Junction</u> | - | - | | <i>To/from Angerstein Wharf - SO290B</i> |
| Angerstein Shunt Signal L429 | - | | | Use TIPLOC ANGR429 |
| <i>Charlton Junction</i> | | | | <i>To/from Charlton - SO290</i> |

| SO290B ANGERSTEIN JUNCTION TO ANGERSTEIN WHARF | | | | |
|---|-------------|-----------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | |
| <u>Angerstein Junction</u> | (Single) | - | | <i>To/from Charlton Junction - SO290A</i> |
| <u>Angerstein Stop Board</u> | - | - | | |
| <u>Angerstein Wharf Loop</u> | | (Single) | | Timing point on Arr/Dep line except trains for Norriskips Terminal which stand on the "RR" line and the loco runs round using the Arr/Dep line |
| <u>Angerstein Wharf Bardon Aggregates</u> | | | F | TIPLOC BRONLPT or ANGRGBR (for GBRF services) Access controlled by FOC shunter but trains can be signalled onto the single line without a release, however no shunt moves allowed |
| <u>Angerstein Norriskips</u> | | | F | TIPLOC ANGRNOR Access controlled by FOC shunter but trains can be signalled onto the single line without a release, however no shunt moves allowed |
| <u>Angerstein Wharf Tarmac</u> | | | F | TIPLOC ANGRTAR Access controlled by FOC shunter but trains can be signalled onto the single line without a release, however no shunt moves allowed |

| SO300 LEWISHAM JUNCTION TO CRAYFORD CREEK JUNCTION (VIA BEXLEYHEATH) | | | | |
|---|-------------|-----------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | |
| <i>Lewisham Junction</i> | | | | <i>To/from Lewisham Vale Junction - SO330</i> <i>To/from St Johns - SO130D</i> |
| <u>Lewisham</u> | - | - NK | | |
| <u>Blackheath</u> | - | - | | |
| <i>Blackheath Junction</i> | | | | <i>To/from Angerstein Junction - SO290A</i> |
| Kidbrooke | - | - | S | |
| <u>Eltham</u> | - | - | | |
| Falconwood | - | - | S | |
| Welling | - | - | S | |
| Bexleyheath | - | - | S | |
| <u>Barnehurst</u> | - DM | - | | Down trains commencing journey should show line code |
| <u>Perry Street Fork Junction</u> | - | - | | <i>To/from Slade Green Junction - SO300A</i> TILPOC BRNHPSJ |
| <u>Crayford Creek Junction</u> | - | - | | <i>To/from Crayford Spur 'A' Junction - SO290</i> |

SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------|----|------|--|
| <i>Slade Green Junction</i> | | | | <i>To/from Slade Green - SO290</i> |
| <u>Erith Loop</u> | - | - | | All trains are required to stop to allow ARS to regulate correctly |
| <u>Perry Street Fork Junction</u> | - | - | | <i>To/from Barnehurst – SO300</i> TILPOC BRNHPSJ |

SO310 HITHER GREEN TO ROCHESTER BRIDGE JUNCTION (VIA SIDCUP)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|-------------------|-------------------|--------|--|
| <u>Hither Green</u> | - | - SL | | <i>To/from Parks Bridge Junction - SO130</i> |
| <i>Lee Loop Junction</i> | | | | <i>To/from Lee Spur Junction - SO310A</i> |
| <u>Lee</u> | - | - | | |
| Mottingham | - | - | S | |
| New Eltham | - | - | S | |
| <u>Sidcup</u> | - DM | - | | Down trains commencing journey should show line code |
| Sidcup Berthing Siding | - | - | S | Timing point for trains to and from Siding |
| Albany Park | - | - | S | |
| Bexley | - | - | S | |
| <u>Crayford</u> | - DM | - | | Down trains commencing journey should show line code |
| <u>Crayford Spur 'B' Junction</u> | - | - | | <i>To/from Crayford Spur - SO310B</i> |
| <u>Dartford Junction</u> | UML DML RVL | - | | <i>To/from Crayford Spur 'A' Junction - SO290</i> |
| <u>Dartford</u> | - UML | UML DML RVL | | Platform detail must be shown |
| Dartford Up Sidings | - | - | S | Timing point for trains to and from Up Sidings. Siding numbers to be shown |
| Dartford Down Siding | - | - | S | Timing point for trains to and from Down Siding |
| Stone Crossing | - | - | S | |
| Greenhithe | - | - | S | |
| Swanscombe | - | - | S | |
| Northfleet Junction | - UM | - | F X | Timing point for trains to and from Northfleet Tarmac and for Down trains crossing over to up line. TIPLOC NRTHTJ |
| Northfleet Tarmac | | - | F | TIPLOC NRTHDBC Access controlled by FOC shunter |
| Northfleet | - | - | S | Platform detail must be shown |
| <u>Springhead Road Junction</u> | - | - | | <i>To/from Ebbsfleet International – SO450</i> |
| <u>Gravesend</u> | - | - | | Platform detail must be shown. |
| Signal NK1611/NK443 | - | - | F | For freight moves between Grain Branch and Hoo Yards TIPLOC HOOJ611 is used for both signals |
| <u>Hoo Junction</u> | - | - | | <i>To/from Grain - SO320</i> See also Section 5.3 |

SO310 HITHER GREEN TO ROCHESTER BRIDGE JUNCTION (VIA SIDCUP)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|------|----|------|--|
| Hoo Up Yard | | | F | Departures in Up direction to use TIPLOC – HOOJ512 Departures in Down direction to use TIPLOC – HOOJ511 See also Section 5.3 Access controlled by FOC shunter |
| Higham | - | - | S, F | Timing point for all up freight trains crossing into the Up Yard at Hoo Junction. See also section 5.3 |
| <u>Strood</u> | - | - | | Platform detail must be shown. <i>To/from Cuxton - SO180</i> |
| Strood Signal NK1630 | - | - | | Timing point for trains reversing at Strood |
| <u>Rochester Bridge Junction</u> | - | - | | <i>To/from Rochester - SO110</i> |

SO310A LEE SPUR JUNCTION TO LEE LOOP JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------|-------------|----|------|--|
| Lee Spur Junction | - CWM SL | - | | Timing point for trains to/from Lee Loop Junction <i>To/from Grove Park - SO130</i> |
| Lee Shunt Signal TL345 | - | - | | Shunt signal available for ECS movements Use TIPLOC LEEE345 |
| <i>Lee Loop Junction</i> | | | | <i>To/from Lee - SO310</i> |

SO310B CRAYFORD SPUR 'A' JUNCTION TO CRAYFORD SPUR 'B' JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------|------|----|------|--|
| <u>Crayford Spur 'A' Junction</u> | - | - | | <i>To/from Crayford Creek Junction - SO290</i> |
| <u>Crayford Spur</u> | - | - | | A dot stop is required to enable ARS to function |
| <u>Crayford Spur 'B' Junction</u> | - | - | | <i>To/from Crayford - SO310</i> |
| | | | | |

SO320 HOO JUNCTION TO GRAIN SIDINGS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------|------|----|------|---|
| | | | | |
| Hoo Junction | - | - | | <i>To/from Gravesend – SO310</i> |
| Signal NK509 | - | - | | Use TIPLOC CLFFD12 |
| Cliffe Brett Marine | | - | F | Access controlled by FOC shunter and groundframe operator |
| Grain Level Crossing | - | - | | |
| Grain Shared Area | - | - | F | For ITPS purposes, the timing point to be shown as Grain (former station now a Shared Area) |
| Grain BP | | | F | TIPLOC GRAINBP |
| Grain Thamesport FLT | | | F | TIPLOC GRAINTR |
| Grain Foster Yeoman | | | F | TIPLOC GRAINFG (GBRF) TIPLOC GRAINFY (DBC) TIPLOC GRAINFL (FHH) |

SO330 NUNHEAD TO HAYES

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------|------|------|------|--|
| Nunhead | - | - | | To/from Peckham Rye – SO260 |
| Nunhead Junction | | | | To/from Crofton Park - SO260 |
| Lewisham Vale Junction | - | - | | To/from Tanners Hill Junction - SO130C |
| Lewisham Junction | | | | To/from St Johns - SO130D. To/from Blackheath – SO300 |
| Lewisham | - | - NK | | Platform detail must be shown |
| Courthill Loop North Junction | | | | To/from Courthill Loop South Junction - SO130F |
| Ladywell Junction | - | - LW | | Line code LW applies only to trains to Parks Bridge Junction To/from Parks Bridge Junction – SO130E |
| Ladywell | - | - | S | |
| Catford Bridge | - | - | S | |
| Lower Sydenham | - | - | S | |
| New Beckenham | - | - | | To/from Beckenham Junction - SO330A |
| Clock House | - | - | S | |
| Elmers End Shunt Signal TL1395 | - | - | | Use TIPLOC ELME395 |
| Elmers End | - | - | I | |
| Eden Park | - | - | S | |
| West Wickham | - | - | S | |
| Hayes Shunt Signal TL1401 | - | - | | Use TIPLOC HAYS401 |
| Hayes | | - | | Platform detail must be shown |

SO330A NEW BECKENHAM TO BECKENHAM JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------|----|------|--|
| New Beckenham | - | - | | To/from Lower Sydenham - SO330 |
| Beckenham Spur Shunt Signal TL376 or VS163 | - | - | | Use TIPLOC BCKNSPR Only to be used for trains reversing here |
| Beckenham Down Sidings | - | - | | Use TIPLOC BCKND SG |
| Beckenham Junction | - | - | | TIPLOC BCKNHMJ applies to Kent side To/from Shortlands Junction - SO110 |

SO350 GROVE PARK TO BROMLEY NORTH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------|------|-------|------|-------------------------------|
| Grove Park | - | FL SL | | To/from Hither Green - SO130 |
| Grove Park Shunt Signal TL1336 | - | | | Use TIPLOC GRVP336 |
| Sundridge Park | - | - | S | |
| Bromley North | | - | | Platform detail must be shown |

**SO400 LONDON ST PANCRAS INTERNATIONAL TO HIGH SPEED 1/ET
BOUNDARY**

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------------------------------|-----------------------|------|--|
| Line codes on SO400 apply forward from the timing point against which they are shown | | | | |
| <u>London St Pancras International</u> | DNC PCO PNL PRL UPC | | | Platform detail must be shown |
| Regents Canal Junction | | | X | To/from York Way North Junction – SO410A |
| <u>York Way South Junction</u> | DNC UPC | DNC NLC PRL UPC | | To/from Cedar Junction – SO420 |
| <u>Stratford International West Junction</u> | TPM DNC UPC 1 2 3 4 | DNC UPC | | To/from Temple Mills Depot – SO430 |
| Stratford International | DNC UPC | DNC UPC | S | Platform detail must be shown |
| <u>Stratford International East Junction</u> | DNC UPC | DNC UPC 1 2 3 4 | | |
| <u>Dagenham Dock Junction</u> | DNC UPC | DNC UPC | | To/from Ripple Lane Exchange Sidings - SO440 |
| <u>Wennington Crossover</u> | DNC UPC | DNC UPC | | |
| <u>Ebbsfleet International West Junction</u> | DNC UPC 1 2 3 4 5 6 | DNC UPC | | |
| Ebbsfleet International | DNC UPC | DNC UPC | S | Platform detail must be shown To/from Springhead Road Junction – SO450 |
| <u>Ebbsfleet International East Junction</u> | DNC UPC | DNC UPC 1 2 3 4 | | |
| <u>Southfleet Junction</u> | DNC UPC | DNC UPC | | To/from Fawkham Junction – SO460 |
| Southfleet Crossover | UPC | DNC | X | |
| Singlewell Loop | - | - | F | |
| Singlewell Crossover | DNC UPC | DNC UPC | X | |
| <u>Nashenden Crossover</u> | DNC UPC | DNC UPC | | |
| <u>Crismill Crossover</u> | DNC UPC | DNC UPC | | |
| <u>Lenham Crossover</u> | DNC UPC DNL UPL | DNC UPC | | Line codes DNL or UPL must be used for trains travelling into Lenham Heath Loop |
| Lenham Heath Loop | - | UPC DNC | F | |
| <u>Charing Crossover</u> | | UPL DNL | X | Timing point for trains crossing to enter Lenham Heath Loop in the Up Direction only |
| <u>Ashford West Junction</u> | DNC UPC | DNC UPC | | CTRL TIPLOC to be used To/from Ashford International – SO470 |

**SO400 LONDON ST PANCRAS INTERNATIONAL TO HIGH SPEED 1/ET
BOUNDARY**

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------------|------------|------|---|
| | | | | |
| Line codes on SO400 apply forward from the timing point against which they are shown | | | | |
| <u>Ashford East Junction</u> | DNC UPC | DNC UPC | | CTRL TIPLOC to be used To/from Ashford International – SO480 |
| <u>Westenhanger Crossover</u> | DNC UPC | DNC UPC | | |
| | | | | |
| <i>Dollands Moor West Junction</i> | - | - | | To/from Dollands Moor Sidings – SO490 |
| <u>HS1/ET Boundary</u> | | - | | |

SO410A REGENTS CANAL JUNCTION TO YORK WAY NORTH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---|------|-----|------|--|
| | | | | |
| Line codes on SO410A apply forward from the timing point against which they are shown | | | | |
| Regents Canal Junction | - | - | | To/from London St Pancras International – SO400 |
| <i>Silo Curve Junction</i> | - | - | | To/from Cedar Junction – SO420 |
| <u>York Way North Junction</u> | - | PCO | | To/from Copenhagen Junction – Refer to London North Eastern Timetable Planning Rules – LN101 |

SO410B REGENTS CANAL JUNCTION TO CEDAR JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------|------|----|------|---|
| | | | | |
| <i>Regents Canal Junction</i> | | | | To/from London St Pancras International – SO400 |
| <i>Cedar Junction</i> | | | | To/from Camden Road Incline Junction – SO420 |

SO420 YORK WAY SOUTH JUNCTION TO CAMDEN ROAD INCLINE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------|--------------------------|------|---|
| | | | | |
| Line codes on SO420 apply forward from the timing point against which they are shown | | | | |
| <u>York Way South Junction</u> | DNC | PRL UPC DNC NLC | | To/from Stratford International West Junction - SO400 |
| Signal AF41 | | - | S | All trains from North London Line to CTRL must stop. |
| <i>Cedar Junction</i> | - | - | | To/from - Silo Curve Junction – SO410A |
| <u>Camden Road Incline Junction</u> | - | - | | To/from Camden Road Central Junction – Refer to East Anglia Timetable Planning Rules - EA1320 |

SO430 STRATFORD INTERNATIONAL WEST JUNCTION TO TEMPLE MILLS DEPOT

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------|------------|------|---|
| | | | | |
| Line codes on SO430 apply forward from the timing point against which they are shown | | | | |
| <u>Stratford International West Junction</u> | TPM | DNC UPC | | To/from York Way South Junction – SO400 |
| <u>Temple Mills Depot Reception</u> | - | - | | Trains can be routed into any of 4 reception sidings controlled by Temple Mills Depot signaller |

SO440 RIPPLE LANE EXCHANGE SIDINGS TO DAGENHAM JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------------|------------|------|--|
| | | | | |
| Line codes on SO440 apply forward from the timing point against which they are shown | | | | |
| Ripple Lane Exchange Sidings | DDG UDG | - | F | To/from Ripple Lane Renwick Road Junction – Refer to East Anglia Timetable Planning Rules – EA1390 |
| <u>Dagenham Junction</u> | DNC UPC | DDG UDG | | To/from Ebbsfleet West Junction – SO400 |

SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|----------------|------------|------|-----------------------------------|
| | | | | |
| Line codes on SO450 apply forward from the timing point against which they are shown | | | | |
| <u>Ebbsfleet West Junction</u> | 5 6 | DNC UPC | | To/from Dagenham Junction – SO400 |
| <u>Ebbsfleet International</u> | NKD SD1 SD2 | DNC UPC | | Platform detail must be shown |
| Church Path Pit Sidings | - | 5 6 | S | |
| <u>Springhead Road Junction</u> | - | 5 6 | | To/from Gravesend – SO310 |

SO460 FAWKHAM JUNCTION TO SOUTHFLEET JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------------|-----|------|---------------------------------------|
| | | | | |
| Line codes on SO460 apply forward from the timing point against which they are shown | | | | |
| <u>Fawkham Junction</u> | - | - | | To/from Farningham Road – SO110 |
| <u>Southfleet Junction</u> | DNC UPC | UPW | | To/from Southfleet Crossovers – SO400 |

SO470 ASHFORD WEST JUNCTION (AD947 AND AD949 SIGNALS) TO ASHFORD INTERNATIONAL

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------------|------------|------|--|
| | | | | |
| Line codes on SO470 apply forward from the timing point against which they are shown | | | | |
| <u>Ashford West Junction</u> | DWC UWC | DNC UPC | | CTRL TIPLOC to be used To/from Charing Crossover – SO400 To/from Ashford International Station – SO130 |

SO470 ASHFORD WEST JUNCTION (AD947 AND AD949 SIGNALS) TO ASHFORD INTERNATIONAL

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------|------------|------|---|
| | | | | |
| Line codes on SO470 apply forward from the timing point against which they are shown | | | | |
| <u>Ashford International</u> | - | DWC UWC | | Only applies to trains which routed via the Ashford CTRL Chords |

SO480 ASHFORD INTERNATIONAL TO ASHFORD EAST JUNCTION (AD954 AND AD956 SIGNALS)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------------|------------|------|--|
| | | | | |
| Line codes on SO480 apply forward from the timing point against which they are shown | | | | |
| <u>Ashford International</u> | - | DWC UWC | | Only applies to trains which routed via the Ashford CTRL Chords |
| <u>Ashford East Junction</u> | DNC UPC | UEC DEC | | CTRL TIPLOC to be used <i>To/from Westenhanger Crossovers – SO400</i> <i>To/from Ashford International Station – SO130</i> |

SO490 DOLLANDS MOOR WEST JUNCTION TO DOLLANDS MOOR SIDINGS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--|------|------------|------|---|
| | | | | |
| Line codes on SO490 apply forward from the timing point against which they are shown | | | | |
| <u>Dollands Moor West Junction</u> | FRC | DNC UPC | | <i>To/from Westenhanger Crossover – SO400</i> |
| <u>Dollands Moor Sidings (AD759 Signal)</u> | - | FRC | | |

2.2 Route Opening Hours

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

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

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

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

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

PLT denotes passage of last train.

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 Rules of the Route for the appropriate year. Additional restrictions may also arise in connection with engineering possessions requested through the Rules of the Route 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.

| |
|--|
| SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION |
| For Route SO250A Please see Sussex Timetable Planning Rules |
| |

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 HS1 route. The HS1 route 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, yard etc. or where locomotive changes take place en route. Furthermore signal boxes are to be advised of these additional DOO (NP) services, which particular reference to ECS trains.

| Notes: | |
|-----------|---|
| Pass | Passenger trains |
| ECS Slam | Empty Coaching Stock with slam doors |
| 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 (Set H) paragraph H10/1 |
| # | 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 |

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)

| Route Section | Pass | ECS Slide |
|--|--|-----------|
| London Victoria – Swanley | P | P |
| Swanley – Ramsgate | P for Class 395 only NA for all other trains | P |
| Rochester Bridge Junction – Rainham (for Metro services via Dartford and Class 700's ONLY) | P | P |

SO110A BICKLEY JUNCTION TO PETTS WOOD JUNCTION

| Route Section | Pass | ECS Slide |
|--|------|-----------|
| Bickley Junction – Petts Wood Junction | P | P |

SO110B GILLINGHAM TO CHATHAM DOCKYARD

| Route Section | Pass | ECS Slide |
|-------------------------------|------|-----------|
| Gillingham - Chatham Dockyard | NA | |

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)

| Route Section | Pass | ECS Slide |
|----------------------------------|--|-----------|
| London Charing Cross – Tonbridge | P | P |
| Tonbridge – Dover Priory | P for Class 395 only NA for all other trains | P |

SO130A LONDON CANNON STREET TO METROPOLITAN JUNCTION

| Route Section | Pass | ECS Slide |
|--|------|-----------|
| London Cannon Street – Metropolitan Junction | P | P |

SO130B LONDON CANNON STREET TO LONDON BRIDGE

| Route Section | Pass | ECS Slide |
|--------------------------------------|------|-----------|
| London Cannon Street – London Bridge | P | P |

SO130C TANNERS HILL JUNCTION TO LEWISHAM VALE JUNCTION

| Route Section | Pass | ECS Slide |
|--|------|-----------|
| Tanners Hill Junction – Lewisham Vale Junction | P | P |

SO130D ST JOHNS JUNCTION TO LEWISHAM JUNCTION

| Route Section | Pass | ECS Slide |
|---------------------------------------|------|-----------|
| St Johns Junction – Lewisham Junction | P | P |

SO130E PARKS BRIDGE JUNCTION TO LADYWELL JUNCTION

| Route Section | Pass | ECS Slide |
|----------------------------------|------|-----------|
| Parks Bridge Junction – Ladywell | P | P |

SO130F COURTHILL LOOP NORTH JUNCTION TO COURTHILL LOOP SOUTH JUNCTION

| Route Section | Pass | ECS Slide |
|---|------|-----------|
| Courthill Loop North Junction – Courthill Loop South Junction | P | P |

SO130G CHISLEHURST JUNCTION TO ST MARY CRAY JUNCTION

| Route Section | Pass | ECS Slide |
|--|------|-----------|
| Chislehurst Junction – St Mary Cray Junction | P | P |

SO130H SALTWOOD JUNCTION TO CTRL/ET BOUNDARY

| Route Section | Pass | ECS Slide |
|--------------------------------------|------|-----------|
| Saltwood Junction – CTRL/ET Boundary | NA | |

SO130K SEVINGTON LOOP TO SEVINGTON SIDINGS

| Route Section | Pass | ECS Slide |
|------------------------------------|------|-----------|
| Sevington Loop – Sevington Sidings | NA | |

| SO140 SWANLEY TO ASHFORD INTERNATIONAL | | |
|---|--|------------------|
| Route Section | Pass | ECS Slide |
| Swanley – Otford Junction | P | P |
| Otford Junction – Ashford International | P for Class 395 only NA for all other trains | P |

| SO140A OTFORD JUNCTION TO SEVENOAKS | | |
|--|-------------|------------------|
| Route Section | Pass | ECS Slide |
| Otford Junction – Sevenoaks | P | P |

| SO150 SITTINGBOURNE WESTERN JUNCTION TO SHEERNESS ON SEA | | |
|---|-------------|------------------|
| Route Section | Pass | ECS Slide |
| Sittingbourne Western Junction to Sheerness on Sea | NA | P |

| SO150A SITTINGBOURNE EASTERN JUNCTION TO SITTINGBOURNE MIDDLE JUNCTION | | |
|---|-------------|------------------|
| Route Section | Pass | ECS Slide |
| Sittingbourne Eastern Junction – Sittingbourne Middle Junction | NA | P |

| SO160 FAVERSHAM TO DOVER PRIORY | | |
|--|--|------------------|
| Route Section | Pass | ECS Slide |
| Faversham – Buckland Junction | NA | P |
| Buckland Junction – Dover Priory | P for Class 395 only NA for all other trains | |

| SO170 TONBRIDGE TO BOPEEP JUNCTION | | |
|---|-------------|------------------|
| Route Section | Pass | ECS Slide |
| Tonbridge – Bopeep Junction | NA | P |

| SO180 PADDOCK WOOD TO STROOD | | |
|-------------------------------------|-------------|------------------|
| Route Section | Pass | ECS Slide |
| Paddock Wood – Strood | NA | P |

SO200 - Please see Sussex Timetable Planning Rules – SO600**SO210 - Please see Sussex Timetable Planning Rules – SO610****SO220 ASHFORD EAST JUNCTION TO RAMSGATE (VIA CANTERBURY WEST)**

| Route Section | Pass | ECS Slide |
|----------------------------------|--|-----------|
| Ashford East Junction – Ramsgate | P for Class 395 only NA for all other trains | |

**SO240 BUCKLAND JUNCTION TO MINSTER EAST JUNCTION
(VIA DEAL AND SANDWICH)**

| Route Section | Pass | ECS Slide |
|---|--|-----------|
| Buckland Junction – Minster East Junction | P for Class 395 only NA for all other trains | P |

SO240A MINSTER SOUTH JUNCTION TO MINSTER WEST JUNCTION

| Route Section | Pass | ECS Slide |
|--|--|-----------|
| Minster South Junction – Minster West Junction | P for Class 395 only NA for all other trains | P |

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

| Route Section | Pass | ECS Slide |
|--|------|-----------|
| For Route SO250 Please see Sussex Timetable Planning Rules | | |

SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION

| Route Section | Pass | ECS Slide |
|---|------|-----------|
| For Route SO250A Please see Sussex Timetable Planning Rules | | |

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

| Route Section | Pass | ECS Slide |
|---|------|-----------|
| For Route SO250B Please see Sussex Timetable Planning Rules | | |

SO250C LONGHEDGE JUNCTION TO POUPARTS JUNCTION

| Route Section | Pass | ECS Slide |
|---|------|-----------|
| For Route SO250C Please see Sussex Timetable Planning Rules | | |

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

| Route Section | Pass | ECS Slide |
|---|------|-----------|
| For Route SO250D Please see Sussex Timetable Planning Rules | | |

SO260 BRIXTON JUNCTION TO SHORTLANDS JUNCTION (CATFORD LOOP)

| Route Section | Pass | ECS Slide |
|--|------|-----------|
| Brixton Junction – Shortlands Junction | P | P |

SO280 FARRINGDON TO HERNE HILL

| Route Section | Pass | ECS Slide |
|-------------------------|------|-----------|
| Farringdon – Herne Hill | P | P |

SO280A LONDON BLACKFRIARS TO METROPOLITAN JUNCTION

| Route Section | Pass | ECS Slide |
|--|------|-----------|
| London Blackfriars – Metropolitan Junction | P | P |

SO280B LOUGHBOROUGH JUNCTION TO CAMBRIA JUNCTION

| Route Section | Pass | ECS Slide |
|--|------|-----------|
| Loughborough Junction – Cambria Junction | P | P |

SO280C LOUGHBOROUGH JUNCTION TO CANTERBURY ROAD JUNCTION

| Route Section | Pass | ECS Slide |
|--|------|-----------|
| Loughborough Junction – Canterbury Road Junction | P | P |

SO290 NORTH KENT EAST JUNCTION TO DARTFORD JUNCTION (VIA GREENWICH)

| Route Section | Pass | ECS Slide |
|--|------|-----------|
| North Kent East Junction – Dartford Junction (via Greenwich) | P | P |

SO290A BLACKHEATH JUNCTION TO CHARLTON JUNCTION

| Route Section | Pass | ECS Slide |
|--------------------------------|------|-----------|
| Blackheath – Charlton Junction | P | P |

SO290B ANGERSTEIN JUNCTION TO ANGERSTEIN WHARF

| Route Section | Pass | ECS Slide |
|--|------|-----------|
| Angerstein Junction – Angerstein Wharf | NA | |

SO300 LEWISHAM JUNCTION TO CRAYFORD CREEK JUNCTION (VIA BEXLEYHEATH)

| Route Section | Pass | ECS Slide |
|---|------|-----------|
| Lewisham – Crayford Creek Junction (via Blackheath) | P | P |

SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION

| Route Section | Pass | ECS Slide |
|---|------|-----------|
| Slade Green Junction – Perry Street Fork Junction | P | P |

SO310 HITHER GREEN TO ROCHESTER BRIDGE JUNCTION (VIA SIDCUP)

| Route Section | Pass | ECS Slide |
|------------------------------------|---|-----------|
| Hither Green – Strood (via Sidcup) | P | P |
| Strood – Rochester Bridge Junction | P for Class 395 and 700 only NA for all other trains | P |

SO310A LEE SPUR JUNCTION TO LEE LOOP JUNCTION

| Route Section | Pass | ECS Slide |
|---------------------------------------|------|-----------|
| Lee Spur Junction – Lee Loop Junction | P | P |

SO310B CRAYFORD SPUR 'A' JUNCTION TO CRAYFORD SPUR 'B' JUNCTION

| Route Section | Pass | ECS Slide |
|---|------|-----------|
| Crayford Spur 'A' Junction – Crayford Spur 'B' Junction | P | P |

| SO320 HOO JUNCTION TO GRAIN SIDINGS | | |
|-------------------------------------|-------------|------------------|
| Route Section | Pass | ECS Slide |
| Hoo Junction – Grain Sidings | NA | NA |

| SO330 NUNHEAD TO HAYES | | |
|------------------------|-------------|------------------|
| Route Section | Pass | ECS Slide |
| Nunhead – Hayes | P | P |

| SO330A NEW BECKENHAM TO BECKENHAM JUNCTION | | |
|--|-------------|------------------|
| Route Section | Pass | ECS Slide |
| New Beckenham – Beckenham Junction | P | P |

| SO350 GROVE PARK TO BROMLEY NORTH | | |
|--|-------------|------------------|
| Route Section | Pass | ECS Slide |
| Grove Park – Bromley North* | P | P |
| * restricted to maximum of 4 cars only | | |

| SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION | | |
|--|--|------------------|
| Route Section | Pass | ECS Slide |
| Ebbsfleet International (CTRL) to Springhead Road Junction | P for Class 395 only NA for all other trains | |

| SO460 FAWKHAM JUNCTION TO SOUTHFLEET JUNCTION | | |
|---|--|------------------|
| Route Section | Pass | ECS Slide |
| Fawkham Junction – Southfleet Junction (CTRL) | P for Class 395 only NA for all other trains | |

4.7 Engineers' Trains Restrictions

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

* Source GE/RT 8000-OTM

5 Running Times, Margins and Allowances

Except where otherwise stated, the information in this section of the Timetable Planning Rules reflects the general rules used in developing the 1994/5 timetable (Several exceptions to the general rules were agreed for 1994/5 and exceptions may continue to be possible with the specific agreement of Network Rail in every case).

5.1 Sectional Running Times

5.1.1 Source of Current SRTs

The definitive catalogue of SRTs is held within BPlan.

5.1.2 Method of Calculation

Sectional running times (SRTs) are agreed between Train Operators and Network Rail as part of the agreement of Timetable Planning Rules: 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.

Timetable Planning Rules values can be calculated in a number of legitimate ways including:

- 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

On certain routes a 5% allowance is included in the calculation to take account of the lack of explicit engineering allowances in Timetable Planning Rules.

Network Rail carries out rounding of the calculated SRTs to obtain values in half minutes. Rounding is carried out cumulatively over a route, with intermediate times being rounded down and arrival at final destination being rounded up. However, during this process the accumulative value of the SRTs should never be more than +/- half-a-minute from the accumulative value of the 'raw' data at important locations such as junctions and major stations.

Network Rail carries out other adjustments to the rounded SRTs, e.g. to remove obvious anomalies where differences in rounding cause a train to have a longer SRT than that of another train with poorer performance. On intensively used, slow speed route sections, Network Rail may adjust SRTs for different train types to show the same numeric values in order to make maximum use of available line capacity.

5.1.3 New and Revised Sectional Running Times

New and revised SRTs are agreed between Train Operators and Network Rail on an individual basis and are supplied by the method agreed in each instance.

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 Capacity 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 Capacity Planning Department must apply to the relevant Track Engineer and Operations Manager for confirmation of these requirements in writing. The Capacity Planning Department must pass these responses to Operations Publications. The Capacity 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

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

5.2.1 Headway Values

All times are in minutes. All routes are shown.

Where track circuit block (TCB) signalling applies, the standard headways for each route are shown, together with any exceptions.

AB indicates locations where absolute block signalling applies: here the headway is to be calculated from the transit time of the first of each pair of trains running between the consecutive block posts being considered. To this transit time shall be added 2 minutes to allow for the signaller's actions. Exceptions are shown as AB and appear together with the actual headway value to be used, which includes the allowance for signallers' actions. Where there is an intermediate block signal, the absolute block section concerned shall be between this signal and the next block post in advance.

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

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

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

Headways in Kent are applied on the depart to depart methodology.

| SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM) | | | |
|--|-----------------------------------|---------------------------------|--------------------------------------|
| TIMING POINT | DOWN | UP | NOTES |
| London Victoria - Victoria Grosvenor Shed Brixton | 2** | 2** | **3 minutes following freight |
| London Victoria Brixton – Sole Street (exclusive) | 2 Non-Stopping ** 3 Stopping | 2 Non-Stopping ** 3 Stopping | **3 minutes following freight |
| Sole Street (inclusive) – Rochester Bridge Junction (exclusive) | 2 ½ Non-Stopping ** 3 Stopping | 2 Non-Stopping ** 3 Stopping | **3 minutes following freight |
| Rochester Bridge Junction (inclusive) – Faversham (exclusive) | 2 ½ Non-Stopping ** 3 Stopping | 2 Non-Stopping ** 3 Stopping | **3 minutes following freight |
| Faversham (inclusive) – Margate (exclusive) | 2 ½ Non-Stopping ** 4 Stopping | 2 Non-Stopping ** 4 Stopping | **3 minutes following freight |
| Margate (inclusive) – Ramsgate | 2 Non-Stopping ** 3 ½ Stopping | 2 Non-Stopping ** 4 Stopping | **3 minutes following freight |

SO110A BICKLEY JUNCTION TO PETTS WOOD JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------|
| Bickley Junction – Petts Wood Junction | 3 | 3 | |

SO110B GILLINGHAM TO CHATHAM DOCKYARD

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------|------|----|-------|
| Gillingham - Chatham Dockyard | OTS | | |

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------------|---------------------------------|---------------------------------|------------------------------|
| London Charing Cross – New Cross | 2 | 2 | |
| New Cross - Grove Park | 2 Non-Stopping * 2½ Stopping | 2 Non-Stopping * 2½ Stopping | *3 minutes following freight |
| Grove Park —Saltwood Junction | 2 Non-Stopping * 3 Stopping | 2 Non-Stopping * 3 Stopping | *3 minutes following freight |
| Saltwood Junction – Dover Priory | 3 | 3 | |

SO130A LONDON CANNON STREET TO METROPOLITAN JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------|
| London Cannon Street – Metropolitan Junction | 3 | 3 | |

SO130B LONDON CANNON STREET TO LONDON BRIDGE

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------|------|----|-------|
| London Cannon Street – London Bridge | 2 | 2 | |

SO130C TANNERS HILL JUNCTION TO LEWISHAM VALE JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------|
| Tanners Hill Junction – Lewisham Vale Junction | 2 | 2 | |

SO130D ST JOHNS JUNCTION TO LEWISHAM JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------------------|------|----|-------|
| St Johns Junction – Lewisham Junction | 2 | 2 | |

SO130E PARKS BRIDGE JUNCTION TO LADYWELL JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|---|------|----|-------|
| Parks Bridge Junction – Ladywell Junction | 2½ | 2½ | |

SO130F COURTHILL LOOP NORTH JUNCTION TO COURTHILL LOOP SOUTH JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|---|------|----|-------|
| Courthill Loop North Junction – Courthill Loop South Junction | 2½ | 2½ | |

SO130G CHISLEHURST JUNCTION TO ST MARY CRAY JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------|
| Chislehurst Junction – St Mary Cray Junction | 4 | 4 | |

SO130H SALTWOOD JUNCTION TO CTRL/ET BOUNDARY

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------|------|----|-------|
| Saltwood Junction – CTRL/ET Boundary | 3 | 3 | |

SO130K SEVINGTON LOOP TO SEVINGTON SIDINGS

| TIMING POINT | DOWN | UP | NOTES |
|------------------------------------|------|----|----------------|
| Sevington Loop – Sevington Sidings | | | One train only |

SO140 SWANLEY TO ASHFORD INTERNATIONAL (VIA MAIDSTONE EAST)

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------------|------------------------------|------------------------------|-------|
| Swanley – Ashford International | 3 Non-Stopping 4 Stopping | 3 Non-Stopping 4 Stopping | |

SO140A OTFORD JUNCTION TO SEVENOAKS

| TIMING POINT | DOWN | UP | NOTES |
|-----------------------------|------------------------------|------------------------------|-------|
| Otford Junction – Sevenoaks | 3 Non-Stopping 4 Stopping | 3 Non-Stopping 4 Stopping | |

SO150 SITTINGBOURNE WESTERN JUNCTION TO SHEERNESS ON SEA

| TIMING POINT | DOWN | UP | NOTES |
|---|------|----|-------|
| Sittingbourne Western Junction – Sheerness on Sea | 4 | 4 | |

SO150A SITTINGBOURNE EASTERN JUNCTION TO SITTINGBOURNE MIDDLE JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------|
| Sittingbourne Eastern Junction – Sittingbourne Middle Junction | 4 | 4 | |

SO160 FAVERSHAM TO DOVER PRIORY

| TIMING POINT | DOWN | UP | NOTES |
|--|----------------------------------|--------------------------------|-------|
| Faversham – Canterbury East (exclusive) | 5 ½ Non-Stopping 6 Stopping | 4 Non-Stopping 6 ½ Stopping | |
| Canterbury East (inclusive) – Shepherds Well (exclusive) | 5 ½ Non-Stopping 9 ½ Stopping | 5 Non-Stopping 10 Stopping | |
| Shepherds Well (inclusive) – Buckland Junction (exclusive) | 4½ Non-Stopping 6 Stopping | 4 Non-Stopping 7 Stopping | |
| Buckland Junction (inclusive) – Dover Priory | 3 | 3 | |

SO170 TONBRIDGE TO BOPEEP JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--|--------------------------------|--------------------------------|--|
| Tonbridge – Tunbridge Wells (inclusive) | 3* | 3** | |
| Tunbridge Wells (exclusive) – Bo Peep Junction (exclusive) | 4½ Non-Stopping 5½ Stopping | 4½ Non-Stopping 5½ Stopping | A train travelling to Tunbridge Wells Turnback can depart Tunbridge Wells station 3 minutes after a train has departed Tunbridge Wells towards Frant |

SO180 PADDOCK WOOD TO STROOD

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------------------|------------------------------|----------------------------------|--|
| Paddock Wood (exclusive) – Watlington | 6 Non-Stopping 7 Stopping | 6 Non-Stopping 7 Stopping | Trains can arrive/depart/pass Paddock Wood 3 minutes apart |
| Watlington - East Farleigh | AB | AB | |
| East Farleigh - Maidstone West | AB | AB | |
| Maidstone West – Maidstone Barracks | AB | AB | |
| Maidstone West Barracks – Aylesford | AB | AB | |
| Aylesford – Cuxton (exclusive) | 4 Non-Stopping 5 Stopping | 4 ½ Non-Stopping 5 ½ Stopping | |
| Cuxton (inclusive) – Strood | 3 Non-Stopping 4 Stopping | 3 Non-Stopping 4 Stopping | |

SO200- Please see Sussex Timetable Planning Rules – SO600**SO210 - Please see Sussex Timetable Planning Rules – SO610****SO220 ASHFORD EAST JUNCTION TO RAMSGATE (VIA CANTERBURY WEST)**

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------------|----------------------------------|----------------------------------|---|
| Ashford – Ashford Down Yard Exit | 3 | 3 | Or 2 consecutive trains into the yard |
| Ashford East Junction - Wye | 4 Non-Stopping 5 Stopping | 4 Non-Stopping 5 Stopping | |
| Wye – Canterbury West | 4 ½ Non-Stopping 5 ½ Stopping | 4 ½ Non-Stopping 5 ½ Stopping | |
| Canterbury West – Sturry | 4 | 4 | |
| Sturry – Minster East | AB | | The Down platforms at both Sturry and Minster stations are within this section due to the position of Signal ST1. A second Down train cannot arrive at Sturry until after the previous train has departed from Minster, plus two minute margin to allow for the signallers actions. |
| Minster - Sturry | | AB | When the first train is in section from Minster to Sturry, a second train can be standing at, or approaching signal EBE63 - the section signal - and a third train signalled into Minster Up platform. |
| Minster East - Ramsgate | 3 | | |
| Ramsgate – Minster | | 3 | |

**SO240 BUCKLAND JUNCTION TO MINSTER EAST JUNCTION
(VIA DEAL AND SANDWICH)**

| TIMING POINT | DOWN | UP | NOTES |
|--|------------------------------|------------------------------|---|
| Buckland Junction (inclusive) – Martin Mill (exclusive) | 7 Non-Stopping 8 Stopping | 6 Non-Stopping 7 Stopping | No pathing time to be added within these sections |
| Martin Mill (inclusive) – Deal (exclusive) | 6 Non-Stopping 7 Stopping | 7 Non-Stopping 8 Stopping | No pathing time to be added within these sections |
| Deal (inclusive) – Sandwich (exclusive) | AB | AB | |
| Sandwich (inclusive) – Minster South Junction (exclusive) | AB | AB | |
| Minster South Junction (inclusive) - Minster East Junction (exclusive) | 4 | 4 | |

SO240A MINSTER WEST JUNCTION TO MINSTER SOUTH JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------|
| Minster West Junction – Minster South Junction | 4 | 4 | |

| SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION | | | |
|--|------|----|-------|
| TIMING POINT | DOWN | UP | NOTES |
| | | | |
| For Route SO250 Please see Sussex Timetable Planning Rules | | | |

| SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION | | | |
|---|------|----|-------|
| TIMING POINT | DOWN | UP | NOTES |
| | | | |
| For Route SO250A Please see Sussex Timetable Planning Rules | | | |

| SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION | | | |
|---|------|----|-------|
| TIMING POINT | DOWN | UP | NOTES |
| | | | |
| For Route SO250B Please see Sussex Timetable Planning Rules | | | |

| SO250C LONGHEDGE JUNCTION TO POUPARTS JUNCTION | | | |
|---|------|----|-------|
| TIMING POINT | DOWN | UP | NOTES |
| | | | |
| For Route SO250C Please see Sussex Timetable Planning Rules | | | |

| SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1) | | | |
|---|------|----|-------|
| TIMING POINT | DOWN | UP | NOTES |
| | | | |
| For Route SO250D Please see Sussex Timetable Planning Rules | | | |

| SO260 BRIXTON JUNCTION TO SHORTLANDS JUNCTION (CATFORD LOOP) | | | |
|--|---------------------------------|---------------------------------|---|
| TIMING POINT | DOWN | UP | NOTES |
| Brixton Junction – Crofton Road Junction | 2 Non-Stopping * 3 Stopping | 3* | <u>DOWN</u> 3 Following Freight <u>UP</u> *3 Following Freight |
| Crofton Road Junction – Shortlands Junction | 2½ Non-Stopping * 3 Stopping | 2 Non-Stopping ** 3 Stopping | * <u>DOWN</u> 3 Following Freight ** <u>UP</u> 3 Following Freight |

| SO280 FARRINGDON TO HERNE HILL | | | |
|--|------|-------------------------------|---|
| TIMING POINT | DOWN | UP | NOTES |
| Farringdon – London Blackfriars | 2½ | 2½ | Trains through the Thameslink Core are planned on a depart to depart headway with a 1 minutes dwell included. |
| London Blackfriars - Southwark Bridge Junction | 2 | 2 | |
| Southwark Bridge Junction - Herne Hill | 3 | 2* Non-Stopping 3 Stopping | *Up Holborn to Up Holborn Slow only |

SO280A LONDON BLACKFRIARS TO METROPOLITAN JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|---|------|----|-------|
| London Blackfriars – Metropolitan Junction | 2½ | 2½ | |
| ETCS Level 2 operating within GTR trains will normally be operational between Blue Anchor Junction and Blackfriars Junction via the Snow Hill Lines and lines 4 & 5. Special operational arrangements will need to apply for trains taking alternative routes between these locations. A 2 ½ minute headway is therefore allowed between consecutive trains operated by ETCS compatible rolling stock | | | |

SO280B LOUGHBOROUGH JUNCTION TO CAMBRIA JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------|
| Loughborough Junction – Cambria Junction | 2½ | 2½ | |

SO280C LOUGHBOROUGH JUNCTION TO CANTERBURY ROAD JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------|
| Loughborough Junction – Canterbury Road Junction | 2½ | 2½ | |

SO290 NORTH KENT EAST JUNCTION TO DARTFORD JUNCTION (VIA GREENWICH)

| TIMING POINT | DOWN | UP | NOTES |
|---|---------------------------------|---------------------------------|-----------------------|
| North Kent East Junction – Greenwich | 2½ | 2 Fast 3 Slow | |
| Greenwich - Plumstead | 2½ | 2½ | |
| Plumstead – Crayford Creek Junction | 2 Non-Stopping * 2½ Stopping | 2 Non-Stopping * 2½ Stopping | *2½ Following Freight |
| Crayford Creek Junction – Dartford Junction | 2 Non-Stopping 2½ Stopping | 2 Non-Stopping 2½ Stopping | |

SO290A BLACKHEATH JUNCTION TO CHARLTON JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|---|-------------------------------|-------------------------------|-------|
| Blackheath Junction – Charlton Junction | 2 Non-Stopping 2½ Stopping | 2 Non-Stopping 2½ Stopping | |

SO290B ANGERSTEIN JUNCTION TO ANGERSTEIN WHARF

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|---|
| Angerstein Junction – Angerstein Wharf | | | One train in section between Angerstein Junction and Angerstein Wharf Loop. While a locomotive is running around its train at Angerstein Wharf Loop, a second train can only arrive onto the branch if 46 SLU's or less or more than 30 minutes later than the first train due to the rear of the second train potentially fouling Angerstein Junction. |

| SO300 LEWISHAM TO CRAYFORD CREEK JUNCTION (VIA BEXLEYHEATH) | | | |
|--|-------------------------------------|----------------------------------|--|
| TIMING POINT | DOWN | UP | NOTES |
| Lewisham – Blackheath | 2 Non-Stopping * 2½ Stopping* | 2 Non-Stopping * 2½ Stopping* | * 4 minutes following freight |
| Blackheath - Eltham | 2 Non-Stopping * 2½ Stopping* | 2½ Non-Stopping * 3 Stopping* | * 4 minutes following freight |
| Eltham - Crayford Creek Junction | 2 Non-Stopping ** 2½ Stopping ** | 2 Non-Stopping * 2½ Stopping* | * 4 minutes following freight ** 3½ minutes following freight |

| SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION | | | |
|--|-------------|-----------|--------------|
| TIMING POINT | DOWN | UP | NOTES |
| Slade Green Junction – Perry Street Fork Junction | 3 | 3 | |

| SO310 HITHER GREEN TO ROCHESTER BRIDGE JUNCTION (VIA SIDCUP) | | | |
|---|---------------------------------|---------------------------------|---|
| TIMING POINT | DOWN | UP | NOTES |
| Hither Green – Lee | 2½* | 2½ | <u>DOWN</u> 4 minutes if preceding freight is from Lee Spur Junction |
| Lee – Crayford | 2 Non-Stopping * 2½ Stopping | 2 Non-Stopping * 2½ Stopping | <u>DOWN</u> *2½ Following Freight <u>UP</u> 3 minutes if preceding train travels towards Lee Spur Junction |
| Crayford – Hoo Junction | 2 Non-Stopping 2½ Stopping | 2 Non-Stopping 2½ Stopping | |
| Hoo Junction - Strood | 3* | 2 Non-Stopping * 3 Stopping* | *4½ minutes Following Freight |
| Strood – Rochester Bridge Junction | TCB | TCB | To be planned as AB |

| SO310A LEE SPUR JUNCTION TO LEE LOOP JUNCTION | | | |
|--|-------------|-----------|--------------|
| TIMING POINT | DOWN | UP | NOTES |
| Lee Spur Junction – Lee Loop Junction | 3 | 3 | |

| SO310B CRAYFORD SPUR 'A' TO CRAYFORD SPUR 'B' JUNCTION | | | |
|---|-------------|-----------|--------------|
| TIMING POINT | DOWN | UP | NOTES |
| Crayford Spur 'A' Junction – Crayford Spur 'B' Junction | 3 | 3 | |

SO320 HOO JUNCTION TO GRAIN SIDINGS

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-----------------------------------|
| Hoo Junction to Signal NK509 | | | Single line. One train in section |
| Signal NK509– Grain Level Crossing | | | Key token working. Planned as AB |
| Depart NK509 signal towards Hoo Jn – Depart towards NK509 signal | | 2 | |

SO330 NUNHEAD TO HAYES

| TIMING POINT | DOWN | UP | NOTES |
|-----------------------------------|-------------------------------|-------------------------------|--|
| Nunhead – Lewisham Vale Junction | 2½ | 2½ | A 2 minute margin applies where a following train takes a different route at Lewisham Vale Junction in the Up Direction, or a different platform at Lewisham in the Down Direction This includes when diverging towards Tanners Hill Junction |
| Lewisham Vale Junction - Lewisham | 2 | 2 | Except for consecutive moves both travelling towards Nunhead, then a 2 ½ (Fast) or 3 (Slow) minute margin applies |
| Lewisham – Ladywell | 2½ Non-Stopping 3 Stopping | 2½ Non-Stopping 3 Stopping | |
| Ladywell – Elmers End | 3 Non-Stopping 4 Stopping | 3 Non-Stopping 4 Stopping | |
| Elmers End – Hayes | 5 Non-Stopping 6 Stopping | 5 Non-Stopping 6 Stopping | |

SO330A NEW BECKENHAM TO BECKENHAM JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|------------------------------------|------------------------------|------------------------------|-------|
| New Beckenham – Beckenham Junction | 3 Non-Stopping 4 Stopping | 3 Non-Stopping 4 Stopping | |

SO350 GROVE PARK TO BROMLEY NORTH

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------|------|----|-------|
| Grove Park – Bromley North | 3 | 3 | |

SO400 ST PANCRAS INTERNATIONAL TO HIGH SPEED 1/ET BOUNDARY

| TIMING POINT | DOWN | UP | NOTES |
|-------------------|------|----|-------|
| Standard Headways | 3 | 3 | |

Exceptions:

4 minute headway is required at Ashford West Junction for Eurostar trains when following slower trains

2½ minute headway is permissible at Stratford International West Junction when the first train has run non stop

SO400 ST PANCRAS INTERNATIONAL TO HIGH SPEED 1/ET BOUNDARY

| TIMING POINT | DOWN | UP | NOTES |
|---|------|----|-------|
| | | | |
| and the second train has stopped at Stratford International | | | |
| 2½ minute headway is permissible at Stratford International East Junction when the first train has run non stop and the second train has stopped at Stratford International | | | |
| 2½ minute headway is permissible at Ebbsfleet International West Junction when the first train has run non stop and the second train has stopped at Ebbsfleet International | | | |
| 2½ minute headway is permissible at Ebbsfleet International East Junction when the first train has run non stop and the second train has stopped at Ebbsfleet International | | | |
| 2½ minute headway is permissible at Ashford International West Junction when the first train has run non stop via the Ashford Avoiding Line SO400 and the second train has stopped at Ashford International | | | |
| 2½ minute headway is permissible at Ashford International East Junction when the first train has run non stop via the Ashford Avoiding Line SO400 and the second train has stopped at Ashford International | | | |

SO410A REGENTS CANAL JUNCTION TO YORK WAY NORTH JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------------|
| | | | |
| Regents Canal Junction – York Way North Junction | 4 | 3 | Single Line |

SO410B SILO CURVE JUNCTION TO CEDAR JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------|------|----|-------------|
| | | | |
| Silo Curve Junction – Cedar Junction | 4 | 3 | Single Line |

SO420 YORK WAY SOUTH JUNCTION TO CAMDEN ROAD INCLINE JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|--|
| | | | |
| York Way South Junction – Camden Road Incline Junction | 4 | 6* | Single Line * Includes 2 minute stop at AF41 signal |

SO430 STRATFORD INTERNATIONAL WEST JUNCTION TO TEMPLE MILLS DEPOT

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------------|
| | | | |
| Stratford International West Junction – Temple Mills Depot | 4 | 4 | Single Line |

SO440 RIPPLE LANE EXCHANGE SIDINGS TO DAGENHAM JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------|
| | | | |
| Ripple Lane Exchange Sidings – Dagenham Junction | 4 | 3 | |

SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------|------|----|-------|
| | | | |
| Ebbsfleet West Junction – | 3 | 3 | |

SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------|------|----|-------|
| Springhead Road Junction | | | |

SO460 FAWKHAM JUNCTION TO SOUTHFLEET JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------|
| Fawkham Junction – Southfleet Junction | 3 | 3 | |

SO470 ASHFORD WEST JUNCTION (AD 947 AND AD949 SIGNALS) TO ASHFORD INTERNATIONAL

| TIMING POINT | DOWN | UP | NOTES |
|---|------|----|-------|
| Ashford West Junction – Ashford International | 3 | 3 | |

SO480 ASHFORD INTERNATIONAL TO ASHFORD EAST JUNCTION (AD954 AND AD956 SIGNALS)

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------|
| Ashford International– Ashford East Junction | 3 | 3 | |

SO490 DOLLANDS MOOR WEST JUNCTION TO DOLLANDS MOOR SIDINGS

| TIMING POINT | DOWN | UP | NOTES |
|--|------|----|-------|
| Dollands Moor West Junction – Dollands Moor Sidings (AD759 Signal) | 6 | 6 | |

5.2.2 General Capacity Constraints

Where single line working is to operate or trains are to be routed to run on a line other than that normally planned for them, constraints on capacity will apply – see the Engineering Access Statement.

The following special capacity and timing restrictions apply in addition to the constraints stated elsewhere in this document:

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

Junctions

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)

| Line/Location | Section | Remarks |
|------------------|---|--|
| Factory Junction | From Longhedge Junction to Atlantic/Chatham Lines | Critical times SX 07.00-09.45, 16.00 – 19.00 |

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)

| Line/Location | Section | Remarks |
|-------------------|-------------------------------|-------------------------------|
| Saltwood Junction | Northbound from Dollands Moor | Critical times SX 06.00-08.30 |

SO130D ST JOHNS JUNCTION TO LEWISHAM JUNCTION

| Line/Location | Section | Remarks |
|---------------|-------------------|--|
| Lewisham | Lewisham Junction | Critical times SX 0700-09.30, 16.30-19.00 All Directions |

SO130H SALTWOOD JUNCTION TO RT/ET BOUNDARY

| Line/Location | Section | Remarks |
|-------------------|-------------------------------|-------------------------------|
| Saltwood Junction | Northbound from Dollands Moor | Critical times SX 06.00-08.30 |

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

| Line/Location | Section | Remarks |
|--|---------|---------|
| For Route SO250 Please see Sussex Timetable Planning Rules | | |

SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION

| Line/Location | Section | Remarks |
|---|---------|---------|
| For Route SO250A Please see Sussex Timetable Planning Rules | | |

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

| Line/Location | Section | Remarks |
|---|---------|---------|
| For Route SO250D Please see Sussex Timetable Planning Rules | | |

SO290 NORTH KENT EAST JUNCTION TO DARTFORD JUNCTION (VIA GREENWICH)

| Line/Location | Section | Remarks |
|---------------|-------------------|---|
| Dartford | Dartford Junction | Critical times SX 06.30-09.30, 16.30-19.30 Both directions |

SO300 LEWISHAM TO CRAYFORD CREEK JUNCTION

| Line/Location | Section | Remarks |
|---------------|-------------------|--|
| Lewisham | Lewisham Junction | Critical times SX 07.00-09.30, 16.30-19.00 All directions |

SO310 HITHER GREEN TO ROCHESTER BRIDGE JUNCTION (VIA DARTFORD)

| Line/Location | Section | Remarks |
|---------------|-------------------|---|
| Dartford | Dartford Junction | Critical times SX 06.30-09.30, 16.30-19.30 Both directions |

SO330 NUNHEAD TO HAYES

| Line/Location | Section | Remarks |
|---------------|-------------------|--|
| Lewisham | Lewisham Junction | Critical times SX 07.00-09.30, 16.30-19.00 All directions |

Route Sections**SO140A OTFORD JUNCTION TO SEVENOAKS**

| Line/Location | Section | Remarks |
|-----------------|------------------------------|---|
| Otford Junction | Otford Junction to Sevenoaks | No train may follow a freight train until the freight train has cleared the junction at Sevenoaks |

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

| Line/Location | Section | Remarks |
|---|---------|---------|
| For Route SO250D Please see Sussex Timetable Planning Rules | | |

NB: - Two line railway timetables on Sundays are detailed in the Engineering Access Statement document for the relevant parts of the Kent area.

5.3 Junction Margins and Station Planning Rules

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 BPlan. Negative adjustments are specially identified.

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

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

Peak is defined as services arriving in London (Blackfriars, Charing Cross, Cannon Street, Victoria or London Bridge) between 0700 to 0959 SX and departing London (Blackfriars, Charing Cross, Cannon Street, Victoria or London Bridge) between 1600 to 1859 SX.

| STANDARD VALUES – MINIMUM | | |
|---|------------------|-------|
| Additional Allowances | | |
| All the additional allowances referred to in this section must be explicitly identified in the Working Timetable and on no account may they be consolidated into the basic point to point timing. It is essential to the efficient operation of the automatic route setting equipment as installed at Ashford Integrated Electronic Control Centre (IECC) that allowances are separated this way. | | |
| Where a pathing allowance is required for a train that would also be provided with a performance allowance, the performance allowance may be consolidated into the pathing allowance except where mandated by Timetable Planning Rules. However, engineering allowances mandated by Timetable Planning Rules must be kept completely separate from and, where appropriate, additional to any other form of allowance. | | |
| Adjustments to Sectional Running Times | | |
| Movements | Reason | Value |
| Approaching ALL Bays, Loops and Crossovers | Approach Control | ½ |
| Terminating trains arriving on half minutes in final timing link | Station working | ½ |
| All allowances mentioned in the exceptions should be included in train times when approaching the listed timing point unless otherwise noted. | | |
| Attachment of Units | | |
| Standard | 4* | |
| * - At least ½ minute must be added to the schedule of the rear portion when approaching the front portion to attach | | |
| Class 375/377 EMU | 4 | |
| Class 376 EMU | 4 | |
| Class 395 EMU | 4 | |
| Class 465 EMU | 3 | |
| Class 466 EMU | 3 | |
| Connectional Allowance | | |
| | 5 | |
| Detachment of Units: | | |
| Class 375/377 EMU | 4 | |
| Class 465/466 EMU | 3 | |
| Class 395 EMU | 4 | |
| Dwell Time | | |
| Standard | ½ | |
| Class 395 and 700 EMU when traction changeover is required | 1 | |
| Trains terminating then running ECS in the same direction | 1 | |

STANDARD VALUES – MINIMUM~~Thameslink services terminating then running ECS in the same direction~~

2

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

| Stock | 1 or 2 car | 3 or 4 car | 5 or 6 car | 8 car | 9-10 car | 12 car | Eurostar |
|-------------------|------------|------------|------------|-------|----------|--------|----------|
| Class 171 | 1 min | 1 min | 1 min | 1 min | 1 min | 1 min | |
| Class 373/374 EMU | | | | | | | |
| Class 375/377 EMU | | 1 min | 1 min | 1 min | 1 min | 1 min | |
| Class 376 EMU | | | 1 min | | 1 min | | |
| Class 395 EMU | | | 1 min | | | 1 min | |
| Class 465 EMU | | 1 min | | 1 min | | 1 min | |
| Class 466 EMU | 1 min | 1 min | 1 min | 1 min | 1 min | 1 min | |
| Class 700 EMU | | | | 1 min | | 1 min | |
| Class 707 EMU | | | 1 min | | 1 min | | |

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

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

| Stock | 1 or 2 car | 3 or 4 car | 5 or 6 car | 8 car | 9-10 car | 12 car | Eurostar |
|-------------------|------------|------------|------------|--------|----------|--------|----------|
| Class 171 | 2 mins | 2 mins | 2 mins | 2 mins | 2 mins | 2 mins | |
| Class 373/374 EMU | | | | | | | |
| Class 375/377 EMU | | 1 min | 1 min | 1 min | 1 min | 1 min | |
| Class 376 EMU | | | 1 min | | 1 min | | |
| Class 395 EMU | | | 1 min | | 1 min | | |
| Class 465 EMU | | 1 min | | 1 min | | 1 min | |
| Class 466 EMU | 1 min | 1 min | 1 min | 1 min | 1 min | 1 min | |
| Class 700 EMU | | | | 4 mins | | 4 mins | |
| Class 707 EMU | | | 1 min | | 1 min | | |

Generic Rolling Stock Classes

| Train Class | ITPS Timing Load | TPR Values |
|---------------|---|------------------|
| Class 171 DMU | 170100 timing load | Class 171 values |
| Class 375 EMU | 375 timing load | Class 375 values |
| Class 376 EMU | 465 timing load | Class 465 values |
| Class 377 EMU | 375 timing load (455RT may be used where appropriate) | Class 375 values |
| Class 387 EMU | 375 timing load | Class 387 values |
| Class 313 EMU | 375 timing load | Class 313 values |
| Class 395 EMU | 395 timing load | Class 395 values |

STANDARD VALUES – MINIMUM

| | | |
|-------------------|--------------------|------------------|
| Class 455 EMU | 455 RT timing load | Class 455 values |
| Class 465/466 EMU | 465 timing load | Class 465 values |
| Class 700 EMU | 700 timing load | Class 700 values |
| Class 707 EMU | 465 timing load | Class 465 values |

Junction Margins

| | |
|---|---|
| Between all conflicting movements at London Area Junctions between London Termini and Orpington, Otford Junction and Gillingham inclusive | 2 |
| Between all conflicting movements at all other junctions | 3 |
| Between all conflicting movements following a class 4, 6, 7 or non-seasonal class 8 | 3 |
| Resetting of route for a departing service following the arrival/passing of conflicting inwards service | 1 |
| | |

Platform Reoccupation

| | |
|--|---|
| Platform re-occupation in the same direction unless stated otherwise | 2 |
| Platform re-occupation for movements in opposing directions | 3 |

Locomotive Allowances

| | |
|----------------------|----|
| Change of Locomotive | 10 |
| Runround | 10 |

Minimum allowance for freight movements

| | |
|--------------------------------------|----|
| Between stopping and then propelling | 2 |
| Crew change | 2 |
| Light engine reverse | 2 |
| Runround in stations | 20 |
| Runround in yards or depots | 20 |

Permissive Working

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

Station Allowances

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

Minimum Turnround

| Stock | 1-2 Car | 3-4 Car | 5-6 Car | 8 Car | 9-10 Car | 12 Car | Eurostar |
|-------------------|---------|---------|---------|-------|----------|--------|----------|
| Class 171 | 3 | 4 | 4 | 5 | | | |
| Class 373/374 EMU | | | | | | | 15 |
| Class 375/377 EMU | | 5 | 6 | 7 | 7 | 9 | |
| Class 376 EMU | | | 6 | | 7 | | |
| Class 395 EMU | | | 5 | | | 9 | |
| Class 465 EMU | | 5 | 6 | 7 | | 9 | |
| Class 466 EMU | 4 | 5 | 6 | 7 | 7 | 9 | |
| Class 700 EMU | | | | 8 | | 10 | |

THE FOLLOWING PAGES SHOW THE EXCEPTIONS TO THESE STANDARD VALUES

**SO110 LONDON VICTORIA TO RAMSGATE
(VIA HERNE HILL AND CHATHAM)****London Victoria (Eastern)**

For London Victoria (Central) Refer to Sussex Timetable Planning Rules, Section 5.3, SO500

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

| Location | Cars | Notes |
|------------|------|---------------------------------------|
| Platform 1 | 13 | |
| Platform 2 | 16 | |
| Platform 3 | 8 | |
| Platform 4 | 8 | |
| Platform 5 | 12 | (10 cars Class 465/466 vehicles only) |
| Platform 6 | 12 | (10 cars Class 465/466 vehicles only) |
| Platform 7 | 13 | |
| Platform 8 | 9 | 10 car 375/377 only |

Trains formed of a 12 car Class 700 EMU must not be planned to use Platforms 1-8 for passenger provision, due to operational restrictions

Connectional Allowance | 15*

* - Connectional allowance of 10 minutes applies to Southeastern

Junction Margins

| First Movement | Second Movement | Margin |
|---|---|--------|
| Departure from platforms 6-8 to Down Chatham Fast | Any conflicting Up Chatham Fast arrival | 4 |
| Departure from platform 1 to Down Chatham Slow | Any conflicting Up Chatham Fast arrival | 4 |
| All other Conflicting moves | | 3 |

Planning Note

Anything planned into Platform 2 over 12 cars must have an extra minute added into schedules for Platform re-occupation for movements in opposing directions

Permissive working for attaching/detaching and platform sharing is authorised as shown below:

| | |
|------------|---|
| Platform 1 | Attaching/Detaching and Platform Sharing Permitted |
| Platform 2 | Attaching/Detaching and Platform Sharing Permitted |
| Platform 3 | Attaching/Detaching and Platform Sharing Permitted* |
| Platform 4 | Attaching/Detaching and Platform Sharing Permitted |
| Platform 5 | Attaching/Detaching and Platform Sharing Permitted* |
| Platform 6 | Attaching/Detaching and Platform Sharing Permitted* |
| Platform 7 | Attaching/Detaching and Platform Sharing Permitted |
| Platform 8 | Attaching/Detaching and Platform Sharing Permitted |

* **Note:** Attaching and detaching of units in these platforms should be avoided where possible due to the platform curvature which restricts sighting of signals**Station Working Requirements****Front Train working:** In the event of Front Train working with 2 (or more) loaded services a minimum of 5 minutes should be allowed between departure of Front train and Rear train to allow indicators, etc. to be changed. Passenger trains that divide en route should not be "front trained".At London termini **3 minutes** to be allowed if possible between arrivals on adjacent platforms to allow customers to clear in morning and evening peak.

| Victoria Grosvenor Carriage Shed | | |
|--|--|---|
| Berthing Facilities | | |
| Location | Cars | Notes |
| Shed Road No 1 | 8 | |
| Shed Road No 2 | 12 | |
| Shed Road No 3 | 12 | |
| Shed Road No 4 | 12 | |
| Shed Road No 5 | 14 | |
| Shed Road No 6 | 14 | |
| Shed Road No 7 | 12 | |
| Shed Road No 8 | 12 | |
| Shed Road No 9 | 12 | |
| Wall Siding | 12 | To be used as turnback only for Class 700 |
| Junction Margins | | |
| First Movement | Second Movement | |
| Departure from Victoria Station to the Down Fast | Train can arrive into Victoria Station 6 minutes later | |

| Brixton | | |
|--|------------------------------|-------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| All Freight Trains which are being routed via Denmark Hill | Speed differential | 1 |
| Simultaneous moves not permitted: | | |
| First Movement | Second Movement | |
| Up train from the Catford Loop | Up train arriving Platform 1 | |

| Herne Hill | | |
|--|--|----------------------------|
| Dwell Time | | |
| All Thameslink services | 1 | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| All freight trains which are being routed via Tulse Hill | Speed differential | 1 |
| Down trains from London Blackfriars not calling at Herne Hill | Approach control on signal VS123 | 1* |
| Down trains from London Blackfriars towards Kent House not calling at Herne Hill | Acceleration from 20mph crossover | {½} approaching Kent House |
| Down trains from Brixton towards Tulse Hill not calling at Herne Hill | Approach control on signal VS151 and 20mph crossover | {½} approaching Herne Hill |
| *adjustment only applies when margin at Herne Hill is less than 2 minutes | | |
| Movement Up | Reason | Value |

| Herne Hill | | |
|--|---|----------------------------------|
| All freight trains from Tulse Hill towards Brixton or from Loughborough Junction towards Kent House | Speed differential | 1½ approaching next timing point |
| Up trains from Kent House towards Blackfriars not calling at Herne Hill | Approach control on signal VS126 and 20mph crossover | {½} approaching Herne Hill |
| Up trains from Kent House running non-stop via platform 1 at Herne Hill | Approach control on signal VS134 and 15mph crossover | {½} approaching Herne Hill |
| Up trains towards Brixton running non-stop via platform 1 at Herne Hill | Acceleration from 30mph crossover | {½} approaching Brixton |
| Connectional Allowance 4 | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up non-stop towards Brixton | Down departure for Tulse Hill | 1 |
| Down non-stop from Brixton | Up departure towards Loughborough Junction | 1 |
| Up train passing Platform 2 towards Brixton | Up train departing Platform 1 towards Loughborough Junction | 1 |
| Down train passing Platform 3 towards Beckenham Junction | Down train departing Platform 4 towards Tulse Hill | 1 |
| Down train into turnback siding | Down train arrives/passes Herne Hill | 3 |
| Up train from turnback siding to Up Holborn | Down train on Down Holborn (non-stop or stopping) | 4 |
| Up train on Up Holborn (non-stop or stopping) | Up train from turnback siding to Up Holborn | 3 |
| Up train from turnback siding to Up Holborn | Up train on Up Holborn (non-stop or stopping) | 3½ |
| Up train from Platform 4 to Up Holborn | Up train on Up Holborn (non-stop or stopping) | 3 |
| Up train departing from Platform 1 or 2 to Up Holborn | Down train on Down Chatham Main running non-stop | 2½ |
| Planning Restriction | | |
| Down direction loco hauled services towards Tulse Hill cannot be planned to leave Herne Hill until the preceding train has cleared the platform at Tulse Hill. This is due to adverse gradients and curvature. | | |

| Herne Hill Turnback Siding | | | | | | | |
|--|---------|---------|---------|-------|----------|--------|--|
| Length of Turnback Siding | | | | | | | |
| 270 meters or 42 SLU (12 cars EMU Stock) | | | | | | | |
| Minimum Turnround | | | | | | | |
| Stock | 1-2 Car | 3-4 Car | 5-6 Car | 8 Car | 9-10 Car | 12 Car | |
| | | | | | | | |

| | |
|-------------------------------|---|
| Kent House | |
| | |
| Connectional Allowance | 4 |
| | |

| | | |
|--------------------------------------|--|---|
| Beckenham Junction | | |
| | | |
| Berthing Facilities | | |
| Location | Cars | Notes |
| Down Bay (Platform 4) | 8 | Classes 455 and 456 are not permitted in the Down Bay |
| Up Bay (Platform 1) | 8 | Not to be used without prior arrangement |
| | | |
| Connectional Allowance | 4 | |
| | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Value |
| Platform 4 depart to Up Chatham Main | Down Chatham Main passing service | 3 |
| Platform 4 depart to Up Chatham Main | Down Beckenham Spur to Down Chatham Main passing service | 3 |

| | | |
|--|--|--------------|
| Shortlands Junction | | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| All freight trains which will travel from Up Slow to the Catford Loop | Speed Differential | 1 |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Value |
| Freight train crosses from Up Chatham Slow to Up Catford Loop | Pass to Down Chatham Slow not stopping at Shortlands | 3 |
| | | |
| Freight Restrictions | | |
| Freight trains using the Up Ravensbourne Chord or Down Ravensbourne Chord should not have any pathing time as the chord lines are steeply graded | | |

| | |
|-------------------------------|---|
| Shortlands | |
| | |
| Connectional Allowance | 4 |

| | | |
|------------------------|-----------------|--------|
| Bromley South | | |
| | | |
| Connectional Allowance | 4 | |
| | | |
| Dwell Time | | |
| All Services | 1 | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |

Bromley South

| | | |
|---|---|---|
| Depart Platform 2 towards Shortlands Junction | Arrive Platform 1 from Bickley Junction | 2 |
| Depart platform 2 towards Shortlands Junction | Pass platform 1 from Bickley Junction | 3 |

Bickley

| | | | |
|--|--|--|--------------|
| Connectional Allowance | | | 4 |
| Junction Margins | | | |
| First Movement | | Second Movement | Value |
| Freight crossing from Down Chatham Fast to Down Chatham Slow | | Freight passes Bickley Junction on the Up Chatham Slow | 2 |

Bickley Junction

| | | |
|--|-----------------------------------|--------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Freight trains crossing to the Down Slow Tonbridge Loop | Speed Differential | 1 |
| Junction Margins | | |
| First Movement | Second Movement | Value |
| Freight crossing from Down Chatham Fast or to Down Slow Tonbridge Loop or Freight crossing from Down Chatham Slow to Down Chatham Fast or Down Slow Tonbridge Loop | Freight passes on Up Chatham Fast | 3 ½ |
| Length Restrictions | | |
| The maximum standage at signal VS288 on the Up Slow Tonbridge Loop is 690 metres/107 SLUs clear of VS232 signal | | |
| The maximum standage at signal AD31 on the Down Slow Tonbridge Loop is 432 metres/67 SLUs clear of 873 points in rear at Hawkwood Junction | | |
| The maximum standage at signal VS212 on the Up Fast Tonbridge Loop is 679 metres/106 SLUs clear of VS214 signal in rear | | |
| The maximum standage at signal AD35 on the Down Fast Tonbridge Loop is 604 metres/94 SLUs clear of VS207 signal in rear | | |

St Mary Cray Junction

| | | |
|---|--------------------|--------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Applies to the following Timing Loads for trains on the Slow Line or Fast Line which have run via the Chatham Reversible Loop from Chislehurst: | | |
| Freight up to 1200T | Speed Differential | ½* |
| Freight between 1400 – 1600 T inclusive | Speed Differential | 1* |
| Any freight over 1800 T | Speed Differential | 1½* |
| *allowance to be applied at the next timing point | | |

| | | |
|---|--|---|
| Swanley | | |
| Dwell Time | | |
| All Thameslink services | 1 | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Freight from Down Slow towards Otford | Speed Differential | 1½ |
| Freight from Down Fast towards Fawkham Junction | Speed Differential | 1 Class 4 800T or less 1½ Class 4 over 800T ½ Class 6 1200T or less 1 Class 6 over 1200T |
| Applies to the following Timing Loads for trains crossing from Fast Line to Down Chatham Main Line: | | |
| Freight up to 1200T inclusive at 60mph | Speed Differential | ½ |
| Freight between 1201-2400T inclusive at 60mph | Speed Differential | 1 |
| Freight up to 800T inclusive of Containers at 75mph | Speed Differential | 1 |
| Freight between 801 - 1600T inclusive of Containers at 75mph | Speed Differential | 1 ½ |
| Movement Up | Reason | Value |
| Freight from Otford to Up Slow Line | Speed Differential | 1½* |
| Freight from Otford to Up Fast Line | Speed Differential | 1* Class 4 ½* Class 6 1200T or less 1* Class 6 over 1200T |
| Freight from Fawkham Junction to Up Fast Line | Speed Differential | 1½* |
| *applied approaching next timing point | | |
| Connectional Allowance | 4 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Non-stop train travelling from the Down Chatham Fast to the Down Chatham Main | Train from Otford travelling towards the Up Chatham Slow or train travelling from Up Chatham Main to Up Chatham Slow | 2½ |
| Non-stop train travelling from the Up Chatham Main to the Up Chatham Fast | Train from the Down Chatham Slow or Down Chatham Fast travelling towards Otford | 2½ |
| Passenger/ECS passing Swanley on Down Chatham Slow crossing to Down Maidstone | Non-stop service passing from Up Chatham Main to Up Chatham Slow | 2½ |
| Freight train passing Swanley on Down Chatham Slow crossing to Down Maidstone | Non-stop service passing from Up Chatham Main to Up Chatham Slow | 3½ |
| Minimum time for a change of locomotive | | 15 |
| Minimum time for a Locomotive runround | | 15 |

| | | |
|-----------------------------|---------------|--------------|
| Sole Street | | |
| Adjustment Allowance | | |
| Movement Down | Reason | Value |

| | | |
|---|--|---|
| Sole Street | | |
| Down train enters Platform 1 and terminates | Single Line Working during engineering works | 1 |

| | | |
|---|--------------------|--------------------------------|
| Rochester Bridge Junction | | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| All freight trains which have passed through Strood | Speed Differential | ½ applied at next timing point |

| | | |
|---|-------------|--------------|
| Rochester | | |
| Connectional Allowance | | |
| | 4 | |
| Berthing Facilities | | |
| Location | Cars | Notes |
| Platform 3 | 12 | |
| Up Loop | 12 | |
| Down Loop | 12 | |
| Limit of Shunt | | |
| Length Limit | | |
| Up Chatham Main (clear of signal ER5) | 10 | |
| Up Passenger Loop (clear of signal ER3) | 10 | |
| Minimum time for change of Locomotive | | |
| Minimum time for a Locomotive runround | | |
| | 15 | |
| | 15 | |

| | | |
|-------------------------------|---|--|
| Chatham | | |
| Connectional Allowance | | |
| | 4 | |
| Dwell Time | | |
| All Services | 1 | |

| | | |
|---|---|-------------------|
| Gillingham | | |
| Dwell Time | | |
| All Thameslink services | 1½ | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| All freight trains using all 60mph timing loads which are routed via Gillingham Down Reception Line | Speed differential approaching Gillingham | 1½ |
| Berthing Facilities | | |
| Location | Cars | Notes |
| Up Gillingham Siding | 8 | |
| Up Passenger Loop (Platform 1) | 12 | |
| Down Gillingham Siding 1 | 8 | 12 if pushed back |

Gillingham**Connectional Allowance**

4

Limit of Shunt

Down Main

Length Limit

10 cars

Permissive working for attaching/detaching and platform sharing is authorised as shown below:

| | | |
|------------|----------------------------|---------------------|
| Platform 1 | Up Passenger Loop | Attaching/Detaching |
| Platform 2 | Up Main (Up direction) | Attaching/Detaching |
| Platform 3 | Down Main (Down direction) | Detaching only |

Simultaneous moves not permitted**First Movement**

A Down Train entering Platform 1

An Up Train departing Platform 1

A Down Train entering Platform 2

A Down Train entering Platform 2

Second Movement

An Up Train approaching Platform 2

An Up Train approaching Platform 2

An Up Train approaching Platform 1

An ECS arriving in Platform 1 from Gillingham EMU Depot

Gillingham CSD**Berthing Facilities**

| Location | Cars | Notes |
|----------------|--------------------------|---|
| No 1 Reception | 12 | Carriage washing and CET discharge facilities available |
| No 2 Reception | 12 | Carriage washing and CET discharge facilities available |
| Shed No 3 | 12 | Carriage washing and CET discharge facilities available |
| Shed No 4 | 12 | Carriage washing and CET discharge facilities available |
| Shed No 5 | 12 | Carriage washing and CET discharge facilities available |
| Shed No 6 | 12 | Carriage washing and CET discharge facilities available |
| No 7 Road | 10 | Carriage washing and CET discharge facilities available |
| No 8 Road | 10 | Carriage washing and CET discharge facilities available |
| No 9 Road | 8 | Carriage washing and CET discharge facilities available |
| Shunt Neck | 12 10 (Class 465/466) | Carriage washing and CET discharge facilities available |
| No 10 Road | 10 | Carriage washing and CET discharge facilities available |
| No 11 Road | 10 | Carriage washing and CET discharge facilities available |
| No 12 Road | 10 | Carriage washing and CET discharge facilities available |
| No 13 Road | 10 | Carriage washing and CET discharge facilities available |

Total capacity in CSD not to exceed 126 vehicles**Rainham****Junction Margins**

| First Movement | Second Movement | Margin |
|-----------------------------------|---|--------|
| Arrive platform 0 from Gillingham | Arrive/Pass platform 1 from Sittingbourne | 2 |
| Departure from platform 0 | Arrive/platform 1 from Sittingbourne | 2 |
| Departure from platform 0 | Pass platform 1 from Sittingbourne | 4 |

Berthing Facilities

| Location | Cars | Notes |
|-------------------|------|-------|
| Platform 0 Up Bay | 12 | |

Sittingbourne Western Junction**Freight Restrictions**

Freight trains from Middle Junction should not have any pathing time since the section between Western Junction and Middle Junction is steeply graded and the rear of trains held at Western Junction may overhang Middle Junction

Sittingbourne Eastern Junction**Junction Margins**

| First Movement | Second Movement | Margin |
|-------------------------------------|-------------------------------------|--------|
| Between all conflicting movements | | 2 |
| Train from Rainham to Sittingbourne | Train from Kemsley to Sittingbourne | 2 |

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|----------------------------|---|-------|
| All movements to Kemsley | Speed Differential approaching Sittingbourne Eastern Junction | ½ |
| | | |
| Movement Down | Reason | Value |
| All movements from Kemsley | Speed Differential between Sittingbourne Eastern Junction and Sittingbourne | ½ |

Sittingbourne**Berthing Facilities**

| Location | Cars | Notes |
|---------------------------------|------|-------|
| Down Platform Loop (Platform 3) | 10 | |
| Down Carriage Siding | 6 | |

Connectional Allowance | 4

Junction Margins

| First Movement | Second Movement | Margin |
|---|---|--------|
| Up train departing Down Passenger Loop (Platform 3) | Up train arriving Platform 1 | 3 |
| Up train departs Platform 1 at Sittingbourne towards Rainham | Up train departs Platform 2 or 3 towards Sheerness-On-Sea | 2 |
| Down train arrives from the Rainham direction into Platform 2 | Down train arrives into Platform 3 from Sheerness-On-Sea | 2 |

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

| | | |
|------------|---------------------|--|
| Platform 1 | Up Main | Prohibited |
| Platform 2 | Down Main | Attaching/Detaching in Down direction ONLY |
| Platform 3 | Down Passenger Loop | Attaching/Detaching in Down direction ONLY |

Simultaneous moves not permitted

| | |
|---|--------------------------------|
| Down train departing Down Passenger Loop (Platform 3) | Down train arriving Platform 2 |
|---|--------------------------------|

Faversham**Adjustments to Sectional Running Times**

| Movement Down | Reason | Value |
|----------------------|---|--------------|
| All freight trains | Speed differential approaching Faversham platforms 1 or 4 | 1½ |
| Movement Up | Reason | Value |
| All freight trains | Speed differential approaching Faversham platforms 1 or 4 | 1½ |

Berthing Facilities

| Location | Cars | Notes |
|---------------------------------|-------------|--------------|
| Down Platform Loop (Platform 4) | 12 | |
| Up Platform Loop (Platform 1) | 12 | |
| No 1 Up Siding | 16 | |
| No 2 Up Siding | 8 | |
| No 3 Up Siding | 8 | |
| Back Road | 8 | |
| Down Reception Sidings | 12 | |

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

Dwell Time

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

Junction Margins

| First Movement | Second Movement | Margin |
|--|--|---------------|
| Train departs Platform 2 in the Up Direction | Train Departs from Signal EK4325 on Down Main Line into Platform 1 | 3 ½ |

Permissive working for attaching/detaching and platform sharing is authorised as shown below:

| | | |
|------------|---------------------|---|
| Platform 1 | Up Passenger Loop | Attaching/Detaching and Platform Sharing in Up direction ONLY |
| Platform 2 | Up Main | Attaching/Detaching and Platform Sharing in Up direction ONLY |
| Platform 3 | Down Main | Attaching/Detaching and Platform Sharing in Down direction ONLY |
| Platform 4 | Down Passenger Loop | Attaching/Detaching and Platform Sharing in Down direction ONLY |

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

Simultaneous moves not permitted

| First Movement | Second Movement | Margin |
|---|--|---------------|
| Train departs Platform 1 towards Sittingbourne | Train arrives into Platform 2 from the country end | 2 |
| Train departs Platforms 1 or 2 in the Up direction to stand behind EK4327 shunt signal | Train crosses 2154 points onto the Down Chatham to arrive in Platforms 3 or 4 | 2 |
| Train departs Platforms 1 or 2 in the Up direction to cross using 2152 points to stand behind EK4325 signal on the Down Chatham | Train departs from EK4325 on the Down Chatham to arrive into Platforms 3 or 4 | 2 |
| Train departs Platforms 3 or 4 to stand behind shunt signal EK5060 or EK5062 on the Down Thanet | Train depart from behind EK5060 or EK5062 on the Down Thanet to cross using 2302 points onto the Up Thanet to arrive into Platforms 1 or 2 | 2 |
| Train departs Platforms 3 or 4 to stand behind shunt signal EK4352 on the Down Chatham | Train crosses 2180 points onto the Up Chatham to arrive into Platforms 1 or 2 | 2 |

| | | |
|------------------------------------|-------------------------------------|--------------|
| Herne Bay | | |
| Platform Reoccupation | | |
| First Movement | Second Movement | Value |
| Up train departing from Platform 2 | Down train arriving into Platform 2 | 4 |

| | | |
|--|---------------------|--|
| Margate | | |
| Berthing Facilities | | |
| Location | Cars | Notes |
| Up Bay (Platform 4) | 12 | |
| Connectional Allowance 4 | | |
| Dwell Time | | |
| All Services | 1 | |
| Permissive Working for attaching/detaching and platform sharing is authorised as shown below: | | |
| Platform 1 | Down Main | Detaching only, platform sharing prohibited |
| Platform 2 | Down Passenger Loop | Detaching only, platform sharing prohibited |
| Platform 3 | Up Main | Attaching & detaching, platform sharing prohibited |
| Platform 4 | Up Bay | Attaching & detaching, platform sharing permitted |

| | | |
|---|------------------------------|---|
| Ramsgate | | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| 12 Car electric trains from Deal towards Ramsgate | Voltage drop in power supply | 1 |
| Berthing Facilities | | |
| Location | Cars | Notes |
| No 1 Siding (formerly No 1 Lay by) | 12 | |
| New Sidings No 2 | 6 | |
| New Sidings No 3 | 8 | |
| Platform 1 | 12 | |
| Platform 2 | | Berthing in platform is prohibited |
| Platform 3 | | Berthing in platform is prohibited |
| Platform 4 | 12 | |
| Up Siding | 12 | |
| West Depot No 1 | 12 | Carriage washing facilities available |
| West Depot No 2 | 12 | Carriage washing facilities available |
| West Depot No 3 | 12 | Carriage washing facilities available |
| West Depot No 4 | 12 | Carriage washing facilities available |
| West Depot No 19 Slip | 8 | Carriage washing facilities available |
| West Depot No 5 | 12 | Carriage washing and CET discharge facilities available |
| West Depot No 6 | 12 | Carriage washing and CET discharge facilities available |
| West Depot No 7 | 12 | Carriage washing facilities available |
| West Depot No 8 | 12 | Carriage washing facilities available |
| West Depot No 9 | 12 | Carriage washing facilities available |
| Berthing and Light Maintenance | 12 | |

| | | |
|--|---------------------|--|
| Ramsgate | | |
| Shed No 10 | | |
| Berthing and Light Maintenance Shed No 11 | 12 | |
| Berthing and Light Maintenance Shed No 12 | 12 | |
| Berthing and Light Maintenance Shed No 13 | 12 | |
| Berthing and Light Maintenance Shed No 14 | 8 | CET discharge facilities available |
| West Depot No 15 | 12 | Carriage washing and CET discharge facilities available |
| West Depot No 16 | 8 | Carriage washing and CET discharge facilities available |
| West Depot No 17 | 12 | Carriage washing and CET discharge facilities available |
| West Depot No 18 | 8 6 | Carriage washing facilities available |
| West Depot No 19 | 6 | CET discharge facilities available |
| West Depot No 20 | 6 | CET discharge facilities available |
| Traincare Facility No 21 | 4 | |
| Traincare Facility No 22 | 8 | |
| Traincare Facility No 23 | 8 | |
| Traincare Facility No 24 | 8 | |
| Traincare Facility No 25 | 8 | |
| Ramsgate Depot Washer Spur | 6 | Carriage washing facilities available. Standage for 6 cars between signals EK4989 and EK4972 TIPLOC RAMSDWS |
| Ramsgate Depot Reception West | 12 | Standage for 12 cars between the buffer stops and signal EK4983, TIPLOC RAMSDRW |
| Ramsgate Up Siding West | 8 | |
| Connectional Allowance | | |
| | 4 | |
| Dwell Time | | |
| All services | 1 | |
| Loop Lengths | | |
| Down Passenger Loop | | 35 SLU |
| Up Passenger Loop | | 35 SLU |
| Permissive Working for attaching/detaching and platform sharing is authorised as shown below: | | |
| Platform 1 | Up Passenger Loop | Attaching/Detaching and Platform Sharing in Both directions |
| Platform 2 | Up Main | Attaching/Detaching and Platform Sharing in Both directions |
| Platform 3 | Down Main | Attaching/Detaching and Platform Sharing in Both directions |
| Platform 4 | Down Passenger Loop | Attaching/Detaching and Platform Sharing in Both directions |
| A second train must arrive in an occupied platform before the first train is allowed to depart | | |
| Shunt Limits | | |
| Standage between EK4985 and EK4968 on the Up Stour is 8 cars | | |
| Standage between EK4981 and the Limit of Shunt (EK4966) on the Down Stour is 12 cars | | |
| Standage on both EK5143 (Down Thanet) and EK5145 (Up Thanet) at Margate end of Ramsgate station is 12 cars | | |
| Simultaneous moves not permitted | | |
| First Movement | | Second Movement |
| Train arrives Platform 3 from Minster direction | | Train departs from Platform 4 towards Margate |

| Ramsgate | | |
|--|--|---|
| | | |
| Train arrives Platform 1 from Margate direction | Train departs from Platform 2 towards Minster | |
| Train arrives Platform 1 or 2 from Minster direction | Train departs Roads 1-6 towards Minster | |
| Train departs on the Up Thanet towards Dumpton Park | Train departs from Ramsgate or the Depot on the Up Thanet to behind EK5143 signal crossing using 2330 points | 2 |
| Train departs on the Up Stour towards Minster | Train departs from Ramsgate or the Depot Reception West to arrive at either EK4985 on the Up Stour or EK4981 on the Down Stour | 2 |

| SO110B GILLINGHAM TO CHATHAM DOCKYARD | | |
|--|--|--|
| | | |
| Gillingham | | |
| See entry under route – S0110 | | |

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)**London Charing Cross****Berthing Facilities**

| Location | Cars | Notes |
|------------|------|--|
| Platform 1 | 12 | Refer to the Sectional Appendix, Route SO130, Local Instructions |
| Platform 2 | 12 | Refer to the Sectional Appendix, Route SO130, Local Instructions |
| Platform 3 | 12 | Refer to the Sectional Appendix, Route SO130, Local Instructions |
| Platform 4 | 12 | Refer to the Sectional Appendix, Route SO130, Local Instructions |
| Platform 5 | 12 | Refer to the Sectional Appendix, Route SO130, Local Instructions |
| Platform 6 | 12 | Refer to the Sectional Appendix, Route SO130, Local Instructions |

Additional Note

Class 465 trains formed of 12 coaches are not permitted in Platforms 4, 5 and 6

Connectional Allowance

4

Junction Margins**Margin**

Reoccupation/conflicting moves on Platforms 1, 2, 3, 5 and 6

3

Reoccupation/conflicting moves on Platform 4

4*

* An arrival on Platform 4 can take place at the same time as a departure from platform 5 or platform 6 (there is a long run in from 654 points crossover and intermediate signal L17 on the Down Fast)

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

| | |
|------------|--|
| Platform 1 | Attaching/Detaching and Platform Sharing |
| Platform 2 | Attaching/Detaching and Platform Sharing |
| Platform 3 | Attaching/Detaching and Platform Sharing |
| Platform 4 | Attaching/Detaching and Platform Sharing |
| Platform 5 | Attaching/Detaching and Platform Sharing |
| Platform 6 | Attaching/Detaching and Platform Sharing |

Station Working RequirementsAt London termini **3 minutes** to be allowed if possible between arrivals on adjacent platforms to allow customers to clear in the morning and evening peak**London Waterloo East****Connectional Allowance**

4

Dwell Time

All Services

1

Platform Reoccupation**Margin**

All platforms

2

Ewer Street Junction**Junction Margins**

Between all movements

Margin

2*

* - 1½ minutes is permissible but not for successive moves

London Bridge (Eastern)

For London Bridge (Central) Refer to Sussex Timetable Planning Rules, Section 5.3 - SO510

Connectional Allowance

4

Dwell Time

All peak services

1½

All Thameslink services

1½

All other services except Thameslink

1

Junction Margins

Between all conflicting movements

Margin

2*

* - 1½ minutes is permissible but not for successive moves

Platform Reoccupation**Location**

Platforms 1-9

Margin

1 ½

Planning Note

Platforms 7-9

Notes

Trains formed of a 12 car Class 700 EMU must not be planned to use these platforms for passenger provision, due to operational restrictions

North Kent East Junction**Junction Margins**

Between all movements

Margin

2*

* - 1½ minutes is permissible but not for successive moves

New Cross**Simultaneous Moves Not Permitted****First Movement**

Train crossing from Down Kent Slow using 7381 and 7390 points to Down Kent Fast

Second Movement

Train arriving on Up Kent Slow into Platform B

Reason

Overlap on TL2548 signal

Margin

1

Connectional Allowance

4

Berthing Facilities

Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions

St Johns**Berthing Facilities**

St Johns

Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions

Tanners Hill Junction**Junction Margins**

Between all movements

Margin

2*

* - 1½ minutes is permissible but not for successive moves

Parks Bridge Junction**Adjustments to Sectional Running Times****Movement Up****Reason****Value**

All trains travelling towards Lewisham
2000t/TR115 or above

Approach Control applies approaching Parks
Bridge Junction

½

Planning Note

Freight trains should be planned carefully in the Lewisham/Parks Bridge Jn area to avoid long trains fouling following services.

Hither Green**Adjustments to Sectional Running Times****Movement Down****Reason****Value**

All freight trains on the Down Slow Line
crossing to the Down Dartford Loop towards
Lee

Speed differential approaching Hither Green

½*

All freight trains on the Down Slow Line
towards Down Goods Line

Speed differential approaching Hither Green

1*

*applies to all **passing** freight only

Movement Up**Reason****Value**

Trains crossing from the Up Slow Line to the
Up Fast Line

Speed Differential

1

Applies to the following Timing Loads on the Up Slow Line which have travelled from the Up Dartford Loop:

Up to 800t/TR55

Speed Differential

½*

1000t/TR70 or above

Speed Differential

1*

*applies to all **passing** freight only from Lee approaching Courthill Junction

Connectional Allowance

4

Dwell Time

All services (Up morning peak
only)

1

Length Restrictions

The maximum standage at Signal TL301 to be clear of fouling 898 points is 32 SLUs

The maximum standage at Signal TL300 to be clear of fouling 911 points is 32 SLUs

Grove Park Down Sidings, Carriage Service Shed and Up Sidings

Berthing Facilities

| Location | Cars | Notes |
|------------------------|------|---|
| Shed No 1 | 12 * | This must be kept clear for shunt moves to CET/washer |
| Shed No 2 | 12 * | |
| Shed No 3 | 12 * | Non-Electrified |
| Shed No 4 | 12 * | |
| Shed No 5 | 12 * | |
| Shed No 6 | 12 * | |
| Shed No 7 | 12 * | |
| Shed No 8 | 12 * | |
| Shed No 9 | 12 * | |
| Shed No 10 | 12 * | |
| Shed No 11 | 12 * | |
| Shed No 12 | 12 * | |
| New Up Sidings No 21 | 12 | |
| New Up Sidings No 22 | 12 | |
| New Up Sidings No 23 | 12 | |
| New Up Sidings No 24 | 12 | |
| New Up Sidings No 25 | 12 | |
| New Up Sidings No 26 | 12 | |
| New Up Sidings No 27 | 12 | |
| New Up Sidings No 28 | 12 | |
| New Down Sidings No 31 | 12 | |
| New Down Sidings No 32 | 12 | |
| New Down Sidings No 33 | 12 | |
| New Down Sidings No 34 | 12 | |
| New Down Sidings No 35 | 12 | |
| New Down Sidings No 36 | 12 | |
| New Down Sidings No 37 | 12 | |
| New Down Sidings No 38 | 12 | |

* - Total capacity used in shed roads not to exceed 108

Carriage washer available for both Up and Down side vehicles

Length Restriction

The maximum standage at Signal TL306 to be clear of fouling 927 points is 38 SLUs

The maximum standage at Signal TL312 to be clear of fouling 941 points is 13 SLUs

ECS Allowances**Margin**

The following minimum times between successive arrivals and departures apply:

| | |
|--|---|
| Carriage Service Shed (CSD) | 5 |
| Carriage Service Shed (CSD) via carriage washer | 5 |
| Down Carriage Holding Sidings (CHS) at same end | 5 |
| Up Carriage Holding Sidings (CHS) to/from Hither Green direction | 8 |
| Up Carriage Holding Sidings (CHS) to/from Grove Park direction | 5 |

NOTE: As many movements as possible to/from the Carriage Service Shed (CSD) are to be via the carriage washer, whilst taking into consideration pathing and train crew constraints.

| | |
|-------------------------------|---|
| Grove Park | |
| | |
| Connectional Allowance | 4 |

| | | |
|--|--------------------|--------------|
| Chislehurst | | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| | | |
| Movement Up | Reason | Value |
| Applies to the following Timing Loads on the Up Fast line or Up Slow Line which have travelled from the Up Chatham Loop and the Reversible Chatham Loop: | | |
| Class 4 less than 600 tonnes | Speed Differential | ½* |
| Class 4 between 600 and 1000T inclusive | Speed Differential | 1* |
| Class 4 over 1000T | Speed Differential | 1½* |
| Class 6 | Speed Differential | ½* |
| * allowance to be applied at the next timing point | | |
| | | |
| Planning Note | | |
| Trains crossing from Down Slow to Down Fast via points 1009/1010 between Chislehurst and Petts Wood Junction must show line code FL at Chislehurst for ARS to operate correctly. | | |

| | | |
|---|--------------------|--------------|
| Petts Wood Junction | | |
| | | |
| Adjustments to Sectional Running Times | | |
| Applies to the following Timing Loads from Down Slow Tonbridge Loop | | |
| Movement Down | Reason | Value |
| 1200t/TR70 or above | Speed Differential | ½* |
| * allowance to be applied approaching the next timing point | | |

| | |
|-------------------------------|---|
| Petts Wood | |
| | |
| Connectional Allowance | 4 |

| | | |
|--|--|--------------|
| Orpington | | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Stopping trains from Sevenoaks crossing to Slow lines | No adjustment is required | |
| Stopping trains from Sevenoaks crossing to Platforms 3 and 5 | Slow Speed Crossovers/Approach Control | 1 |
| Passing trains from Sevenoaks crossing to Slow lines* | Slow Speed Crossovers/Approach Control | ½ |
| Up trains departing from Platforms 1, 5, 6 or 7 | Slow Speed Crossovers | ½ |
| Train departing Platform 8 onto Up Slow | Slow Speed Crossovers/Approach Control | 1 |
| *applies to trains capable of more than 70mph | | |
| | | |
| Movement Down | Reason | Value |
| Trains terminating in Platform 1, 6, 7 or 8 | Approach Control | ½ |
| Train crossing from Down Slow to platform 4 | Approach Control | ½ |

| | | |
|--|--|--|
| Orpington | | |
| Adjustments to Sectional Running Times | | |
| Train crossing from Down Fast to platform 4 or 5 | Approach Control | ½ |
| Berthing Facilities | | |
| Location | Cars | Notes |
| No 1 Siding | 12 | Siding numbers to be specified in the timetable |
| No 2 Siding | 12 | Siding numbers to be specified in the timetable |
| No 3 Siding | 12 | Siding numbers to be specified in the timetable/CET discharge facilities available |
| No 4 Siding | 12 | Siding numbers to be specified in the timetable/CET discharge facilities available |
| Platform 1 | 11 | |
| Platform 6 | 12 | |
| Platform 7 | 12 | |
| Platform 8 | 12 | |
| Connectional Allowance | | |
| | 4 | |
| Crew Change Allowances | | |
| Traction | | Value |
| Class 376/465/466 units | | 1½ |
| Note: Crew changes must be assumed for suburban trains calling off-peak only | | |
| Dwell Time | | |
| All services | 1 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train departing platform 3 | Up train arriving platform 4 | 2 |
| Down train arriving platform 3 | Up train arriving platform 4 | 2 |
| Down Train departing from Platform 5 | Down Train arriving into Platform 3 | 2 |
| Departure from platform 5/6/7/8 | Down conflicting arrival to platform 4/5/6/7/8 | 3 |
| Permissive Working for attaching/detaching and platform sharing is authorised as shown below: | | |
| Platform 1 | Up Bay | Attaching/Detaching and Platform Sharing |
| Platform 2 | Up Fast | Attaching/Detaching in Up direction ONLY |
| Platform 3 | Down Fast | Attaching/Detaching in Both directions |
| Platform 4 | Up Slow | Attaching/Detaching in Both directions |
| Platform 5 | Down Slow | Attaching/Detaching in Both directions |
| Platform 6 | Down Bay | Attaching/Detaching and Platform Sharing |
| Platform 7 | Down Bay | Attaching/Detaching and Platform Sharing |
| Platform 8 | Down Bay | Attaching/Detaching and Platform Sharing |

Sevenoaks**Adjustments to Sectional Running Times**

| Movement Down | Reason | Value |
|--|--|--------------|
| Trains from Orpington routed into Platform 2 or Platform 4 | Slow Speed Crossovers/Approach Control | ½ |
| Trains from Bat & Ball and not stopping at Sevenoaks | Speed Differential after passing Sevenoaks | 1 |

Applies to the following Timing Loads which have travelled via Bat & Ball:

| | | |
|---|--------------------|-----|
| Freight up to 800T inclusive at 60mph | Speed Differential | ½ |
| Freight between 801 - 1400T inclusive at 60mph | Speed Differential | 1 |
| Freight between 1401 – 2000T inclusive at 60mph | Speed Differential | 1 ½ |
| Freight between 2001 – 2400T inclusive at 60mph | Speed Differential | 2 |
| Freight up to 400T inclusive at 75mph | Speed Differential | 1 |
| Freight between 401 - 800T inclusive at 75mph | Speed Differential | 1 ½ |
| Freight between 801 - 1600T inclusive at 75mph | Speed Differential | 2 |

| Movement Up | Reason | Value |
|--|--|--------------|
| Trains from Tonbridge routed into Platform 2 | Approach Control | 1 |
| Trains from Tonbridge routed into Platform 3 | Approach Control and Slow Speed Crossovers | 2 |

| Berthing Facilities | | |
|----------------------------|-------------|--|
| Location | Cars | Notes |
| Down Siding | 12 | |
| Gusset* | 6 | |
| Platform 4 | 12 | Only applies when Down Sidings and Gusset are required for maintenance activities (only classes 700, 375, 376, 377, 378, 395 & 455/6 multiple units) Subject to Sectional Appendix conditions |

Planning Restrictions

*When an 8 car train is stabled on the Sevenoaks Gusset, there is no access available to/from Sevenoaks CHS due to the stabled train fouling 1078 crossover.

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

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

| | | |
|------------|-----------|--|
| Platform 1 | Up Main | Attaching/Detaching in Up direction ONLY |
| Platform 2 | Up Loop | Attaching/Detaching in Both directions |
| Platform 3 | Down Main | Attaching/Detaching in Both directions |
| Platform 4 | Down Loop | Attaching/Detaching in Both directions Subject to Sectional Appendix conditions |

| | | |
|---|--|--------------|
| Tonbridge | | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Applies to the following Timing Loads for trains which have travelled on the Down Godstone via Tonbridge, and do not go into Tonbridge Down Loop: | | |
| Freight up to 800T inclusive of Containers at 75mph | Speed Differential after Tonbridge | ½ |
| Freight between 801 – 1600T inclusive of Containers at 75mph | Speed Differential after Tonbridge | 1 |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| All freight trains on the Down Line going into Tonbridge Down Loop. | Speed Differential after Tonbridge | 1½ * |
| *Reduced to 1 minute for moves only using 1125 crossovers from the Sevenoaks direction | | |
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Applies to the following Timing Loads for trains which have come from Tunbridge Wells and will be routed towards Sevenoaks | | |
| Freight up to 400T inclusive at 60mph | Speed Differential after Tonbridge | ½ |
| Freight between 401 - 600T inclusive at 60mph | Speed Differential after Tonbridge | 1 |
| Freight between 601 – 1200T inclusive at 60mph | Speed Differential after Tonbridge | 1½ |
| Freight between 1201 – 1600T inclusive at 60mph | Speed Differential after Tonbridge | 2 |
| Freight between 1601 – 2000T inclusive at 60mph | Speed Differential after Tonbridge | 3 |
| Freight between 2001 - 2200T inclusive at 60mph | Speed Differential after Tonbridge | 3½ |
| Freight between 2201 - 2400T inclusive at 60mph | Speed Differential after Tonbridge | 4 |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Propelling movements from Tonbridge towards Tonbridge West Yard | Slow speed movement when propelling. | 5 |
| Propelling movements from Tonbridge West Yard towards Tonbridge | Slow speed movement when propelling. | 2 ½ |
| All freight trains which will travel on the Up Redhill Line | Speed Differential approaching Tonbridge | 1 |

| | | |
|---|---|---|
| Tonbridge | | |
| Planning Note | | |
| Trains propelling to or from Tonbridge West Yard in excess of 36 SLU must draw forward towards Paddock Wood and will foul Tonbridge East Junction while reversing. As such standard junction margins must be applied for conflicting moves to/from Tunbridge Wells or Paddock Wood based on the trains departure time from Tonbridge. | | |
| Trains cannot be left unattended or berthed in Platform 2 or 3 | | |
| Minimum dwell for freight movements | | |
| Between Stopping and then propelling | 4 | |
| After propelling movement and then starting | 2 | |
| Planning Restrictions | | |
| When a train is stood on the Down Fast preparatory to propelling into Tonbridge West Yard a route cannot be set from Platform 3 towards Hastings. | | |
| Berthing Facilities | | |
| Location | Cars | Notes |
| Platform 4 | 8 | If two through roads are free for Channel Tunnel freight traffic, then 12 cars can be berthed in Platform 1 |
| Down Main Siding No 1 | 8 | |
| Down Main Siding No 2 | 8 | |
| Jubilee No 1 | 16 | Siding numbers to be specified in the timetable |
| Jubilee No 2 | 12 | Siding numbers to be specified in the timetable |
| Jubilee No 3 | 12 | Siding numbers to be specified in the timetable |
| Jubilee No 4 | 12* | Siding numbers to be specified in the timetable |
| * Will only accept one train of 12 cars or 11 cars if more than one train berthed | | |
| Connectional Allowance | | 4 |
| Dwell Time | | |
| All Services | 1 | |
| Freight Restrictions | | |
| W8 and W9 gauge traffic is prohibited from using the Down Slow (Platform 3) and Up Slow (Platform 2) through Tonbridge station. Please also refer to the Sectional Appendix, Route SO130, Route Clearance. | | |
| Freight Length Restriction | | |
| The maximum standage at Signal AD400 on the Up Hastings to avoid fouling the single line through Somerhill Tunnel is 41 SLU. | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down freight train crossing from Tonbridge West Yard/Redhill direction. | Up passing train routed towards Sevenoaks | 4 |
| Down freight train of length less than 100 SLUs, crossing from Tonbridge West Yard/Redhill direction. | Train starting from platform 1 or 2 and routed towards Sevenoaks | 1 |
| Down freight train of length 100 SLUs or more, crossing from Tonbridge West Yard/Redhill direction. | Train starting from platform 1 or 2 and routed towards Sevenoaks | 1½ |
| Down train arriving from Tonbridge West | Train departing from platform 1 and routed towards Tonbridge West | 1 |

| Tonbridge | | | | |
|--|------------------|--|--------|-------|
| | | | | |
| Yard/Redhill direction into platform 1 or 2 | | Yard/Redhill | | |
| Platform 4 Departure to Down Main Sidings | | Down Main line to Platform 3 | 4 | |
| Platform 4 Departure to Down Main Sidings | | Down Main line to Platform 4 | 4 | |
| | | | | |
| Permissive Working for attaching/detaching and platform sharing is authorised as shown below: | | | | |
| Platform 1 | Up Platform Loop | Attaching/Detaching and Platform Sharing in both directions | | |
| Platform 2 | Up Slow | Attaching/Detaching and Platform Sharing in both directions | | |
| Platform 3 | Down Slow | Attaching/Detaching and Platform Sharing in both directions | | |
| Platform 4 | Down Bay | Attaching/Detaching and Platform Sharing from the London end | | |
| | | | | |
| Overlap Restrictions | | | | |
| First Movement | | Second Movement | Signal | Value |
| Up departure from Platform 1 towards Sevenoaks | | Up train arriving Platform 2 | AD254 | 2½ |
| | | | | |
| Station Working Requirements | | | | |
| Where two trains occupy the same platform and are departing in opposite directions, a minimum margin of 2 minutes must be allowed between the departure of the first train and departure of the second. This is to allow ARS to operate correctly. | | | | |

| | | |
|---|---|---------------|
| Paddock Wood | | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| All freight trains via Platform 2 which will travel on the Down Maidstone | Speed differential approaching Paddock Wood | 1½ |
| | | |
| Movement Up | Reason | Value |
| All freight trains passing from the Up Maidstone to the Up Main | Speed Differential between Paddock Wood and Tonbridge | 1½ |
| | | |
| Connectional Allowance | 4 | |
| Junction Margins | | |
| First movement | Second movement | Margin |
| Pass Paddock Wood on Down Main towards Marden | Depart pl.2 on Up main towards Tonbridge | 1 |

Cranmore Down Loop**Adjustments to Sectional Running Times****Movement Down**

| Timing Load | Reason | Value |
|--|--------------------|-------|
| Trains stopping at Cranmore Down Loop: | | |
| Freight up to 800T/TR40 inclusive at 60mph | Speed Differential | ½ |
| Freight between 801 - 1000T/TR55 inclusive at 60mph | Speed Differential | 1 |
| Freight between 1001 - 1400T/TR70 inclusive at 60mph | Speed Differential | 1½ |
| Freight between 1401 - 1600T/TR85 inclusive at 60mph | Speed Differential | 2 |
| Freight between 1601 - 2400T/TR100+ inclusive at 60mph | Speed Differential | 2½ |
| Freight between 400 - 600T/TR30 inclusive of Containers at 75mph | Speed Differential | ½ |
| Freight between 601 - 800T/TR40 inclusive of Containers at 75mph | Speed Differential | 1 |
| Freight between 801 - 1600T/TR50+ inclusive of Containers at 75mph | Speed Differential | 1½ |

Planning Note

These allowances should be applied approaching the next timing point after Headcorn as trains will not have accelerated up to line speed by this time.

Ashford International**Adjustments to Sectional Running Times****Movement Down**

| Timing Load | Reason | Value |
|---|--|-------|
| Down Eurostar Class 373/374 train towards Ashford International | Speed differential after Ashford West Junction | ½ |

Movement Up

| Timing Load | Reason | Value |
|---|--|-------|
| Up Eurostar Class 373/374 train towards Ashford International | Speed differential after Ashford East Junction | ½ |

Applies to the following Timing Loads for trains which have travelled on the Up Hastings (from Rye):

| | | |
|---|--------------------|----|
| Freight up to 600T inclusive at 60mph | Speed Differential | 1 |
| Freight between 601 - 1000T inclusive at 60mph | Speed Differential | 1½ |
| Freight between 1001 - 1200T inclusive at 60mph | Speed Differential | 2 |
| Freight between 1201 - 1600T inclusive at 60mph | Speed Differential | 2½ |
| Freight between 1601 - 2400T inclusive at 60mph | Speed Differential | 3 |

Applies to the following Timing Loads for trains which have travelled on the Up Canterbury

Ashford International

| | | |
|---|--------------------|----|
| Freight up to 800T inclusive at 60mph | Speed Differential | ½ |
| Freight between 801 - 1200T inclusive at 60mph | Speed Differential | 1 |
| Freight between 1201 - 1600T inclusive at 60mph | Speed Differential | 1½ |
| Freight between 1601 - 2400T inclusive at 60mph | Speed Differential | 2 |
| Freight up to 800T inclusive at 75mph | Speed Differential | ½ |
| Freight between 801 - 1200T inclusive at 75mph | Speed Differential | 1 |
| Freight between 1201 - 1600T inclusive at 75mph | Speed Differential | 1½ |
| Freight between 1601 - 2400T inclusive at 75mph | Speed Differential | 2 |

Berthing Facilities

| Location | Cars | Notes |
|----------------------------|------|---|
| Platform 3 | 18 | Eurostar Only |
| Platform 4 | 18 | Eurostar Only |
| Down Loop (Platform 6) | 12 | |
| Up Loop (Platform 1) | 12 | |
| Up Berthing Sidings 3 | 8 | Siding numbers to be specified in the timetable |
| Up Berthing Sidings 4 | 8 | Siding numbers to be specified in the timetable |
| Up Berthing Sidings 5 | 7 | Siding numbers to be specified in the timetable |
| Up Berthing Sidings 6 | 6 | Siding numbers to be specified in the timetable |
| East Berthing Sidings No 1 | 12 | Siding numbers to be specified in the timetable |
| East Berthing Sidings No 2 | 12 | Siding numbers to be specified in the timetable |

Connectional Allowance

| | |
|--|----|
| Standard | 5 |
| Services to/from Hastings Line | 6 |
| Connections to/from Eurostar platforms | 25 |

Minimum Dwell Time

| | |
|------------------------|----|
| Standard | 1 |
| Eurostar Services ONLY | 3 |
| Class 395 | 1½ |

Freight Restrictions

Freight trains may recess in Platforms 3 and 4 at Ashford International provided there is no requirement for the driver to exit the cab (e.g. to change ends)

Junction Margins

| Movement | Margin |
|--|--------|
| Trains crossing in front of Eurostar services arriving in Platforms 3 or 4 | 4 |

Permissive working for attaching/detaching and platform sharing is authorised as shown below:

| | | | |
|------------|---------|---|--------------------------------------|
| Platform 1 | Up Loop | Attaching/Detaching and Platform Sharing in both directions | Only 10 cars permitted if Class 171* |
| Platform 2 | Up Slow | Attaching/Detaching and Platform Sharing in both directions | Only 10 cars permitted if Class 171* |

Ashford International

| | | |
|------------|-----------|---|
| Platform 5 | Down Slow | Attaching/Detaching and Platform Sharing in both directions |
| Platform 6 | Down Loop | Attaching/Detaching and Platform Sharing in both directions |

Note: A second train must arrive in an occupied platform before the first train is allowed to depart

***Maximum formations: 2 car Class 171 + 8 coaches , 4 car Class 171 + 6 coaches or 6 car Class 171 + 4 coaches if the 10 car ruling is applicable**

| Platform Reoccupation | Margin |
|--|--------|
| Platforms 1 and 2 | 2* |
| Reoccupation of Platforms 5 or 6 when a change of direction to/from Maidstone East Relief Line | 6 |
| Reoccupation of Platform 5 or 6 when a change of direction to/from Canterbury West | 6 |
| *3 minutes required when arriving from the Hastings line into an occupied platform | |

Reversals at Ashford International

Trains should not be planned to reverse on the Up Fast (UML) at Ashford International as this is not permissible due to the track layout and position of the pointwork. Reversals on the Down Fast (DML) are permitted.

Station Working Requirements

Domestic passenger trains may not run via Platforms 3 and 4 because of customs and immigration implications
Outbound Eurostar UK services in a flight should be routed first to Platform 4 and then to Platform 3
Inbound Eurostar UK services in a flight should be routed first to Platform 3 and then to Platform 4
Access to Ashford Up Sidings is via Platforms 1 and 2 only

Simultaneous moves not permitted:

| First Movement | Second Movement |
|--|------------------------------|
| Down arrival from Pluckley into Platform 6 | Up train arriving Platform 5 |

Ashford Hitachi Depot**Berthing Facilities**

| Location | Cars | Notes |
|--|------|-------------------|
| Depot Road No 1 | 12 | |
| Depot Road No 2 | 12 | |
| Depot Road No 3 | 12 | |
| Depot Road No 4 | 16 | |
| Depot Road No 5 | 16 | |
| Depot Road No 6 | 16 | |
| Depot Road No 7 | 16 | |
| Depot Road No 8 | 16 | |
| Depot Road No 9 | 16 | |
| Depot Road No 10 | 16 | |
| Depot Road No 11 | 8 | |
| Depot Road No 12 | 8 | BIO road with Pit |
| Depot Road No 13 | 6 | |
| Depot Road No 14 | 6 | |
| Depot Road No 15 | 6 | |
| Depot Road No 16 | 6 | |
| Depot Road No 17 | 6 | |
| Depot Road No 18 | 6 | |
| Carriage Washer and CET facilities available | | |

Ashford East Junction**Adjustments to Sectional Running Times**

| Movement Up | Reason | Value |
|-------------|--------|-------|
|-------------|--------|-------|

Ashford East Junction

| | | |
|--|--------------------|---|
| All freight trains crossing to the Down Main or Down Slow Line | Speed Differential | 1 |
|--|--------------------|---|

Saltwood Junction**Adjustments to Sectional Running Times**

| Movement Down | Reason | Value |
|--|--------------------|-------|
| All freight trains crossing to the Down Main or Down Slow Line | Speed Differential | 1½ |

| Movement Up | Reason | Value |
|--|--------------------|-------|
| All freight trains timed at 75 mph which have passed through Saltwood Junction | Speed Differential | 1 |
| All freight trains timed at 75 mph which have passed through Saltwood Junction | Speed Differential | 1½ |

Planning Note

Any freight allowances shown should only apply to and from Dollands Moor Sidings

Folkestone East**Berthing Facilities**

| Location | Cars | |
|--------------|------|--|
| Train Road 1 | 14 | |
| Train Road 2 | 14 | |
| Train Road 3 | 14 | |

Planning Note

Any train travelling in the Down direction which requires to couple to a train already berthed in any of the three train roads must first be sent to an empty train road. It will then be shunted via signal YE62 on the Up Main line and into the appropriate Train Road to be coupled.

Dover Priory**Berthing Facilities**

| Location | Cars | Notes |
|-------------------------------|------|-------|
| No 1 Siding | 8 | |
| No 2 Siding | 8 | |
| No 3 Siding | 8 | |
| Up Platform Loop (Platform 3) | 8 | |

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

Dwell Time

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

SO130A LONDON CANNON STREET TO METROPOLITAN JUNCTION**London Cannon Street**

See entry under route SO130B

SO130B LONDON CANNON STREET TO LONDON BRIDGE**London Cannon Street****Berthing Facilities**

| Location | Cars | Notes |
|-------------|------|-------|
| Platform 1 | 12 | |
| Platform 2 | 12 | |
| Platform 3 | 12 | |
| Platform 4 | 12 | |
| Platform 5 | 12 | |
| Platform 6 | 12 | |
| Platform 7 | 12 | |
| No 1 Siding | 4 | |
| No 2 Siding | 4 | |

Junction Margins

| Movement | Margin |
|--|--------|
| Reoccupation/conflicting moves | 3* |
| *4 minutes required between conflicting moves if the first train departs Platforms 5 / 6 / 7 across 701 / 709 points and the second train arrives into Platforms 1-4 | |

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

| | |
|------------|--|
| Platform 1 | Attaching/Detaching and Platform Sharing |
| Platform 2 | Attaching/Detaching and Platform Sharing |
| Platform 3 | Attaching/Detaching and Platform Sharing |
| Platform 4 | Attaching/Detaching and Platform Sharing |
| Platform 5 | Attaching/Detaching and Platform Sharing |
| Platform 6 | Attaching/Detaching and Platform Sharing |
| Platform 7 | Attaching/Detaching and Platform Sharing |

Station Working Requirements

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

Borough Market Junction

| Junction Margins | Margin |
|---|--------|
| Between all movements | 2 * |
| * - 1½ minutes is permissible, but not for successive moves | |

London Bridge

See entry under route SO130

**SO130F COURTHILL LOOP NORTH JUNCTION TO
COURTHILL LOOP SOUTH JUNCTION**

See entry under route SO130

SO130H SALTWOOD JUNCTION TO CTRL/ET BOUNDARY**Saltwood Junction**

See entry under route SO130

SO140 SWANLEY TO ASHFORD INTERNATIONAL**Swanley**

See entry under route SO110

Otford**Connectional Allowance**

4

Otford Junction**Adjustments to Sectional Running Times**

| Movement Down | Reason | Value |
|--|--------------------|--------------|
| All freight trains which will travel on the Down Maidstone | Speed Differential | 1 |
| | | |

Applies to the following timing loads for trains which have travelled on the Down Chatham Slow:

| Timing Load | Reason | Value |
|--|--------------------|--------------|
| Freight up to 1200T inclusive at 60mph | Speed Differential | ½ |
| Freight between 1201 - 2400T inclusive at 60mph | Speed Differential | 1 |
| Freight up to 1600T inclusive of containers at 75mph | Speed Differential | 1 |

| Timing Load | Reason | Value |
|--|--------------------|--------------|
| Applies to the following timing loads for trains which have travelled on the Up Maidstone: | | |
| Freight up to 1200T inclusive of containers at 75mph | Speed Differential | 1 |
| Freight between 1201 - 2400T inclusive of containers at 75mph | Speed Differential | 1½ |

Planning Restrictions

Locomotive hauled trains towards Sevenoaks on the Down Bat and Ball cannot pass Otford Junction until a route can be signalled into its allocated platform at Sevenoaks.

| | | |
|---|------------------|---------------------|
| Maidstone East | | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Approaching Platform 3 | Approach Control | 1 |
| Berthing Facilities | | |
| Location | Cars | Notes |
| Bay Platform (Platform 3) | 8 | |
| Connectional Allowance | 4 | |
| Dwell Time | | |
| All Services | 1 | |
| Limit of Shunt | | Length Limit |
| Down Maidstone (clear of Signal ME14) | | 12 |
| Simultaneous moves not permitted | | |
| An Up train cannot enter Platform 1 at the same time as a Down through train is passing using the Reversible line | | |

| |
|---|
| Bearstead |
| Berthing Facilities |
| Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions |

| |
|---|
| Hollingbourne |
| Berthing Facilities |
| Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions |

| |
|---|
| Harrietsham |
| Berthing Facilities |
| Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions |

| | | |
|---------------------|------|----------|
| Lenham | | |
| | | |
| Berthing Facilities | | |
| Location | Cars | Notes |
| Down Passenger Loop | 12 | 52 SLU's |
| Up Passenger Loop | 12 | 47 SLU's |

Charing**Berthing Facilities**

Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions

Hothfield**Limit of Shunt**

Down Maidstone (clear of shunt signal 341)

Freight Length Restrictions

Hothfield Tarmac Sidings

Length Limit

54 SLU

Planning Note

Freight trains should be planned as follows:

Down direction – Freight timed into the Hothfield Sidings, next train can pass/depart Charing 2 ½ minutes later
Freight to cross 444A & 445A points over into Hothfield Substation (Beechbrook Farm Loop).

Up direction – Freight train cannot leave Hothfield Substation (Beechbrook Farm Loop) until an Up service has passed ME218 signal, 445A points can be set to enter the Up Maidstone before propelling back across 441A & 442A points into Hothfield Sidings.

Engine required to runaround at Hothfield Substation (Beechbrook Farm Loop).

10 minutes is required for propelling services into Hothfield Sidings.

SO140A OTFORD JUNCTION TO SEVENOAKS**Sevenoaks**

See entry under route SO130

SO150 SITTINGBOURNE WESTERN JUNCTION TO SHEERNESS ON SEA**Sittingbourne Western Junction**

See entry under route SO110

Sheerness Steel Works**Freight Length Restrictions****Length Limit**

54 SLU

Sheerness Dockyard**Freight Length Restrictions****Length Limit**

36 SLU

Sheerness on Sea**Berthing Facilities****Location****Cars****Notes**

Platform 1

8

| | | |
|--|--|--|
| Sheerness on Sea | | |
| Platform 2 | 8 | |
| Permissive working for attaching/detaching and platform sharing is authorised as shown below: | | |
| Platform 1 | Attaching/Detaching and Platform Sharing | |
| Platform 2 | Attaching/Detaching and Platform Sharing | |

| |
|--|
| SO160 FAVERSHAM TO DOVER PRIORY |
| Faversham |
| See entry under route SO110 |

| | | |
|------------------------------------|-------------------------------------|--------------|
| Canterbury East | | |
| Connectional Allowance | | |
| | 4 | |
| Dwell Time | | |
| All Services | 1 | |
| Platform Reoccupation | | |
| First Movement | Second Movement | Value |
| Up train departing from Platform 2 | Down train arriving into Platform 2 | 4 |

| | |
|-----------------------------------|---|
| Buckland Junction | |
| Junction Margins | |
| Between all conflicting movements | 2 |

| |
|-----------------------------|
| Dover Priory |
| See entry under route SO130 |

| |
|---|
| SO170 TONBRIDGE TO BOPEEP JUNCTION |
| Tonbridge |
| See entry under route SO130 |

| | | |
|-------------------------|------------------------|---------------|
| Somerhill Tunnel | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up Train | Down Train | 2 |
| Down Train | Up train | 3 |

| | |
|-----------------------------------|---|
| Wells Tunnel Junction | |
| Junction Margins | |
| Between all conflicting movements | 2 |

| Tunbridge Wells and Tunbridge Wells Turnback Siding | | |
|--|--|--------|
| Berthing Facilities | | |
| Location | Cars | Notes |
| Turnback Siding | 12 | |
| Connectional Allowance | | |
| | 4 | |
| Dwell Time | | |
| All Services | 1 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up train arrives | Down train departs | 1 |
| Train departs from Turnback Siding towards Platform 1 | An Up train arrives in Platform 2 | 6 |
| Train departs from Platform 1 towards Turnback Siding | An Up train arrives in Platform 2 | 6 |
| Train departs from Platform 1 towards Turnback Siding | A Down train departs Platform 2 towards Frant or the Turnback Siding | 5 |
| Train arrives in Platform 1 from the Turnback Siding | Train departs Platform 2 towards Frant or Turnback Siding | 1 |
| Permissive working for attaching/detaching and platform sharing is authorised as shown below: | | |
| Platform 1 | Attaching/detaching | |
| Platform 2 | Attaching/detaching | |
| Simultaneous moves which ARE permitted: | | |
| First Movement | Second Movement | |
| Train departs from Turnback Siding towards Platform 2 or vice versa | Up Train arrives in Platform 1 from Frant | |
| Train signalled from PE426 to PE424 (Up direction, Strawberry Hill Tunnel) | Train from Turnback siding to platform 2 or vice versa | |

| Strawberry Hill Tunnel | | |
|--|-----------------------------------|--------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down Train has passed through the tunnel | Up Train approaching the tunnel | 3 |
| Up Train has passed through the tunnel | Down Train approaching the tunnel | 3 |

| Wadhurst Station | | |
|--------------------------------|-------------------------------|--------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up train arrives in Platform 1 | Down train departs Platform 2 | ½ |

| Wadhurst Tunnel South | | |
|--|---------------------------------|--------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down Train has passed through the tunnel | Up Train approaching the tunnel | 3 |

| Mountfield Tunnel | | |
|--|-----------------------------------|--------|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up train has passed through the tunnel | Down train approaching the tunnel | 3 |
| Down train has passed through the tunnel | Up train approaching the tunnel | 3 |
| | | |
| Planning Note | | |
| Up trains approaching Mountfield Tunnel cannot be held at signal RB6 and will be held back at signal RB5 | | |

| SO180 PADDOCK WOOD TO STROOD |
|------------------------------|
| |
| Paddock Wood |
| See entry under route SO130 |

| East Peckham Tip | | |
|--|--------------------------------------|--|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Freight train arriving inside East Peckham Tip | Down train departs from Paddock Wood | The second train departs from Paddock Wood no more than 1 minute before the first train arrives in East Peckham Tip sidings. |

| Maidstone West | | |
|--|---------------------------------------|--------|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Northbound departure from Platform 2 | Southbound arrival into platform 2 | 3 |
| | | |
| Connectional Allowance | 4 | |
| | | |
| Dwell Time | | |
| All Services | 1 | |
| | | |
| Freight Length Limit Restrictions | | |
| Freight Trains cannot be held in the Up Loop due to length restrictions | | |
| | | |
| Permissive working for attaching/detaching and platform sharing is authorised as shown below: | | |
| Platform 1 | Attaching/Detaching in Up direction | |
| Platform 2 | Attaching/Detaching in Down direction | |
| In all circumstances a second train is prohibited from entering these platforms if it will not attach to the first train | | |

| Allington Sidings | | |
|---------------------------------|-------------------------------------|-----------|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Train arrives Allington Sidings | Up train pass Maidstone Barracks | 2 |
| Train arrives Allington Sidings | Up train departs Maidstone Barracks | same time |
| Up train pass/arrive Aylesford | Up train depart Allington Sidings | same time |

Strood

See entry under route SO310

SO200 - Please see Sussex Timetable Planning Rules – SO600**SO210 - Please see Sussex Timetable Planning Rules – SO610****SO220 ASHFORD EAST JUNCTION TO RAMSGATE
(VIA CANTERBURY WEST)****Canterbury West****Berthing Facilities**

| Location | Cars | Notes |
|-----------------|------|---|
| Down Siding | 12 | |
| Up Siding | 4* | train held at EDH6 signal |
| Chartham Siding | 8 | No EMU to be stabled due to partial electrification and risk of gapping |

* anything longer a 4 car needs to be held back at EDH25 signal on the Down Main as the back end will foul EDH2 points meaning no movements in either direction. This movement can only be done if there is no Up train scheduled, or once a train has passed EDH36 signal and its overlap has dropped out.

Connectional Allowance | 4**Dwell Time**

All Services | 1

Limit of Shunt

Down Platform Loop (clear of signal EDH59)

Length Limit

8 cars

Loop Length~~Down Goods Loop~~**Length Limit**~~76 SLU~~**Minster****Connectional Allowance** | 4**Limit of Shunt**

Down Main clear of Shunt Signal 57

Length Limit

8 cars

Minster East Junction**Adjustments to Sectional Running Times**

| Movement Down | Reason | Value |
|---|------------------------------|-------|
| 12 Car electric trains from Deal towards Ramsgate | Voltage drop in power supply | 1 |

Junction Margins

| Minster East Junction | | |
|---|--|---------------|
| First Movement | Second Movement | Margin |
| Train in the Up direction towards Canterbury West | Train in the down direction from Sandwich towards Ramsgate | 2½ |
| Simultaneous moves not permitted: | | |
| First Movement | Second Movement | |
| Down train from Sandwich towards Ramsgate | Down departure from Minster station towards signal EBE7 | |
| Down train from Minster station towards Ramsgate | Down train from Minster South Jn towards signal EBE10 | |
| Planning Restriction | | |
| Trains on the Down Line must not be brought to a stand at the signal protecting Minster East Junction (EBE7) but must stand at Minster station (EBE5) to avoid activating interlocking at Minster East Junction | | |

| Ramsgate |
|-----------------------------|
| See entry under route SO110 |

| SO240 BUCKLAND JUNCTION TO MINSTER EAST JUNCTION (VIA DEAL AND SANDWICH) |
|---|
| Buckland Junction |
| See entry under route SO160 |

| Deal |
|---|
| Engineering Allowance |
| Trains terminating at Deal (in either the Up or Down direction) due to engineering works, require an additional 2 minute allowance approaching Deal |

| Minster South Junction | | |
|---|--|--------------|
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| 12 Car trains towards Deal | Slow speed of the curve between Minster East Junction and Minster South Junction | 1 |

| Minster East Junction |
|------------------------------|
| See entry under route SO220 |

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

For Route SO250 Please see Sussex Timetable Planning Rules

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

For Route SO250 Please see Sussex Timetable Planning Rules

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

For Route SO250 Please see Sussex Timetable Planning Rules

**SO260 BRIXTON JUNCTION TO SHORTLANDS JUNCTION
(CATFORD LOOP)****Canterbury Road Junction****Junction Margin****First Movement**

Down Catford Loop Freight service

Second Movement

Up Brixton Spur to Up Catford Loop

Margin

3

Denmark Hill**Dwell Time**

All Thameslink Services

1

Connectional Allowance

4

Crofton Road Junction**Adjustments to Sectional Running Times****Movement Up**Up train not stopping at Peckham Rye crossing
Up Catford Loop to Up Atlantic**Movement Down**

Approach control and deceleration

Margin

½

Peckham Rye**Connectional Allowances**

All Services

4

Junction Margins**First Movement**Train from East Dulwich towards Peckham Rye
Train from Peckham Rye towards Denmark Hill
on Up Atlantic Line**Second Movement**Train from Peckham Rye towards Denmark Hill
on Up Atlantic Line
Train from East Dulwich towards Peckham Rye**Margin**

1

3

Planning Note

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

| | | |
|--|--|--------------|
| Nunhead | | |
| | | |
| Dwell Time | | |
| All Thameslink Services | 1 | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down freight trains towards Lewisham | Approach Control at Nunhead signal VS451 | 1 |
| Down passenger and ECS trains towards Lewisham | Approach Control at Nunhead signal VS451 | ½ |
| | | |
| Connectional Allowance | 4 | |

| | | |
|-------------------------|---|--|
| Catford | | |
| | | |
| Dwell Time | | |
| All Thameslink Services | 1 | |

| | | |
|--|-------------|--------------|
| Bellingham | | |
| | | |
| Dwell Time | | |
| All Thameslink Services | 1 | |
| | | |
| Berthing Facilities | | |
| Location | Cars | Notes |
| Down Sidings 1 | 8 | |
| Down Sidings 2 | 8 | |
| Down Sidings 3 | 8 | |
| Headshunt | 8 | |
| | | |
| Planning Restrictions | | |
| When a movement from the Down Sidings to the Down Catford Loop takes place, occupation of Platform 1 is necessary to reverse | | |

SO280 FARRINGDON TO HERNE HILL**Farringdon****Connectional Allowance** 3**Dwell Time**

| | | |
|-------------------------|---|---|
| All Southbound Services | 1 | AC to DC traction changeover takes place here |
| All Northbound Services | 1 | DC to AC traction changeover normally takes place at City Thameslink. |

Platform Reoccupation

| | |
|------------------------------------|----|
| Same direction | 1½ |
| Opposite direction Platform 4 only | 3 |

Smithfield Sidings**Berthing Facilities**

| Location | Cars | Notes |
|-------------|------|-------|
| Siding No 1 | 8 | |
| Siding No 2 | 8 | |

Planning Restrictions

Class 465/466 units are prohibited from working to Smithfield Sidings due to OHLE clearance issues at City Thameslink

Minimum Turnround

| Stock | 1-2 Car | 3-4 Car | 5-6 Car | 8 Car | 9-10 Car | 12 Car |
|---------------|---------|---------|---------|-------|----------|--------|
| Class 700 EMU | | | | 8 | | |

City Thameslink**Connectional Allowance** 3**Dwell Time**

| | | |
|-------------------------|---|---|
| All Northbound Services | 1 | DC to AC traction changeover takes place here.. |
| All Southbound Services | 1 | AC to DC traction changeover will normally occur at Farringdon. |

Junction Margins/Platform Reoccupation

Same direction 1½

| First Movement | Second Movement | Margin |
|--|---------------------------------------|--------|
| Northbound departure from Platform 1 to Farringdon | Arrival from Smithfield Sidings | 3 |
| Northbound departure from Platform 2 to Farringdon | Arrival in Platform 2 from Farringdon | 4 |
| Southbound departure from Platform 1 or 2 | Northbound arrival in Platform 2 | 3 |
| Southbound departure from Platform 1 | Northbound arrival in Platform 1 or 2 | 3 |

Permissive working for attaching/detaching and platform sharing is authorised as shown below:

| | |
|------------|----------------------------------|
| Platform 1 | Detaching only (Both directions) |
| Platform 2 | Detaching only (Both directions) |

London Blackfriars**Connectional Allowance** | 3*

* - Connectional allowance of 5 minutes applies to Southeastern

Dwell Time

All Services | 1

Platform Reoccupation

Same direction | 1½

Opposite direction / conflicting
move | 3**Planning Note**

A train which arrives in the northbound direction into Platform 1, prevents a second train departing City Thameslink in the southbound direction until the first train has completed its reverse move at Blackfriars and departed. This is due to the Overlap on Signal TVS1061

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------|--|--------|
| Northbound arrives in Platform 1 | Southbound train departs City Thameslink Platform 2 to London Blackfriars Platform 2 via 6035/6036 crossover | 1 |

Elephant and Castle**Dwell Time**

All peak services | 1

All Thameslink services | 1

Platform Reoccupation Margins

| First Movement | Second Movement | Margin |
|------------------------------|--|--------|
| Down train leaves Platform 2 | Up train arrives via signal VS396 (30 mph crossover) | 3 |

Loughborough Junction**Adjustments to Sectional Running Times**

| Movement Down | Reason | Value |
|---------------------------------------|--|-------|
| Up Non-Stop train crossing to Up Fast | Approach control on signal VS414 and 20mph crossover | ½ |

Junction Margins

| First Movement | Second Movement | Margin |
|---|---|--------|
| Between all movements (except as below) | | 2 |
| Down train crossing from Down Holborn Fast to the Up Brixton Spur | Up train from the Cambria Spur passing Loughborough Junction and/or Up train from the Up Holborn passing Loughborough Junction | 3 |

Herne Hill

See entry under route SO110

SO280A BLACKFRIARS JUNCTION TO METROPLITAN JUNCTION**Metropolitan Junction**

See entry under route SO130A

**SO290 NORTH KENT EAST JUNCTION TO DARTFORD JUNCTION
(VIA GREENWICH)****North Kent East Junction**

See entry under route SO130

Greenwich

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

| | |
|-------------------------|---|
| Dwell Time | |
| All Thameslink Services | 1 |

Charlton

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

| | |
|-------------------------|---|
| Dwell Time | |
| All Thameslink Services | 1 |

Woolwich Dockyard**Berthing Facilities**

| | |
|------------|---|
| Platform 1 | Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions |
| Platform 2 | Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions |

Woolwich Arsenal

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

| | |
|-------------------------|-----------------------------------|
| Dwell Time | |
| All Thameslink Services | 1 |
| All Other Services | 1 (Up morning peak services only) |

| | | |
|---|-------------|---------------------------------|
| Plumstead | | |
| Dwell Time | | |
| All Thameslink Services | 1 | |
| Berthing Facilities | | |
| Location | Cars | Notes |
| No 1 Siding | 10 | |
| No 2 Siding | 8 | |
| No 3 Siding | 8 | |
| Simultaneous moves not permitted | | |
| First Movement | | Second Movement |
| Train arriving platform 1 from yard/sidings | | Down train arriving platform 2* |
| * If the Up train from the sidings/yard is formed of 10 or more cars, then the Down train must be held outside Platform 2 until the up train has departed Platform 1. This is because the Up train does not clear the track circuit and hence the Down train cannot get a signal into the Platform. | | |

| | | |
|-------------------------|---|--|
| Abbey Wood | | |
| Dwell Time | | |
| All Thameslink Services | 1 | |

| | | |
|--|-------------|---|
| Slade Green | | |
| Berthing Facilities | | |
| Location | Cars | Notes |
| Depot No 1 Road | 18 | |
| Depot No 2 Road | 18 | |
| Depot No 3 Road | 20 | |
| Depot No 4 Road | 20 | |
| Depot No 5 Road | 18 | CWM Road |
| Depot No 6 Road | 12 | Cleaning Road |
| Depot No 7 Road | 12 | Cleaning Road |
| Depot No 8 Road | 12 * | |
| Depot No 9 Road | 12 * | |
| Depot No 10 Road | 12 * | |
| Depot No 11 Road | 12 * | |
| Depot No 12 Road | | Reception Road |
| Depot No 13 Road | | Reception Road |
| Depot No 14 Road | | Wheel Lathe - not for berthing |
| Depot No 15 Road | | CET discharge/carriage washing machine - not for berthing |
| Up Side No 1 | 10 | |
| Up Side No 2 | 10 | |
| Up Side No 3 | 10 | 8 Class 465/466 cars only |
| Up Side No 4 | 10 | 8 Class 465/466 cars only |
| Up Side No 5 | 10 | 8 Class 465/466 cars only |
| * - Total capacity not to exceed 30 cars in maintenance roads 8-11 | | |
| Connectional Allowance | | |
| | 4 | |
| Crew Change Times | | Value |
| Class 376/465/466 units | | 1½ * |
| * - Crew changes must be assumed for Dartford/Greenwich SLOW services calling off-peak only | | |

Slade Green**Planning Note**

Please be aware that by holding any train longer than 4 coaches or 82m maximum between Slade Green Junction and Crayford Creek Junction, the end of train is likely to foul the junction at the opposing end.

Slade Green Up Carriage Sidings**Planning Restriction**

Freight trains must not be booked to recess within this location

Crayford Creek Junction**Adjustments to Sectional Running Times**

| Movement Up | Reason | Value |
|--|--------------------|-------|
| All Freight trains that have travelled via the Crayford Spur | Speed Differential | ½ |

Crayford Spur 'A' Junction**Adjustments to Sectional Running Times**

| Movement | Reason | Value |
|--|-------------------------------------|-------|
| ALL trains travelling onto the Crayford Spur | Speed Differential/Approach Control | 1 |

| Movement | Reason | Value |
|---|--------------------|-------|
| ALL trains from the Crayford Spur towards Crayford Creek Junction | Speed Differential | ½ |

Length Restrictions

The maximum standage to be clear of fouling the route at either end is 49 SLUs or 314 metres

Planning Restriction

All trains travelling between Crayford Spur 'A' Junction and Crayford Spur 'B' Junction should be shown a dot stop at Crayford Spur timing point (which is located on the Spur) to enable ARS to regulate trains correctly

SO290B ANGERSTEIN JUNCTION TO ANGERSTEIN WHARF

| Allowance for freight movements | Value |
|---|-------|
| Between Angerstein Junction and Angerstein Stop Board | 3 ½ |
| Between Angerstein Stop Board and Angerstein Wharf Loop | ½ |
| Runround within the terminal and ready behind stop board on AI side | 30* |

*this is mandatory and must be included in the schedule

NOTE: The handover time is the time at which another train could be safely accepted, as that would be the time that the PIC was free from carrying out all safety critical elements

Planning Restrictions

A train from Angerstein Junction cannot arrive at Angerstein Wharf Loop while there is a train occupying the Norriskips Terminal. Trains already berthed in the Bardon & Tarmac Terminals with the loco on the leading end can depart, and pass through Angerstein Wharf Loop, while a train is within the Norriskips Terminal.

Operational Restriction

One train in section between Angerstein Junction and Angerstein Wharf Loop. While a locomotive is running around its train at Angerstein Wharf Loop, a second train can only arrive onto the branch if 46 SLU's or less or more than 30 minutes later than the first train due to the rear of the second train potentially fouling Angerstein Junction.

**SO300 LEWISHAM JUNCTION TO CRAYFORD CREEK JUNCTION
(VIA BEXLEYHEATH)****Lewisham**

See entry under route SO330

Blackheath**Connectional Allowance**

4

Kidbrooke**Berthing Facilities**

Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions

Eltham**Dwell Time**

All services | 1 (Peak services only)

Falconwood**Berthing Facilities**

Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions

Welling**Berthing Facilities**

Trains formed of a 12 car Class 700 EMU must not be planned here for passenger provision, due to operational restrictions

Barnehurst**Connectional Allowance**

4

SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION**Erith Loop**

All trains are required to stop to allow ARS to regulate trains correctly

SO310 HITHER GREEN TO ROCHESTER BRIDGE JUNCTION (VIA SIDCUP)

Hither Green

For full entry refer to route SO130

Length Restrictions

The maximum standage at Signal TL294 (Platform 5 starter) to be clear of fouling the route from the Down Lee Spur towards Lee is 500 metres/78 SLUs

The maximum standage at Signal TL343 to be clear of fouling Platform 6 at Hither Green is 468 metres/73 SLUs

Sidcup**Berthing Facilities**

| Location | Cars | Notes |
|------------------------|------|-------|
| Sidcup Berthing Siding | 12 | |

Dwell Time

All services 1 (Peak services only)

Simultaneous moves not permitted

| First Movement | Second Movement |
|---------------------------------------|--------------------------------|
| Train arriving Platform 1 from Siding | Down Train arriving Platform 2 |

Crayford

| Movement Up | Reason | Value |
|--|--------------------|-------|
| All trains that have travelled via the Crayford Spur | Speed Differential | 1 |

Crayford Spur 'B' Junction**Adjustments to Sectional Running Times**

| Movement Down | Reason | Value |
|--|-------------------------------------|-------|
| ALL Freight trains travelling onto the Crayford Spur | Speed Differential/Approach Control | 1½ |

Length Restrictions~~The maximum standage to be clear of fouling the route at either end is 49 SLUs or 314 metres~~**Planning Restriction**

All trains travelling between Crayford Spur 'A' Junction and Crayford Spur 'B' Junction should be shown a dot stop at Crayford Spur timing point (which is located on the Spur) to enable ARS to regulate trains correctly

| | | |
|---|--|--|
| Dartford | | |
| Berthing Facilities | | |
| Location | Cars | Notes |
| No 1 Up Siding | 16 | Siding numbers to be specified in the timetable. Can accommodate 8+8 car |
| No 2 Up Siding | 16^ | Siding numbers to be specified in the timetable |
| No 3 Up Siding | 8 | Siding numbers to be specified in the timetable |
| No 4 Up Siding | 8* | Siding numbers to be specified in the timetable |
| Down Siding | 10 | Siding numbers to be specified in the timetable |
| Platform 1 | 10 | |
| ^ No 2 Up Siding can accommodate 14 cars split as 8 cars at the buffer stops end and 6 cars at the London end, to avoid blocking the authorised walking route from No 1 Up Siding | | |
| * No 4 Up Siding can accommodate 10 car trains shunting from Platform 1 to No 4 Up Siding and returning to Platform 1 | | |
| Connectional Allowance | | |
| | 4 | |
| Crew Change Times | | Value |
| Class 376/465/466 units | | 1½ * |
| * - Crew changes must be assumed for Gillingham/Gravesend services calling off-peak only | | |
| Dwell Time | | |
| All Thameslink services | 1½ | |
| All other services | 1 | |
| Permissive working for attaching/detaching and platform sharing is authorised as shown below: | | |
| Platform 1 | Up Passenger Loop | Attaching/Detaching in Both directions |
| Platform 2 | Up Main | Attaching/Detaching in Both directions |
| Platform 3 | Down Main | Attaching/Detaching in Both directions |
| Platform 4 | Down Passenger Loop | Attaching/Detaching in Both directions |
| Simultaneous moves not permitted | | |
| First Movement | Second Movement | |
| Up train arriving Platform 2 | Train departing Platform 1 | |
| Down train arriving Platform 1 | Train arriving Platform 2 | |
| Down train arriving Platform 2 | Train departing Platform 1 in the Down direction | |
| Train arriving/departing Platform 4 from/to the Up Sidings | Down train arriving Platform 2 | |
| Train arriving/departing Platform 4 from/to the Up Sidings | Down train arriving Platform 3 | |
| Station Working Requirements | | |
| All trains departing the sidings must stop in a platform for a minimum of 1 minute to allow for route setting | | |

| | |
|---------------------------------|---|
| Springhead Road Junction | |
| Junction Margins | |
| Between all movements | 2 |

| Gravesend | | |
|---|--|---------------|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up train arrive/passing platform 1 | Down train arriving into platform 0 | 2½ |
| Up train arrives at platform 1 | Down train arriving into platform 0 | 2½ |
| Up train departing from platform 0 | Up train arrive/passing platform 1 | 2½* |
| Up train departing from platform 0 | Up freight train passing through platform 1 | 4* |
| Up train departing/passing platform 1 | Up train departing from platform 0 | 2 |
| Up train departing platform 1 | Up train departing from platform 0 | 2 |
| Down train arriving in platform 0 | Up train passing/arrives platform 1 | 2 |
| Down train arriving in platform 0 | Up train departing platform 1 | 1 |
| Down train arriving in platform 0 | Up train arrives platform 1 | 2 |
| Down train arriving/passing platform 1 | Down train arriving into platform 0 | 3 |
| Down train passing platform 1 | Down train arriving into platform 0 | 3 |
| Down train arriving platform 2 | Down train arriving into platform 0 | 3 |
| *4 for freight without having to approach a red aspect | | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Trains leaving Bay Platform 0 | Speed Differential | ½ |
| Trains arriving in Bay platform 0 | Speed Differential | 1 |
| Down Trains arriving platform 1 | Speed Differential | ½ |
| | | |
| Connectional Allowance | 4 | |
| | | |
| Dwell Time | | |
| All services | 1 | |
| | | |
| Berthing Facilities | | |
| Location | Cars | Notes |
| Platform 0 | 12 | |
| | | |
| Permissive working for attaching/detaching and platform sharing is authorised as shown below: | | |
| Platform 0 (Bay platform) | Prohibited | |
| Platform 1 | Prohibited | |
| Platform 2 | Prohibited | |

| | | |
|--|--------------------|--|
| Hoo Junction | | |
| Junction Margins | | Margin |
| Between all conflicting moves | | 2 |
| Re-occupation of single line to/from Grain | | 4 |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Freight up to 800T inclusive from Grain Branch | Speed Differential | ½ approaching next timing point |
| Freight over 801T from Grain Branch | Speed Differential | 1 approaching next timing point |

| | |
|---|--|
| Hoo Junction | |
| Limit of Shunt | |
| Down North Kent (clear of Signal NK443) | |
| Timing points to enable ARS to operate. See also Section 2.1 | |
| For Freight arrivals at Hoo Junction in up direction | Higham (HIGM) to be used |
| For Freight arrivals at Hoo Junction in down direction | Hoo Junction (HOOJ) to be used |
| For Freight departures from Hoo Junction in the up direction | Hoo Junction signal NK512 to be used (TIPLOC HOJ512) |
| For Freight departures from Hoo Junction in the down direction | Hoo Junction signal NK511 to be used(HOOJS11) |
| For freight departures from Hoo Junction towards the Grain Branch | Cliffe signal NK509 to be used(CLFFD12) |
| For freight arrivals at Hoo Junction from the Grain Branch | The TIPLOC (HOOJ) must be used and CLFFD12 must not be used |

| | |
|------------------------------------|---------------------|
| Hoo Down Yard | |
| Freight Length Restrictions | |
| | Length Limit |
| | 60 SLU |

| | |
|------------------------------------|---------------------|
| Hoo Up Yard | |
| Freight Length Restrictions | |
| | Length Limit |
| | 67 SLU |

| | | |
|---|----------------------------------|--|
| Strood | | |
| Berthing Facilities | | |
| Location | Cars | Notes |
| Up Platform Loop (Platform 3) | 8 | |
| Connectional Allowance | 4 | |
| Dwell Time | | |
| 12 Car services in platform 2 | 1½ | |
| All other services | 1 | |
| ECS Working | | |
| ECS trains from Down Main Signal NK1630 running beyond Strood towards Gravesend are required to stand in platforms 2 or 3 for 1 minute to ensure correct operation of ARS | | |
| Permissive working for attaching/detaching and platform sharing is authorised as shown below: | | |
| Platform 1 | Down North Kent | Prohibited |
| Platform 2 | Up North Kent | Prohibited |
| Platform 3 | Up Loop | Attaching/Detaching and Platform Sharing |
| A second train must arrive in an occupied platform before the first train is allowed to depart | | |
| Simultaneous Moves Not Permitted | | |
| First Movement | Second Movement | Value |
| Train departing from NK1625 signal into Platform 3 (Up Strood Loop) | Arrival of train into Platform 2 | 2 |

Rochester Bridge Junction

See entry under route SO110

SO310A LEE SPUR JUNCTION TO LEE LOOP JUNCTION**Length Restrictions**

The maximum standage at Signal TL345 to be clear of fouling the route to the Number 3 & 4 washer is 55 SLUs

~~The maximum standage at Signal TL299 to be clear of fouling Lee Loop Junction is 66 SLUs~~

The maximum standage at Signal TL299 to be clear of fouling Lee Loop Junction is 66 SLUs

The maximum standage between Shunt signal 1302 is 1 loco (22m) to be clear of fouling 910 points

The maximum standage between Shunt signal 1305 is 1 loco (22m) to be clear of fouling 910 points

SO310B CRAYFORD SPUR 'A' JUNCTION TO CRAYFORD SPUR 'B' JUNCTION**Crayford Spur 'A' Junction**

See entry under route SO290

Crayford Spur 'B' Junction

See entry under route SO310

SO320 HOO JUNCTION TO GRAIN SIDINGS**Hoo Junction**

See entry under route – SO310

Hoo Junction Signal NK509**Operational Requirement**

Token stop (trains to/from Grain) or operation of ground frame (trains to/from Cliffe Brett Marine)

Value
3**First Movement****Second Movement**

Value

Depart towards Cliffe Brett Marine

Depart towards Hoo Jn (from Grain)

5*

Depart towards Grain

Arrive from Cliffe Brett Marine

5\$

Depart towards Hoo Jn (from Grain)

Depart Grain Level Crossing towards NK509

2

* includes 3 minute token stop

\$ includes 3 minutes stop for operation of ground frame

Grain Level Crossing**Operational Requirement**

Token stop

Value
1**First Movement****Second Movement**

Value

Grain Level Crossing

| | | |
|-----------------------|--|----|
| Depart to Shared Area | Arrive from Shared Area | 10 |
| Depart to Shared Area | Arrive at NK509 signal (towards Grain) | 2 |

Grain Shared Area**Planning Note**

Only 1 train can move within the Shared Area at a time with permission from the Grain Network Rail Signaller and the nominated Person in Charge.

| First Movement | Second Movement | Value |
|----------------------------------|----------------------------------|-------|
| Depart to/arrive from Thamesport | Depart BP Terminal | 40 |
| Arrive BP terminal | Depart to/arrive from Thamesport | 12 |

Grain Thamesport

| Movement | Margin |
|--|--------|
| Train arriving at Terminal to train departing Terminal where both trains do not exceed 65SLU. Trains over 65SLU should not normally be planned. | 2 |

SO330 NUNHEAD TO HAYES**Nunhead**

See entry under route SO260

Lewisham

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

Dwell Time

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

Junction Margins for Lewisham Station

| First Movement | Second Movement | Margin |
|----------------------------------|---|--------|
| Down Hayes service from Lewisham | Up service from Hither Green direction towards Lewisham | 4 |

Planning Note

Freight trains should be planned carefully in the Lewisham/Parks Bridge Jn area to avoid long trains fouling following services.

New Beckenham**Berthing Facilities**

| Location | Cars | Notes |
|----------|------|-------|
| Siding | 24 | |

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

Planning Restrictions

When a movement to/from the siding takes place, another train cannot be signalled to run from Beckenham Junction towards New Beckenham

| | | |
|--|--|------------------------|
| Elmers End | | |
| | | |
| Connectional Allowance | | 4 |
| | | |
| Dwell Time | | |
| All services | | 1 (Peak services only) |
| Planning Restrictions | | |
| Trains cannot be planned into Platform 1 as this is for use only by Croydon Tramlink | | |

| | | |
|--|--|--------------|
| Hayes | | |
| | | |
| Berthing Facilities | | |
| Location | Cars | Notes |
| Platform 1 | 10 | |
| Platform 2 | 10 | |
| | | |
| Permissive working for attaching/detaching and platform sharing is authorised as shown below: | | |
| Platform 1 | Attaching/Detaching and Platform Sharing | |
| Platform 2 | Attaching/Detaching and Platform Sharing | |

| | | |
|---|--|--|
| SO330A NEW BECKENHAM TO BECKENHAM JUNCTION | | |
| | | |
| New Beckenham | | |
| See entry under route SO330 | | |

| | | |
|-----------------------------|--|--|
| Beckenham Junction | | |
| See entry under route SO110 | | |

| | | |
|--|--|--|
| SO350 GROVE PARK TO BROMLEY NORTH | | |
| | | |
| Grove Park | | |
| See entry under route SO130 | | |

| | | |
|--|--|--------------|
| Bromley North | | |
| | | |
| Berthing Facilities | | |
| Location | Cars | Notes |
| Platform 1 | 8 | |
| Platform 2 | 8 | |
| | | |
| Permissive working for attaching/detaching and platform sharing is authorised as shown below: | | |
| Platform 1 | Attaching/Detaching and Platform Sharing | |
| Platform 2 | Attaching/Detaching and Platform Sharing | |

**SO400 LONDON ST PANCRAS INTERNATIONAL TO HIGH SPEED 1/ET
BOUNDARY****Dot Stops**

Dot stops are not permitted in any train at any location on this route

London St Pancras International**Junction Margins**

| First Movement | Second Movement | Margin |
|--|--|-----------------------------------|
| All conflicting moves except as shown below: | | 3 |
| Any arrival | Departure crossing behind | 1 |
| Any departure | Any arrival involving a conflicting movement | 3 ^{\$} 4 [#] |

\$ Where both trains are domestic

Where both trains are International

Platform Reoccupation

| | Value |
|-----------------------------------|-------|
| Platforms 5 to 10 (International) | 4 |
| Platforms 11 to 13 (Domestic) | 3 |

Permissive working for attaching/detaching and platform sharing is authorised as shown below:

| | |
|-------------|--|
| Platform 11 | Attaching/Detaching and Platform Sharing |
| Platform 12 | Attaching/Detaching and Platform Sharing |
| Platform 13 | Attaching/Detaching and Platform Sharing |

York Way South Junction**Adjustments to Sectional Running Times**

| Movement Up | Reason | Value |
|--|--|-------|
| International Passenger trains that stopped at Stratford International | Speed differential after York Way South Junction | 1 |

Junction Margins

| | Margin |
|-----------------------|--------|
| All conflicting moves | 3 |

Stratford International West Junction**Adjustments to Sectional Running Times**

| Movement Down | Reason | Value |
|---|--|-------|
| Down International passenger trains stopping at Stratford International | Speed differential approaching Stratford International West Junction | ½ |

Junction Margins

| | Margin |
|-----------------------|--------|
| All conflicting moves | 3 |

Stratford International**Dwell Time**

| | |
|--------------------------------|---|
| Class 395 | 1 |
| International passenger trains | 2 |

Stratford International**Junction Margins**

| First Movement | Second Movement | Margin |
|--------------------------------|-------------------|--------------|
| To Down International Platform | To Down CTRL Line | 3 |
| To Up International Platform | To Up CTRL Line | 3 |
| Platform Reoccupation | | Value |
| International Platforms | | 3 |

Stratford International East Junction**Adjustments to Sectional Running Times**

| Movement Down | Reason | Value |
|---|---|---------------|
| Down International passenger trains that stopped at Stratford International | Speed differential approaching Dagenham Dock Junction | 1 |
| Junction Margins | | Margin |
| All conflicting moves | | 3 |

Dagenham Dock Junction**Adjustments to Sectional Running Times**

| Movement Up | Reason | Value |
|---|--|---------------|
| Up Eurostar Class 373/374 train that stopped at Ebbsfleet International Low Level | Speed differential at Dagenham Dock Junction | ½ |
| Junction Margins | | Margin |
| First Movement | Second Movement | |
| To Ripple Lane Renwick Road Junction | Up CTRL Train | 3 |

Wennington Crossover

| | | |
|-------------------------|--|---------------|
| Junction Margins | | Margin |
| All conflicting moves | | 3 |

Ebbsfleet International West Junction**Adjustments to Sectional Running Times**

| Movement Down | Reason | Value |
|---|--|---------------|
| Class 395 train stopping at Ebbsfleet International Low Level | Speed differential approaching Ebbsfleet International | ½ |
| Junction Margins | | Margin |
| All conflicting moves | | 3 |

Ebbsfleet International**Adjustments to Sectional Running Times**

| Movement Up | Reason | Value |
|---|--|-------|
| Up Eurostar Class 373/374 train stopping at Ebbsfleet International | Speed differential after Ebbsfleet International East Junction | ½ |

Ebbsfleet International

| | |
|---|---------------|
| Wrong direction move into platform | 1 |
| Wrong direction move departing from platform | $\frac{1}{2}$ |
| Class 395 train departing from Platform 1, 3 or 4 towards Ebbsfleet West Junction | $\frac{1}{2}$ |

Dwell Time

| | |
|----------------------|----|
| Class 395 High Level | 1½ |
| Class 395 Low Level | 1 |
| Class 373/374 | 2 |

Junction Margins

| First Movement | Second Movement | Margin |
|--|--|--------|
| From Down International Platform to Down CTRL Line | From Up CTRL Line to Down International Platform | 5 |
| From Down International Platform to Up CTRL Line | From Down CTRL Line to Down International Platform | 5 |
| From Up International Platform to Up CTRL Line | From Down CTRL Line to Up International Platform | 4 |

Ebbsfleet International East Junction

| Junction Margins | Margin |
|-----------------------|--------|
| All conflicting moves | 3 |

Southfleet Junction

| Adjustments to Sectional Running Times | | |
|---|--|--------|
| Movement Down | Reason | Value |
| Down Eurostar Class 373/374 train that stopped at Ebbsfleet International | Speed differential after Ebbsfleet International East Junction | 1 |
| Junction Margins | | Margin |
| All conflicting moves | | 3 |

Southfleet Crossover

| Junction Margins | Margin |
|-----------------------|--------|
| All conflicting moves | 3 |

Singlewell Crossover

| Junction Margins | Margin |
|-----------------------|--------|
| All conflicting moves | 3 |

Nashenden Crossover

| Adjustments to Sectional Running Times | | |
|---|--|---------------|
| Movement Down | Reason | Value |
| Down Eurostar Class 373/374 train that stopped at Ebbsfleet International | Speed differential approaching Nashenden Crossover | $\frac{1}{2}$ |

Nashenden Crossover**Junction Margins**

All conflicting moves

Margin

3

Crismill Crossover**Junction Margins**

All conflicting moves

Margin

3

Lenham Crossover**Adjustments to Sectional Running Times****Movement Up**

Up Eurostar Class 373/374 train from Ashford International

Reason

Speed differential after Ashford West Junction

Value

1

Junction Margins

All conflicting moves

Margin

3

Charing Crossover**Junction Margins**

All conflicting moves

Margin

3

Ashford West Junction

See entry under route SO470

Ashford International

See entry under route SO130

Ashford East Junction

See entry under route SO480

Westenhanger Crossover**Adjustments to Sectional Running Times**

| Movement Down | Reason | Value |
|--|--|--------------|
| Down Eurostar Class 373/374 train from Ashford International | Speed Differential after Ashford East Junction | 1 |
| Junction Margins | | |
| All conflicting moves | | 3 |

(High Speed 1) Eurotunnel Boundary**Restriction**

Handover times for all trains between Network Rail and Eurotunnel must always be on a whole minute

**SO420 YORK WAY SOUTH JUNCTION TO CAMDEN ROAD
INCLINE JUNCTION****Signal AF41****Dwell Time**

2 minutes. All trains (Passenger and Freight) towards CTRL from the North London Line must stop at Signal AF41 on approach to York Way South Junction for drivers to set up CSR (Cab Secure Radio) and change traction setting. This is due to the North London Line not having CSR coverage and CSR must be set up at the first signal berth on entering a new control area.

SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION**Dot Stops**

Dot stops are not permitted in any train at any location on this route

Ebbsfleet International

See entry under route SO400

**SO470 ASHFORD WEST JUNCTION (AD947 AND AD949 SIGNALS) TO ASHFORD
INTERNATIONAL****Dot Stops**

Dot stops are not permitted in any train at any location on this route

Ashford West Junction**Junction Margins**

| First Movement | Second Movement | Margin |
|---|--|---------------|
| Up train from Ashford International | Up train running fast on CTRL | 3 |
| Down train leaving CTRL towards Ashford International | Down fast train running towards Channel Tunnel | 2½ |

SO480 ASHFORD INTERNATIONAL TO ASHFORD EAST JUNCTION (AD 954 AND AD 956 SIGNALS)**Dot Stops**

Dot stops are not permitted in any train at any location on this route

Ashford East Junction

| Movement Up | Reason | Value |
|---|--|---------------|
| Up Eurostar Class 373/374 train towards Ashford International | Speed differential after Ashford East Junction | ½ |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train from Ashford International | Down train running fast towards Channel Tunnel | 3 |

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. Trains longer than the quoted lengths will only be accepted subject to the authority of the Route Director.

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|-----------------------|---------------------------|---------------|-------------------------|
| Abbey Wood | 1 - Up North Kent | 241 | 12 cars |
| Abbey Wood | 2 - Down North Kent | 244 | 12 cars |
| Adisham | 1 - Up Main | 166 | |
| Adisham | 2 - Down Main | 170 | |
| Albany Park | 1 - Up Dartford Loop | 284 | |
| Albany Park | 2 - Down Dartford Loop | 284 | |
| Ashford International | | | Please see Sussex TPR's |
| Aylesford | 1 - Up Maidstone Branch | 106 | |
| Aylesford | 2 - Down Maidstone Branch | 94 | |
| Aylesham | 1 - Up Main | 167 | |
| Aylesham | 2 - Down Main | 167 | |
| Barming | 1 - Up Maidstone | 122 | |
| Barming | 2 - Down Maidstone | 125 | |
| Barnehurst | 1 - Up Bexleyheath | 282 | |
| Barnehurst | 2 - Down Bexleyheath | 284 | |
| Bat and Ball | 1 - Up | 170 | |
| Bat and Ball | 2 - Down | 167 | |
| Battle | 1 - Up Hastings | 167 | |
| Battle | 2 - Down Hastings | 172 | |
| Bearstead | 1 - Up Maidstone | 167 | |
| Bearstead | 2 - Down Maidstone | 169 | |
| Beckenham Hill | 1 - Up Catford Loop | 170 | |
| Beckenham Hill | 2 - Down Catford Loop | 169 | |
| Beckenham Junction | 1 - Crystal Palace Single | 162 | |
| Beckenham Junction | 2 - Up Chatham Main | 243 | |
| Beckenham Junction | 3 - Down Chatham Main | 209 | |
| Beckenham Junction | 4 - Down Bay | 177 | |
| Bekesbourne | 1 - Up Main | 165 | |
| Bekesbourne | 2 - Down Main | 166 | |
| Bellingham | 1 - Up Catford Loop | 164 | |
| Bellingham | 2 - Down Catford Loop | 164 | |
| Beltring | 1 - Up Maidstone | 88 | |
| Beltring | 2 - Down Maidstone | 88 | |
| Belvedere | 1 - Up North Kent | 285 | |
| Belvedere | 2 - Down North Kent | 285 | |
| Bexley | 1 - Up Dartford Loop | 285 | |
| Bexley | 2 - Down Dartford Loop | 285 | |
| Bexleyheath | 1 - Up Bexleyheath | 287 | |
| Bexleyheath | 2 - Down Bexleyheath | 294 | |
| Bickley | 1 - Up Chatham Fast | 184 | |
| Bickley | 2 - Down Chatham Fast | 183 | |
| Bickley | 3 - Up Chatham Slow | 184 | |
| Bickley | 4 - Down Chatham Slow | 184 | |
| Birchington on Sea | 1 - Up | 247 | |
| Birchington on Sea | 2 - Down | 247 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|----------------------------|-----------------------|---------------|----------------|
| | | | |
| Blackheath | 1 - Up North Kent | 282 | |
| Blackheath | 2 - Down North Kent | 303 | |
| Borough Green and Wrotham | 1 - Up Maidstone | 167 | |
| Borough Green and Wrotham | 2 - Down Maidstone | 167 | |
| Brixton | 1 – Up | 164 | |
| Brixton | 2 – Down | 165 | |
| Broadstairs | 1 - Up Main | 247 | |
| Broadstairs | 2 - Down Main | 248 | |
| Bromley North | 1 – Up | 179 | |
| Bromley North | 2 – Down | 179 | |
| Bromley South | 1 - Up Chatham Fast | 264 | |
| Bromley South | 2 - Down Chatham Fast | 264 | |
| Bromley South | 3 - Up Chatham Slow | 264 | |
| Bromley South | 4 - Down Chatham Slow | 264 | |
| | | | |
| Canterbury East | 1 - Up Main | 164 | |
| Canterbury East | 2 - Down Main | 166 | |
| Canterbury West | 1 - Up Main | 159 | |
| Canterbury West | 2 - Down Main | 166 | |
| Catford | 1 - Up Catford Loop | 164 | |
| Catford | 2 - Down Catford Loop | 162 | |
| Catford Bridge | 1 - Up Mid Kent | 300 | |
| Catford Bridge | 2 - Down Mid Kent | 316 | |
| Charing | 1 - Up Maidstone | 109 | |
| Charing | 2 - Down Maidstone | 109 | |
| Charlton | 1 - Up North Kent | 210 | |
| Charlton | 2 - Down North Kent | 209 | |
| Chartham | 1 - Up Main | 130 | |
| Chartham | 2 - Down Main | 121 | |
| Chatham | 1 - Up Main | 249 | |
| Chatham | 2 - Down Main | 249 | |
| Chelsfield | 1 - Up Main | 249 | |
| Chelsfield | 2 - Down Main | 244 | |
| Chestfield and Swalecliffe | 1 – Up | 287 | |
| Chestfield and Swalecliffe | 2 – Down | 281 | |
| Chilham | 1 - Up Branch | 88 | |
| Chilham | 2 - Down Branch | 88 | |
| Chislehurst | 1 - Up Fast | 247 | |
| Chislehurst | 2 - Down Fast | 247 | |
| Chislehurst | 3 - Up Slow | 247 | |
| Chislehurst | 4 - Down Slow | 248 | |
| City Thameslink | 1 - Up Snow Hill | 299 | Down direction |
| City Thameslink | 1 - Up Snow Hill | 299 | Up direction |
| City Thameslink | 2 - Down Snow Hill | 296 | Down direction |
| City Thameslink | 2 - Down Snow Hill | 296 | Up direction |
| Clapham High Street | 1 - Up Atlantic | 100 | |
| Clapham High Street | 2 - Down Atlantic | 100 | |
| Clock House | 1 - Up Mid Kent | 296 | |
| Clock House | 2 - Down Mid Kent | 283 | |
| Crayford | 1 - Up Dartford Loop | 285 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|-----------------------------------|-----------------------------------|---------------|---|
| | | | |
| Crayford | 2 - Down Dartford Loop | 288 | |
| Crofton Park | 1 - Up Catford Loop | 167 | |
| Crofton Park | 2 - Down Catford Loop | 163 | |
| Crowhurst | 1 - Up Hastings | 169 | |
| Crowhurst | 2 - Down Hastings | 248 | |
| Cuxton | 1 - Up Maidstone Branch | 97 | |
| Cuxton | 2 - Down Maidstone Branch | 77 | |
| | | | |
| Dartford | 1 - Up Passenger Loop | 225 | Down direction |
| Dartford | 1 - Up Passenger Loop | 225 | Up direction |
| Dartford | 2 - Up Main | 225 | Down direction |
| Dartford | 2 - Up Main | 225 | Up direction |
| Dartford | 3 - Reversible | 225 | Down direction |
| Dartford | 3 - Reversible | 225 | Up direction |
| Dartford | 4 - Down Main | 225 | Down direction |
| Dartford | 4 - Down Main | 225 | Up direction |
| Deal | 1 - Up | 196 | |
| Deal | 2 - Down | 183 | |
| Denmark Hill | 1 - Up Atlantic | 165 | |
| Denmark Hill | 2 - Down Atlantic | 165 | |
| Denmark Hill | 3 - Up Catford Loop | 165 | |
| Denmark Hill | 4 - Down Catford Loop | 165 | |
| Deptford | 1 - Up Greenwich | 291 | |
| Deptford | 2 - Down Greenwich | 294 | |
| Dover Priory | 1 - Down Chatham | 245 | Down direction |
| Dover Priory | 1 - Down Chatham | 245 | Up direction |
| Dover Priory | 2 - Up Chatham | 209 | Down direction |
| Dover Priory | 2 - Up Chatham | 209 | Up direction |
| Dover Priory | 3 - Up Passenger Loop | 181 | Down direction |
| Dover Priory | 3 - Up Passenger Loop | 181 | Up direction |
| Dumpton Park | 1 - Up Main | 247 | |
| Dumpton Park | 2 - Down Main | 250 | |
| Dunton Green | 1 - Up Main | 281 | |
| Dunton Green | 2 - Down Main | 279 | |
| East Farleigh | 1 - Up Maidstone | 85 | |
| East Farleigh | 2 - Down Maidstone | 92 | |
| East Malling | 1 - Up Maidstone | 166 | |
| East Malling | 2 - Down Maidstone | 162 | |
| Ebbsfleet International Low Level | 1 Up International [#] | 409 | Down direction International services only |
| Ebbsfleet International Low Level | 1 Up International [#] | 409 | Up direction International services only |
| Ebbsfleet International Low Level | 2 Up Domestic ^{\$} | 290 | Down direction Domestic services only |
| Ebbsfleet International Low Level | 2 Up Domestic ^{\$} | 290 | Up direction Domestic services only |
| Ebbsfleet International Low Level | 3 Down Domestic ^{\$} | 291 | Down direction Domestic services only |
| Ebbsfleet International Low Level | 3 Down Domestic ^{\$} | 291 | Up direction Domestic services only |
| Ebbsfleet International Low Level | 4 Down International [#] | 414 | Down direction International services only |
| Ebbsfleet International Low Level | 4 Down International [#] | 414 | Up direction International services only |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|------------------------------------|-------------------------------|---------------|--|
| | | | |
| Ebbsfleet International High Level | 5 Up Domestic ^{\$} | 290 | Down direction Domestic services only |
| Ebbsfleet International High Level | 5 Up Domestic ^{\$} | 290 | Up direction Domestic services only |
| Ebbsfleet International High Level | 6 Down Domestic ^{\$} | 290 | Down direction Domestic services only |
| Ebbsfleet International High Level | 6 Down Domestic ^{\$} | 290 | Up direction Domestic services only |
| Eden Park | 1 - Up Mid Kent | 284 | |
| Eden Park | 2 - Down Mid Kent | 282 | |
| Elephant and Castle | 1 - Up Slow | 149 | |
| Elephant and Castle | 2 - Down Slow | 156 | |
| Elephant and Castle | 3 - Up Fast | 157 | |
| Elephant and Castle | 4 - Down Fast | 161 | |
| Elmers End | 1 – Croydon Tramlink Only | | Not for Network Rail use |
| Elmers End | 2 - Up Mid Kent | 249 | |
| Elmers End | 3 - Down Mid Kent | 244 | |
| Elmstead Woods | 1 - Up Fast | 264 | |
| Elmstead Woods | 2 - Down Fast | 247 | |
| Elmstead Woods | 3 - Up Slow | 247 | |
| Elmstead Woods | 4 - Down Slow | 248 | |
| Eltham | 1 - Up Bexleyheath | 213 | |
| Eltham | 2 - Down Bexleyheath | 213 | |
| Erith | 1 - Up North Kent | 206 | |
| Erith | 2 - Down North Kent | 207 | |
| Etchingham | 1 - Up Hastings | 167 | |
| Etchingham | 2 - Down Hastings | 186 | |
| Eynsford | 1 - Up Maidstone | 158 | |
| Eynsford | 2 - Down Maidstone | 162 | |
| Falconwood | 1 - Up Bexleyheath | 285 | |
| Falconwood | 2 - Down Bexleyheath | 286 | |
| Farningham Road | 1 - Up Chatham Main | 165 | |
| Farningham Road | 2 - Down Chatham Main | 166 | |
| Faversham | 1 - Up Passenger Loop | 246 | |
| Faversham | 2 - Up Main | 242 | |
| Faversham | 3 - Down Main | 245 | |
| Faversham | 4 - Down Passenger Loop | 246 | Trains can reverse in the platform |
| Folkestone East Staff Halt | 1 - Up Dover | | |
| Folkestone East Staff Halt | 2 - Down Dover | | |
| Folkestone Central | 1 - Up Dover | 250 | |
| Folkestone Central | 2 - Down Dover | 245 | |
| Folkestone West | 1 - Up Dover | 248 | |
| Folkestone West | 2 - Down Dover | 247 | |
| Frant | 1 - Up Hastings | 172 | |
| Frant | 2 - Down Hastings | 175 | |
| | | | |
| Gillingham | 1 - Up Passenger Loop | 245 | Down direction |
| Gillingham | 1 - Up Passenger Loop | 245 | Up direction |
| Gillingham | 2 - Up Main | 246 | Down direction |
| Gillingham | 2 - Up Main | 246 | Up direction |
| Gillingham | 3 - Down Main | 247 | |
| Gravesend | 0 - Bay | 249 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---------------|------------------------------|---------------|----------------|
| | | | |
| Gravesend | 1 - Up Main | 248 | |
| Gravesend | 2 - Down Main | 243 | |
| Greenhithe | 1 - Up Main | 207 | |
| Greenhithe | 2 - Down Main | 205 | |
| Greenwich | 1 - Down Greenwich | 279 | |
| Greenwich | 2 - Up Greenwich | 282 | |
| Grove Park | 1 - Up & Down Bromley Branch | | Down direction |
| Grove Park | 1 - Up & Down Bromley Branch | | Up direction |
| Grove Park | 2 - Up Fast | 290 | |
| Grove Park | 3 - Down Fast | 288 | |
| Grove Park | 4 - Up Slow | 299 | |
| Grove Park | 5 - Down Slow | 299 | |
| | | | |
| Halling | 1 - Up Maidstone Branch | 128 | |
| Halling | 2 - Down Maidstone Branch | 123 | |
| Harrietsham | 1 - Up Maidstone | 111 | |
| Harrietsham | 2 - Down Maidstone | 109 | |
| Hayes | 1 - Up Mid Kent | 310 | |
| Hayes | 2 - Down Mid Kent | 310 | |
| Headcorn | 1 - Up Passenger Loop | 255 | |
| Headcorn | 2 - Down Passenger Loop | 249 | Down direction |
| Headcorn | 2 - Down Passenger Loop | 249 | Up direction |
| Herne Bay | 1 - Up | 246 | |
| Herne Bay | 2 - Down | 247 | |
| Herne Hill | 1 - Up Passenger Loop | 189 | |
| Herne Hill | 2 - Up Chatham Main | 187 | |
| Herne Hill | 3 - Down Chatham Main | 189 | |
| Herne Hill | 4 - Down Passenger Loop | 186 | |
| High Brooms | 1 - Up Hastings | 249 | |
| High Brooms | 2 - Down Hastings | 249 | |
| Higham | 1 - Up North Kent | 300 | |
| Higham | 2 - Down North Kent | 286 | |
| Hildenborough | 1 - Up Main | 245 | |
| Hildenborough | 2 - Down Main | 251 | |
| Hither Green | 1 - Up Fast | 285 | |
| Hither Green | 2 - Down Fast | 288 | |
| Hither Green | 3 - Up Slow | 287 | |
| Hither Green | 4 - Down Slow | 284 | |
| Hither Green | 5 - Up Dartford Loop | 245 | |
| Hither Green | 6 - Down Dartford Loop | 246 | |
| Hollingbourne | 1 - Up Maidstone | 107 | |
| Hollingbourne | 2 - Down Maidstone | 107 | |
| | | | |
| Kearsney | 1 - Up Main | 169 | |
| Kearsney | 2 - Down Main | 161 | |
| Kemsing | 1 - Up Maidstone | 122 | |
| Kemsing | 2 - Down Maidstone | 121 | |
| Kemsley | 1 - Up Branch | 167 | |
| Kemsley | 2 - Down Branch | 168 | |
| Kent House | 1 - Up Passenger Loop | 186 | |
| Kent House | 2 - Up Chatham Main | 185 | |
| Kent House | 3 - Down Chatham Main | 182 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---------------------------------|-------------------------|---------------|---|
| Kent House | 4 - Down Passenger Loop | 183 | |
| Kidbrooke | 1 - Up Bexleyheath | 284 | |
| Kidbrooke | 2 - Down Bexleyheath | 284 | |
| Knockholt | 1 - Up Main | 288 | |
| Knockholt | 2 - Down Main | 291 | |
| Ladywell | 1 - Up Mid Kent | 291 | |
| Ladywell | 2 - Down Mid Kent | 292 | |
| Lee | 1 - Up Dartford Loop | 249 | |
| Lee | 2 - Down Dartford Loop | 252 | |
| Lenham | 1 - Up Maidstone | 167 | |
| Lenham | 2 - Down Maidstone | 167 | |
| Lewisham | 1 - Up Mid Kent | 297 | |
| Lewisham | 2 - Down Mid Kent | 297 | |
| Lewisham | 3 - Up North Kent | 297 | |
| Lewisham | 4 - Down North Kent | 297 | |
| London Blackfriars | 1 – Down Snow Hill | 269 | |
| London Blackfriars | 2 – Up Snow Hill | 282 | |
| London Blackfriars | 3 - Bay | 282 | |
| London Blackfriars | 4 – Bay | 284 | |
| London Bridge | 1 | 249 | Down Cannon Street 12 cars |
| London Bridge | 2 | 249 | Up Cannon Street & Reversible 12 cars |
| London Bridge | 3 | 249 | Reversible 12 cars |
| London Bridge | 4 | 249 | Down Snow Hill 12 cars |
| London Bridge | 5 | 249 | Up Snow Hill 12 cars |
| London Bridge | 6 | 249 | Reversible 12 cars |
| London Bridge | 7 | 251 | Down Charing Cross & Reversible-12 cars |
| London Bridge | 8 | 249 | Up Charing Cross 12 cars |
| London Bridge | 9 | 252 | Up Charing Cross 12 cars |
| London Cannon Street | 1 | 259 | |
| London Cannon Street | 2 | 259 | |
| London Cannon Street | 3 | 259 | |
| London Cannon Street | 4 | 259 | |
| London Cannon Street | 5 | 259 | |
| London Cannon Street | 6 | 259 | |
| London Cannon Street | 7 | 259 | |
| London Charing Cross * | 1 | 251 | |
| London Charing Cross * | 2 | 251 | |
| London Charing Cross * | 3 | 299 | |
| London Charing Cross * | 4 | 299 | |
| London Charing Cross * | 5 | 221 | |
| London Charing Cross * | 6 | 221 | |
| London St Pancras International | 5 [#] | 433 | CTRL International services only |
| London St Pancras International | 6 [#] | 433 | CTRL International services only |
| London St Pancras International | 7 [#] | 433 | CTRL International services only |
| London St Pancras International | 8 [#] | 433 | CTRL International services only |
| London St Pancras International | 9 [#] | 433 | CTRL International services only |
| London St Pancras International | 10 [#] | 433 | CTRL International services only |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---------------------------------|---------------------------|---------------|-----------------------------|
| | | | |
| London St Pancras International | 11 ^{\$} | 295 | CTRL Domestic services only |
| London St Pancras International | 12 ^{\$} | 295 | CTRL Domestic services only |
| London St Pancras International | 13 ^{\$} | 295 | CTRL Domestic services only |
| London St Pancras International | A | 245 | Low Level platform |
| London St Pancras International | B | 245 | Low Level platform |
| London Victoria | 1 | 270 | |
| London Victoria | 2 | 359 | |
| London Victoria | 3 | 188 | |
| London Victoria | 4 | 203 | |
| London Victoria | 5 | 247 | |
| London Victoria | 6 | 245 | |
| London Victoria | 7 | 286 | |
| London Victoria | 8 | 218 | |
| London Waterloo East | A - Down Slow | 282 | |
| London Waterloo East | B - Up Slow | 245 | |
| London Waterloo East | C - Down Fast | 250 | |
| London Waterloo East | D - Up Fast | 257 | |
| Longfield | 1 - Up Chatham Main | 246 | |
| Longfield | 2 - Down Chatham Main | 246 | |
| Loughborough Junction | 1 - Up Holborn | 190 | |
| Loughborough Junction | 2 - Down Holborn | 163 | |
| Lower Sydenham | 1 - Up Mid Kent | 285 | |
| Lower Sydenham | 2 - Down Mid Kent | 284 | |
| | | | |
| Maidstone Barracks | 1 - Up Maidstone Branch | 167 | |
| Maidstone Barracks | 2 - Down Maidstone Branch | 165 | |
| Maidstone East | 1 - Up Maidstone | 159 | |
| Maidstone East | 2 - Down Maidstone | 156 | Down direction |
| Maidstone East | 2 - Down Maidstone | 156 | Up direction |
| Maidstone East | 3 - Down Bay | 172 | |
| Maidstone West | 1 - Up Passenger Loop | 175 | |
| Maidstone West | 2 - Down Maidstone Branch | 152 | |
| Marden | 1 - Up Main | 244 | |
| Marden | 2 - Down Main | 244 | |
| Margate | 1 - Down Main | 249 | |
| Margate | 2 - Down Passenger Loop | 248 | |
| Margate | 3 - Up Main | 249 | |
| Margate | 4 - Up Bay | 298 | |
| Martin Mill | 1 - Up Deal | 166 | |
| Martin Mill | 2 - Down Deal | 166 | |
| Maze Hill | 1 - Up Greenwich | 300 | |
| Maze Hill | 2 - Down Greenwich | 289 | |
| Meopham | 1 - Up Chatham Main | 245 | |
| Meopham | 2 - Down Chatham Main | 244 | |
| Minster | 1 - Down | 161 | |
| Minster | 2 - Up | 179 | |
| Mottingham | 1 - Up Dartford Loop | 206 | |
| Mottingham | 2 - Down Dartford Loop | 206 | |
| | | | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---------------|----------------------------------|---------------|-----------------------|
| | | | |
| New Beckenham | 1 - Up Mid Kent | 282 | |
| New Beckenham | 2 - Down Mid Kent | 284 | |
| New Cross | A - No3 Up | 298 | 12 car |
| New Cross | B - No2 Reversible | 243 | Down direction 12 car |
| New Cross | B - No2 Reversible | 243 | Up direction 12 car |
| New Cross | C - No1 Down | 242 | 12 car |
| New Eltham | 1 - Up Dartford Loop | 285 | |
| New Eltham | 2 - Down Dartford Loop | 288 | |
| New Hythe | 1 - Up Maidstone Branch | 166 | |
| New Hythe | 2 - Down Maidstone Branch | 166 | |
| Newington | 1 - Up Passenger Loop | 244 | |
| Newington | 2 - Down Passenger Loop | 245 | |
| Northfleet | 1 - Up Main | 208 | |
| Northfleet | 2 - Down Main | 207 | |
| Nunhead | 1 - Up Catford Loop | 163 | |
| Nunhead | 2 - Down Catford Loop | 163 | |
| | | | |
| Orpington | 1 - Up Bay | 257 | |
| Orpington | 2 - Up Fast | 270 | |
| Orpington | 3 - Down Fast | 275 | Down direction |
| Orpington | 3 - Down Fast | 275 | Up direction |
| Orpington | 4 - Up Slow | 275 | Down direction |
| Orpington | 4 - Up Slow | 275 | Up direction |
| Orpington | 5 - Down Slow | 277 | Down direction |
| Orpington | 5 - Down Slow | 277 | Up direction |
| Orpington | 6 - Down Bay | 256 | |
| Orpington | 7 - Down Bay | 256 | |
| Orpington | 8 - Down Bay | 254 | |
| Otford | 1 - Up | 168 | |
| | | | |
| Paddock Wood | 1 - Up Passenger Loop | 244 | |
| Paddock Wood | 2 - Down Passenger Loop | 243 | Down direction |
| Paddock Wood | 2 - Down Passenger Loop | 243 | Up direction |
| Paddock Wood | 3 - Maidstone Branch Bay | 170 | |
| Peckham Rye | 3 - Up Catford Loop | 163 | |
| Peckham Rye | 4 - Down Catford Loop | 163 | |
| Penge East | 1 - Up | 184 | |
| Penge East | 2 - Down | 184 | |
| Petts Wood | 1 - Up Fast | 297 | |
| Petts Wood | 2 - Down Fast | 296 | |
| Petts Wood | 3 - Up Slow | 291 | |
| Petts Wood | 4 - Down Slow | 292 | |
| Pluckley | 1 - Up Main | 164 | |
| Pluckley | 2 - Down Main | 164 | |
| Plumstead | 1 - Up North Kent | 207 | |
| Plumstead | 2 - Down North Kent | 206 | |
| | | | |
| Queenborough | 1 - Crossing Loop in Single Line | 165 | |
| Queenborough | 2 - Single | 165 | |
| | | | |
| Rainham | 0 - Up Bay | 257 | |
| Rainham | 1 - Up Main | 351 | |
| Rainham | 2 - Down Main | 247 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|------------------|---------------------------|--------------------|--|
| | | | |
| Ramsgate | 1 - Down Passenger Loop | 245 | Down direction |
| Ramsgate | 1 - Down Passenger Loop | 245 | Up direction |
| Ramsgate | 2 - Down Main | 248 | Down direction |
| Ramsgate | 2 - Down Main | 248 | Up direction |
| Ramsgate | 3 - Up Main | 245 | Down direction |
| Ramsgate | 3 - Up Main | 245 | Up direction |
| Ramsgate | 4 - Up Passenger Loop | 245 | Down direction |
| Ramsgate | 4 - Up Passenger Loop | 245 | Up direction |
| Ravensbourne | 1 - Up Catford Loop | 163 | |
| Ravensbourne | 2 - Down Catford Loop | 162 | |
| Robertsbridge | 1 - Up Hastings | 166 | |
| Robertsbridge | 2 - Down Hastings | 186 | |
| Rochester | 1 - Up Main | 250 | |
| Rochester | 2 - Down Main | 253 | |
| Rochester | 3 - Down Passenger Loop | 253 | Trains permitted for platform sharing during times of significant service interruption |
| | | | |
| Sandling | 1 - Up Main | 183 | Down direction |
| Sandling | 1 - Up Main | 183 | Up direction |
| Sandling | 2 - Down Main | 183 | Down direction |
| Sandling | 2 - Down Main | 183 | Up direction |
| Sandwich | 1 - Up | 167 193 | |
| Sandwich | 2 - Down | 167 164 | |
| Selling | 1 - Up Main | 155 | |
| Selling | 2 - Down Main | 164 | |
| Sevenoaks | 1 - Up Main | 266 | |
| Sevenoaks | 2 - Up Loop | 265 | Down direction |
| Sevenoaks | 2 - Up Loop | 265 | Up direction |
| Sevenoaks | 3 - Down Main | 264 | Down direction |
| Sevenoaks | 3 - Down Main | 264 | Up direction |
| Sevenoaks | 4 - Down Loop | 263 | Down direction |
| Sevenoaks | 4 - Down Loop | 263 | Up direction |
| Sheerness on Sea | 1 | 167 | |
| Sheerness on Sea | 2 | 244 | |
| Shepherds Well | 1 - Up Main | 167 | |
| Shepherds Well | 2 - Down Main | 174 | |
| Shoreham | 1 - Up Maidstone | 162 | |
| Shoreham | 2 - Down Maidstone | 163 | |
| Shortlands | 1 - Up Chatham Fast | 185 | |
| Shortlands | 2 - Down Chatham Fast | 184 | |
| Shortlands | 3 - Up Chatham Slow | 183 | |
| Shortlands | 4 - Down Chatham Slow | 184 | |
| Sidcup | 1 - Up Dartford Loop | 285 | |
| Sidcup | 2 - Down Dartford Loop | 285 | |
| Sittingbourne | 1 - Up Main | 246 | |
| Sittingbourne | 2 - Down Main | 247 | |
| Sittingbourne | 3 - Down Passenger Loop | 241 | Trains can reverse in the platform |
| Slade Green | 1 - Up North Kent | 207 | |
| Slade Green | 2 - Down North Kent | 207 | |
| Snodland | 1 - Up Maidstone Branch | 144 | |
| Snodland | 2 - Down Maidstone Branch | 122 | |
| Snowdown | 1 - Up Main | 167 | |
| Snowdown | 2 - Down Main | 167 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|-------------------------|-----------------------------------|---------------|---|
| | | | |
| Sole Street | 1 - Up Chatham Main | 164 | |
| Sole Street | 2 - Down Chatham Main | 164 | |
| St Johns | 1 - Up Slow | 319 | |
| St Johns | 2 - Down Slow | 320 | |
| St Mary Cray | 1 - Up Chatham Fast | 244 | |
| St Mary Cray | 2 - Down Chatham Fast | 244 | |
| St Mary Cray | 3 - Up Chatham Slow | 244 | |
| St Mary Cray | 4 - Down Chatham Slow | 243 | |
| Staplehurst | 1 - Up Main | 245 | |
| Staplehurst | 2 - Down Main | 244 | |
| Stone Crossing | 1 - Up Main | 285 | |
| Stone Crossing | 2 - Down Main | 338 | |
| Stonegate | 1 - Up Hastings | 172 | |
| Stonegate | 2 - Down Hastings | 171 | |
| Stratford International | 1 Up International [#] | 410 | Down direction International services only |
| Stratford International | 1 Up International [#] | 410 | Up direction International services only |
| Stratford International | 2 Up Domestic LL ^{\$} | 285 | Down direction Domestic services only |
| Stratford International | 2 Up Domestic LL ^{\$} | 285 | Up direction Domestic services only |
| Stratford International | 3 Down Domestic LL ^{\$} | 276 | Down direction Domestic services only |
| Stratford International | 3 Down Domestic LL ^{\$} | 276 | Up direction Domestic services only |
| Stratford International | 4 Down International [#] | 410 | Down direction International services only |
| Stratford International | 4 Down International [#] | 410 | Up direction International services only |
| Strood | 1 - Down North Kent | 217 | |
| Strood | 2 - Up North Kent | 206 | |
| Strood | 3 - Up Passenger Loop | 216 | |
| Sturry | 1 - Up Main | 118 | |
| Sturry | 2 - Down Main | 121 | |
| Sundridge Park | 1 - Up | 205 | |
| Sundridge Park | 2 - Down | 205 | |
| Swale | - Single | 163 | Down direction |
| Swale | - Single | 163 | Up direction |
| Swanley | 1 - Up Chatham Fast | 252 | |
| Swanley | 2 - Down Chatham Fast | 251 | |
| Swanley | 3 - Up Chatham Slow | 251 | |
| Swanley | 4 - Down Chatham Slow | 250 | |
| Swanscombe | 1 - Up Main | 208 | |
| Swanscombe | 2 - Down Main | 207 | |
| Sydenham Hill | 1 - Up Chatham Main | 183 | |
| Sydenham Hill | 2 - Down Chatham Main | 182 | |
| | | | |
| Teynham | 1 - Up Main | 248 | |
| Teynham | 2 - Down Main | 244 | |
| Tonbridge | 1 - Up Passenger Loop | 239 | Down direction |
| Tonbridge | 1 - Up Passenger Loop | 239 | Up direction |
| Tonbridge | 2 - Up Slow | 237 | Down direction |
| Tonbridge | 2 - Up Slow | 237 | Up direction |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|-------------------|-----------------------|---------------|----------------|
| | | | |
| Tonbridge | 3 - Down Slow | 247 | Down direction |
| Tonbridge | 3 - Down Slow | 247 | Up direction |
| Tonbridge | 4 - Down Bay | 165 | |
| Tunbridge Wells | 1 - Up Hastings | 232 | Down direction |
| Tunbridge Wells | 1 - Up Hastings | 232 | Up direction |
| Tunbridge Wells | 2 - Down Hastings | 228 | Down direction |
| Tunbridge Wells | 2 - Down Hastings | 228 | Up direction |
| | | | |
| Wadhurst | 1 - Up Hastings | 168 | |
| Wadhurst | 2 - Down Hastings | 166 | |
| Walmer | 1 - Up Deal | 166 | |
| Walmer | 2 - Down Deal | 165 | |
| Wandsworth Road | 1 - Up Atlantic | 110 | |
| Wandsworth Road | 2 - Down Atlantic | 86 | |
| Wateringbury | 1 - Up Maidstone | 85 | |
| Wateringbury | 2 - Down Maidstone | 84 | |
| Welling | 1 - Up Bexleyheath | 287 | |
| Welling | 2 - Down Bexleyheath | 284 | |
| West Dulwich | 1 - Up Chatham Main | 169 | |
| West Dulwich | 2 - Down Chatham Main | 167 | |
| West Malling | 1 - Up Maidstone | 167 | |
| West Malling | 2 - Down Maidstone | 167 | |
| West St Leonards | 1 - Up Hastings | 174 | |
| West St Leonards | 2 - Down Hastings | 211 | |
| West Wickham | 1 - Up Mid Kent | 286 | |
| West Wickham | 2 - Down Mid Kent | 299 | |
| Westcombe Park | 1 - Up Greenwich | 206 | |
| Westcombe Park | 2 - Down Greenwich | 206 | |
| Westenhanger | 1 - Up Main | 109 | Down direction |
| Westenhanger | 1 - Up Main | 109 | Up direction |
| Westenhanger | 2 - Down Main | 171 | Down direction |
| Westenhanger | 2 - Down Main | 171 | Up direction |
| Westgate-on-Sea | 1 - Up Main | 254 | |
| Westgate-on-Sea | 2 - Down Main | 255 | |
| Whitstable | 1 - Up | 246 | |
| Whitstable | 2 - Down | 247 | |
| Woolwich Arsenal | 1 - Up North Kent | 298 | |
| Woolwich Arsenal | 2 - Down North Kent | 287 | |
| Woolwich Dockyard | 1 - Up North Kent | 250 | |
| Woolwich Dockyard | 2 - Down North Kent | 239 | |
| Wye | 1 - Up Branch | 124 | |
| Wye | 2 - Down Branch | 120 | |
| | | | |
| Yalding | 1 - Up Maidstone | 86 | |
| Yalding | 2 - Down Maidstone | 86 | |

* LONDON CHARING CROSS: Because of reduced platform width special conditions apply to trains arriving at London Charing Cross.

Platform height and lateral clearance to UIC (European) standard (760mm above rail level). Only Eurostar and trains to UIC standards permitted to use these platforms.

\$ Platform height and lateral clearance to UK standard (915mm above rail level). Only trains to UK standards permitted to use these platforms. Eurostar (Class 373/374) trains and trains to UIC standards are permitted to pass over this line in exceptional circumstances. See Signallers Local Instructions for details.

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 stations**. All lengths are in SLU (Standard Length Unit – **an SLU measures 21 feet**) and metres. ~~an SLU measures 21 feet~~. 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**. ~~exclusive of an allowance of one locomotive~~. Check Sectional Appendix for locations where standage is not quoted. ~~Bids for trains longer than the quoted lengths will only be accepted subject to the authority of the Route Director See also Section 4.5.~~

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|----------------------------------|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| Herne Hill Down Passenger Loop | Down | 27 | 173 | |
| Herne Hill Up Passenger Loop | Up | 28 | 179 | |
| Kent House Down Passenger Loop | Down | 56 | 358 | |
| Kent House Up Passenger Loop | Up | 62 | 397 | |
| Down Rochester Loop | Down | 29 | 186 | |
| Up Rochester Loop | Up | 28 | 180 | |
| Sittingbourne Down Platform Loop | Down | 29 | 186 | |
| Sittingbourne Down Goods Loop | Down | 54 | 346 | |
| Faversham Down Passenger Loop | Down | 33 | 212 | |
| Faversham Up Passenger Loop | Up | 33 | 212 | |
| Margate Down Thanet Loop | Down | 40 | 256 | |
| Ramsgate Down Platform Loop | Down | 35 | 224 | |
| Ramsgate Up Platform Loop | Up | 35 | 224 | |

SO130 LONDON CHARING CROSS TO DOVER (VIA TONBRIDGE)

| SECTORS LONDON CHIRKING CROSSING TO DUBLIN (via Tonbridge) | | | | |
|--|-----------|-----------------------------|--------|--|
| LOCATION | DIRECTION | USABLE LENGTH SLU/METRES | | NOTES |
| | | SLU | METRES | |
| Hither Green Arrival Road (DGL) | Down | 28 | 180 | |
| Hither Green Departure Road (UGL) | Up | 33 | 212 | |
| Paddock Wood Down Passenger Loop | Down | 37 | 237 | |
| Paddock Wood Up Passenger Loop | Up | 83 | 532 | |
| Tonbridge Down Loop | Down | 121 SLU | 776 | Channel Tunnel Freight Traffic may recess at this location |
| Tonbridge Up Loop | Up | 121 SLU | 776 | Channel Tunnel Freight Traffic may recess at this location |
| Tonbridge Up Platform Loop | Up | 33 | 212 | |
| Cranmore Down Loop | Down | 117 SLU | 749 | Channel Tunnel Freight Traffic may recess at this location |
| Headcorn Up Goods Loop | Up | 117 SLU | 749 | Channel Tunnel Freight Traffic may recess at this location |
| Ashford Maidstone Loop | Up/Down | 114 | 728 | Clear of AD856 and AD857 via AD855 signals |
| Sevington Loop | Up/Down | 118 | 756 | Channel Tunnel Freight Traffic may |

SO130 LONDON CHARING CROSS TO DOVER (VIA TONBRIDGE)

| LOCATION | DIRECTION | USABLE LENGTH SLU/METRES | | NOTES |
|-----------------------------------|-----------|-----------------------------|--------|--|
| | | SLU | METRES | |
| Hither Green Arrival Road (DGL) | Down | 28 | 180 | |
| Hither Green Departure Road (UGL) | Up | 33 | 212 | |
| Paddock Wood Down Passenger Loop | Down | 37 | 237 | |
| Paddock Wood Up Passenger Loop | Up | 83 | 532 | |
| Tonbridge Down Loop | Down | 121 SLU | 776 | Channel Tunnel Freight Traffic may recess at this location |
| | | SLU | | recess at this location |
| Dollands Moor Loco Loop | Up/Down | 101 | 649 | |
| Dover Priory Up Passenger Loop | Up | 28 | 182 | |

SO140 SWANLEY TO ASHFORD INTERNATIONAL (VIA MAIDSTONE EAST)

| LOCATION | DIRECTION | USABLE LENGTH SLU/METRES | | NOTES |
|---|-----------|-----------------------------|--------|--|
| | | SLU | METRES | |
| Otford Up Loop | Up | 118 SLU | 756 | Channel Tunnel Freight Traffic may recess at this location |
| Borough Green & Wrotham Down Passenger Loop | Down | 117 SLU | 749 | Clear of signal ME157 |
| Lenham Down Passenger Loop | Down | 52 SLU | 333 | Clear of signal ME205 |
| Lenham Up Passenger Loop | Up | 47 SLU | 301 | |
| Beechbrook Farm Loop Reception Line 1 | Up | 132 | 845 | Clear of signal ME226 |
| Beechbrook Farm Loop Reception Line 1 | Down | 132 | 845 | Clear of signal ME227 |
| Beechbrook Farm Loop Reception Line 2 | Up | 84 | 538 | Clear of signal ME356 |
| Beechbrook Farm Loop Reception Line 2 | Down | 20 | 128 | Clear of signal ME231 |

SO180 PADDOCK WOOD TO STROOD

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|----------------------------------|-----------|---------------|--------|---|
| | | SLU | METRES | |
| Maidstone West Up Passenger Loop | Up | 23 | 150 | Between MS9 (UPL starting signal) and MS41 (UPL to East Farleigh starting signal) |

**SO220 ASHFORD EAST JUNCTION TO RAMSGATE
(VIA CANTERBURY WEST)**

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|-------------------------------------|-----------|---------------|--------|-----------------------|
| | | SLU | METRES | |
| Canterbury West Down Passenger Loop | Down | 75 | 483 | Clear of signal EDH40 |

SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|------------|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| Erith Loop | Up/Down | 21 | 134 | |

SO310 HITHER GREEN TO ROCHESTER BRIDGE JUNCTION (VIA SIDCUP)

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|-------------------------------|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| Dartford Up Platform (1) Loop | Up | 33 | 212 | |

SO310A LEE LOOP JUNCTION TO LEE SPUR JUNCTION

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---------------|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| Lee Spur Loop | Up/Down | 66 | 423 | |

SO310B CRAYFORD SPUR 'A' JUNCTION TO CRAYFORD SPUR 'B' JUNCTION

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---------------|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| Crayford Spur | Up/Down | 49 | 314 | |

**SO400 LONDON ST PANCRAS INTERNATIONAL TO HIGH SPEED 1/ET
BOUNDARY**

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|----------------------|-----------|---------------|--------|-------|
| | | SLU | METRES | |
| Singlewell Down Loop | Down | 252 | 1614 | |
| Singlewell Up Loop | Up | 237 | 1521 | |
| Lenham Down Loop | Down | 372 | 2383 | |
| Lenham Up Loop | Up | 361 | 2290 | |

5.5 Timing Allowances

All allowances shown are in minutes.

E refers to engineering allowance
P refers to performance allowances

Pathing Time:

Pathing time must be added where necessary to observe headways and clearance times.

SIMBIDS

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

Between Sevenoaks and Tonbridge - on both Up and Down lines
Between Tonbridge and Paddock Wood - on both Up and Down lines
Between Paddock Wood and Headcorn - on both Up and Down lines
Between Headcorn and Ashford International - on both Up and Down lines

| SO130 CHARING CROSS TO DOVER PRIORY (see also SO510 and SO280A) | | | |
|--|--------------|-------------|---|
| TIMING SECTION | VALUE | TYPE | REMARKS |
| Between Blackfriars Junction and North Kent East Junction or Deptford | P | 2 | All down trains from the Thameslink Core must have a minimum of <2> minutes between Blackfriars Junction and North Kent East Junction or Deptford (<1> minute must be placed approaching London Bridge) |
| Between New Cross or Deptford and Blackfriars Junction | P | 2 | All up trains to the Thameslink Core must have a minimum of <2> minutes between New Cross or Deptford and Blackfriars Junction (<1> minute must be placed approaching Blackfriars Junction) |

| SO280 FARRINGDON TO HERNE HILL (see also SO130 and SO510) | | | |
|--|--------------|-------------|---|
| TIMING SECTION | VALUE | TYPE | REMARKS |
| Approaching Blackfriars Junction | 1 | P | All up Thameslink trains |
| Approaching Loughborough Junction | 1 | P | All down Thameslink trains |
| Approaching Blackfriars | 1 | E | All southbound Thameslink services during periods when bi-directional working applies |
| Approaching Farringdon | 1 | E | All northbound Thameslink services during periods when bi-directional working applies |

| SO280A BLACKFRIARS JUNCTION TO METROPOLITAN JUNCTION (see also SO130 and SO510) | | | |
|--|--------------|-------------|--------------------------|
| TIMING SECTION | VALUE | TYPE | REMARKS |
| Approaching Blackfriars Junction | 1 | P | All up Thameslink trains |

6 Timetabling Considerations

6.1 Advertised and Working Times

It is not permissible for trains to be specified to be advertised to arrive before or depart after the booked times stated in the working timetable (WTT).

It is permissible for trains to be specified to be advertised to depart before the booked times stated in the working timetable in the following circumstances;

- (i) Where the WTT departure time is delayed to achieve the required headway behind a preceding train or margin following a conflicting move.
- (ii) As an aid to punctual departure where this practice has been agreed between the Train Operator and Network Rail.

By agreement between the Train Operator and Network Rail, trains may be specified to be advertised to arrive after the booked times stated in the WTT. This agreement is used instead of engineering/performance allowances.

6.2 Timing of Light Locomotives

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

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

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

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

6.3 Two-Track Timetable Railway

On the following sections of route, the timetable will be planned such that it can be operated over two tracks (one Down and one Up).

Shortlands – Bickley Junction
Bickley Junction – Swanley

For two-track times, please refer to Section 4 within the Engineering Access Statement