



Network Rail
Capacity Planning
The Quadrant
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25th March 2022

Commentary on the Sussex Timetable Planning Rules 2023
Version 2.1
Revised Final Proposal for Principal Change Timetable 2023

This document is a covering note for the Timetable Planning Rules – Revised Final Proposal for Principal Change 2023 - 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 2.1 of the December 2022 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

Z code additional information added to Class 1 and 2's along with wording amendments for Classes 3-9 and Class 0

Note added under 1Z and 2Z codes for clarification

Removal of 5th & 6th character information

1.3.2 Days of Operation

No change

1.3.3 Traction and Rolling Stock

No change

1.3.4 Line Codes

No change

1.3.5 Activity and Other Codes

No change

2. Route Description

2.1 Planning Geography

SO500 Salfords Aggregate Sidings notes added to around set of points in use

SO500 Copyhold Junction line code addition in the Down but keeping default for lines to/from Ardingly

SO500 Haywards Heath line code option changes

SO500 Brighton line code option changes in Up direction

SO620 Newhaven Town Yard display correction

SO620A Newhaven Marine TIPLOC availability published

SO680 Old Kent Road Junction new line code DSL available

SO680 Horsham signal T837 wording entry for all trains in the Down direction trains amended as well as line codes available

SO680 Horsham T1401 line code removed in the Up direction and additional default in Down direction

2.2 Route Opening Hours

No change

3. Electrification

3.1 Electrification Limits

No change

3.2 Electrification Supply Restrictions

No change

4. Rolling Stock Restrictions

4.1 Locomotive Route Availability

No change

4.2 Passenger Stock Restrictions

No change

4.3 Freight Wagon Restrictions

No change

4.4 Freight Train Load Limits

No change

4.5 Freight Train Length Limits

No change

4.6 Driver Only Operation Limits

No change

4.7 Engineers' Trains Restrictions

No change

5. Running Times, Margins and Allowances

5.1 Sectional Running Times

Sectional Running Time changes around old tractions, and revised timings in lieu of incorrect BPlan data

Sectional Running Time changes around SIMBID working

New SRT's in line with new Timing Point in Down direction at Haydons Road

New SRT's in line with new Mandatory Timing Point at Littlehaven

New SRT's in line with new Mandatory Timing Point at Warnham

New SRT's in line with new entry Signal T837 in the Down direction

5.2.1 Headways

SO520 – Changes to headway values and splits accordingly in line with new timing points added in across the LOR

SO530 – Amended notes between South Croydon and Oxted section

SO540 Additional notes added between Hurst Green Junction and Greenhurst Junction

SO600 Ore to Rye notes added around application going forward

SO600 Rye to Appledore notes added around application going forward

SO610 Appledore – Lydd detail amended around One Train working/single line

SO680 Change in the Up direction wording to include new timing point added in across the LOR

5.2.2 General Capacity Constraints

No change

5.3 Junction Margins and Station Planning Rules

Additional Notes added around Running Break Tests across all TPR documents/regions where this is not already visible

SO500 Removal of Adjustment to SRT from Up Slow due to approach control

SO500 Removal of Adjustment to SRT's at Redhill due to approach control being included now in SRT. Value changes also

SO500 Salford Aggregate Sidings – Planning Restrictions wording changes

SO500 Gatwick Airport – various Adjustment to SRT changes, values as well as removals as a whole due to new layout completion from January 2023

SO500 Gatwick Airport Exceptions amended for ECS services

SO500 Gatwick Airport Converging Margin updates as per Gatwick project completion from January 2023

SO500 Gatwick Airport Junction Margin updates as per Gatwick project completion from January 2023

SO500 Gatwick Airport Overlap Restriction updates as per Gatwick project completion from January 2023

SO520 Horsham Junction Margin amendments

SO520 Horsham Planning Note wording amendments

SO520 Chichester Planning Note addition

SO530 Oxted Planning Note wording amendments and new addition

SO560 Reigate Overlap Restriction wording amendment

SO600 Hastings Permissive Working update

SO630 Angmering Ground Frame wording amendments

SO680 Tulse Hill Overlap Restrictions added

5.4 Platform Lengths

Additional wording added around loop vs platform lengths for clarity

Gatwick Airport line descriptions amended in line with project upgrade, plus the addition of Platform 7

Littlehaven platform 2 length change in line with Horsham Upgrade Project

Redhill Platform 0 clarification around loop vs platform lengths available

5.4.1 Loop Lengths

No change

5.5 Timing Allowances

Change to Engineering Allowance application date as Gatwick Project completion date draws to a close

5.5.1 SX Daytime

No change

5.5.2 SX Night Time

No change

5.5.3 SO Daytime

No change

5.5.4 SO Night Time

No change

5.5.5 Sundays Daytime

No change

5.5.6 Sundays Night Time

No change

6 Timing Considerations

6.1 Advertised and Working Times

No change

6.2 Timing of Light Locomotives

No change

6.3 Two-Track Railway Timetable

Wording changes to align with East Midlands/Midland Mainline

These represent the revised Timetable Planning Rules (the “Principal Rules”) for the Final Proposal for Principal Change 2022 timetable in accordance with Part D of the Network Code, Condition D2.2.3.

As per Condition D2.2.4 of Part D of the Network Code, following distribution of the Final Rules and by D-54, Timetable Participants may make representations to Network Rail in respect of any changes they propose or objections they may have to the Final Rules provided to them in accordance with D2.2.3.

Please send any responses to michael.fox@networkrail.co.uk by Friday 8th April 2022 in order that any queries and concerns can be dealt with in advance of the publication of any revision required of the Final Rules at D-59. It is appreciated that this might not be achievable in all cases and this request does not affect any timetable participant’s ability to respond after D-59 in accordance with Network Code D2.2.4 and 2.2.5.

Regards

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Timetable Planning Rules

South East Route

Sussex Area

December 2022 TIMETABLE

Version 2.1

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Revised Final Proposal for Principal Change Timetable 2023
25th March 2022

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1 Introduction and General Notes

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

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

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

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

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

1.1 Index of Routes

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

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

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

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

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

Electrification limits refer to relevant Table 'A'

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

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

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

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

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

1.2.2 Rule Book

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

RULE BOOK MODULE	SECTION	NOTES
G1 General safety responsibilities and personal track safety for non-track workers	5.5 Using the phonetic alphabet;	Operational Principals
OTM Working of on-track machines (OTM)	2.2 Before starting a journey	Timetable Planning Rules Section 4.6
	5.6 Carrying out a running brake test	Timetable Planning Rules Section 5.1.2
P1 Single line working	6.5 Warning anyone working on or near the line used for single line working	When planning Single Line Working
	9.3 Right-direction movements	
	9.4 Wrong-direction movements	
S1 Signals and indicators controlling train movements		Operational Principals
S2 Observing and obeying fixed signals	3.1 Passenger train at a position-light, shunt-ahead or shunting signal	Operational Principals
SP Speeds	2.4 Differential permissible speed indicators	Timetable Planning Rules Section 5.1.2
	2.5 Permissible speed indicators with letters	Timetable Planning Rules 5.1.2

RULE BOOK MODULE	SECTION	NOTES
	2.6 Enhanced permissible speed (EPS) indicators	Timetable Planning Rules 5.1.2
T11 Movement of engineering trains and on-track plant under T3 arrangements	3 Movements entering the possession	When planning trains entering possessions
	7 Instructing the driver or machine controller	When planning trains entering possessions
TW1 Preparation and movement of trains General	7.1 Authority and arrangements for movements (Hauling dead traction units)	Operational Principals
TW2 Preparation and movement of multiple-unit passenger trains	6.5 Carrying out a running brake test	Timetable Planning Rules Section 5.1.2
TW3 Preparation and movement of locomotive hauled trains (including HSTs, push-pull, postal, parcels)	2.1 Locomotives running light or hauling trains (Maximum speed of);	Timetable Planning Rules Section 5.1.2
	2.2 Maximum permitted speed of locomotive-hauled trains	Timetable Planning Rules Section 5.1.2
	2.3 Electric-traction speed restrictions	Timetable Planning Rules Section 5.1.2
	3.16 Carrying out a running brake test	Timetable Planning Rules Section 5.1.2
	Section 14.1 Working trains with locomotives at both ends, when this type of working is permitted	Operational Principals
Rule Book Handbook 5 Hand Signalling Duties	Section 5.2 Entrance signal	When planning Temporary Block Working (TBW)
	5.3 Exit signal	When planning Temporary Block Working (TBW)
	5.4 Where TBW is divided into two sections	When planning Temporary Block Working (TBW)

1.3 Definitions

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

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

1.3.1 Train Classification

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

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

FOUR CHARACTER TRAIN NUMBERING SYSTEM

Electronic copy - uncontrolled when printed. Next scheduled issue: 1st April 2022

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

FIRST AND SECOND CHARACTER

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

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

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

TID	Class 1 services (WTT)
1Axx	London Victoria and Brighton (fast) – not to be used for Gatwick Express services
1Bxx	London Victoria/London Bridge and Bognor Regis/Portsmouth Harbour via Three Bridges and Horsham
1Cxx	Horsham and Bognor Regis/Portsmouth Harbour (portion of 1Bxx / 1Jxx)
1Dxx	London Victoria and Gatwick Airport DOWN DIRECTION London Waterloo and Dorking via Epsom (Class 2 not available)
1Exx	London Bridge and Uckfield
1Fxx	London Victoria/London Bridge and Eastbourne / Hastings / Ore / Seaford
1Gxx	Brighton and Hastings
1Hxx	London Victoria/London Bridge and Littlehampton via Hove
1Ixx	London Victoria and Sutton / Epsom / Dorking / Horsham via Mitcham Junction (semi-fast) <i>Stops ONLY at Clapham Junction between London Victoria and Streatham North Junction, regardless of its booked line</i>
1Jxx	London Victoria/London Bridge and Southampton Central via Three Bridges and Horsham
1Kxx	London Bridge and Epsom / Guildford via West Croydon (semi-fast)
1Lxx	London Victoria and East Grinstead
1Mxx	Brighton and London Victoria (Gatwick Express) UP DIRECTION
1Nxx	Brighton and Southampton Central via Swanwick Southampton Central and Littlehampton
1Oxx	Reading and Redhill / Gatwick Airport West of England / South Wales to Brighton via Salisbury and Havant
1Pxx	London Bridge and Caterham (semi-fast)
1Qxx	Network Rail Test Trains
1Rxx	London Victoria and Reigate
1Sxx	Brighton and Portsmouth Harbour
1Txx	London Victoria and Gatwick Airport/Three Bridges via Redhill
1Uxx	Gatwick Airport and London Victoria (Gatwick Express) UP DIRECTION
1Vxx	Gatwick Airport / Redhill and Reading Brighton and West of England / South Wales via Salisbury and Havant
1Wxx	London Victoria and Brighton (Gatwick Express) DOWN DIRECTION
1Xxx	NOT USED
1Yxx	Brighton and Southampton Central via Eastleigh (1Y50 to 1Y99 range) London Victoria and Caterham (1Y00 to 1Y49)
1Zxx	Special Traffic/Charter services Must NOT be used for WTT services or STP additional trains conforming to any route code

TID	Class 2 services (WTT)
2Axx	Redhill and Tonbridge
2Bxx	Victoria and Sutton / Epsom Downs via Balham and Selhurst East/South Croydon and London Victoria via Selhurst and Balham (stopping) UP DIRECTION
2Cxx	Brighton and Seaford

TID	Class 2 services (WTT)
2Dxx	Eastbourne / Hastings and Ashford International London Waterloo and Guildford via Epsom (Class 1 not available)
2Exx	Brighton and Littlehampton Clapham Junction and Shepherds Bush (ARL services only)
2Fxx	London Victoria and London Bridge via Crystal Palace
2Gxx	Brighton and Ore London Bridge and Caterham via Sydenham (stopping)
2Hxx	London Bridge and Beckenham Junction
2Ixx	London Victoria and Sutton / Epsom / Dorking / Horsham via Mitcham Junction (stopping) <i>Stops at additional stations other than just Clapham Junction between London Victoria and Streatham North Junction and is booked to use the Slow Line</i>
2Jxx	London Bridge and Caterham via Tulse Hill and Selhurst
2Kxx	London Victoria and West Croydon via Crystal Palace
2Lxx	Brighton and Lewes Clapham Junction to Stratford via Willesden Junction
2Mxx	East Croydon and Watford Junction / Milton Keynes Central
2Nxx	Brighton and Hove
2Oxx	Milton Keynes Central / Watford Junction and East Croydon London Victoria and East Croydon via Balham and Selhurst (stopping) DOWN DIRECTION Reading and Redhill / Gatwick Airport
2Pxx	Purley and Tattenham Corner (portion working with London Bridge – Caterham services) Littlehampton and Bognor Regis
2Qxx	Network Rail Test Trains
2Rxx	Redhill and Reigate
2Sxx	Littlehampton and Portsmouth & Southsea London Bridge and Sutton via Sydenham and West Croydon (stopping)
2Txx	London Bridge and Coulsdon Town or Sutton via Sydenham
2Uxx	Brighton and West Worthing
2Vxx	Gatwick Airport / Redhill and Reading
2Wxx	London Bridge and Blackfriars via Mitcham Junction, Sutton and Wimbledon
2Xxx	NOT USED
2Yxx	Purley and Tattenham Corner (portion working with London Victoria – Caterham services) Stratford to Clapham Junction via Willesden Junction
2Zxx	Special Traffic Trains Must NOT be used for WTT services or STP additional trains conforming to any route code

TID	Class 9 services (WTT)
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 through the Thameslink Core beyond St Pancras and south thereof

9lxx	East London Line to/from New Cross Gate
9Jxx	Peterborough and Horsham via London Bridge and Redhill
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
9O01-79	St Albans and Sutton via Mitcham Eastfields, Sutton and St Albans via Wimbledon
9O80-88	Sutton via Wimbledon to West Hampstead, Kentish Town or Blackfriars
9O90-98	Sutton via Wimbledon to Luton or Bedford
9P01-75	Luton and Rainham
9P76-88 (even numbers)	Rainham/Gillingham to West Hampstead
9P81-89 (odd numbers)	Bedford to Rainham / Gillingham (fast from St Albans)
9P90-99	Shuttle services between London Bridge / Dartford and Rainham / Gillingham
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	NOT CURRENTLY USED – will be allocated to relevant service group when 24tph Thameslink service is confirmed
9V01-79	St Albans and Sutton via Wimbledon, Sutton and St Albans via Mitcham Eastfields
9V80-88	Sutton via Mitcham Eastfields to West Hampstead, Kentish Town or Blackfriars
9V90-98	Suton via Mitcham Eastfields to Luton or Bedford
9W01-9W89	Bedford and Gatwick Airport/Three Bridges / Brighton via Tulse Hill and Streatham
9W90-9W99	Horsham or Three Bridges and Peterborough via Tulse Hill and Streatham
9Xxx	NOT USED
9Y01-74	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

THIRD AND FOURTH CHARACTERS

Thameslink services †
Northbound Services
Southbound Services

EVEN NUMBERS*
ODD NUMBERS*

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

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

Note:

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

~~The fifth character must match one of the following based on where the train terminates:~~

- ~~—B— Kent and Sussex~~
- ~~—C— Wessex~~
- ~~—D— Wales & Western~~
- ~~—E— Central & West Coast South and East Midlands~~
- ~~—F— North West~~
- ~~—G— LNE~~
- ~~—H— Anglia~~
- ~~—L— Scotland~~

~~The Sixth character is the next sequential alpha available / freeform~~

EMPTY COACHING STOCK MOVEMENTS

The train ID should reflect the last three characters of the next loaded service.

5Fxx London Bridge to/from Streatham Hill C.S. via Crystal Palace

5Hxx London Bridge to/from Streatham Hill C.S. via Tulse Hill

5Kxx London Victoria to/from Streatham Hill C.S.

5Nxx Stewarts Lane Depot to London Bridge and vice-versa via Denmark Hill

5Yxx for any routing via Pouparts Junction to London Victoria/Stewarts Lane Depot

5Wxx London Victoria to/from Stewarts Lane Berthing Sidings

To/from Selhurst Depot

Incoming ECS = Outgoing number of service train changed to Class 5 (subtract 1)

Outgoing ECS =

London Victoria

5Bxx to Selhurst Depot via Norbury

5Uxx to Selhurst Depot via Crystal Palace

London Bridge

5Jxx to Selhurst Depot via Tulse Hill & Norbury

5Gxx to Selhurst Depot via Forest Hill

5Uxx to Selhurst Depot via Tulse Hill & Crystal Palace

Other places

Use digit of service train or service train +1 if changing ends (e.g. Oxted etc)

Exceptions:

London Victoria (Central) to / from Stewarts Lane Depot 5Tnn

Where nn is equal to the last two characters of the previously loaded service (departing) or next loaded service (arriving)

1.3.2 Days of Operation

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

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

1.3.3 Traction and Rolling Stock

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

1.3.4 Line Codes

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

1.3.5 Activity and Other Codes

Abbreviation	Description
*	Suppression of traffic stop indicator
-D	Train stops to detach vehicles
-T	Train stops to attach and detach vehicles
-U	Train stops to attach vehicles
A	Train stops or shunts for other trains ahead or to pass only. Shows as an * in WTT
AE	Trains stops to attach/detach assisting locomotive.
BL	Train stops to attach or detach a banking locomotive
C	Train stops to change train crew
D	Train only stops to set down passengers. Shows as an s in NRT
E	Train stops for examination
G	NRT data to add
H	Notional Activity to prevent WTT column merge
HH	As H, where there is a third column involved
K	Passenger count point
KC	Ticket collection and examination point
KE	Ticket examination point
KF	Ticket examination point – 1 st Class only
KS	Selective ticket examination point
L	Train stops to change locomotives
N	Stop not advertised to the public
OP	Train stops for other operating reasons
OR	Train locomotive on rear of train
PR	Train propelling between points shown
R	Train stops when required. Shows as an x in NRT
RETB	Radio Electronic Token Block
RM	Trains stops for a reversing movement or driver to change ends
RR	Train stops to allow the locomotive to run-round its train
S	Trains for railway personnel only
T	Trains stops to pick up or set down passengers
TB	Train begins (Origin)
TF	Train finishes (Destination)
TS	Detail consist for TOPS Direct requested by DB Cargo
TW	Train stops to pick up or set down a staff, tablet or token on Single Lines. See Section 5.2
U	Train only stops to pick up passengers. Shows as a u in NRT
W	Train stops for watering of coaches
X	Train passes another train at crossing point on single line. See Section 5.2
x{	Suppress running line information
{	Force running line indication
{ }	Force path and line indications
}	Force path indication
#	Force stop with TW

Activity Codes - Notes

1. Any passenger train that stops at a location automatically generates a T Activity unless it is suppressed.
2. If an Activity is required that removes the 'passenger stop' Activity (T, D, U and R), then the 'passenger stop' Activity must always appear in the first Activity field (e.g. T -D would be correct, -D T would not). This is because the National Rail Timetable (NRT) extract program only considers the first Activity field. If it does not find a 'passenger stop' Activity in the first field the time will not be extracted to appear in the NRT.
3. Up to 6 Activities may be shown for each event.
4. No two Activities may be duplicated at the same event.
5. At any one event, the following groups are mutually exclusive
 - a) D, U, T, N, S, TW, OP.
 - b) -D, -U, -T.
 - c) TB, TF.
 - d) KC, KE.
6. N, R, G, D and U are only valid with Train Categories XC, XD, XI, XX, XZ, OO, OW, OL, BS, BR and blank (i.e. 'advertised' services). R, D and U are additionally valid with Train Categories XU and OU (unadvertised services).
7. K, KC, KE, KF, KS are only valid with Train Categories starting X or O.
8. If TF is present then none of K, KC, KE, KF, KS can be present.
9. Activity T indicates that a train stops to pick up and set down. This normally refers to passengers. Activity -T indicates that the train stops to attach and detach vehicles. At any location where a 'stop' time is shown, ITPS or a similar system will assume a default Activity is required unless otherwise specified. These default Activities are as follows: T for trains with a Train Category starting in X or O, OP for trains with a Train Category starting in Z or E, and -T for all other trains (but see below). The default Activity will be generated when the upload file is created.
10. If Activities U, D, N, R, OP, S, TW, -U or -D are specified then this overrides the defaults and only the specified Activities will be included in the upload file (it is not necessary to use the * suppression code if these codes are present).
11. If a traffic Activity is NOT required at a 'stop' location with Activities other than U, D, N, R, OP, S, TW, -U or -D (e.g. at 'C' or 'L' stops) then the * must be input to the ITPS or similar system train specification at that location to suppress -T or T. If the * is not added to indicate a non-traffic stop then T, -T or OP will be added to the upload file
12. If an Activity -T (only) is required on a train with a Category starting in X or O it is necessary to add a * to the spec (to suppress 'T') and positively show -T in the Activity column.

Train Service Codes

East London Line Train Service Codes

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

2 Route Description

2.1 Planning Geography

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

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

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

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

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

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

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

Line references shown in italics e.g. *SO500* are only for reference purposes.

In the tables below, the following codes apply:

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

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Factory Junction</u>	-	-		To/from Voltaire Road Junction – Refer to Kent Timetable Planning Rules - SO110 and SO645 To/from Stewarts Lane Junction - SO250A
<u>Longhedge Junction</u>	- DKL	- RVL		To/from Pouparts Junction - SO250C To/from Stewarts Lane Junction - SO250B To/from Clapham Junction (Windsor Side) - Refer to Wessex Timetable Planning Rules - SW100D
<u>Latchmere Junction (incorporating No 1, No 2 and No 3)</u>	DWL UWL	UWL DWL UKL DKL ULC DLC URV DRV		For ITPS purposes Latchmere Junction No 2 to be taken as the measuring point. To/from West London Junction or Clapham Junction (Windsor Side) - Refer to Wessex Timetable Planning Rules – SW100C To/from Clapham Junction (Sussex Side) - Refer to SO250D
Imperial Wharf	DWL UWL	UWL DWL	S	
<u>West Brompton</u>	DWL UWL	UWL DWL		
<u>Kensington (Olympia)</u>	DWL UWL	UWL DWL		Platform detail must be shown
<u>Shepherds Bush</u>	DWL UWL	UWL DWL		
North Pole Signal VC813	DWL UWL		S	DC to AC Changeover point on Down West London
North Pole Signal VC815	DWL UWL		S	
North Pole Junction	DWL UWL	UWL DWL		Timing point for all Freight Trains, through ARL services (passenger and ECS) and for trains travelling to/from North Pole Turnback Siding.
North Pole Turnback Siding	-	-	S	Timing point for all trains into and out of Siding
North Pole Signal VC816		UWL DWL		Timing point for trains terminating at Shepherds Bush Platform 2 (Down Platform) and returning to Platform 1 (Up Platform)
North Pole Signal VC818		UWL DWL	S	AC to DC Changeover point on Up West London
<u>Mitre Bridge Junction</u>	- REV	UWL DWL		Regional boundary timing point To/from Willesden West London Jn – Refer to North West & Central Timetable Planning Rules – MD166 To/from Willesden South West Sidings via the REV – Refer to North West & Central Timetable Planning Rules – MD167 To/from Willesden Junction High Level – Refer to North West & Central Timetable Planning Rules – MD160

SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION

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

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

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

SO250C POUPARTS JUNCTION TO LONGHEDGE JUNCTION

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

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

TIMING POINT	DOWN	UP	CODE	NOTES
Falcon Junction	-	-		For ITPS purposes, timing point shown as Clapham Junction. <i>To/from Wandsworth Common – SO500</i>
Clapham Junction	-	-		
Latchmere Junction (No 1)	-	-		For ITPS purposes, timing point shown as Latchmere Junction. <i>To/from Imperial Wharf - SO250</i>

SO500 LONDON VICTORIA TO BRIGHTON

TIMING POINT	DOWN	UP	CODE	NOTES
London Victoria	FL SL BRV			Platform detail must be shown
Battersea Pier Junction	FL SL BRV	FL SL BRV		<i>To/from Stewarts Lane Junction - SO250B</i>
Battersea Pier Staff Halt	BRV	FL BRV		
Battersea Pier Sidings		FL BRV		
Battersea Park	SL	SL BRV	X	Timing point for all trains on Slow Lines and crossing moves from fast lines only. <i>To/from Factory Junction - SO645</i>
Pouparts Junction	FL	FL	X	Timing point for trains to and from Longhedge Junction <i>To/from Longhedge Junction - SO250C</i>
Clapham Junction (Sussex Side)	FL SL	FL SL		Platform detail must be shown
Falcon Junction				For ITPS purposes, timing point shown as Clapham Junction. <i>To/from Latchmere Junction (No 1) - SO250D</i>
Wandsworth Common	FL SL	FL SL	S	
Balham	FL SL	FL SL		
Balham Junction				<i>To/from Streatham Hill - SO650</i>
Streatham North Junction	FL SL	FL SL		<i>To/from Streatham South Junction - SO680E</i>

SO500 LONDON VICTORIA TO BRIGHTON				
TIMING POINT	DOWN	UP	CODE	NOTES
Streatham Common	SL	SL		Timing point for Slow Lines only. <i>To/from Streatham Junction - SO680D</i>
Norbury	FL SL	FL SL	S	
Thornton Heath	FL SL	FL SL	S	
Selhurst Shunt Signal 1051	SL	SL	S	USE TIPLOC SELH051
Selhurst	FL SL	FL SL		
Selhurst Junction				To/from Gloucester Road Junction - SO500A
Selhurst Depot Departure Road Signal T68	SL	SL		Use TIPLOC SLHRT68
Selhurst Depot Departure Road Signal T76	SL	SL		Use TIPLOC SLHRT76
Selhurst T&R.S.M.D.		SL		ECS moves only Controlled by a depot signaller
Cottage Junction				For planning purposes this timing point is shown as Windmill Bridge Junction <i>To/from Norwood Junction - SO510B</i>
Windmill Bridge Shunt Signal T1068	SL RVF			Use TIPLOC WNDM068
Windmill Bridge Junction	FL SL RVF	FL SL		<i>To/from Norwood Junction - SO510B</i>
East Croydon Signal 1065	RVS	FL RVF		Shunt Signal 1065 available Use TIPLOC ECRO065
East Croydon Signal 1067	SL	SL		Shunt Signal 1067 available Use TIPLOC ECRO067
East Croydon	FL SL RVS	FL SL RVF		Platform detail must be shown
East Croydon Up Siding		FL		Shunt Signal 1070 available Use TIPLOC ECROUS Hand points set by the driver between the two roads
East Croydon 1080	RVS SL			Shunt signal 1080 available Use TIPLOC ECRO080
East Croydon 1082		-		For ECS moves to shunt between platforms at the country end of the station TIPLOC: ECRO082
South Croydon	FL SL	SL RVS		Timing point for Slow Lines only. Platform detail must be shown
South Croydon Junction				For planning purposes, timing point shown as South Croydon. <i>To/from Sanderstead - SO530</i>
Purley Oaks	FL SL	FL SL	S	
Purley Up Slow Line Signal T1093	SL FL	SL		Shunt Signal available Use TIPLOC PURLUSL
Purley Up Fast Line Signal T1091		SL FL		Shunt Signal available Use TIPLOC PURL091
Purley Foster Yeoman			F	Signal T1097 available Use TIPLOC PURLSDG Access controlled by FOC shunter
Purley	FL SL	FL SL		Platform detail must be shown. <i>To/from Chipstead Line Junction - SO660</i>
Stoats Nest Junction	QL SL	FL SL		

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

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

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

SO500 LONDON VICTORIA TO BRIGHTON

TIMING POINT	DOWN	UP	CODE	NOTES
	WCR	WCR		Use TIPLOC LOVR250
Lovers Walk Signal T1255	- WCR	- CR WCR		Shunt Signal T1255 available Use TIPLOC LOVR255
Lovers Walk T&RSMD	- WCR	- CR WCR		Show CR for ECS moves to Preston Park only Show WCR for movements to Brighton Platform 2 only Controlled by a depot signaller
Brighton Reception Road	-	-		Timing point for all movements to or from Brighton Down Sidings
Shunt Signal 1249	DML	UML		Shunt Signal available for ECS movements Use TIPLOC BRGH249
Brighton Down Sidings	-	-		ECS movements to/from Brighton or Brighton Reception Road. Siding detail must be shown (1N, 1S or 2) Access controlled by TOC shunter
Montpelier Junction				<i>To/from London Road - SO620</i> For planning purposes this timing point is shown as Brighton
Shunt Signal 1261		UML		Shunt Signal available for ECS movements Use TIPLOC BRGH261
Lovers Walk Signal 1262		CR		Shunt Signal available for ECS movements Use TIPLOC LOVR262
Lovers Walk Signal 1267		CR		Shunt Signal available for ECS movements Use TIPLOC LOVR267
Brighton Down Neck Sidings	DML -			Use TIPLOC BRGHDNK
<u>Brighton</u>		- CR UML DML		Platform detail must be shown. <i>To/from Hove - SO630</i> CR to be used for passenger train movements from Brighton to Preston Park along the Carriage Road (Signal Box Instruction)

SO500A SELHURST JUNCTION TO GLOUCESTER ROAD JUNCTION

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

SO500B COPYHOLD JUNCTION TO ARDINGLY

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Copyhold Junction</u>	-	-		<i>To/from Haywards Heath - SO500</i>
Ardingly Sidings	-		F	
<u>Ardingly (Goods)</u>		-	F	

SO500C PRESTON PARK TO HOVE

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

SO510 LONDON BRIDGE TO EPSOM DOWNS

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

SO510 LONDON BRIDGE TO EPSOM DOWNS				
TIMING POINT	DOWN	UP	CODE	NOTES
Anerley	SL	SL	S	
Norwood Junction Shunt Signal		FL SL		Use TIPLOC NORWD03
<u>Norwood Junction</u>	FL SL -	FL SL		Platform detail must be shown. <i>To/from Windmill Bridge Junction - SO510B</i> <i>To/from Bromley Junction - SO650A</i>
Norwood Junction Shunt Signal T1016	SL	FL SL		Use TIPLOC NORWD16
Norwood Junction Shunt Signal T1008	SL			Use TIPLOC NORWD08
Norwood Junction Shunt Signal T1010	SL FL			Use TIPLOC NORWD10
Norwood Junction Perturbation Sidings Shunt Signal T1017	FL SL -	FL SL		Use TIPLOC NORWD17
Norwood Junction Perturbation Sidings Shunt Signal T1018	FL SL -	FL SL		Use TIPLOC NORWD18
Norwood Perturbation Sidings	FL SL -	FL SL		Stabling not allowed – turnback moves only Use TIPLOC NORWDDY Entry via 1520 points only
Norwood Fork Junction	SL	FL SL	X	
Selhurst Depot Fork Arrival Shunt Signal T1019	FL SL			Use TIPLOC SDEPFA
Selhurst Depot Departure Road Shunt Signal S4	FL SL			Use TIPLOC SLHRTS4
Selhurst Depot Departure Road Shunt Signal S15	FL SL			Use TIPLOC SLHRS15
Selhurst Depot Arrival Road Shunt Signal S2	FL SL			Use TIPLOC SLHRTS2
Selhurst Depot Arrival Road Shunt Signal S13	FL SL			Use TIPLOC SLHRS13
<u>Selhurst T&R.S.M.D.</u>				ECS moves only
<u>Gloucester Road Junction</u>	-	-		<i>To/from Selhurst Junction - SO500A</i>
West Croydon Turnback Siding	-	-		Shunt Signal T1048 available on the Down Wallington – Use TIPLOC WCRO048
<u>West Croydon</u>	-	-		Platform detail must be shown
Oakfield Siding	-	-		Shunt signal available at siding Use TIPLOC WCROYOS
West Croydon Signal T1041		-		Shunt signal T1041 available on Up Wallington – Use TIPLOC WCRO041
Waddon	-	-	S	
<u>Wallington</u>	-	-		
Carshalton Beeches	-	-	S	
<u>Sutton</u>	SINGLE	-		Platform detail must be shown <i>To/from Carshalton/Cheam - SO680</i> <i>To/from West Sutton - SO700</i>
Belmont	SINGLE	SINGLE	S	
Banstead	SINGLE	SINGLE	S	
<u>Epsom Downs</u>		SINGLE		

SO510A SYDENHAM TO CRYSTAL PALACE

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

SO510B NORWOOD JUNCTION TO WINDMILL BRIDGE JUNCTION

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

SO511A Highbury and Islington to New Cross Gate

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

SO511A Highbury and Islington to New Cross Gate

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

SO511B Canal Junction to New Cross

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

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

SO520 THREE BRIDGES TO HAVANT (VIA HORSHAM)

TIMING POINT	DOWN	UP	CODE	NOTES
Emsworth	-	-		
Warblington	-	-	S	
Havant	-	-		To/from Bedhampton - Refer to Wessex Timetable Planning Rules - SW110

SO520A FORD JUNCTION TO LITTLEHAMPTON JUNCTION

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

SO530 SOUTH CROYDON JUNCTION TO EAST GRINSTEAD

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

SO540 HURST GREEN JUNCTION TO UCKFIELD

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

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

SO560 REDHILL TO GOMSHALL

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

SO590 KEYMER JUNCTION TO EASTBOURNE

TIMING POINT	DOWN	UP	CODE	NOTES
Plumpton	-	-	S	
Cooksbridge	-	-	S	
<u>Lewes</u>	-	-		Platform detail must be shown <i>To/from Falmer - SO620</i>
<u>Southerham Junction</u>	-	-		<i>To/from Southease - SO620</i>
Glynde	-	-	S	
Berwick	-	-	S	
Polegate Shunt Signal 1373	-			For ECS moves to shunt between platforms TIPLOC: POLG373
<u>Polegate</u>	-	-		
<u>Willingdon Junction</u>	-	-		<i>To/from Pevensey and Westham - SO600</i>
Hampden Park	-	-	S	
Eastbourne Up Carriage Sidings	-	-		Use TIPLOC EBOUCS
Eastbourne Spike Siding	-	-		Use TIPLOC EBOUSPS
Eastbourne Sidings	-	-		Access controlled by TOC Shunter Use TIPLOC EBOUSID
<u>Eastbourne</u>		-		Platform detail must be shown

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

SO610 APPLEDORE TO LYDD TOWN

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

SO620 BRIGHTON TO SEAFORD

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Brighton</u>	-			Platform detail must be shown. To/from Preston Park – SO500 To/from Hove - SO630
Montpelier Junction				For planning purposes this timing point is shown as Brighton
London Road	-	-	S	
Moulsecroomb	-	-	S	
<u>Falmer</u>	-	-		
<u>Lewes</u>	-	-		Platform detail must be shown. To/from Cooksbridge - SO590
<u>Southerham Junction</u>	-	-		To/from Glynde - SO590
Signal TLW17	-		S	Use TIPLOC SESA17
Southease	-	-	S	
Newhaven Town Yard Junction Newhaven Town Yard Junction	-	-	X	
Newhaven Town Yard	-	-	F	
<u>Newhaven Town</u>	-	-		
<u>Newhaven Harbour</u>	-	-		
Newhaven Harbour Junction	-	-		To/from Newhaven Marine - SO620A For planning purposes this timing point is shown as Newhaven Harbour
Bishopstone	-	-	S	
<u>Seaford</u>		-		

SO620A NEWHAVEN HARBOUR TO NEWHAVEN MARINE (OLD STATION)

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

SO630 BRIGHTON TO LITTLEHAMPTON

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Brighton</u>	- WCR			Platform detail must be shown To/from Preston Park - SO500

SO630 BRIGHTON TO LITTLEHAMPTON

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

SO630 BRIGHTON TO LITTLEHAMPTON

TIMING POINT	DOWN	UP	CODE	NOTES
Angmering Ground Frame	-			For ECS moves to shunt between platforms TIPLOC: ANGMGF
Arundel Junction	-	-		<i>To/from Arundel - SO520</i> <i>To/from Ford Junction – SO520</i>
Littlehampton Junction	-	-		<i>To/from Ford Junction - SO520A</i>
Littlehampton		-		
Littlehampton Washer Road	-	-		Use TIPLOC LTLHWSR
Littlehampton Signal LH11	-	-		Use TIPLOC LTLH11
Littlehampton Shed	-	-		TIPLOC LTLHSHD to be used for train stabling on Shed Road 1 to 3 Access controlled by TOC shunter
Littlehampton Up Sidings 3 & 4	-	-		TIPLOC LTLHOSH to be used for trains stabling on the Up sidings 3 & 4 alongside Littlehampton Shed and for access to Up Sidings 1 & 2 Access controlled by TOC shunter
Littlehampton Up Sidings 1 & 2	-	-		TIPLOC LTLHUPS to be used for train stabling on Up Sidings 1 & 2 Access controlled by TOC shunter

SO640 BARNHAM TO BOGNOR REGIS

TIMING POINT	DOWN	UP	CODE	NOTES
Barnham	-	-		Platform detail must be shown. <i>To/from Ford - SO520</i>
Bognor Regis Sidings	-	-		Access controlled by TOC shunter Use TIPLOC BOGNSID
Bognor Regis		-		

SO645 BATTERSEA PARK TO PECKHAM RYE (ATLANTIC LINES)

TIMING POINT	DOWN	UP	CODE	NOTES
Battersea Park	AL			
<u>Factory Junction</u>	RVL AL	AL		To/from Longhedge Junction - SO250 To/from Stewarts Lane Junction - SO250A To/from Grosvenor Bridge Junction - Refer to Kent Timetable Planning Rules - SO110
Wandsworth Road	AL	AL	S	
<u>Voltaire Road Junction</u>	AL	AL		
Clapham High Street	AL	AL	S	
Shepherds Lane Junction	AL	AL	X	Timing point for trains to/from Brixton. To/from Brixton - Refer to Kent Timetable Planning Rules - SO110 To/from Brixton Junction - Refer to Kent Timetable Planning Rules - SO260
<u>Denmark Hill</u>	AL	AL		
<u>Crofton Road Junction</u>	AL	AL		To/from Nunhead - SO260
<u>Peckham Rye</u>	-	-		To/from South Bermondsey Junction - SO680 To/from East Dulwich – SO680

SO650 BALHAM JUNCTION TO BECKENHAM JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Balham Junction</i>				To/from Balham - SO500
Streatham Hill Up Siding West		-		ECS moves only Access controlled by TOC shunter Use TIPLOC STRHUSW
Streatham Hill Up Siding East		-		Use TIPLOC STRHUSE Access controlled by TOC shunter ECS moves only
Streatham Down Sidings	-	-		Use TIPLOC STRHDS
<u>Streatham Hill</u>	-	-		
<u>Leigham Junction</u>	-	-	X	Timing point for trains to/from Tulse Hill To/from Tulse Hill - SO680B
<u>West Norwood Junction</u>	-	-		To/from Tulse Hill - SO680C
<u>West Norwood</u>	-	-		
Gipsy Hill	-	-	S	
Crystal Palace Signal VC167		-		Use TIPLOC CRY167
<u>Crystal Palace</u>	-	-		Platform detail must be shown To/from Sydenham - SO510A
<u>Bromley Junction</u>	-	-		To/from Norwood Junction - SO650A
Birkbeck	-	-	S	
Beckenham Junction Shunt Signal VS167	-	-		Use TIPLOC BCKN167
<u>Beckenham Junction</u>	-	-		To/from Shortlands Junction - Refer to Kent Timetable Planning Rules -SO110

SO650A BROMLEY JUNCTION TO NORWOOD JUNCTION

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

SO660 PURLEY TO CATERHAM

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

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

SO680 SOUTH BERMONDSEY JUNCTION TO HORSHAM				
TIMING POINT	DOWN	UP	CODE	NOTES
South Bermondsey Junction	-	-		<i>To/from London Bridge - SO510</i>
South Bermondsey	-	-	S	Platform detail must be shown
Old Kent Road Junction	-	- DSL		Line code DSL applies to trains that are terminating in the Down Platform (Platform 2) at South Bermondsey.
Queens Road Peckham	-	-	S	
Peckham Rye	-	-		<i>To/from Crofton Road Junction - Refer to Kent Timetable Planning Rules - SO260 and SO645</i>
<i>Peckham Rye Junction</i>				<i>For planning purposes this timing point is shown as Peckham Rye</i>
East Dulwich	-	-	S	
North Dulwich	-	-	S	
Tulse Hill Signal VC165		-		shunt available – Use TIPLOC TULS165
Tulse Hill	-	-		Platform detail must be shown <i>To/from Leigham Junction - SO680B</i> <i>To/from West Norwood - SO680C</i> <i>To/from Herne Hill - SO680A</i>
Streatham	-	-		Platform detail must be shown for trains reversing direction or departing Platform 2 to the Down Portsmouth
<i>Streatham Junction</i>				<i>To/from Streatham Common - SO680D</i> <i>For planning purposes this timing point is shown as Streatham</i>
Streatham Shunt Signal 174	-			Use TIPLOC STRE174
Streatham South Junction	-	-		<i>To/from Streatham North Junction - SO680E</i> <i>To/from Tooting - SO700</i>
Streatham South Junction Shunt Signal 176	-			Use TIPLOC STRE176
Mitcham Eastfields	-	-	S	
Mitcham Junction	-	-		
Hackbridge	-	-	S	
Carshalton	-	-	S	
Sutton	-	-		Platform detail must be shown <i>To/from West Sutton – SO700</i>
Cheam	-	-	S	
Ewell East	-	-	S	
Epsom Signal W1181	-		S	
Epsom	-	-		Platform detail must be shown <i>To/from Ewell West – Refer to Wessex Timetable Planning Rules – SW180</i>
Epsom Down Siding		-	S	
Epsom Up Siding		-	S	
Ashted	-	-	S	
Leatherhead Signal W1195	-		S	
Leatherhead	-	-		<i>To/from Bookham - Refer to Wessex Timetable Planning Rules - SW205</i>
Boxhill and Westhumble	-	-	S	
Dorking	-	-		Platform detail must be shown
Dorking Signal CBK9	-			For ECS moves to shunt between platforms at the London end of the station TIPLOC: DORKBK9

SO680 SOUTH BERMONDSEY JUNCTION TO HORSHAM

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

SO680A HERNE HILL TO TULSE HILL

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

SO680B TULSE HILL TO LEIGHAM JUNCTION

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

SO680C TULSE HILL TO WEST NORWOOD JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Tulse Hill</u>	-	-		Platform detail must be shown To/from Leigham Junction - SO680B To/from Peckham Rye - SO680 To/from Streatham – SO680 To/from Herne Hill - SO680A
Tulse Hill Signal VC178	-	-		Shunt available – Use TIPLOC TULS178
<u>West Norwood Junction</u>	-	-		To/from West Norwood - SO650

SO680D STREATHAM JUNCTION TO STREATHAM COMMON

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Streatham Junction</u>	-	-		To/from Streatham - SO680 For planning purposes this timing point is shown as Streatham
<u>Streatham Common</u>	SL			To/from Norbury - SO500

SO680E STREATHAM NORTH JUNCTION TO STREATHAM SOUTH JUNCTION

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

SO681 SURREY QUAYS SILWOOD JUNCTION TO OLD KENT ROAD JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES

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

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

2.2 Route Opening Hours

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

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

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

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

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

3 Electrification

3.1 Electrification Limits

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

3.2 Electrification Supply Restrictions

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

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

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

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

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

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

4.2 Passenger Stock Restrictions

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

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

SO170 TONBRIDGE TO BOPEEP JUNCTION

SO600 WILLINGDON JUNCTION TO ASHFORD INTERNATIONAL

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

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

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

4.3 Freight Wagon Restrictions

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

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

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

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

4.4 Freight Train Load Limits

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

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

4.5 Freight Train Length Limits

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

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

4.6 Driver Only Operation Limits

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

Notes:

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

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Factory Junction and Mitre Bridge Junction	P		P

SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Grosvenor Bridge Junction and Factory Junction	P		P

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Battersea Pier Junction and Longhedge Junction	P		P

SO250C POUPARTS JUNCTION TO LONGHEDGE JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Pouparts Junction and Longhedge Junction	P		P

SO250D LATCHMERE JUNCTION (NO 1) TO CLAPHAM JUNCTION

ROUTE SECTION	PASS		ECS SLIDE +
Latchmere Junction (No 1) and Clapham Junction	P		P

SO500 LONDON VICTORIA TO BRIGHTON

ROUTE SECTION	PASS		ECS SLIDE +
London Victoria and Brighton	P		P
Please note Class 455's cannot call at Wandsworth Common on the Fast lines unless station staff are available			

SO500A SELHURST JUNCTION TO GLOUCESTER ROAD JUNCTION

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

SO500B COPYHOLD JUNCTION TO ARDINGLY

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

SO500C PRESTON PARK TO HOVE

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

SO510 LONDON BRIDGE TO EPSOM DOWNS

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

SO510A SYDENHAM TO CRYSTAL PALACE

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

SO510B NORWOOD JUNCTION TO WINDMILL BRIDGE JUNCTION

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

SO511A Highbury and Islington and New Cross including all Depot Timing Points

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

SO520 THREE BRIDGES TO HAVANT (VIA HORSHAM)

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

SO520A FORD JUNCTION TO LITTLEHAMPTON JUNCTION

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

SO530 SOUTH CROYDON JUNCTION TO EAST GRINSTEAD

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

SO540 HURST GREEN JUNCTION TO UCKFIELD

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

SO550 REDHILL TO TONBRIDGE

ROUTE SECTION	PASS		ECS SLIDE +
Redhill and Tonbridge	P		P

SO560 REDHILL TO GOMSHALL

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

SO590 KEYMER JUNCTION TO EASTBOURNE

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

SO600 WILLINGDON JUNCTION TO ASHFORD INTERNATIONAL

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

SO610 APPLIEDORE TO LYDD TOWN

ROUTE SECTION	PASS		ECS SLIDE +
Appliedore and Lydd Town	NA		NA

SO620 BRIGHTON TO SEAFORD

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

SO620A NEWHAVEN HARBOUR TO NEWHAVEN MARINE (OLD STATION)

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

SO630 BRIGHTON TO LITTLEHAMPTON

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

SO640 BARNHAM TO BOGNOR REGIS

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

SO645 BATTERSEA PARK TO PECKHAM RYE (ATLANTIC LINES)

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

SO650 BALHAM JUNCTION TO BECKENHAM JUNCTION

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

SO650A BROMLEY JUNCTION TO NORWOOD JUNCTION

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

SO660 PURLEY TO CATERHAM

ROUTE SECTION	PASS		ECS SLIDE +
Purley and Caterham	P		P

SO680 SOUTH BERMONDSEY JUNCTION TO HORSHAM

ROUTE SECTION	PASS		ECS SLIDE +
South Bermondsey Junction and Horsham	P		P
Leatherhead and Effingham Junction	NA		P

SO680A HERNE HILL TO TULSE HILL

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

SO680B TULSE HILL TO LEIGHAM JUNCTION

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

SO680C TULSE HILL TO WEST NORWOOD JUNCTION

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

SO680D STREATHAM JUNCTION TO STREATHAM COMMON

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

SO680E STREATHAM NORTH JUNCTION TO STREATHAM SOUTH JUNCTION

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

SO700 STREATHAM SOUTH JUNCTION TO SUTTON (VIA WIMBLEDON)

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

4.7 Engineers' Trains Restrictions

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

* Source GE/RT 8000-OTM

5 Running Times, Margins and Allowances

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

5.1 Sectional Running Times

The definition for Sectional Running Times (SRTs) is listed in Section 6.4 of the National TPRs.

5.1.1 Source of Current SRTs

The definitive catalogue of SRTs is BPlan.

5.1.2 Method of Calculation

SRTs are revised by Train Operators and Network Rail as part of the Revision of Timetable Planning Rules process outlined in Network Code Part D 2.2. Normally they will not change from one timetable to the next. Network Rail will, however, re-calculate SRTs for particular train/route combinations in the following circumstances:

- i) Where a Train Operator anticipates using a train/route combination for which no suitable SRTs exist;
- ii) Where Network Rail anticipates a change to route data, e.g. line speed changes;
- iii) Where there is evidence that the SRTs in current use do not adequately represent real train performance;
- iv) Where it is cost-effective to re-calculate all SRTs on a route at the same time as a re-calculation for a particular train type.

Network Rail will reflect the methodology and assumptions described in Section 6 of the National TPRs when calculating TPR proposals, unless and to the extent documented otherwise in respect of any given proposal. Timetable participants are encouraged to submit change proposals for review and consultation in line with the national methodology, or in line with such alternative methodology and assumptions as favoured by the proposer. NR will not seek to reject any proposal on the exclusive basis of the methodology employed, provided that the methodology and assumptions are clearly stated and demonstrably adhered to in respect of the proposal received.

SRT change proposals may be calculated in a number of ways including, but not limited to:

Through actual timing of trains

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

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

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

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

5.1.3 New and Revised Sectional Running Times

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

5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines

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

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

5.2 Headways

The definition for Headways is listed in Section 6.5 of the National TPRs.

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.

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

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

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

Headways in Sussex are applied on the depart to depart methodology

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

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

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

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

SO250C POUPARTS JUNCTION TO LONGHEDGE JUNCTION

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

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

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

SO500 LONDON VICTORIA TO BRIGHTON

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

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

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

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

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

SO500 LONDON VICTORIA TO BRIGHTON

Keymer Junction to Preston Park

First Movement	Second Movement	Value
Down train calls at both Burgess Hill and Hassocks	Following service towards Preston Park	4½ at Keymer Junction and Burgess Hill
Up train calls at both Burgess Hill and Wivelsfield	Following service	4½ at Burgess Hill

SO500A SELHURST JUNCTION TO GLOUCESTER ROAD JUNCTION

TIMING POINT	DOWN	UP	NOTES
Selhurst Junction – Gloucester Road Junction	3	3	

SO500B COPYHOLD JUNCTION TO ARDINGLY

TIMING POINT	DOWN	UP	NOTES
Copyhold Junction – Ardingly	SINGLE LINE		One Train Working Only

SO500C PRESTON PARK TO HOVE

TIMING POINT	DOWN	UP	NOTES
Preston Park – Hove	3 – Non- Stopping 4 – Stopping	3 – Non- Stopping 4 – Stopping	

SO510 LONDON BRIDGE TO EPSOM DOWNS

TIMING POINT	DOWN	UP	NOTES
London Bridge – Norwood Junction (exclusive of Norwood Junction)	2 – Non- Stopping 3½ – Stopping	2 – Non- Stopping 3½ – Stopping	
Norwood Junction (inclusive of Norwood Junction) – West Croydon	3	3	2 minute non-stopping headway applies between Norwood Junction and Windmill Bridge Junction - see SO510B below
West Croydon – Sutton	2½ - Non- Stopping 4½ - Stopping	2½ - Non- Stopping 4½ - Stopping	
Sutton – Epsom Downs	SINGLE LINE		One Train Working Only

SO510A SYDENHAM TO CRYSTAL PALACE

TIMING POINT	DOWN	UP	NOTES
Sydenham – Crystal Palace	3	3	

SO510B NORWOOD JUNCTION TO WINDMILL BRIDGE JUNCTION

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

SO511A HIGHBURY AND ISLINGTON TO NEW CROSS GATE

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

SO511B CANAL JUNCTION TO NEW CROSS

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

SO520 THREE BRIDGES TO HAVANT (VIA HORSHAM)

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

SO520A FORD JUNCTION TO LITTLEHAMPTON JUNCTION

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

SO530 SOUTH CROYDON JUNCTION TO EAST GRINSTEAD

TIMING POINT	DOWN	UP	NOTES
South Croydon – Oxted	3½ - Non- Stopping 5½ - Stopping	3½ - Non- Stopping 5½* - Stopping	Non-Stopping value applies to any second train calling at all stations towards South Croydon, if the first train departs Oxted towards South Croydon is not calling at Woldingham, Upper Warlingham or Riddlesdown *3½ minute headway applies departing Oxted providing first train does not stop at Woldingham, Upper Warlingham and Riddlesdown
Oxted – Hurst Green	3½ - Non- Stopping 4 – Stopping	3½ - Non- Stopping 4 – Stopping	
Hurst Green – East Grinstead	5½ - Non- Stopping 8 – Stopping	6½ - Non- Stopping 8 – Stopping	

SO540 HURST GREEN JUNCTION TO UCKFIELD

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

SO550 REDHILL TO TONBRIDGE

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

SO560 REDHILL TO GOMSHALL

TIMING POINT	DOWN	UP	NOTES
Redhill – Reigate	4		
Reigate – Betchworth	4		

SO560 REDHILL TO GOMSHALL

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

SO590 KEYMER JUNCTION TO EASTBOURNE

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

SO600 WILLINGDON JUNCTION TO ASHFORD INTERNATIONAL

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

SO610 APPLIEDORE TO LYDD TOWN

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

SO620 BRIGHTON TO SEAFORD

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

SO620A NEWHAVEN HARBOUR TO NEWHAVEN MARINE (OLD STATION)

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

SO630 BRIGHTON TO LITTLEHAMPTON

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

SO640 BARNHAM TO BOGNOR REGIS

TIMING POINT	DOWN	UP	NOTES
Barnham – Bognor Regis	6	6	In the Down direction, when first train arrives at Bognor Regis, the second train can depart Barnham at the same time. In the Up direction, when first train arrives at Barnham, the second train can depart Bognor Regis at the same time.

SO645 BATTERSEA PARK TO PECKHAM RYE (ATLANTIC LINES)

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

SO650 BALHAM JUNCTION TO BECKENHAM JUNCTION

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

SO650A BROMLEY JUNCTION TO NORWOOD JUNCTION

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

SO660 PURLEY TO CATERHAM

TIMING POINT	DOWN	UP	NOTES
Purley – Caterham	7	7	

SO660A PURLEY TO TATTENHAM CORNER

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

SO680 SOUTH BERMONDSEY JUNCTION TO HORSHAM

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

SO680A HERNE HILL TO TULSE HILL

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

SO680B TULSE HILL TO LEIGHAM JUNCTION

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

SO680C TULSE HILL TO WEST NORWOOD JUNCTION

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

SO680D STREATHAM JUNCTION TO STREATHAM COMMON

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

SO680E STREATHAM NORTH JUNCTION TO STREATHAM SOUTH JUNCTION

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

SO681 SURREY QUAYS SILWOOD JUNCTION TO OLD KENT ROAD JUNCTION

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

SO700 STREATHAM SOUTH JUNCTION TO SUTTON (VIA WIMBLEDON)

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

5.2.2 General Capacity Constraints

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

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

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

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

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

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

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

In 2007 Network Rail declared the route between Reading and Gatwick Airport as congested, solely on account of the constraints on platform working at

Reading
Redhill
Gatwick Airport

For further details please refer to 'The Network Statement' as available on the following website:
www.networkrail.co.uk

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

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

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

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

SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION

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

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

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

SO500 LONDON VICTORIA TO BRIGHTON

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

ROUTE SECTIONS

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

SO645 BATTERSEA PARK TO PECKHAM RYE (ATLANTIC LINES)

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

5.3 Junction Margins and Station Planning Rules

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

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

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

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

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

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

STANDARD VALUES – MINIMUM		
Adjustments to Sectional Running Times		
Movements	Reason	Value
Terminating trains arriving on half minutes in final timing link (with the exception of ARL)	Station working	{ $\frac{1}{2}$ }
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 $\frac{1}{2}$ minute must be added to the schedule of rear portion when approaching the front portion to attach.		
Attachment of Units – Great Western Only		
Class	Allowance	Comments
769	5*	If ECS trains coupling together
*7 if a loaded passenger train		
Attachment of Units – Southern Services Only		
Class	Allowance	Comments
171	3	2 applies for ECS
313	3	2 applies for ECS
377 or 387	4	
455	3	2 applies for ECS
Attachment of Units – South Western Railway Services Only		
Class	Allowance	Comments
450	4	
455/456	2	
458	5	
701	4	
707	4	
Berthing Facilities		
When berthed on a running line during darkness or other conditions of poor visibility the person in charge must place a lamp displaying a red aspect at the end(s) of the train to face any movement that may approach on the same line.		
Trains must not be berthed on running lines except:-		

STANDARD VALUES – MINIMUM								
a) on platform lines at terminal stations b) on dead end bay lines at through stations c) on lines specified at individual locations within Section 5.3								
Connectional Allowance	5 minutes							
Detachment of Units:								
Standard	3*							
*unless a Class 769 (GWR) which is 5 minutes								
Detachment of Units – Southern Services Only								
Class	Allowance	Comments						
171	3	2 applies for ECS						
313	3	2 for ECS						
377 or 387	4							
455	3	2 for ECS						
Detachment of Units – South Western Railway Services Only								
Class	Allowance	Comments						
450	4							
455/456	2							
458	5							
701	4							
707	4							
Dwell Time								
Standard	½							
Dwell times may be varied during the production of timings for trains in conjunction with engineering work or other special traffic arrangements at the discretion of the Operational Planning Project Manager.								
Dwell Times – Empty Coaching Stock to Passenger Service in the same direction except where otherwise specified*								
Stock	1 or 2 Car	3 or 4 Car	5 or 6 Car	8 Car	7 or 9 Car	9 or 10 Car	10 or 12 Car	12 Car
Class 158 DMU	1 min	1 min	1 min	1 min	1 min	1 min	1 min	1 min
Class 159 DMU		1 min	1 min		1 min			1 min
Class 165/166 DMU	1 min	1 min	1 min	1 min	1 min	1 min	1 min	1 min
Class 171 DMU	1 min	1 min	1 min	1 min	1 min	1 min	1 min	1 min
Class 313 EMU		1 min	1 min		1 min			1 min
Class 375/377 EMU (Southern Services)		1 min	1 min	1 min	1 min	1 min	1 min	1 min
Class 378/710 EMU		1 min	1 min					
Class 387 EMU (Southern Services)		1 min		1 min				1 min
Class 450 EMU		1 min		1 min				1 min
Class 455 EMU (Southern Services)		1 min		1 min				1 min

STANDARD VALUES – MINIMUM

Class 455/456 EMU (South Western Railway Services)		1 min		1 min				1 min
Class 458 EMU			1 min			1 min		
Class 700 EMU				1 min				1 min
Class 701 EMU			1 min				1 min	
Class 707 EMU			1 min				1 min	
Class 769 BMU		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	7 or 9 Car	9 or 10 Car	10 or 12 Car	12 Car
Class 158 DMU	2 mins	2 mins	2 mins	2 mins	2 mins	2 mins	2 mins	2 mins
Class 159 DMU		2 mins	2 mins		4 mins			4 mins
Class 165/166 DMU	1 min	1 min	1 min	1 min	1 min	1 min	1 min	1 min
Class 171 DMU	2 mins	2 mins	2 mins	2 mins	2 mins	2 mins	2 mins	2 mins
Class 313 EMU		2 mins	2 mins		2 mins			2 mins
Class 375/377 EMU (Southern Services)		2 mins	2 mins	2 mins	2 mins	2 mins	2 mins	2 mins
Class 378/710 EMU		1 min	1 min					
Class 387 EMU (Southern Services)		2 mins		2 mins				2 mins
Class 450 EMU		2 mins		4 mins			4 mins	
Class 455 EMU (Southern Services)		2 mins		2 mins				2 mins
Class 455/456 EMU (South Western Railway Services)		2 mins		4 mins				4 mins
Class 458 EMU			2 mins			2 mins		
Class 700 EMU				4 mins				4 mins
Class 701 EMU			2 mins				4 mins	
Class 707 EMU			2 mins				4 mins	
Class 769 BMU		1 min		1 min				

Generic Rolling Stock Classes

Train Class	ITPS Timing Load	TPR Values
Class 165 DMU	165 timing load	Class 165 values
Class 166 DMU	165 timing load	Class 165 values
Class 171 DMU	170100 timing load	Class 171 values
Class 313 EMU	375 timing load	Class 313 values
Class 375 EMU	375 timing load	Class 375 values
Class 377 EMU	375 timing load (455RT may be used where appropriate)	Class 375 values

STANDARD VALUES – MINIMUM								
Class 378 EMU		378 timing load				Class 378 values		
Class 387 EMU		375 timing load				Class 387 values		
Class 450 EMU		450 timing load				Class 450 values		
Class 455/456 EMU (South Western Railway Services)		455 timing load				Class 455 values		
Class 455 EMU (Southern Services)		455 RT timing load				Class 455 values		
Class 700 EMU		700 timing load				Class 700 values		
Class 701 EMU		701 timing load				Class 701 values		
Class 707 EMU		455 RT timing load				Class 707 values		
Class 710 EMU		710 timing load				Class 710 values		
Class 769 BMU		769 timing load				Class 769 values		
Junction Margins								
Movement								Margin
Between all conflicting movements except as below								2
Between all conflicting movements following a class 4, 6, 7 or non-seasonal class 8								3
Resetting of route for a departing service following the arrival/pass of a conflicting inwards service								1
Platform Reoccupation								
Platform re-occupation in the same direction unless stated otherwise								2
Reoccupation of platforms when a change of direction or a conflicting move is involved								3
Minimum Turnround – Passenger Stock								
Stock	1 or 2 Car	3 or 4 Car	5 or 6 Car	8 Car	7 or 9 Car	9 or 10 Car	10 or 12 Car	12 Car
Class 158 DMU	3 Mins	4 Mins						
Class 159 DMU		4 Mins	5 Mins			7 Mins		
Class 165/166 DMU	3 Mins	3 Mins	4^ Mins	5 Mins				
Class 171 DMU	3 Mins	4 Mins	4 Mins	5 Mins		6 Mins		
Class 313 EMU		4 Mins	5 Mins					
Class 375/377 EMU (Southern Services)		4 Mins	4 Mins	5 Mins	5 Mins		6 Mins	
Class 378/710 EMU		5 mins	6 Mins #	7 mins		8 mins		8 mins
Class 387 EMU (Southern Services)		4 Mins		5 Mins				6 Mins
Class 450 EMU		5 Mins		6 Mins				7 Mins
Class 455 EMU (Southern Services)		5 Mins		6 Mins				
Class 455/456 EMU (South Western Railway Services)		6 Mins		7 Mins			8 Mins	8 Mins
Class 458 EMU			6 Mins			7 Mins		
Class 700 EMU				8 Mins				10 Mins
Class 701 EMU			6 Mins				7 Mins	
Class 707 EMU			6 Mins			7 Mins		
Class 769		4 Mins		5 Mins				
^ 3 Minutes applies to 5 cars								
# - The following exceptions apply: Passenger to ECS 5 minutes, ECS to ECS 5 minutes								

STANDARD VALUES – MINIMUM	
Minimum Allowance for Class 4, 6, 7 or non-seasonal Class 8 movements	
Reversal before/after propelling movement	2
Crew change	2
Light engine reverse	2
Change of Locomotive	10
Runaround in stations	20
Runaround in yards or depots	20
Permissive Working	
Where attaching/detaching and platform sharing is permitted, only class 1, 2, 3, ECS 5, 9 and 0 trains are allowed to undertake permissive working. See Sectional Appendix	
Station Allowances	
These minimum allowances may be increased by negotiation for specific traffic needs. Any subsequent reduction in these allowances must be agreed by Network Rail Southern Region.	

THE FOLLOWING INFORMATION SHOWS THE EXCEPTIONS TO THESE STANDARD VALUES

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION		
Kensington Olympia		
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below:-		
Platform 2	Attaching/Detaching and Platform Sharing permissible for Class 377, 378 and Class 710 only, maximum of 10-cars. This applies in both directions.	
Adjustment to Sectional Running Times		
Movement	Reason	Value
All non-stop movements crossing from Up West London to Down Platform Loop	Approach Control/ 25mph Slow Crossover	{1}
All non-stop movements crossing from Down West London to Down Platform Loop	Approach Control/25mph Slow Crossover	{½}
Overlap Restrictions		
First Movement	Second Movement	Margin
Train departs Shepherds Bush on the Down West London in the direction of Mitre Bridge Junction	Train departs or passes Kensington Olympia on the Down West London in the direction of Shepherds Bush	1
Train departs/passes Shepherds Bush Platform 1 on the Up West London and arrives into Kensington Olympia platform 3	Train departs Kensington Olympia Platform 2 on the Down West London crossing to the Up West London into Platform 1 at Shepherds Bush	1
Train arrives at Kensington Olympia Platform 2 from Shepherds Bush	Train approaching VC801 on the Down West London at Kensington Olympia going north	2
Train arrives at Kensington Olympia Platform 2 from West Brompton	Train approaching VC698 on the Down West London at Kensington Olympia going south	2

Shepherds Bush	
Minimum Turnround – Passenger Stock	
	Margin

Shepherds Bush		
Platform 2 Down	6*	
* Applies to trains terminating from the Kensington Olympia direction and starting back towards Kensington Olympia in Platform 2 only. The time includes an allowance for shunting the train to enable the driver to observe signal VC806. Train not to exceed 4 cars.		
Overlap Restrictions		
First Movement	Second Movement	Margin
Train departs or passes Kensington Olympia towards West Brompton	Train departs Shepherds Bush towards Kensington Olympia	1
Dwell Times		
ARL Services only		1

North Pole Signal VC813		
Dwell Times		
All Down Trains formed of EMU Stock (except Class 378/710)*	1	Required for changeover from DC to AC
* Trains formed of Class 378/710 EMU stock operated by London Overground are not required to stop at this location as the traction changeover can be completed whilst on the move		

North Pole Signal VC818		
Dwell Times		
All Up Trains formed of EMU Stock (except Class 378/710)*	1	Changeover from DC to AC
* Trains formed of Class 378/710 EMU stock operated by London Overground are not required to stop at this location as the traction changeover can be completed whilst on the move		
Planning Note		
When a down train has terminated in either platform 1 or platform 2 at Shepherds Bush in order to reverse, a following train cannot depart or pass North Pole Jn on the Up West London Line until 1 minute after the preceding service has departed for Kensington Olympia		

North Pole Turnback Siding		
Junction Margins		
First Movement	Second Movement	Margin
Between all conflicting movements to/from Turnback siding		2
Train Length Restriction		
Length of Turnback Siding 162 metres to accommodate 1 x 5 car Class 378, 2 x 4 car Class 377, 1 x 5 car Class 710, 2 x 4 car Class 710		

Latchmere Junction		
Length Restriction		

Latchmere Junction

A train exceeding 1196m/186SLU in length on the Down Kensington will foul Culvert Road Junction when standing at VS635 signal
Therefore, junction margins must be based on trains' departure time at Latchmere Junction

Longhedge Junction

Limit of Shunt

	Length Limit
Down Ludgate (Clear of signal VS63)	

Longhedge Junction Signal W135 Freight Restriction

Between Longhedge Junction and Clapham Junction is steeply graded. Therefore a down direction locomotive hauled train from Longhedge Junction via the Ludgate Line must not be allowed to pass signal W135 (Culvert Road) until the route can be set from signal W145 into Clapham Junction

Length Restrictions

A train exceeding 1340m/209SLU in length on the Up Kensington will foul Latchmere No3 Junction when standing at VS78 signal
Therefore, junction margins must be based on trains' departure time at Longhedge Junction
A train exceeding 728m/113SLU in length on the Up Battersea will foul Pouparts Junction and VC584 when standing at VS68 signal.
Therefore, junction margins must be based on trains' departure time at Longhedge Junction

SO250A Stewarts Lane Junction

Junction Margins

First Movement	Second Movement	Margin
Train departing from or passing signal VS47 at Stewarts Lane Junction towards Stewarts Lane Depot/Longhedge Junction or Factory Junction	Departure from London Victoria towards Stewarts Lane Junction	2
Train departing from or passing signal VC546 at Battersea Pier Junction towards London Victoria	Departure from London Victoria towards Stewarts Lane Junction	2

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

Berthing Facilities

	Cars	Notes
Shed No 1	10	Carriage washing facilities
Shed No 2	10	Carriage washing facilities
Shed No 3	12	Carriage washing facilities
Shed No 4	12	Carriage washing facilities
Shed No 5	12	Carriage washing facilities
Shed No 6	12	VSOE only / Carriage washing facilities
Shed No 7	12	VSOE only / Carriage washing facilities
Shed No 8		Out of Use
Shed No 9	12	Carriage washing facilities
Shed No 10	12	Maintenance Only / Carriage washing facilities
Shed No 11	12	Maintenance Only / Carriage washing facilities
Shed No 12	12	Maintenance Only / Carriage washing facilities
Shed No 13	12	Maintenance Only / Carriage washing facilities

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

Shed No 14	12	Maintenance Only / Carriage washing facilities
Siding No 1	10	Carriage washing facilities
Siding No 2	12	Carriage washing facilities

Planning Note

When a train departing Stewarts Lane T&R.S.M.D bound for London Victoria (Central) follows another train on the Battersea Reversible towards Battersea Pier Junction, it cannot pass or arrive at Stewarts Lane Junction until 3½ minutes after the preceding train has passed Battersea Pier Junction due to only 1 signal (Signal VC546) in the section. This restriction also applies if the second train is reversing at Stewarts Lane Junction Shunt Signal 571 beyond VS735 points on the Battersea Reversible, which is the only available signal when formed of rolling stock that does not permit the driver to walk through the train, such as an 8-car Class 455.

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

Battersea Loop

Planning Restriction

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

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

Clapham Junction

See entry under route – SO500

SO500 LONDON VICTORIA TO BRIGHTON

London Victoria (Central)

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

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

Adjustment to Sectional Running Times

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

Berthing Facilities

	Cars	Notes
Battersea Pier No 1	8	
Battersea Pier No 2	8	
Up No 1 Siding	8	
Up No 2 Siding	8	
Platform 9	12*	
Platform 10	12*	
Platform 11	12*	
Platform 12	12*	
Platform 13	12*	
Platform 14	12*	

SO500 LONDON VICTORIA TO BRIGHTON

London Victoria (Central)

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

Platform 15	12*	
Platform 16	12*	
Platform 17	12*	
Platform 18	12*	
Platform 19	12*	

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

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

Connectional Allowance 15*

* Connectional allowance of 10 minutes applies to Southeastern and Southern

ECS Moves

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

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".

Headway 2½ *

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

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves Victoria Central (Platforms 9-19) except as below		3
Depart Platforms 12-19 to either the Brighton Reversible or the Up Carriage Sidings	Any conflicting inwards service	5
Depart Platform 14 or 15 to the Down Slow	Any conflicting arrival from the Up Slow	4*
*Due to overlap issue on signal VC532. Second train has to wait at signal VC538 whilst first train crosses to the Down Slow via 240 crossover		
Depart Platforms 16-19 to Down Brighton Fast	Departure from Up Carriage Sidings into Platforms 12-15	2
Train departing from or passing signal VS47 at Stewarts Lane Junction towards Stewarts Lane Depot/Longhedge Junction or Factory Junction	Departure from London Victoria towards Stewarts Lane Junction	2
Train departing from or passing signal VC546 at Battersea Pier Junction towards London Victoria	Departure from London Victoria towards Stewarts Lane Junction	2

Passenger Stock Turnround Allowances

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

Permissive Working

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

Platform 9	Attaching/Detaching and Platform Sharing
Platform 10	Attaching/Detaching and Platform Sharing

SO500 LONDON VICTORIA TO BRIGHTON

London Victoria (Central)

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

Platform 11	Attaching/Detaching and Platform Sharing
Platform 12	Attaching/Detaching and Platform Sharing
Platform 13	Attaching/Detaching and Platform Sharing
Platform 14	Attaching/Detaching and Platform Sharing
Platform 15	Attaching/Detaching and Platform Sharing
Platform 16	Attaching/Detaching and Platform Sharing
Platform 17	Attaching/Detaching and Platform Sharing
Platform 18	Attaching/Detaching and Platform Sharing
Platform 19	Attaching/Detaching and Platform Sharing

Platform Re-Occupation Margin

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

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

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

Station Working Requirements:

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

Platform starting signals must not be operated for trains via the Battersea Reversible line until permission has been granted from the Signaller operating Panel 7 at Victoria ASC for the movement to proceed beyond VC541

Overnight:

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

Use of Platforms:

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

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

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

Battersea Pier Junction

Junction Margins

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

Battersea Park

Connectional Allowances

All Services	4
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Junction Margins

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

Planning Restriction

Trains formed of 8 car Class 455-rolling stock using the Down Fast line must not be planned to call at Battersea Park

Pouparts Junction

Junction Margins

First Movement	Second Movement	Margin
Pass or depart from Down Battersea to Down Brighton Fast at Pouparts Junction	Depart Clapham Junction on Up Brighton Fast	1*
Pass or depart from Down Battersea to Down Brighton Fast at Pouparts Junction	Pass Clapham Junction on Up Brighton Fast	1½*
Depart Clapham Junction on Up Brighton Fast	Pass or depart from Down Battersea to Down Brighton Fast at Pouparts Junction	3*
Pass Clapham Junction on Up Brighton Fast	Pass or depart from Down Battersea to Down Brighton Fast at Pouparts Junction	2½*

* Margin to be applied at Clapham Junction

Length Restrictions

A train exceeding 552m/86SLU in length on the Down Battersea will foul VS63 or VS65 when standing at VC575 signal.

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

Clapham Junction

Adjustment to Sectional Running Times

First Movement	Second Movement	Reason	Value
Pass/arrive from Up Brighton Slow into platform 16 or pass/depart from platform 17 to Down Brighton Slow	Pass/arrive into platform 15 from Down Brighton Slow or Down Brighton Fast	Reduced overlap on Signal VC605	{½}

Connectional Allowances

Southern services	5
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Dwell Times

All Services (except as below)	1
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Junction Margins

First Movement	Second Movement	Margin
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Clapham Junction		
Depart from Platform 15 to Down Slow	Arrive into Platform 16 from Up Slow	2½
Train crossing from Down Brighton Fast towards Down Brighton Slow	Train following on Down Brighton Fast	3
Train crossing from Up Brighton Slow towards Up Battersea via Pouparts Junction	Any train following in the up direction	3
<p>Passenger trains formed of more than 9-cars or 171 meters should not be planned to stop at Platform 16 as this is an 8 car platform and therefore would foul Falcon Junction preventing departures from Platform 15 to the Down Brighton Slow</p>		
Platform Re-Occupation (Platform 17 ONLY)		
First Movement	Second Movement	Margin
Depart platform 17 towards Latchmere Junction	Depart Latchmere Junction towards Clapham Junction platform 17 *	1
<p>* Any pathing time must be inserted approaching Latchmere Junction and NOT Clapham Junction as a train cannot stand at signal VC593.</p>		
Overlap Restrictions		
First Movement	Second Movement	Margin
Down trains crossing from FL to SL	Up train arriving Platform 14	3
Pass Platform 15 in the Down direction from Down Fast	Up train arriving Platform 14	2
Arrive Platform 15 in the Down direction from Down Fast	Up train arriving Platform 14	2
Train departing Platform 17 towards Latchmere Junction	Arrival at Platform 16 from the Up Slow	3

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

Balham		
Adjustment to Sectional Running Times		
Movement	Reason	Value
All non-stop movements crossing from Down Fast to Down Slow approaching Balham	Approach Control/Slow Crossover	{½}
All non-stop movements crossing from Up Slow to Up Fast at Balham Junction	Approach Control/Slow Crossover	{½}
Dwell Time		
All GTR services	1 – may be reduced to ½ minute outside SX peak hours by exception only with the agreement of Train Operator	
Connectional Allowances		
All Services	4	

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

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

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

Streatham Common		
Movement	Reason	Value
All non-Stop movements towards Streatham	Approach control on signal VC662 and 15mph speed limit on Streatham Spurs	{½} * Non Freight {1} Freight+
* A non-freight train is deemed as any Class 0, 1, 2, 3, 5, seasonal Class 8 or 9 + A freight train refers to any Class 4, 6, 7 or non-seasonal Class 8		
Connectional Allowances		
All Services	4	
Junction Margins		
First Movement	Second Movement	Margin
Depart/Pass Platform 2 towards the Up Streatham Spur	Arrive/Pass Platform 1 from the Down Brighton Slow	3
Planning Note		
Fast line platforms	Notes Trains formed of a 12 car Class 700 EMU must not be planned to use these platforms, due to operational restrictions	

Selhurst		
Adjustment to Sectional Running Times		
Movement	Reason	Value
All non-stop movements that have crossed from Up Slow to Up Fast at Selhurst	Speed Differential	{½} *
* To be applied at the next timing point after Selhurst		
Connectional Allowances		
All Services	4	
Junction Margins		
First Movement	Second Movement	Margin
Passing train crossing from Down Victoria Fast to Down Victoria Slow	Arrive/pass Platform 2 on Up Victoria Slow from East Croydon or West Croydon	2½
Depart any Platform towards Down Selhurst Spur	Arrive/pass any Platform from Up Victoria Slow	3
Pass Platform 3 to Down Victoria Fast	Passing train crossing from Up Victoria Slow to Up Victoria Fast from East Croydon or West Croydon	2½
Depart/Pass Selhurst on Down Slow	Depart/Pass Selhurst to the Depot	2
Train crossing from Up Victoria Slow towards Up Victoria Fast	Train following on Up Victoria Fast	3
Length Restriction		
The standage at signal T74 on the Up Victoria Slow to avoid fouling Cottage Junction is 200 metres/31 SLUs/10 cars (or 8 cars if the train is formed of Class 171 stock).		
The standage at signal T72 on the Up Selhurst Spur to avoid fouling Gloucester Road Junction is 160 metres/25 SLUs/8 cars (or 6 cars if the train is formed of Class 171 stock).		
Planning Note		

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

Selhurst T&R.S.M.D	
Berthing Facilities	
Maximum Berthing Capacity and facilities available should be confirmed with Southern Railway Specification & Planning Department.	
Note: Successive departures from the Depot should not be less than 5 minutes apart. Timings shown in the WTT and other timetable notices for Selhurst Depot Fork Arrival is the time a train is clear of the running lines.	
Length Limit	
A train exceeding 160m/25SLU in length on the Fork Arrival Road will 1527 points when standing at T1020	
Planning Note	
Empty stock workings from London Bridge or London Victoria should, whenever possible, be timed to run via Peckham Rye (if from London Bridge), Streatham Common and Selhurst to minimise conflicting movements at Norwood Junction.	

Windmill Bridge Junction / Cottage Junction		
Junction Margins		
First Movement	Second Movement	Margin
Between all movements except as below		2
Pass Windmill Bridge Junction and crossing to Up London Bridge Slow at Cottage Junction	Pass Windmill Bridge Junction from Down Victoria Slow	2½
Pass Windmill Bridge Junction from Down Victoria Slow	Pass Windmill Bridge Junction and crossing to Up London Bridge Slow at Cottage Junction	1½
Length Limit		
A train exceeding 200m/31SLU on the Down London Bridge Slow when crossing from the Down London Bridge Fast in length using 1537 crossover will foul T81 when standing at T89 Therefore, junction margins must be based on trains' departure time at Windmill Bridge Junction		
A train exceeding 244m/38SLU on the Down Victoria Slow in length will foul Selhurst Junction when standing at T75 Therefore, junction margins must be based on trains' departure time at Windmill Bridge Junction		

East Croydon		
Adjustment to Sectional Running Times		
Movement	Reason	Value

East Croydon			
All movements from Up Slow to Platforms 2 3 and 5 at East Croydon		Approach control on Signal T126 and 25mph crossovers	{½}
All movements from Reversible Slow to platforms 2, 3 and 4 at East Croydon		Approach control on signal T128 and 25mph crossovers	{½}
All movements from Up Fast to platforms 3, 4 and 5 at East Croydon		Approach control on signal T124 and 25mph crossovers	{½}
All movements from Down Fast to platforms 2, 4 and 5 at East Croydon		Approach control on signal T95 and 25mph crossovers	{½}
All movements from Down Slow to platforms 2, 3 and 4 at East Croydon		Approach control on signal T99 and 25mph crossovers	{½}
All movements from Reversible Fast to platforms 3, 4 and 5 at East Croydon		Approach control on signal T93 and 25mph crossovers	{½}
All movements from Sanderstead passing South Croydon on the Up Slow into Platform 4		Speed Differential	{½}
All movements from Sanderstead passing South Croydon on the Up Slow into Platforms 2,3 and 5		Speed differential at South Croydon, approach control on signal T126 and 25mph crossovers at East Croydon. Note that {1} also incorporates the speed differential at South Croydon	{1}
Dwell Times			
All Services			1
Limit of Shunt			
	Length Limit		
Up Fast (Clear of T100)	12		
Down Slow (Clear of T123)	12		
Platform Reoccupation		Margin	
All platforms with following moves		2	
Overlap Restrictions			
First Movement	Second Movement	Reason	Margin
Down train arriving in Platform 5 from either RVL or DFL	Up train arriving at Platform 4	Overlap on 1608A/B points	2
Up train departing Platform 5	Up train arriving Platform 4	Overlap on 1608A/B points	2
Station Working Requirements			
Whenever possible, change of line should be made at North End of station with Northbound services and at South End of station with Southbound services. Stopping passenger services from 01.00 to 05.00 should be timed to run via Platforms 5 and 6 where possible			
Planning Notes			
Trains formed of a 12 car class 700 EMU must not be planned to reverse in platform 3, due to signal sighting issues for signals at either end of the platform. However 12 car Class 700 EMU are able to use platforms 2, 4 and 5 for this purpose.			
The non-stop headway applies for consecutive departures from East Croydon <i>providing</i> the second train uses a different platform <i>and</i> the correct headway is applied at the next timing point irrespective of calling pattern. National TPR section 5.5.5 Application of Planning Headways refers.			
The non-stop headway applies for consecutive arrivals at East Croydon <i>providing</i> the second train uses a different platform <i>and</i> the correct headway has been applied at the previous timing point irrespective of calling pattern. National TPR section 5.5.5 Application of Planning Headways refers.			

East Croydon

Permissive Working

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

Platform 4	Both Directions	Attaching/Detaching and Platform Sharing
Platform 5	Both Directions	Attaching/Detaching and Platform Sharing

South Croydon

Adjustment to Sectional Running Times

Movement	Reason	Value
Passenger passing Platform 5 from Down Slow towards Purley	Approach control signal T137	{½}
Freight passing Platform 5 from Down Slow towards Purley	Approach control signal T137	{1}
Down train towards Sanderstead passing South Croydon on the Reversible Line	Approach control signal T135 for 20mph crossover and acceleration	{½} and also {½} approaching next timing point
All movements passing South Croydon towards Purley from the Down Slow	Speed Differential after 20mph crossover	{½} approaching next timing point
All movements crossing to the Reversible Line from Purley	Approach control on Signal T148 for 25mph crossover	{½}
Down train towards Sanderstead passing South Croydon on the Reversible line	Approach control on Signal T135 for 20mph crossover	{½} approaching next timing point

Connectional Allowances

All Services	4
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Junction Margins

First Movement	Second Movement	Margin
Depart/Pass Platforms 4 or 5 to the Down Slow	Train from Up East Grinstead to Up Slow	2½
Pass Platform 5 to the Down Slow	Pass Platform 4 to the Down Slow	2½
Pass Platform 5 to the Down Slow	Depart Platform 4 to the Down Slow	2

Length Limit

The standage at signal T140 on the Up Slow & T142 on the Reversible Slow to avoid fouling South Croydon Jn is 244 metres/38 SLUs/12 cars (or 10 cars if the train is formed of Class 171 stock).

Planning Note

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

Purley Oaks

Planning Note

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

Purley		
Adjustment to Sectional Running Times		
Movement	Reason	Value
All movements to Platforms 5 and 6	Approach Control	{½}
All movements crossing from Down Fast to Down Slow	Speed Differential & Acceleration	{½} approaching Purley {1} approaching Stoats Nest Junction*
All movements crossing from Up Slow to Up Fast	Speed Differential & Acceleration	{½} approaching Purley {½} approaching the next timing point if called at Purley {1} approaching next timing point if not calling at Purley
Up attachment in platform 5	Calling-on allowance to be added to second train due to restrictive aspect at signals T560 or T576	{1}
*required if train has not called at Purley		
Berthing Facilities		
	Cars	Notes
Siding	16	This location is not to be used without prior arrangement
Berthing within the station is permitted in Platform 6 only and is limited to train class 377 and 700 only due to restrictions upon berthing on running lines		
Connectional Allowances		
All Services	4	
Dwell Times		
All Peak Services	1	
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 3, 4 or 5 to Up Fast	Pass Platform 2 on Down Fast	3
Depart Platform 5 to Up Slow	Arrive Platform 5 from Down Slow	2½
Depart platform 6 towards Tattenham Corner	Arrive platforms 4 or 5 from Caterham	3
Depart platform 5 towards Caterham or Tattenham Corner	Arrive platforms 5 from Caterham	3
Depart platform 5 towards Caterham or Tattenham Corner	Arrive platform 4 from Tattenham Corner	Parallel
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below -		
Platform 1		Prohibited
Platform 2		Prohibited
Platform 3		Prohibited
Platform 4		Attaching Only*
Platform 5	Both Directions	Attaching/Detaching
Platform 6	Down Direction	Detaching Only
* to provide additional capacity in the Up direction from Caterham or Tattenham Corner where there is no alternative		

Purley		
Overlap Restrictions		
First Movement	Second Movement	Margin
Up train departing Platform 4	Up Train arriving Platform 3	2
Up Train departing Platform 5	Up Train arriving Platform 3	2
Up Train departing Platform 5	Up Train arriving Platform 4	2
Down Train departing Platform 5 towards Caterham or Tattenham Corner	Down Train arriving Platform 6	2
Simultaneous Moves Not Permitted – Freight (Class 4, 6, 7 or non-seasonal Class 8)		
A freight train (as described above) arriving in the Down direction which is running into Purley Yard is required to proceed past signal T167 at the country end of Platform 6 in order to clear the pointwork for the Yard. Under the instructions of the shunter, the train will then be propelled into the Down Siding. Whilst the shunt is taking place no route is available from Platform 5 signal T165 towards Caterham or Tattenham Corner. As soon as the train has cleared Platform 6, a departure towards Caterham or Tattenham Corner from Platform 5 can proceed.		
Station Working Requirements		
Locking and Unlocking Doors		
Purley and Caterham		
When a stopping passenger service is booked to be formed of Class 455 stock in excess of 4 cars, the doors of the rear unit(s) will be locked as necessary between Purley and Caterham. It is only necessary to lock the doors on one side (left in the direction of travel). <i>The allowance for this is 3 minutes to lock or unlock doors.</i>		
Woodmansterne to Tattenham Corner (Down)		
Tattenham Corner to Coulsdon Town (Up)		
When a stopping passenger service is booked to be formed of Class 455 in excess of 4 cars, doors of the rear unit(s) will be locked as necessary between Purley and Tattenham Corner. Because Woodmansterne is an island platform, it is necessary to lock doors on both sides of the unit. <i>The allowance for this is 3 minutes to lock or unlock doors.</i> A service starting from Coulsdon Town (Up Platform) running ECS from Tattenham Corner formed of Class 455 stock in excess of 4 cars requires the doors of rear unit(s) to be locked as necessary. The doors will be locked at Tattenham Corner (3 minute allowance) and unlocked at Purley (3 minute allowance).		

Purley Yard (Days Aggregates)	
Length Restriction	
	Length Limit
Trailing Length Limit	42 SLU
Total Length Limit including Loco	45 SLU

Stoats Nest Junction		
Adjustment to Sectional Running Times		
Movement	Reason	Value
All movements from Down Slow Line to Down Quarry Line approaching Stoats Nest Junction	Slow Crossover	{1}
All movements from Up Quarry Line to Up Slow Line approaching Stoats Nest Junction	Slow Crossover	{½}
Junction Margins		
First Movement	Second Movement	Value
Train passes on Down Slow/Down Redhill	Train crossing from Down Fast towards Down Redhill	2½

Coulsdon South

Dwell Times

All Services (Peak Only)	1
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Redhill

Adjustment to Sectional Running Times

Movement	Reason	Value
All movements from the Reigate Line to a Platform that is already Occupied	Approach control on signal T492	{½}
All movements from the Up Slow to platforms 0, 1 or 2	Approach control on signal T496	{1}
All movements from the Down Redhill to Platforms 0 and 2 via 1909 points at Holmethorpe	Approach control and slow speed through crossovers	{2½} {2}
All movements from the Down Redhill to Platform 2 via 1911 points	Approach control and slow speed through crossovers	{1} {½}
All movements on the Down Redhill to Platform 3	Approach control on signal T481 and speed differential	{½}

Adjustment to Sectional Running Times

On the Down Redhill Line Only for Freight timing Loads which will be routed towards Tonbridge or Reigate or through the Platform Loops.

Movement	Reason	Value
Allowance to be shown between Stoats Nest Junction and Redhill	Speed differential and Acceleration	{1½}

Adjustment to Sectional Running Times

**For Freight Timing Loads shown on the Up Redhill Line Only travelling through Redhill which have passed through Godstone or Reigate or passed through Redhill Platform Loops.
The allowance below is to be shown between Redhill and Stoats Nest Junction.**

ITPS Timing Load	Reason	Value
Freight up to 400t inclusive of Heavy Axle at 60mph	Speed Differential & Acceleration	{½}
Freight up to 1600t inclusive of Heavy Axle at 60mph	Speed Differential & Acceleration	{1}
Freight up to 2400t inclusive of Heavy Axle at 60mph	Speed Differential & Acceleration	{1½}
Freight up to 400t at 75mph	Speed Differential & Acceleration	{1½}
Freight up to 1400t inclusive of Containers at 75mph	Speed Differential & Acceleration	{2}
Freight up to 1600t inclusive of Containers at 75mph	Speed Differential & Acceleration	{2½}

Berthing Facilities

	Cars	Notes
Loco Hauled Sidings (L.H.S)	36	Non Electrified
Platform 1	8	
Platform 2		
Platform 3		No movements northbound (up direction) trains formed of a 12 car Class 700 EMUs

Connectional Allowances

All Services except as below	5
Southern, Southeastern and Thameslink	3

Dwell Times

Redhill		
All Services		
1		
Junction Margins		
First Movement	Second Movement	Margin
Departure from Platform 3 towards Reigate or crossing move from Platform 0, 1 or 2 towards Earlswood	Up arrival into Platforms 0, 1 or 2 from Earlswood or Tonbridge	4
Any train in the Down direction towards and calling at Earlswood	Any train departing or passing Redhill on Down Redhill towards Earlswood	3½
Departure from Platform 0 or 2 in the Up direction	Departure from Platform 0 or 2 in the Up direction	3½
Passing on Up Redhill line	Departure from Platform 0 or 2 in the Up direction, calling at Merstham	2½
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below -		
Platform 0 – Up Loop No0	Both Directions	Attaching/Detaching and Platform Sharing*
Platform 1		Attaching/Detaching and Platform Sharing
Platform 2 – Up Loop No2	Both Directions	Attaching/Detaching and Platform Sharing*
Platform 3 – Down Loop	Down Direction	Detaching Only
*Where trains are booked to platform share only in platforms 0 and 2 (e.g. do not attach, detach or run-round), the station is only capable of accommodating a maximum of two trains at any one time in either platform using this methodology		
Planning Note		
Wherever possible the preferred sequence of Up trains from Platforms 0 and 2 is an Up departure from Platform 2 followed by an Up departure from Platform 0. This is because the route from Platform 0 is restricted by slow speed crossovers.		
Platform Reoccupation Margins		
First Movement	Second Movement	Margin
Departure from Platform 0, 1 or 2 towards Reigate	Arrival into Platform 0, 1 or 2 from Reigate	3½
Departure from Platforms 0 or 2 in the Up direction	Reoccupation of same platform with Down service	4
Departure of Tonbridge bound train from Platforms 0, 1 or 2	Arrival of train from Tonbridge into Platforms 0, 1 or 2	4
Departure of Down train from Platform 3	Reoccupation of same platform with Down service	2½
Overlap Restrictions		
First Movement	Second Movement	Margin
Down depart Platform 3	Down arrive Down Main	1½
Down arrive Down Main	Down depart Platform 3	1
Up depart Platform 2	Up arrive Up Main	1½
Up arrive Up Main	Up depart Platform 2	1

Earlswood		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Down Slow Line to Down Fast Line	Approach control on signal T197 and speed differential	{½} approaching Earlswood and {½} approaching next timing point after Earlswood

Earlswood

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

Salfords Aggregate Sidings

Berthing Facilities

Location	Usable Length		Notes
	SLU	METRES	
Reception number 1 siding	27	176	Between 1149 and 1142 signal
Number 2 siding	47	305	
Siding for unloading	48	318	
Cripple siding	11	70	
Headshunt	31	203	

Planning Restrictions

~~No more than 1 train can be accepted with the depot being occupied at any time~~ One train working (excludes light locomotives)

Horley

Planning Note

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

Gatwick Airport

Adjustment to Sectional Running Times

Movement	Reason	Value
All movements from the Up Slow to platforms 1 and platform 3 via Signal T260	Approach control on Signal T260	{½}
All movements from the Down Slow to platforms 1 and 2	Approach control on Signal T239	{½}*
All movements from Down Fast to Platforms 1, 2 and 3	Approach Control on Signal T237	{½} * {1}*
Train passing through Platform 1, 2 & 3 from the Down Fast	Train not running at line speed having used 40mph crossovers	{½} ** {1}**
Up train arriving/passing platform 4 less than 3 minutes after Up train depart platform 5 or 6 to Up Fast or Down train arrives platform 1, 2 or 3 from Down Fast	Approach control on signal T256 and overlap on signal T248	{1}

Gatwick Airport

Depart Platform 5 or 6 to the Up Fast	Speed differential for slow speed crossover (1707/ 1712 points)	{1} ^{***}
All movements from Down Fast to Platform 6	Approach Control on Signal T237	{1}[*]
Train passing through Platform 6 in the Down direction	Train not running at line speed both entering and exiting platform limits	{1}^{**}
Down Fast to Platforms 5,6 and 7 approaching Gatwick Airport for non-stop trains	60mph Linespeed and flashing yellow aspects on Signal T237 Train not running at line speed	{1/2}[*]

* Not applicable if the train has stopped at Horley

** Applies only to trains not stopping at Gatwick Airport. To be applied approaching next timing point

*** To be applied approaching next timing point

Berthing Facilities

Reversible Loop (Platform 6)	12	This location is not to be used without prior arrangement.
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Connectional Allowances

All Services	10
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Dwell times

All Services	1½
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Exceptions

Activity	Reason	Value
Trains terminating and then running ECS in the same direction	To allow staff to clear train, check for lost property and lock doors	4 if train is formed of 98 cars or more or formed of a Class 700 3 if a train is formed of 5 to 7 cars 2 if a train is formed of a 4 car or less

Converging Margins

First Movement	Second Movement (correct headway to be applied at next timing point)	Value
Depart Platform 1 to Up Fast	Depart Platform 2 / 3 to Up Slow	2
Depart Platform 1 to Up Fast	Depart Platform 2 / 3 / 4 / 5 / 6 to Up Fast	2½
Depart Platform 2 to Up Fast	Depart Platform 1 / 3 to Up Fast	2½
Depart Platform 2 to Up Fast	Depart Platform 1 / 3 / 4 / 5 / 6 to Up Fast	2½
Depart Platform 3 to Up Fast	Depart Platform 1 / 2 / 4 / 5 / 6 to Up Fast	2½
Depart Platform 4 to Up Fast	Arrive Platform 4 from Up Fast	2
Depart Platform 5 to Down Fast	Arrive Platform 5 from Down Fast	2
Depart Platform 5 to Down Fast	Depart Platform 6 / 7 to Down Fast	2½
Depart Platform 5 to Up Fast	Arrive Platform 5 from Up Fast	2
Depart Platform 6 to Down Fast	Arrive Platform 6 from Down Fast	2
Depart Platform 6 to Down Fast	Depart Platform 5 / 7 to Down Fast	2½
Depart Platform 6 to Down Fast	Arrive Platform 5 from Down Fast	2 (overlap on sig T243)
Depart Platform 7 to Down Fast	Arrive Platform 7 from Down Fast	2
Depart Platform 7 to Down Fast	Depart Platform 6 / 7 to Down Fast	2½

Junction Margins

Gatwick Airport

Passing trains use the same margin as a departure or arrival as appropriate

First Movement	Second Movement	Margin
Between all conflicting movements, except as stated below		3
Arrive/Pass any platform	Conflicting opposite direction departure	1
Depart platform 5 or 6 to Up Fast	Arrive platform 6 5 from Down Fast	4
Depart platform 5 or 6 to Down Fast	Arrive platform 5 or 6 from Up Fast	4
Arrive Platform 1 / 2 / 3 from Down Fast	Pass Platform 4 to Up Fast	3*
Depart platform 2 or 3 to CHS	Arrive platform 1, 2 or 3 from Up Slow	4
Depart platform 1, 2 or 3	Depart from CHS to same platform	1
Depart platform 1, 2 or 3	Any conflicting departure from CHS	1
Arrive Platform 4 from Up Fast	Depart from Platform 5 to Up Fast	Same time
Depart platform 5 to Up Fast	Arrive platform 4 from Up Fast	Same time
*maybe reduced to 2 minutes provided that the Up Pass through train passing Platform 4 has an adjustment of {1} applied approaching Gatwick Airport. See Adjustment to Sectional Running Times above for details		

Overlap Restrictions

First Movement(s)	Second Movement	Signal	Value
Depart platform 1 to Down Slow	Arrive platform 2 in Down Direction	T249	2
Depart platform 1 to Up Slow	Arrive platform 2 in Up Direction	T252	2
Depart platform 1 to Up Slow AND any parallel arrival or departure in platform 2	Up arrival into Platform 3	T250	2
Down direction arrival into Platform 2	Up direction arrival into Platform 3	T250	2
Arrival in Platform 3 from Up Slow or CHS	Arrive Platform 2 in Down Direction	T250	2
Depart platform 3 to CHS	Arrive platform 2 in Down Direction	T249	2
Depart platform 5 or 6 to Up Fast	Arrive platform 4 from Up Down Fast	T256	3* 4
Down direction departure Depart platform 6 to Down Fast	Arrive platform 5 in Down Direction from Down Fast	T243	2
Arrive platform 5 from Up Fast	Arrive platform 6 from Down Fast	T246	2
Arrive platform 6 from Up Fast	Arrive platform 5 from Down Fast	T244	2
Up Direction arrival platform 5 or 6	Down arrival in platform 5 or 6	T244/6	2
* Can be reduced to less than 3 minutes provided that the Up Arrival into platform 4 has an adjustment of {1} applied approaching Gatwick Airport. See Adjustment to Sectional Running Times above for details.			

Permissive Working

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

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

Planning Notes

The non-stop headway applies for consecutive departures from Gatwick Airport *providing* the second train uses a different platform *and* the correct headway is applied at the next timing point irrespective of calling pattern. National TPR section 5.5.5 Application of Planning Headways refers.

The non-stop headway applies for consecutive arrivals at Gatwick Airport *providing* the second train uses a different platform *and* the correct headway has been applied at the previous timing point irrespective of calling pattern. National TPR section 5.5.5 Application of Planning Headways refers.

Gatwick Airport CHS

Berthing Facilities

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

Tinsley Green Junction

Adjustment to Sectional Running Times

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

Junction Margins

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

Three Bridges

Adjustment to Sectional Running Times

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

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

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

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

Berthing Facilities

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

On the main line berthing is permitted in the Up Platform Loop (Platform 1) only due to restrictions upon berthing on running lines

Connectional Allowances

All Services	4
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Dwell Times

All non-Thameslink services	1
Thameslink services	1½

Activity	Reason	Allowance
Trains terminating and then running ECS in the same direction	To allow staff to clear train, check for lost property and lock doors	4

Junction Margins

	Margin
Between all conflicting moves except as below	3

First Movement	Second Movement	Margin
Depart/Arrive Platform 1 to/from Gatwick	Up arrival into Platform 2 from Up Slow	2
Depart/Arrive Platform 1 to/from Gatwick	Up arrival into Platform 2 from Up Horsham	3
Depart platform 1 or 2 to up Fast	Pass platform 2 or 4 towards Gatwick Airport	4
Resetting of route for a departing service following the arrival of a conflicting inwards service		1*

Three Bridges

* 2 if first train is a freight train (Class 4, 6, 7 or non-seasonal Class 8) and has a greater than 1 minute pathing time applied between Balcombe Tunnel Junction and Three Bridges

Limit of Shunt

	Length Limit
Down Fast (Clear of T273)	12

Permissive Working

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

Platform 1	Up Platform Loop Both Directions	Attaching/Detaching and Platform Sharing
Platform 2	Up Slow Both Directions	Attaching/Detaching and Platform Sharing
Platform 3	Down Slow Both Directions	Attaching/Detaching
Platform 4	Up Fast	Prohibited
Platform 5	Down Fast	Prohibited

Overlap Restrictions

First Movement	Second Movement	Reason	Margin
Down Train departing Platform 2 towards Down Slow	Down Train arriving Platform 3	Overlap on signal T277	2
Down train arriving from Down Fast into Platform 1 or 2	Up Train arriving Platform 3	Overlap on signal T276	2

Planning Notes

The non-stop headway applies for consecutive departures from Three Bridges *providing* the second train uses a different platform *and* the correct headway is applied at the next timing point irrespective of calling pattern. National TPR section 5.5.5 Application of Planning Headways refers.

The non-stop headway applies for consecutive arrivals at Three Bridges *providing* the second train uses a different platform *and* the correct headway has been applied at the previous timing point irrespective of calling pattern. National TPR section 5.5.5 Application of Planning Headways refers.

Three Bridges Down Thameslink Sidings

Acceptance of trains

First Movement	Second Movement	Margin
Train departs Three Bridges Platform 5 towards the Down Thameslink Sidings	Train passes or arrives Three Bridges on Down Fast	5

Three Bridges Down Thameslink Sidings

Train departs Three Bridges Platforms 4 or 5 and enters the Down Thameslink Sidings	Following movement departs Three Bridges into the Down Thameslink Sidings	20
Example, first train departs Three Bridges towards Down Thameslink Sidings at xx.00. Second movement into Sidings can depart Three Bridges at xx.20. This margin provides an allowance for the first train to use the washer, reverse in the headshunt and stable. 8 minutes applies if the second train not washing.		
All trains arriving at the Down Sidings must be planned with a 'dot' stop at Three Bridges station. This is because the train will be brought to a stand or near stand at signal T273 before receiving a proceed aspect into the sidings.		

Berthing Facilities

Siding	Cars*	Notes
Stabling Siding No 1	24	2 x 12 cars, 3 x 8 cars or 1 x 12 car and 1 x 8 car
Stabling Siding No 2	24	2 x 12 cars, 3 x 8 cars or 1 x 12 car and 1 x 8 car
Stabling Siding No 3	16 or 20	1 x 12 car and 1 x 8 car or 2 x 8 cars

* Assumed to be Class 700 stock

Margins between arrivals and departures

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

Margins between successive departures

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

Planning Note

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

Three Bridges Up Thameslink Depot

Acceptance of trains

First Movement	Second Movement	Margin
Train departs Three Bridges Platform 2 or 3 and enters the Up Thameslink Depot	Following movement departs Three Bridges into the Up Thameslink Depot	8

Example, first train departs Three Bridges towards Up Thameslink Depot at xx.00. Second movement into Depot can depart Three Bridges at xx.08.

Berthing Facilities

Siding	Cars*	Notes
Road 1	36	
Road 2	24	
Road 3	24	
Road 4	24	

* Assumed to be Class 700 EMU stock. A maximum of six planned arrivals or departures is allowed on Depot at any one time.

Three Bridges Up Thameslink Depot

Margins between arrivals and departures

First Movement	Second Movement	Margin
Train arrives at Three Bridges Up Thameslink Depot from Three Bridges station	Train departs from Three Bridges Up Thameslink Depot towards Three Bridges station	6

Margins between successive departures

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

Copyhold Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
All trains crossing from DLH (Down Loop) to Up Main	Speed differential due to 40mph crossover	{ $\frac{1}{2}$ }*
All trains crossing from the Down Main to the ULH (Up Loop)	Approach Control and speed differential due to 20mph crossover	{1} approaching Copyhold Junction

*applied at the next timing point

Haywards Heath

Adjustment to Sectional Running Times

Movement	Reason	Value
Up trains arriving in platforms 1 or 4	Approach control on signals T348 or T350	{½}
Attachment in platform 1	Calling-on allowance to be added to second train due to restrictive aspect at signals T337, T348 or T350	{1}
Attachment in platforms 3 or 4	Calling-on allowance to be added to second train due to restrictive aspect at signals T348 or T350	{1}

Berthing Facilities

Location	Cars	Notes
Down Siding North	12	Trains berthed at this location must have been cleaned, watered and CET'd
Platforms 1 and 4	12	Classes 171, 375, 377, 387 and 700 only. Trains berthed at this location must have been cleaned, watered and CET'd

Margins between opposing direction departures

First Movement	Second Movement	Margin
Train departs Platform 1 to the Down Siding North	Down train arriving/passing into Platform 1	3

Connectional Allowances

All Services	3
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Dwell Times

All Services	1
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Permissive Working

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

Platform 1	Down Loop	(Both directions)	Attaching/Detaching
Platform 2	Down Main	(Down Direction)	Detaching Only
Platform 3	Up Main	(Up Direction)	Attaching/Detaching
Platform 4	Up Loop	(Up Direction)	Attaching/Detaching
Platform 4	Up Loop	(Down Direction)	Detaching Only

A 4 minute headway between two services booked to attach is to be allowed

Planning Notes

The non-stop headway applies for consecutive departures from Haywards Heath providing the second train uses a different platform and the correct headway is applied at the next timing point irrespective of calling pattern. National TPR section 5.5.5 Application of Planning Headways refers.

The non-stop headway applies for consecutive arrivals at Haywards Heath providing the second train uses a different platform and the correct headway has been applied at the previous timing point irrespective of calling pattern. National TPR section 5.5.5 Application of Planning Headways refers.

Wivelsfield

Connectional Allowances

All Services	4
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Dwell Times

All Services (Peak Only)	1
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Keymer Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
All trains that have not stopped at Wivelsfield and are routed towards Lewes	Approach Control	{½}
Up trains from Lewes not stopping at Wivelsfield	Speed differential due to 20mph speed limit over Keymer Junction	{½} approaching Haywards Heath

Junction Margins

First Movement	Second Movement	Value
Train converging from Up Lewes to Up Main	Train following on Up Main	3

Planning Note

Pathing time must not be shown between Keymer Junction and Wivelsfield as there is no protecting signal between these locations. This applies in both directions and is irrespective of whether the train is travelling to or from the Brighton direction or Lewes direction.
If pathing time is shown approaching Keymer Junction, please refer to the Overlap Restrictions table at Burgess Hill

Burgess Hill

Connectional Allowances

All Services	4
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Dwell Times

All Services (Peak Only)	1
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Junction Margins

First Movement	Second Movement	Margin
Up train pass Keymer Junction with pathing time after Burgess Hill	Up-stopping train arrives at Burgess Hill	2½*
Up train pass Keymer Junction with pathing time after Burgess Hill	Up train pass Burgess Hill Platform 1	2*

*A 4½ minute headway would still apply to the second train if the first train calls at both Burgess Hill and Wivelsfield

Hassocks

Connectional Allowances

All Services	4
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Dwell Times

All Services (Peak Only)	1
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Preston Park		
Adjustment to Sectional Running Times		
Movement	Reason	Value
All movements towards Hove via platform 3	Approach control	{½}
Down Main to platform 1 or 2	Approach control and distance of signal from station	{1}
Berthing Facilities		
Location	Cars	Notes
No 1 Sidings	12	
No 2 Sidings	12	
Dwell Times		
All Services (Peak Only)	1	
Junction Margins		
		Margin
Between all conflicting moves except as below		3
First Movement	Second Movement	Margin
Arrive Platform 1 or 2 from Brighton or Carriage Road	Pass Platform 3 towards Hove or Carriage Road	2
Up train pass/arrive	Conflicting Down train departs	1
Limit of Shunt		
	Length Limit	
Down Main (Clear of T425)	12	
Overlap Restrictions		
First Movement	Second Movement	Margin
Up train departing Platform 1	Up train arriving Platform 2	1½
Down train arriving Platform 1	Up train arriving Platform 2	1½
Down train departing Platform 1 towards Down Main	Down train arriving Platform 2	1½
Planning Note		
The non-stop headway applies for consecutive northbound departures from Preston Park <i>providing</i> the second train uses a different platform <i>and</i> the correct headway is applied at the next timing point irrespective of calling pattern. National TPR section 5.5.5 Application of Planning Headways refers.		

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

Brighton Down Sidings

Allowances

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

Berthing Facilities

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

Siding Numbers to be shown as follows:

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

Headways

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

Permissive Working

Permissive working is authorised as shown below -

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

Brighton Reception Road

Special Working Requirements

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

Brighton		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Movements to Platforms 3 and 8 where platforms are already occupied	Approach Control for Permissive Working	{½}
Berthing Facilities		
	Cars	Notes
Platforms 1-8	44	
Connectional Allowances		
All Services except as below	10	
All Southern Services	4	
Junction Margins & Platform Reoccupation		
Movement	Margin	
Platforms 1 and 2, between all conflicting movements and platform reoccupation	3	
Platforms 3, 4, 5 and 6 between all conflicting movements and platform reoccupation	4	
Platforms 7 and 8 where movement is to/from East Coastway, between all conflicting movements and platform reoccupation	3	
Platforms 7 and 8 where movement is to/from Preston Park, between all conflicting movements and platform reoccupation	4	
Minimum Turnround – Passenger Services		
	Value	
Services formed of up to 8 cars from the Brighton Main Line (passenger to passenger)	10	
Services formed of up to 8 Cars from the East or West Coastway (passenger to passenger)	7	
Services formed of 9 to 12 Cars (passenger to passenger)	12*	
* 10 minutes can be applied if the previous and next turnrounds at Bedford or Cambridge are 15 minutes or more		
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below -		
Platform 1	Attaching/Detaching and Platform Sharing – Class 1 and 3 are allowed and trains formed of locomotive and coaching stock	
Platform 2	Attaching/Detaching and Platform Sharing	
Platform 3	Attaching/Detaching and Platform Sharing – Class 1 and 3 are allowed and trains formed of locomotive and coaching stock	
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	
Platform 8	Attaching/Detaching and Platform Sharing	
Planning Note		
Where possible a departure from Platform 7 towards London Road (Brighton) should not be planned simultaneously with an arrival into Platform 8 from London Road (Brighton). This is because the route setting out of Platform 7 will default to the second set of crossovers at the north end of the platform which prevents a route being set into Platform 8.		
Planning Restriction		
Due to route setting, trains planned to depart to Brighton Down Sidings, cannot be done from Platforms 5 or 7.		
Station Working Requirements		

Brighton	
Access to Platforms	
Platform 1	For use by West Coastway services ONLY
Platform 2	For use by West Coastway services. Direct movements to/from Lovers Walk Depot must be maximum 160 metres/25 SLUs/8 coaches.
Platform 3 (full length) Platform 3 North (3N) Platform 3 South (3S)	<ul style="list-style-type: none"> - When running no longer than 77 metres/12 SLUs/4 coaches (or one 3-car Class 158 or one 2-car Class 171) on to the buffer stop this platform is accessible by any route (3S). When longer than 77 metres/12 SLUs/4 coaches the West Coastway route is not accessible - It is possible to run 4 or more coaches onto 4 coaches from all routes except the West Coastway (3N). - Due to the position of the track circuits it is not possible to run 4 coaches onto 8 coaches already occupying the platform except from Lovers Walk Depot (full length)
Platform 4	<ul style="list-style-type: none"> - Accessible by any route except the West Coastway - Class 377 units should not be booked to attach to another 4 car already in the platform as this is not possible due to curvature at the South end of platform.
Platform 5 – 8	Accessible by any route except the West Coastway
Brighton Class 1 Services	
These services should not be booked into platform 8 as this route is approach controlled from signal T435. These services should also not be booked to enter an occupied platform, as approach control is required	
Front Train Working	
In the event of a 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.	

SO500B COPYHOLD JUNCTION TO ARDINGLY
Ardingly
Planning Note
Please ensure 20 minutes run round is included into any schedule before arriving into the terminal. This would not apply to trains which are top and tailed.

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

Hove
See entry under route – SO630

SO510 LONDON BRIDGE TO EPSOM DOWNS

London Bridge

Berthing Facilities

Platform	Cars	Notes
Platform 10	12	
Platform 11	12	
Platform 12	12	
Platform 13	12	
Platform 14	12	
Platform 15	10	8 cars if Class 171

Two 12-car platforms should be kept clear of berthed stock to provide additional capacity during service perturbation or in an emergency.

Junction Margins

	Margin
Resetting of route for a departing service following the arrival of a conflicting inwards service	1*

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

Overnight Berthing

In Order of Preference

Platform 10

Platform 11

Platform 12

Note: Maximum to be berthed = 72

Connectional Allowance	4
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Minimum Turnround – Passenger Stock

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

Permissive Working

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

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

Planning Note

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

Platform Reoccupation

First Movement	Second Movement	Margin
All Platforms (except as below)		3
Train departs Platform 10	Train arrives Platform 10	4

SO510 LONDON BRIDGE TO EPSOM DOWNS

London Bridge

Platform Restrictions

Platform 10	Only 10 cars permitted if Class 171
Platform 11	Only 10 cars permitted if Class 171
Platform 12	Only 10 cars permitted if Class 171
Platform 13	Only 10 cars permitted if Class 171
Platform 14	Only 10 cars permitted if Class 171
Platform 15	Only 8 cars permitted if Class 171

Station Working Requirements

ECS Movements

ECS movements to Selhurst T&R.S.M.D after the morning peak are to be routed via Streatham Common unless prior agreement is reached with Network Rail

ECS movements To/From Streatham Hill should be routed via Crystal Palace unless prior agreement is reached with Network Rail

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

Platforming

In the event of a 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

South Bermondsey Junction

See entry under route – SO680

Brunswick Court Junction

Planning Note

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

Planning Restriction

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

New Cross Gate Up Sussex Loop

Planning Note

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

New Cross Gate

Connectional Allowances

All Services	4
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New Cross Gate**Dwell Times**

All services except Class 378 towards Surrey Quays

1

Adjustment to Sectional Running Times**Movement****Reason****Value**

All movements crossing from Down Sussex Slow to the Down Sussex Fast at New Cross Gate, that are not booked to call at New Cross Gate

Approach control on Signal TL4027

{1}

Norwood Junction		
Adjustment to Sectional Running Times		
Movement	Reason	Value
All non-stop movements from the Up Fast to the Up Crystal Palace or the Up Slow	Approach control on Signal T14	{½}
Trains crossing from Down London Bridge Fast to platform 5 or 6	Approach control on Signal T9	{½}
Down trains to Selhurst Depot from New Cross Gate direction	Approach control on Signals T17 or T19 for 25mph crossovers	{½} approaching Norwood Jn
All non-stop movements from the Down Crystal Palace Spur to the Down Fast at Norwood Junction	Not passing Norwood Junction at line speed	{½} approaching next timing point
Connectional Allowances		
All Services	4	
Junction Margins		
First Movement	Second Movement	Value
Up train passes or arrives Norwood Junction	Down train departs Norwood Junction to Selhurst Depot	1
Up train passes or arrives Norwood Junction	Down train passes Norwood Junction to Selhurst Depot	2
Down train departs or passes Norwood Junction to Selhurst Depot	Up train passes or arrives at Norwood Junction	3
Down train departs or passes Norwood Junction to Selhurst Depot	Down train passes platform 4	3
Down train departs or passes Norwood Junction to Selhurst Depot	Down train arrives at platform 4	2½
Down train departs or passes platform 5 to Selhurst Depot	Down train passes or arrives at platform 5	2½
Down train passes platform 4	Down train departs platform 5 to Selhurst Depot	1
Dwell Times		
All services	1	
Length Restriction		
The standage at signal T15 on the Down Crystal Palace Spur to avoid fouling Bromley Jn is 244 metres/38 SLUs/12 cars (or 10 cars if the train is formed of Class 171 stock).		
Limit of Shunt		
	Length Limit	
Up London Bridge Slow (Clear of T22)	8	
Down Crystal Palace Spur (Clear of T21)	8	
Down London Bridge Slow (Clear of T19)	8	
Down London Bridge Fast (Clear of T17)	8	
Movements Not Permitted		

Norwood Junction

There is no route available from signal T20 on the Up London Bridge Fast to Platform 4. The only routes from this signal are to Platforms 3 or 5.

There is no route available from signal T22 on the Up London Bridge Slow to Platform 4. The only routes available from this signal are to Platforms 1, 3 or 5.

Trains planned to run to Platform 4 must travel via the Fork Arrival Road and signal T10 which provides a route to the Limit of Shunt board at the London end of Platform 4. ECS moves only.

ECS moves departing Selhurst Depot can pass signal T10, S4 or S2 to pass through or stop in Platform 1 or 3, or platform 4 or 5 to complete reverse moves.

Permissive Working

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

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

Overlap Restrictions

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

Planning Note

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

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

Selhurst T&R.S.M.D

See entry under route – SO500

Norwood Fork Junction

Length Restriction

A train exceeding in 164m/26SLU in length will foul Cottage Junction when standing at T82 on the Up London Bridge Slow

Therefore, junction margins must be based on train's departure time at Norwood Fork Junction

Gloucester Road Junction

Length Restriction

A train exceeding 153m/24SLU in length will foul Selhurst Junction when standing at T73 on the Down Selhurst Spur

Gloucester Road Junction

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

West Croydon

Adjustment to Sectional Running Times

Movement	Reason	Value
All movements into Platform 1	Approach Control on signal T37	{½}
Up train arrive/pass platform 3 within 3 minutes of an arrival into/departure from platform 1	Approach control on signal T36 and overlap on signal T30	{1}
West Croydon Turnback Siding	Operation of 8* and 10 car trains	{1} between West Croydon and Turnback Siding in both directions (excluding ARL services)

Planning Restriction – West Croydon Turnback Siding

8 car trains formed of Class 455 rolling stock can only be planned to use West Croydon Turnback Siding if 2 drivers are provided

Berthing Facilities

	Cars	Notes
Platform 1 (Up Bay)	10	Two 5-car trains to attach or one 10-car to split
Oakfield siding	8	Not to be used without prior arrangement
Centre Turnback Siding	10	

Connectional Allowances

All Services	4
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Dwell Times

All Services	1
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Junction Margins

First Movement	Second Movement	Margin
Down train arriving in Bay Platform 1	Up train departing Platform 3	1**
Up train departing Platform 3	Down train arriving in Bay Platform 1	3

** Note that the {1} for approach control is in addition to the margin between the arrival of a train in Platform 1 and departure from Platform 3

Permissive Working

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

Platform 1	Up Bay	Attaching/Detaching and Platform Sharing
Platform 3	Up Wallington	Prohibited
Platform 4	Down Wallington	Prohibited
West Croydon Turnback	Turnback Siding (10 car capacity)	Attaching/Detaching and permissive working

Platform Reoccupation

	Margin
Reoccupation of Platforms 3 and 4	2½

Overlap Restrictions

First Movement	Second Movement	Margin
Down train departing Platform 3	Down train arriving Platform 4	2

Sutton		
Berthing Facilities		
Berthing permitted in Platform 4 only and limited to train class 377 due to restrictions upon berthing on running lines		
Connectional Allowances		
All Services	4 *	
* Connectional allowances for Thameslink trains in the same direction are to be 1 minute.		
Dwell Times		
All Services	1	
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 2 towards West Sutton	Arrival in Platform 1 from Cheam	2½
Limit of Shunt		
	Length Limit	
Up Portsmouth (Clear of VC930)	8	
Up Epsom Downs (Clear of VC934)	12	

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

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

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

SO511A Highbury and Islington to New Cross Gate

Highbury and Islington

Dwell Times

When next/previous working is ECS

2

Junction Margins

First Movement

Train towards Canonbury

Second Movement

Train towards Highbury and Islington

Margin

3½

Platform Reoccupation

Platform 1 and 2 except as shown below

Margin

3½

Platform 2 between down departure and down arrival

2

Dalston Junction

Dwell Time

For through trains

1

Junction Margins

First Movement

Train departs Platform 1

Second Movement

Train arrives in Platform 2 / 3 / 4

Margin

4

Train departs Platform 2

Train arrives in Platform 3

3½

Train departs Platform 2 / 3

Train arrives in Platform 4

4

Train arrives in any Platform

Any conflicting departure

1

Platform reoccupation following reversals

Platforms 1 and 4

4

Platforms 2 and 3

3

Hoxton

Planning Note

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

Shoreditch High Street

Dwell Times

All SX services calling at Canada Water between 0700 and 1000 and between 1640 and 1940)

½

Whitechapel

Adjustment to Sectional Running Times

Movement

Reason

Value

Whitechapel

Trains using crossover in either direction	Slow Crossover	{½}
Dwell Time		
All services	1	

Shadwell

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

Canada Water

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

Surrey Quays

Dwell Time		
All services	1	

Canal Junction

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

New Cross Gate North Junction

Junction Margins		
First Movement	Second Movement	Margin
Train from New Cross Gate via reversible line	Train towards New Cross Gate	1½
Train towards New Cross Depot	Train towards New Cross Gate	1½

SO511B CANAL JUNCTION TO NEW CROSS

Rolt Street Junction

Junction Margins

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

SO520 THREE BRIDGES TO HAVANT (VIA HORSHAM)

Three Bridges

See entry under route – SO500

Three Bridges Tilgate Sidings*

Acceptance of trains

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

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

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

3 or 4 car trains of classes 377, 387 and 455 rolling stock must not be planned to run to/from Tilgate Sidings to avoid a significant gapping risk at signal TD98 and across crossovers TD29a/b, 1754 a/b and 1752 a/b

Berthing Facilities

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

* Assumed to be Class 700 stock

Margins between arrivals and departures

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

Margins between successive departures

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

* Final planning values for Tilgate Sidings subject to confirmation.

Crawley	
Dwell Times	
All Services	1

Littlehaven	
Dwell Times	
All Peak Services	1

Horsham			
Adjustment to Sectional Running Times			
Movement	Reason		Value
All movements from the Down Portsmouth to Platforms 1 or 2	Approach control		{½}
Attachment in any platform	Calling-on allowance to be added to second train due to restrictive aspect at signals T839, T841, T848 or T895		{1}
Berthing Facilities			
Location	Cars	Notes	
Platform 1	12		
Platform 4	12		
No 1 Branch Siding (Carriage Road)	12		
No 2 Branch Siding (Oil Siding)	12		
No 3 Branch Siding	12		
No 4 Branch Siding	12		
No 1 Down Siding	8		
No 2 Down Siding	6	Can hold 8 cars but this will block No 3 Down Siding	
No 3 Down Siding	4		
Malthouse Siding	16		
Up Siding	12		
On the main line berthing is permitted in the Down and Up Loops (Platforms 1 and 4) only due to restrictions upon berthing on running lines			
Connectional Allowances			
All Services	4		
Dwell Times			
All Services	1		
Junction Margins			
First Movement	Second Movement		Margin
Between all conflicting movements except as below			3
Departures from Platform 1-4 towards Dorking	Arrivals into Platforms 1-4 via Up Main from Dorking		5
Train reversing at Signal 1401 on the Up Main arrives at Field Sidings	Following movement departs Horsham towards Warnham		Same time
Departures from Platform 1-4 towards Littlehaven	Arrive Horsham Platforms 1 or 2 from Dorking		4
Arrive from T895 signal via Up Main Horsham into Platform 1, 2 or 3	Depart Platform 4 to the Down North Sidings		Parallel
Depart Down North Sidings to Arrive Platform 4 from the Down North Sidings	Arrive Platform 1 or 2 or 3 from Littlehaven via Up Main from Signal T895		Parallel
Arrive 1401 signal on Up Main	Depart T837 signal via Up Main towards Horsham		1
Passing Arrive 1401 signal on Up Main	Depart Pass T837 signal via Up Main towards Horsham		2
Permissive Working			
Attaching/Detaching and Platform Sharing is authorised as shown below -			
Platform 1	Up Platform Loop	(Up Direction)	Attaching/Detaching and Platform Sharing
Platform 2	Up Main	(Up Direction)	Attaching/Detaching
Platform 3	Down Main	(Down Direction)	Attaching/Detaching and Platform Sharing
Platform 4	Down Platform Loop	(Both Directions)	Attaching/Detaching and Platform Sharing*

Horsham

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

Overlap Restrictions

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

Planning Note

~~When crossing~~ Trains routed from T895 signal to the Up Main, this only provides are only able to access to Platforms 1 and 2 ~~from the Down Horsham.~~

Station Working Requirements – Services via Dorking

When a stopping passenger service is booked to be formed of two 455 units, the doors of the rear two coaches in the direction of travel must be locked. Instructions must be given to the guard who must travel in the rear unit and will lock/unlock doors as necessary between Dorking and Holmwood.

Wherever possible, train services to/from Horsham via Dorking should be planned to operate with class 377 rolling stock

Billingshurst

Dwell Times

All Peak Services	1
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Pulborough

Dwell Times

All Peak Services	1
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Arundel

Dwell Times

All Peak Services	1
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Arundel Junction

See entry under route – SO630

Ford		
Connectional Allowances		
All Services		4
Junction Margins		
First Movement	Second Movement	Margin
Pass/Depart Platform 1 towards Littlehampton Junction	Pass/Arrive Platform 2 from Arundel Junction	4
Pass Platform 2 from Arundel Junction	Pass/Depart Platform 1 towards Littlehampton Junction	1
Arrive Platform 2 from Arundel Junction	Pass/Depart Platform 1 towards Littlehampton Junction	Same time
Limit of Shunt		
	Length Limit	
Up Line (Clear of AR10)	8	

Barnham			
Adjustment to Sectional Running Times			
Movement		Reason	Value
Approaching Barnham		All Up trains from Chichester with formations of greater than 8 coaches are permitted to operate between Chichester and Barnham with a maximum power draw of Notch 3. This is limited to one train west of Barnham at any one time on either line	{1}
All non-stop movements from Bognor Regis to Up Main		Slow speed over 1004/1007 points	{1} approaching Ford
Departure from Platform 1 or 2 towards Ford		Slow speed over 1001 crossover	{½} approaching Ford
Down train towards Platform 1		Approach Control on signal BH75	{½}
Up train from Bognor Regis towards Platform 1		Approach Control on signal BH40	{½}
Attachment in platforms 1, 2 or 3		Calling-on allowance to be added to second train due to restrictive aspect at signals BH40 or BH78	{1}
Berthing Facilities			
Location		Cars	Notes
Platform 1		12	
Up Siding		15*	
Berthing permitted in the Down Platform Loop (Platform 1) only due to restrictions upon berthing on running lines			
*Only 2 car or 3 car formations can be stabled in the siding if crew need to leave the train due to the nature and location of the walking route.			
When a train is formed of rolling stock forming multiple units of Class 165/166, 171, 455 or RHTT stock coupled together, traincrew must not leave the train unless you are able to walk through the whole length of the train due to no walkway to accommodate non walk-through trains			
Connectional Allowances			
All Services		4 *	
* 2 minutes is allowed if the connection is cross platform and not via the subway			
Dwell Times			
All Services		1	
Junction Margins			
			Margin
Between all conflicting movements			3
Movements Not Permitted			
A train from Bognor Regis cannot access Platform 2 at Barnham as there is no pointwork to allow this.			
Overlap Restrictions			
First Movement	Second Movement	Reason	Margin
Up train from Chichester arriving into either Platform 1 or 2	Down train arriving into either Platform 1 or 2	The overlap required for either move interferes with crossing move from Chichester either arriving or making the crossing move at all, or there is no overlap available to select beyond Barnham station	2

Barnham

Permissive Working

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

Platform 1	Down Passenger Loop	(Down Direction)	Detaching Only (Full permissive working only available if coming from shunt signal BH115)
Platform 1	Down Passenger Loop	(Up Direction)	Attaching/Detaching and Platform Sharing
Platform 2	Down Main	(Down Direction)	Detaching Only (Full permissive working only available if coming from shunt signal BH115)
Platform 2	Down Main	(Up Direction)	Attaching/Detaching and Platform Sharing
Platform 3	Up Main	(Up Direction)	Attaching/Detaching and Platform Sharing

Chichester

Adjustment to Sectional Running Times

Movement	Reason	Value
Approaching Chichester	All Down trains from Barnham with formations of greater than 8 coaches are permitted to operate between Barnham and Chichester with a maximum power draw of Notch 3. This is limited to one train west of Barnham at any one time on either line.	{1}
Propelling movements to/from Chichester Stone Yard	Slow speed movement when propelling.	{1½}

Berthing Facilities

Location	Cars	Notes
Reception - Carriage Siding	8	This location is not to be used without prior arrangement
Reception No 1		
Reception Stone Terminal		

Connectional Allowances

All Services	4
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Dwell Times

All Services	1
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Junction Margins

First Movement	Second Movement	Margin
ECS/Light Loco Depart to Reception Sidings or Stone Terminal	Up arrival	4
Freight depart Platform 1 to Reception Sidings or Stone Terminal	Up arrival	6*
Depart/Pass Platform 2 to Reception Sidings or Stone Terminal	Up arrival	4
Arrive Platform 2 from Reception Sidings or Stone Terminal	Up arrival	4*
Up arrival at Platform 1	Arrive Platform 2 from Reception Sidings or Stone Terminal	4½
Down depart Platform 2	Arrive Platform 2 from Reception Sidings or Stone Terminal	4½
Up depart Platform 1	Arrive/Pass Platform 1 from Reception Sidings or Stone Terminal	3

*Can be reduced by ½ minute if second train does not stop at Fishbourne

Chichester

Planning Note

The non-stop headway applies for consecutive departures from Chichester in the Down direction providing the first train does not stop at Fishbourne and the correct headway is applied at the next common timing point irrespective of calling pattern. National TPR section 5.5.5 Application of Planning Headways refers.

Havant

Refer to Wessex Timetable Planning Rules – SW110

SO530 SOUTH CROYDON JUNCTION TO EAST GRINSTEAD

Sanderstead

Adjustment to Sectional Running Times

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

Oxted

Adjustment to Sectional Running Times

Movement	Reason	Value
Arrive Platform 2 on Down East Grinstead within 3 minutes of a shunt move into either Platform 1 or 3 via Signal 306	Approach control on Signal OD7 due to reduced overlap on Signal OD11	{3}

Berthing Facilities

Location	Cars	Notes
Down Bay (Platform 3)	6	Electrified, only 4 cars in Platform
Up Siding	6	Electrified for 4 cars only

Connectional Allowances

All Services	3
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Dwell Times

All Services	1
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Junction Margins

First Movement	Second Movement	Margin
Depart platform 2 to Up East Grinstead via 501 points	Arrive/Pass on Down East Grinstead having not called at Woldingham	4
Train departs platform 1 towards South Croydon not calling at Woldingham, Upper Warlingham or Riddlestown	Train departs platform 1 towards South Croydon calling at all stations to Sanderstead	3 ½
Train arrives platform 2 from South Croydon having called at all stations from Sanderstead	Train arrives platform 2 from South Croydon having run non-stop from Sanderstead	3 ½
Arrive into either Platform 1 or 3 having shunted via Signal 306	Arrive/Pass Platform 2 on Down East Grinstead	3

Planning Notes

Oxted			
Adjustment to Sectional Running Times			
Movement		Reason	Value
Arrive Platform 2 on Down East Grinstead within 3 minutes of a shunt move into either Platform 1 or 3 via Signal 306		Approach control on Signal OD7 due to reduced overlap on Signal OD11	{3}
The non-stop headway applies for consecutive departures from Oxted in the Up direction providing the first train does not stop at Woldingham, Upper Warlingham and Riddlesdown and the correct headway is applied at the next common timing point irrespective of calling pattern. National TPR section 5.5.5 Application of Planning Headways refers.			
When a train is Trains formed of rolling stock forming multiple units of Class 455, Class 171 or RHTT stock units coupled together, this cannot reverse at shunt signal 306 unless there is a driver at each end as there is no walkway to accommodate non walk-through trains for a single driver to change ends.			
Permissive Working			
Attaching/Detaching and Platform Sharing is authorised as shown below -			
Platform 1	Up Main	(Up Direction)	Attaching/Detaching
Platform 2	Down Main	(Down Direction)	Detaching Only
Platform 3	Bay		Attaching/Detaching

East Grinstead		
Adjustment to Sectional Running Time		
Movement	Reason	Value
Attachment in platforms 1 or 2	Calling-on allowance to be added to second train due to restrictive aspect at signal OD39	{1}
Berthing Facilities		
Location	Cars	Notes
Siding	8	
Platform 1 & 2	12	
Berthing permitted in either platform but only for train classes 171, 375, 377, 387 and 700 only		
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below -		
Platform 1		Attaching/Detaching and Platform Sharing
Platform 2		Attaching/Detaching and Platform Sharing

SO550 REDHILL TO TONBRIDGE	
Redhill	
See entry under route – SO500	

Redhill Up Tonbridge Siding	
Berthing Facilities	
Location	Cars
Siding	12 cars

Edenbridge

Operating Restrictions

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

Tonbridge

Refer to Kent Timetable Planning Rules – SO130

SO560 REDHILL TO GOMSHALL

Redhill

See entry under route – SO500

Reigate


Berthing Facilities

Location	Cars	Notes
Siding	12	

Dwell Times

All Services	1
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Overlap Restrictions

First Movement	Second Movement	Overlap	Margin
Up train departing Platform 2  towards Redhill	Up train arriving Platform 1	Signal RG5	3

Betchworth

Adjustment to Sectional Running Times

Movement	Reason	Value
Down train arriving with section ahead occupied	Restrictive aspects	½*

*to be applied on departure from Betchworth

Dwell Times

All Services	½
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Dorking Deepdene

Dwell Times

All Services	1
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Dorking West

Adjustment to Sectional Running Times

Movement	Reason	Value
Down train arriving with section ahead occupied	Restrictive aspects	½*

*to be applied on departure from Dorking West

Dwell Times

All Services	1
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Platform Re-Occupation

A following Up train cannot pass / arrive Dorking West until 3 minutes after the preceding Up train has departed Dorking Deepdene

SO590 Keymer Junction to Eastbourne

Plumpton

Planning Note

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

Cooksbridge

Planning Note

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

Lewes				
Adjustment to Sectional Running Time				
Movement	Reason	Value		
Attachment in platforms 2, 4 or 5	Calling-on allowance to be added to second train due to restrictive aspect at signal TLW14	{1}		
Berthing Facilities				
Location	Cars	Notes		
Platform 5 (Platform Loop)	6	This location is not to be used without prior arrangement		
Wall Siding	7	In an emergency 8 cars can be berthed		
On the main line berthing is permitted in Platform 5 only and is limited to train classes 171, 313, 375 and 377 due to restrictions upon berthing on running lines				
Connectional Allowance				
		4		
Dwell Times				
Class 1 Services		1		
Junction Margins				
First Movement		Second Movement	Margin	
Train departs Signal TLW58 towards Platforms 2, 4 or 5		Train departs from Platforms 1 or 3 towards Southerham Junction	2	
Length Limit				
A train exceeding 141m/22SLU in length will foul 73 points when standing at TLW12 on Platform 5 in the Up Platform Loop in the Up direction Therefore, junction margins must be based on trains' departure from Lewes				
A train exceeding 122m/19SLU in length will foul 72 points when standing at TLW11 on Platform 5 in the Up Platform Loop in the Down direction Therefore, junction margins must be based on trains' departure from Lewes				
A train exceeding 80m/19SLU in length will foul 74 points when standing at TLW10 on Platform 4 on the Up Fast Branch Therefore, junction margins must be based on trains' departure from Lewes				
A train exceeding 80m/19SLU in length will foul the overlap on Signal TLW7 when standing at TLW9 on Platform 3 on the Down East Branch Therefore, junction margins must be based on trains' departure from Lewes				
Limit of Shunt				
		Length Limit		
Down Lewes (Clear of TLW3)		12		
Down East Branch (Clear of TLW9)		6		
Permissive Working				
Attaching/Detaching and Platform Sharing is authorised as shown below -				
Platform 1	Down Lewes	(Down direction)	Detaching Only	
Platform 2	Up Lewes	(Up direction)	Attaching/Detaching	
Platform 3	Down East Branch	(Down Direction)	Detaching Only	
Platform 4	Up East Branch	(Up Direction)	Attaching/Detaching	
Platform 5	Up Platform Loop	(Up Direction)	Attaching/Detaching	
Overlap Restrictions				
First Movement		Second Movement	Overlap	Margin

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

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

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

Hampden Park	
Connectional Allowances	
All Services	4
Dwell Times	

Hampden Park

All Peak Services	1
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Eastbourne

Berthing Facilities

Location	Cars	Notes
Platform 1	12 *	To be left clear if possible for runarounds
Platform 2	12 *	
Platform 3	12 *	
No 2 Siding	12	Carriage washing facilities
No 3 Siding	8	Carriage washing facilities
No 4 Siding	8	Carriage washing facilities
No 5 Siding	4	Carriage washing facilities
No 6 Siding	12	Carriage washing facilities

* Maximum to be berthed in platforms = 28

Connectional Allowances

All Services	4
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Permissive Working

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

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

SO600 WILLINGDON JUNCTION TO ASHFORD INTERNATIONAL

Willingdon Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
All trains that have not stopped at Hampden Park travelling towards Pevensey & Westham.	Speed Differential	{1/2}

Bexhill

Dwell Times

All Services to/from London	1
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Platform Reoccupation

First Movement	Second Movement	Margin
Depart Platform 2 towards Pevensey and Westham	Arrive Platform 2 non-stop from Pevensey and Westham	5
Depart Platform 2 towards Pevensey and Westham	Arrive Platform 2 from Pevensey and Westham having called at Cooden Beach but passing Collington	5*
Depart Platform 2 towards Pevensey and Westham	Arrive Platform 2 from Pevensey and Westham having called at Cooden Beach and Collington	6*

Bexhill

* When shunt moves are taking place at Bexhill stopping services should not be timed to depart Cooden Beach until 1 minute after the train in front has departed Bexhill platform 2 in either direction due to the protecting signal for the crossover at Bexhill being situated prior to Collington

Operating Restrictions

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

St Leonards West Marina CSD

Acceptance of Trains into CSD

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

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

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

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

Berthing Facilities

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

Limit of Shunt

	Length Limit
Up Line (Clear of BJ42)	8

Bopeep Junction

Junction Margins

	Margin
Between all conflicting movements	3

Planning Note

Bopeep Junction

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

St Leonards Warrior Square

Connectional Allowances

All Services	4
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Hastings

Berthing Facilities

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

Connectional Allowances

All Services	4
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Dwell Times

All Services	1
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ECS Restrictions

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

Junction Margins

	Margin
Between all conflicting movements	3

Permissive Working

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

Platform 1	Attaching/Detaching and Platform Sharing of Empty Coaching Stock Only
Platform 2	Attaching/Detaching and Platform Sharing of Empty Coaching Stock Only
Platform 3	Attaching/Detaching and Platform Sharing of Empty Coaching Stock Only**
Platform 4	Attaching/Detaching and Platform Sharing of Empty Coaching Stock Only**

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

**** Subject to the following restriction: When attaching the second portion of a train, this must arrive from shunt signal EDL70 or Park Sidings**

Overlap Restrictions

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

Hastings

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

Planning Note

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

Rye

Dwell Time

All services Minimum ½ minute

Turnround allowances

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

Class 171 (2 Car)

10

Appledore

Dwell Time

All services Minimum ½ minute

Overlap Restrictions

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

Ashford International

Refer to Kent Timetable Planning Rules – SO130

SO610 APPLIEDORE TO LYDD TOWN

Appledore

See entry under route – SO600

SO620 BRIGHTON TO SEAFORD

London Road

Planning Note

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

Moulsecoomb

Planning Note

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

Falmer

Planning Note

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

Lewes

See entry under route – SO590

Newhaven Town Yard Junction

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

Newhaven Harbour

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

Newhaven Harbour

*Increase by 1 when first train is freight

SO620A NEWHAVEN HARBOUR TO NEWHAVEN MARINE (OLD STATION)

Newhaven Marine

Length Limit

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

Freight train margins

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

SO630 BRIGHTON TO LITTLEHAMPTON

Brighton

See entry under route – SO500

Brighton Wall Sidings

Berthing Facilities

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

Hove

Berthing Facilities

Location	Cars	Notes
No 1-6 Siding*	12	CET facilities
Up Loop (Platform 1)	12	Berthing not permitted in platforms 2 and 3
* Trains formed of a 12 car Class 700 EMU must not be planned into these sidings, due to operational restrictions		

Connectional Allowances

All Services | 2

Dwell Times

All Class 1 Services | 1

Junction Margins

	Margin
Between all conflicting movements except as below	3

Hove

Permissive Working

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

Platform 1	Up Loop	(Up Direction)	Attaching/Detaching
Platform 2	Up West Branch	(Up Direction)	Attaching/Detaching
Platform 3	Down West Branch		Detaching Only

Overlap Restrictions

First Movement	Second Movement	Margin
Down train arriving Platform 2	Up train arriving Platform 1	3
Down train arriving Platform 2	Down train departing Platform 1	1
Up train departing Platform 2 towards Preston Park	Up train arriving Platform 1	3
Up train departing Platform 3 towards Brighton	Up train arriving Platform 2	3

Station Working Requirements

Restrictions exist on certain stock through certain platforms. See Sectional Appendix for details

Planning Note

The non-stop headway applies for consecutive departures from Hove in the Down direction *providing* the first train does not stop at Aldrington *and* the correct headway is applied at the next *common* timing point irrespective of calling pattern. National TPR section 5.5.5 Application of Planning Headways refers.

Aldrington

Planning Note

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

Portslade

Dwell Times

All Peak Services to/from London	1
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Fishersgate

Planning Note

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

Southwick

Planning Note

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

Shoreham by Sea

Dwell Times

Shoreham by Sea

All Services to/from London 1

Berthing Facilities

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

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

Lancing

Dwell Times

All Peak Services to/from London 1

East Worthing

Planning Note

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

Worthing

Adjustment to Sectional Running Time

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

Berthing Facilities

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

Connectional Allowances

All Services 4

Dwell Times

All Class 1 Services 1

Limit of Shunt

Up Brighton (Clear of LG26) Length Limit

8

Permissive Working

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

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

Shunt Moves

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

West Worthing

Berthing Facilities

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

Durrington on Sea

Dwell Times

12 car trains in the Up direction	1
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Angmering

Connectional Allowances

All Services	3
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Berthing Facilities

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

Operating Restrictions

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

Arundel Junction

Junction Margins

	Margin
Between all conflicting movements	2½

Train Length Restriction

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

Littlehampton

Berthing Facilities

Location	Cars	Notes
Platform 1	12	
Platform 2	12	
Platform 3	8	
Platform 4	6	
Up Siding 1	8	
Up Siding 2	8	

Littlehampton			
No 1 Shed	12	Carriage Washing Facilities are only available if sufficient space is left in Shed Road	
No 2 Shed	12	Carriage Washing Facilities are only available if sufficient space is left in Shed Road	
No 3 Shed	12	Carriage Washing Facilities are only available if sufficient space is left in Shed Road	
Outside Shed No 3 Siding	12	Carriage Washing Facilities are only available if sufficient space is left in Shed Road	
Outside shed No 4 Siding	12	Carriage Washing Facilities are only available if sufficient space is left in Shed Road	
Connectional Allowances			
All Services	4		
Junction Margins			
First Movement		Second Movement	Margin
Departure from Platform 2 / 3 / 4 bound for Littlehampton Sidings/Shed when formed from 4 cars or less		Arrival into any platform	3
Departure from Platform 2 / 3 / 4 bound for Littlehampton Sidings/Shed when formed from more than 4 cars		Arrival into any platform	4
Resetting of route for a departing service following the arrival of a conflicting inwards service			2
Permissive Working			
Attaching/Detaching and Platform Sharing is authorised as shown below -			
Platform 1		Attaching/Detaching and Platform Sharing	
Platform 2		Attaching/Detaching and Platform Sharing	
Platform 3		Attaching/Detaching and Platform Sharing	
Platform 4		Attaching/Detaching and Platform Sharing	

SO640 BARNHAM TO BOGNOR REGIS
Barnham
See entry under route – SO520

Bognor Regis		
Berthing Facilities		
Location	Cars	Notes
No 1 Siding	20	
No 2 Siding	15	
No 3 Siding	15	
Middle Road	12	No attachments to be made in Middle Road
Platform 1	12 *	
Platform 2	12 *	
Platform 3	12 *	
Platform 4	6 *	
* Maximum to be berthed in Platforms 1 to 4 = 28		

Bognor Regis

Junction Margins

First Movement	Second Movement	Margin
Trains departing Platform 2	Trains arriving at Platform 1	3

Permissive Working

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

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

Provided it is not propelled, a Class 1, 2, 5 or 0 train may be allowed to enter a platform line which is already occupied by one of these classes

SO645 BATTERSEA PARK TO PECKHAM RYE (ATLANTIC LINES)

Peckham Rye

Refer to Kent Timetable Planning Rules – SO680

SO650 BALHAM JUNCTION TO BECKENHAM JUNCTION

Streatham Hill

Berthing Facilities

Location	Cars	Notes
Shed	68	Carriage Washing Facilities
Down Sidings	72	

Dwell Time

All GTR services	1
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Limit of Shunt

	Length Limit
Up Crystal Palace (Clear of VC704)	8

Allowance for reverse movements at Signal 658

To/From the shed	6*
*this is mandatory and must be included in the schedule	

Planning Note

When a train is formed of rolling stock forming multiple unit Class 455 or Class 171 stock, this cannot reverse at shunt signal 157 as there is no walkway to accommodate non walk-through trains.

Leigham Junction

Junction Margins

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

Length Restriction

A train exceeding 200m/31SLU in length will foul Tulse Hill South Junction when standing at VC712 on the Up Leigham Spur.

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

West Norwood Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
All Up trains towards Tulse Hill – value to be inserted approaching West Norwood Junction	Approach Control at signal VC716	{½}

Length Limit

A train exceeding 160m/25SLU in length will foul Tulse Hill South Junction when standing at VC715 on the Down West Norwood Spur.

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

West Norwood

Connectional Allowances

All Services	4
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Adjustment to Sectional Running Times

Movement	Reason	Value
All movements from Tulse Hill towards Crystal Palace	Approach Control	{½}

Planning Note

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

Gipsy Hill

Planning Note

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

Crystal Palace

Connectional Allowances

All Services	4
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Dwell Times

All Services	1
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Length Restriction

The standage at VC739 in Platform 2 on the Down Crystal Palace is 200 meters/31 SLUs/10 cars (or 8 cars if the train is formed of Class 171 stock).

Limit of Shunt

	Length Limit
Up Sydenham Spur (Clear of VC735)	8

Platform Reoccupation Margin

	Margin
Platforms 1 to 4	2½

Overlap Restrictions

First Movement	Second Movement	Reason	Margin
Train departs platform 2 towards Gipsy Hill	Train arriving into Platform 1 from Bromley Junction		2 ½
Train departs Platform 5 towards Sydenham	Train arriving into Platform 6 from London Victoria	Overlap on signal TL616R	4
Train departs Platform 6 towards Sydenham	Train departing Platform 5 towards Sydenham	Overlap on signal TL616R	3
Train departs platform 2 towards Gipsy Hill	Train pass platform 1 from Bromley Junction		3 ½

Planning Note

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

Beckenham Junction

Refer to Kent Timetable Planning Rules – SO110

SO650A BROMLEY JUNCTION TO NORWOOD JUNCTION

Norwood Junction

See entry under route – SO510

SO660 PURLEY TO CATERHAM

Purley

See entry under route – SO500

Caterham		
Berthing Facilities		
Location	Cars	Notes
Platform 1	8	
Platform 2	8	
Siding	8	8 car trains (except Class 377) must not run to/from Siding under DOO conditions as the driver is unable to change ends.
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below -		
Platform 1	Attaching/Detaching and Platform Sharing	
Platform 2	Attaching/Detaching and Platform Sharing	
Station Working Requirements		
Locking and Unlocking Doors between Purley and Caterham When a stopping passenger service is booked to be formed of Class 455 stock in excess of 4 cars in the Down direction and 6 cars in the Up direction, doors of the rear unit(s) will be locked as necessary between Purley and Caterham. It is only necessary to lock the doors on one side (left in the direction of travel). <i>The allowance for this is 3 minutes to lock or unlock doors</i>		

SO660A PURLEY TO TATTENHAM CORNER	
Coulsdon Town	
Station Working Requirements	
<p>Woodmansterne to Tattenham Corner (Down) Tattenham Corner to Coulsdon Town (Up)</p> <p>When a stopping passenger service is booked to be formed of Class 455 stock in excess of 4 cars, doors of the rear unit(s) will be locked as necessary between Purley and Tattenham Corner. Because Woodmansterne is an Island Platform, it is necessary to lock doors on both sides of the unit <i>The allowance for this is 3 minutes to lock or unlock doors</i></p> <p>A service starting from Coulsdon Town (Up Platform) running ECS from Tattenham Corner formed of Class 455 stock in excess of 4 cars requires the doors of the rear unit(s) to be locked as necessary. The doors will be locked at Tattenham Corner (3 minute allowance) and unlocked at Purley (3 minute allowance)</p> <p>Note: Down services formed of Class 455 stock in excess of 4 cars must NOT be booked to terminate in the Up Platform</p>	

Woodmansterne	
Station Working Requirements	
<p>Woodmansterne to Tattenham Corner (Down) / Tattenham Corner to Coulsdon Town (Up)</p> <p>When a stopping passenger service is booked to be formed of Class 455 stock in excess of 4 cars, doors of the rear unit(s) will be locked as necessary between Purley and Tattenham Corner. Because Woodmansterne is an Island Platform, it is necessary to lock doors on both sides of the unit <i>The allowance for this is 3 minutes to lock or unlock doors</i></p> <p>A service starting from Coulsdon Town (Up Platform) running ECS from Tattenham Corner formed of Class 455 stock in excess of 4 cars requires the doors of the rear unit(s) to be locked as necessary. The doors will be locked at Tattenham Corner (3 minute allowance) and unlocked at Purley (3 minute allowance)</p>	

Tattenham Corner		
Berthing Facilities		
Location	Cars	Notes
Platform 1	8	
Platform 2	8	
Platform 3	8	
Up Siding	20	
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below -		
Platform 1	Attaching/Detaching and Platform Sharing	
Platform 2	Attaching/Detaching and Platform Sharing	
Platform 3	Attaching/Detaching and Platform Sharing	
Station Working Requirements		
Woodmansterne to Tattenham Corner (Down)		
Tattenham Corner to Coulsdon Town (Up)		
When a stopping passenger service is booked to be formed of Class 455 stock in excess of 4 cars, doors of the rear unit(s) will be locked as necessary between Purley and Tattenham Corner. Because Woodmansterne is an Island Platform, it is necessary to lock doors on both sides of the unit <i>The allowance for this is 3 minutes to lock or unlock doors</i>		
A service starting from Coulsdon Town (Up Platform) running ECS from Tattenham Corner formed of Class 455 stock in excess of 4 cars requires the doors of the rear unit(s) to be locked as necessary. The doors will be locked at Tattenham Corner (3 minute allowance) and unlocked at Purley (3 minute allowance)		
Minimum use should be made of Platform 1 and Platform 3 if possible during Winter Timetables due to icing conditions		

SO680 SOUTH BERMONDSEY JUNCTION TO HORSHAM
South Bermondsey Junction
Planning Note
Pathing or performance allowances must not be placed between South Bermondsey Junction and South Bermondsey in either direction as there are no intermediate signals. If pathing time is required approaching South Bermondsey Junction from Old Kent Road Junction, an OP stop should be applied at South Bermondsey instead

South Bermondsey

Adjustment to Sectional Running Times

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

Dwell Time

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

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

Platform Reoccupation Margin

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

Peckham Rye

Connectional Allowances

All Services	4
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Dwell Time

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

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

Planning Note

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

Tulse Hill

Adjustment to Sectional Running Times

Movement	Reason	Value
Up trains approaching Platform 1	Approach Control on Signal VC768	{½}
Non-stop trains from Streatham towards Herne Hill that run via Platform 3	Approach Control on Signal VC762	{½}

Connectional Allowances

All Services (except Thameslink)	3
Thameslink Route Services	4

Length Restriction

Tulse Hill

The standage at signal VC766 on the Down Leigham Spur to avoid fouling Leigham Junction is 200 metres/31 SLUs/10 cars (or 8 cars if the train is formed of Class 171 stock).

The standage at signal VC770 on the Up West Norwood Spur to avoid fouling West Norwood Junction is 160 metres/25 SLUs/8 cars (or 6 cars if the train is formed of Class 171 stock).

The standage at signal VC760 on the Up Holborn is 170 metres/26 SLUs /8 car without fouling Tulse Hill South Junction

The standage at signal VC763 on the Down Holborn is 188 metres/29 SLUs /9 car without fouling Tulse Hill North Junction

The standage at signal VC762 on the Up Portsmouth is 203 metres/31 SLUs /10 car without fouling Tulse Hill South Junction

The standage at signal VC765 on the Down Portsmouth is 162 metres/25 SLUs /8 car without fouling Tulse Hill North Junction

Dwell Time

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

First Movement	Second Movement	Signal	Margin
Train sat at signal VC165 on Up Portsmouth Line	Up train arrives at or passes platform 3 towards Herne Hill	VC762	0*
Down train arrives at or passes platform 4 from Signal VC165	Up train arrives at or passes platform 3 towards Peckham Rye	VC762	2

*Route is set towards Herne Hill preventing any train arriving or passing Platform 2 at Herne Hill

Planning Restriction

Terminating or shunting trains formed of more than 8 cars cannot be planned here.

Streatham

Adjustment to Sectional Running Times

Movement	Reason	Value
All movements towards Streatham Common	Approach Control on signal VC779 and 15mph speed limit on Streatham Spurs	{½}

Connectional Allowances

All Services	4
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Dwell Time

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

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

Platform 1	Prohibited
Platform 2	Detaching Only

Streatham South Junction

Adjustment to Sectional Running Times

Movement	Reason	Value
All movements from Streatham	Approach control on signal TVC789	{½}

Streatham South Junction		
towards Wimbledon		
Up trains from Mitcham Junction towards Streatham North Junction	Approach control on signal TVC788	{1}
Length Restriction		
A train exceeding 200m/31SLU in length will foul Streatham North Junction when standing at TVC783 on the Reversible Fast Spur in the Down direction. Therefore, junction margins must be based on trains' departure time at Streatham South Junction		
A train exceeding 301m/47SLU in length will foul Streatham Junction when standing at TVC787 on the Down Portsmouth. Therefore, junction margins must be based on trains' departure time at Streatham South Junction		
The standage at signal TVC782 on the Up Streatham Spur direction to avoid fouling Streatham Common Jn is 179 metres/28 SLUs/8 cars		

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

Sutton
See entry under route – SO510

Epsom		
Berthing Facilities		
	Cars	
Down Siding	12	
Up Siding	10	
Connectional Allowances		
All Services	3	
Dwell Times		
All Services	1	
Junction Margins		
First Movement	Second Movement	Margin
Between all conflicting movements except as below		3
Up departure from Platform 2	Up departure from Platform 3	2
Up departure from Platform 3	Up departure from Platform 2	2
Down arrival into Platform 2	Up departure from Platform 3	2
Up train arriving Platform 3	Up train departing Platform 2	2
Down train departing Platform 1 to Ashtead/Up Siding	Down train arriving Platform 2	3 ½
Down train arriving Platform 2	Down train passing/departing Platform 1 to Ashtead/Up Siding	2
Simultaneous Moves Not Permitted - a 3-minute margin is to be applied except where stated above		
First Movement	Second Movement	
Up train arriving Platform 3	Down train ex Ewell West arriving Platform 2	

Epsom	
Up train arriving Platform 3	Up train departing Platform 2 towards Ewell West
Down train departing Platform 1 to Ashted/Up Siding	Down train ex Ewell West arriving Platform 2
Up train arriving Platform 1 from Ashted/Up Siding	Down train ex Ewell West arriving Platform 2

Leatherhead		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Down trains towards Bookham passing Leatherhead	Speed Differential	{1/2}
Up trains from Bookham passing Leatherhead	Speed Differential	{1/2}*
* This allowance should appear in the section from Leatherhead		
Junction Margins		
First Movement	Second Movement	Margin
Between all conflicting movements except as below		3
Up arrival from Dorking	Down train passes towards Effingham Junction	1½
Up arrival from Dorking	Down train departs towards Effingham Junction	1
Limit of Shunt		
	Length Limit	
Up Platform (clear of W482)	8 cars	

Dorking				
Berthing Facilities				
Berthing permitted in the Down Loop (Platform 3) only due to restrictions upon berthing on running lines				
Length Limit			Value	
Down Passenger Loop (Platform 3)			38 SLU / 244m	
Location		Cars		
Siding		10		
Connectional Allowances				
All Services		4		
Permissive Working				
Attaching/Detaching and Platform Sharing is authorised as shown below -				
Platform 1	Up Main	(Up Direction)	Attaching Only	
Platform 2	Down Main	(Both Directions)	Attaching/Detaching	
Platform 3	Down Passenger Loop	(Both Directions)	Attaching/Detaching and Platform Sharing	
Overlap Restrictions				
First Movement		Second Movement	Reason	Margin
Up train arriving into Platform 1		Up train departing Platform 2	Overlap on 21/22A points	2
Up train departing Platform 2		Up train arriving into Platform 1	Overlap on 21/22A points	2

Dorking

Station Working Requirements

Dorking to Horsham Services

When a stopping passenger service is booked to be formed of two Class 455 units, the doors of the rear two coaches in the direction of travel must be locked.
Instructions must be given to the guard who must travel in the rear unit and will lock/unlock doors as necessary between Dorking and Holmwood

Warnham

Overlap Restrictions

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

Horsham Field Sidings

Acceptance of trains

First Movement	Second Movement	Margin
Train arrives Field Sidings	Train departs Horsham towards Warnham	Same time

Berthing Facilities

Siding	Cars*	Notes
Field Siding No 13-18	12	1 x 12 car or 1 x 8 car and CET facility per siding

* Assumed to be Class 700 stock

Margins between arrivals and departures

First Movement	Second Movement	Margin
Train arrives at Field Sidings from Signal 1401 or T837	Train departs from Field Sidings to Signal 1401 or T837	1
Train arrives at either Signal 1401 or T837 from Field Sidings	Train departs from the alternative Signal to the First Movement towards Field Sidings	1

Margins between successive departures

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

Horsham

See entry under route – SO520

SO680A HERNE HILL TO TULSE HILL**Herne Hill**

Refer to Kent Timetable Planning Rules – SO110

Tulse Hill

See entry under route – SO680

SO680B TULSE HILL TO LEIGHAM JUNCTION**Tulse Hill**

See entry under route – SO680

Leigham Junction

See entry under route – SO650

SO680C TULSE HILL TO WEST NORWOOD JUNCTION**Tulse Hill**

See entry under route – SO680

SO680D STREATHAM JUNCTION TO STREATHAM COMMON**Streatham Common**

See entry under route – SO500

SO700 STREATHAM SOUTH JUNCTION TO SUTTON (VIA WIMBLEDON)

Tooting

Dwell Time

All GTR services	1 – may be reduced to ½ minute outside SX peak hours by exception only with the agreement of Train Operator
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Wimbledon (Platform 9)

Connectional Allowance

All Services	6
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Junction and Platform Re-Occupation Margins

3 minutes unless stated otherwise

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

Dwell Times

All trains	1
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Planning Note

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

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

Wimbledon West Junction

Junction Margins

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

Length Limit

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

A train exceeding 391m/61SLU will foul TVC833 signal track circuit in rear when standing at TVC851 on the Up St Helier
A train exceeding 271m/42SLU in length will foul TVC856 signal track circuit in rear when standing at TVC854 on the Up St Helier
A train exceeding 505m/79SLU in length will foul TVC857 signal track circuit in rear when standing at TVC838 on the Down St Helier
A train exceeding 391m/61SLU in length will foul TVC833 signal track circuit in rear when standing at TVC853 on the Down St Helier

Sutton
See entry under route – SO510

5.4 Platform Lengths

The table below shows the maximum length of train that may use each of the platforms at the following passenger stations. All lengths are in metres. The quoted lengths are the usable lengths from ramp to ramp unless specified. The measurements take no account of the need for signal sighting. Trains longer than the quoted lengths will only be accepted subject to the authority of the Route Director.

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

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

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

STATION	PLATFORM AND LINE	USABLE LENGTH	NOTES
Carshalton Beeches	1 - Up	167	
Carshalton Beeches	2 - Down	167	
Caterham	1 - Up	181	
Caterham	2 - Down	181	
Cheam	1 - Up Portsmouth	201	
Cheam	2 - Down Portsmouth	202	
Chichester	1 - Up	240	
Chichester	2 - Down	244	
Chipstead	1 - Up Tattenham	117	
Chipstead	2 - Down Tattenham	122	
Christ's Hospital	1 - Up	152	
Christ's Hospital	2 - Down	152	
Clapham Junction	12 - Up Fast	245	
Clapham Junction	13 - Down Fast	253	
Clapham Junction	14 - Up Slow	215	
Clapham Junction	15 - Down Slow	174	
Clapham Junction	16 - Down West London	171	8 cars
Clapham Junction	17 - Up West London	172	8 cars
Collington	1 - Up Bexhill	81	
Collington	2 - Down Bexhill	80	
Cooden Beach	1 - Up Bexhill	128	
Cooden Beach	2 - Down Bexhill	128	
Cooksbridge	1 - Up Lewes	180	
Cooksbridge	2 - Down Lewes	132	
Coulsdon South	1 - Up Redhill	246	
Coulsdon South	2 - Down Redhill	246	
Coulsdon Town	1 - Up Tattenham	161	
Coulsdon Town	2 - Down Tattenham	161	
Cowden	Uckfield Single	238	Down direction
Cowden	Uckfield Single	238	Up direction
Crawley	1 - Up Horsham	249	
Crawley	2 - Down Horsham	249	
Crowborough	1 - Up	237	
Crowborough	2 - Down	237	
Crystal Palace	1 - Up Crystal Palace	202	
Crystal Palace	2 - Down Crystal Palace	206	
Crystal Palace	3 - Down Bay	163	
Crystal Palace	4 - Down Sydenham Spur	219	
Crystal Palace	5 - Up Bay	178	
Crystal Palace	6 - Up Sydenham Spur	199	
Dalston Junction	1	132	
Dalston Junction	2	106	
Dalston Junction	3	106	
Dalston Junction	4	111	
Doleham	- Single	40	Down direction
Doleham	- Single	40	Up direction
Dorking	1 - Up Portsmouth	242	
Dorking	2 - Down Portsmouth	245	Down direction
Dorking	2 - Down Portsmouth	245	Up direction
Dorking	3 - Down Passenger Loop	241	Down direction
Dorking	3 - Down Passenger Loop	241	Up direction

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

STATION	PLATFORM AND LINE	USABLE LENGTH	NOTES
Fishersgate	1 - Up Brighton	84	
Fishersgate	2 - Down Brighton	84	
Ford	1 - Up Brighton	162	
Ford	2 - Down Brighton	162	
Forest Hill	1 - Up Slow	179	
Forest Hill	2 - Down Slow	185	
Gatwick Airport	1 - Up Passenger Platform Loop	246	Down direction
Gatwick Airport	1 - Up Passenger Platform Loop	246	Up direction
Gatwick Airport	2 - Up Slow	246	Down direction
Gatwick Airport	2 - Up Slow	246	Up direction
Gatwick Airport	3 - Down Slow	246	Down direction
Gatwick Airport	3 - Down Slow	246	Up direction
Gatwick Airport	4 - Up Fast	246	
Gatwick Airport	5 - Down Fast	241	Down direction
Gatwick Airport	5 - Down Fast	241	Up direction
Gatwick Airport	6 - Down Passenger Loop Platform Loop 2 Reversible	241	Down direction
Gatwick Airport	6 - Down Passenger Loop Platform Loop 2 Reversible	241	Up direction
Gatwick Airport	7 - Down Platform Loop 1	247	Down direction
Gipsy Hill	1 - Up Crystal Palace	201	
Gipsy Hill	2 - Down Crystal Palace	201	
Glynde	1 - Up Main	133	
Glynde	2 - Down Main	138	
Godstone	1 - Up Tonbridge	89	
Godstone	2 - Down Tonbridge	118	
Goring-by-Sea	1 - Up Brighton	122	
Goring-by-Sea	2 - Down Brighton	144	
Hackbridge	1 - Up Portsmouth	155	
Hackbridge	2 - Down Portsmouth	158	
Haggerston	2 - Down	88	
Ham Street	1 - Up Hastings	91	
Ham Street	2 - Down Hastings	85	
Hampden Park	1 - Up Main	207	
Hampden Park	2 - Down Main	207	
Hassocks	1 - Up Main	274	Down direction
Hassocks	1 - Up Main	274	Up direction
Hassocks	2 - Down Main	274	Down direction
Hassocks	2 - Down Main	274	Up direction
Hastings	1 - Down Ore Bay	167	
Hastings	2 - Up Hastings	246	Down direction
Hastings	2 - Up Hastings	246	Up direction
Hastings	3 - Down Hastings	248	Down direction
Hastings	3 - Down Hastings	248	Up direction
Hastings	4 - Down Passenger Loop	247	
Haydons Road	1 - Up St Helier	164	
Haydons Road	2 - Down St Helier	159	

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

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

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

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

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

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

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

5.4.1 Loop Lengths

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

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

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

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	

Battersea Loop (Runround)	Up	38	243	
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SO500 LONDON VICTORIA TO BRIGHTON

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Redhill Down Passenger Loop	Down	38	243	This is Platform 3
Down Redhill	Down	43	278	
Up Redhill (Middle Road)	Up	43	278	
Redhill Up Passenger Loop	Up	38	243	This is Platform 2
Redhill Up Loop	Up	78	500	This is Platform 0
Gatwick Airport Down Passenger Loop	Down	112	717	This is Platform 7
Gatwick Airport Up Passenger Loop	Up	89	571	This is Platform 1 and is reversible
Three Bridges Up Platform Loop	Up	87	557	This is Platform 1 and is reversible
Haywards Heath Up Passenger Loop	Up	132	845	This is Platform 1 and is reversible
Haywards Heath Down Passenger Loop	Down	102	654	This is Platform 4 and is reversible
Preston Park Passenger Loop	Up	69	444	This is Platform 1 and is reversible

SO600 WILLINGDON JUNCTION TO ASHFORD INTERNATIONAL

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

SO700 STREATHAM SOUTH JUNCTION TO SUTTON (VIA WIMBLEDON)

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

5.5 Timing Allowances

All allowances shown are in minutes.

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

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

E [] refers to engineering allowance

P < > refers to performance allowances

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

SO500 LONDON VICTORIA TO BRIGHTON			
TIMING SECTION	TYPE	EMU	REMARKS
Approaching Clapham Junction	P	½	All down trains from Victoria
Approaching Purley	P	1	All up trains from Caterham or Tattenham Corner unless replaced by a {1} calling on allowance when attaching
Approaching Gatwick Airport on Down Fast or Reversible Loop	E	1	To mitigate against 30mph TSR through Platform 5 or 6 at Gatwick Airport whilst they are closed. Applies to services not calling at Gatwick Airport only 10th December 2022 3 rd January 2023
Approaching Three Bridges on Down Fast	E	1	To mitigate against 30mph TSR through Platform 5 or 6 at Gatwick Airport whilst they are closed. Applies to services not calling at Gatwick Airport only 10th December 2022 3 rd January 2023

SO500C PRESTON PARK TO HOVE			
TIMING SECTION	TYPE	EMU	REMARKS
Approaching Preston Park	P	1	All up trains from the West Coastway route

SO510 LONDON BRIDGE TO EPSOM DOWNS			
TIMING SECTION	TYPE	EMU	REMARKS
Between Blackfriars Junction and Bricklayers Arms Junction	P	2	All down trains from the Thameslink Core must have a minimum of <2> minutes between Blackfriars Junction and Bricklayers Arms Junction, <1> minute of which must be placed approaching London Bridge
Between Bricklayers Arms Junction and Blackfriars Junction	P	2	All up trains to the Thameslink Core must have a minimum of <2> minutes between Bricklayers Arms Junction and Blackfriars Junction, <1> minute of which must be placed approaching Blackfriars Junction

SO520 THREE BRIDGES TO HAVANT VIA HORSHAM			
TIMING SECTION	TYPE	EMU	REMARKS
Approaching Three Bridges	P	1	All up trains originating from south of Horsham
Approaching Arundel Junction	P	1	All trains that have not started from Littlehampton, Bognor or Barnham

SO590 KEYMER JUNCTION TO EASTBOURNE

TIMING SECTION	TYPE	EMU	REMARKS
Approaching Keymer Junction	P	1	All up trains from Lewes

SO700 STREATHAM SOUTH JUNCTION TO SUTTON (VIA WIMBLEDON)

TIMING SECTION	TYPE	EMU	REMARKS
Approaching Sutton	P	1	Trains arriving at Sutton via Wimbledon

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

SIMBIDS

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

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

6 Timetabling Considerations

6.1 Advertised and Working Times

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

6.2 Timing of Light Locomotives

It is a general Principal that all light locomotive movements will be timed. Any exceptions to this must be agreed by the appropriate Area Timing Specialist.

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

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

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

6.3 Two-Track Railway Timetable

For ~~two-track~~ times when **Two Track Railway Operations** applies, ~~please~~ refer to Section 4 within the Engineering Access Statement

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

Down

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

Up

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