



Network Rail
Capacity Planning
The Quadrant
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12th July 2024

Commentary on the Kent Timetable Planning Rules 2025
Version 4.0
Final Rules for Subsidiary Timetable Change Timetable 2025

This document is a covering note for the Timetable Planning Rules – Final Rules for Subsidiary Timetable Change 2025 - and provides a specific commentary to the route described above.

The following is a summary of changes in content from Version 4.0 of the May 2025 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

No change

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

No change

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

Various Line of Route SRT amendments

5.2.1 Headways

No change

5.2.2 General Capacity Constraints

No change

5.3 Junction Margins and Station Planning Rules

Standards – Resetting of the Route wording amendment

SO110 – Herne Hill – Planning Restriction removed

SO110 – St Mary Cray Junction – Adjustment to SRT changes

SO110 – Rainham – Adjustment to SRT addition
SO110 - Faversham – Adjustment to SRT changes
SO110 – Faversham – Overlap Restriction additions
SO110 – Margate - Adjustment to SRT additions
SO130 – London Bridge – Removal of Planning Note
SO130 – Parks Bridge Junction - Adjustment to SRT changes
SO130 – Hither Green - Adjustment to SRT changes
SO130 – Chislehurst – Adjustment to SRT amendment
SO130 – Petts Wood Junction - Adjustment to SRT additional
SO130 – Orpington - Adjustment to SRT changes
SO130 – Orpington – Additional Planning Note added
SO130 – Sevenoaks - Adjustment to SRT changes
SO130 – Sevenoaks – Additional Planning Note added
SO130 – Tonbridge - Adjustment to SRT changes
SO130 – Saltwood Junction – Adjustment to SRT changes
SO130 – Saltwood Junction – Planning Note removed
SO140 – Otford Junction – Planning Restriction removed
SO140 – Maidstone East - Adjustment to SRT change
SO220 – Minster East Junction - Adjustment to SRT changes
SO260 – Crofton Road Junction – Adjustment to SRT change
SO290 – Slade Green – Berthing Facilities for East Headshunt added
SO290 – Crayford Spur “A” Junction - Adjustment to SRT changes
SO310 – Crayford Spur “B” Junction - Adjustment to SRT changes
SO310 – Dartford – Planning Note added
SO310 – Platform ReOccupation added
SO310 – Gravesend - Adjustment to SRT changes
SO310 – Gravesend – Junction Margin wording amendment
SO310 – Hoo Up Yard – Removal of wrong information
SO310 – Strood – Dwell time amendment

5.4 Platform Lengths

No change

5.4.1 Loop Lengths

No change

5.5 Timing Allowances

No change

5.5.1 SX Daytime

No change

5.5.2 SX Night Time

No change

5.5.3 SO Daytime

No change

5.5.4 SO Night Time

No change

5.5.5 Sundays Daytime

No change

5.5.6 Sundays Night Time

No change

6 Timing Considerations

6.1 Advertised and Working Times

No change

6.2 Timing of Light Locomotives

No change

6.3 Two-Track Railway Timetable

No change

These represent the revised Timetable Planning Rules (the “Subsidiary Rules”) for the Draft Rules for Subsidiary Timetable Change 2025 in accordance with Part D of the Network Code, Condition D2.2.3.

As per Condition D2.2.8 of Part D of the Network Code, following distribution of the Draft 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 2nd August 2024 in order that any queries and concerns can be dealt with in the publication of any revision required of the Draft Rules at D-59. It is appreciated that this might not be achievable in all cases and this request does not affect any timetable participant’s ability to respond after D-59 in accordance with Network Code D2.2.4 and 2.2.5.

Regards

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Timetable Planning Rules

South East Route

Kent & HS1 Area

May 2025 TIMETABLE

Version 4

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Final Rules for Subsidiary Timetable Change 2025
12th July 2024

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1 Introduction and General Notes

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

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

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

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

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

1.1 Index of Routes

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

SO110	London Victoria to Ramsgate (via Herne Hill and Chatham)
SO110A	Bickley Junction to Petts Wood Junction
SO110B	Gillingham to Chatham Dockyard
SO130	London Charing Cross to Dover Priory (via Tonbridge)
SO130A	London Cannon Street to Metropolitan Junction
SO130B	London Cannon Street to London Bridge
SO130C	Tanners Hill Junction to Lewisham Vale Junction
SO130D	St Johns Junction to Lewisham Junction
SO130E	Parks Bridge Junction to Ladywell Junction
SO130F	Courthill Loop North Junction to Courthill Loop South Junction
SO130G	Chislehurst Junction to St Mary Cray Junction
SO130H	Saltwood Junction to CTRL/ET Boundary
SO130K	Sevington Loop to Sevington Sidings
SO140	Swanley to Ashford International (via Maidstone East)
SO140A	Otford Junction to Sevenoaks
SO150	Sittingbourne Western Junction to Sheerness On Sea
SO150A	Sittingbourne Eastern Junction to Sittingbourne Middle Junction
SO160	Faversham to Dover Priory
SO170	Tonbridge to Bopeep Junction
SO180	Paddock Wood to Maidstone West
SO200	Refer to Sussex Timetable Planning Rules - SO600
SO210	Refer to Sussex Timetable Planning Rules – SO610
SO220	Ashford to Ramsgate (via Canterbury West)
SO240	Buckland Junction to Minster East Junction (via Deal and Sandwich)
SO240A	Minster South Junction to Minster West Junction
SO250	Factory Junction to Mitre Bridge Junction
SO250A	Grosvenor Bridge Junction to Factory Junction
SO250B	Battersea Pier Junction to Longhedge Junction
SO250C	Longhedge Junction to Pouparts Junction
SO250D	Falcon Junction to Latchmere Junction No 1
SO260	Brixton Junction to Shortlands Junction (Catford Loop)
SO280	Farringdon to Herne Hill
SO280A	Blackfriars Junction to Metropolitan Junction
SO280B	Loughborough Junction to Cambria Junction
SO280C	Loughborough Junction to Canterbury Road Junction
SO290	North Kent East Junction to Dartford Junction (via Greenwich)
SO290A	Blackheath Junction to Charlton Junction
SO290B	Angerstein Junction to Angerstein Wharf
SO300	Lewisham Junction to Crayford Creek Junction (via Bexleyheath)
SO300A	Slade Green Junction to Perry Street Fork Junction
SO310	Hither Green to Maidstone West (via Sidcup)
SO310A	Lee Spur Junction to Lee Loop Junction
SO310B	Crayford Spur 'A' Junction to Crayford Spur 'B' Junction
SO310C	Strood to Rochester Bridge Junction
SO320	Hoo Junction to Grain Sidings

SO330	Nunhead to Hayes
SO330A	New Beckenham to Beckenham Junction
SO350	Grove Park to Bromley North
SO400	St Pancras International to High Speed1/ET Boundary
SO410A	Regents Canal Junction York Way North Junction
SO410B	Silo Curve Junction to Cedar Junction
SO420	York Way South Junction to Camden Road Incline Junction
SO430	Stratford International West Junction to Temple Mills Depot
SO440	Ripple Lane Exchange Lines to Dagenham Junction
SO450	Ebbsfleet West Junction to Springhead Road Junction
SO460	Fawkham Junction to Southfleet Junction
SO470	Ashford West Junction (AD947 and AD949 Signals) to Ashford International
SO480	Ashford International to Ashford East Junction (AD954 and AD956 Signals)
SO490	Dollands Moor West Junction to Dollands Moor Sidings

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

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

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

Electrification limits refer to relevant Table 'A'

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

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

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

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

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

1.2.2 Rule Book

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

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

RULE BOOK MODULE	SECTION	NOTES
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 principles
TW2 Preparation and movement of multiple-unit passenger trains	6.5 Carrying out a running brake test	TTPR Section 5.1.2
TW3 Preparation and movement of locomotive hauled trains (including HSTs, push-pull, postal, parcels)	2.1 Locomotives running light or hauling trains (Maximum speed of);	TTPR Section 5.1.2
	2.2 Maximum permitted speed of locomotive-hauled trains	TTPR Section 5.1.2
	2.3 Electric-traction speed restrictions	TTPR Section 5.1.2
	3.16 Carrying out a running brake test	TTPR Section 5.1.2
	Section 14.1 Working trains with locomotives at both ends, when this type of working is permitted	Operational principles
Rule Book Handbook 5 Handsignalling Duties	Section 5.2 Entrance signal	When planning Temporary Block Working (TBW)
	5.3 Exit signal	When planning Temporary Block Working (TBW)
	5.4 Where TBW is divided into two sections	When planning Temporary Block Working (TBW)

1.3 Definitions

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

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

1.3.1 Train Classification

Classification	Description
1	Express passenger train; or Nominated postal or parcels train; or Breakdown or overhead line equipment train going to clear the line or returning from there (1Z99); or Traction unit going to assist a failed train (1Z99) 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 trains conforming to 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 trains conforming to specified route codes
5	Empty coaching stock train Z headcode must NOT be used for WTT services or STP additional trains conforming to 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 trains conforming to 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 trains conforming to 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 trains conforming to 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 trains conforming to specified route codes
0	Light locomotive or locomotives Z headcode must NOT be used for WTT services or STP additional trains conforming to specified route codes

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

TIDs EAST LONDON LINE / THAMESLINK SERVICE GROUPS

TID	East London Line / Thameslink Service Groups
9Axx	East London Line to Crystal Palace
9A01-89	Thameslink STP shuttles between Plumstead / Dartford and Gillingham / Rainham when access to London Bridge is not available.
9A90-99	Thameslink LTP shuttles between Dartford and Gillingham / Rainham
9Bxx	East London Line from Crystal Palace
9Cxx	East London Line to West Croydon
9Dxx	East London Line from West Croydon
9Exx	East London Line to New Cross St Albans City and St Pancras International (all stations services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof
9Fxx	East London Line from New Cross
9Gxx	East London Line to Clapham Junction Bedford and St Pancras International (semi-fast services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof
9Hxx	East London Line from Clapham Junction and Battersea Park Luton and St Pancras International (all stations services) – Not to be used for services th through the Thameslink Core beyond St Pancras and south thereof
9Lxx	East London Line to/from New Cross Gate
9Jxx	Peterborough and Horsham via London Bridge and Redhill
9K00-75	Luton / Kentish Town and Orpington via Catford
9K76-88 (even numbers)	Orpington to West Hampstead via Catford or London Victoria via Catford (Sundays)
9K90-98 (even numbers)	Orpington to London Blackfriars 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
9N00-21	Bedford and Three Bridges / Brighton overnight services diverted via London Bridge (“QY” paths in WTT to match LTP 9W00-21 via Herne Hill north of Blackfriars Jn and south of Windmill Bridge Jn).
9N30-99	RESERVED FOR VSTP EMERGENCIES
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
9P00-75	Luton and Rainham or Gillingham via Woolwich Arsenal
9P76-88 (even numbers)	Rainham/Gillingham to West Hampstead
9P81-89 (odd numbers)	Bedford to Rainham / Gillingham (fast from St Albans)
9P90-97	Shuttle services between London Bridge / Dartford and Rainham / Gillingham via Woolwich Arsenal
9P98 & 9P99	West Hampstead and Rainham via Lewisham and Bexleyheath
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)
9U00-59	Bedford and Horsham via London Bridge and Redhill
9U60-99	Bedford and Horsham via Herne Hill, Selhurst and Redhill
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
9Y00-75	Welwyn Garden City (southbound only) / Kentish Town / Blackfriars and Sevenoaks via Catford and Swanley
9Y76-98 (even numbers)	Sevenoaks to Welwyn Garden City via Swanley and Catford (SX) or London Victoria via Swanley and Catford (Sundays)
9Zxx	Not to be used in the WTT

Thameslink services †
Northbound Services
Southbound Services

EVEN NUMBERS*
ODD NUMBERS*

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

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

Note:

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

Second Character	LONDON CHARING CROSS SERVICES
A	UP trains via Woolwich and Blackheath
B	UP trains via Woolwich and Greenwich London Bridge and Maidstone West/Strood via Redhill
C	UP trains via Bexleyheath
D	UP trains via Sidcup and Ore (Class 1 not available) UP local trains from Sevenoaks via Orpington and Herne Hill (also applies to services towards London Blackfriars) Hastings – Ashford International (includes Rye shuttles)
E	DOWN trains via Greenwich and Woolwich DOWN local trains to Sevenoaks via Catford and Swanley UP trains to Eastern Region Local trains Tonbridge and Tunbridge Wells
F	UP local trains from Sevenoaks to Cannon Street or Charing Cross London Victoria/London Bridge and Hastings/Ore via Brighton Mainline UP empty trains to Cannon Street or Charing Cross
G	via Chislehurst, Swanley and Chatham Brighton - Hastings Semi-fast (Class 1) Brighton – Hasting stopping services (Class 2)
H	Trains to/from Hastings (Class 1 only) Trains to/from Tunbridge Wells (Class 2 only) (except trains covered by <u>E</u>) Hastings Line via Tonbridge (except trains covered by <u>E</u>)
I	Cannon Street or Charing Cross rounders (via Sidcup and Greenwich) Redhill – Tonbridge
J	DOWN empty trains to Grove Park from Charing Cross or Cannon Street DOWN trains London Cannon Street to London Bridge 2JNN Even Numbers: Bromley North to Grove Park 2JNN Odd Numbers: Grove Park to Bromley North
K	UP trains from Mid Kent Line Ashford International and Brighton via Hastings.
L	DOWN trains via Blackheath and Woolwich UP trains to Eastern Region Local trains to/from Sevenoaks or intermediate stations via Orpington and Catford (also applies to services towards London Blackfriars)
M	DOWN trains via Bexleyheath UP trains to North West/Midlands Zone
N	DOWN trains via Sidcup
O	London Cannon Street or London Charing Cross rounders (via Greenwich and Sidcup) From other Zones to Southern Region not covered elsewhere Tunbridge Wells and Three Bridges via Tonbridge
P	UP trains London Bridge to London Cannon Street Circular services via Greenwich – Slade Green - Bexleyheath
Q	Class 2. Non-standard services – by prior agreement only
R	DOWN trains via Orpington and Paddock Wood.
S	DOWN local trains to Sevenoaks. UP trains to Scotland Zone
T	Tonbridge to Strood via Maidstone West Circular services via Bexleyheath – Slade Green - Greenwich
U	Via Nunhead and Lewisham Or Maidstone East via Chislehurst and Swanley (also applies to services from London Cannon Street)
V	DOWN trains to Mid Kent Line. Up trains to Great Western Zone
W00-69	UP services via Canterbury West

Second Character	LONDON CHARING CROSS SERVICES
W70-89	UP services via Deal
W90-99	Any out of course train or trains that reverse at Minster
W	UP trains via Paddock Wood and Orpington
X	Out of gauge and exceptional loads
Y	Orpington via Mid Kent Line ALL empty trains London Blackfriars/ Stewarts Lane/ and London Cannon Street via Metropolitan Junction De-icing and Sandite Trains Trains not covered elsewhere.
Z	Special Traffic Trains Must NOT be used for WTT services STP additional trains <i>not</i> conforming to any route code

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

Sussex TIDs services to / from Kent

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

Third and Fourth Character

London Victoria to/from Kent **EVEN NUMBERS**
London Blackfriars to/from Kent **ODD NUMBERS**

Charing Cross to/from Kent **EVEN NUMBERS**
Cannon Street to/from Kent **ODD NUMBERS**

All Other Kent Services:
Tonbridge to Tunbridge Wells **EVEN NUMBERS**
Tunbridge Wells to Tonbridge **ODD NUMBERS**
Sheerness to Sittingbourne **EVEN NUMBERS**
Sittingbourne to Sheerness **ODD NUMBERS**

The following apply only to High Speed 1:

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

TIDs HIGH SPEED 1 ROUTE EUROSTAR SERVICES

Classification	Description
9O**	Class 373 & 374 train between London St Pancras International and Paris or other locations in France in both directions
9I**	Class 373 & 374 train between London St Pancras International, Brussels (Bruxelles) and Amsterdam in both directions
9S**	European Passenger Empty and Test Trips on High Speed 1 only
9Z**	European Passenger Empty and Test Trips on High Speed 1 only

TIDs HIGH SPEED 1 ROUTE DOMESTIC SERVICES TO AND FROM KENT

Classification	Description
0K**	KRUPP locomotives travelling Light Engine
1C**	High Speed services from St .Pancras to Ramsgate via Faversham
1F**	High Speed services from St .Pancras to Faversham
1J**	High Speed services from St .Pancras to Margate via Canterbury West
1L**	High Speed services from St .Pancras to Dover Priory or Ramsgate via Folkestone Central
1T**	High Speed services from St .Pancras to and from Maidstone West

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

Empty Coaching Stock Movements

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

(via Metropolitan Reversible)

Reserved for NR Seasonal Traffic, not Empty Coaching Stock Movements

3Sxx / 3Wxx

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

5A17 & 5A19 - Gillingham EMUD & Slade Green T&RSMD

5D00 & 5D02 - Slade Green T&RSMD & Grove Park CSD

5L17 & 5L19 - Slade Green T&RSMD & Gillingham EMUD

5N00 & 5N02 - Grove Park CSD & Slade Green T&RSMD

5R00 - Grove Park CSD & Ashford DCS via Orpington

5R51 - Ashford DCS & Ramsgate T&RSMD

5U93 - Ramsgate EMUD & Gillingham EMUD/Slade Green T&RSMD

5W00 - Ashford DCS & Grove Park CSD via Orpington

5W99 - Ramsgate EMUD – Ashford DCS

5Y17 - Gillingham EMUD & Ramsgate EMUD

5Y17 - Slade Green T&RSMD & Ramsgate EMUD

5Y70 - Grove Park CSD & Gillingham EMUD

5Y71 - Gillingham EMUD & Grove Park CSD

5Z50-69 - Reserved for use of Network Rail Kent Integrated Control Centre

1.3.2 Days of Operation

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

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

1.3.3 Traction and Rolling Stock

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

1.3.4 Line Codes

Abbreviation	Description
AL	Atlantic Lines
ADN	Line A (from Platforms 1-4) to Down Cannon Street
CL	Chatham Loop
CDN	Line C (from Platforms 4-7) to Down Cannon Street
CRV	Line C (from Platforms 4-7) to Cannon Street Reversible
DC	Down Chatham
DCS	Down Cannon Street
DCX	Down Charing Cross
DDG	Down Ripple Lane Chord
DEC	Down CTRL East Chord
DFV	Down Fast Tonbridge Loop
DKF	Down Kent Fast
DKS	Down Kent Slow
DL	Down Line
DM	Down Main
DML	Down Main Line
DMR	Line D (from Platforms 4-7) to Metropolitan Reversible
DNC	Down International CTRL
DNK	Down North Kent

Abbreviation	Description
DNL	Down Loop, for trains on HS1 using Lenham Heath Down Loop. Also, Down Newington Loop between Rainham and Newington.
DPL	Down Passenger Loop
DPV	Down Loop
DRV	Line D (from Platforms 4-7) to Cannon Street Reversible
DSH	Down Snow Hill
DSL	Down Holborn Slow Line
DSS	Down Snow Hill Spur
DSV	Down Slow Tonbridge Loop
DTH	Down Tanners Hill
DWC	Down CTRL West Chord
EMR	Line E (from Platform 7) to Metropolitan Reversible
FL	Fast Line
LW	Ladywell Loop
MLV	Maidstone Loop
MR	Maidstone Relief
MRD	Metropolitan Reversible to Line D Cannon Street (Platforms 4-7)
MRE	Metropolitan Reversible to Line E Cannon Street (Platform 7)
NB	Northbound Reversible Line
NK	North Kent lines between St. Johns and Lewisham
NKD	Down North Kent Line Connection CTRL
NLC	CTRL to North London Line Connecting Line
PCO	Trains departing St Pancras International towards ECML Connection (Signal K259).
PNL	CTRL Silo Curve
PRL	CTRL Relief Line
REV	Reversible
RVC	Cannon Street Reversible to Line C Cannon Street (Platforms 4-7)
RVD	Cannon Street Reversible to Line D Cannon Street (Platforms 4-7)
RVL	Reversible Line
SB	Southbound Reversible Line
SD1	CTRL Turnback siding No 1 Church Path Pit
SD2	CTRL Turnback siding No 2 Church Path Pit
SL	Slow Line
SPR	Spur Line
TPM	Temple Mills Chord
UC	Up Chatham
UCS	Up Cannon Street
UCX	Up Charing Cross
UDG	Up Ripple Lane Chord
UEC	Up CTRL East Chord
UFL	Up Fast Line
UFV	Up Fast Tonbridge Loop
UKF	Up Kent Fast
UKS	Up Kent Slow
UL	Up Lewisham
UM	Up Main
UNL	Up Newington Loop
UML	Up Main Line
UNK	Up North Kent
UPB	Up Cannon Street to Line B Cannon Street (Platforms 1-4)
UPC	Up Cannon Street to Line C Cannon Street (Platforms 4-7)

Abbreviation	Description
UPW	Up Waterloo Connecting Line
USH	Up Snow Hill
USL	Up Holborn Slow Line
USV	Up Slow Tonbridge Loop
UTH	Up Tanners Hill
UWC	Up CTRL West Chord
V	Loop
London Bridge Approaches	
1	No. 1 Down Cannon Street Services
2	No. 2 Up and Down Cannon Street Reversible
3	No. 3 Up Cannon Street (Down Thameslink Services (Perturbation & Planned Diversion Only))
4	No. 4 Down Snow Hill (Thameslink Services)
5	No. 5 Up Snow Hill (Thameslink Services)
6	No. 6 Down (Charing Cross Services & Up Thameslink Services (Perturbation & Planned Diversion Only))
7	No. 7 Down (Charing Cross Services)
8	No. 8 Up (Charing Cross Services)
9	No. 9 Up (Charing Cross Services)

1.3.5 Activity and Other Codes

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

Activity Codes – Notes

1. Any passenger train that stops at a location automatically generates a T Activity unless it is suppressed.
2. If an Activity is required that removes the 'passenger stop' Activity (T, D, U and R) from ITPS, then the 'passenger stop' Activity must always appear in the first Activity field (e.g. T -D would be correct, -D T would not). This is because the National Rail Timetable (NRT) extract program only considers the first Activity field. If it does not find a 'passenger stop' Activity in the first field the time will not be extracted to appear in the NRT.
3. Up to 6 Activities may be shown for each event.
4. No two Activities may be duplicated at the same event.
5. At any one event, the following groups are mutually exclusive:
 - a) D, U, T, N, S, TW, OP.
 - b) -D, -U, -T.
 - c) TB, TF.
 - d) KC, KE.
6. N, R, G, D and U are only valid with Train Categories XC, XD, XI, XX, XZ, OO, OW, OL, BS, BR and blank (i.e. 'advertised' services). 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 ITPS spec (to suppress 'T') and positively show -T in the Activity column.

2 Route Description

2.1 Planning Geography

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

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

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

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

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

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

Line references shown in italics e.g. *SO110* are only for reference purposes.

In the tables below, the following codes apply:

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

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)				
TIMING POINT	DOWN	UP	CODE	NOTES
London Victoria	FL SL			Platform detail must be shown
Victoria Grosvenor Carriage Shed Entry/Exit	-	-	S	Timing point for all trains to or from Victoria Grosvenor Carriage Shed Access controlled by TOC shunter
Victoria Grosvenor Carriage Shed	-	-	S	Timing point for trains into and out of the shed Access controlled by TOC shunter
Grosvenor Bridge Junction	FL SL RVL	FL SL		<i>To/from Stewarts Lane Junction - SO250A</i>

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)				
TIMING POINT	DOWN	UP	CODE	NOTES
Linford Street Junction	-	-	X	Timing point for services to/from Nine Elms Junction only <i>To/from Nine Elms Junction - Refer to Wessex Timetable Planning Rules - SW100B</i>
Factory Junction	AL RVL	- RVL		Timing point for Atlantic Lines and Reversible Line only <i>To/from Longhedge Junction SO250</i> <i>To/from Stewarts Lane Junction - SO250A.</i> <i>To/from Wandsworth Road (Atlantic Lines) - Refer to Sussex Timetable Planning Rules - SO645</i>
Voltaire Road Junction	-	FL RVL		
Shepherds Lane Junction	-	- AL	X	Timing point for trains to/from Atlantic Lines. <i>To/from Clapham High Street - SO645</i>
<i>Brixton Junction</i>				<i>To/from Canterbury Road Junction - SO260</i> <i>Use TIPLOC BRIXTON to/from Catford Loop</i>
Brixton	-	-		
Shunt signal VS595	-			Available for ECS shunt moves London end of Herne Hill Station USE TIPLOC HERN595
Herne Hill	-	-		Platform detail must be shown <i>To/from Tulse Hill - Refer to Sussex Timetable Planning Rules - SO680A</i> <i>To/from Loughborough Junction - SO280</i>
<i>Herne Hill Shunt signal VS600</i>	-			Available for ECS shunt moves Country end of Herne Hill station USE TIPLOC HERN600
Herne Hill Turnback Siding			S	Timing point for movements in and out of siding Stabling not allowed – turnback moves only Use TIPLOC HERNHSD
West Dulwich	-	-	S	
Sydenham Hill	-	-	S	
Penge East	-	-	S	
Kent House	-	-		Platform detail must be shown
<i>Beckenham Shunt Signal VS607</i>	-	-		Use TIPLOC BCKN607
Beckenham Junction	-	-		TIPLOC BCKNHMJ applies to Kent side <i>To/from Birkbeck - Refer to Sussex Timetable Planning Rules - SO650</i> <i>To/from New Beckenham - SO330A</i>

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

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

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Sittingbourne Eastern Junction</u>	-	-		<i>To/from Sittingbourne Middle Junction - SO150A</i>
<u>Sittingbourne</u>	-	-		Platform detail must be shown
Sittingbourne Down Goods Loop	-	-		
Teynham	-	-	S	
<u>Faversham</u>	-	-		Platform detail must be shown <i>To/from Canterbury East - SO160</i>
Faversham Down Reception			S	Timing point for trains to/from the Down Sidings or Faversham Station
Faversham Back Road			S	Timing point for trains between Faversham Station and Faversham Up Sidings
Faversham Up Sidings			S	Timing point for trains to/from Faversham Station or Back Road Siding numbers must be shown
Whitstable	-	-	S	
Chestfield and Swalecliffe	-	-	S	
<u>Herne Bay</u>	-	-		Platform detail must be shown
Birchington on Sea	-	-	S	
Westgate on Sea	-	-	S	
<u>Margate</u>	-	-		Platform detail must be shown
Broadstairs	-	-	S	
Dumpton Park	-	-	S	
Ramsgate Depot Exit Margate End	-	-	S	Timing point for trains to/from Ramsgate Depot, TIPLOC RAMMKEX Relates to signals EK5160, EK 5162 and EK5164 at the Margate end exit of Ramsgate Depot
Ramsgate Depot	-	-	S	Timing point for ECS moves to/from Depot TIPLOC RAMSGTD Controlled by a depot signaller
Ramsgate Depot Exit Minster End	-	-	S	Timing point for trains to/from Ramsgate Depot, TIPLOC RAMMIEX Relates to signals EK4974 and EK4976 at the Minster end exit of Ramsgate Depot
Ramsgate New Sidings			S	Timing point for trains to/from the Up West Sidings
<u>Ramsgate</u>	-	-		Platform detail must be shown <i>To/from Minster East Junction - SO220</i>

SO110A BICKLEY JUNCTION TO PETTS WOOD JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Bickley Junction</u>	DFV DSV	FL SL		<i>To/from Bickley - SO110</i>
<i>Hawkwood Junction</i>				On Down Slow Tonbridge Loop Only
<u>Petts Wood Junction</u>	FL SL	UFV USV		<i>To/from Petts Wood – SO130</i>

SO110B GILLINGHAM TO CHATHAM DOCKYARD

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Gillingham</u>	-	-		Platform detail must be shown <i>To/from Chatham - SO110</i>
Chatham Dockyard		-	F	

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

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>School Junction</i>				For BPlan/ITPS purposes, timing point shown as Parks Bridge Junction
<u>Parks Bridge Junction</u>	DKF LW DKS	UKF UKS		<i>To/from Ladywell Junction - SO130E</i>
<i>Courthill Loop South Junction</i>				For BPlan/ITPS purposes, timing point shown as Parks Bridge Junction. <i>To/from Courthill Loop North Junction - SO130F</i>
<u>Hither Green</u>	FL SL	FL SL		Platform detail must be shown. <i>To/from Lee Loop Junction - SO310</i>
Hither Green Signal TL1299		FL SL		Shunt signal available for ECS movements Use TIPLOC HTHR299
Hither Green Down Goods Arrival	-	SL	S	Via TL301 signal Use TIPLOC HTHRDGA Access controlled by FOC shunter
Hither Green Down Reception	-	-	S	Use TIPLOC HTHRGRS Used from Bramdean Sidings (41-45)
Hither Green Up Goods Departure	-	-	S	Via TL300 signal Use TIPLOC HTHRUGD Access controlled by FOC shunter
Hither Green Loco Sidings	SL	-	S	Access controlled by FOC shunter
<u>Lee Spur Junction</u>	- CWM SL	-		Timing Point for trains to/from Lee Loop Junction <i>To/from Lee Loop Junction - SO310A</i>
Lee Spur Junction Signal TL1302	-	-		Use TIPLOC HTHR302
Hither Green Shunt Signal TL1311		FL		Use TIPLOC HTHR311
Grove Park Up Sidings	-	-		Timing Point for trains to and from Up Sidings Controlled by a depot signaller
Grove Park Down Sidings (Bramdean)	CWM -	-		Timing Point for trains to and from Down Sidings Controlled by a depot signaller
Lee Spur Junction Shunt Signal TL1314		SL -		Use TIPLOC GRVP314
Grove Park Shunt Signal TL1315	FL SL	FL SL		Use TIPLOC GRVP315
Grove Park Shunt Signal TL1319		SL		Use TIPLOC GRVP319
Grove Park Washer Road	FL SL	FL SL		Use TIPLOC GRVPKWR
Grove Park Shunt Signal TL1330	FL SL	FL SL		Use TIPLOC GRVP330
Grove Park Shed	FL SL	FL SL	S	Via Signal TL1324 Use TIPLOC GRVPSHD
Grove Park C.S.D	-	CWM -	S	Via Signal TL1326 Use TIPLOC GRVPCSD
<u>Grove Park</u>	FL SL	FL SL		<i>To/from Bromley North - SO350</i> Platform detail must be shown.
Elmstead Woods	FL SL	FL SL	S	
<u>Chislehurst</u>	FL SL CL RVL	FL SL		Line Codes CL and RVL are to/from St Mary Cray Platform detail must be shown
<i>Chislehurst Junction</i>				<i>To/from St Mary Cray Junction - SO130G</i>

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Petts Wood Junction</u>	FL SL	FL SL UFV USV		<i>To/from Bickley Junction - SO110A</i> Line Codes UFV and USV are to Bickley Junction in the Up direction only
Petts Wood	FL SL	FL SL	S, X	
<u>Orpington</u>	-	FL SL		Platform detail must be shown
Orpington Down Sidings	-	-	S	Timing point for trains to and from Down Sidings. Siding numbers to be shown, S1, S2, S3 or S4 Access controlled by FOC shunter
Chelsfield	-	-	S	
Knockholt	-	-	S	
Dunton Green	-	-	S	
<u>Sevenoaks</u>	-	-		Platform detail must be shown. <i>To/from Bat and Ball – SO140A</i>
Sevenoaks Gusset Siding	-	-	S	Timing point for trains between Platform 4 at Sevenoaks and the Gusset or Down Sidings via Gusset Siding Tiploc SVNOCUS
Sevenoaks Down Sidings (C.H.S)	-	-	S	Trains to / from platform 4 at Sevenoaks must be timed via Gussett Siding Tiploc SVNOCUS
Hildenborough	-	-	S	
<u>Tonbridge</u>	-	-		Platform detail including through lines must be shown, 1, 2, 3, 4, DF or UF <i>To/from Leigh - Refer to Sussex Timetable Planning Rules – SO550</i> <i>To/from Somerhill Tunnel - SO170</i>
Tonbridge Shunt Signal AD2032		-	S	TIPLOC TONB032 Applies to shunt moves on the Down Slow using Shunt Signal 2032
Tonbridge Down Loop	-	-		TIPLOC TONBDLP Applies to movements via the Down Slow which are routed via signal AD163
Tonbridge Signal AD163	-		S	TIPLOC TONB163
Tonbridge Post Office Siding	-	-		TIPLOC TONBPOS Applies to movements via the Down Slow which are routed via signal AD167
Tonbridge Up Loop	- UL	-		TIPLOC TONBULP Applies to movements via the Up Slow which are routed via signal AD164
<u>Paddock Wood</u>	-	-		Platform detail including through lines must be shown <i>To/from Beltring - SO180</i>
Marden	-	-	S	
Staplehurst	-	-	S	
Cranmore Down Loop	-	-		
<u>Headcorn</u>	-	-		Platform detail including through lines must be shown
Pluckley	-	-	S	
Chart Leacon T&R.S.M.D.	-	-		ECS moves only

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Ashford West Junction	SL USL	-	X	TIPLOC ASHFWJN to be used <i>To/from Charing - SO140</i> Timing point for trains to/from Slow Lines. Line Code must be shown
<u>Ashford International</u>	- SL	- SL		Platform detail including through lines must be shown. TIPLOC ASHFKY is used for trains on platforms 1, 2, 5 and 6 and the through lines TIPLOC ASHFKI is used for trains on platforms 3 and 4 only <i>To/from Ham Street – Refer to Sussex Timetable Planning Rules - SO600</i> <i>To/from and Ashford Down Yard - SO220</i>
Ashford Down Side Tamper Siding	-	-	S	TIPLOC ASHFTMP Timing point for trains to and from Down Tamper Siding
Ashford Up Sidings	-	-	S	TIPLOC ASHFUPS Timing point for trains to and from Newtown Sidings
Ashford P.A.D.	-	-	S	
Ashford Crane Depot	-	-	S	Timing point for trains to and from Crane Depot
Ashford Down Sidings	-	-		<i>See Route SO220 Ashford - Ramsgate(via Canterbury West)</i>
Ashford East Berthing Sidings	-	-	S	TIPLOC ASHFEBS Siding numbers to be specified Access controlled by separate shunters
Ashford East Junction	-	- SL DSL	X	Timing point for trains to/from Slow Lines. TIPLOC ASHFEJN to be used <i>To/from and Ashford Down Yard - SO220</i>
Sevington Loop	-	-	S	<i>To/from Sevington Sidings - SO130K</i> Timing Point for trains to and from Ashford International
Herringe	-	-	X	Timing point for use during single line working
Westenhanger	-	-	S	
Sandling	-	-	S	
<u>Saltwood Junction</u>	-	-		<i>To/from Network Rail/Eurotunnel Boundary - SO130H</i>
Folkestone West	-	-	S	
<u>Folkestone Central</u>	-	-		
<u>Folkestone East</u>	-	-		
Folkestone East Train Roads	-	-	S	Timing Point for trains to and from Folkestone East Train Roads
<u>Dover Priory</u>	-	-		Platform detail must be shown <i>To/from Buckland Junction - SO160</i>
Dover Priory Sidings				Timing Point for trains to and from Sidings

SO130A LONDON CANNON STREET TO METROPOLITAN JUNCTION

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

SO130B LONDON CANNON STREET TO LONDON BRIDGE

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

SO130C TANNERS HILL JUNCTION TO LEWISHAM VALE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Tanners Hill Junction</u>	DTH	UKF		<i>To/from New Cross – SO130</i>
<u>Lewisham Vale Junction</u>	-	- UTH		<i>To/from Lewisham Junction - SO330</i>

SO130D ST JOHNS JUNCTION TO LEWISHAM JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>St Johns Junction</i>				<i>To/from St Johns - SO130</i>
<i>Lewisham Junction</i>				<i>To from Lewisham - SO330</i> <i>To/from Blackheath – SO300</i>

SO130E PARKS BRIDGE JUNCTION TO LADYWELL JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Parks Bridge Junction</u>	LW	UKF		<i>To/from New Cross – SO130</i>
<u>Ladywell Junction</u>	-	LW		<i>To/from Ladywell - SO330</i>

SO130F COURTHILL LOOP NORTH JUNCTION TO COURTHILL LOOP SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Courthill Loop North Junction</i>				<i>To/from Lewisham - SO330</i>
<u>Courthill Loop South Junction</u>	DKS	-		For Bplan/ITPS purposes, timing point shown as Parks Bridge Junction <i>To/from Hither Green - SO130</i>

SO130G CHISLEHURST JUNCTION TO ST MARY CRAY JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Chislehurst Junction</i>				<i>To/from Chislehurst – SO130</i>
Chislehurst Signal AD22		CL	S	TIPLOC CHSL22 To be used in preference of pathing time on the Up Chatham Loop
<i>Hawkwood Junction</i>				On Up Chatham Loop Only
<u>St Mary Cray Junction</u>	FL SL	CL RVL		<i>To/from St Mary Cray - SO110</i>

SO130H SALTWOOD JUNCTION TO CTRL/ET BOUNDARY

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Saltwood Junction</u>	-	-		<i>To/from Sandling - SO130</i>
Dollands Moor Sidings	-	-	S	
Dollands Moor LHS	-	-	S	
<u>CTRL/ET Boundary</u>	-	-		<i>To/from CTRL → SO400</i>

SO130K SEVINGTON LOOP TO SEVINGTON SIDINGS

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

SO140 SWANLEY TO ASHFORD INTERNATIONAL (VIA MAIDSTONE EAST)

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

SO140A OTFORD JUNCTION TO SEVENOAKS

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

SO150 SITTINGBOURNE WESTERN JUNCTION TO SHEERNESS ON SEA

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

SO150A SITTINGBOURNE EASTERN JUNCTION TO SITTINGBOURNE MIDDLE JUNCTION

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

SO160 FAVERSHAM TO DOVER PRIORY				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Faversham</u>	-	-		Platform detail must be shown <i>To/from Teynham - SO110</i>
Selling	-	-	S	
<u>Canterbury East</u>	-	-		Platform detail must be shown
Bekesbourne	-	-	S	
Adisham	-	-	S	
Aylesham	-	-	S	
Snowdown	-	-	S	
<u>Shepherds Well</u>	-	-		Platform detail must be shown
Kearsney	-	-	S	
<u>Buckland Junction</u>	-	-		<i>To/from Martin Mill – SO240</i>
<u>Dover Priory</u>	-	-		Platform detail must be shown <i>To/from Folkestone East - SO130</i>

SO170 TONBRIDGE TO BOPEEP JUNCTION

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

SO180 PADDOCK WOOD TO-MAIDSTONE WEST

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Paddock Wood</u>	-	-		Platform detail including through lines must be shown <i>To/from Tonbridge - SO130</i>
Beltring	-	-	S	
East Peckham Tip	-	-	S	Access controlled by FOC shunter and groundframe operator
East Peckham Groundframe	-		S	Use TIPLOC EPKCKMR Timing point for trains accessing the sidings
Yalding	-	-	S	
<u>Wateringbury</u>	-	-		
<u>East Farleigh</u>	-	-		
<u>Maidstone West</u>	-	-		Platform detail must be shown

SO200 - Please see Sussex Timetable Planning Rules – SO600

SO210 - Please see Sussex Timetable Planning Rules – SO610

SO220 ASHFORD TO RAMSGATE (VIA CANTERBURY WEST)

TIMING POINT	DOWN	UP	CODE	NOTES
Ashford Down Sidings and Ashford Down Yard			S	Timing point for trains to/from Ashford International or Wye. TIPLOC ASHFKDY must be used Access controlled by separate shunters
<u>Wye</u>	-	-		
Chilham	-	-	S	
Chartham	-	-	S	
<u>Canterbury West</u>	-	-		Platform detail must be shown
Canterbury West Up Siding	-	-	S	Timing point for trains to and from the Up Siding. TIPLOC CNTBWGL
<u>Sturry</u>	-	-		
<u>Minster</u>	-	-		
<i>Minster West Junction</i>				<i>To/from Minster South Junction - SO240A</i>
<u>Minster East Junction</u>	-	-		<i>To/from Minster South Junction - SO240</i>
Thanet Parkway	-	-	S	
<u>Ramsgate</u>	-	-		<i>To/from Dumpton Park – SO110</i>

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

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

SO240A MINSTER SOUTH JUNCTION TO MINSTER WEST JUNCTION

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

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES

For Route SO250 Please see Sussex Timetable Planning Rules

SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES

For Route SO250A Please see Sussex Timetable Planning Rules

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES

For Route SO250B Please see Sussex Timetable Planning Rules

SO250C LONGHEDGE JUNCTION TO POUPARTS JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES

For Route SO250C Please see Sussex Timetable Planning Rules

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

TIMING POINT	DOWN	UP	CODE	NOTES
For Route SO250D Please see Sussex Timetable Planning Rules				

SO260 BRIXTON JUNCTION TO SHORTLANDS JUNCTION (CATFORD LOOP)

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

SO280 FARRINGDON TO HERNE HILL

TIMING POINT	DOWN	UP	CODE	NOTES
Farringdon	NB SB	NB SB		Platform detail must be shown <i>To/from St Pancras International – LN3213 Refer to East Midlands Timetable Planning Rules</i>
Smithfield Sidings	-	-	S	Timing point for trains into and out of the Sidings
City Thameslink	NB SB	NB SB		Platform detail must be shown
London Blackfriars	DSS DSH USH DSL	NB SB		Platform detail must be shown

SO280 FARRINGDON TO HERNE HILL

TIMING POINT	DOWN	UP	CODE	NOTES
	USL			
<u>Blackfriars Junction</u>	DSH FL SL	USH DSH USL DSL		Timing Point ONLY for Line Codes Shown <i>To/from Metropolitan Junction - SO280A</i>
<u>Southwark Bridge Junction</u>	FL SL	FL SL		
<u>Elephant and Castle</u>	FL SL	FL SL		Platform detail must be shown
<u>Loughborough Junction</u>	-	FL SL		<i>To/from Cambria Junction - SO280B</i> <i>To/from Canterbury Road Junction - SO280C</i>
Herne Hill Turnback Siding	-	-	S	Timing Point for all trains into and out of the Turnback Siding
<u>Herne Hill</u>	-	-		Platform detail must be shown <i>To/from Tulse Hill - Refer to Sussex Timetable Planning Rules - SO680A</i> <i>To/from Loughborough Junction - SO280</i>
Shunt signal VS602		-		Available for ECS shunt moves Country end of Herne Hill station USE TIPLOC HERN602

SO280A BLACKFRIARS JUNCTION TO METROPOLITAN JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Blackfriars Junction</u>	DSH FL SL	USH SL DSH USL DSL		<i>To/from London Blackfriars - SO280</i> <i>SL and FL lines codes only apply towards Southwark Bridge Jn – see SO280</i>
<u>Metropolitan Junction</u>	DCX DSH	SL USH		<i>To/from London Cannon Street – SO130A</i> <i>To/from London Bridge - SO130</i>

SO280B LOUGHBOROUGH JUNCTION TO CAMBRIA JUNCTION

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

SO280C LOUGHBOROUGH JUNCTION TO CANTERBURY ROAD JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Loughborough Junction</u>	-	FL SL		<i>To/from Elephant and Castle - SO280</i>
<i>Canterbury Road Junction</i>				<i>To/from Brixton Junction - SO260</i>

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

TIMING POINT	DOWN	UP	CODE	NOTES
North Kent East Junction	-	UCS		<i>To/from Spa Road Junction - SO130</i>
Deptford	-	-	S	
<u>Greenwich</u>	-	-		
Maze Hill	-	-	S	
Westcombe Park	-	-	S	
<i>Charlton Junction</i>				<i>To/from Angerstein Junction - SO290A</i>
<u>Charlton</u>	-	-		Platform detail must be shown
Woolwich Dockyard	-	-	S	
<u>Woolwich Arsenal</u>	-	-		Platform detail must be shown
<u>Plumstead</u>	- DM	-		Down trains commencing journey should show line code
Plumstead Yard	-		S	TIPLOC PLMSYD
Plumstead Down Sidings	-	-	S	Timing point for trains to/from Sidings
Abbey Wood	-	-	S	Platform detail must be shown Timing point for platforms 1 & 2
Abbey Wood (Crossrail platforms)	-	-	S	Timing point for platforms 3 & 4 TIPLOC – ABWDXR to be used
Abbey Wood Engineering Road	-	-	S	TIPLOC – ABWDER to be used
Alsike Road Junction	-	-	X	Timing point for trains to or from Engineering Road
Belvedere	-	-	S	
Erith	-	-	S	
<u>Slade Green</u>	- DM	- UM		All trains commencing a journey should show a line code Platform detail must be shown.
<i>Slade Green Junction</i>				<i>To/from Perry Street Fork Junction - SO300A</i>
Slade Green T&R.S.M.D.	-	-	S	Timing point for all trains to/from Depot TIPLOC – SLADEGD to be used Controlled by a depot signaller
Slade Green Depot London End	-	-	S	Timing Point for trains to/from Depot via Slade Green end of Depot TIPLOC – SLADGD to be used
Slade Green Depot Country End Exit	-	-		Timing point for trains to/from Depot via Crayford Spur 'A' Junction and to/from Crayford Creek Junction TIPLOC - SLADGEX to be used
Slade Green Up Carriage Sidings	-	-		TIPLOC – SLADGUS to be used
<u>Crayford Creek Junction</u>	-	-		
<u>Crayford Spur 'A' Junction</u>	-	-		<i>To/from Crayford Spur – SO310B</i>
<u>Dartford Junction</u>	DML RVL	-		<i>To/from Crayford Spur 'B' Junction - SO310</i>

SO290A BLACKHEATH JUNCTION TO CHARLTON JUNCTION

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

SO290B ANGERSTEIN JUNCTION TO ANGERSTEIN WHARF

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

SO300 LEWISHAM JUNCTION TO CRAYFORD CREEK JUNCTION (VIA BEXLEYHEATH)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Lewisham Junction</i>				<i>To/from Lewisham Vale Junction - SO330 To/from St Johns - SO130D</i>
<u>Lewisham</u>	-	- UNK		Platform detail must be shown
<u>Blackheath</u>	-	-		Platform detail must be shown
<i>Blackheath Junction</i>				<i>To/from Angerstein Junction - SO290A</i>
Kidbrooke	-	-	S	
<u>Eltham</u>	-	-		
Falconwood	-	-	S	
Welling	-	-	S	
Bexleyheath	-	-	S	
<u>Barnehurst</u>	- DM	-		Down trains commencing journey should show line code
<u>Perry Street Fork Junction</u>	-	-		<i>To/from Slade Green Junction - SO300A TILPOC BRNHPSJ</i>
<u>Crayford Creek Junction</u>	-	-		<i>To/from Crayford Spur 'A' Junction - SO290</i>

SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION

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

SO310 HITHER GREEN TO MAIDSTONE WEST (VIA SIDCUP)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Hither Green</u>	-	- SL		Platform detail must be shown <i>To/from Parks Bridge Junction - SO130</i>
Lee Loop Junction	-		S	<i>To/from Lee Spur Junction - SO310A Timing point for trains regulated at TL345</i>
<u>Lee</u>	-	-		
Mottingham	-	-	S	
New Eltham	-	-	S	
<u>Sidcup</u>	- DM	-		Down trains commencing journey should show line code
Sidcup Berthing Siding	-	-	S	Timing point for trains to and from Siding
Albany Park	-	-	S	
Bexley	-	-	S	
<u>Crayford</u>	- DM	-		Down trains commencing journey should show line code
<u>Crayford Spur 'B' Junction</u>	-	-		<i>To/from Crayford Spur - SO310B</i>
<u>Dartford Junction</u>	UML	-		<i>To/from Crayford Spur 'A' Junction - SO290</i>

SO310 HITHER GREEN TO MAIDSTONE WEST (VIA SIDCUP)				
TIMING POINT	DOWN	UP	CODE	NOTES
	DML RVL			
<u>Dartford</u>	-	UML DML RVL		Platform detail must be shown
Dartford Up Sidings	-	-	S	Timing point for trains to and from Up Sidings. Siding numbers to be shown
Dartford Down Siding	-	-	S	Timing point for trains to and from Down Siding
Stone Crossing	-	-	S	
Greenhithe	-	-	S	
Swanscombe	-	-	S	
Northfleet Junction	- UM	-	S X	Timing point for trains to and from Northfleet Tarmac and for Down trains crossing over to up line. TIPLOC NRTHFTJ
Northfleet Tarmac		-	S	TIPLOC NRTHDBC Access controlled by FOC shunter
Northfleet	-	-	S	Platform detail must be shown
<u>Springhead Road Junction</u>	-	-		<i>To/from Ebbsfleet International – SO450</i>
<u>Gravesend</u>	-	-		Platform detail must be shown.
Signal NK1611	-	-	S	For freight moves between Grain Branch and Hoo Yards TIPLOC HOOJ611
Signal NK443	-		S	TIPLOC HOOJD16
<u>Hoo Junction</u>	-	-		<i>To/from Grain - SO320</i> See also Section 5.3
Hoo Down Yard	-		S	TIPLOC HOOJDYD
Hoo Up Yard			S	Departures in Up direction to use TIPLOC – HOOJ512 Departures in Down direction to use TIPLOC – HOOJ511 See also Section 5.3 Access controlled by FOC shunter
Higham	-	-	S	
<u>Strood</u>	-	-		Platform detail must be shown.
Strood Signal NK1630	-	-		Timing point for trains reversing at Strood
<u>Cuxton</u>	-	-		
Rugby Sidings	-	-	S	TIPLOC HALGDBC (DBC) TIPLOC HALGGBR (GBRf) TIPLOC HALGFHH (FHH) TIPLOC HALGCLR (Colas)
Halling Groundframe	-		S	Use TIPLOC HALGGF Timing point for trains accessing the sidings
Halling	-	-	S	
Snodland	-	-	S	
New Hythe	-	-	S	
Brookgate Sidings	-	-	S	
<u>Aylesford</u>	-	-		
Allington Groundframe	-	-	S	Use TIPLOC ALLGREV Timing point for trains accessing the sidings

SO310 HITHER GREEN TO MAIDSTONE WEST (VIA SIDCUP)

TIMING POINT	DOWN	UP	CODE	NOTES
Allington Sidings	-	-	S	Access controlled by FOC shunter and groundframe operator
<u>Maidstone Barracks</u>	-	-		
<u>Maidstone West</u>	-	-		Platform detail must be shown <i>To/from Paddock Wood – SO180</i>

SO310A LEE SPUR JUNCTION TO LEE LOOP JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Lee Spur Junction	- CWM SL	-		Timing point for trains to/from Lee Loop Junction <i>To/from Grove Park - SO130</i>
Lee Loop Junction	-		S	To/from Lee - SO310 Timing point for trains regulated at TL345

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

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

SO310C STROOD TO ROCHESTER BRIDGE JUNCTION

TIMING POINT	TIMING POINT	TIMING POINT	TIMING POINT	TIMING POINT
<u>Strood</u>	-	-		Platform detail must be shown <i>To/from Higham – SO310</i>
<u>Rochester Bridge Junction</u>	-	-		<i>To/from Rochester - SO110</i>

SO320 HOO JUNCTION TO GRAIN SIDINGS				
TIMING POINT	DOWN	UP	CODE	NOTES
Hoo Junction	-	-		<i>To/from Gravesend – SO310</i>
Signal NK502		-	S	
Signal NK509	-	-		Use TIPLOC CLFFD12
Cliffe Brett Marine		-	S	Access controlled by FOC shunter and groundframe operator
Grain Level Crossing	-	-		
Grain Shared Area	-	-	S	For ITPS purposes, the timing point to be shown as Grain (former station now a Shared Area)
Grain BP			S	TIPLOC GRAINBP
Grain Thamesport FLT			S	TIPLOC GRAINTR
Grain Foster Yeoman			S	TIPLOC GRAINFG (GBRF) TIPLOC GRAINFY (DBC) TIPLOC GRAINFL (FHH)

SO330 NUNHEAD TO HAYES				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Nunhead</u>	-	-		Platform detail must be shown <i>To/from Peckham Rye – SO260</i>
<i>Nunhead Junction</i>				<i>To/from Crofton Park - SO260</i>
Nunhead Junction Signal VS452		-	S	
<u>Lewisham Vale Junction</u>	-	UTH UL		<i>To/from Tanners Hill Junction - SO130C</i>
<i>Lewisham Junction</i>				<i>To/from St Johns - SO130D.</i> <i>To/from Blackheath – SO300</i>
<u>Lewisham</u>	-	- UNK		Platform detail must be shown
<i>Courthill Loop North Junction</i>				<i>To/from Courthill Loop South Junction - SO130F</i>
<u>Ladywell Junction</u>	-	- LW		Line code LW applies only to trains to Parks Bridge Junction <i>To/from Parks Bridge Junction – SO130E</i>
Ladywell	-	-	S	
Catford Bridge	-	-	S	
Lower Sydenham	-	-	S	
<u>New Beckenham</u>	-	-		<i>To/from Beckenham Junction - SO330A</i> Platform detail must be shown
Clock House	-	-	S	
Elmers End Shunt Signal TL1395	-	-		Use TIPLOC ELME395
<u>Elmers End</u>	-	-		
Eden Park	-	-	S	
West Wickham	-	-	S	
Hayes Shunt Signal TL1401	-	-		Use TIPLOC HAYS401
<u>Hayes</u>		-		Platform detail must be shown

SO330A NEW BECKENHAM TO BECKENHAM JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>New Beckenham</u>	-	-		<i>To/from Lower Sydenham - SO330</i>
Beckenham Spur Shunt Signal TL376 or VS163	-	-		Use TIPLOC BCKNSPR Only to be used for trains reversing here
New Beckenham Sidings	-	-		Use TIPLOC NBCKSDG
<u>Beckenham Junction</u>	-	-		TIPLOC BCKNHMJ applies to Kent side <i>To/from Shortlands Junction - SO110</i>

SO350 GROVE PARK TO BROMLEY NORTH				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Grove Park</u>	-	FL SL		Platform detail must be shown <i>To/from Hither Green - SO130</i>
Grove Park Shunt Signal TL1336	-			Use TIPLOC GRVP336
Sundridge Park	-	-	S	
<u>Bromley North</u>		-		Platform detail must be shown

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

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

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

TIMING POINT	DOWN	UP	CODE	NOTES
Line codes on SO400 apply forward from the timing point against which they are shown				
<u>Ashford West Junction</u>	DNC UPC	DNC UPC		CTRL TIPLOC to be used To/from Ashford International – SO470
<u>Ashford East Junction</u>	DNC UPC	DNC UPC		CTRL TIPLOC to be used To/from Ashford International – SO480
<u>Westenhanger Crossover</u>	DNC UPC	DNC UPC		
<i>Dollands Moor West Junction</i>	-	-		To/from Dollands Moor Sidings – SO490
<u>HS1/ET Boundary</u>		-		

SO410A REGENTS CANAL JUNCTION TO YORK WAY NORTH JUNCTION

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

SO410B REGENTS CANAL JUNCTION TO CEDAR JUNCTION

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

SO420 YORK WAY SOUTH JUNCTION TO CAMDEN ROAD INCLINE JUNCTION

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

SO430 STRATFORD INTERNATIONAL WEST JUNCTION TO TEMPLE MILLS DEPOT

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

SO440 RIPPLE LANE EXCHANGE SIDINGS TO DAGENHAM JUNCTION

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

SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION

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

SO460 FAWKHAM JUNCTION TO SOUTHFLEET JUNCTION

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

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

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

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

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

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

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

SO490 DOLLANDS MOOR WEST JUNCTION TO DOLLANDS MOOR SIDINGS

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

2.2 Route Opening Hours

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

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

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

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

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

PLT denotes passage of last train.

3 Electrification

3.1 Electrification Limits

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

3.2 Electrification Supply Restrictions

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

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

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

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

4.2 Passenger Stock Restrictions

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

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

4.3 Freight Wagon Restrictions

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

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

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

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

4.4 Freight Train Load Limits

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

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

4.5 Freight Train Length Limits

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

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

4.6 Driver Only Operation Limits

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

Notes:	
Pass	Passenger trains
ECS Slide	Empty Coaching Stock with power operated sliding doors
NA	Not authorised (except where # shown)
P	Permitted
+	Subject to any relevant Route Availability restrictions
*	Subject to provisions of working manual – White Pages (Set H) paragraph H10/1
#	Permitted for short notice movements, when all other DOO (NP) conditions are fulfilled and all doors are locked before departure. Authorisation MUST be obtained from Network Rail Operations Control, before this can be applied

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

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

SO110A BICKLEY JUNCTION TO PETTS WOOD JUNCTION

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

SO110B GILLINGHAM TO CHATHAM DOCKYARD

Route Section	Pass	ECS Slide
Gillingham - Chatham Dockyard	NA	

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)

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

SO130A LONDON CANNON STREET TO METROPOLITAN JUNCTION

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

SO130B LONDON CANNON STREET TO LONDON BRIDGE

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

SO130C TANNERS HILL JUNCTION TO LEWISHAM VALE JUNCTION

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

SO130D ST JOHNS JUNCTION TO LEWISHAM JUNCTION

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

SO130E PARKS BRIDGE JUNCTION TO LADYWELL JUNCTION

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

SO130F COURTHILL LOOP NORTH JUNCTION TO COURTHILL LOOP SOUTH JUNCTION

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

SO130G CHISLEHURST JUNCTION TO ST MARY CRAY JUNCTION

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

SO130H SALTWOOD JUNCTION TO CTRL/ET BOUNDARY

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

SO130K SEVINGTON LOOP TO SEVINGTON SIDINGS

Route Section	Pass	ECS Slide
Sevington Loop – Sevington Sidings	NA	

SO140 SWANLEY TO ASHFORD INTERNATIONAL

Route Section	Pass	ECS Slide
Swanley – Otford Junction	P	P
Otford Junction – Ashford International	P for Class 395 only NA for all other trains	P

SO140A OTFORD JUNCTION TO SEVENOAKS

Route Section	Pass	ECS Slide
Otford Junction – Sevenoaks	P	P

SO150 SITTINGBOURNE WESTERN JUNCTION TO SHEERNESS ON SEA

Route Section	Pass	ECS Slide
Sittingbourne Western Junction to Sheerness on Sea	NA	P

SO150A SITTINGBOURNE EASTERN JUNCTION TO SITTINGBOURNE MIDDLE JUNCTION

Route Section	Pass	ECS Slide
Sittingbourne Eastern Junction – Sittingbourne Middle Junction	NA	P

SO160 FAVERSHAM TO DOVER PRIORY

Route Section	Pass	ECS Slide
Faversham – Buckland Junction	NA	P
Buckland Junction – Dover Priory	P for Class 395 only NA for all other trains	

SO170 TONBRIDGE TO BOPEEP JUNCTION

Route Section	Pass	ECS Slide
Tonbridge – Bopeep Junction	NA	P

SO180 PADDOCK WOOD TO MAIDSTONE WEST

Route Section	Pass	ECS Slide
Paddock Wood – Strood	NA	P

SO200 - Please see Sussex Timetable Planning Rules – SO600

SO210 - Please see Sussex Timetable Planning Rules – SO610

SO220 ASHFORD TO RAMSGATE (VIA CANTERBURY WEST)

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

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

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

SO240A MINSTER SOUTH JUNCTION TO MINSTER WEST JUNCTION

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

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

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

SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION

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

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

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

SO250C LONGHEDGE JUNCTION TO POUPARTS JUNCTION

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

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

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

SO260 BRIXTON JUNCTION TO SHORTLANDS JUNCTION (CATFORD LOOP)

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

SO280 FARRINGDON TO HERNE HILL

Route Section	Pass	ECS Slide
Farringdon – Herne Hill	P	P

SO280A LONDON BLACKFRIARS TO METROPOLITAN JUNCTION

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

SO280B LOUGHBOROUGH JUNCTION TO CAMBRIA JUNCTION

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

SO280C LOUGHBOROUGH JUNCTION TO CANTERBURY ROAD JUNCTION

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

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

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

SO290A BLACKHEATH JUNCTION TO CHARLTON JUNCTION

Route Section	Pass	ECS Slide
Blackheath – Charlton Junction	P	P

SO290B ANGERSTEIN JUNCTION TO ANGERSTEIN WHARF

Route Section	Pass	ECS Slide
Angerstein Junction – Angerstein Wharf	NA	

SO300 LEWISHAM JUNCTION TO CRAYFORD CREEK JUNCTION (VIA BEXLEYHEATH)

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

SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION

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

SO310 HITHER GREEN TO MAIDSTONE WEST (VIA SIDCUP)

Route Section	Pass	ECS Slide
Hither Green – Strood (via Sidcup)	P	P

SO310A LEE SPUR JUNCTION TO LEE LOOP JUNCTION

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

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

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

SO310C STROOD TO ROCHESTER BRIDGE JUNCTION

Route Section	Pass	ECS Slide
Strood – Rochester Bridge Junction	P for Class 395 and 700 only NA for all other trains	P

SO320 HOO JUNCTION TO GRAIN SIDINGS

Route Section	Pass	ECS Slide
Hoo Junction – Grain Sidings	NA	NA

SO330 NUNHEAD TO HAYES

Route Section	Pass	ECS Slide
Nunhead – Hayes	P	P

SO330A NEW BECKENHAM TO BECKENHAM JUNCTION

Route Section	Pass	ECS Slide
New Beckenham – Beckenham Junction	P	P

SO350 GROVE PARK TO BROMLEY NORTH

Route Section	Pass	ECS Slide
Grove Park – Bromley North*	P	P
* restricted to maximum of 4 cars only		

SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION

Route Section	Pass	ECS Slide
Ebbsfleet International (CTRL) to Springhead Road Junction	P for Class 395 only NA for all other trains	

SO460 FAWKHAM JUNCTION TO SOUTHFLEET JUNCTION

Route Section	Pass	ECS Slide
Fawkham Junction – Southfleet Junction (CTRL)	P for Class 395 only NA for all other trains	

4.7 Engineers' Trains Restrictions

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

* Source GE/RT 8000-OTM

5 Running Times, Margins and Allowances

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

5.1 Sectional Running Times

The definition for Sectional Running Times (SRTs) is listed in Section 1.4 of the National TPRs

5.1.1 Source of Current SRTs

The definitive catalogue of SRTs is held within BPlan.

5.1.2 Method of Calculation

Sectional running times (SRTs) are agreed between Train Operators and Network Rail as part of the agreement of Timetable Planning Rules: normally they will not change from one timetable to the next. Network Rail will, however, re-calculate SRTs for particular train/route combinations in the following circumstances:

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

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

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

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

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

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

5.1.3 New and Revised Sectional Running Times

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

5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines

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

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

5.2 Headways

The definition for Headways is listed in Section 1.5 of the National TPRs.

5.2.1 Headway Values

All times are in minutes. All routes are shown.

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

AB indicates locations where absolute block signalling applies. Here the headway is to be calculated from the transit time of the first of each pair of trains running between the stated timing points. A value "x" shall be added to the transit time to allow for the signaller's actions and sighting of the relevant signal. The planning headway is shown as "AB+x".

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

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

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

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.

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

Details of how to apply headways are listed in the National TPRs Section 1.5.5

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

SO110A BICKLEY JUNCTION TO PETTS WOOD JUNCTION

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

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)

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

SO130A LONDON CANNON STREET TO METROPOLITAN JUNCTION

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

SO130B LONDON CANNON STREET TO LONDON BRIDGE

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

SO130C TANNERS HILL JUNCTION TO LEWISHAM VALE JUNCTION

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

SO130D ST JOHNS JUNCTION TO LEWISHAM JUNCTION

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

SO130E PARKS BRIDGE JUNCTION TO LADYWELL JUNCTION

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

SO130F COURTHILL LOOP NORTH JUNCTION TO COURTHILL LOOP SOUTH JUNCTION

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

SO130G CHISLEHURST JUNCTION TO ST MARY CRAY JUNCTION

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

SO130H SALTWOOD JUNCTION TO CTRL/ET BOUNDARY

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

SO130K SEVINGTON LOOP TO SEVINGTON SIDINGS

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

SO140 SWANLEY TO ASHFORD INTERNATIONAL (VIA MAIDSTONE EAST)

TIMING POINT	DOWN	UP	NOTES
Swanley – Otford Jn	3 Non-Stopping 4 Stopping*	3 Non-Stopping 4 Stopping**	* A 3 minute headway can be applied at Swanley if the first train does not call at Eynsford ** A 3 minute headway can be applied at Otford if the first train does not call at Shoreham
Otford Jn – West Malling	3 Non-Stopping 4½ Stopping	3 Non-Stopping 4 Stopping	
West Malling - Charing	3 Non-Stopping 4½ Stopping	3 Non-Stopping 6 Stopping	
Charing – Ashford International	3 Non-Stopping 4 Stopping	3 Non-Stopping 4 Stopping	

SO140A OTFORD JUNCTION TO SEVENOAKS

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

SO150 SITTINGBOURNE WESTERN JUNCTION TO SHEERNESS ON SEA

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

SO150A SITTINGBOURNE EASTERN JUNCTION TO SITTINGBOURNE MIDDLE JUNCTION

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

SO160 FAVERSHAM TO DOVER PRIORY

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

SO170 TONBRIDGE TO BOPEEP JUNCTION

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

SO180 PADDOCK WOOD TO MAIDSTONE WEST

TIMING POINT	DOWN	UP	NOTES
Paddock Wood (exclusive) – Watlingbury	6 Non-Stopping 7 Stopping	6 Non-Stopping 7 Stopping	Trains can arrive/depart/pass Paddock Wood 3 minutes apart
Watlingbury - East Farleigh	AB+2	AB+2	

SO180 PADDOCK WOOD TO MAIDSTONE WEST

TIMING POINT	DOWN	UP	NOTES
East Farleigh - Maidstone West	AB+2	AB+2	

SO200- Please see Sussex Timetable Planning Rules – SO600

SO210 - Please see Sussex Timetable Planning Rules – SO610

SO220 ASHFORD TO RAMSGATE (VIA CANTERBURY WEST)

TIMING POINT	DOWN	UP	NOTES
Ashford – Wye	4 Non-Stopping* 5 Stopping	4 Non-Stopping* 5 Stopping	*3 minutes for consecutive trains to/from Ashford, to/from Ashford Down Yard
Wye – Canterbury West	4 ½ Non-Stopping 5 ½ Stopping	4 ½ Non-Stopping 5 ½ Stopping	
Canterbury West – Sturry	4	4	
Sturry – Minster East	AB+2		The Down platforms at both Sturry and Minster stations are within this section due to the position of Signal ST1. A second Down train cannot arrive at Sturry until after the previous train has departed from Minster, plus two minute margin to allow for the signallers actions.
Minster – Sturry		AB+2	When the first train is in section from Minster to Sturry, a second train can be standing at, or approaching signal EBE63 - the section signal - <i>and</i> a third train signalled into Minster Up platform.
Minster – Ramsgate	3 non-stopping 4 stopping	3 non-stopping 3½ stopping	

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

TIMING POINT	DOWN	UP	NOTES
Buckland Junction (inclusive) – Martin Mill (exclusive)	7 Non-Stopping 8 Stopping	6 Non-Stopping 7 Stopping	No pathing time to be added within these sections
Martin Mill (inclusive) – Deal (exclusive)	6 Non-Stopping 7 Stopping	7 Non-Stopping 8 Stopping	No pathing time to be added within these sections
Deal (inclusive) – Sandwich (exclusive)	AB+2	AB+2	
Sandwich (inclusive) – Minster South Junction (exclusive)	AB+2	AB+2	
Minster South Junction (inclusive) - Minster East Junction (exclusive)	4	4	

SO240A MINSTER WEST JUNCTION TO MINSTER SOUTH JUNCTION

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

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

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

SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION

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

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

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

SO250C LONGHEDGE JUNCTION TO POUPARTS JUNCTION

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

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

TIMING POINT	DOWN	UP	NOTES
For Route SO250D Please see Sussex Timetable Planning Rules			

SO260 BRIXTON JUNCTION TO SHORTLANDS JUNCTION (CATFORD LOOP)

TIMING POINT	DOWN	UP	NOTES
Brixton Junction – Crofton	2 Non-Stopping *	3*	DOWN

SO260 BRIXTON JUNCTION TO SHORTLANDS JUNCTION (CATFORD LOOP)

TIMING POINT	DOWN	UP	NOTES
Road Junction	3 Stopping		3 Following Freight UP *3 Following Freight
Crofton Road Junction – Shortlands Junction	2½ Non-Stopping * 3 Stopping	2 Non-Stopping ** 3 Stopping	*DOWN 3 Following Freight **UP 3 Following Freight

SO280 FARRINGDON TO HERNE HILL

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

SO280A LONDON BLACKFRIARS TO METROPOLITAN JUNCTION

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

SO280B LOUGHBOROUGH JUNCTION TO CAMBRIA JUNCTION

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

SO280C LOUGHBOROUGH JUNCTION TO CANTERBURY ROAD JUNCTION

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

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

TIMING POINT	DOWN	UP	NOTES
North Kent East Junction –	2½	2 Non-Stopping	

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

TIMING POINT	DOWN	UP	NOTES
Greenwich		3 Stopping	
Greenwich - Plumstead	2½	2½	
Plumstead – Crayford Creek Junction	2 Non-Stopping * 2½ Stopping	2 Non-Stopping * 2½ Stopping	*2½ Following Freight
Crayford Creek Junction – Dartford Junction	2 Non-Stopping 2½ Stopping	2 Non-Stopping 2½ Stopping	

SO290A BLACKHEATH JUNCTION TO CHARLTON JUNCTION

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

SO290B ANGERSTEIN JUNCTION TO ANGERSTEIN WHARF

TIMING POINT	DOWN	UP	NOTES
Angerstein Junction – Angerstein Wharf			One train in section between Angerstein Junction and Angerstein Wharf Loop. While a locomotive is running around its train at Angerstein Wharf Loop, a second train can only arrive onto the branch if 46 SLU's or less or more than 30 minutes later than the first train due to the rear of the second train potentially fouling Angerstein Junction. No pathing time to be added within these sections

SO300 LEWISHAM TO CRAYFORD CREEK JUNCTION (VIA BEXLEYHEATH)

TIMING POINT	DOWN	UP	NOTES
Lewisham – Blackheath	2 Non-Stopping * 2½ Stopping*	2 Non-Stopping * 2½ Stopping*	* 4 minutes following freight
Blackheath - Eltham	2 Non-Stopping * 2½ Stopping*	2½ Non-Stopping * 3 Stopping*	* 4 minutes following freight
Eltham - Crayford Creek Junction	2 Non-Stopping ** 2½ Stopping **	2 Non-Stopping * 2½ Stopping*	* 4 minutes following freight ** 3½ minutes following freight

SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION

TIMING POINT	DOWN	UP	NOTES
Slade Green Junction – Perry Street Fork Junction	3	3	

SO310 HITHER GREEN TO MAIDSTONE WEST (VIA SIDCUP)			
TIMING POINT	DOWN	UP	NOTES
Hither Green – Lee	2½*	2½	<u>DOWN</u> 2½ - Stopping passenger arrive at Lee following freight from Lee Spur Junction 4 minutes for consecutive freight if preceding is from Lee Spur Junction
Lee – Crayford	2 Non-Stopping * 2½ Stopping	2 Non-Stopping * 2½ Stopping	<u>DOWN</u> *2½ Following Freight <u>UP</u> 3 minutes if preceding train travels towards Lee Spur Junction
Crayford – Hoo Junction	2 Non-Stopping 2½ Stopping	2 Non-Stopping 2½ Stopping	
Hoo Junction - Strood	3*	2 Non-Stopping * 3 Stopping*	*4½ minutes Following Freight
Strood – Cuxton (inclusive)	3 Non-Stopping 4 Stopping	3 Non-Stopping 4 Stopping	
Cuxton (exclusive) - Aylesford	4 Non-Stopping 5 Stopping	4 ½ Non-Stopping 5 ½ Stopping	
Aylesford – Maidstone Barracks	3 ½ Non-Stopping 4 ½ Stopping	3 ½ Non-Stopping 4 ½ Stopping	
Maidstone Barracks – Maidstone West	AB+2	AB+2	

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

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

SO310C STROOD TO ROCHESTER BRIDGE JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Strood – Rochester Bridge Junction	AB+1	AB+1	TCB to be planned as AB

SO320 HOO JUNCTION TO GRAIN SIDINGS

TIMING POINT	DOWN	UP	NOTES
Hoo Junction to Signal NK509	AB+2**	AB+2*	Single line. One train in section **Train can pass/depart Hoo Junction 2 minutes after the first train has departed NK509 signal *Train can depart NK509 signal 2 minutes after the first train has departed/pass Hoo Junction
Signal NK509– Grain Level Crossing	AB+5**	AB+2*	Key token working. Planned as AB **Train can depart NK509 signal 5 minutes after the first train has departed Grain Level Crossing (includes 3 minute token stop) *Train can depart Grain Level Crossing 2 minutes after the first train has departed NK509 signal

SO330 NUNHEAD TO HAYES

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

SO330A NEW BECKENHAM TO BECKENHAM JUNCTION

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

SO350 GROVE PARK TO BROMLEY NORTH

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

SO400 ST PANCRAS INTERNATIONAL TO HIGH SPEED 1/ET BOUNDARY

TIMING POINT	DOWN	UP	NOTES
Standard Headways	3	3	
Exceptions:			
4 minute headway is required at Ashford West Junction for Eurostar trains when following slower trains			
2½ minute headway is permissible at Stratford International West Junction when the first train has run non stop and the second train has stopped at Stratford International			
2½ minute headway is permissible at Stratford International East Junction when the first train has run non stop and the second train has stopped at Stratford International			
2½ minute headway is permissible at Ebbsfleet International West Junction when the first train has run non stop and the second train has stopped at Ebbsfleet International			
2½ minute headway is permissible at Ebbsfleet International East Junction when the first train has run non stop and the second train has stopped at Ebbsfleet International			
2½ minute headway is permissible at Ashford International West Junction when the first train has run non stop via the Ashford Avoiding Line SO400 and the second train has stopped at Ashford International			
2½ minute headway is permissible at Ashford International East Junction when the first train has run non stop via the Ashford Avoiding Line SO400 and the second train has stopped at Ashford International			

SO410A REGENTS CANAL JUNCTION TO YORK WAY NORTH JUNCTION

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

SO410B SILO CURVE JUNCTION TO CEDAR JUNCTION

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

SO420 YORK WAY SOUTH JUNCTION TO CAMDEN ROAD INCLINE JUNCTION

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

SO430 STRATFORD INTERNATIONAL WEST JUNCTION TO TEMPLE MILLS DEPOT

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

SO440 RIPPLE LANE EXCHANGE SIDINGS TO DAGENHAM JUNCTION

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

SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION

TIMING POINT	DOWN	UP	NOTES
Ebbsfleet West Junction – Springhead Road Junction	3	3	

SO460 FAWKHAM JUNCTION TO SOUTHFLEET JUNCTION

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

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

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

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

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

SO490 DOLLANDS MOOR WEST JUNCTION TO DOLLANDS MOOR SIDINGS

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

5.2.2 General Capacity Constraints

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

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

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

Junctions

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)		
Line/Location	Section	Remarks
Factory Junction	From Longhedge Junction to Atlantic/Chatham Lines	Critical times SX 07.00-09.45, 16.00 – 19.00

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)		
Line/Location	Section	Remarks
Saltwood Junction	Northbound from Dollands Moor	Critical times SX 06.00-08.30

SO130D ST JOHNS JUNCTION TO LEWISHAM JUNCTION		
Line/Location	Section	Remarks
Lewisham	Lewisham Junction	Critical times SX 0700-09.30, 16.30-19.00 All Directions

SO130H SALTWOOD JUNCTION TO RT/ET BOUNDARY		
Line/Location	Section	Remarks
Saltwood Junction	Northbound from Dollands Moor	Critical times SX 06.00-08.30

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION		
Line/Location	Section	Remarks
For Route SO250 Please see Sussex Timetable Planning Rules		

SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION		
Line/Location	Section	Remarks
For Route SO250A Please see Sussex Timetable Planning Rules		

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)		
Line/Location	Section	Remarks
For Route SO250D Please see Sussex Timetable Planning Rules		

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

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

SO300 LEWISHAM TO CRAYFORD CREEK JUNCTION

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

SO310 HITHER GREEN TO MAIDSTONE WEST (VIA DARTFORD)

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

SO330 NUNHEAD TO HAYES

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

Route Sections

SO140A OTFORD JUNCTION TO SEVENOAKS

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

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

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

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

5.3 Junction Margins and Station Planning Rules

The definition for Junction Margins and Station Planning Rules is listed in Section 1.6, 1.7 and 1.8 of the National TPRs.

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

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

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, Charing Cross, Cannon Street, Victoria or London Bridge) between 0700 to 0959 SX and departing London (Blackfriars, Charing Cross, Cannon Street, Victoria or London Bridge) between 1600 to 1859 SX.

STANDARD VALUES – MINIMUM		
Additional Allowances		
All the additional allowances referred to in this section must be explicitly identified in the Working Timetable and on no account may they be consolidated into the basic point to point timing. It is essential to the efficient operation of the automatic route setting equipment as installed at Ashford Integrated Electronic Control Centre (IECC) that allowances are separated this way.		
Where a pathing allowance is required for a train that would also be provided with a performance allowance, the performance allowance may be consolidated into the pathing allowance except where mandated by Timetable Planning Rules. However, engineering allowances mandated by Timetable Planning Rules must be kept completely separate from and, where appropriate, additional to any other form of allowance.		
Adjustments to Sectional Running Times		
Movements	Reason	Value
Approaching ALL Bays, Loops and Crossovers	Approach Control	½*
Terminating trains arriving on half minutes in final timing link	Station working	½
*except where otherwise stated		
Trains originating on whole minutes		
Freight^ schedules must depart from origin on a whole minute. (This is due to IT systems requirements - ^TOPS)		
All allowances mentioned in the exceptions should be included in train times when approaching the listed timing point unless otherwise noted.		
Attachment of Units		
Standard	4*	
* - At least ½ minute must be added to the schedule of the rear portion when approaching the front portion to attach		
Class 375/377/387 EMU	4	

STANDARD VALUES – MINIMUM							
Class 376 EMU					4		
Class 395 EMU					4		
Class 465 EMU					3		
Class 466 EMU					3		
Connectional Allowance					5		
Detachment of Units:							
Class 375/377/387 EMU					4		
Class 465/466 EMU					3		
Class 395 EMU					4		
Dwell Time							
Standard					½		
Class 395 and 700 EMU when traction changeover is required					1		
Dwell Times – Empty Coaching Stock to Passenger Service in the same direction except where otherwise specified*							
Stock	1 or 2 car	3 or 4 car	5 or 6 car	8 car	9-10 car	12 car	Eurostar
Class 171	1 min	1 min	1 min	1 min	1 min	1 min	
Class 373/374 EMU							26
Class 375/377/387 EMU		1 min	1 min	1 min	1 min	1 min	
Class 376 EMU			1 min		1 min		
Class 395 EMU			1 min			1 min	
Class 465 EMU		1 min		1 min		1 min	
Class 466 EMU	1 min	1 min	1 min	1 min	1 min	1 min	
Class 700 EMU				1 min		1 min	
Class 707 EMU			1 min		1 min		
*Please note that any train departing needs to be rounded up to a full minute in line with the above							
Dwell Times – Passenger service to Empty Coaching Stock in the same direction except where otherwise specified							
Stock	1 or 2 car	3 or 4 car	5 or 6 car	8 car	9-10 car	12 car	Eurostar
Class 171	2 mins	2 mins	2 mins	2 mins	2 mins	2 mins	
Class 373/374 EMU							35
Class 375/377/387 EMU		1 min	1 min	1 min	1 min	1 min	
Class 376 EMU			1 min		1 min		
Class 395 EMU			1 min		1 min		
Class 465		1 min		1 min		1 min	

STANDARD VALUES – MINIMUM

EMU							
Class 466 EMU	1 min	1 min	1 min	1 min	1 min	1 min	
Class 700 EMU				4 mins		4 mins	
Class 707 EMU			1 min		1 min		

Generic Rolling Stock Classes

Train Class	ITPS Timing Load	TPR Values
Class 171 DMU	170100 timing load	Class 171 values
Class 375 EMU	375 timing load	Class 375 values
Class 376 EMU	465 timing load	Class 465 values
Class 377 EMU	375 timing load	Class 375 values
Class 387 EMU	375 timing load	Class 387 values
Class 395 EMU	395 timing load	Class 395 values
Class 465/466 EMU	465 timing load	Class 465 values
Class 700 EMU	700 timing load	Class 700 values
Class 707 EMU	465 timing load	Class 465 values

Junction Margins

Between all conflicting movements at London Area Junctions between London Termini and Orpington (exclusive), Otford Junction and Gillingham inclusive		2
Between all conflicting movements at all other junctions		3
Between all conflicting movements following a class 4, 6, 7 or non-seasonal class 8		3
Arrival or pass	Conflicting departure (opposite direction)	1

Platform Reoccupation

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

Minimum allowance for freight movements

Reversal before/after propelling movement	2
Crew change	2
Light engine reverse	2
Change of Locomotive	10
Runround in stations	20
Runround in yards or depots	20

Permissive Working

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

Station Allowances

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

Minimum Turnround

Stock	1-2 Car	3-4 Car	5-6 Car	8 Car	9-10 Car	12 Car	Eurostar
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STANDARD VALUES – MINIMUM

Class 171	3	4	4	5			
Class 373/374 EMU							55
Class 375/377/387 EMU		5	6	7	7	9	
Class 376 EMU			6		7		
Class 395 EMU			5			9	
Class 465 EMU		5	6	7		9	
Class 466 EMU	4	5	6	7	7	9	
Class 700 EMU				8		10	
Class 707 EMU							

THE FOLLOWING PAGES SHOW THE EXCEPTIONS TO THESE STANDARD VALUES

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

London Victoria (Eastern)

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

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

Berthing Facilities

Location	Cars	Notes
Platform 1	13	
Platform 2	16	
Platform 3	8	
Platform 4	8	
Platform 5	12	(10 cars Class 465/466 vehicles only)
Platform 6	12	(10 cars Class 465/466 vehicles only)
Platform 7	13	
Platform 8	9	10 car 375/377/700 only

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

Connectional Allowance 15*

* - Connectional allowance of 10 minutes applies to Southeastern

Junction Margins

First Movement	Second Movement	Margin
Depart any platform except where otherwise stated	Conflicting arrival	3
Departure Platforms 6-8	Conflicting arrival from Up Brighton Slow	4
Departure Platforms 6-8 to Down Chatham Fast	Conflicting arrival from Up Chatham Fast	4
Departure Platform 1 to Down Chatham Slow	Conflicting arrival from Up Chatham Fast	4

Planning Note

Anything planned into Platform 2 over 250m/39 SLU/12 cars will foul VS3 signal and 704 points. An extra minute added into schedules for Platform re-occupation for movements in opposing directions

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

Platform 1	Attaching/Detaching and Platform Sharing Permitted
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SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)

London Victoria (Eastern)

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

* **Note:** Attaching and detaching of units in these platforms should be avoided where possible due to the platform curvature which restricts sighting of signals

Station Working Requirements

Front Train working: In the event of Front Train working with 2 (or more) loaded services a minimum of 5 minutes should be allowed between departure of Front train and Rear train to allow indicators, etc. to be changed. Passenger trains that divide en route should not be "front trained".

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

Victoria Grosvenor Carriage Shed

Berthing Facilities

Location	Cars	Notes
Shed Road No 1	8	
Shed Road No 2	12	
Shed Road No 3	12	
Shed Road No 4	12	
Shed Road No 5	14	
Shed Road No 6	14	
Shed Road No 7	12	
Shed Road No 8	12	
Shed Road No 9	12	
Wall Siding	12	To be used as turnback only for Class 700

Junction Margins

First Movement	Second Movement
Departure from Victoria Station to the Down Fast	Train can arrive into Victoria Station 6 minutes later

Brixton

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All Freight Trains which are being routed via Denmark Hill	Speed differential	1

Brixton			
Overlap Restrictions			
First Movement	Second Movement	Reason	Margin
Up train from the Catford Loop	Up train pass/arrive Platform 1	VS114 Signal	2*
Up train arrive Platform 1	Up train pass from Catford Loop	VS114 Signal	2
*2½ following freight			

Herne Hill		
Dwell Time		
All Thameslink services	1	
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All freight trains which are being routed via Tulse Hill	Speed differential	1
Down trains from London Blackfriars not calling at Herne Hill	Approach control on signal VS123	1*
Down trains from London Blackfriars towards Kent House not calling at Herne Hill	Acceleration from 20mph crossover	{½} approaching Kent House
Down trains from Brixton towards Tulse Hill not calling at Herne Hill	Approach control on signal VS151 and 20mph crossover	{½} approaching Herne Hill
*adjustment only applies when margin at Herne Hill is less than 2 minutes		
Movement Up	Reason	Value
All freight trains from Tulse Hill towards Brixton or from Loughborough Junction towards Kent House	Speed differential	1½
Up trains from Kent House towards Blackfriars not calling at Herne Hill	Approach control on signal VS126 and 20mph crossover	{½} approaching Herne Hill
Up trains from Kent House running non-stop via platform 1 at Herne Hill	Approach control on signal VS134 and 15mph crossover	{½} approaching Herne Hill
Up trains towards Brixton running non-stop via platform 1 at Herne Hill	Acceleration from 30mph crossover	{½} approaching Brixton
Connectional Allowance	4	
Junction Margins		
First Movement	Second Movement	Margin
Up non-stop towards Brixton	Down departure for Tulse Hill	1
Down non-stop from Brixton	Up departure towards Loughborough Junction	1
Up train passing Platform 2 towards Brixton	Up train departing Platform 1 towards Loughborough Junction	1
Down train passing Platform 3 towards Beckenham Junction	Down train departing Platform 4 towards Tulse Hill	1
Down train into turnback siding	Down train arrives/passes Herne Hill	3

Herne Hill		
Up train from platform 4 or turnback siding to Up Holborn	Down train on Down Holborn (non-stop or stopping)	4
Up train from platform 4 to Up Holborn	Down train from Down Chatham arrives / passes platform 4	4
Up train from platform 4 to Up Chatham	Down train from Down Chatham arrives/passes platform 3 or 4	4
Up train on Up Holborn (non-stop or stopping)	Up train from turnback siding to Up Holborn	3
Up train from turnback siding to Up Holborn	Up train on Up Holborn (non-stop or stopping)	3½
Up train from Platform 4 to Up Holborn	Up train on Up Holborn (non-stop or stopping)	3
Up train departing from Platform 1 or 2 to Up Holborn	Down train on Down Chatham Main running non-stop	2½

Herne Hill Turnback Siding	
Length of Turnback Siding	
270 metres or 42 SLU (12 cars EMU Stock)	

Kent House	
Connectional Allowance	4

Beckenham Junction		
Berthing Facilities		
Location	Cars	Notes
Down Bay (Platform 4)	8	
Up Bay (Platform 1)	8	Not to be used without prior arrangement
Connectional Allowance	4	
Permissive working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 1	Up Bay	Attaching/Detaching and Platform Sharing
Platform 2	Up Main	Attaching/Detaching and Platform Sharing
Platform 3	Down Main	Attaching/Detaching and Platform Sharing
Platform 4	Down Bay	Attaching/Detaching and Platform Sharing
Junction Margins		
First Movement	Second Movement	Value
Platform 4 depart to Up Chatham Main	Down Chatham Main passing service	3
Platform 4 depart to Up Chatham Main	Down Beckenham Spur to Down Chatham Main passing service	3
Re-occupation of single line to/from New Beckenham		3

Shortlands Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
All freight trains which will travel from Up Slow to the Catford Loop	Speed Differential	1
Junction Margins		
First Movement	Second Movement	Value
Freight train crosses from Up Chatham Slow to Up Catford Loop	Pass to Down Chatham Slow not stopping at Shortlands	3
Freight Restrictions		
Freight trains using the Up Ravensbourne Chord or Down Ravensbourne Chord should not have any pathing time as the chord lines are steeply graded		
Length Limits		
A train exceeding 250m/39SLU in length will foul 844 points in rear at Ravensbourne Chord Junction (CAT) when standing at VS177 on the Down Ravensbourne Chord Therefore, junction margins must be based on train's departure time at Shortlands Junction		
A train exceeding 242m/37SLU in length will foul 845 points in rear at Ravensbourne Chord Junction (CAT) when standing at VS173 on the Down Catford Loop Therefore, junction margins must be based on train's departure time at Shortlands Junction		

Shortlands	
Connectional Allowance	4

Bromley South		
Connectional Allowance	4	
Dwell Time		
All Services	1	
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 2 towards Shortlands Junction	Arrive Platform 1 from Bickley Junction	2
Depart platform 2 towards Shortlands Junction	Pass platform 1 from Bickley Junction	3

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

Bickley Junction

Adjustments to Sectional Running Times

Crossing moves timed at Bickley Junction do not require the standard {½} adjustment. Values should be applied as below

Movement Down	Reason	Value
Down Chatham Fast to Down Slow Tonbridge Loop	Approach Control VS203	{½}
Crossing Down Chatham Fast to Down Slow	Approach Control signal VS199 for 15mph using 854-856 crossover and speed differential	{1} and also {1} approaching next timing point
Crossing Down Chatham Slow to Down Fast	Approach Control signal VS201 for 40mph using 869-871 crossover and speed differential	{½} and also {½} approaching next timing point
Crossing Down Chatham Slow to Down Slow Tonbridge Loop	Approach Control signal VS201 for 30mph using 859-861 crossover and speed differential	{½}

Movement Up	Reason	Value
Crossing Up Fast Tonbridge Loop to Up Chatham Fast	Speed differential	{½} approaching next timing point
All trains passing from Up Slow Tonbridge Loop to Up Chatham Slow or Fast	Speed differential	{½} approaching next timing point *
Crossing Up Chatham Slow to Up Chatham Fast	Approach Control signal VS200 for 15mph using 854-857 crossover Speed differential	{1} {1} approaching next timing point

* applicable if the train is stopping at Bickley or Bromley South. 1 minute if not

Length Restrictions

A train exceeding 690m/107SLU in length on the Up Slow Tonbridge Loop will foul VS232 signal in rear when standing at VS288.

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

A train exceeding 679m/106SLU in length on the Up Fast Tonbridge Loop will foul VS214 signal in rear when standing at VS212.

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

St Mary Cray Junction

Adjustments to Sectional Running Times

Down direction crossing moves at St Mary Cray Junction do require the standard {½} adjustment from Bickley Junction. Additionally the following values should be applied

Movement Down	Reason	Value
Pass Down Chatham Slow to Down Chatham Fast, or pass from Reversible Chatham Loop		
Freight-up to 1200t / TR70 inclusive	Speed Differential	{½} approaching next timing point
Freight between 1400t / 1600t / TR85	Speed Differential	{1} approaching next timing point
Any freight 1800t / TR100 and above	Speed Differential	{1½} approaching next timing point
All passenger trains	Speed Differential	{½} approaching next timing point

Adjustments to Sectional Running Times

Movement Up	Reason	Value
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St Mary Cray Junction

Up Chatham Slow to Reversible Chatham Loop	Approach Control signal VS216 for 40mph using 877 crossover	{½}
Up Chatham Fast to Up Chatham Slow	Approach Control signal VS218 for 40mph using 876-874 crossovers and acceleration	{½}
Up Chatham Slow to Up Chatham Fast	Approach Control signal VS220 for 40mph using 882-880 crossovers	{½}
Up Chatham Slow to Up Chatham Loop	Approach Control signal VS220 for 40mph using 882-880 crossovers	{½}
Up Chatham Fast to Up Chatham Loop	Approach Control signal VS222 for 40mph using 879-873 crossovers	{½}

Planning Note

Trains on the Up Chatham Loop are unable to pass VS220 and VS222 until VS290 shows a proceed aspect

Swanley

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass Down Chatham Slow to Down Maidstone	Approach Control signal VS251 for 20mph using 895 crossovers	{1} and also {½} approaching next timing point
Applies to the following Timing Loads for trains crossing from Down Chatham Fast to Down Chatham Main Line:		
Class 6 up to 1200t / TR70 inclusive	Speed Differential	{½} approaching next timing point
Class 6 1400t / TR85 and above	Speed Differential	{1} approaching next timing point
Class 4 up to 800t / TR40 inclusive	Speed Differential	{1} approaching next timing point
Class 4 1000t and above	Speed Differential	{1½} approaching next timing point
Down Passenger / ECS not stopping at Swanley	Speed Differential	{1} approaching next timing point

Swanley

Movement Up	Reason	Value
Pass Up Maidstone to Up Chatham Slow	Speed differential	{½} and also {1} approaching next timing point
Up Chatham Main to Up Chatham Fast	Approach Control signal VS254 for 30mph using 889-893 crossovers	{1} if not stopping at Swanley {½} if stopping at Swanley
	Speed differential	{½} approaching next timing point if not stopping at Swanley
Connectional Allowance		
	4	
Dwell Time		
All services	1	
Junction Margins		

Swanley

Movement Up	Reason	Value
Pass Up Maidstone to Up Chatham Slow	Speed differential	{½} and also {1} approaching next timing point
Up Chatham Main to Up Chatham Fast	Approach Control signal VS254 for 30mph using 889-893 crossovers Speed differential	{1} if not stopping at Swanley {½} if stopping at Swanley {½} approaching next timing point if not stopping at Swanley

Connectional Allowance 4

First Movement	Second Movement	Margin
Non-stop train travelling from the Down Chatham Fast to the Down Chatham Main	Train from Otford travelling towards the Up Chatham Slow or train travelling from Up Chatham Main to Up Chatham Slow	2½
Non-stop train travelling from the Up Chatham Main to the Up Chatham Fast	Train from the Down Chatham Slow or Down Chatham Fast travelling towards Otford	2½
Passenger/ECS passing Swanley on Down Chatham Slow crossing to Down Maidstone	Non-stop service passing from Up Chatham Main to Up Chatham Slow	2½
Freight train passing Swanley on Down Chatham Slow crossing to Down Maidstone	Non-stop service passing from Up Chatham Main to Up Chatham Slow	3½
Train depart Platform 1 or 3 to the Down Maidstone	Up train arrive/pass Platform 1 or 3 from Up Maidstone	5

Planning Note

The non-stop headway applies for consecutive departures from Swanley in the Down direction *providing* the first train does not stop at Eynsford *and* the correct headway is applied at the next *common* timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers

Sole Street

Adjustment Allowance

Movement Down	Reason	Value
Down train enters Platform 1 and terminates	Single Line Working during engineering works	1

Rochester Bridge Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All freight trains which have passed through Strood	Speed Differential	½ applied at next timing point

Length Restrictions

A train exceeding 151m/23SLU in length will foul 2276 points when standing at EK4703 on the Down North Kent. Therefore, junction margins must be based on train's departure/passing time at Rochester Bridge Junction. No allowances are permitted for any train over the above stated lengths

Rochester

Connectional Allowance 4

Berthing Facilities

Location	Cars	Notes
Platform 3	12	
Up Loop	12	
Down Loop	12	

Limit of Shunt Length Limit

Up Chatham Main (clear of signal ER5)	10
Up Passenger Loop (clear of signal ER3)	10

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

Platform 3	Down Rochester Loop	Attaching/Detaching
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Chatham

Connectional Allowance 4

Dwell Time

All Services 1

Gillingham

Dwell Time

All Thameslink services 1½

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All freight trains using all 60mph timing loads which are routed via Gillingham Down Reception Line	Speed differential approaching Gillingham	1½

Berthing Facilities

Location	Cars	Notes
Up Gillingham Siding	8	
Up Passenger Loop (Platform 1)	12	
Down Gillingham Siding 1	8	12 if pushed back

Connectional Allowance 4

Limit of Shunt Length Limit

Down Main 10 cars

Gillingham			
Permissive working for attaching/detaching and platform sharing is authorised as shown below:			
Platform 1	Up Gillingham Loop	Attaching/Detaching in both directions	
Platform 2	Up Chatham	Attaching/Detaching – Down direction only	
Platform 3	Down Chatham	Detaching only	
Overlap Restrictions			
First Movement	Second Movement	Reason	Margin
Down Train arriving platform 1	Up Train arriving or passing platform 2	EK4110 signal	2
Up Train departing platform 1	Up Train arriving or passing platform 2	EK4110 signal	2
Down Train arriving platform 2	Up Train arriving or passing platform 1	EK4108 signal	2

Gillingham CSD		
Berthing Facilities		
Location	Cars	Notes
No 1 Reception	12	Carriage washing and CET discharge facilities available
No 2 Reception	12	Carriage washing and CET discharge facilities available
Shed No 3	12	Carriage washing and CET discharge facilities available
Shed No 4	12	Carriage washing and CET discharge facilities available
Shed No 5	12	Carriage washing and CET discharge facilities available
Shed No 6	12	Carriage washing and CET discharge facilities available
No 7 Road	10	Carriage washing and CET discharge facilities available
No 8 Road	10	Carriage washing and CET discharge facilities available
No 9 Road	8	Carriage washing and CET discharge facilities available
Shunt Neck	12 10 (Class 465/466)	Carriage washing and CET discharge facilities available
No 10 Road	10	Carriage washing and CET discharge facilities available
No 11 Road	10	Carriage washing and CET discharge facilities available
No 12 Road	10	Carriage washing and CET discharge facilities available
No 13 Road	10	Carriage washing and CET discharge facilities available
Total capacity in CSD not to exceed 126 vehicles		

Rainham		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Arrive Platform 0 or 1	Approach Control on EK4157	½
Junction Margins		
First Movement	Second Movement	Margin
Arrive platform 0 from Gillingham	Arrive/Pass platform 1 from Sittingbourne	2
Departure from platform 0	Arrive/Pass platform 1 from Sittingbourne	2
Departure from platform 0	Pass platform 1 from Sittingbourne	3

Berthing Facilities		
Location	Cars	Notes
Platform 0 Up Bay	12	

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

Sittingbourne Eastern Junction		
Junction Margins		
First Movement	Second Movement	Margin
Between all conflicting movements		2
Train from Rainham to Sittingbourne	Train from Kemsley to Sittingbourne	2
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
All movements to Kemsley	Speed Differential approaching Sittingbourne Eastern Junction	½
Movement Down	Reason	Value
All movements from Kemsley	Speed Differential between Sittingbourne Eastern Junction and Sittingbourne	½

Sittingbourne				
Berthing Facilities				
Location		Cars	Notes	
Down Platform Loop (Platform 3)		10		
Down Carriage Siding		6		
Connectional Allowance				
4				
Junction Margins				
First Movement		Second Movement	Margin	
Up train departs Platform 1 at Sittingbourne towards Rainham		Up train departs Platform 2 or 3 towards Sheerness-On-Sea	2	
Down train arrives from the Rainham direction into Platform 2		Down train arrives into Platform 3 from Sheerness-On-Sea	2	
Permissive Working for attaching/detaching and platform sharing is authorised as shown below:				
Platform 1	Up Main	Prohibited		
Platform 2	Down Main	Attaching/Detaching in Down direction ONLY		
Platform 3	Down Passenger Loop	Attaching/Detaching in Down direction ONLY		
Overlap Restrictions				
First Movement		Second Movement	Reason	Margin

Sittingbourne

Down train departing Platform 3	Down train arriving Platform 2	EK4217 signal	2
Up train departing Platform 3	Up train arriving Platform 1	EK4206 signal	3*
* Can be reduced to 0 rather than 3 minutes provided that the Up Arrival into platform 1 has an adjustment of {1} applied approaching Sittingbourne.			

Faversham

Adjustments to Sectional Running Times

Crossing moves timed at Faversham do not require the standard {½} adjustment. Values should be applied as below

Movement Down	Reason	Value
Depart / pass from Platforms 1, 2 & 4 towards Herne Bay	Slow speed crossovers / Speed differential	½
Depart / pass from Platforms 1 or 2 towards Canterbury East	Slow speed crossovers / Speed differential	½
All trains from Sittingbourne direction	Speed differential approaching Faversham platforms 1 or 4	1 passenger 1½ freight
Depart / pass Platform 4 towards Canterbury East	Slow speed crossovers / Speed differential	½ approaching next timing point

Movement Up	Reason	Value
Arrive / pass Platform 1 from Herne Bay direction	Slow speed crossovers / Speed differential	½ 1½ freight
Arrive / pass Platform 1 from Canterbury East direction	Slow speed crossovers / Speed differential	½ 1½ freight

Berthing Facilities

Location	Cars	Notes
Down Platform Loop (Platform 4)	12	
Up Platform Loop (Platform 1)	12	
No 1 Up Siding	16	
No 2 Up Siding	8	
No 3 Up Siding	8	
Back Road	12	12-car moves to / from the station to the Back Road can only go via No.1 Up Sidings as No.2 & 3 Up Sidings are not long enough
Down Reception Sidings	12	

Connectional Allowance	4
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Dwell Time

All services	1
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Faversham

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

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

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

Junction Margins

First Movement	Second Movement	Value
Train departs Platform 4 towards Canterbury East	Conflicting Up train arrives/passes Platform 2	2

Overlap Restrictions

First Movement	Second Movement	Reason	Margin
Train departs Platform 1 in the Up direction	Train arrives Up direction into Platform 2	EK4334 signal	2
Train arrives Up direction into Platform 2	Train departs Platform 1 in the Up direction	EK4334 signal	2
Up arrive Platform 2	Down arrive / pass Platform 1	EK4334 signal	2
Down arrive / pass Platform 1	Up arrive Platform 2	EK4334 signal	2
Train departs Platform 1 towards Herne Bay	Down arrival into Platform 2	EK4337 signal	2
Down arrival into Platform 2	Train departs Platform 1 towards Herne Bay	EK4337 signal	2
Depart Platform 2 to Up Sidings	Down arrival into Platform 1	EK4339 signal	2
Down arrival into Platform 1	Depart Platform 2 to Up Sidings	EK4339 signal	2

Herne Bay

Platform Reoccupation

First Movement	Second Movement	Value
Up train departing from Platform 2	Down train arriving into Platform 2	4

Margate

Adjustments to Sectional Running Times

Crossing moves timed at Margate do not require the standard {½} adjustment. Values should be applied as below

Movement Down	Reason	Value
Arrive Platform 2 from Herne Bay	Speed differential	½
Pass Platform 2 from Herne Bay	Speed differential	1
Depart Platform 2 or 3 towards Ramsgate	Speed differential	½
Depart Platform 4	Speed differential	1

Movement Up	Reason	Value
Arrive Platform 4 from Broadstairs	Approach control on signal EK5126	1

Berthing Facilities

Location	Cars	Notes
Up Bay (Platform 4)	12	

Connectional Allowance	4
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Dwell Time

All Services	1
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Permissive Working for attaching/detaching and platform sharing is authorised as shown below:

Platform 1	Down Thanet	Detaching only, platform sharing prohibited in both directions
Platform 2	Down Passenger Loop	Detaching only, platform sharing prohibited in both directions
Platform 3	Up Thanet	Prohibited
Platform 4	Up Bay	Attaching & detaching, platform sharing permitted

Ramsgate

Adjustments to Sectional Running Times

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

Berthing Facilities

Location	Cars	Notes
No 1 Siding (formerly No 1 Lay by)	12	
New Sidings No 2	6	
New Sidings No 3	8	
Platform 1	12	
Platform 2		Berthing in platform is prohibited
Platform 3		Berthing in platform is prohibited
Platform 4	12	
Up Siding	12	
West Depot No 1	12	Carriage washing facilities available
West Depot No 2	12	Carriage washing facilities available
West Depot No 3	12	Carriage washing facilities available
West Depot No 4	12	Carriage washing facilities available
West Depot No 19 Slip	8	Carriage washing facilities available
West Depot No 5	12	Carriage washing and CET discharge facilities available

Ramsgate

West Depot No 6	12	Carriage washing and CET discharge facilities available
West Depot No 7	12	Carriage washing facilities available
West Depot No 8	12	Carriage washing facilities available
West Depot No 9	12	Carriage washing facilities available
Berthing and Light Maintenance Shed No 10	12	
Berthing and Light Maintenance Shed No 11	12	
Berthing and Light Maintenance Shed No 12	12	
Berthing and Light Maintenance Shed No 13	12	
Berthing and Light Maintenance Shed No 14	8	CET discharge facilities available
West Depot No 15	12	Carriage washing and CET discharge facilities available
West Depot No 16	8	Carriage washing and CET discharge facilities available
West Depot No 17	12	Carriage washing and CET discharge facilities available
West Depot No 18	6	Carriage washing facilities available
West Depot No 19	6	CET discharge facilities available
West Depot No 20	6	CET discharge facilities available
Traincare Facility No 21	4	
Traincare Facility No 22	8	
Traincare Facility No 23	8	
Traincare Facility No 24	8	
Traincare Facility No 25	8	
Ramsgate Depot Washer Spur	6	Carriage washing facilities available. Standage for 6 cars between signals EK4989 and EK4972 TIPLOC RAMSDWS
Ramsgate Depot Reception West	12	Standage for 12 cars between the buffer stops and signal EK4983, TIPLOC RAMSDRW
Ramsgate Up Siding West	8	

Connectional Allowance | 4

Dwell Time

All services | 1

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

Platform 1	Up Passenger Loop	Attaching/Detaching and Platform Sharing in Both directions
Platform 2	Up Main	Attaching/Detaching and Platform Sharing in Both directions
Platform 3	Down Main	Attaching/Detaching and Platform Sharing in Both directions
Platform 4	Down Passenger Loop	Attaching/Detaching and Platform Sharing in Both directions

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

Ramsgate

Shunt Limits

Standage between EK4985 and EK4968 on the Up Stour is 8 cars

Standage between EK4981 and the Limit of Shunt (EK4966) on the Down Stour is 12 cars

Standage on both EK5143 (Down Thanet) and EK5145 (Up Thanet) at Margate end of Ramsgate station is 12 cars

Overlap Restrictions

First Movement	Second Movement	Value
Train arrives Platform 3 from Minster direction	Train departs from Platform 4 towards Margate	2
Train arrives Platform 4 from Minster direction	Train departs from Platform 3 towards Margate	2
Train departs from Platform 4 towards Margate	Train arrives Platform 3 from Minster direction	2
Train departs from Platform 3 towards Margate	Train arrives Platform 4 from Minster direction	2
Train arrives Platform 3 from Minster direction	Train arrives Platform 4 from Margate direction	2
Train arrives Platform 4 from Minster direction	Train arrives Platform 3 from Margate direction	2
Train arrives Platform 3 from Margate direction	Train arrives Platform 4 from Minster direction	2
Train arrives Platform 4 from Margate direction	Train arrives Platform 3 from Minster direction	2
Train arrives Platform 1 from Margate direction	Train departs from Platform 2 towards Minster	2
Train arrives Platform 1 from Margate direction	Train arrives Platform 2 from Minster direction	2
Train arrives Platform 2 from Margate direction	Train arrives Platform 1 from Minster direction	2
Train arrives Platform 1 from Minster direction	Train arrives Platform 2 from Margate direction	2
Train arrives Platform 2 from Minster direction	Train arrives Platform 1 from Margate direction	2
Train arrives Platform 1 or 2 from Minster direction	Train departs Roads 1-6 towards Minster	2
Train departs from Platform 1 or 2 towards Margate	Train arrives Platform 2 from Minster direction	2
Train departs on the Up Thanet towards Dumpton Park	Train departs from Ramsgate or the Depot on the Up Thanet to behind EK5143 signal crossing using 2330 points	2
Train departs on the Up Stour towards Minster	Train departs from Ramsgate or the Depot Reception West to arrive at either EK4985 on the Up Stour or EK4981 on the Down Stour	2

SO110B GILLINGHAM TO CHATHAM DOCKYARD

Gillingham

See entry under route – S0110

SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)

London Charing Cross

Berthing Facilities

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

Additional Note

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

Connectional Allowance	4
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Junction Margins

	Margin
Reoccupation/conflicting moves on Platforms 1, 2, 3, 5 and 6	3
Reoccupation/conflicting moves on Platform 4	4*

* An arrival on Platform 4 can take place at the same time as a departure from platform 5 or platform 6 (there is a long run in from 654 points crossover and intermediate signal TL17 on the Down Fast)

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

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

Station Working 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

London Waterloo East

Connectional Allowance	4
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Dwell Time

All Services	1
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Platform Reoccupation	Margin
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All platforms	2
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Ewer Street Junction

Junction Margins	Margin
Between all movements	2*

* - **1½ minutes** is permissible but not for successive moves

London Bridge (Eastern)

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

Connectional Allowance

4

Dwell Time

All peak services	1½
All Thameslink services	1½
All other services except Thameslink	1

Junction Margins

Margin

Between any departure and any other conflicting arrival in the opposite direction

3

Platform Reoccupation (same direction)

Location

Margin

Platforms 1-9

1½

Planning Notes

Notes

Platforms 7-9

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

Blue Anchor

Junction Margins

Margin

Up train via lines 7 or 8

Down train crossing to Spa Road

2

North Kent East Junction

Junction Margins

Margin

Between all movements

2*

* - 1½ minutes is permissible but not for successive moves

New Cross

Berthing Facilities

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

Connectional Allowance

4

Overlap Restrictions

First Movement

Second Movement

Reason

Margin

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

Train arriving on Up Kent Slow into Platform A or B

Overlap on TL2544 and TL2548 signal

1

St Johns

Berthing Facilities

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

Tanners Hill Junction

Junction Margins

Between all movements

Margin

2*

* - 1½ minutes is permissible but not for successive moves

Length Restrictions

A train exceeding 315m/49SLU in length on the Up Tanners Hill will foul the route on the Down Lewisham when standing at TL238.

Therefore, junction margins must be based on train's departure time at Tanners Hill Junction

Parks Bridge Junction

Adjustments to Sectional Running Times

Crossing moves timed at Parks Bridge Junction do not require the standard {½} adjustment. Values should be applied as below

Movement Down	Reason	Value
Freight pass from Lewisham 2000t/TR115 and above	Acceleration	½*
Cross DKF to SL	Approach Control on signal TL263 and Slow Speed Junction	½ ½*
Pass to Ladywell Jn	Approach Control on signal TL267	½

*Applied approaching next timing point

Movement Up	Reason	Value
Pass to Lewisham	Approach control on signal TL286	½
Cross SL to UKF	Approach Control on signal TL272 and Slow Speed Junction	½ ½*
Pass from Ladywell Jn	Acceleration	½*

*Applied approaching next timing point

Planning Note

Parks Bridge Junction is collectively used to describe 3 independent junctions, School, Parks Bridge and Courthill Loop South. Junction margins for all conflicting moves are calculated and validated at Parks Bridge Junction. As multiple conflicting moves may occur, planners should ensure they are aware of all potential conflicts and apply margins appropriately

Junction Margins

Conflicts at School Junction

First Movement	Second Movement	Value
Up pass on UKS	Down cross from DKF to DKS	2½
Down cross from DKF to DKS	Up pass on UKS	1½
Down pass on DKF towards Hither Green or Ladywell Jn	Up cross from UKS to UKF	1½

Parks Bridge Junction

Up cross from UKS to UKF	Down pass on DKF towards Hither Green or Ladywell Jn	2½
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Conflicts at Parks Bridge Junction

Down cross towards Ladywell Jn	Up pass from Hither Green on UKF	2
Up pass from Hither Green on UKF	Down cross towards Ladywell Jn	2

Conflicts at Courthill Loop South Junction

Down cross from DKS to DKF	Up pass on UKS towards New Cross	2½
Up pass on UKS towards New Cross	Down cross from DKS to DKF	1½
Up cross from UKF to UKS	Down pass on DKF towards Hither Green	1½
Down pass on DKF towards Hither Green	Up cross from UKF to UKS	2½
Up cross from UKS towards Lewisham	Down pass on DKS	1½*
Down pass on DKS	Up cross from UKS towards Lewisham	2½

*additional 1 minute required when freight is the first move

Hither Green

Adjustments to Sectional Running Times

Crossing moves timed at Hither Green do not require the standard {½} adjustment. Values should be applied as below

Movement Down	Reason	Value
All movements towards Lee	Approach control on signal TL291	½*
Freight pass to Down Goods	Speed differential approaching Hither Green Approach control on signal TL295	1

*not additionally required if already crossed at Parks Bridge Junction from DKF to DKS

Movement Up	Reason	Value
Pass Up Slow to Up Fast	Approach control on signal TL296	½ ½*
Up Fast to Up Slow	Approach control on signal TL304	½ ½*

*approaching next timing point if not stopping at Hither Green

Freight pass from Lee	Speed Differential	
Up to 800t/TR55		½*
1000t/TR70 or above		1*

*approaching next timing point

Connectional Allowance	4
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Dwell Time

All services (Up morning peak only)	1
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Length Restrictions

A train exceeding 205m/32SLU in length will foul 911 points when standing at TL300 on the Up Hither Green Departure Road
Therefore, junction margins must be based on train's departure time at Hither Green

Planning Note

Trains may only be planned to call at Platform 1 during times of engineering work or other circumstances agreed in advance with the TOC. This is due to station staff needing to be present to unlock the anti-tresspass gates

Lee Spur Junction

Length Restrictions

A train exceeding 205m/32SLU in length will foul 898 points when standing at TL301 on the Down Hither Green Arrival Road
Therefore, junction margins must be based on train's departure time at Lee Spur Junction

Grove Park Down Sidings, Carriage Service Shed and Up Sidings

Berthing Facilities

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

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

Carriage washer available for both Up and Down side vehicles

Length Restriction

A train exceeding 244m/38SLU in length on the Up Kent Slow will foul 927 points in rear when standing at TL306.

Grove Park Down Sidings, Carriage Service Shed and Up Sidings

Berthing Facilities

Location	Cars	Notes
A train exceeding 84m/13SLU in length on the Up Kent Fast will foul 941 points in rear when standing at TL312. Therefore, junction margins must be based on train's departure time at Grove Park		

ECS Allowances

Margin

The following minimum times between successive arrivals and departures apply:

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

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

Grove Park

Dwell Time

All services	1
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Connectional Allowance

4

Chislehurst

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Fast train to Reversible Chatham Loop	Approach Control on AD19 signal / Speed Differential	1½

Movement Up Reason Value
Applies to the following Timing Loads on the Up Fast line or Up Slow Line which have travelled from the Up Chatham Loop and the Reversible Chatham Loop:

Class 4 less than 600 tonnes	Speed Differential	½*
Class 4 between 600 and 1000T inclusive	Speed Differential	1*
Class 4 over 1000T	Speed Differential	1½*
Class 6	Speed Differential	½*

* allowance to be applied at the next timing point

Overlap Restrictions

First Movement	Second Movement	Margin
Down Fast train to Reversible Chatham Loop	Down train arrive on Down Slow	2½
Down Fast train to Reversible Chatham Loop	Down train pass on Down Slow	3

Planning Note

Chislehurst

Trains crossing from Down Slow to Down Fast via points 1009/1010 between Chislehurst and Petts Wood Junction must show line code FL at Chislehurst for ARS to operate correctly.

Length Restrictions

A train exceeding 346m/54SLU in length on the Up Chatham Loop will foul 868 points in rear at Hawkwood Junction when standing at AD22.
Therefore, junction margins must be based on train's departure time at Chislehurst

Petts Wood Junction

Adjustments to Sectional Running Times

Crossing moves timed at Petts Wood Junction do not require the standard $\{1/2\}$ adjustment. Values should be applied as below

Movement Down	Reason	Value
Pass from Down Fast Tonbridge Loop (not stopping at Petts Wood)	Acceleration	$1/2^*$
Pass from Down Slow Tonbridge Loop (not stopping at Petts Wood)	Acceleration	$1/2^*$
Movement Up	Reason	Value
Depart Petts Wood towards Up Slow Tonbridge Loop	Approach Control on signal AD34	$1/2$
Pass Up Slow to Up Slow Tonbridge Loop	Approach Control on signal AD34	1
Pass Up Slow to Up Fast	Approach Control on signal AD34	$1\frac{1}{2}^\wedge$

* applied approaching next timing point. Does not apply to freight less than 1200T/TR70

^ applied approaching next timing point

Length Restrictions

A train exceeding 432m/67SLU in length on the Down Slow Tonbridge Loop will foul 873 points in rear at Hawkwood Junction when standing at AD31.

Therefore, junction margins must be based on train's departure time at Petts Wood Junction

A train exceeding 604m/94SLU in length on the Down Fast Tonbridge Loop will foul VS207 signal in rear when standing at AD35.

Therefore, junction margins must be based on train's departure time at Petts Wood Junction

Petts Wood

Connectional Allowance	4
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Orpington		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Crossing moves timed at Orpington do not require the standard {½} adjustment. Values should be applied as below.		
Arrive/Pass Platform 1,4,5,6,7 from Down Fast	Approach Control on signal AD55	1
Pass Platform 5 to Sevenoaks	Acceleration	½
Pass Platform 4 to Sevenoaks	Acceleration	1½^
Depart Platform 4 to Sevenoaks	Acceleration	1^
Passenger trains arriving from Down Slow do not require any adjustment allowance as this is included in the SRT		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Arrive/Pass Platform 4 from Sevenoaks (not stopping at Chelsfield)	Flashing Yellow Aspects	½*
Arrive/Pass Platform 3 or 5 from Sevenoaks (not stopping at Chelsfield)	Approach Control on signal AD66	1
Arrive/Pass Platform 3 or 5 from Sevenoaks (stopping at Chelsfield)	Approach Control on signal AD66	½
Depart Platforms 1,3,5,6,7	Acceleration	½^
Depart Platform 8	Acceleration	1^
Pass Platforms 3,4 or 5 to Up Fast	Acceleration	1^
*Applied approaching next timing point. Does not apply to class 6 or class 7 freight.		
^Applied approaching next timing point		
Berthing Facilities		
Location	Cars	Notes
No 1 Siding	12	Siding numbers to be specified in the timetable
No 2 Siding	12	Siding numbers to be specified in the timetable
No 3 Siding	12	Siding numbers to be specified in the timetable/CET discharge facilities available
No 4 Siding	12	Siding numbers to be specified in the timetable/CET discharge facilities available
Platform 1	11	
Platform 6	12	
Platform 7	12	
Platform 8	12	

Orpington		
Adjustments to Sectional Running Times		
Connectional Allowance	4	
Crew Change Allowances		
Traction	Value	
Class 700	1½	
Dwell Time		
All services	1	
Junction Margins (London End)		
First Movement	Second Movement	Margin
Down Arrive/Pass	Conflicting Departure	1
Up Depart/Pass	Conflicting Down Arrive/Pass	3
Depart to Sidings	Conflicting Down Arrive/Pass	5
Depart to Sidings	Conflicting Up Departure	4
Arrive/Pass/Depart	Conflicting Arrival from Sidings	5
Junction Margins (Country End)		
First Movement	Second Movement	Margin
Up Arrive/Pass	Conflicting Departure	1
Down Depart/Pass Platform 3	Up Arrive/Pass Platform 4	3*
Down Depart/Pass Platform 3 or 5	Up Arrive/Pass Platform 3 or 5	2
Down Depart/Pass Platform 4	Up Arrive Platform 4	4*
*Can be reduced by 1 minute if second train has 1 minute or greater allowance applied approaching Orpington		
Overlap Restrictions (London End)		
Arrive/Depart Platform 1	Arrive Platform 2	3*
Arrive Platform 2	Depart Platform 1	2*
*Can be simultaneous if arrival into Platform 2 has minimum of {1} adjustment applied approaching Orpington		
Overlap Restrictions (Country End)		
First Movement	Second Movement	Margin
Down Arrive Platform 3	Up Arrive/Pass Platform 4	3*
Down Arrive Platform 3	Up Arrive/Pass Platform 5	2*
Down Depart Platform 4	Down Arrive Platform 3	4*
Down Depart Platform 5	Down Arrive Platform 3	3*
Up Arrive/Pass Platform 4 or 5	Down Arrive Platform 3	3*
*Can be simultaneous if arrival into Platform 3 has minimum of {1} adjustment applied approaching Orpington.		

Orpington

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

Platform 1	Up Bay	Attaching/Detaching and Platform Sharing
Platform 2	Up Fast	Attaching/Detaching in Up direction ONLY
Platform 3	Down Fast	Attaching/Detaching in Both directions
Platform 4	Up Slow	Attaching/Detaching in Both directions
Platform 5	Down Slow	Attaching/Detaching in Both directions
Platform 6	Down Bay	Attaching/Detaching and Platform Sharing
Platform 7	Down Bay	Attaching/Detaching and Platform Sharing
Platform 8	Down Bay	Attaching/Detaching and Platform Sharing

Planning Notes

All trains to / from the Carriage Sidings must be planned to stop at Orpington

The non-stop headway applies for consecutive trains departing from or passing Orpington towards Sevenoaks *providing* the second train uses a different platform and stops at Chelsfield

Sevenoaks

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Arrive/Pass Platform 2 or 4 from Orpington	Approach Control on signal AD99	½
Pass from Otford Jn	Acceleration	1* Passenger 1 Class 4 400T or less 1½* Class 4 600T-800T 2* Class 4 1000T or greater ½* Class 6 800T or less 1* Class 6 1000T-1400T 1½* Class 6 1600T-2000T 2* Class 6 2200T or greater

*Applied approaching next timing point

Movement Up	Reason	Value
Trains from Tonbridge routed into Platform 2	Approach Control on signal AD106	1
Trains from Tonbridge routed into Platform 3	Approach Control on signal AD106	2

Berthing Facilities

Location	Cars	Notes
Down Siding	12	
Gusset [‡]	6	See Berthing Restrictions below
Platform 4	12	Only applies when Down Sidings and Gusset are required for maintenance activities (only classes 700, 375, 376, 377, 378 & 395 multiple units) Subject to Sectional Appendix conditions

Connectional Allowance | 4

Dwell Time

All services	1
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Overlap Restrictions

First Movement	Second Movement	Signal	Value
Down arrive Platform 2	Up arrive / pass Platform 3	AD113	2

Planning Restrictions

When a train longer than 6 cars is stabled on the Sevenoaks Gusset, there is no access available to/from Sevenoaks CHS due to the stabled train fouling 1078 crossover.
Trains timed to run between platform 4 at Sevenoaks and Sevenoaks Down Sidings should include Gussett Siding with an OP stop.
Trains timed to run between platform 3 at Sevenoaks and Sevenoaks Down Sidings should not include Gussett Siding.

Planning Note

The non-stop headway applies for consecutive trains departing from or passing Sevenoaks towards Orpington *providing* the second train uses a different platform and stops at Dunton Green

Sevenoaks

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

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

Tonbridge

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Arrive Platform 4 from Sevenoaks	Approach Control on signal AD139	1
Pass from Sevenoaks to Somerhill Tunnel	Approach Control on signal AD157	½
Pass/arrive platform 1 or 2 from Sevenoaks	Slow Speed Crossovers	½
Pass from Edenbridge towards Paddock Wood	Acceleration	½* Class 4 800T or less 1* Class 4 1000T or greater

*Applied approaching next timing point. Does not apply to trains routed to Down Goods Loop

Movement Up	Reason	Value
Pass via Up Fast to Edenbridge, Tonbridge West Yard or Jubilee Sidings	Approach Control on signal AD150	1
Arrive/Pass platform 1 or 2 from Paddock Wood via Up Fast	Approach Control on signal AD162	½
Arrive/Pass platform 1 from Paddock Wood via Up Loop	Approach Control on signal AD170	½
Pass from Somerhill Tunnel to Sevenoaks	Acceleration	½* Class 6 400T or less 1* Class 6 600T 1½* Class 6 800T-1200T 2* Class 6 1400T-1600T 3* Class 6 1800T-2000T 3½* Class 6 2200T 4* Class 6 2400T or greater

*Applied approaching next timing point

Propelling Movements	Reason	Value
Propelling movements from Tonbridge towards Tonbridge West Yard	Slow speed movement when propelling.	5
Propelling movements from Tonbridge West Yard towards Tonbridge	Slow speed movement when propelling.	2½

Tonbridge

Planning Restrictions

When a train is stood on the Down Fast preparatory to propelling into Tonbridge West Yard a route cannot be set from Platform 3 towards Hastings.

Berthing Facilities

Location	Cars	Notes
Platform 1	12	Only available when 2 through roads are open (one of which has to be Platform 2)
Platform 4	8	If two through roads are free for Channel Tunnel freight traffic, then 12 cars can be berthed in Platform 1
Down Main Siding No 1	8	
Down Main Siding No 2	8	
Jubilee No 1	16	Siding numbers to be specified in the timetable
Jubilee No 2	12	Siding numbers to be specified in the timetable
Jubilee No 3	12	Siding numbers to be specified in the timetable
Jubilee No 4	12*	Siding numbers to be specified in the timetable

* Will only accept one train of 12 cars or 11 cars if more than one train berthed

Connectional Allowance

4

Dwell Time

All passenger services 1

Planning Restrictions – Movements to/from Tonbridge West Yard

-Trains propelling to or from Tonbridge West Yard in excess of 36 SLU/231M must draw forward towards Paddock Wood and will foul Tonbridge East Junction while reversing. As such standard junction margins must be applied for conflicting moves to/from Tunbridge Wells or Paddock Wood based on the trains departure time from Tonbridge.
-It is not possible to run from Tonbridge West Yard towards the Up Fast.
-It is not possible to depart from the Down Fast towards Sevenoaks or Edenbridge.

Planning Restrictions

-W8 and W9 gauge freight is prohibited from using the Down Slow (Platform 3) and Up Slow (Platform 2) through Tonbridge station. Please also refer to the Sectional Appendix, Route SO130, Route Clearance.
-The standage at Signal AD400 on the Up Hastings to avoid fouling the single line through Somerhill Tunnel is 41 SLU/263M. If a train over this length has pathing time between Somerhill Tunnel and Tonbridge, junction margins at Somerhill Tunnel should be based on the trains time at Tonbridge.
-Trains cannot be left unattended or berthed in Platform 2 or 3

Junction Margins

First Movement	Second Movement	Margin
Down freight arrive/pass via Down Fast from Tonbridge West Yard or Edenbridge	Up pass to Sevenoaks via Up Fast	4
Down freight (under 100SLU) arrive/pass via Down Fast from Tonbridge West Yard or Edenbridge	Up depart to Platform 1,2 or Up Fast to Sevenoaks	1
Down freight (100 SLU or greater) pass via Down Fast from Tonbridge West Yard or Edenbridge	Up depart to Platform 1,2 or Up Fast to Sevenoaks	1½
Down arrive/pass platform 1 or 2 from Tonbridge West Yard or Edenbridge	Conflicting Up departure	1
Propelling from platform 2 or Down Fast to Tonbridge West Yard	Conflicting Up departure	5½

Tonbridge

Depart platform 1,2 or 3 when occupied by multiple trains	Depart same platform in opposite direction	2
Propelling move Depart from Down Fast	Conflicting Down Departure	2
Arrive platform 1,2 or 3 permissively	Depart same platform	3
Arrive platform 1,2 or 3	Arrive same platform permissively	3
Depart platform 1 or 2 to Paddock Wood	Arrive from Paddock Wood	4
Down depart Platform 1 or 2 to Paddock Wood	Start of conflicting propelling movement	5**
Down depart Platform 3 towards Somerhill Tunnel	Start of conflicting propelling movement	4
Up pass / depart to Edenbridge	Conflicting Up departure to Jubilee Sidings or Tonbridge West Yard	2
Up pass / depart to Sevenoaks	Conflicting Up departure to Jubilee Sidings or Tonbridge West Yard	1½*
Up 'Light Locomotive' pass / depart to Tonbridge West Yard	Conflicting Up departure	2
Up freight to Tonbridge West Yard (not propelling)	Conflicting Up departure	2½
Up pass / depart to Sevenoaks	Conflicting Down arrival from Jubilee Sidings	3½
Up pass / depart platform 2 to Edenbridge / Jubilee Sidings	Up depart platform 1 to Sevenoaks	2
Depart platform 3 or 4 to Down Main Siding	Arrive/pass platform 3 or 4 from Sevenoaks	4
Depart platform 3 or 4 to Sevenoaks	Arrive/pass from Sevenoaks	5

*increase to 2 if second movement is a propelling move

**if the second movement is unable to propel via the Down Slow due to conflicting move via Platform 3

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

Platform 1	Up Platform Loop	Attaching/Detaching and Platform Sharing in both directions
Platform 2	Up Slow	Attaching/Detaching and Platform Sharing in both directions
Platform 3	Down Slow	Attaching/Detaching and Platform Sharing in both directions
Platform 4	Down Bay	Attaching/Detaching and Platform Sharing from the London end

Permissive Working Rules – to allow ARS to operate correctly

First Move	Second Move	Value
Train departs platform 1	Second train departs platform 1 in the opposite direction	2
Train departs platform 2	Second train departs platform 2 in the opposite direction	2
Train departs platform 3	Second train departs platform 3 in the opposite direction	2
Train arrives platform 1	Second train depart platform 1	3
Train arrives platform 2	Second train depart platform 2	3
Train arrives platform 3	Second train depart platform 3	3
Train arrives platform 1	Second train arrives permissively in platform 1	3
Train arrives platform 2	Second train arrives permissively in platform 2	3
Train arrives platform 3	Second train arrives permissively in platform 3	3

Overlap Restrictions

First Movement	Second Movement	Signal	Value
Arrive/pass/depart Platform 1 from/to Sevenoaks	Up arrive Platform 2	AD152	2½
Arrive/pass Down Fast from Edenbridge or Tonbridge West Yard	Up arrive Platform 2	AD152	2½*
Up arrive Platform 2	Up arrive/pass/depart Platform 1 from/to Sevenoaks	AD152	2½

Tonbridge

Up arrive Platform 2	Down arrive/pass Down Fast from Edenbridge	AD152	2½
*Can be reduced to 0 providing there are no movements to/from platform 1 2 minutes before or and after the arrival and a minimum dwell time of 2 minutes is planned. This is to allow the overlap to be swung over 1114 points			

Paddock Wood

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All freight trains via Platform 2 which will travel on the Down Maidstone	Speed differential approaching Paddock Wood	1½
Movement Up	Reason	Value
All freight trains passing from the Up Maidstone to the Up Main	Speed Differential between Paddock Wood and Tonbridge	1½*
*approaching next timing point		

Connectional Allowance 4

Junction Margins

First movement	Second movement	Margin
Pass Paddock Wood on Down Main towards Marden	Depart pl.2 on Up main towards Tonbridge	1

Cranmore Down Loop

Adjustments to Sectional Running Times

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

Planning Note

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

Ashford International

Adjustments to Sectional Running Times

Movement Down

Timing Load	Reason	Value
Down Eurostar Class 373/374 train towards Ashford International	Speed differential after Ashford West Junction	½
All movements from Up Slow towards Saltwood Junction	Approach control on signal AD697 and slow crossovers	½ approaching next timing point
Depart/Pass Platform 1 towards Canterbury	Acceleration	½ approaching next timing point

Does not apply to trains routed to Down Fast

Movement Up

Timing Load	Reason	Value
Up Eurostar Class 373/374 train towards Ashford International	Speed differential after Ashford East Junction	½
Train passing on Up Fast towards Charing	Approach Control and deceleration for signal AD668	1

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

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

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

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

Ashford International

Berthing Facilities

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

Connectional Allowance

Standard minimum	5
Services to/from Hastings Line	6 Trains to and from Eastbourne, Hastings and Rye should be timetabled to maintain a minimum 6 minute connection into and out of Southeastern High Speed services to and from London St Pancras. Where there is a need to flex services, this requirement must be taken into account to avoid connections being broken
Connections to/from Eurostar platforms	25

Minimum Dwell Time

Standard	1
Eurostar Services ONLY	3
Class 395	1½

Freight Restrictions

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

Junction Margins International Platforms

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

Junction Margins Domestic Platforms

First Movement	Second Movement	Margin
Down departure	Conflicting Down departure to a different route	2
Up departure	Conflicting Up departure to a different route	2

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

Platform 1	Up Loop	Attaching/Detaching and Platform Sharing in both directions	Only 10/11 cars permitted if Class 171*
Platform 2	Up Slow	Attaching/Detaching and Platform Sharing in both directions	Only 10/11 cars permitted if Class 171*
Platform 5	Down Slow	Attaching/Detaching and Platform Sharing in both directions	
Platform 6	Down Loop	Attaching/Detaching and Platform Sharing in both directions	

Ashford International

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

*Maximum formations: 2 car Class 171 + 8 coaches , 3 car Class 171 + 8 coaches, 4 car Class 171 + 6 coaches or 6 car Class 171 + 4 coaches if the 10 or 11 car ruling is applicable

Platform Reoccupation	Margin
Platforms 1 and 2	2
Reoccupation of Platforms 5 or 6 when a change of direction to/from Maidstone East Relief Line	6
Reoccupation of Platform 5 or 6 when a change of direction to/from Canterbury West	6

Permissive Working Rules – to allow ARS to operate correctly

First Move	Second Move	Margin
Train departs platform 1	Second train departs platform 1 in the opposite direction	2
Train departs platform 2	Second train departs platform 2 in the opposite direction	2
Train arrives platform 1	Second train depart platform 1	3
Train arrives platform 2	Second train depart platform 2	3
Train arrives platform 1	Second train arrives permissively in platform 1	3
Train arrives platform 2	Second train arrives permissively in platform 2	3

Reversals at Ashford International

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

Station Working Requirements

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

Overlap Restrictions

First Movement	Second Movement	Margin
Down arrival from Pluckley into Platform 6	Up train arriving Platform 5	3
Up train arriving Platform 5	Down train arriving from Pluckley	2

Ashford Hitachi Depot

Berthing Facilities

Location	Cars	Notes
Depot Road No 1	12	
Depot Road No 2	12	
Depot Road No 3	12	
Depot Road No 4	16	
Depot Road No 5	16	
Depot Road No 6	16	

Ashford Hitachi Depot

Berthing Facilities

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

Ashford East Junction

Adjustments to Sectional Running Times

Movement Up	Reason	Value
All freight trains crossing to the Down Main or Down Slow Line	Speed Differential	1

Saltwood Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All trains crossing to Dollands Moor Sidings via 1331 points	Speed Differential	1½
Movement Up	Reason	Value
All trains timed at 60 mph from Dollands Moor	Speed Differential	1 approaching next timing point
All trains timed at 75 mph from Dollands Moor	Speed Differential	1½ approaching next timing point

Folkestone East

Berthing Facilities

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

Planning Note

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

Dover Priory

Berthing Facilities

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

Connectional Allowance

4

Dwell Time

All Services	1
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Overlap Restrictions

First Movement	Second Movement	Signal	Value
Arrive / pass Platform 2 from Folkestone	Arrive / pass Platform 3 from Buckland Junction	YE44	2
Depart / pass Platform 3 towards Buckland Junction	Arrive / pass Platform 2 from Folkestone	YE42	2

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

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

Planning Note

It is not possible to use YE621 or YE623 shunt signal at the same time due to their close proximity, so therefore only 1 move can take place at any time

SO130A LONDON CANNON STREET TO METROPOLITAN JUNCTION

London Cannon Street

See entry under route SO130B

SO130B LONDON CANNON STREET TO LONDON BRIDGE

London Cannon Street

Berthing Facilities

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

Junction Margins

Movement	Margin
Between any departure and conflicting arrival platforms 1 to 7 unless otherwise stated	3*
*Departure from Platforms 5-7 to CDN via 701/709 points	Arrival into any platform via the UPB/UPC 4

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

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

Station Working Requirements

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

Borough Market Junction

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

London Bridge

See entry under route SO130

SO130F COURTHILL LOOP NORTH JUNCTION TO COURTHILL LOOP SOUTH JUNCTION

See entry under route SO130

SO130H SALTWOOD JUNCTION TO CTRL/ET BOUNDARY

Saltwood Junction

See entry under route SO130

SO140 SWANLEY TO ASHFORD INTERNATIONAL

Swanley

See entry under route SO110

Otford

Connectional Allowance	4
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Planning Note

The non-stop headway applies for consecutive departures from Otford in the Up direction *providing* the first train does not stop at Shoreham *and* the correct headway is applied at the next *common* timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers

Otford Junction

Adjustments to Sectional Running Times

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

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

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

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

West Malling		
Dwell Time		
All services		1

Maidstone East		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Approaching Platform 3	Approach Control on signal ME16	1
Train to Reversible	Approach Control	1
Berthing Facilities		
Location	Cars	Notes
Bay Platform (Platform 3)	8	
Connectional Allowance	4	
Dwell Time		
All Services	1	
Junction Margins (London End)		
First Movement	Second Movement	Margin
Up Depart Platform 3	Down Freight Arrive/Pass Platform 2	4*
*Can be reduced by 1 minute if second train has 1 minute or greater allowance applied approaching Maidstone East		
Limit of Shunt		Length Limit
Down Maidstone (clear of Signal ME14)		12
Overlap Restrictions		
First Movement	Second Movement	Margin
Down train passing using the Reversible	Up train arriving Platform 1	2
Down train passing using the Reversible	Up train passing Platform 1	3
Permissive working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 3 (Down Bay)	Detaching Only	

Hothfield	
Limit of Shunt	
Down Maidstone (clear of shunt signal ME341)	
Up Maidstone (clear of shunt signal ME343)	
Freight Length Restrictions	Length Limit
Hothfield Tarmac Sidings	54 SLU
Planning Note	
Freight trains should be planned as follows:	
Down direction– Freight timed into the Hothfield Sidings, next train can pass/depart Charing 2 ½ minutes later	
Freight to cross 444A & 445A points over into Hothfield Substation (Beechbrook Farm Loop).	

Hothfield

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

SO140A OTFORD JUNCTION TO SEVENOAKS

Sevenoaks

See entry under route SO130

SO150 SITTINGBOURNE WESTERN JUNCTION TO SHEERNESS ON SEA

Sittingbourne Western Junction

See entry under route SO110

Sheerness Steel Works

Freight Length Restrictions	Length Limit
	54 SLU

Sheerness Dockyard

Freight Length Restrictions	Length Limit
	36 SLU

Sheerness on Sea

Berthing Facilities

Location	Cars	Notes
Platform 1	8	
Platform 2	8	

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

Platform 1	Prohibited
Platform 2	Prohibited

SO160 FAVERSHAM TO DOVER PRIORY

Faversham

See entry under route SO110

Canterbury East

Connectional Allowance 4

Dwell Time

All Services 1

Platform Reoccupation

First Movement	Second Movement	Value
Up train departing from Platform 2	Down train arriving into Platform 2	4

Buckland Junction

Junction Margins	Margin
Between all conflicting movements	2

Dover Priory

See entry under route SO130

SO170 TONBRIDGE TO BOPEEP JUNCTION

Tonbridge

See entry under route SO130

Somerhill Tunnel

Junction Margins

First Movement	Second Movement	Margin
Up Train	Down Train	2
Down Train	Up train	3

Wells Tunnel Junction

Junction Margins	Margin
Between all conflicting movements	2

Tunbridge Wells and Tunbridge Wells Turnback Siding

Berthing Facilities

Location	Cars	Notes
Turnback Siding	12	

Connectional Allowance 4

Tunbridge Wells and Tunbridge Wells Turnback Siding

Dwell Time

All Services	1
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Junction Margins

First Movement	Second Movement	Margin
Up train arrives	Down train departs	1
Train departs from Turnback Siding towards Platform 1	An Up train arrives in Platform 2	6
Train departs from Platform 1 towards Turnback Siding	An Up train arrives in Platform 2	6
Train departs from Platform 1 towards Turnback Siding	A Down train departs Platform 2 towards Frant or the Turnback Siding	5
Train arrives in Platform 1 from the Turnback Siding	Train departs Platform 2 towards Frant or Turnback Siding	1

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

Platform 1	Attaching/detaching and Platform Sharing
Platform 2	Attaching/detaching and Platform Sharing

Simultaneous moves which ARE permitted:

First Movement	Second Movement
Train departs from Turnback Siding towards Platform 2 or vice versa	Up Train arrives in Platform 1 from Frant
Train signalled from PE426 to PE424 (Up direction, Strawberry Hill Tunnel)	Train from Turnback siding to platform 2 or vice versa

Strawberry Hill Tunnel

Junction Margins

First Movement	Second Movement	Margin
Down Train has passed through the tunnel	Up Train approaching the tunnel	3
Up Train has passed through the tunnel	Down Train approaching the tunnel	3

Wadhurst Station

Junction Margins

First Movement	Second Movement	Margin
Up train arrives in Platform 1	Down train departs Platform 2	½

Wadhurst Tunnel South

Junction Margins

First Movement	Second Movement	Margin
Down Train has passed through the tunnel	Up Train approaching the tunnel	3

Mountfield Tunnel

Junction Margins

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

SO180 PADDOCK WOOD TO MAIDSTONE WEST
Paddock Wood
See entry under route SO130

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

Maidstone West		
Junction Margins		
First Movement	Second Movement	Margin
Northbound departure from Platform 2	Southbound arrival into platform 2	3
Connectional Allowance	4	
Dwell Time		
All Services	1	
Permissive working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 1	Attaching/Detaching in Up direction	
Platform 2	Attaching/Detaching in Down direction	
In all circumstances, a second train is prohibited from entering these platforms if it will not attach to the first train		
Planning Note		
Please note a change of line designation here when planning trains to/from the Paddock Wood direction		

SO200 - Please see Sussex Timetable Planning Rules – SO600

SO210 - Please see Sussex Timetable Planning Rules – SO610

SO220 ASHFORD TO RAMSGATE (VIA CANTERBURY WEST)

Canterbury West

Berthing Facilities

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

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

Connectional Allowance | 4

Dwell Time

All Services | 1

Limit of Shunt	Length Limit
Down Platform Loop (clear of signal EDH59)	8 cars

Minster

Connectional Allowance | 4

Limit of Shunt	Length Limit
Down Main clear of Shunt Signal 57	8 cars

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

Platform 1	Down Main	Detaching Only
Platform 2	Up Main	Detaching Only

Minster East Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All trains from Sandwich	Speed differential	1 approaching next timing point
12 Car electric trains from Deal towards Ramsgate	Voltage drop in power supply	1

Movement Up	Reason	Value
All trains towards Sandwich	Approach control on signal EBE66	1 freight
If stopped at Thanet Parkway towards Sandwich	Approach control on signal EBE66	1
If passing Thanet Parkway towards Sandwich	Approach control on signal EBE66	1½

Junction Margins

Minster East Junction

First Movement	Second Movement	Margin
Train in the Up direction towards Canterbury West	Train in the down direction from Sandwich towards Ramsgate	2½
Pass Minster East Jn from Sandwich	Down train passing or departing Minster station	3
Planning Restriction		
Trains on the Down Line must not be brought to a stand at the signal protecting Minster East Junction (EBE7) but must stand at Minster station (EBE5) to avoid activating interlocking at Minster East Junction		

Thanet Parkway

Platform Reoccupation

First Movement	Second Movement	Value
Down train depart towards Ramsgate	Arrive Platform 1	3½
Up train depart Platform 2	Up train arrive Platform 2 from Ramsgate	4

Ramsgate

See entry under route SO110

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

Buckland Junction

See entry under route SO160

Deal

Engineering Allowance

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

Minster South Junction

Adjustments to Sectional Running Times

Movement Up	Reason	Value
12 Car trains towards Deal	Slow speed of the curve between Minster East Junction and Minster South Junction	1

Minster East Junction

See entry under route SO220

SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

For Route SO250 Please see Sussex Timetable Planning Rules

SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

For Route SO250 Please see Sussex Timetable Planning Rules

SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

For Route SO250 Please see Sussex Timetable Planning Rules

SO260 BRIXTON JUNCTION TO SHORTLANDS JUNCTION (CATFORD LOOP)

Canterbury Road Junction

Junction Margin

First Movement

Down Catford Loop Freight service

Second Movement

Up Brixton Spur to Up Catford Loop

Margin

3

Denmark Hill

Dwell Time

All Thameslink Services

1

Connectional Allowance

4

Crofton Road Junction

Adjustments to Sectional Running Times

Movement Up

Up train not stopping at Peckham Rye crossing

Up Catford Loop to Up Atlantic

Movement Down

Speed differential

Margin

½

Peckham Rye

Connectional Allowances

All Services

4

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

Junction Margins

First Movement

Train from East Dulwich towards Peckham Rye

Second Movement

Train from Peckham Rye towards Denmark Hill
on Up Atlantic Line

Margin

1

Peckham Rye

Train from Peckham Rye towards Denmark Hill on Up Atlantic Line	Train from East Dulwich towards Peckham Rye	3
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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 length

Nunhead

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down freight trains towards Lewisham	Approach Control at Nunhead signal VS451	1
Down passenger and ECS trains towards Lewisham	Approach Control at Nunhead signal VS451	½

Connectional Allowance 4

Dwell Time

All Thameslink Services 1

Catford

Dwell Time

All Thameslink Services 1

Bellingham

Dwell Time

All Thameslink Services 1

Berthing Facilities

Location	Cars	Notes
Down Sidings 1	8	
Down Sidings 2	8	
Down Sidings 3	8	
Headshunt	8	

Overlap Restrictions

First Movement	Second Movement	Margin
Train arrives or passes platform 1 from Sidings	Down train arrive/pass platform 2	2
Train departs platform 1 to Sidings or towards Shortlands Junction	Down train arrive/pass platform 2	2

Planning Restrictions

When a movement from the Down Sidings to the Down Catford Loop takes place, occupation of Platform 1 is necessary to reverse

Ravensbourne		
Length Limits		
A train exceeding 424m/66SLU in length will foul 842 points in rear at Shortlands Junction when standing at VS486 on the Up Ravensbourne Chord Therefore, junction margins must be based on train's departure time at Ravensbourne		
A train exceeding 365m/57SLU in length will foul 833 points in rear at Shortlands Junction when standing at VS484 Therefore, junction margins must be based on train's departure time at Ravensbourne		

SO280 FARRINGDON TO HERNE HILL		
Farringdon		
Connectional Allowance	3	
Dwell Time		
All Southbound Services	1	AC to DC traction changeover takes place here
All Northbound Services	1	DC to AC traction changeover normally takes place at City Thameslink.
Platform Reoccupation		
Same direction	1½	
Opposite direction Platform 4 only	3	

Smithfield Sidings		
Berthing Facilities		
Location	Cars	Notes
Siding No 1	8	
Siding No 2	8	
Planning Restrictions		
Class 375/465/466 units are prohibited from working to Smithfield Sidings due to OHLE clearance issues between City Thameslink and Smithfield Sidings/London Blackfriars. Please also refer to the Sectional Appendix, Route SO280, Route Clearance		

City Thameslink		
Connectional Allowance	3	
Dwell Time		
All Northbound Services	1	DC to AC traction changeover takes place here..
All Southbound Services	1	AC to DC traction changeover will normally occur at Farringdon.~
Junction Margins/Platform Reoccupation		
Same direction	1½	
First Movement	Second Movement	Margin
Northbound departure from Platform 1 to	Arrival from Smithfield Sidings	3

City Thameslink		
Farringdon		
Northbound departure from Platform 2 to Farringdon	Arrival in Platform 2 from Farringdon	4
Southbound departure from Platform 1 or 2	Northbound arrival in Platform 2	3
Southbound departure from Platform 1	Northbound arrival in Platform 1 or 2	3
Planning Restrictions		
Class 375/465/466 units are prohibited from working to City Thameslink due to OHLE clearance issues between City Thameslink and Smithfield Sidings/London Blackfriars. Please also refer to the Sectional Appendix, Route SO280, Route Clearance		

London Blackfriars		
Connectional Allowance		
	6	
Dwell Time		
All Services	1	
Passenger to ECS in the same direction		
8 car Class 700	3	
12 car Class 700	4	
Platform Reoccupation		
Same direction	1½	
Opposite direction / conflicting move	3	
Planning Note		
A train which arrives in the northbound direction into Platform 1, prevents a second train departing City Thameslink in the southbound direction until the first train has completed its reverse move at Blackfriars and departed. This is due to the Overlap on Signal TVS1061		
Junction Margins		
First Movement	Second Movement	Margin
Northbound arrives in Platform 1	Southbound train departs City Thameslink Platform 2 to London Blackfriars Platform 2 via 6035/6036 crossover	1

Elephant and Castle		
Dwell Time		
All peak services	1	
All Thameslink services	1	
Platform Reoccupation Margins		
First Movement	Second Movement	Margin
Down train leaves Platform 2	Up train arrives via signal VS396 (30 mph crossover)	3

Loughborough Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Up Non-Stop train crossing to Up Fast	Approach control on signal VS414 and 20mph crossover	½
Junction Margins		
First Movement	Second Movement	Margin
Between all movements (except as below)		2
Down train crossing from Down Holborn Fast to the Up Brixton Spur	Up train from the Cambria Spur passing Loughborough Junction and/or Up train from the Up Holborn passing Loughborough Junction	3

Herne Hill
See entry under route SO110

SO280A BLACKFRIARS JUNCTION TO METROPOLITAN JUNCTION

Metropolitan Junction
See entry under route SO130A

SO290 NORTH KENT EAST JUNCTION TO DARTFORD JUNCTION (VIA GREENWICH)
North Kent East Junction
See entry under route SO130

Greenwich	
Connectional Allowance	4
Dwell Time	
All Thameslink Services	1

Charlton	
Connectional Allowance	4
Dwell Time	
All Thameslink Services	1

Woolwich Dockyard

Berthing Facilities

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

Woolwich Arsenal

Connectional Allowance

4

Dwell Time

All Thameslink Services	1
All Other Services	1 (Up morning peak services only)

Plumstead

Dwell Time

All Thameslink Services	1 (May be reduced to ½ minute off-peak only by agreement with GTR)
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Berthing Facilities

Location	Cars	Notes
No 1 Siding	10	
No 2 Siding	8	
No 3 Siding	8	

Abbey Wood

Dwell Time

All Thameslink Services	1
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Slade Green

Berthing Facilities

Location	Cars	Notes
Depot No 1 Road	18	
Depot No 2 Road	18	
Depot No 3 Road	20	
Depot No 4 Road	20	
Depot No 5 Road	18	CWM Road
Depot No 6 Road	12	Cleaning Road
Depot No 7 Road	12	Cleaning Road
Depot No 8 Road	12 *	
Depot No 9 Road	12 *	
Depot No 10 Road	12 *	
Depot No 11 Road	12 *	
Depot No 12 Road		Reception Road
Depot No 13 Road		Reception Road

Slade Green		
Depot No 14 Road		Wheel Lathe - not for berthing
Depot No 15 Road		CET discharge/carriage washing machine - not for berthing
Up Side No 1	10	
Up Side No 2	10	
Up Side No 3	10	8 Class 465/466 cars only
Up Side No 4	10	8 Class 465/466 cars only
Up Side No 5	10	8 Class 465/466 cars only
East Headshunt	10	12 car can be berthed if departing London end of the depot as train will be past NK524 signal
* - Total capacity not to exceed 30 cars in maintenance roads 8-11		
Junction Margins		
First Movement	Second Movement	Margin
Depart/pass Platform 2 to Slade Green Depot	Arrive/pass Slade Green Platform 2	3½
Depart/pass Platform 2 to Slade Green Depot	Pass Slade Green Platform 2 towards Perry Street Fork Junction	3
Depart/pass Platform 2 to Slade Green Depot	Arrive Slade Green Platform 2	3
Connectional Allowance		4
Planning Note		
Please be aware that by holding any train longer than 4 coaches or 82m between Slade Green Junction and Crayford Creek Junction, the end of train is likely to foul the junction at the opposing end.		

Slade Green Up Carriage Sidings
Planning Restriction
Freight trains must not be booked to recess within this location

Crayford Creek Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
All Freight trains that have travelled via the Crayford Spur	Speed Differential	½

Crayford Spur 'A' Junction		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All trains travelling onto the Crayford Spur	Approach Control on signal NK147	1
Movement	Reason	Value
All trains from the Crayford Spur towards Crayford Creek Junction	Speed Differential	½ approaching next timing point
Planning Restriction		
All trains travelling between Crayford Spur 'A' Junction and Crayford Spur 'B' Junction should be shown a dot stop at Crayford Spur timing point (which is located on the Spur) to enable ARS to regulate trains correctly		

SO290B ANGERSTEIN JUNCTION TO ANGERSTEIN WHARF

Allowance for freight movements	Value
Between Angerstein Junction and Angerstein Stop Board	3 ½
Between Angerstein Stop Board and Angerstein Wharf Loop	½
Runround within the terminal and ready behind stop board on AI side	30*
*this is mandatory and must be included in the schedule	
NOTE: The handover time is the time at which another train could be safely accepted, as that would be the time that the PIC was free from carrying out all safety critical elements	
Planning Restrictions	
A train from Angerstein Junction cannot arrive at Angerstein Wharf Loop while there is a train occupying the Norriskips Terminal. Trains already berthed in the Bardon & Tarmac Terminals with the loco on the leading end can depart, and pass through Angerstein Wharf Loop, while a train is within the Norriskips Terminal.	
Operational Restriction	
One train in section between Angerstein Junction and Angerstein Wharf Loop. While a locomotive is running around its train at Angerstein Wharf Loop, a second train can only arrive onto the branch if 46 SLU's or less or more than 30 minutes later than the first train due to the rear of the second train potentially fouling Angerstein Junction.	

SO300 LEWISHAM JUNCTION TO CRAYFORD CREEK JUNCTION (VIA BEXLEYHEATH)

Lewisham Junction
Length Restrictions
The standage at Signal TL251 to be clear of fouling the St Johns Junction and the Down Slow towards Hither Green is 270 metres/42 SLUs
The standage at Signal TL240 to be clear of fouling Lewisham Junction in rear is 235 metres/37 SLUs

Lewisham
See entry under route SO330

Blackheath
Connectional Allowance
4

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

Eltham

Dwell Time

All services	1 (Peak services only)
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Falconwood

Berthing Facilities

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

Welling

Berthing Facilities

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

Barnehurst

Connectional Allowance	4
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SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION

Erith Loop

All trains travelling via the Erith Loop should be shown as a dot stop-to enable ARS to regulate trains correctly

SO310 HITHER GREEN TO MAIDSTONE WEST (VIA SIDCUP)

Hither Green

For full entry refer to route SO130

Length Restrictions

A train exceeding 500m/78SLU in length on the Down Kent Slow will foul Down Lee Spur towards Lee when standing at TL294 (Platform 5 starter)

Therefore, junction margins must be based on the trains' departure time from Hither Green station

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

Sidcup

Berthing Facilities

Location	Cars	Notes
Sidcup Berthing Siding	12	

Dwell Time

All services	1
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Sidcup

Overlap Restrictions

First Movement	Second Movement	Margin
Train arriving Platform 1 from Up Siding or 1538 shunt signal	Down Train arriving Platform 2	2

Crayford

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

Crayford Spur 'B' Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All Freight trains travelling onto the Crayford Spur	Approach Control on signal NK343	1½

Planning Restriction

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

Dartford

Berthing Facilities

Location	Cars	Notes
No 1 Up Siding	16	Siding numbers to be specified in the timetable. Can accommodate 8+8 car
No 3 Up Siding	8	Siding numbers to be specified in the timetable
No 4 Up Siding	8*	Siding numbers to be specified in the timetable
Down Siding	10	Siding numbers to be specified in the timetable
Platform 1	10	

* No 4 Up Siding can accommodate 10 car trains shunting from Platform 1 to No 4 Up Siding and returning to Platform 1

Connectional Allowance 4

Dwell Time

All Thameslink services	1½* may be reduced to 1 minute outside SX peak hours by exception only with the agreement of Train Operator
All other services	1

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

Platform 1	Up Passenger Loop	Attaching/Detaching in Both directions
Platform 2	Up Main	Attaching/Detaching in Both directions
Platform 3	Down Main	Attaching/Detaching in Both directions
Platform 4	Down Passenger Loop	Attaching/Detaching in Both directions

Dartford			
Planning Note			
The non-stop headway applies for consecutive trains departing from or passing Dartford towards Dartford Junction <i>providing</i> the second train uses a different platform			
Platform Reoccupation			
First Movement	Second Movement	Value	
Down train to Up or Reception Sidings	Down train arriving into same platform	3	
Overlap Restrictions			
First Movement	Second Movement	Reason	Margin
Up Train depart Platform 1	Up train pass/arrive Platform 2	NK404	2
Up depart/pass Platforms 1 or 2 to Reversible	Up train arrive Platform 3	NK496	2
Up depart/pass Platforms 1 or 2 to Reversible	Up arrival Platform 4 prevents Down arrival into Platform 3 from down Main	NK497	2
Down train arrive Platform 1	Up Train pass/arrive Platform 2	NK404	2
Train depart Platform 1 towards Gravesend	Down train pass/arrive Platform 2	NK485	2
Up train arrive Platform 2	Up train depart Platform 1	NK404	2
Up train arrive Platform 2	Down train arrive Platform 1	NK404	2
Up train arrive Platform 2	Up train arrive Platform 1 from Up Siding 4	Same time	
Down train pass/arrive Platform 2	Up train arrive Platform 1	NK485	2
Down train arrive Platform 2 or 3	Train arrive/depart Platform 3 or 4 from/to the Up Sidings 1 or 3	NK485	2
Up train depart/pass Platform 3 to Down Main	Up train arrive Platform 4	NK482	2
Train arrive/depart Platform 3 or 4 from/to the Up Sidings	Down train arrive Platform 2 or 3	NK485/497	2
Station Working Requirements			
All trains to/from the sidings must stop in a platform for a minimum of 1 minute to allow for route setting			

Gravesend		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains leaving Bay Platform 0	Speed Differential	½
Trains arriving in Bay platform 0	Approach control on signal NK433	1
Down Trains arriving platform 1	Approach control on signal NK433	½
Berthing Facilities		
Location	Cars	
Platform 0	12	
Connectional Allowance	4	
Dwell Time		
All services	1	
Junction Margins		
First Movement	Second Movement	Margin
Up train arrive/pass platform 1	Down train arrive into platform 0	2½
Up train depart from platform 0	Up train arrive/pass platform 1	2½
Up train depart/pass platform 1	Up train depart from-platform 0	2
Down train arrive in platform 0	Up train pass/arrives platform 1	2
Down train arrive in platform 0	Up train depart platform 1	1
Down train arrive/passing platform 1	Down train arrive into platform 0	3
Down train arrive platform 2	Down train arrive into platform 0	3
Permissive working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 0 (Bay platform)	Prohibited	
Platform 1	Prohibited	
Platform 2	Prohibited	

Hoo Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All trains towards Grain Branch	Approach Control signal NK443	1
Movement Up	Reason	Value
Light Engine & Freight up to 800T inclusive from Grain Branch	Speed Differential	½ approaching next timing point
Freight over 801T from Grain Branch	Speed Differential	1 approaching next timing point
Junction Margins		Margin
Between all conflicting moves except as shown below		2
Up pass from Grain Branch	Down pass towards Strood	3
Up pass from Grain Branch	Up pass from Strood	3
Down Main to Grain Branch	Down pass towards Strood	3
Re-occupation of single line to/from Grain		3

Hoo Down Yard		
Freight Length Restrictions		Length Limit
		60 SLU

Hoo Up Yard		
Freight Length Restrictions		Length Limit
		67 SLU

Strood		
Berthing Facilities		
Location	Cars	Notes
Up Platform Loop (Platform 3)	8	
Connectional Allowance		
4		
Dwell Time		
12 Car 465 services in platform 2	1½	
All other services	1	
ECS Working		
ECS trains from Down Main Signal NK1630 running beyond Strood towards Gravesend are required to stand in platforms 2 or 3 for 1 minute to ensure correct operation of ARS		
Permissive working for attaching/detaching and platform sharing is authorised as shown below:		
Platform 1	Down North Kent	Detaching only
Platform 2	Up North Kent	Prohibited
Platform 3	Up Loop	Attaching/Detaching and Platform Sharing
A second train must arrive in an occupied platform before the first train is allowed to depart		
Overlap Restrictions		
First Movement	Second Movement	Margin
Train departing from NK1625 signal into Platform 3	Arrive into Platform 2 from Maidstone West or Rochester	2
Platform 3 departure in Up direction towards Higham	Arrive into Platform 2 from Maidstone West or Rochester	2
Length Restrictions		
A train exceeding 111m/17SLU in length will foul 2003 points when standing at NK472 on the Up North Kent. Therefore, junction margins must be based on train's departure/passing time at Strood. No allowances are permitted for any train over the above stated lengths		

Halling		
Junction Margins		

Halling

Train arrives Halling Sidings	Down train depart/pass Cuxton	½
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Halling Sidings

Planning Note

A train exceeding 271m/42SLU in length will foul the road crossing at the rear of the yard itself

Allington Sidings

Junction Margins

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

SO310A LEE SPUR JUNCTION TO LEE LOOP JUNCTION

Length Restrictions

A train exceeding 352m/55SLU in length will foul Lee Spur Junction when standing at TL345. Therefore, junction margins must be based on train's departure time from TL345 signal

A train exceeding 423m/66SLU in length will foul 906 points at Lee when standing at TL299. Therefore, junction margins must be based on train's departure time at Lee Spur Junction

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

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

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

Crayford Spur 'A' Junction

See entry under route SO290

Crayford Spur 'B' Junction

See entry under route SO310

SO310C STROOD TO ROCHESTER BRIDGE JUNCTION

Rochester Bridge Junction

See entry under route SO110

Cliffe Brett Marine

Operational Restriction

One train in section between Cliffe Ground Frame and Cliffe Reception Sidings.
Upon arrival of a train at Cliffe Brett Marine Reception Roads, the locomotive (unless top and tailed) is required to runround its train, therefore a second train cannot arrive within 30 minutes of the previous train's arrival time. This is to allow the first train to clear the Reception Roads into the terminal
Trains arriving at Cliffe Brett Marine Reception Roads must arrive 10 minutes before any timed departure.

SO320 HOO JUNCTION TO GRAIN SIDINGS

Hoo Junction

See entry under route – SO310

Hoo Junction Signal NK509

Operational Requirement

	Value
Token stop (trains to/from Grain) or operation of ground frame (trains to/from Cliffe Brett Marine)	3

First Movement

Depart towards Cliffe Brett Marine

Second Movement

Depart towards Hoo Jn (from Grain)

Value

5*

Depart towards Grain

Arrive from Cliffe Brett Marine

5\$

* includes 3 minute token stop

\$ includes 3 minutes stop for operation of ground frame

Grain Level Crossing

Operational Requirement

	Value
Token stop	1

First Movement

Depart to Shared Area

Second Movement

Arrive from Shared Area

Value

10

Grain Shared Area

Planning Note

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

First Movement

Depart to/arrive from Thamesport

Second Movement

Depart BP Terminal

Value

40

Arrive BP terminal

Depart to/arrive from Thamesport

12

Grain Thamesport

Movement

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

Margin

2

Dwell Time

Grain Level Crossing

All services	An 'OP' dot stop is required in both directions
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SO330 NUNHEAD TO HAYES

Nunhead

See entry under route SO260

Lewisham Vale Junction

Length Restrictions

The standage at Signal TL253 to be clear of fouling Lewisham Vale Junction in rear is 180 metres/28 SLUs

A train exceeding 270m/42SLU in length on the Up Lewisham will foul Lewisham Junction when standing at TL252. Therefore, junction margins must be based on train's departure time at Lewisham Vale Junction

A train exceeding 225m/35SLU in length on the Down Tanners Hill will foul the route in at Tanners Hill Junction when standing at TL243.

Therefore, junction margins must be based on train's departure time at Lewisham Vale Junction

Lewisham

Connectional Allowance	4
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Dwell Time

All services	1
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Junction Margins for Lewisham Station

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

Planning Note

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

New Beckenham

Berthing Facilities

Location	Cars	Notes
Siding	24	

Connectional Allowance	4
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Junction Margins

Re-occupation of single line to/from Beckenham Junction	3
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Planning Restrictions

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

Elmers End

Connectional Allowance	4
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Dwell Time

All services	1 (Peak services only)
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Planning Restrictions

Trains cannot be planned into Platform 1 as this is for use only by Croydon Tramlink

Hayes

Berthing Facilities

Location	Cars	Notes
Platform 1	10	
Platform 2	10	

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

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

SO330A NEW BECKENHAM TO BECKENHAM JUNCTION

New Beckenham

See entry under route SO330

Beckenham Junction

See entry under route SO110

SO350 GROVE PARK TO BROMLEY NORTH

Grove Park

See entry under route SO130

Bromley North

Berthing Facilities

Location	Cars	Notes
Platform 1	8	
Platform 2	8	

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

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

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

Dot Stops

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

London St Pancras International

Junction Margins

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

\$ Where both trains are domestic

Where both trains are International

Platform Reoccupation

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

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

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

York Way South Junction

Adjustments to Sectional Running Times

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

Junction Margins

	Margin
All conflicting moves	3

Stratford International West Junction

Adjustments to Sectional Running Times

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

Junction Margins

	Margin
All conflicting moves	3

Stratford International

Dwell Time

Class 395	1
International passenger trains	2

Junction Margins

First Movement	Second Movement	Margin
To Down International Platform	To Down CTRL Line	3
To Up International Platform	To Up CTRL Line	3

Platform Reoccupation

Value
International Platforms

Stratford International East Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down International passenger trains that stopped at Stratford International	Speed differential approaching Dagenham Dock Junction	1

Junction Margins

Margin
All conflicting moves

Dagenham Dock Junction

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up Eurostar Class 373/374 train that stopped at Ebbsfleet International Low Level	Speed differential at Dagenham Dock Junction	½

Junction Margins

First Movement	Second Movement	Margin
To Ripple Lane Renwick Road Junction	Up CTRL Train	3

Wennington Crossover

Junction Margins	Margin
All conflicting moves	3

Ebbsfleet International West Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Class 395 train stopping at Ebbsfleet International Platforms 2 or 3	Speed differential approaching Ebbsfleet International	½

Junction Margins

Margin
All conflicting moves

Ebbsfleet International

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up Eurostar Class 373/374 train stopping at Ebbsfleet International	Speed differential after Ebbsfleet International East Junction	½
Wrong direction move into platform		1
Wrong direction move departing from platform		½
Class 395 train departing from Platform 1, 3 or 4 towards Ebbsfleet West Junction		½

Connectional Allowances

Southeastern services	10
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Dwell Time

Class 395 Platforms 5 & 6 (High Level)	1½
Class 395 Platforms 2 & 3 (Low Level)	1
Class 373/374	2

Junction Margins

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

Ebbsfleet International East Junction

Junction Margins	Margin
All conflicting moves	3

Southfleet Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Eurostar Class 373/374 train that stopped at Ebbsfleet International	Speed differential after Ebbsfleet International East Junction	1

Junction Margins	Margin
All conflicting moves	3

Southfleet Crossover

Junction Margins	Margin
All conflicting moves	3

Singlewell Loop

Loop Re-Occupation Rules – to allow for ETCS to operate correctly

First Move	Second Move	Margin
Train departs Loop	Train arrives into the loop	4

Singlewell Crossover

Junction Margins	Margin
All conflicting moves	3

Nashenden Crossover

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Eurostar Class 373/374 train that stopped at Ebbsfleet International	Speed differential approaching Nashenden Crossover	½

Junction Margins	Margin
All conflicting moves	3

Crismill Crossover

Junction Margins	Margin
All conflicting moves	3

Lenham Loop

Loop Re-Occupation – to allow for ETCS to operate correctly

First Move	Second Move	Margin
Train departs Loop	Train arrives into the loop	4

Lenham Crossover

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up Eurostar Class 373/374 train from Ashford International	Speed differential after Ashford West Junction	1

Junction Margins	Margin
All conflicting moves	3

Charing Crossover

Junction Margins	Margin
All conflicting moves	3

Ashford West Junction

See entry under route SO470

Ashford International

See entry under route SO130

Ashford East Junction

See entry under route SO480

Westenhanger Crossover

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Eurostar Class 373/374 train from Ashford International	Speed Differential after Ashford East Junction	1

Junction Margins

Margin
All conflicting moves
3

(High Speed 1) Eurotunnel Boundary

Restriction

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

SO420 YORK WAY SOUTH JUNCTION TO CAMDEN ROAD INCLINE JUNCTION

Signal AF41

Dwell Time

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

SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION

Dot Stops

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

Ebbsfleet International

See entry under route SO400

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

Dot Stops

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

Ashford West Junction

Junction Margins

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

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

Dot Stops

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

Ashford East Junction

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

5.4 Platform Lengths

The table below shows the maximum length of train that may use each of the platforms at the following passenger stations. All lengths are in metres. The quoted lengths are the usable lengths from ramp to ramp unless specified. The measurements take no account of the need for signal sighting.
Where applicable, please see Section 5.4.1 for full availability of Loop Lengths may differ to Platform Lengths

STATION	PLATFORM	USABLE LENGTH	NOTES
Abbey Wood	1 - Up North Kent	241	12 cars
Abbey Wood	2 - Down North Kent	244	12 cars
Adisham	1 - Up Main	166	
Adisham	2 - Down Main	170	
Albany Park	1 - Up Dartford Loop	284	
Albany Park	2 - Down Dartford Loop	284	
Ashford International			Please see Sussex TPR's
Aylesford	1 - Up Maidstone Branch	106	
Aylesford	2 - Down Maidstone Branch	94	
Aylesham	1 - Up Main	167	
Aylesham	2 - Down Main	167	
Barming	1 - Up Maidstone	122	
Barming	2 - Down Maidstone	125	
Barnehurst	1 - Up Bexleyheath	282	
Barnehurst	2 - Down Bexleyheath	284	
Bat and Ball	1 - Up	170	
Bat and Ball	2 - Down	167	
Battle	1 - Up Hastings	167	
Battle	2 - Down Hastings	172	
Bearstead	1 - Up Maidstone	167	
Bearstead	2 - Down Maidstone	169	
Beckenham Hill	1 - Up Catford Loop	170	
Beckenham Hill	2 - Down Catford Loop	169	
Beckenham Junction	1 - Crystal Palace Single	164	
Beckenham Junction	2 - Up Chatham Main	243	
Beckenham Junction	3 - Down Chatham Main	209	
Beckenham Junction	4 - Down Bay	177	
Bekesbourne	1 - Up Main	165	
Bekesbourne	2 - Down Main	166	
Bellingham	1 - Up Catford Loop	164	
Bellingham	2 - Down Catford Loop	164	
Beltring	1 - Up Maidstone	88	
Beltring	2 - Down Maidstone	88	
Belvedere	1 - Up North Kent	248	
Belvedere	2 - Down North Kent	249	
Bexley	1 - Up Dartford Loop	285	
Bexley	2 - Down Dartford Loop	285	
Bexleyheath	1 - Up Bexleyheath	287	
Bexleyheath	2 - Down Bexleyheath	294	

STATION	PLATFORM	USABLE LENGTH	NOTES
Bickley	1 - Up Chatham Fast	184	
Bickley	2 - Down Chatham Fast	183	
Bickley	3 - Up Chatham Slow	184	
Bickley	4 - Down Chatham Slow	184	
Birchington on Sea	1 – Up	247	
Birchington on Sea	2 – Down	247	
Blackheath	1 - Up North Kent	269	
Blackheath	2 - Down North Kent	242	
Borough Green and Wrotham	1 - Up Maidstone	167	
Borough Green and Wrotham	2 - Down Maidstone	167	
Brixton	1 – Up	164	
Brixton	2 – Down	165	
Broadstairs	1 - Up Main	247	
Broadstairs	2 - Down Main	248	
Bromley North	1 – Up	179	
Bromley North	2 – Down	179	
Bromley South	1 - Up Chatham Fast	264	
Bromley South	2 - Down Chatham Fast	264	
Bromley South	3 - Up Chatham Slow	264	
Bromley South	4 - Down Chatham Slow	264	
Canterbury East	1 - Up Main	164	
Canterbury East	2 - Down Main	166	
Canterbury West	1 - Up Main	159	
Canterbury West	2 - Down Main	166	
Catford	1 - Up Catford Loop	164	
Catford	2 - Down Catford Loop	162	
Catford Bridge	1 - Up Mid Kent	300	
Catford Bridge	2 - Down Mid Kent	316	
Charing	1 - Up Maidstone	124	
Charing	2 - Down Maidstone	124	
Charlton	1 - Up North Kent	242	
Charlton	2 - Down North Kent	243	
Chartham	1 - Up Main	130	
Chartham	2 - Down Main	121	
Chatham	1 - Up Main	249	
Chatham	2 - Down Main	249	
Chelsfield	1 - Up Main	249	
Chelsfield	2 - Down Main	244	

STATION	PLATFORM	USABLE LENGTH	NOTES
Chestfield and Swalecliffe	1 – Up	287	
Chestfield and Swalecliffe	2 – Down	281	
Chilham	1 - Up Branch	88	
Chilham	2 - Down Branch	88	
Chislehurst	1 - Up Fast	247	
Chislehurst	2 - Down Fast	247	
Chislehurst	3 - Up Slow	247	
Chislehurst	4 - Down Slow	248	
City Thameslink	1 - Up Snow Hill	275	Down direction
City Thameslink	1 - Up Snow Hill	275	Up direction
City Thameslink	2 - Down Snow Hill	275	Down direction
City Thameslink	2 - Down Snow Hill	275	Up direction
Clapham High Street	1 - Up Atlantic	102	
Clapham High Street	2 - Down Atlantic	102	
Clock House	1 - Up Mid Kent	296	
Clock House	2 - Down Mid Kent	283	
Crayford	1 - Up Dartford Loop	285	
Crayford	2 - Down Dartford Loop	288	
Crofton Park	1 - Up Catford Loop	167	
Crofton Park	2 - Down Catford Loop	163	
Crowhurst	1 - Up Hastings	169	
Crowhurst	2 - Down Hastings	248	
Cuxton	1 - Up Maidstone Branch	97	
Cuxton	2 - Down Maidstone Branch	77	
Dartford	1 - Up Passenger Loop	207	
Dartford	1 - Up Passenger Loop	207	
Dartford	2 - Up Main	207	
Dartford	2 - Up Main	207	
Dartford	3 – Reversible	225	Down direction
Dartford	3 – Reversible	225	Up direction
Dartford	4 - Down Main	225	Down direction
Dartford	4 - Down Main	225	Up direction
Deal	1 – Up	196	
Deal	2 – Down	183	
Denmark Hill	1 - Up Atlantic	166	
Denmark Hill	2 - Down Atlantic	165	
Denmark Hill	3 - Up Catford Loop	165	
Denmark Hill	4 - Down Catford Loop	165	
Deptford	1 - Up Greenwich	241	
Deptford	2 - Down Greenwich	243	
Dover Priory	1 - Down Chatham	245	Down direction
Dover Priory	1 - Down Chatham	245	Up direction
Dover Priory	2 - Up Chatham	209	Down direction
Dover Priory	2 - Up Chatham	209	Up direction
Dover Priory	3 - Up Passenger Loop	181	Down direction
Dover Priory	3 - Up Passenger Loop	181	Up direction
Dumpton Park	1 - Up Main	247	
Dumpton Park	2 - Down Main	250	
Dunton Green	1 - Up Main	281	

STATION	PLATFORM	USABLE LENGTH	NOTES
Dunton Green	2 - Down Main	279	
East Farleigh	1 - Up Maidstone	85	
East Farleigh	2 - Down Maidstone	92	
East Malling	1 - Up Maidstone	166	
East Malling	2 - Down Maidstone	162	
Ebbsfleet International Low Level	1 Up International [#]	409	Down direction International services only
Ebbsfleet International Low Level	1 Up International [#]	409	Up direction International services only
Ebbsfleet International Low Level	2 Up Domestic ^{\$}	290	Down direction Domestic services only
Ebbsfleet International Low Level	2 Up Domestic ^{\$}	290	Up direction Domestic services only
Ebbsfleet International Low Level	3 Down Domestic ^{\$}	291	Down direction Domestic services only
Ebbsfleet International Low Level	3 Down Domestic ^{\$}	291	Up direction Domestic services only
Ebbsfleet International Low Level	4 Down International [#]	414	Down direction International services only
Ebbsfleet International Low Level	4 Down International [#]	414	Up direction International services only
Ebbsfleet International High Level	5 Up Domestic ^{\$}	290	Down direction Domestic services only
Ebbsfleet International High Level	5 Up Domestic ^{\$}	290	Up direction Domestic services only
Ebbsfleet International High Level	6 Down Domestic ^{\$}	290	Down direction Domestic services only
Ebbsfleet International High Level	6 Down Domestic ^{\$}	290	Up direction Domestic services only
Eden Park	1 - Up Mid Kent	284	
Eden Park	2 - Down Mid Kent	282	
Elephant and Castle	1 - Up Slow	149	
Elephant and Castle	2 - Down Slow	156	
Elephant and Castle	3 - Up Fast	157	
Elephant and Castle	4 - Down Fast	161	
Elmers End	1 – Croydon Tramlink Only		Not for Network Rail use
Elmers End	2 - Up Mid Kent	249	
Elmers End	3 - Down Mid Kent	244	
Elmstead Woods	1 - Up Fast	264	
Elmstead Woods	2 - Down Fast	247	
Elmstead Woods	3 - Up Slow	247	
Elmstead Woods	4 - Down Slow	248	
Eltham	1 - Up Bexleyheath	245	
Eltham	2 - Down Bexleyheath	242	
Erith	1 - Up North Kent	241	
Erith	2 - Down North Kent	241	
Etchingham	1 - Up Hastings	167	
Etchingham	2 - Down Hastings	186	
Eynsford	1 - Up Maidstone	158	
Eynsford	2 - Down Maidstone	162	

STATION	PLATFORM	USABLE LENGTH	NOTES
Falconwood	1 - Up Bexleyheath	285	
Falconwood	2 - Down Bexleyheath	286	
Farningham Road	1 - Up Chatham Main	165	
Farningham Road	2 - Down Chatham Main	166	
Faversham	1 - Up Passenger Loop	271	
Faversham	2 - Up Main	271	
Faversham	3 - Down Main	245	
Faversham	4 - Down Passenger Loop	246	Trains can reverse in the platform
Folkestone East Staff Halt	1 - Up Dover		
Folkestone East Staff Halt	2 - Down Dover		
Folkestone Central	1 - Up Dover	250	
Folkestone Central	2 - Down Dover	245	
Folkestone West	1 - Up Dover	248	
Folkestone West	2 - Down Dover	247	
Frant	1 - Up Hastings	172	
Frant	2 - Down Hastings	175	
Gillingham	1 - Up Passenger Loop	245	Down direction
Gillingham	1 - Up Passenger Loop	245	Up direction
Gillingham	2 - Up Main	246	Down direction
Gillingham	2 - Up Main	246	Up direction
Gillingham	3 - Down Main	247	
Gravesend	0 – Bay	249	
Gravesend	1 - Up Main	248	
Gravesend	2 - Down Main	243	
Greenhithe	1 - Up Main	243	
Greenhithe	2 - Down Main	241	
Greenwich	1 - Down Greenwich	241	
Greenwich	2 - Up Greenwich	248	
Grove Park	1 - Up & Down Bromley Branch	216	Down direction
Grove Park	1 - Up & Down Bromley Branch	216	Up direction
Grove Park	2 - Up Fast	290	
Grove Park	3 - Down Fast	288	
Grove Park	4 - Up Slow	299	
Grove Park	5 - Down Slow	299	
Halling	1 - Up Maidstone Branch	128	
Halling	2 - Down Maidstone Branch	123	
Harrietsham	1 - Up Maidstone	124	
Harrietsham	2 - Down Maidstone	124	
Hayes	1 - Up Mid Kent	310	
Hayes	2 - Down Mid Kent	310	
Headcorn	1 - Up Passenger Loop	255	
Headcorn	2 - Down Passenger Loop	249	Down direction
Headcorn	2 - Down Passenger Loop	249	Up direction
Herne Bay	1 – Up	246	
Herne Bay	2 – Down	247	
Herne Hill	1 - Up Passenger Loop	189	
Herne Hill	2 - Up Chatham Main	187	
Herne Hill	3 - Down Chatham Main	189	

STATION	PLATFORM	USABLE LENGTH	NOTES
Herne Hill	4 - Down Passenger Loop	186	
High Brooms	1 - Up Hastings	249	
High Brooms	2 - Down Hastings	249	
Higham	1 - Up North Kent	300	
Higham	2 - Down North Kent	286	
Hildenborough	1 - Up Main	245	
Hildenborough	2 - Down Main	251	
Hither Green	1 - Up Fast	285	
Hither Green	2 - Down Fast	288	
Hither Green	3 - Up Slow	287	
Hither Green	4 - Down Slow	284	
Hither Green	5 - Up Dartford Loop	245	
Hither Green	6 - Down Dartford Loop	246	
Hollingbourne	1 - Up Maidstone	124	
Hollingbourne	2 - Down Maidstone	124	
Kearsney	1 - Up Main	169	
Kearsney	2 - Down Main	161	
Kemsing	1 - Up Maidstone	122	
Kemsing	2 - Down Maidstone	121	
Kemsley	1 - Up Branch	167	
Kemsley	2 - Down Branch	168	
Kent House	1 - Up Passenger Loop	186	(See Section 5.4.1 for full loop capacity)
Kent House	2 - Up Chatham Main	185	
Kent House	3 - Down Chatham Main	182	
Kent House	4 - Down Passenger Loop	183	(See Section 5.4.1 for full loop capacity)
Kidbrooke	1 - Up Bexleyheath	284	
Kidbrooke	2 - Down Bexleyheath	284	
Knockholt	1 - Up Main	288	
Knockholt	2 - Down Main	291	
Ladywell	1 - Up Mid Kent	291	
Ladywell	2 - Down Mid Kent	292	
Lee	1 - Up Dartford Loop	249	
Lee	2 - Down Dartford Loop	252	
Lenham	1 - Up Maidstone	167	
Lenham	2 - Down Maidstone	167	
Lewisham	1 - Up Mid Kent	297	
Lewisham	2 - Down Mid Kent	297	
Lewisham	3 - Up North Kent	297	
Lewisham	4 - Down North Kent	297	
London Blackfriars	1 – Down Snow Hill	269	
London Blackfriars	2 – Up Snow Hill	282	
London Blackfriars	3 - Bay	282	
London Blackfriars	4 – Bay	284	

STATION	PLATFORM	USABLE LENGTH	NOTES
London Bridge	1	246	Down Cannon Street 12 cars
London Bridge	2	246	Up Cannon Street & Reversible 12 cars
London Bridge	3	246	Reversible 12 cars
London Bridge	4	246	Down Snow Hill 12 cars
London Bridge	5	246	Up Snow Hill 12 cars
London Bridge	6	246	Reversible 12 cars
London Bridge	7	246	Down Charing Cross & Reversible 12 cars
London Bridge	8	246	Up Charing Cross 12 cars
London Bridge	9	246	Up Charing Cross 12 cars
London Cannon Street	1	259	
London Cannon Street	2	259	
London Cannon Street	3	259	
London Cannon Street	4	259	
London Cannon Street	5	262	
London Cannon Street	6	259	
London Cannon Street	7	259	
London Charing Cross *	1	252	
London Charing Cross *	2	250	
London Charing Cross *	3	254	
London Charing Cross *	4	222	
London Charing Cross *	5	220	
London Charing Cross *	6	227	
London St Pancras International	5 [#]	433	CTRL International services only
London St Pancras International	6 [#]	433	CTRL International services only
London St Pancras International	7 [#]	433	CTRL International services only
London St Pancras International	8 [#]	433	CTRL International services only
London St Pancras International	9 [#]	433	CTRL International services only
London St Pancras International	10 [#]	433	CTRL International services only
London St Pancras International	11 ^{\$}	295	CTRL Domestic services only
London St Pancras International	12 ^{\$}	295	CTRL Domestic services only
London St Pancras International	13 ^{\$}	295	CTRL Domestic services only
London St Pancras International	A	245	Low Level platform
London St Pancras International	B	245	Low Level platform
London Victoria	1	270	
London Victoria	2	359	
London Victoria	3	188	
London Victoria	4	201	
London Victoria	5	247	
London Victoria	6	245	

STATION	PLATFORM	USABLE LENGTH	NOTES
London Victoria	7	286	
London Victoria	8	221	
London Waterloo East	A - Down Slow	282	
London Waterloo East	B - Up Slow	245	
London Waterloo East	C - Down Fast	250	
London Waterloo East	D - Up Fast	257	
Longfield	1 - Up Chatham Main	246	
Longfield	2 - Down Chatham Main	246	
Loughborough Junction	1 - Up Holborn	190	
Loughborough Junction	2 - Down Holborn	163	
Lower Sydenham	1 - Up Mid Kent	285	
Lower Sydenham	2 - Down Mid Kent	284	
Maidstone Barracks	1 - Up Maidstone Branch	167	
Maidstone Barracks	2 - Down Maidstone Branch	165	
Maidstone East	1 - Up Maidstone	166	
Maidstone East	2 - Down Maidstone	164	Down direction
Maidstone East	2 - Down Maidstone	164	Up direction
Maidstone East	3 - Down Bay	172	
Maidstone West	1 - Up Passenger Loop	175	
Maidstone West	2 - Down Maidstone Branch	152	
Marden	1 - Up Main	244	
Marden	2 - Down Main	244	
Margate	1 - Down Main	249	
Margate	2 - Down Passenger Loop	248	
Margate	3 - Up Main	249	
Margate	4 - Up Bay	298	
Martin Mill	1 - Up Deal	166	
Martin Mill	2 - Down Deal	166	
Maze Hill	1 - Up Greenwich	242	
Maze Hill	2 - Down Greenwich	241	
Meopham	1 - Up Chatham Main	245	
Meopham	2 - Down Chatham Main	244	
Minster	1 - Down	161	
Minster	2 - Up	179	
Mottingham	1 - Up Dartford Loop	206	
Mottingham	2 - Down Dartford Loop	206	
New Beckenham	1 - Up Mid Kent	282	
New Beckenham	2 - Down Mid Kent	284	
New Cross	A - No3 Up	298	12 car
New Cross	B - No2 Reversible	243	Down direction 12 car
New Cross	B - No2 Reversible	243	Up direction 12 car
New Cross	C - No1 Down	242	12 car
New Eltham	1 - Up Dartford Loop	285	
New Eltham	2 - Down Dartford Loop	288	
New Hythe	1 - Up Maidstone Branch	166	
New Hythe	2 - Down Maidstone Branch	166	
Newington	1 - Up Passenger Loop	246	
Newington	2 - Down Passenger Loop	244	
Northfleet	1 - Up Main	208	

STATION	PLATFORM	USABLE LENGTH	NOTES
Northfleet	2 - Down Main	207	
Nunhead	1 - Up Catford Loop	163	
Nunhead	2 - Down Catford Loop	163	
Orpington	1 - Up Bay	257	
Orpington	2 - Up Fast	270	
Orpington	3 - Down Fast	275	Down direction
Orpington	3 - Down Fast	275	Up direction
Orpington	4 - Up Slow	275	Down direction
Orpington	4 - Up Slow	275	Up direction
Orpington	5 - Down Slow	277	Down direction
Orpington	5 - Down Slow	277	Up direction
Orpington	6 - Down Bay	256	
Orpington	7 - Down Bay	256	
Orpington	8 - Down Bay	254	
Otford	1 – Up	168	
Otford	2 – Down	168	
Paddock Wood	1 - Up Passenger Loop	244	
Paddock Wood	2 - Down Passenger Loop	243	Down direction
Paddock Wood	2 - Down Passenger Loop	243	Up direction
Paddock Wood	3 - Maidstone Branch Bay	170	
Peckham Rye	3 - Up Catford Loop	163	
Peckham Rye	4 - Down Catford Loop	163	
Penge East	1 – Up	184	
Penge East	2 – Down	184	
Petts Wood	1 - Up Fast	297	
Petts Wood	2 - Down Fast	296	
Petts Wood	3 - Up Slow	291	
Petts Wood	4 - Down Slow	292	
Pluckley	1 - Up Main	164	
Pluckley	2 - Down Main	164	
Plumstead	1 - Up North Kent	246	
Plumstead	2 - Down North Kent	243	
Queenborough	1 - Crossing Loop in Single Line	165	
Queenborough	2 – Single	165	
Rainham	0 - Up Bay	257	
Rainham	1 - Up Main	351	
Rainham	2 - Down Main	247	
Ramsgate	1 - Down Passenger Loop	245	Down direction
Ramsgate	1 - Down Passenger Loop	245	Up direction
Ramsgate	2 - Down Main	248	Down direction
Ramsgate	2 - Down Main	248	Up direction
Ramsgate	3 - Up Main	245	Down direction
Ramsgate	3 - Up Main	245	Up direction
Ramsgate	4 - Up Passenger Loop	245	Down direction
Ramsgate	4 - Up Passenger Loop	245	Up direction
Ravensbourne	1 - Up Catford Loop	163	
Ravensbourne	2 - Down Catford Loop	162	

STATION	PLATFORM	USABLE LENGTH	NOTES
Robertsbridge	1 - Up Hastings	166	
Robertsbridge	2 - Down Hastings	186	
Rochester	1 - Up Main	250	
Rochester	2 - Down Main	253	
Rochester	3 - Down Passenger Loop	253	Trains permitted for platform sharing during times of significant service interruption
Sandling	1 - Up Main	183	Down direction
Sandling	1 - Up Main	183	Up direction
Sandling	2 - Down Main	183	Down direction
Sandling	2 - Down Main	183	Up direction
Sandwich	1 - Up	247	
Sandwich	2 - Down	250	
Selling	1 - Up Main	155	
Selling	2 - Down Main	164	
Sevenoaks	1 - Up Main	266	
Sevenoaks	2 - Up Loop	265	Down direction
Sevenoaks	2 - Up Loop	265	Up direction
Sevenoaks	3 - Down Main	264	Down direction
Sevenoaks	3 - Down Main	264	Up direction
Sevenoaks	4 - Down Loop	263	Down direction
Sevenoaks	4 - Down Loop	263	Up direction
Sheerness on Sea	1	244	
Sheerness on Sea	2	167	
Shepherds Well	1 - Up Main	167	
Shepherds Well	2 - Down Main	174	
Shoreham	1 - Up Maidstone	162	
Shoreham	2 - Down Maidstone	163	
Shortlands	1 - Up Chatham Fast	185	
Shortlands	2 - Down Chatham Fast	184	
Shortlands	3 - Up Chatham Slow	183	
Shortlands	4 - Down Chatham Slow	184	
Sidcup	1 - Up Dartford Loop	285	
Sidcup	2 - Down Dartford Loop	285	
Sittingbourne	1 - Up Main	246	
Sittingbourne	2 - Down Main	247	
Sittingbourne	3 - Down Passenger Loop	241	Trains can reverse in the platform
Slade Green	1 - Up North Kent	241	
Slade Green	2 - Down North Kent	241	
Snodland	1 - Up Maidstone Branch	144	
Snodland	2 - Down Maidstone Branch	122	
Snowdown	1 - Up Main	167	
Snowdown	2 - Down Main	167	
Sole Street	1 - Up Chatham Main	168	
Sole Street	2 - Down Chatham Main	178	
St Johns	1 - Up Slow	319	
St Johns	2 - Down Slow	320	
St Mary Cray	1 - Up Chatham Fast	244	
St Mary Cray	2 - Down Chatham Fast	244	
St Mary Cray	3 - Up Chatham Slow	244	
St Mary Cray	4 - Down Chatham Slow	243	

STATION	PLATFORM	USABLE LENGTH	NOTES
Staplehurst	1 - Up Main	245	
Staplehurst	2 - Down Main	244	
Stone Crossing	1 - Up Main	285	
Stone Crossing	2 - Down Main	338	
Stonegate	1 - Up Hastings	172	
Stonegate	2 - Down Hastings	171	
Stratford International	1 Up International [#]	410	Down direction International services only
Stratford International	1 Up International [#]	410	Up direction International services only
Stratford International	2 Up Domestic LL ^{\$}	285	Down direction Domestic services only
Stratford International	2 Up Domestic LL ^{\$}	285	Up direction Domestic services only
Stratford International	3 Down Domestic LL ^{\$}	276	Down direction Domestic services only
Stratford International	3 Down Domestic LL ^{\$}	276	Up direction Domestic services only
Stratford International	4 Down International [#]	410	Down direction International services only
Stratford International	4 Down International [#]	410	Up direction International services only
Strood	1 - Down North Kent	283	
Strood	2 - Up North Kent	276	
Strood	3 - Up Passenger Loop	286	
Sturry	1 - Up Main	118	
Sturry	2 - Down Main	121	
Sundridge Park	1 – Up	205	
Sundridge Park	2 – Down	205	
Swale	- Single	163	Down direction
Swale	- Single	163	Up direction
Swanley	1 - Up Chatham Fast	252	
Swanley	2 - Down Chatham Fast	251	
Swanley	3 - Up Chatham Slow	251	
Swanley	4 - Down Chatham Slow	250	
Swanscombe	1 - Up Main	242	
Swanscombe	2 - Down Main	242	
Sydenham Hill	1 - Up Chatham Main	183	
Sydenham Hill	2 - Down Chatham Main	182	
Teynham	1 - Up Main	248	
Teynham	2 - Down Main	244	
Thanet Parkway	1 - Down Main	261	Down Direction
Thanet Parkway	2 - Up Main	261	Up Direction
Tonbridge	1 - Up Passenger Loop	255	Down direction
Tonbridge	1 - Up Passenger Loop	255	Up direction
Tonbridge	2 - Up Slow	252	Down direction
Tonbridge	2 - Up Slow	252	Up direction
Tonbridge	3 - Down Slow	247	Down direction
Tonbridge	3 - Down Slow	247	Up direction
Tonbridge	4 - Down Bay	165	

STATION	PLATFORM	USABLE LENGTH	NOTES
Tunbridge Wells	1 - Up Hastings	232	Down direction
Tunbridge Wells	1 - Up Hastings	232	Up direction
Tunbridge Wells	2 - Down Hastings	228	Down direction
Tunbridge Wells	2 - Down Hastings	228	Up direction
Wadhurst	1 - Up Hastings	168	
Wadhurst	2 - Down Hastings	166	
Walmer	1 - Up Deal	166	
Walmer	2 - Down Deal	165	
Wandsworth Road	1 - Up Atlantic	110	
Wandsworth Road	2 - Down Atlantic	86	
Wateringbury	1 - Up Maidstone	85	
Wateringbury	2 - Down Maidstone	84	
Welling	1 - Up Bexleyheath	287	
Welling	2 - Down Bexleyheath	284	
West Dulwich	1 - Up Chatham Main	169	
West Dulwich	2 - Down Chatham Main	167	
West Malling	1 - Up Maidstone	167	
West Malling	2 - Down Maidstone	167	
West St Leonards	1 - Up Hastings	174	
West St Leonards	2 - Down Hastings	211	
West Wickham	1 - Up Mid Kent	286	
West Wickham	2 - Down Mid Kent	299	
Westcombe Park	1 - Up Greenwich	241	
Westcombe Park	2 - Down Greenwich	241	
Westenhanger	1 - Up Main	109	Down direction
Westenhanger	1 - Up Main	109	Up direction
Westenhanger	2 - Down Main	171	Down direction
Westenhanger	2 - Down Main	171	Up direction
Westgate-on-Sea	1 - Up Main	254	
Westgate-on-Sea	2 - Down Main	255	
Whitstable	1 - Up	246	
Whitstable	2 - Down	247	
Woolwich Arsenal	1 - Up North Kent	248	
Woolwich Arsenal	2 - Down North Kent	248	
Woolwich Dockyard	1 - Up North Kent	224	
Woolwich Dockyard	2 - Down North Kent	224	
Wye	1 - Up Branch	124	
Wye	2 - Down Branch	120	
Yalding	1 - Up Maidstone	86	
Yalding	2 - Down Maidstone	86	

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

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

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

5.4.1 Loop Lengths

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

SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Herne Hill Down Passenger Loop	Down	27	173	
Herne Hill Up Passenger Loop	Up	28	179	
Kent House Down Passenger Loop	Down	56	358	
Kent House Up Passenger Loop	Up	62	397	
Down Rochester Loop	Down	116	745	
Up Rochester Loop	Up	51	328	
Sittingbourne Down Platform Loop	Down	29	186	
Sittingbourne Down Goods Loop	Down	54	346	
Faversham Down Passenger Loop	Down	33	212	
Faversham Up Passenger Loop	Up	33	212	
Margate Down Thanet Loop	Down	40	256	
Ramsgate Platform Loop	Down	35	224	
Ramsgate Platform Loop	Up	35	224	

SO130 LONDON CHARING CROSS TO DOVER (VIA TONBRIDGE)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Hither Green Arrival Road (DGL)	Down	28	180	
Hither Green Departure Road (UGL)	Up	33	212	
Paddock Wood Down Passenger Loop	Down	37	237	
Paddock Wood Up Passenger Loop	Up	83	532	
Tonbridge Down Loop	Down	121	776	Channel Tunnel Freight Traffic may recess at this location
Tonbridge Up Fast	Up	41	264	Behind AD150 signal clear of Tonbridge East Junction
Tonbridge Up Fast	Up	70	448	Behind AD134 signal clear of Tonbridge East Junction
Tonbridge Up Loop	Up	121	776	Channel Tunnel Freight Traffic may recess at this location
Cranmore Down Loop	Down	117	749	Channel Tunnel Freight Traffic may recess at this location
Headcorn Up Goods Loop	Up	117	749	Channel Tunnel Freight Traffic may recess at this location
Ashford Maidstone Loop	Up/Down	114	728	Clear of AD856 and AD857 via AD855 signals

SO130 LONDON CHARING CROSS TO DOVER (VIA TONBRIDGE)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Hither Green Arrival Road (DGL)	Down	28	180	
Hither Green Departure Road (UGL)	Up	33	212	
Paddock Wood Down Passenger Loop	Down	37	237	
Paddock Wood Up Passenger Loop	Up	83	532	
Tonbridge Down Loop	Down	121	776	Channel Tunnel Freight Traffic may recess at this location
Tonbridge Up Fast	Up	41	264	Behind AD150 signal clear of Tonbridge East Junction
Tonbridge Up Fast	Up	70	448	Behind AD134 signal clear of Tonbridge East Junction
Sevington Loop	Up/Down	118	756	Channel Tunnel Freight Traffic may recess at this location
Dollands Moor Loco Loop	Up/Down	101	649	
Dover Priory Up Passenger Loop	Up	28	182	

SO140 SWANLEY TO ASHFORD INTERNATIONAL (VIA MAIDSTONE EAST)

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

SO180 PADDOCK WOOD TO MAIDSTONE WEST

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

SO220 ASHFORD TO RAMSGATE (VIA CANTERBURY WEST)

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

SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Erith Loop	Up/Down	37	241	

SO310 HITHER GREEN TO MAIDSTONE WEST (VIA SIDCUP)

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

SO310A LEE LOOP JUNCTION TO LEE SPUR JUNCTION

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

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

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

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

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

5.5 Timing Allowances

All allowances shown are in minutes.

E refers to engineering allowance

P refers to performance allowances

Pathing Time:

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

SIMBIDS

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

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

SO130 CHARING CROSS TO DOVER PRIORY (see also SO510 and SO280A)			
TIMING SECTION	VALUE	TYPE	REMARKS
Between Blackfriars Junction and North Kent East Junction or Deptford	2	P	All Down trains from the Thameslink Core must have a minimum of 2 minutes between Blackfriars Junction and North Kent East Junction or Deptford (1 minute must be placed approaching London Bridge whenever possible). Note: the total value of 2 minutes is not negotiable
Between New Cross or Deptford and Blackfriars Junction	2	P	All Up trains to the Thameslink Core must have a minimum of 2 minutes between New Cross or Deptford and Blackfriars Junction (1 minute must be placed approaching Blackfriars Junction whenever possible). Note: the total value of 2 minutes is not negotiable

SO280 FARRINGDON TO HERNE HILL (see also SO130 and SO510)			
TIMING SECTION	VALUE	TYPE	REMARKS
Approaching Blackfriars Junction	1	P	All Up Thameslink trains. Note: this value is not negotiable
Approaching Loughborough Junction	1	P	All Down Thameslink trains (including ECS movements towards Herne Hill turnback siding) Note: this value is not negotiable
Approaching Elephant & Castle	1	P	All up Thameslink trains from the Catford Loop to the Thameslink Core

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

6 Timetabling Considerations

6.1 Advertised and Working Times

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

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

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

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

6.2 Timing of Light Locomotives

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

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

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

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