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Capacity Planning
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28th March 2025

Commentary on the Wessex Timetable Planning Rules 2026

Version 3.0

Draft Rules for Subsidiary Timetable Change 2026

This document is a covering note for the Timetable Planning Rules – Draft Rules for Subsidiary Timetable Change 2026 - and provides a specific commentary to the route described above.

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

New or Amended text is red

~~Deleted text is green and struck through~~

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

The following is a summary of changes in content from Version 2.0 of the 2026 Timetable Planning Rules.

1 Introduction and General Notes

Updated introductory text to align with the TPR Style Guide.

1.1 Index of Routes

Added header to table to align with the TPR Style Guide.

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

Updated introductory text to align with the TPR Style Guide.

1.2.2 Rule Book

Removed list of rule book modules and replaced with link to RSSB website to align with the TPR Style Guide.

1.3 Definitions

Updated introductory text to align with the TPR Style Guide.

1.3.1 Train Classification

Removed reference to rule book module to align with the TPR Style Guide.
Second character “E” added Waterloo to Epsom (Class 2).

1.3.3 Traction and Rolling Stock

Removed entry for “Power” to align with the TPR Style Guide.

Route Description

2.1 Planning Geography

Updated introductory text and definitions of codes to align with TPR Style Guide.

SW105

Micheldever amended to mandatory and removed S code.
Eastleigh Signal E214 added timing point for shunt signal.
Allbrook amended to mandatory and removed X code.
Eastleigh P.A.D. removed timing point.
Eastleigh Signal 222 added note.
Eastleigh Signal E225 added entry for timing point to be used for all services to/from yard via 440 points.
Eastleigh Marshalling Yard removed timing point.
Eastleigh Virtual Quarry added entry for timing point, and notes clarifying the sidings covered.
Eastleigh D.C.S. added note clarifying that this is for Down Carriage Siding No. 1.
Eastleigh Aggregate Sidings added note clarifying operator specific TIPLOCs.
Eastleigh Signal E247 added note.
Eastleigh T.&.R.S.M.D relocated entry to other side of Eastleigh Works.
Eastleigh Works added note clarifying operator specific TIPLOCs.

SW135

Eastleigh Virtual Quarry added entry for timing point, and notes clarifying the sidings covered.
Eastleigh Aggregate Sidings added entry and notes covering operator specific TIPLOCs.

2.2 Route Opening Hours

Updated introductory text to align with the TPR Style Guide.

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

Updated wording to align with the TPR Style Guide.

4.2 Passenger Stock Restrictions

Updated wording to align with the TPR Style Guide.

4.3 Freight Wagon Restrictions

Updated wording and removed references to Rule Book and CTRL HS1 to align with the TPR Style Guide.

4.5 Freight Train Length Limits

Removed reference to Sectional Appendix loop lengths to align with the TPR Style Guide.

4.7 Engineers' Trains Restrictions

Removed entire section because these restrictions no longer apply.

5 Running Times, Margins and Allowances

Removed introductory text to align with the TPR Style Guide.

5.1 Sectional Running Times

Updated reference to National TPR's to align with current section and TPR Style Guide.

5.1.2 Method of Calculation

Amended wording to align with the TPR Style Guide.

5.1.3 New and Revised Sectional Running Times

Amended wording to align with the TPR Style Guide.

5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines

Amended wording to align with the TPR Style Guide.

5.2 Headways**5.2.1 Headway Values**

SW115 Andover – Whitchurch amended note about application of AB headway.
 Whitchurch – Overton amended note about application of AB headway.
 Andover – Grateley amended note about application of AB headway.
 Grateley – Porton amended note about application of AB headway.

5.3 Junction Margins and Station Planning Rules

Standard Values Minimum Turnround corrected note stating “turnaround”.

- SW105** Allbrook added thirty-five adjustment allowances.
 Eastleigh added adjustment allowance.
 Eastleigh added junction margin.
 Eastleigh added two platform reoccupation margins.
 Northam Depot corrected note on reversing at E842 from “turnaround” to “turnround”.
- SW110** Guildford corrected Safety Check Unit wording from “turnaround” to “turnround”.
 Haslemere amended connectional allowance.
 Havant Signal HT500 added restriction.
- SW115** Andover merged platform reoccupation margins into a single entry.
 Salisbury removed two junction margins which duplicate standard values.
- SW180** Epsom added platform reoccupation margin.
 Ashtead added platform reoccupation margin.
 Ashtead added note about changes also being consulted with SO680 on Sussex.
 Leatherhead added platform reoccupation margin.
- SW210** Reading added connectional allowance with bus services.

5.4 Platform Lengths

5.4.1 Loop Lengths

- SW115** Tisbury Loop added standage.
 Gillingham added standages for the Down Loop and Up Exeter.

5.5 Timing Allowances

Removed redundant wording to align with the TPR Style Guide.

These represent the revised Timetable Planning Rules (the “Draft Rules”) for the Subsidiary May 2026 timetable in accordance with Part D of the Network Code, Condition D2.2.3.

As per Condition D2.2.4 of Part D of the Network Code, following distribution of the 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 Draft Rules provided to them in accordance with D2.2.3.

Regards

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Timetable Planning Rules

Wessex

2026 TIMETABLE

Version 3.0

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Draft Rules for Subsidiary Timetable Change 2026
28th March 2025

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1. Introduction and General Notes

Network Rail provide the Timetable Planning Rules document to ~~Train Operators~~ **Timetable Participants** and other interested parties to set out the rules which are applicable to ~~Bids~~ **Access Proposals** for scheduling of train paths on the Network Rail network. Separate ~~sections~~ **editions** of the 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 ~~the~~ Timetable Planning Rules through consultation with ~~Train Operators~~ **Timetable Participants** with the primary aim of achieving the optimal balance between access to the network for ~~train operations~~ **Timetable Participants** and performance robustness of the resulting train plan. This consultation is in line with the Network Code Part D, and ~~Train Operators~~ **Timetable Participants** have a right of appeal to ~~a~~ **Timetabling Sub-Committee Panel** 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.~~

The Timetable Planning Rules are revised on a bi-annual basis, each revised version being operative for the same Timetable Period as the Working Timetable to which they pertain. Timetable Planning Rules may be changed only through this twice-yearly process or by the change procedure described in Part D of the Network Code.

~~Train Operators' Bids for train paths~~ **Timetable Participants' Access Proposals for Train Slots** must be compliant with the Timetable Planning Rules. If a ~~Train Operator~~ **Timetable Participant** wishes to submit ~~a Bid for a train path~~ **an Access Proposal for a Train Slot** which is not compliant with the Timetable Planning Rules, it should consult the Network Rail ~~Operational Capacity~~ 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~~ **Access Proposal**. If the proposed change is likely to involve the calculation of new sectional running times or a ~~physical~~ **detailed** investigation, ~~then~~ the ~~Train Operator~~ **Timetable Participant** should liaise with the ~~Operational Capacity~~ Planning team to establish a realistic timescale for evaluation of the proposed change before submission of the ~~Bid~~ **Access Proposal**.

1.1 Index of Routes

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

| LOR | LINE OF ROUTE DESCRIPTION |
|--------|--------------------------------------------------------|
| SW100 | London Waterloo to Clapham Junction |
| SW100B | Nine Elms Junction to Linford Street Junction |
| SW100C | West London Junction to Latchmere Junction (No 3) |
| SW100D | Clapham Junction to Longhedge Junction |
| SW100E | Clapham Junction to Latchmere Junction (No 2) |
| SW105 | Clapham Junction to Weymouth |
| SW105A | Southampton to Southampton Western Docks |
| SW105B | Worgret Junction to Swanage Railway NR Boundary |
| SW105C | Weymouth Junction to Weymouth Signal DR194 |
| SW110 | Woking Junction to Portsmouth Harbour |
| SW115 | Worting Junction to Pinhoe |
| SW115A | Andover to Ludgershall MOD |
| SW115B | Laverstock North Junction to Laverstock South Junction |
| SW115C | Yeovil Junction to Yeovil Pen Mill |
| SW120 | Pirbright Junction to Alton |
| SW120A | Aldershot North Junction to Aldershot South Junction |
| SW125 | Southcote Junction to Basingstoke |
| SW130 | Eastleigh East Junction to Romsey |
| SW135 | Eastleigh West Junction to Fareham |
| SW140 | St Denys to Portcreek Junction |
| SW140A | Cosham Junction to Farlington Junction |
| SW145 | Northam Junction to Southampton Eastern Docks |
| SW150 | Redbridge Junction to Salisbury Tunnel Junction |
| SW155 | Totton Fawley Loops to Fawley |
| SW160 | Brockenhurst to Lymington Pier |
| SW165 | Hamworthy Junction to Hamworthy Goods |
| SW170 | Warminster to Wilton Junction |
| SW170A | Wilton Junction G.S.P. to Quidhampton Siding |
| SW175 | Castle Cary to Dorchester Junction |
| SW180 | Raynes Park to Leatherhead |
| SW185 | Motspur Park Junction to Chessington South |
| SW190 | New Malden to Shepperton |
| SW195 | Surbiton to Hampton Court |
| SW200 | Hampton Court Junction to Guildford (via Cobham) |
| SW205 | Leatherhead to Effingham Junction |
| SW210 | Clapham Junction to Reading (via Richmond) |
| SW210A | Hounslow Junction to Whitton Junction |
| SW210B | Reading Spur Junction to Reading New Junction |
| SW210C | Reading to Reading Southern Junction |
| SW225 | Point Pleasant Junction to Wimbledon |
| SW230 | Barnes to Feltham Junction (via Hounslow) |
| SW240 | Old Kew Junction to Kew East Junction |
| SW240A | New Kew Junction to Kew East Junction |
| SW245 | Twickenham Junction to Shacklegate Junction |
| SW245A | Strawberry Hill Junction to Fulwell Junction |
| SW250 | Staines to Windsor And Eton Riverside |
| SW255 | Virginia Water to Weybridge |
| SW255A | Addlestone Junction to Byfleet Junction |
| SW260 | Ascot to Ash Vale Junction |
| SW265 | Guildford to Wokingham |
| SW300 | Gomshall to Shalford Junction |

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 describes what the current network capability is, planned future changes may not be reflected.

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.~~

The rulebook may be located on the RSSB website using the following link:

<https://www.rssb.co.uk/>

| 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 | Timetable Planning Rules Section 4.6 |
| | 5.6 Carrying out a running brake test | Timetable Planning Rules Section 5.1.2 |
| | 6.5 Warning anyone working on or near the line used for single line working | When planning Single-Line Working |
| P1 Single line working | 9.3 Right-direction movements | |
| | 9.4 Wrong-direction movements | |
| S1 Signals and indicators controlling train movements | | Operational principles |

| RULE BOOK MODULE | SECTION | NOTES |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|---------------------------------------------|
| 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 | Timetable Planning Rules Section 5.1.2 |
| | 2.5 Permissible speed indicators with letters | Timetable Planning Rules Section 5.1.2 |
| | 2.6 Enhanced permissible speed (EPS) indicators | Timetable Planning Rules Section 5.1.2 |
| T11 Movement of engineering trains and on-track plant under T3 arrangements | 3 Movements entering the possession | When planning trains entering possessions |
| | 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 | Timetable Planning Rules Section 5.1.2 |
| TW3 Preparation and movement of locomotive hauled trains (including HSTs, push-pull, postal, parcels) | 2.1 Locomotives running light or hauling trains (Maximum speed of); | Timetable Planning Rules Section 5.1.2 |
| | 2.2 Maximum permitted speed of locomotive-hauled trains | Timetable Planning Rules Section 5.1.2 |
| | 2.3 Electric traction speed restrictions | Timetable Planning Rules Section 5.1.2 |
| | 3.16 Carrying out a running brake test | Timetable Planning Rules Section 5.1.2 |
| | Section 14.1 Working trains with locomotives at both ends, when this type of working is permitted | Operational principles |
| Rule Book Handbook 5 Hand Signalling Duties | Section 5.2 Entrance signal | When planning Temporary Block Working (TBW) |
| | 5.3 Exit signal | When planning Temporary Block Working (TBW) |
| | 5.4 Where TBW is divided into two sections | When planning Temporary Block Working (TBW) |

1.3 Definitions

The list below is not an exhaustive one but is intended to give readers an understanding of some of the terminology as used for the purposes of this document. **A glossary of terminology is available within Appendix H of the National TPR document.**

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

1.3.1 Train Classification

| Classification | Description |
|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Express passenger train; or Nominated postal or parcels train; or Breakdown or overhead line equipment train going to clear the line or returning from there (1Z99); or Traction unit going to assist a failed train (1Z99) Snow plough going to clear the line (1Z99) |
| 2 | Ordinary passenger train; or Breakdown or overhead line equipment train not going to clear the line (2Z99) Officers' special train (2Z01) |
| 3 | Freight train which can run at more than 75 mph; or A parcels train; or Autumn railhead treatment train; or Empty coaching stock train if specially authorised |
| 4 | Freight train which can run up to 75 mph |
| 5 | Empty coaching stock train |
| 6 | Freight train which can run up to 60 mph |
| 7 | Freight train which can run up to 45 mph |
| 8 | Freight train which can run at, or is timed to run at, 35 mph or less |
| 9 | London Overground East London Line services and Thameslink services; or Other passenger train if specially authorised |
| 0 | Light locomotive or locomotives |

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

Wessex

| Second Character | Wessex Timing Area |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A | Waterloo and Alton |
| B | Waterloo and Southampton Docks, Lymington Pier or Poole (not local trains between Brockenhurst and Lymington Pier) |
| C | Waterloo and Reading via Hounslow (Class 1). Waterloo and Reading via Twickenham (Class 2). Victoria/ London Bridge and Portsmouth via Three Bridges and Horsham (Class 1). |
| D | Waterloo and Dorking via Epsom (Class 2 not available). Waterloo and Guildford via Epsom (Class 1 not available) |
| E | To Network Rail ex GE area Portsmouth and Southampton via Netley. Shepherd's Bush and Clapham Junction (Class 2) Waterloo and Epsom (Class 2) |
| F | Waterloo and Woking/Guildford. Portsmouth and Cardiff |
| G | Waterloo and Guildford/Portsmouth via Cobham East London Line to Clapham Junction (Class 9) |
| H | Waterloo and Shepperton. East London Line from Clapham Junction (Class 9) |

| Second Character | Wessex Timing Area |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I | Victoria and Sutton/Epsom/Dorking/Horsham via Mitcham Junction (semi-fast class 1, stopping class 2) |
| J | Brockenhurst and Lymington Pier local trains (Class 2 not available). Waterloo and Hampton Court Guildford and Farnham Reading and Basingstoke (class 2) Salisbury to Reading (class 1) |
| K | Waterloo (Main) to Waterloo (Windsor) via Teddington/Richmond Portsmouth to Bournemouth and Weymouth London Bridge and Epsom/Guildford via West Croydon (semi-fast, class 1) |
| L | Waterloo and Basingstoke, Salisbury or Exeter To Network Rail ex GE area Clapham Junction to Stratford via Willesden Junction (Class 2) |
| M | To Network Rail North West/Midland areas except trains covered elsewhere Southampton and Swindon. Waterloo and Chessington. |
| N | Waterloo and Farnham/Guildford via Twickenham and Ascot. Brighton and Southampton Central via Swanwick (class 1) Brighton and Southampton Central via Littlehampton and Swanwick (2N00-2N79) |
| O | To Network Rail Southern area except trains covered elsewhere Waterloo (Windsor) to Waterloo (Main) via Teddington (Class 1 not available) Reading to Gatwick Airport (Class 1) (trains flexed to terminate at Redhill numbered in the range 1O01-10) Reading to Redhill (Class 2 even numbers – stopping services). |
| P | Waterloo/Portsmouth via Woking. |
| Q | Test trains only |
| R | Salisbury to Romsey via Southampton Central and Eastleigh (Class 2) Waterloo (Windsor) to Waterloo (Windsor) via Twickenham and Brentford. |
| S | To Network Rail Scotland Waterloo and Weybridge/Woking via Hounslow. Romsey/Salisbury to Salisbury via Eastleigh and Southampton Central (Class 2) Brighton and Portsmouth/Havant/Chichester (class 1) Brighton and Portsmouth/Havant (class 2) Rail Head Treatment Trains (class 3) |
| T | Waterloo and Portsmouth via Botley. |
| U | Waterloo and Windsor. |
| V | Network Rail Great Western area except trains covered elsewhere Waterloo (Windsor) to Waterloo (Windsor) via Brentford and Twickenham. Gatwick Airport/Redhill to Reading (Class 1). Redhill to Reading (Class 2 - stopping) |
| W | Waterloo and Weymouth. Sandite trains (water jet only) London Bridge and Blackfriars via Mitcham Junction, Sutton and Wimbledon (class 2) |
| X | Out of gauge and exceptional loads |
| Y | Deicing and Sandite trains (see also W) Clapham Junction and Willesden (Class 2). Stratford to Clapham Junction via Willesden Junction (Class 2). ECS trains Waterloo to Clapham Yard/Wimbledon Park Depot. London Waterloo to Fareham/Southampton Central via Havant Brighton and Southampton Central via Eastleigh (Class 1) Trains not covered elsewhere |
| Z | Special Traffic Trains. Must NOT be used for WTT services STP additional trains not conforming to any route code |

1.3.2 Days of Operation

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

| Abbreviation | Description |
|-----------------|----------------------------------------------------------------------------------------------------------------------------------------|
| M | Monday |
| T | Tuesday |
| W | Wednesday |
| Th | Thursday |
| F | Friday |
| S | Saturday |
| Su | Sunday |
| EWD | Every Week Day (Monday to Saturday) |
| Daily | Every day – will not accept this; there must be a separate entry for Sundays (Note – need to include reference to new ITPS processes). |
| 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 |
|--------------|-----------------------------------------------------------------------------|
| 15X | DMU classes 150/153/155/156/158/159 |
| 17X | DMU classes 170 and 175 |
| 22X | DMU classes 220/221/222 |
| 80X | Bi-mode classes 800/802 |
| DMU | Any diesel multiple unit (excluding classes 220/221/222) |
| EMU | Any electric multiple unit |
| ECS | Empty Coaching Stock includes empty diesel and electric multiple units. |
| HST | Trains consisting of two Class 43 locomotives and Mk 3 passenger vehicles |
| LH | A passenger or parcels train hauled or propelled by one or more locomotives |
| LHCV | Locomotive hauled coaching vehicles |
| Power | Passenger stock equipped with power operated external doors |

1.3.4 Line Codes

| Abbreviation | Description |
|--------------|--------------------------|
| AL | Atlantic Lines |
| BKR | Back Road |
| BRV | Brighton Reversible |
| CL | Chatham Loop |
| CR | Carriage Road |
| DDG | Down Ripple Lane Chord |
| DFL | Down Fast Line |
| DNC | Down International CTRL |
| DFV | Down Fast Tonbridge Loop |
| DHL | Down St. Helier |
| DL | Down Line |
| DM | Down Main |
| DML | Down Main Line |
| DPL | Down Passenger Loop |
| DPV | Down Loop |
| DRV | Down Reversible |

| Abbreviation | Description |
|--------------|-------------------------------------------|
| DSL | Down Slow Line |
| DSV | Down Slow Tonbridge Loop |
| DV | Down Loop |
| DW | Down Windsor |
| DWC | Down CTRL West Chord |
| FL | Fast Line |
| GL | Goods Line |
| LW | Ladywell Loop |
| MFL | Main Fast Line |
| ML | Main line |
| MSL | Main Slow Line |
| NKD | Down North Kent Line Connection CTRL |
| NKU | Up North Kent Line Connection CTRL |
| NLC | CTRL – NLL Connecting Line |
| QL | Quarry Line |
| PCO | St Pancras to ECML Connecting Line |
| PNL | CTRL Silo Curve |
| PRL | CTRL Relief Line |
| RCL | Reception Line |
| RCP | Reception |
| REV | Reversible |
| RG | Redbridge Goods |
| RL | Relief Line |
| RVF | Reversible Fast Line |
| RVL | Reversible Line |
| RVS | Reversible Slow 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 |
| UA | Up Alton |
| UDG | Up Ripple Lane Chord |
| UEC | Up CTRL East Chord |
| UDL | Up & Down Fratton |
| UFL | Up Fast Line |
| UFV | Up Fast Tonbridge Loop |
| UHL | Up St. Helier |
| UL | Up Line |
| UM | Up Main |
| UMF | Up Main Fast |
| UML | Up Main Line |
| UMR | Up Main Relief |
| UMS | Up Main Slow |
| UPC | Up International CTRL |
| UPV | Up Passenger Loop |
| UQL | Up Quarry Line |
| UR | Up Reading |
| URV | Up Reversible |
| USL | Up Slow Line |
| USV | Up Slow Tonbridge Loop |
| UV | Up Loop |
| UW | Up Windsor |
| UWC | Up CTRL West Chord |
| UWF | Up Windsor Fast |
| UWL | Up West London |

| Abbreviation | Description |
|--------------|--------------------------|
| V | Loop |
| WCR | Carriage Washing Machine |
| WFL | Windsor Fast Line |
| WL | Windsor Line |
| WR1 | Windsor Relief Line 1 |
| WR2 | Windsor Relief Line 2 |
| WSL | Windsor Slow Line |

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

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

2 Route Description

2.1 Planning Geography

Network Rail maintains the planning geography and issues it to ~~Train Operators~~ **Timetable Participants** using the BPlan system. BPlan data is to be regarded as the master geography and it is the responsibility of ~~Train Operators~~ **Timetable Participants** 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 ~~P~~platforms, running lines, activities, etc. comply fully with all of the following rules. Any Network Links used for buses only are to have running line defined as BUS. All data used by a specifier must be that supplied by Network Rail: use of estimated times added or amended locally will cause the trains concerned to fail validation.

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

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

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

Locations in normal type are non-mandatory timing points and are required to be shown only for a specific activity with one or 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. *SW100* are only for reference purposes.

In the tables below, the following codes apply:

| | |
|---|----------------------------------------------------------------------|
| F | Only All freight trains are timed here |
| P | Only All 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 |

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------------------|-------------------------------------------------|-------------------------------------------|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>London Waterloo</u> | MSL MFL UMR DW UW RVL WR1 WR2 | | | Platform detail must be shown. |
| Waterloo C.H.S. | | - | S | |
| <i>International Junction</i> | | | | |
| <u>Waterloo West Crossings</u> | MSL MFL WFL WSL RVL | MSL MFL UMR UW RVL WR1 WR2 | | |
| <i>Carlisle Lane Junction</i> | | | | |
| Vauxhall | MFL MSL WFL WSL RVL | WL RVL MFL MSL | S X | |
| Nine Elms Junction | WL RVL UWL | WL RVL | | <i>To/from Linford Street Junction - SW100B</i> All trains on Windsor Lines must be timed at this point |
| Queenstown Road | MSL MFL WSL WFL RVL | WL MFL RVL | S X | Platform detail must be shown for trains planned via Platforms 2 or 3 or the Windsor Reversible (RVL). Timing point for all trains on the Windsor Lines, and trains crossing to/from Windsor side to/from Main Line |
| West London Junction (Windsor Side) | WSL WFL | WL RVL | X | <i>To/from Latchmere Junction (No 3) - SW100C</i> All up trains and only down trains to Clapham Yard or Latchmere Junction are timed here |
| West London Junction (Main Line) | - | MFL | X | Timing point for all trains to/from Clapham Yard |
| Clapham Junction Signal W1047 | - | | S | Timing point for ECS trains on WFL reversing into Clapham Yard |
| Clapham Junction Signal W1049 | - | | S | Timing point for ECS trains on WSL reversing into Clapham Yard |
| Clapham Yard | | WFL WSL MFL | S | ECS moves only |
| <u>Clapham Junction (Windsor Side)</u> | FL SL | WFL WSL | | Platform detail must be shown. <i>To/from Longhedge Junction - SW100D.</i> <i>To/from Latchmere Junction (No 2) - SW100E.</i> <i>To/from Wandsworth Town - SW210</i> |
| <u>Clapham Junction (Main Line)</u> | FL SL | MFL MSL | | Platform detail must be shown. <i>To/from Earlsfield - SW105</i> |

SW100B NINE ELMS JUNCTION TO LINFORD STREET JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------|------|--------|------|-------------------------------------------------------------------------------------------------------|
| | | | | |
| Nine Elms Junction | - | WL RVL | | <i>To/from Vauxhall - SW100</i> |
| Linford Street Junction | - | - | X | Timing point for services to/from Nine Elms Junction only. <i>To/from Factory Junction - SO110</i> |

SW100C WEST LONDON JUNCTION TO LATCHMERE JUNCTION (NO 3)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------------------|------------|------------|------|-----------------------------------------------------------------------------------------------------------|
| | | | | |
| West London Junction (Windsor Side) | DRV URV | WL RVL | | <i>To/from Nine Elms Junction - SW100</i> |
| Latchmere Junction (No 3) | DWL UWL | URV DRV | | <i>For planning purposes, timing point shown as Latchmere Junction. To/from West Brompton - SO250</i> |

SW100D CLAPHAM JUNCTION TO LONGHEDGE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------------|------|-------|------|---------------------------------------------------------------------------------------|
| | | | | |
| Clapham Junction (Windsor Side) | - | FL SL | | Platform detail must be shown. <i>To/from Wandsworth Town - SW210</i> |
| Longhedge Junction | - | - | | <i>To/from Factory Junction - SO250. To/from Stewarts Lane Junction - SO 250B</i> |

SW100E CLAPHAM JUNCTION TO LATCHMERE JUNCTION (NO 2)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------------|------------|------------|------|---------------------------------------------------------------------------------------------------------|
| | | | | |
| Clapham Junction (Windsor Side) | DLC ULC | FL SL | | Platform detail must be shown. <i>To/from Wandsworth Town - SW210</i> |
| Latchmere Junction (No 2) | DWL UWL | ULC DLC | | <i>For planning purposes timing point shown as Latchmere Junction To/from West Brompton - SO250</i> |

SW105 CLAPHAM JUNCTION TO WEYMOUTH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------------|---------------|------------|------|-------------------------------------------------------------------|
| | | | | |
| Clapham Junction (Main Line) | FL SL | MFL MSL | | Platform detail must be shown. <i>To/from Vauxhall - SW100</i> |
| Earlsfield | FL SL | SL | S | |
| Wimbledon Signal W1101 | - | | S | Shunt moves only |
| Wimbledon Signal W1105 | - | | S | Shunt moves only |
| Durnsford Road Staff Halt | | FL SL | S X | Up trains only |
| Wimbledon Park C.S.D. | FL UFL USL | FL SL | S | ECS moves only |
| Wimbledon Park Depot No. 1 UCS | - | | S | |

SW105 CLAPHAM JUNCTION TO WEYMOUTH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------------|--------------------------|---------------------|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Wimbledon (Wessex Side)</u> | FL SL UFL USL | FL SL | | Platform detail must be shown. <i>To/from Wimbledon Park (LUL) - SW225</i> |
| Wimbledon West Junction | FL SL - UHL DHL | FL SL UHL DHL | X | Timing point for trains to/from Sussex Side. <i>To/from Wimbledon (Sussex side)/Wimbledon Chase - SO700</i> |
| Raynes Park | SL | FL SL | S X | Timing point for all trains on Slow Lines and trains crossing from Up Slow to Up Fast Lines. <i>To/from Motspur Park - SW180</i> |
| <u>New Malden</u> | FL SL | FL SL | | <i>To/from Norbiton - SW190</i> |
| Berrylands | SL | SL | S | |
| Berrylands Junction | | FL SL | | Timing point for all trains on Up Fast and Up Slow. |
| <u>Surbiton</u> | FL SL | FL SL | | Platform detail must be shown. <i>To Thames Ditton - SW195</i> |
| Surbiton Signal WK1104 | | - | S | Shunt moves only |
| Surbiton Signal WK1106 | | - | S | Shunt moves only |
| <u>Hampton Court Junction</u> | FL SL | FL SL | | <i>From Thames Ditton - SW195. To/from Hinchley Wood – SW200</i> |
| Esher | SL | SL | S | |
| Hersham | SL | SL | S | |
| Walton on Thames | SL | SL | S | |
| Weybridge | FL SL | FL SL | S X | Timing point for all trains on Slow Lines, Down Trains crossing from Fast Line to Slow Line and vv, Up Trains crossing from Slow Line to Fast Line. Platform detail must be shown. <i>To/from Addlestone Junction - SW255</i> |
| Byfleet and New Haw | FL SL | - SL | S X | Timing point for all trains on Slow Lines, Up trains crossing Fast to Slow Lines, and Down trains crossing from Slow Line to Fast Line. <i>To/from Addlestone Junction – SW255A</i> |
| West Byfleet | FL SL | SL | S | |
| Woking Signal WK1201 | - | | S | |
| Woking Signal WK1203 | - | | S | |
| Woking East End Sidings | - | | S | |
| <u>Woking</u> | FL SL UFL USL | FL SL | | Platform detail must be shown |
| Woking Up Yard Entry/Exit | - | - | S X | Timing point for services to/from Woking Up Yard Sidings and services that run round in Woking Up Yard and depart to the West. |
| Woking Down Yard Sidings | SL - | | S | Timing point for services using the London end of Down Yard. |
| Woking Signal WK608 | | - | S | |
| Woking Signal WK1208 | | - | S | |
| Woking Signal WK1220 | | - | S | |
| Woking Up Yard Reception | - | SL | S | No. 1 and No. 2 Reception Roads. |
| Woking Up Yard Sidings | | - | S | Dead End Sidings No. 1 – 8. |

SW105 CLAPHAM JUNCTION TO WEYMOUTH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------------|-------|---------------------|------|------------------------------------------------------------------------------------|
| Woking Junction | FL SL | FL SL DFL DSL | | <i>To/from Guildford - SW110</i> |
| Woking Signal WK1212 | | - | S | |
| Woking Signal WK1214 | | - | S | |
| Brookwood London End | SL | | X | Timing point for Down trains crossing from Fast Line to Slow Line |
| Brookwood | FL SL | FL SL | S X | Timing point for trains crossing from Slow Lines to Fast Lines |
| Brookwood Country End | | SL | X | Timing point for Up trains crossing Fast Line to Slow Line |
| Pirbright Junction | SL | SL | | Timing point for all trains on Slow Lines only. <i>To/from Ash Vale - SW120</i> |
| Farnborough London End | SL | | X | Timing point for Down trains crossing Fast Line to Slow Line |
| Farnborough (Main) | FL SL | FL SL | | |
| Farnborough Country End | | SL | X | Timing point for Up trains crossing Fast Line to Slow Line |
| Fleet | SL | SL | | Timing point for all trains on Slow Lines only |
| Winchfield London End | SL | | X | Timing point for Down trains crossing Fast Line to Slow Line |
| Winchfield | FL SL | FL SL | S X | |
| Winchfield Country End | | SL | X | Timing point for Up trains crossing Fast Line to Slow Line |
| Hook | SL | SL | S | |
| Basingstoke Signal BE5105 | - | | S | Shunt moves only |
| Basingstoke Signal BE5106 | - | | S | Shunt moves only |
| Basingstoke Barton Mill C.S.D. | - | | S | ECS moves only |
| Basingstoke Barton Mill E | | - | S | ECS moves only. Up Siding East. |
| Basingstoke Down East End Sidings | - | | S | ECS moves only |
| Basingstoke | FL SL | FL SL | | Platform detail must be shown. <i>To/from Bramley - SW125</i> |
| Basingstoke West Yard | | - | S | ECS moves only |
| Basingstoke Down Yard | | - | S | ECS moves only |
| Basingstoke Signal BE5109 | | - | S | Shunt moves only |
| Worting Junction | - | FL SL | | <i>To/from Overton - SW115</i> |
| Micheldever Signal EH125 | - | | S | Shunt moves only |
| Micheldever Signal E229 | - | | S | Shunt moves only |
| Micheldever Oil Sidings | | - | S | |
| Micheldever Micheldever | - | - | S | |
| Weston | | | | |
| Wallers Ash | - | - | | |
| Winchester Signal EH249X | - | | S | Reverse moves only. |
| Winchester Baltic Siding | - | | S | |
| Winchester | - | - | | Platform detail must be shown |
| Shawford Down Junction | FL SL | | | Timing point for all Down trains only |

SW105 CLAPHAM JUNCTION TO WEYMOUTH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------------|--------------|-----------------------|------|------------------------------------------------------------------------------------------------------------------|
| Shawford | FL SL | - | S | |
| Shawford Up Junction | | - | | Timing point for all Up trains |
| Eastleigh Signal E214 | - | | S | Shunt moves only. |
| Allbrook Allbrook | FL SL RCL | FL SL | X | |
| Eastleigh East Yard | - | | S | |
| Eastleigh P.A.D. | | - | S | |
| Eastleigh Signal E26 | SL | | S | |
| Eastleigh Signal 222 | - | | S | Shunt moves only. |
| Eastleigh Signal E230 | - | | S | Shunt moves only. |
| Eastleigh East Junction | - | - | S X | Timing point for all trains to/from Romsey. <i>To/from Romsey - SW130</i> |
| Eastleigh Signal E225 | - | FL DFL DSL - | S X | Timing point for all services to/from yard via 440 points. |
| Eastleigh | - | FL SL DFL DSL - | | Platform detail must be shown |
| Eastleigh Marshalling Yard | | - | S | |
| Eastleigh Virtual Quarry | - | - | S X | Down Carriage Sidings No. 7 – 14. Back Roads 1 and 2. <i>To/from Eastleigh South Junction – SW135</i> |
| <i>Eastleigh West Junction</i> | | | | <i>To/from Fareham - SW135</i> |
| Eastleigh D.C.S. | - | - | S | Down Carriage Siding No. 1 |
| Eastleigh Aggregate Sidings | | - | S | Tiploc – ELGHAGG Tiploc – ELGHAGF (Freightliner) |
| Eastleigh Depot Signal 241 | - | - | S X | Timing point for trains to/from Eastleigh Works |
| Eastleigh Depot Signal 243 | - | | S X | Timing point for trains to Eastleigh T.&R.S.M.D. via Depot Exit Road 2 |
| Eastleigh Depot Signal 245 | | - | S X | Timing point for trains from Eastleigh T.&R.S.M.D. via Depot Exit Road 1 |
| Eastleigh Signal E247 | | - | S | Shunt moves only. |
| Eastleigh T.&R.S.M.D. | - | - | S | ECS and LE moves only |
| Eastleigh Works | | - | S | Tiploc – ELGHBRM Tiploc – ELGHAFL (Freightliner) Tiploc – ELGHGBR (GBRF) |
| Eastleigh T.&R.S.M.D | - | - | S | ECS and LE moves only. |
| Eastleigh Sig E85 | | - | S | Timing point for all trains stopping in Eastleigh Up Loop |
| Southampton Airport Parkway | - | FL SL | | Timing Point for All Up trains |
| Swaythling | - | - | S | |
| St Denys | FL SL - | - | | <i>To/from Bitterne - SW140</i> |
| St. Denys Signal E704 | | - | S | |
| St. Denys Signal E706 | | - | S | |
| St. Denys Signal E904 | | - | S | |
| Southampton Up Yard | FL - | - | S | Timing point for freight services receiving aggregates traffic and services reversing in Reception Sidings |
| Northam Depot Recp. Line | - | | S X | |
| Northam Depot Staff Halt | - | | S | |
| Northam C.S.D. | - | - | S | |

SW105 CLAPHAM JUNCTION TO WEYMOUTH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------------|--------------------------|-----------------------|------|---------------------------------------------------------------------------------------------------------------------------|
| <u>Northam Junction</u> | - UL | FL SL | | <i>To/from Southampton Eastern Docks - SW145</i> |
| <u>Southampton Central</u> | FL SL UFL DPL - | - DL | | Platform detail must be shown. Trains to Millbrook FLT via UFL. |
| Southampton Signal E740 | | - | S | |
| Southampton Signal E930 | | - | S | |
| Southampton Signal E744 | | - | S | |
| Southampton Signal E746 | | - | S | |
| Southampton Up Goods Loop | UFL | - | S | |
| Southampton Down Loop | FL - | - | S | |
| Millbrook | FL SL UFL BKR - | FL SL DFL DPL - | S X | Timing point for trains to/from Millbrook FLT and Maritime Back Road <i>To/from Southampton Western Docks – SW105A</i> |
| Millbrook Sig E941 | BKR - | | S | Timing point for run-round movements to/from Western Docks |
| Millbrook FLT | - | - | S | |
| Millbrook Sig E942 | | BKR | S | |
| <u>Church Lane Junction</u> | RG - | FL SL DFL BKR | | |
| Maritime East Junction | RG - | RG BKR | | Timing point for trains on Redbridge Goods and Maritime Back Road |
| Southampton MCT | - | - | S | |
| Maritime West Junction | RG - | RG - | | Timing point for trains on Redbridge Goods |
| Redbridge Reception Sidings | - | - | S | |
| Redbridge Signal E973 | - | | S | |
| <u>Redbridge</u> | - | RG - | | |
| <i>Redbridge Junction</i> | | | | <i>To/from Romsey - SW150</i> |
| <u>Totton</u> | - | - DL | | Platform detail must be shown |
| Totton Yard | - | | S | |
| Totton Fawley Loops | - | - | S X | <i>To/from Marchwood – SW155</i> |
| Ashurst New Forest | - | - | S | |
| Beaulieu Road | - | - | S | |
| <u>Brockenhurst</u> | - | - | | Platform detail must be shown. <i>To/from Lymington Town - SW160</i> |
| Brockenhurst Down Siding | - | | S | |
| Brockenhurst Up Siding | | - | S | |
| Brockenhurst Signal BH62 | | - | S | |
| Sway | - | - | S | |
| New Milton | - | - | S | |
| Hinton Admiral | - | - | S | |
| Christchurch | - | - | S | |
| Pokesdown | - | - | S | |
| Bournemouth Sig BC1011 | - | | S | |
| <u>Bournemouth</u> | - | - | | Platform detail must be shown |
| Bournemouth Middle Sdg | | - | S | |
| Bournemouth Up Siding | - | | S | |
| Bournemouth Signal BC164 | | - | S | |
| Branksome Signal BC1021 | - | | S | Shunt moves only |

SW105 CLAPHAM JUNCTION TO WEYMOUTH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------|----|------|-----------------------------------------------------------------------------------------------------------------------|
| Branksome | - | - | | Platform detail must be shown. |
| Bournemouth T&R.S.M.D. | | - | S | ECS workings to/from Branksome |
| Parkstone | - | - | S | |
| Poole | - | - | | Platform detail must be shown |
| Poole Signal PW5200 | | - | S | |
| Poole S.S. | - | - | S | |
| Poole Signal PW5210 | | - | S | |
| Hamworthy | - | - | S X | Timing point for all freight trains to and from Hamworthy Goods - Route SW165 |
| <i>Hamworthy Junction</i> | - | - | | <i>To/from Hamworthy Goods - SW165</i> |
| Holton Heath | - | - | S | |
| Wareham Down Sidings | - | | S | |
| Wareham | - | - | | Platform detail must be shown |
| Wareham Signal PW5242 | | - | S | Shunt moves only |
| Worgret Junction | - | - | X | Timing point for all trains to and from Furzebrook and the Swanage Railway <i>To/from Swanage Railway - SW105B</i> |
| Wool Signal PW5255 | - | | S | Shunt moves only |
| Wool Signal PW5659 | - | | S | Shunt moves only |
| Wool Up Sidings | | - | S | Tiploc WOOLMOD Tiploc WOOLFHH (Freightliner) Tiploc WOOLGBR (GBRF) |
| Wool | - | - | | Platform detail must be shown |
| Wool Signal PW5264 | | - | S | |
| Winfrith Sidings | - | | S | |
| Winfrith Ground Frame | - | - | S | |
| Moreton | - | - | | |
| Dorchester South | - | - | | Platform detail must be shown |
| Dorchester Junction | - | - | | <i>To/from Dorchester West - SW175</i> |
| Upwey Signal DR188 | | - | | Timing point for all Up trains |
| Upwey Signal DR189 | - | | | Timing point for all Down trains |
| Upwey | - | - | S | |
| Weymouth Jersey Sidings | - | | S | |
| Weymouth Jubilee Siding | | - | S | |
| Weymouth Junction | | - | X | <i>To/from Weymouth Signal DR194 - SW105C</i> |
| Weymouth | | - | | Platform detail must be shown |

SW105A MILLBROOK TO SOUTHAMPTON WESTERN DOCKS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------------|------|------------|------|--------------------------------------------------------------------------------------------------------------------|
| Millbrook | - | DFL DPL | S X | Timing point for trains to/from Millbrook FLT and Maritime Back Road <i>To/from Southampton Central – SW105</i> |
| Millbrook Dock Entrance | - | | | Timing point for all trains entering Western Docks. |
| Millbrook Dock Exit | | - | | Timing point for all trains departing Western Docks. |
| <u>Southampton Western Docks</u> | | - | | |

SW105B WORGRET JUNCTION TO SWANAGE RAILWAY NR BOUNDARY

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------------------------|--------|----|------|------------------------------------------------------------------------------------------------------|
| Worgret Junction | SINGLE | - | | Timing point for all trains to and from Furzebrook/Swanage Railway <i>To/from Wareham - SW105</i> |
| <i>NR Boundary with Swanage Railway (126m 61ch)</i> | | | | |

SW105C WEYMOUTH JUNCTION TO WEYMOUTH SIGNAL DR194

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------------|------|----|------|------------------------------|
| Weymouth Junction | - | - | X | <i>To/from Upwey - SW105</i> |
| <u>Weymouth Signal DR194</u> | | - | | |

SW110 WOKING JUNCTION TO PORTSMOUTH HARBOUR

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------|------------------------|---------------------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Woking Junction</u> | - | FL SL DFL DSL | | <i>To/from Woking - SW105</i> |
| Woking Down Reception Roads | - | - | S | Timing point to and from Woking Down Reception Headshunt. |
| Woking Down Aggregates Yard | | - | S | Tiploc – WOKINGY (DBC) Tiploc – WOKIDGB (GBRF) Tiploc – WOKINGF (FLHH) Tiploc- WOKIDAY (Non-Operator specific) Timing point shown at headshunt in TPS due to system limitations. |
| Woking Signal WK610 | | - | S | Reversal point for trains to and from Woking Down Reception Roads |
| Woking Down Reception Headshunt | | - | S | Reversal point to and from Woking Down Reception Roads. |
| Worplesdon | - | - | S | |
| Guildford Signal GD635 | - | | S | |
| Guildford North Box Sidings | - | | S | |
| Guildford U.C.H.S. | | - | S | |
| <u>Guildford</u> | - UL | - | | Platform detail must be shown. <i>To/from Ash - SW265.</i> <i>To/from London Road (Guildford) - SW200</i> |
| Guildford Signal 826 | | - | S | |
| Guildford Signal GD1308 | | - | S | |
| <u>Shalford Junction</u> | - | - | | <i>To/from Shalford - SW300</i> |
| <u>Farncombe</u> | - | - | | |
| Godalming | - | - | S | |
| Milford | - | - | S | |
| Witley | - | - | S | |
| Haslemere Signal BEP2873 | - | | S | Shunt moves only. |
| Haslemere Up Siding No. 3 | - | | S | |
| <u>Haslemere</u> | - | - | | Platform detail must be shown |
| Haslemere Up Siding No. 1 | | - | S | |
| Haslemere Signal BEP2874 | | - | S | Shunt moves only. |
| Liphook | - | - | S | |
| Liss | - | - | S | |
| Petersfield Signal BEP2917 | - | | S | Shunt moves only. |
| <u>Petersfield</u> | - | - | | Platform detail must be shown |
| Rowlands Castle | - | - | S | |
| Havant Signal HT503 | - | | S | Shunt moves only |
| <u>Havant</u> | - | - | | Platform detail must be shown. <i>To/from Warblington - SO520</i> |
| Havant Signal No HT500 | | - | S | Shunt moves only |
| Bedhampton | - | - | S | |
| <u>Farlington Junction</u> | - | - | | <i>To/from Cosham Junction - SW140A</i> |
| <u>Portcreek Junction</u> | - | - | | <i>To/from Cosham Junction - SW140</i> |
| Hilsea | - | - | S | |
| Fratton Signal 553 | - | | S | Shunt moves only |
| Fratton Signal 555 | - | | S | Shunt moves only |
| <u>Fratton East</u> | DML UDL RCP - | - | X | Timing point for all Down trains. Timing point for all Up trains crossing from the Reception Rd No.1/Back Road and all trains reversing at Fratton East. |
| Fratton Signal HT460 | | - | S | |

SW110 WOKING JUNCTION TO PORTSMOUTH HARBOUR

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------------|-----------------|----------------------------|------|--------------------------------------------------------------------------------------|
| Fratton | DML UDL | - | | Platform detail must be shown |
| Fratton Depot Fuel Point | - | - RCP | S | |
| Fratton S.S. | - | - | S | |
| Fratton C.S.D. | - | | S | ECS moves only |
| Fratton Staff Halt | - DML BKR | - | S | Timing point for trains to/from Fratton C.S.D./Fratton S.S./Fratton Depot Fuel Point |
| Fratton Signal HT554 | | DML - | S | Shunt moves only |
| Portsmouth & Southsea Back Road | BKR | - | S | |
| Portsmouth & Southsea Signal HT571 | - | | S | Shunt moves only |
| Portsmouth & Southsea Signal HT573 | - | | S | Shunt moves only |
| Portsmouth & Southsea D.C.H.S | | BKR | S | |
| Portsmouth and Southsea | - | UML UDL DML BKR - | | Platform detail must be shown |
| Portsmouth Harbour Sig 591 | - | | S | Shunt moves only |
| Portsmouth Harbour | | - | | Platform detail must be shown |

SW115 WORTING JUNCTION TO PINHOE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|--------|-------|------|--------------------------------------------------------------------------------|
| Worting Junction | - | FL SL | | <i>To/from Basingstoke - SW105</i> |
| Overton | - | - | | |
| Whitchurch | - | - | | Timing point for all Up trains and stopping Down trains. |
| Whitchurch Signal BE451 | - | | | Timing point for all Down trains. |
| Andover | - | - | | Platform detail must be shown. <i>To/from Ludgershall MOD - SW115A</i> |
| Andover Shunt Signal BE5202 | | - | S | |
| Grateley | - | - | | |
| Porton | - | - | | Signal WA286 (Down). Signal WA287 (Up). |
| Laverstock North Junction | - | - | | <i>To/from Laverstock South Junction - SW115B</i> |
| Salisbury Tunnel Junction | - | - | | <i>To/from Laverstock South Junction - SW150</i> |
| Salisbury East Yard | - | - | S | |
| Salisbury Signal SY215 | - | | S | Shunters Release required. Shunt signal. |
| Salisbury Signal SY217 | - | | S | Shunt signal |
| Salisbury East C.H.S. | - | | S | ECS moves only |
| Salisbury | - | - | | Platform detail must be shown. Holding Siding must be shown as Platform HS. |
| Salisbury Reception Line | - | - TS | S X | Timing point for trains to/from Salisbury T&R.S.M.D. |
| Salisbury T&R.S.M.D. | - | - | S | ECS moves only |
| Salisbury West End | | - | S | West Carriage Siding |
| Salisbury Signal SY240 | | - | S | Shunt signal |
| Salisbury Signal SY52 | | - | S | |
| Wilton Junction | - | - | | <i>To/from Warminster - SW170.</i> |
| Wilton | - | - | | |
| Wilton South | | - | S | Timing point for reverse movements on single line behind SY58. |
| Tisbury Loop | - | - | | Passing point |
| Tisbury | - | - | S | |
| Gillingham | - | - | | Passing point. Platform detail must be shown |
| Templecombe | ML RVL | - | | |
| Templecombe Down Siding | - | | S | |
| Templecombe Signal SE4688 | | - | S | |
| Sherborne | ML RVL | - | | Platform detail must be shown |
| Yeovil Jn Signal 4717 | ML | | S | |
| Yeovil Jn Signal 4719 | RVL | | S | |
| Yeovil Jn Signal 4721 | - | | S | |
| Yeovil Jn Signal 4723 | - | | S | |
| Yeovil Dn Sdgs 1&2 | - | | S | Tiploc YOVIJDS. Siding detail must be shown. |
| Yeovil Jn Dn Main Sdg | | - | S | Tiploc YOVIJMS |
| Yeovil Jn Heritage Platform | | - | S | Tiploc YOVIJDP |
| Yeovil Junction | - | - | | Platform detail must be shown. <i>To/from Yeovil Pen Mill - SW115C</i> |
| Crewkerne | - | - | | |
| Chard Junction Signal Box | - | - | | Passing point |
| Axminster East Junction | DM UM | - | | |

SW115 WORTING JUNCTION TO PINHOE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------|-------|-------|------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Axminster</u> | DM UM | DM UM | | Passing point. Platform detail must be shown |
| <u>Axminster West Junction</u> | - | DM UM | | |
| Honiton Signal 4803 | - | | S | |
| <u>Honiton</u> | - | - | | Passing Point Platform detail must be shown |
| Honiton Signal 4808 | | - | S | |
| <u>Feniton</u> | - | - | | |
| Whimple | - | - | S | |
| Cranbrook | - | - | S | |
| <u>Pinhoe</u> | - | - | | Passing point. Regional handover timing point <i>To/from Exmouth Junction – Refer to Western & Wales Timetable Planning Rules – GW610.</i> |

SW115A ANDOVER TO LUDGERSHALL MOD

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------------|------|----|------|---------------------------------------------------------------------|
| <u>Andover</u> | - | - | | Platform detail must be shown. <i>To/from Whitchurch - SW115</i> |
| Andover Sidings | - | | S | |
| Ludgershall Branch Stop Board | - | - | | Only for associated Freight Trains |
| Ludgershall MOD | - | - | S | |

SW115B LAVERSTOCK NORTH JUNCTION TO LAVERSTOCK SOUTH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|------|----|------|------------------------------------------------------------------------------|
| <u>Laverstock North Junction</u> | - | - | | To/from Grateley - SW115 |
| Laverstock South Junction | - | - | X | Timing point for trains using Laverstock curve only. To/from Dean - SW150 |

SW115C YEOVIL JUNCTION TO YEOVIL PEN MILL

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------|------|----|------|----------------------------------------------------------------------|
| <u>Yeovil Junction</u> | - | - | | Platform detail must be shown. <i>To/from Crewkerne - SW115</i> |
| Yeovil Junction Sidings | | - | S | |
| Yeovil Jn Signal 4753 | - | | S | |
| <u>Yeovil Pen Mill</u> | - | - | | Platform detail must be shown. <i>To/from Castle Cary - SW175</i> |

| SW120 PIRBRIGHT JUNCTION TO ALTON | | | | |
|--------------------------------------------|-------------|-----------|-------------|-----------------------------------------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Pirbright Junction | - | SL | | Timing point for Slow Lines only. <i>To/from Brookwood - SW105</i> |
| <i>Ash Vale Junction</i> | | | | <i>To/from Frimley Junction - SW260</i> |
| Ash Vale | - | - | | |
| <u>Aldershot North Junction</u> | - | - | | <i>To/from Aldershot South Junction - SW120A</i> |
| Aldershot Signal WK1371 | - | | S | |
| Aldershot | - | - | | Platform detail must be shown |
| Aldershot Signal WK1378 | | - | S | |
| Farnham | - UA | - | | Platform detail must be shown |
| Farnham Signal WK438 | | - | S | |
| Farnham Signal WK1383 | - | | S | Shunt moves only. |
| Farnham Depot Reception Road | - | - | S X | |
| <u>Farnham Single Line Junction</u> | - | - | | |
| Farnham C.S.D. | | - | S | ECS moves only |
| <u>Bentley</u> | - | - | | Passing point. Platform detail must be shown |
| Holybourne Oil Sidings | | - | S | |
| <u>Alton</u> | | - | | Platform detail must be shown |

SW120A ALDERSHOT NORTH JUNCTION TO ALDERSHOT SOUTH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------|------|----|------|---------------------------|
| | | | | |
| <u>Aldershot North Junction</u> | - | - | | To/from Aldershot - SW120 |
| <u>Aldershot South Junction</u> | - | - | | To/from Ash - SW265 |

SW125 SOUTHCOTE JUNCTION TO BASINGSTOKE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------|-------|----|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | |
| <u>Southcote Junction</u> | - | - | | Regional handover timing point. Great Western Region timing point To/from Oxford Road Junction – Refer to Western & Wales Timetable Planning Rules – GW500. |
| Reading Green Park | - | - | S | |
| Mortimer | - | - | S | |
| <u>Bramley</u> | - | - | | |
| Basingstoke Signal BE541 | UR | | X | Timing point for Down trains via 2606A/B points and bi-directional Up Reading |
| Basingstoke Signal BE547 | - | | S | |
| Basingstoke Signal BE549 | - | | S | |
| Basingstoke North Yard | | - | S | |
| <u>Basingstoke</u> | FL SL | - | | Platform detail must be shown. To/from Worting Junction - SW105 |

SW130 EASTLEIGH EAST JUNCTION TO ROMSEY

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------------|------|----|------|--------------------------------------------------------------------------|
| | | | | |
| Eastleigh East Junction | - | - | S X | Timing point for all trains to/from Romsey. To/from Eastleigh - SW105 |
| Eastleigh Signal E228 | | - | S | |
| <u>Eastleigh Single Line Junction</u> | - | - | | |
| Chandlers Ford | - | - | S | |
| <u>Romsey Single Line Junction</u> | - | - | | |
| Romsey Signal E883 | - | | S | Timing point for all trains which stop at this signal |
| <u>Romsey</u> | - | - | | Platform detail must be shown. To/from Mottisfont - SW150 |

SW135 EASTLEIGH WEST JUNCTION TO FAREHAM

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------|------|----|------|----------------------------------------------------------------------------------------------------------|
| <i>Eastleigh West Junction</i> | | | | <i>To/from Eastleigh - SW105</i> |
| Eastleigh Virtual Quarry | - | - | S X | Down Carriage Sidings No. 7 – 14. Back Roads 1 and 2. <i>To/from Eastleigh Signal E225 – SW105</i> |
| Eastleigh South Junction | - | - | | |
| Eastleigh Aggregate Sidings | | - | S | Tiploc – ELGHAGG Tiploc – ELGHAGF (Freightliner) |
| Eastleigh T&R.S.M.D. | | - | S | ECS and LE moves only |
| Hedge End | - | - | S | |
| Botley Signal E295 | - | | S | |
| Botley Aggregate Sidings | - | - | S | |
| Botley | - | - | | |
| Fareham Signal E821 | - | | S | |
| Fareham North Junction | - | - | | |
| Fareham Signal E825 | - | | S | |
| Fareham ARC Sidings | - | - | S | |
| Fareham | - | - | | Platform detail must be shown. <i>To/from Portchester - SW140</i> |

SW140 ST DENYS TO PORTCREEK JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------|------|-------|------|---------------------------------------------------------------------------------|
| St Denys | - | FL SL | | <i>To/from Northam Junction - SW105</i> |
| Bitterne | - | - | S | |
| Signal E803 | - | | | Timing point for all Down trains. |
| Woolston | - | - | S | |
| Sholing | - | - | | Timing point for all Up trains and stopping Down trains. |
| Netley | - | - | | Timing point for all Down trains and stopping Up trains. |
| Hamble | - | - | | Timing point for all Up trains and stopping Down trains. |
| Bursledon | - | - | | Timing point for all Down trains and stopping Up trains. |
| Swanwick | - | - | | |
| Fareham Signal E283 | - | | S | Shunt moves only |
| Fareham ARC Sidings | - | - | S | |
| Fareham | - | - | | Platform detail must be shown. <i>To/from Fareham North Junction - SW135</i> |
| Portchester | - | - | S | |
| Cosham | - | - | | |
| Cosham Junction | - | - | | <i>To/from Farlington Junction - SW140A</i> |
| Portcreek Junction | - | - | | <i>To/from Hilsea - SW110</i> |

SW140A COSHAM JUNCTION TO FARLINGTON JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------|----|------|----------------------------|
| | | | | |
| <u>Cosham Junction</u> | - | - | | To/from Cosham - SW140 |
| <u>Farlington Junction</u> | - | - | | To/from Bedhampton - SW110 |

SW145 NORTHAM JUNCTION TO SOUTHAMPTON EASTERN DOCKS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|------|-------|------|--------------------------|
| | | | | |
| <u>Northam Junction</u> | - | FL SL | | To/from St Denys - SW105 |
| Northam Sig. E842 | | - | S | |
| <u>Southampton Dock Gates</u> | - | - | | |
| <u>Southampton Eastern Docks</u> | | - | | |

SW150 REDBRIDGE TO SALISBURY TUNNEL JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|------|----|------|-----------------------------------------------------------------------------------------------|
| | | | | |
| <i>Redbridge Junction</i> | | | | To/from Redbridge - SW105 |
| <u>Romsey</u> | - | - | | Platform detail must be shown. To/from Eastleigh East Junction - SW130 |
| Mottisfont & Dunbridge | - | - | S | |
| <u>Dean</u> | - | - | | |
| Laverstock South Junction | - | - | X | Timing point for trains using Laverstock Curve. To/from Laverstock North Junction - SW115B |
| <u>Salisbury Tunnel Junction</u> | - | - | | To/from Salisbury - SW115 |

SW155 TOTTON FAWLEY LOOPS TO FAWLEY

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------|------|----|------|------------------------|
| | | | | |
| Totton Fawley Loops | - | - | S X | To/from Totton – SW105 |
| <u>Marchwood</u> | - | - | | |
| Marchwood MOD | - | - | S | |
| Fawley Esso | | - | S | |

SW160 BROCKENHURST TO LYMINGTON PIER

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------|------|----|------|-----------------------------------------------------------------|
| | | | | |
| <u>Brockenhurst</u> | - | - | | Platform detail must be shown. To/from Beaulieu Road - SW105 |
| Brockenhurst Signal BH16 | | - | S | |
| Lymington Town | - | - | S | |
| <u>Lymington Pier</u> | | - | | |

SW165 HAMWORTHY JUNCTION TO HAMWORTHY GOODS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------|------|----|------|----------------------------------|
| <i>Hamworthy Junction</i> | | | | <i>To/from Hamworthy - SW105</i> |
| Hamworthy TC | - | - | S | |
| Hamworthy Goods | | - | S | |

SW170 WARMINSTER TO WILTON JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------|------|----|------|------------------------------------------------------------------------------------------------------------------------------------|
| <u>Wilton Junction</u> | - | - | | <i>To/from Salisbury - SW115</i> |
| Wilton Junction G.S.P. | - | - | S X | <i>To/from Quidhampton Sidings – SW170A</i> |
| <u>Wishford</u> | - | - | | |
| <u>Wylve A H B</u> | - | - | | |
| <u>Upton Lovell A H B</u> | - | - | | |
| Warminster Signal W308 | - | | | Timing point for Down services only. <i>To/From Dilton Marsh – GW5001 Refer to Western & Wales Timetable Planning Rules</i> |
| Warminster Signal W301 | | - | | Timing point for Up services only. <i>To/From Dilton Marsh – GW5001 Refer to Western & Wales Timetable Planning Rules</i> |

SW170A WILTON JUNCTION G.S.P. TO QUIDHAMPTON SIDINGS

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------|----|------|-----------------------------------|
| Wilton Junction G.S.P. | - | - | S X | <i>To/from Warminster - SW170</i> |
| Quidhampton Sidings Imerys | | - | S | |

SW175 CASTLE CARY TO DORCHESTER JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------|----|------|--------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Castle Cary</u> | - | - | | Regional handover timing point. <i>To/from East Somerset Junction – GW500 Refer to Western & Wales Timetable Planning Rules.</i> |
| <u>Yeovil Pen Mill</u> | - | - | | All trains to/from Maiden Newton must stop for token working. Platform detail must be shown. <i>To/from Yeovil Junction - SW115C</i> |
| Thornford | - | - | S | |
| Yetminster | - | - | S | |
| Chetnole | - | - | S | |
| <u>Maiden Newton</u> | - | - | | All trains must stop for token working. |
| <u>Dorchester West</u> | - | - | | Passing point |
| <u>Dorchester Junction</u> | - | - | | <i>To/from Upwey - SW105</i> |

SW180 RAYNES PARK TO LEATHERHEAD

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------|------|-------|------|------------------------------------------------------------------------------------------------------------------------------------------------|
| Raynes Park | - | FL SL | | Timing point for all trains on Slow Lines and trains crossing from Up Slow to Up Fast Lines. <i>To/from Wimbledon (Wessex Side) - SW105</i> |
| Motspur Park | - | - | | |
| <i>Motspur Park Junction</i> | | | | <i>To/from Malden Manor - SW185</i> |
| Worcester Park | - | - | S | |
| Stoneleigh | - | - | S | |
| Ewell West | - | - | S | |
| Epsom Signal W1181 | - | | S | |
| Epsom | - | - | | Platform detail must be shown. <i>To/from Ewell East - SO680</i> |
| Epsom Down Siding | | - | S | Siding detail must be shown. |
| Epsom Up Siding | | - | S | Siding detail must be shown. |
| Ashtead | - | - | S | |
| Leatherhead Signal W1195 | - | | S | |
| Leatherhead | - | - | | Platform detail must be shown. <i>To/from Bookham - SW205.</i> <i>To/from Box Hill & Westhumble - SO680</i> |

SW185 MOTSPUR PARK JUNCTION TO CHESSINGTON SOUTH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------|------|----|------|-------------------------------------|
| <i>Motspur Park Junction</i> | | | | <i>To/from Motspur Park - SW180</i> |
| Malden Manor | - | - | S | |
| Tolworth | - | - | S | |
| Tolworth Sidings | - | - | S | |
| Chessington North | - | - | S | |
| Chessington South Signal W1161 | - | | S | |
| Chessington South Up Siding | | - | S | |
| Chessington South | - | - | | |
| Chessington South Sidings | | - | S | |

SW190 NEW MALDEN TO SHEPPERTON

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------|------|----|------|------------------------------------------------------------|
| New Malden | - | SL | | To/from Raynes Park - SW105 |
| Norbiton | - | - | S | |
| Kingston | - | - | | Show 'Bay' if to/from Bay Platform detail must be shown |
| Hampton Wick | - | - | S | Platform detail must be shown |
| Teddington | - | - | | |
| Shacklegate Jn Signal 2449 | - | | S | |
| Shacklegate Junction | - | - | | To/from Strawberry Hill - SW245 |
| Shacklegate Jn Signal 2508 | | - | S | |
| <i>Fulwell Junction</i> | - | - | | To/from Strawberry Hill - SW245A |
| Fulwell | - | - | | |
| Hampton | - | - | S | |
| Kempton Park | - | - | S | |
| Sunbury | - | - | S | |
| Upper Halliford | - | - | S | |
| Shepperton Signal 2537 | - | | S | For movements to/from Up Siding |
| Shepperton Up Siding | | - | S | |
| Shepperton | | - | | |

SW195 SURBITON TO HAMPTON COURT

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------|------|-------|------|--------------------------------------------------------------------------------------------------|
| Surbiton | - | FL SL | | Platform detail must be shown. To/From Berrylands - SW105 |
| Surbiton Sig. WK534 | | - | S | |
| Hampton Court Junction | | SL | | Timing point for Up Trains from Hampton Court on the Up Line only. See also entry on route SW105 |
| Thames Ditton | - | - DL | S | Platform detail must be shown. |
| Hampton Court | | - DL | | Platform detail must be shown. |

SW200 HAMPTON COURT JUNCTION TO GUILDFORD (VIA COBHAM)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------|------|-------|------|---------------------------------------------------------------------|
| Hampton Court Junction | - | FL SL | | To/from Surbiton - SW105 |
| Hinchley Wood | - | - | S | |
| Claygate | - | - | S | |
| Oxshott | - | - | S | |
| Cobham and Stoke D'Abernon | - | - | S | |
| Effingham Junction | - | - | | Platform detail must be shown. To/from Bookham - SW205 |
| Effingham Jn. C.H.S. | - | | S | |
| Effingham Junction Neck | | - | S | |
| Effingham Jn Signal GD1322 | | - | S | |
| Horsley | - | - | S | |
| Clandon | - | - | S | |
| London Road | - | - | S | |
| Guildford Signal GD1301 | - | | S | |
| Guildford | - | - | | Platform detail must be shown. To/from Shalford Junction - SW110 |

SW205 LEATHERHEAD TO EFFINGHAM JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------|------|----|------|----------------------------------------------------------|
| Leatherhead | - | - | | Platform detail must be shown. To/from Ashted - SW180 |
| Bookham | - | - | S | |
| Effingham Junction | - | - | | Platform detail must be shown To/from Horsley - SW200 |

SW210 CLAPHAM JUNCTION TO READING (VIA RICHMOND)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------------|-------|---------|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Clapham Junction (Windsor Side) | FL SL | WFL WSL | | Platform detail must be shown. To/from West London Junction (W) - SW100. To/from Longhedge Junction - SW100D. To/from Latchmere Junction (No 2) - SW100E |
| Wandsworth Town | FL SL | FL SL | S | |
| Point Pleasant Junction | - SL | FL | X | Timing point for trains to/from East Putney. To/from East Putney - SW225 |
| Putney | FL SL | FL SL | S | |
| Barnes | - | FL SL | | Platform detail must be shown. To/from Barnes Bridge - SW230 |
| Barnes Signal W1090 | | - | S | |
| Mortlake | - | - | S | |
| North Sheen | - | - | S | |
| Richmond Signal 2105 | - | | S | |
| Richmond | - | - | | Platform detail must be shown |
| St Margarets | - UFL | - | S X | Timing point for all Up trains and Down trains crossing to Up Twickenham |
| Twickenham Signal 2121 | - | | S | |
| Twickenham Signal 2123 | - | | S | |

| SW210 CLAPHAM JUNCTION TO READING (VIA RICHMOND) | | | | |
|---------------------------------------------------------|-------------|-----------|-------------|----------------------------------------------------------------------------------------------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Twickenham</u> | - UL | FL SL | | Platform detail must be shown Down trains to Whitton via 4325 points to be timed via UL |
| Twickenham Junction | - | FL SL | X | Timing point for all Up trains, also Down trains via Twickenham platforms 3 or 4 <i>To/from Strawberry Hill - SW245</i> |
| Twickenham Signal 2130 | | - | S | |
| Whitton | - | - | S | |
| <u>Whitton Junction</u> | - | - | | <i>To/from Hounslow Junction - SW210A</i> |
| <u>Feltham Junction</u> | - | - | | <i>To/from Hounslow Junction - SW230</i> |
| Feltham Signal BEF2157 | - | | S | Shunt moves only |
| Feltham Depot Arrival Road London End | - | - | S | Timing point for trains to/from Feltham Depot via Feltham Junction. |
| Feltham Depot | - | - | S | |
| Feltham Depot Arrival Road Country End | - | - | S | Timing point for trains to/from Feltham Depot. |
| <u>Feltham</u> | - | - | | Platform detail must be shown. |
| Ashford (Middlesex) | - | - | S | |
| Staines Up Loop | - | - | S | |
| Staines Sidings | - | | S | ECS moves only |
| Staines Sidings Entry/Exit | - | | X | ECS moves to or from Sidings |
| Staines Signal BEF2189 | - | | S | Shunt moves only |
| <u>Staines</u> | - | - | | Platform detail must be shown. <i>To/from Wraybury - SW250</i> |
| Egham | - | - | S | |
| Virginia Water Signal 2217 | - | | S | |
| <u>Virginia Water</u> | - | - | | Platform detail must be shown. <i>To/from Chertsey - SW255</i> |
| Longcross | - | - | S | |
| Sunningdale | - | - | S | |
| Ascot Signal BEF2237 | - | | S | |
| <u>Ascot</u> | - | - | | Platform detail must be shown. <i>To/from Bagshot - SW260</i> |
| Ascot Signal BEF2238 | | - | S | |
| Martins Heron | - | - | S | |
| <u>Bracknell</u> | - | - | | Platform detail must be shown. |
| Wokingham Signal BEF2267 | - | | S | Shunt moves only. |
| Wokingham Down Siding | - | | S | |
| <u>Wokingham</u> | - | - | | Platform detail must be shown. <i>To/from Crowthorne - SW265</i> |
| Winnersh | - | - | S | |
| Winnersh Triangle | - | - | S | |
| <u>Earley</u> | - | - | | |
| <u>Reading Spur Junction</u> | - | - | | <i>To/from Reading New Junction - SW210B</i> |
| Reading Southern Junction | - | - | X | Timing point for all trains to/from Reading via Up & Down Low Level <i>To/from Reading – SW210C</i> |
| Reading Platforms 4-6 | | - | | Platform detail must be shown |

SW210A HOUNSLOW JUNCTION TO WHITTON JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------|------|----|------|---------------------------------|
| | | | | |
| <u>Hounslow Junction</u> | - | - | | <i>To/from Hounslow - SW230</i> |
| <u>Whitton Junction</u> | - | - | | <i>To/from Whitton - SW210</i> |

SW210B READING SPUR JUNCTION TO READING NEW JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------|------|----|------|--------------------------------------------------------------------------------------|
| | | | | |
| <u>Reading Spur Junction</u> | - | - | | <i>To/from Earley - SW210</i> |
| <u>Reading New Junction</u> | DML | - | | <i>To/From Reading – GW103 Refer to Western & Wales Timetable Planning Rules</i> |

SW210C READING TO READING SOUTHERN JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|------|----|------|----------------------------------------------------------------------------------------------------|
| | | | | |
| <u>Reading</u> | - | - | | Western Route timing point <i>Refer to Western & Wales Timetable Planning Rules – GW103</i> |
| Reading Signal TR1691 | - | | S | Western Route timing point <i>Refer to Western & Wales Timetable Planning Rules – GW103</i> |
| <u>Reading Southern Junction</u> | - | - | X | <i>To/from Reading Spur Junction SW210 / SW210B</i> |

SW225 POINT PLEASANT JUNCTION TO WIMBLEDON

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------|------------------|----|------|----------------------------------------------------------------------------------------|
| Point Pleasant Junction | - | FL | X | Timing point for trains to/from East Putney. <i>To/from Wandsworth Town - SW210</i> |
| East Putney | - | - | | |
| Wimbledon Park (LUL) | | - | | |
| Wimbledon (Wessex Side) | FL UFL USL | - | | <i>To/from Wimbledon West Crossings - SW105</i> |

SW230 BARNES TO FELTHAM JUNCTION (VIA HOUNSLOW)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------|------|-------|------|-------------------------------------------------------------------------------------------------|
| Barnes | - | FL SL | | Platform detail must be shown. <i>To/from Putney - SW210</i> |
| Barnes Bridge | - | - | S | |
| Chiswick | - | - | S | |
| New Kew Junction | - | - | X | Timing point for trains to/from Kew East Junction. <i>To/from Kew East Junction - SW240A</i> |
| Kew Bridge | - | - | | Platform detail must be shown |
| Old Kew Junction | - | - | X | Timing point for trains to/from Kew East Junction. <i>To/from Kew East Junction - SW240</i> |
| Old Kew Jn Signal BEF2344 | | - | S | Shunt moves only |
| Brentford | - | - | | |
| Syon Lane | - | - | S | |
| Isleworth | - | - | S | |
| Hounslow Signal BEF2375 | - | | S | Shunt moves only |
| Hounslow | - | - | | Platform detail must be shown |
| Hounslow Signal BEF2376 | | - | S | Shunt moves only |
| Hounslow Junction | - | - | | <i>To/from Whitton Junction - SW210A</i> |
| Feltham Junction | - | - | | <i>To/from Feltham - SW210</i> |

SW240 OLD KEW JUNCTION TO KEW EAST JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------|------|----|------|------------------------------------------------------------------------------------------------------------------|
| Old Kew Junction | - | - | X | Timing point for trains to/from Kew East Junction. <i>To/from Brentford - SW230</i> |
| Kew East Junction | - | - | | Regional handover timing point <i>To/from South Acton – Refer to Anglia Timetable Planning Rules – EA1330</i> |

SW240A NEW KEW JUNCTION TO KEW EAST JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------|------|----|------|------------------------------------------------------------------------------------------------------------------|
| | | | | |
| New Kew Junction | - | - | X | Timing point for trains to/from Kew East Junction. <i>To/from Chiswick - SW230</i> |
| <u>Kew East Junction</u> | - | - | | Regional handover timing point <i>To/from South Acton – Refer to Anglia Timetable Planning Rules – EA1330</i> |

SW245 TWICKENHAM JUNCTION TO SHACKLEGATE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------------|------|-------|------|-----------------------------------------------------------------------------------------------------------------------|
| | | | | |
| Twickenham Junction | - | FL SL | X | Timing point for all Up Trains, also Down trains via Twickenham platforms 3 or 4 <i>To/from Twickenham - SW210</i> |
| Strawberry Hill Sig. 2457 | - | | S | |
| <u>Strawberry Hill</u> | - | - | | Platform detail must be shown |
| <i>Strawberry Hill Junction</i> | | | | <i>To/from Fulwell Junction - SW245A</i> |
| Strawberry Hill C.S.D. | | - | S | ECS moves only |
| Shacklegate Jn Signal 2467 | - | | S | |
| <u>Shacklegate Junction</u> | - | - | | <i>To/from Teddington - SW190</i> |

SW245A STRAWBERRY HILL JUNCTION TO FULWELL JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------|------|----|------|----------------------------------------|
| | | | | |
| <i>Strawberry Hill Junction</i> | - | - | | <i>To/from Strawberry Hill - SW245</i> |
| Fulwell Signal 2513 | - | | S | |
| <i>Fulwell Junction</i> | - | - | | <i>To/from Fulwell - SW190</i> |

SW250 STAINES TO WINDSOR & ETON RIVERSIDE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------------------|------|----|------|------------------------------------------------------------------|
| | | | | |
| <u>Staines</u> | - | - | | Platform detail must be shown. <i>To/from Ashford - SW210</i> |
| Staines Signal BEF2602 | | - | S | |
| Staines Signal BEF2607 | - | | S | |
| Staines Signal BEF2606 | | - | S | Shunt moves only |
| <u>Staines Signal BEF2608</u> | | - | | Timing point for all Up trains. |
| <u>Wraysbury</u> | - | - | | Timing point for all Down trains and Up stopping trains. |
| <u>Sunnymeads</u> | - | - | | Timing point for all Up trains and Down stopping trains. |
| <u>Datchet</u> | - | - | | |
| Windsor & Eton Signal 2631 | - | | S | Shunt moves only |
| <u>Windsor & Eton Riverside</u> | | - | | Platform detail must be shown |

SW255 VIRGINIA WATER TO WEYBRIDGE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------|----|------|---------------------------------------------------------------------------|
| Virginia Water | - | - | | Platform detail must be shown. <i>To/from Egham - SW210</i> |
| Virginia Water Signal 2706 | | - | S | |
| Chertsey | - | - | | |
| Addlestone | - | - | S | |
| Addlestone Junction | - | - | | <i>To/from Byfleet and New Haw - SW255A</i> |
| Weybridge Sig. WK1102 | - | | S | |
| Weybridge | SL | - | | Platform detail must be shown. <i>To/from Walton on Thames - SW105</i> |

SW255A ADDLESTONE JUNCTION TO BYFLEET JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------|----|------|------------------------------------------------------------------------------------------------------------------|
| Addlestone Junction | - | - | | <i>To/from Addlestone - SW255</i> |
| <i>Byfleet Junction</i> | | | | <i>For planning purposes, timing point shown as Byfleet and New Haw. To/from Byfleet and New Haw - SW105</i> |

SW260 ASCOT TO ASH VALE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------|------|----|------|----------------------------------------------------------------------|
| Ascot | - | - | | Platform detail must be shown. <i>To/from Sunningdale - SW210</i> |
| Bagshot | - | - | | |
| Camberley | - | - | | |
| Frimley | - | - | | |
| Frimley Junction | - | - | | |
| <i>Ash Vale Junction</i> | | | | <i>To/from Ash Vale - SW120</i> |

SW265 GUILDFORD TO WOKINGHAM

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------------|------|----|------|----------------------------------------------------------------------------|
| <u>Guildford</u> | - | - | | Platform detail must be shown. <i>To/from Shalford Junction - SW110</i> |
| Guildford U.C.H.S. | | - | S | |
| Guildford Signal GD1305 | - | | S | |
| Wanborough | - | - | S | |
| Ash Signal GD1331 | - | | S | |
| <u>Ash</u> | - | - | | |
| <u>Aldershot South Junction</u> | - | - | | <i>To/from Aldershot North Junction - SW120A</i> |
| <u>North Camp</u> | - | - | | |
| Farnborough North | - | - | S | |
| <u>Blackwater Signal BEF2978</u> | | - | | Timing point for all Up trains. |
| <u>Blackwater</u> | - | - | | Timing point for all down trains and stopping up trains. |
| Blackwater Signal BEF2980 | | - | S | Reverse moves only. |
| <u>Blackwater Signal BEF2979</u> | - | | | Timing point for all Down trains. |
| <u>Sandhurst Signal BEF2982</u> | | - | | Timing point for all Up trains. |
| Sandhurst | - | - | S | |
| Crowthorne | - | - | S | |
| Wokingham Signal BEF2994 | | - | S | |
| Wokingham Signal BEF2995 | - | | S | Shunt moves only. |
| <u>Wokingham</u> | - | - | | Platform detail must be shown. <i>To/from Winnersh - SW210</i> |

SW300 GOMSHALL TO SHALFORD JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------|------|----|------|-------------------------------------|
| <u>Gomshall</u> | - | - | | <i>To/from Dorking West - SO560</i> |
| <u>Chilworth</u> | - | - | | |
| Shalford GD1341 | - | | S | |
| <u>Shalford</u> | - | - | | |
| <u>Shalford Junction</u> | - | - | | <i>To/from Guildford - SW110</i> |

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 Hours" 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. **No train is allowed to be in a section when a box is switching in or out. The number of minutes required to be out of section will vary by location, the LOM or signal box should be able to provide a safe value to plan to.**

~~PLT denotes passage of last train.~~

| SW115C YEOVIL JUNCTION TO YEOVIL PEN MILL | | | |
|--------------------------------------------------|------------|---------------|---------------|
| ROUTE SECTION | SX | SO | SUN |
| Yeovil Pen Mill | Continuous | 00:00 – 23:00 | 09:00 – 24:00 |

| SW155 TOTTON FAWLEY LOOPS TO FAWLEY | | | |
|--------------------------------------------|-------------------|--------|--------|
| ROUTE SECTION | SX | SO | SUN |
| Marchwood | 06.53 – 14.30 MO | Closed | Closed |
| Marchwood | 06.53 – 13.45 TO | | |
| Marchwood | 06.53 – 13.45 WO | | |
| Marchwood | 06.53 – 14.30 THO | | |
| Marchwood | 06.53 – 13.45 FO | | |
| CROSSING BOX | SX | SO | SUN |
| School Road | 07.00 – 14.34 MO | Closed | Closed |
| School Road | 07.00 – 13.50 TO | | |
| School Road | 07.00 – 13.50 WO | | |
| School Road | 07.00 – 14.34 THO | | |
| School Road | 07.00 – 13.50 FO | | |

| SW175 CASTLE CARY TO DORCHESTER JUNCTION | | | |
|-------------------------------------------------|------------|---------------|---------------|
| ROUTE SECTION | SX | SO | SUN |
| Yeovil Pen Mill | Continuous | 00:00 – 23:00 | 09:00 – 24:00 |

3 Electrification

3.1 Electrification Limits

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

3.2 Electrification Supply Restrictions

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

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

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

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

4.3 Freight Wagon Restrictions

See the applicable Route Clearance table for the given location in **the** 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 CTRL HS1. The CTRL has its own Working Manual.

4.4 Freight Train Load Limits

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

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

4.5 Freight Train Length Limits

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

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

4.6 Driver Only Operation Limits

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

Notes:

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

| SW100 LONDON WATERLOO TO CLAPHAM JUNCTION | | | |
|--------------------------------------------------|------|--|-------------|
| ROUTE SECTION | PASS | | ECS SLIDE + |
| London Waterloo - Clapham Junction/Yard | NA | | P |

| SW100B NINE ELMS JUNCTION TO LINFORD STREET JUNCTION | | | |
|-------------------------------------------------------------|------|--|-------------|
| ROUTE SECTION | PASS | | ECS SLIDE + |
| Nine Elms Junction - Linford Street Junction | NA | | P |

| SW100C WEST LONDON JUNCTION TO LATCHMERE JUNCTION (NO 3) | | | |
|-----------------------------------------------------------------|------|--|-------------|
| ROUTE SECTION | PASS | | ECS SLIDE + |
| West London Junction - Latchmere Junction (No 3) | NA | | P |

| SW100D CLAPHAM JUNCTION TO LONGHEDGE JUNCTION | | | |
|------------------------------------------------------|------|--|-------------|
| ROUTE SECTION | PASS | | ECS SLIDE + |
| Clapham Junction/Yard - Longhedge Junction | P | | P |

| SW100E CLAPHAM JUNCTION TO LATCHMERE JUNCTION (NO2) | | | |
|------------------------------------------------------------|------|--|-------------|
| ROUTE SECTION | PASS | | ECS SLIDE + |
| Clapham Junction/Yard - Latchmere Junction (No 2) | P | | NA |

SW105 CLAPHAM JUNCTION TO WEYMOUTH

| ROUTE SECTION | PASS | | ECS SLIDE + |
|------------------------------------------------------------------------------------------------------|------|--|-------------|
| Clapham Junction - Wimbledon Park via Earlsfield and Direct, or via Earlsfield and Wimbledon Station | NA | | P |
| Clapham Junction/Yard - Basingstoke | NA | | P |
| Basingstoke - Eastleigh (include Eastleigh Depot) | NA | | P |
| Eastleigh - Southampton | P | | P |
| Southampton – Bournemouth | NA | | P |
| Bournemouth/Bournemouth Depot - Poole | NA | | P |
| Poole – Weymouth | NA | | P |

SW105A SOUTHAMPTON TO SOUTHAMPTON WESTERN DOCKS

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-----------------------------------------|------|--|-------------|
| Southampton - Southampton Western Docks | NA | | NA |

SW105B WORGRET JUNCTION TO SWANAGE RAILWAY NR BOUNDARY

| ROUTE SECTION | PASS | | ECS SLIDE + |
|------------------------------------------------|------|--|-------------|
| Worgret Junction – Swanage Railway NR Boundary | NA | | P |

SW105C WEYMOUTH JUNCTION TO WEYMOUTH SIGNAL DR194

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-------------------------------------------|------|--|-------------|
| Weymouth Junction - Weymouth Signal DR194 | NA | | NA |

SW110 WOKING JUNCTION TO PORTSMOUTH HARBOUR

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-----------------------------------------------------------------------------------------------------|------|--|-------------|
| Woking – Guildford | NA | | P |
| Guildford –Havant | NA | | P |
| Havant - Fratton | P | | P |
| Fratton - Portsmouth and Southsea (including Down Carriage Sidings) | P | | P |
| Fratton - Portsmouth Harbour (except Portsmouth and Southsea and Down Carriage Sidings (see above)) | P | | P |

SW115 WORTING JUNCTION TO PINHOE

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-----------------------------|------|--|-------------|
| Basingstoke – Salisbury | NA | | P |
| Salisbury - Yeovil Junction | NA | | P |
| Yeovil Junction – Pinhoe | NA | | P |

SW115A ANDOVER TO LUDGERSHALL MOD

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---------------------------|------|--|-------------|
| Andover - Ludgershall MOD | NA | | NA |

SW115B LAVERSTOCK NORTH JUNCTION TO LAVERSTOCK SOUTH JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-------------------------------------------------------|------|--|-------------|
| Laverstock North Junction - Laverstock South Junction | NA | | P |

SW115C YEOVIL JUNCTION TO YEOVIL PEN MILL

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-----------------------------------|------|--|-------------|
| Yeovil Junction - Yeovil Pen Mill | NA | | P |

SW120 PIRBRIGHT JUNCTION TO ALTON

| ROUTE SECTION | PASS | | ECS SLIDE + |
|----------------------------|------|--|-------------|
| Pirbright Junction – Alton | NA | | P |

SW120A ALDERSHOT NORTH JUNCTION TO ALDERSHOT SOUTH JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-----------------------------------------------------|------|--|-------------|
| Aldershot North Junction - Aldershot South Junction | NA | | P |

SW125 SOUTHCOTE JUNCTION TO BASINGSTOKE

| ROUTE SECTION | PASS | | ECS SLIDE + |
|----------------------------------|------|--|-------------|
| Southcote Junction - Basingstoke | NA | | P |

SW130 EASTLEIGH EAST JUNCTION TO ROMSEY

| ROUTE SECTION | PASS | | ECS SLIDE + |
|--------------------|------|--|-------------|
| Eastleigh – Romsey | NA | | P |

SW135 EASTLEIGH WEST JUNCTION TO FAREHAM

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---------------------|------|--|-------------|
| Eastleigh – Fareham | P | | P |

SW140 ST DENYS TO PORTCREEK JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-------------------------------|------|--|-------------|
| St Denys - Portcreek Junction | P | | P |

SW140A COSHAM JUNCTION TO FARLINGTON JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---------------------------------------|------|--|-------------|
| Cosham Junction - Farlington Junction | P | | P |

SW145 NORTHAM JUNCTION TO SOUTHAMPTON EASTERN DOCKS

| ROUTE SECTION | PASS | | ECS SLIDE + |
|----------------------------------------------|------|--|-------------|
| Northam Junction - Southampton Eastern Docks | NA | | NA |

SW150 REDBRIDGE JUNCTION TO SALISBURY TUNNEL JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---------------------------------------|------|--|-------------|
| Redbridge - Salisbury Tunnel Junction | NA | | P |

SW155 TOTTON FAWLEY LOOPS TO FAWLEY

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-----------------|------|--|-------------|
| Totton – Fawley | NA | | NA |

SW160 BROCKENHURST TO LYMINGTON PIER

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-------------------------------|------|--|-------------|
| Brockenhurst - Lymington Pier | NA | | NA |

SW165 HAMWORTHY JUNCTION TO HAMWORTHY GOODS

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-----------------------------|------|--|-------------|
| Hamworthy - Hamworthy Goods | NA | | NA |

SW170 WARMINSTER TO WILTON JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|------------------------------|------|--|-------------|
| Warminster - Wilton Junction | NA | | P |

SW170A WILTON JUNCTION G.S.P. TO QUIDHAMPTON SIDINGS

| ROUTE SECTION | PASS | | ECS SLIDE + |
|----------------------------------------------|------|--|-------------|
| Wilton Junction G.S.P. - Quidhampton Sidings | NA | | NA |

SW175 CASTLE CARY TO DORCHESTER JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-----------------------------------|------|--|-------------|
| Yeovil Pen Mill - Castle Cary | NA | | P |
| Yeovil Pen Mill - Dorchester West | NA | | P |

SW180 RAYNES PARK TO LEATHERHEAD

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---------------------|------|--|-------------|
| | | | |
| Raynes Park –Epsom | NA | | P |
| Epsom - Leatherhead | P | | P |

SW185 MOTSPUR PARK JUNCTION TO CHESSINGTON SOUTH

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-------------------------------------------|------|--|-------------|
| | | | |
| Motspur Park Junction – Chessington South | NA | | P |

SW190 NEW MALDEN TO SHEPPERTON

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-------------------------|------|--|-------------|
| | | | |
| New Malden – Shepperton | NA | | P |

SW195 SURBITON TO HAMPTON COURT

| ROUTE SECTION | PASS | | ECS SLIDE + |
|--------------------------|------|--|-------------|
| | | | |
| Surbiton – Hampton Court | NA | | P |

SW200 HAMPTON COURT JUNCTION TO GUILDFORD (VIA COBHAM)

| ROUTE SECTION | PASS | | ECS SLIDE + |
|------------------------------------|------|--|-------------|
| | | | |
| Hampton Court Junction – Guildford | NA | | P |

SW205 LEATHERHEAD TO EFFINGHAM JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|----------------------------------|------|--|-------------|
| | | | |
| Leatherhead – Effingham Junction | NA | | P |

SW210 CLAPHAM JUNCTION TO READING

| ROUTE SECTION | PASS | | ECS SLIDE + |
|--------------------------------------------|------|--|-------------|
| | | | |
| Clapham Junction – Point Pleasant Junction | NA | | P |
| Point Pleasant Junction – Virginia Water | NA | | P |
| Virginia Water – Reading | NA | | P |

SW210A HOUNSLOW JUNCTION TO WHITTON JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|--------------------------------------|------|--|-------------|
| | | | |
| Whitton Junction – Hounslow Junction | NA | | P |

SW210B READING SPUR JUNCTION TO READING NEW JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|----------------------------------------------|------|--|-------------|
| Reading Spur Junction – Reading New Junction | NA | | P |

SW225 POINT PLEASANT JUNCTION TO WIMBLEDON

| ROUTE SECTION | PASS | | ECS SLIDE + |
|------------------------------------------|------|--|-------------|
| Point Pleasant Junction – Wimbledon Park | NA | | P |

SW230 BARNES TO FELTHAM JUNCTION (VIA HOUNSLOW)

| ROUTE SECTION | PASS | | ECS SLIDE + |
|------------------------------------------|------|--|-------------|
| Barnes – Feltham Junction (via Hounslow) | NA | | P |

SW240 KEW EAST JUNCTION TO OLD KEW JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|--------------------------------------|------|--|-------------|
| Kew East Junction – Old Kew Junction | NA | | P |

SW240A KEW EAST JUNCTION TO NEW KEW JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|--------------------------------------|------|--|-------------|
| Kew East Junction – New Kew Junction | NA | | P |

SW245 TWICKENHAM JUNCTION TO SHACKLEGATE JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-----------------------------------|------|--|-------------|
| Twickenham – Shacklegate Junction | NA | | P |

SW245A STRAWBERRY HILL JUNCTION TO FULWELL JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---------------------------------------------|------|--|-------------|
| Strawberry Hill Junction – Fulwell Junction | NA | | P |

SW250 STAINES TO WINDSOR AND ETON (RIVERSIDE)

| ROUTE SECTION | PASS | | ECS SLIDE + |
|--------------------------------------|------|--|-------------|
| Staines – Windsor and Eton Riverside | NA | | P |

SW255 VIRGINIA WATER TO WEYBRIDGE

| ROUTE SECTION | PASS | | ECS SLIDE + |
|----------------------------|------|--|-------------|
| Virginia Water – Weybridge | NA | | P |

SW255A ADDLESTONE JUNCTION TO BYFLEET JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|----------------------------------------|------|--|-------------|
| Addlestone Junction – Byfleet Junction | NA | | P |

SW260 ASCOT TO ASH VALE JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|---------------------------|------|--|-------------|
| Ascot – Ash Vale Junction | NA | | P |

SW265 GUILDFORD TO WOKINGHAM

| ROUTE SECTION | PASS | | ECS SLIDE + |
|-----------------------|------|--|-------------|
| Guildford – Wokingham | NA | | P |

SW300 GOMSHALL TO SHALFORD JUNCTION

| ROUTE SECTION | PASS | | ECS SLIDE + |
|------------------------------|------|--|-------------|
| Gomshall – Shalford Junction | NA | | P |

4.7 ~~Engineers' Trains Restrictions~~

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

~~* Source GE/RT 8000-OTM~~

5 Running Times, Margins and Allowances

~~Except where otherwise stated; the information in this section of the Timetable Planning Rules reflects the general rules used in developing the timetable. Exceptions to the general rules may be possible with the specific agreement by Network Rail in every case.~~

5.1 Sectional Running Times

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

5.1.1 Source of Current SRTs

The definitive catalogue of SRTs is BPlan.

5.1.2 Method of Calculation

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

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

Network Rail will reflect the methodology and assumptions described in Section 1.4 of the National TPRs when calculating TPR proposals, unless and to the extent documented otherwise in respect of any given proposal. Timetable participants are encouraged to submit change proposals for review and consultation in line with the national methodology, or in line with such alternative methodology and assumptions as favoured by the proposer. NR will not seek to reject any proposal on the exclusive basis of the methodology employed, provided that the methodology and assumptions are clearly stated and demonstrably adhered to in respect of the proposal received.

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

- 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

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

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

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

5.1.3 New and Revised Sectional Running Times

New and revised SRTs are revised by ~~Train Operators~~ **Timetable Participants** and Network Rail on an individual basis. These should be supplied by applying the methodology described in Section 1.4 of the National TPRs unless another methodology is deemed appropriate, provided that the methodology and assumptions are clearly stated and demonstrably adhered to in respect of the proposal received.

5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines

The sectional running timings quoted for trains consisting of passenger vehicles on Goods Lines reflect the speeds shown in the relevant Table 'A' of the appropriate Sectional Appendix. They do not constitute an authority to time trains conveying passengers on a Goods Lines. Nor do they reflect the permitted speeds at which a train conveying passengers can proceed. Network Rail will offer the sectional running times for trains conveying passengers on a Goods Line on a train-by-train basis. For those times please apply to the ~~Operational~~ **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 ~~Operational~~ **Capacity** Planning Department must apply to the relevant Track Engineer and Operations Manager for confirmation of these requirements in writing. The ~~Operational~~ **Capacity** Planning Department must pass these responses to Operations Publications. The ~~Operational~~ **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.

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

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

Where headways are shown as being “non-stopping” or “stopping” these descriptions refer to the service that the path is following. The “stopping” headway should be applied to a service following a preceding service which stops at either a station or any other location for operational reasons. 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. If in doubt, apply the use of the “stopping” headway.

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.

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|------------------------------------|-----------------------------------|-----------------------------------|-------|
| London Waterloo - Clapham Junction | 2 – Non-stopping 2½ - Stopping | 2 – Non-stopping 2½ - Stopping | |

SW100B NINE ELMS JUNCTION TO LINFORD STREET JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------------------------|-----------------------------------|-----------------------------------|-------|
| Nine Elms Junction - Linford Street Junction | 2 – Non-stopping 2½ - Stopping | 2 – Non-stopping 2½ - Stopping | |

SW100C WEST LONDON JUNCTION TO LATCHMERE JUNCTION (NO 3)

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------------------|-----------------------------------|-----------------------------------|-------|
| West London Junction - Latchmere Junction (No 3) | 2 – Non-stopping 2½ - Stopping | 2 – Non-stopping 2½ - Stopping | |

SW100D CLAPHAM JUNCTION TO LONGHEDGE JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------------------|-----------------------------------|-----------------------------------|-------|
| Clapham Junction - Longhedge Junction | 3 – Non-stopping 3½ - Stopping | 3 – Non-stopping 3½ - Stopping | |

SW100E CLAPHAM JUNCTION TO LATCHMERE JUNCTION (NO 2)

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------------------------|-----------------------------------|-----------------------------------|-------|
| Clapham Junction - Latchmere Junction (No2) | 3 – Non-stopping 3½ - Stopping | 3 – Non-stopping 3½ - Stopping | |

SW105 CLAPHAM JUNCTION TO WEYMOUTH

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------|-----------------------------------|-----------------------------------|-------|
| Clapham Junction – New Malden | 2 – Non-stopping 2½ - Stopping | 2 – Non-stopping 2½ - Stopping | |

SW105 CLAPHAM JUNCTION TO WEYMOUTH

| TIMING POINT | DOWN | UP | NOTES |
|------------------------------------------|------------------------------------|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| New Malden – Hampton Court Junction | 2 – Non-stopping 2½ - Stopping | 2 – Non-stopping 2½ - Stopping | Minimum Platform re-occupation times for trains travelling in the same direction on restricted aspects at Surbiton – 2 Minutes. Headway for consecutive stopping trains at Berrylands – 3 Minutes |
| Hampton Court Junction – Woking Junction | 2 – Non-stopping 3½ - Stopping | 2 – Non-stopping 3½ - Stopping | Minimum re-occupation times for trains travelling in the same direction at stations between Esher and Woking inclusive: Down Fast – 2 Minutes Down Slow – 2½ Minutes |
| Woking Junction – Pirbright Junction | 2 – Non-stopping 3 - Stopping | 3 – Non-stopping 3½ – Stopping | |
| Pirbright Junction - Farnborough | 3 – Non-stopping 3½ - Stopping | 3 – Non-stopping 3½ - Stopping | |
| Farnborough - Worting Junction | 2 – Non-stopping 3½ – Stopping | 2 – Non-stopping 3½ – Stopping | |
| Worting Junction – Eastleigh* | 2 – Non-stopping 3½ – Stopping | 2 – Non-stopping 3½ – Stopping | Following Freight in the Up direction into Eastleigh Up Loop a service can depart Southampton Airport Parkway towards the USL 1 minute after the freight has departed Eastleigh Platform 1. If the service is planned to run UFL from Southampton Airport Parkway to pass Eastleigh or go into Platform 2/3 it may be planned on standard headway values *When planning trains into Wallers Ash (Loop) or interacting trains into or out of the loop please refer to Junction Margins |
| Eastleigh – Redbridge | 2 – Non-stopping 2½ - Stopping | 2 – Non-stopping 2½ - Stopping | |
| Redbridge – Totton (exclusive) | 3 – Non-stopping 3½ - Stopping | 3 – Non-stopping 3½ - Stopping | |
| Totton (inclusive) – Brockenhurst | 5 – Non-stopping* 5½ - Stopping | 5 – Non-stopping 5½ - Stopping | * Trains may be planned 4 minutes apart at Totton if the first train does not stop at Ashurst. |
| Brockenhurst – Sway | 4 – Non-stopping 5 – Stopping | 4 – Non-stopping 5 – Stopping | |
| Sway – Christchurch | 5 – Non-stopping 5½ - Stopping | 5 – Non-stopping 5½ - Stopping | |

SW105 CLAPHAM JUNCTION TO WEYMOUTH

| TIMING POINT | DOWN | UP | NOTES |
|------------------------------------------|-----------------------------------|-----------------------------------|----------------------------------------------------------------|
| Christchurch – Pokesdown | 4 – Non-stopping 4½ - Stopping | 4 – Non-stopping 4½ - Stopping | |
| Pokesdown – Branksome | 3 – Non-stopping 3½ - Stopping | 3 – Non-stopping 3½ - Stopping | |
| Branksome – Poole | 4 – Non-stopping 4½ - Stopping | 4 – Non-stopping 4½ - Stopping | |
| Poole - Hamworthy (excl.) | 4 | | |
| Hamworthy (inc.) to Moreton | 4 – Non-stopping 5 - Stopping | | Down arrivals at Moreton to be 5 minutes apart |
| Moreton – Poole | | 4 – Non-stopping 5 - Stopping | |
| Moreton – Dorchester South | AB+1 | AB+1 | SINGLE LINE. TCB timed as AB. |
| Dorchester South – Dorchester Junction | AB+2 | AB+3* | * Based on time previous train passes/departs Dorchester South |
| Dorchester Junction – Upwey Signal DR189 | AB+2 | | |
| Upwey Signal DR189 - Weymouth | AB+1 | | |
| Weymouth – Upwey Signal DR188 | | AB+1 | |
| Upwey Signal DR188 – Dorchester Junction | | AB+2 | |

SW105A MILLBROOK DOCK TO SOUTHAMPTON WESTERN DOCKS

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------------------------|------|----|-------------------------------|
| Millbrook Dock Gate – Southampton Western Docks | | | Movements accepted by Shunter |

SW105B WORGRET JUNCTION TO SWANAGE RAILWAY NR BOUNDARY

| TIMING POINT | DOWN | UP | NOTES |
|------------------------------------------------|-------------------|----|--------------|
| Worgret Junction – Swanage Railway NR Boundary | One train working | | Single line. |

SW105C WEYMOUTH JUNCTION TO WEYMOUTH SIGNAL DR194

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------------------|-------------------|----|--------------|
| Weymouth Junction – Weymouth Signal DR194 | One train working | | Single line. |

SW110 WOKING JUNCTION TO PORTSMOUTH HARBOUR

| TIMING POINT | DOWN | UP | NOTES |
|-----------------------------------------|-----------------------------------|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Woking Junction – Guildford | 2 – Non-stopping 3½ - Stopping | 2 – Non-stopping 3½ - Stopping | |
| Guildford – Shalford Junction | 3* | 2 | * Increase to 3½ at Guildford if both trains are taking the same route at Shalford Junction, or if the first train is from Guildford Platforms 3, 5, 6, or 8. |
| Shalford Junction – Petersfield | 3 – Non-stopping 3½ - Stopping | 3 – Non-stopping 3½ - Stopping | |
| Petersfield – Havant | 3 – Non-stopping 3 - Stopping | 3 – Non-stopping 3 – Stopping | |
| Havant – Portcreek Junction | 2 – Non-stopping 2½ - Stopping | 2 – Non-stopping 2½ - Stopping | |
| Portcreek Junction – Portsmouth Harbour | 2 – Non-stopping 2½ - Stopping | 2 – Non-stopping 2½ - Stopping | |

SW115 WORTING JUNCTION TO PINHOE

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Worting Junction – Overton | 5 – Non-stopping 6 – Stopping | 5 – Non-stopping 6 – Stopping | |
| Overton – Whitchurch Signal BE451 | AB+1½ | | TCB plan as AB. |
| Whitchurch Signal BE451 - Andover | AB+1 | | TCB plan as AB. |
| Andover - Whitchurch | | AB+1½ | TCB plan as AB. Second train can pass/depart Andover 1½ minutes after the first train passes/departs Whitchurch. Based on time previous train passes/departs Whitchurch. |
| Whitchurch - Overton | | AB+2½ | TCB plan as AB. Second train can pass/depart Whitchurch 2½ minutes after the first train passes/departs Overton. Based on time previous train passes/departs Overton. |
| Andover – Grateley | AB+1½* | AB+1 | TCB plan as AB. * Second train can pass/depart Andover 1½ minutes after the first train passes/departs Grateley. Based on time previous train passes/departs Grateley. |
| Grateley - Porton | AB+1½ | AB+2½* | TCB plan as AB. * Second train can pass Porton 2½ minutes after the first train passes/departs Grateley. Based on time previous train passes/departs Grateley. |
| Porton – Laverstock North Junction | AB+2 | AB+1½ | TCB plan as AB. |
| Laverstock North Junction – Salisbury Tunnel Junction | AB+4 | AB+2½ | TCB plan as AB. |
| Salisbury Tunnel Junction – Salisbury | 2½ - Non-stopping and Stopping | AB+1* | * TCB timed as AB. |
| Salisbury – Wilton | 3 – Non-stopping 3½ - Stopping | 3 – Non-stopping 3½ - Stopping | |
| Wilton – Tisbury Loop | AB+2 | AB+2 | Single line. Tokenless Block plan as AB. |
| Tisbury Loop – Gillingham | AB+1 | AB+1 | Single line. TCB plan as AB. |
| Gillingham – Templecombe | AB+1* | AB+1^ | Single line. TCB plan as AB. * Service in the Down direction can depart Gillingham 1 minute after the previous train has departed from Templecombe. ^ Service in the Up direction cannot arrive into Templecombe until 1 minute after the previous train has arrived at Gillingham. |

SW115 WORTING JUNCTION TO PINHOE

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------------------------------|-------|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Templecombe – Sherborne | AB+1* | AB+1 | TCB plan as AB. * Service in the Down direction can depart Templecombe 1 minute after the previous service has arrived at Sherborne that is formed of a maximum of 5 vehicles. Otherwise, it must wait until 1 minute after the service has departed Sherborne as it will be sitting foul of the overlap. |
| Sherborne – Yeovil Junction | AB+1* | AB+1^ | TCB plan as AB. * Service in the Down direction can enter the platform at Sherborne 1 minute after the previous train has arrived at Yeovil Junction ^ Service in the Up direction can depart Yeovil Junction 1 minute after a service at Sherborne has departed. |
| Yeovil Junction – Crewkerne | AB+1* | AB+1 | Single line. TCB plan as AB. * Service in the Down direction can depart Yeovil Junction 1 minute after the previous service departs Crewkerne |
| Crewkerne – Chard Junction | AB+1 | AB+1* | Single line. TCB plan as AB. * Service in the Up direction can leave Chard Junction 1 minute after the previous service has departed Crewkerne |
| Chard Junction – Axminster East Junction | AB+1 | AB+1 | Single line. TCB plan as AB. |
| Axminster East Junction – Axminster West Junction | | | Passing point. |
| Axminster West Junction - Honiton | AB+1* | AB+1 | Single line. TCB plan as AB. * Service in the Down direction can depart/pass Axminster West Junction 1 minute after the previous down service has departed Honiton |
| Honiton – Feniton | AB+1* | AB+2^ | Single line. TCB plan as AB. * Service in Down direction can depart Honiton 1 minute after previous service has passed/departed Feniton. ^ Service in Up direction can pass/arrive into Feniton 2 minutes after the previous service has arrived into Honiton. |
| Feniton - Pinhoe | AB+1 | AB+1 | Single line. TCB plan as AB. |

SW115A ANDOVER TO LUDGERSHALL MOD

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------|-------------------|----|--------------|
| Andover – Ludgershall MOD | One train working | | Single line. |

SW115B LAVERSTOCK NORTH JUNCTION TO LAVERSTOCK SOUTH JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------------------------------|------|----|---------------------------------|
| Laverstock North Junction – Laverstock South Junction | 7 | 7 | Track Circuit Block Single line |

SW115C YEOVIL JUNCTION TO YEOVIL PEN MILL

| TIMING POINT | DOWN | UP | NOTES |
|-----------------------------------|------|------|------------------------------|
| Yeovil Junction - Yeovil Pen Mill | AB+2 | AB+2 | Single line. TCB plan as AB. |

SW120 PIRBRIGHT JUNCTION TO ALTON

| TIMING POINT | DOWN | UP | NOTES |
|------------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| Pirbright Junction – Ash Vale | 2 | 2 | |
| Ash Vale – Aldershot North Junction | 3 – Non-stopping 3½ - Stopping | 3 – Non-stopping 3½ - Stopping | |
| Aldershot North Junction – Aldershot | 2 | 2 | |
| Aldershot – Farnham Single Line Junction | 4 | 4 | |
| Farnham Single Line Junction - Bentley | AB+½ | AB+½ | Single Line. TCB plan as AB. Passing Loop at Bentley. A train may depart simultaneously with another's arrival into Bentley |
| Bentley – Alton | AB+½* | AB+1 | Single line. TCB plan as AB. * Second train cannot arrive at Bentley Platform 1 until ½ minute after the preceding train arrives at Alton. |

SW120A ALDERSHOT NORTH JUNCTION TO ALDERSHOT SOUTH JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|-----------------------------------------------------|------------------------------------|-----------------------------------|-------|
| Aldershot North Junction – Aldershot South Junction | 2½ - Non-stopping 2½ - Stopping | 3 – Non-stopping 3½ - Stopping | |

SW125 SOUTHCOTE JUNCTION TO BASINGSTOKE

| TIMING POINT | DOWN | UP | NOTES |
|------------------------------------------|-------------------------------------|------------------------------------|-------------------------------------------------------------|
| Southcote Junction – Bramley (inclusive) | 3 – Non-stopping* 5½ - Stopping^ | 3 – Non-stopping* 5½ - Stopping | * 4 following freight ^ Exclusive of Southcote Junction. |
| Bramley (exclusive) – Basingstoke | 4 | 4 | |

SW130 EASTLEIGH EAST JUNCTION TO ROMSEY

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------------------------------|------|------|------------------------------|
| Eastleigh – Eastleigh Single Line Junction | AB+2 | AB+2 | TCB plan as AB. |
| Eastleigh Single Line Junction – Romsey Single Line Junction | AB+2 | AB+2 | Single line. TCB plan as AB. |
| Romsey Single Line Junction – Romsey | AB+2 | AB+2 | TCB plan as AB. |

SW135 EASTLEIGH WEST TO FAREHAM

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------|-----------------------------------|-----------------------------------|------------------------------|
| Eastleigh – Eastleigh South Junction | AB+2 | AB+2 | Single line. TCB plan as AB. |
| Eastleigh South Junction – Botley | 5 – Non-stopping 5½ - Stopping | 5 – Non-stopping 5½ - Stopping | |
| Botley – Fareham North Junction | AB+1 | AB+1 | Single line. TCB plan as AB. |
| Fareham North Junction - Fareham | 6 | 6 | |

SW140 ST DENYS TO PORTCREEK JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------|-----------------------------------|-----------------------------------|---------------------------------------------------------------------------------------------------------|
| St. Denys – Signal E803 | AB+½ | | TCB plan as AB. |
| Signal E803 – Netley | AB+1½ | | TCB plan as AB. |
| Netley – Bursledon | AB+1 | | TCB plan as AB. Second train can arrive/pass Netley 1 minute after first arrives/passes Bursledon. |
| Bursledon – Swanwick | AB+1 | | TCB plan as AB. Second train can arrive/pass Bursledon 1 minute after first departs/passes Swanwick. |
| Swanwick – Hamble | | AB+1 | TCB plan as AB. Second train can depart/pass Swanwick 1 minute after first train departs/passes Hamble. |
| Hamble – Sholing | | AB+1 | TCB plan as AB. Second train can depart/pass Hamble 1 minute after first train departs/passes Sholing. |
| Sholing – St. Denys | | AB+0 | TCB plan as AB. |
| Swanwick – Fareham | AB+0 | AB+½ | TCB plan as AB. |
| Fareham – Cosham Junction | 2½ – Non-stopping 3 - Stopping | 3 – Non-stopping 3 - Stopping | |
| Cosham Junction – Portcreek Junction | 2 – Non-stopping 2½ - Stopping | 2 – Non-stopping 2½ - Stopping | |

SW140A COSHAM JUNCTION TO FARLINGTON JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------------------|-----------------------------------|----|-------|
| Cosham Junction – Farlington Junction | 2½ – Non-stopping 3 - Stopping | 3 | |

SW145 NORTHAM JUNCTION TO SOUTHAMPTON EASTERN DOCKS

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------------------------|-------------------|----|--------------|
| Northam Junction – Southampton Eastern Docks | One train working | | Single line. |

SW150 REDBRIDGE JUNCTION TO SALISBURY TUNNEL JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|------------------------------------|-----------------------------------|-----------------------------------|-------|
| Redbridge – Romsey | 4 – Non-stopping 4½ - Stopping | 4 – Non-stopping 4½ - Stopping | |
| Romsey – Salisbury Tunnel Junction | 6 – Non-stopping 6½ - Stopping | 6 – Non-stopping 6½ - Stopping | |

SW155 TOTTON FAWLEY LOOPS TO FAWLEY

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------------|-------------------|------|------------------------------------------|
| Totton Fawley Loops – Marchwood | AB+2 | AB+2 | Single Line |
| Marchwood – Fawley | One train working | | Single line. No Signaller Token Working. |

SW160 BROCKENHURST TO LYMINGTON PIER

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------|-------------------|----|--------------|
| Brockenhurst – Lymington Pier | One train working | | Single line. |

SW165 HAMWORTHY JUNCTION TO HAMWORTHY GOODS

| TIMING POINT | DOWN | UP | NOTES |
|-----------------------------|-------------------|----|--------------|
| Hamworthy – Hamworthy Goods | One train working | | Single line. |

SW170 WARMINSTER TO WILTON JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|------------------------------|-------|-------|-----------------|
| Wilton Junction – Wishford | AB+2 | AB+2 | TCB plan as AB. |
| Wishford – Wylve AHB | AB+½ | AB+1½ | TCB plan as AB. |
| Wylve AHB – Upton Lovell AHB | AB+1½ | AB+1½ | TCB plan as AB. |

SW170 WARMINSTER TO WILTON JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------------------|-------|------|-----------------|
| Warminster Signal W308 – Upton Lovell AHB | AB+1½ | | TCB plan as AB. |
| Upton Lovell AHB – Warminster Signal W301 | | AB+1 | TCB plan as AB. |

SW170A WILTON JUNCTION G.S.P. TO QUIDHAMPTON SIDINGS

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------------------------|-------------------|----|-------|
| Wilton Junction G.S.P. – Quidhampton Sidings | One train working | | |

SW175 CASTLE CARY JUNCTION TO DORCHESTER JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------------------|------|------|------------------------------------------|
| Castle Cary – Yeovil Pen Mill | AB+0 | AB+1 | Single line. TCB plan as AB. |
| Yeovil Pen Mill – Maiden Newton | AB+4 | AB+3 | Single line. Key token working. |
| Maiden Newton – Dorchester West | AB+2 | AB+2 | Single line. Tokenless Block plan as AB. |
| Dorchester West – Dorchester Junction | AB+2 | AB+2 | Single line. TCB plan as AB. |

SW180 RAYNES PARK TO LEATHERHEAD

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------|-----------------------------------|-----------------------------------|----------------------------------------------------------------------------------------|
| Raynes Park – Motspur Park | 2 – Non-stopping 2½ - Stopping | 2 – Non-stopping 2½ - Stopping | |
| Motspur Park – Epsom | 3 – Non-stopping 3½ - Stopping | 3 – Non-stopping 3½ - Stopping | |
| Epsom – Leatherhead* | 2 – Non-stopping 3½ - Stopping | 2 – Non-stopping 3½ - Stopping | *Changes in this section to be consulted in tandem with the SO680 on the Sussex route. |

SW185 MOTSPUR PARK JUNCTION TO CHESSINGTON SOUTH JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------------------|-----------------------------------|-----------------------------------|-------|
| Motspur Park Junction – Chessington South | 5 – Non-stopping 5½ - Stopping | 5 – Non-stopping 5½ - Stopping | |

SW190 NEW MALDEN TO SHEPPERTON

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------|-----------------------------------|-----------------------------------|-------|
| New Malden – Fulwell Junction | 2 – Non-stopping 2½ - Stopping | 2 – Non-stopping 2½ - Stopping | |
| Fulwell Junction – Hampton | 4 – Non-stopping 4½ - Stopping | 4 – Non-stopping 4½ - Stopping | |
| Hampton – Shepperton | 5 – Non-stopping 5½ - Stopping | 5 – Non-stopping 5½ - Stopping | |

SW195 SURBITON TO HAMPTON COURT

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------|-----------------------------------|-----------------------------------|-------|
| Surbiton – Hampton Court | 3 – Non-stopping 3½ - Stopping | 3 – Non-stopping 3½ - Stopping | |

SW200 HAMPTON COURT JUNCTION TO GUILDFORD (VIA COBHAM)

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------------------------|-----------------------------------|-----------------------------------|-------|
| Hampton Court Junction – Effingham Junction | 2 – Non-stopping 3½ - Stopping | 2 – Non-stopping 3½ - Stopping | |
| Effingham Junction – Guildford | 3 – Non-stopping 4 – Stopping | 3 – Non-stopping 4 – Stopping | |

SW205 LEATHERHEAD TO EFFINGHAM JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------------|-----------------------------------|-----------------------------------|-------|
| Leatherhead – Effingham Junction | 4 – Non-stopping 4½ - Stopping | 4 – Non-stopping 4½ - Stopping | |

SW210 CLAPHAM JUNCTION TO READING

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------------------------------|-----------------------------------|-----------------------------------|-------|
| Clapham Junction – Feltham Junction (via Richmond) | 2 – Non-stopping 2½ - Stopping | 2 – Non-stopping 2½ - Stopping | |

SW210 CLAPHAM JUNCTION TO READING

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------|-----------------------------------|-----------------------------------|-------|
| Feltham Junction – Ascot | 3 – Non-stopping 3½ - Stopping | 3 – Non-stopping 3½ - Stopping | |
| Ascot – Bracknell | 4 – Non-stopping 4½ - Stopping | 4 – Non-stopping 4½ - Stopping | |
| Bracknell – Reading | 3 – Non-stopping 3½ - Stopping | 3 – Non-stopping 3½ - Stopping | |

SW210A HOUNSLOW JUNCTION TO WHITTON JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------|------|------|-----------------|
| Hounslow Junction – Whitton Junction | AB+2 | AB+2 | TCB plan as AB. |

SW210B READING SPUR JUNCTION TO READING NEW JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------------------------|-----------------------------------|-----------------------------------|-------|
| Reading Spur Junction – Reading New Junction | 3 – Non-stopping 3½ - Stopping | 3 – Non-stopping 3½ - Stopping | |

SW210C READING SOUTHERN JUNCTION TO READING (VIA DIVE UNDER)

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------------|------|------|------------------------------|
| Reading Southern Junction – Reading | AB+2 | AB+2 | Single line. TCB plan as AB. |

SW225 POINT PLEASANT JUNCTION TO WIMBLEDON

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------------|-----------------------------------|-----------------------------------|-------|
| Point Pleasant Junction – Wimbledon | 2 – Non-stopping 2½ - Stopping | 2 – Non-stopping 2½ - Stopping | |

SW230 BARNES TO FELTHAM JUNCTION (VIA HOUNSLOW)

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------|-----------------------------------|-----------------------------------|-------|
| Barnes – Feltham Junction | 2 – Non-stopping 2½ - Stopping | 2 – Non-stopping 2½ - Stopping | |

SW240 KEW EAST JUNCTION TO OLD KEW JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------|-------|------|-----------------|
| Kew East Junction – Old Kew Junction | AB+2½ | AB+2 | TCB plan as AB. |

SW240A KEW EAST JUNCTION TO NEW KEW JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------|------|-------|-----------------|
| Kew East Junction – New Kew Junction | AB+3 | AB+2½ | TCB plan as AB. |

SW245 TWICKENHAM JUNCTION TO SHACKLEGATE JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|-----------------------------------|-----------------------------------|-----------------------------------|-------|
| Twickenham – Shacklegate Junction | 2 – Non-stopping 2½ - Stopping | 2 – Non-stopping 2½ - Stopping | |

SW245A STRAWBERRY HILL JUNCTION TO FULWELL JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------------------------|-----------------------------------|-----------------------------------|-------|
| Strawberry Hill Junction – Fulwell Junction | 2 – Non-stopping 2½ - Stopping | 2 – Non-stopping 2½ - Stopping | |

SW250 STAINES TO WINDSOR AND ETON RIVERSIDE

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------------|--------|-------|----------------------------------------------------------------------------------------------------------------------|
| Staines – Wraysbury | AB+1* | | TCB plan as AB. * Based on time previous train passes/departs Wraysbury. |
| Wraysbury – Datchet | AB+1½* | | TCB plan as AB. * Based on time previous train passes/departs Datchet. |
| Datchet – Windsor & Eton Riverside | AB+1 | | TCB plan as AB. |
| Windsor & Eton Riverside – Datchet | | AB+1 | TCB plan as AB. |
| Datchet - Sunnymeads | | AB+3* | TCB plan as AB. * Second train can arrive/pass Datchet 3 minutes after preceding train passes/departs Sunnymeads. |
| Sunnymeads – Staines Signal BEF2608 | | AB+1½ | TCB plan as AB. |

SW250 STAINES TO WINDSOR AND ETON RIVERSIDE

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------------|------|-----------------------------------|-------|
| Staines Signal BEF2608 - Staines | | 3 – Non-stopping 3½ - Stopping | |

SW255 VIRGINIA WATER TO WEYBRIDGE

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------------|------------------------------------|------------------------------------|-------|
| Virginia Water – Chertsey | 4 – Non-stopping 4½ - Stopping | 4 – Non-stopping 4½ - Stopping | |
| Chertsey – Addlestone Junction | 2½ - Non-stopping 4½ - Stopping | 2½ - Non-stopping 4½ - Stopping | |
| Addlestone Junction – Weybridge | 3 – Non-stopping 3½ - Stopping | 3 – Non-stopping 3½ - Stopping | |

SW255A ADDLESTONE JUNCTION TO BYFLEET JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------------------|-----------------------------------|-----------------------------------|-------|
| Addlestone Junction – Byfleet Junction | 3 – Non-stopping 3½ - Stopping | 3 – Non-stopping 3½ - Stopping | |

SW260 ASCOT TO ASH VALE JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------------------------------------------------|
| Ascot – Bagshot | 5½ | AB+1 | TCB plan as AB. |
| Bagshot – Camberley | AB+2 | AB+2* | TCB plan as AB. * Based on time previous train passes/departs Bagshot. |
| Camberley – Frimley | AB+1 | AB+2* | TCB plan as AB. * Based on time previous train passes/departs Camberley. |
| Frimley – Frimley Junction | AB+1 | AB+2* | TCB plan as AB. * Based on time previous train passes/departs Frimley. |
| Frimley Junction – Ash Vale Junction | 5 – Non-stopping 5½ - Stopping | 5 – Non-stopping 5½ - Stopping | TCB Single Line |

SW265 GUILDFORD TO WOKINGHAM

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------------|------------------------------------|------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Guildford – North Camp | 2½ - Non-stopping 3½ - Stopping | 2½ - Non-stopping 3½ - Stopping | |
| North Camp – Blackwater | AB+½ | | TCB plan as AB. |
| Blackwater – Blackwater Signal BEF2979 | AB+2½* | | TCB plan as AB. * Second train cannot arrive at Blackwater until 2½ minutes after the preceding train passes Signal BEF2979. |
| Blackwater Signal BEF2979 – Wokingham | AB+1 | | TCB plan as AB. |
| Wokingham – Sandhurst Signal BEF2982 | | AB+1* | TCB plan as AB. * A train may depart Wokingham to Signal BEF2994 before the preceding train has cleared the section to BEF2982. A train may depart BEF2994 signal 1 minute after the previous train passes BEF2982. |
| Signal BEF2982 – Blackwater Signal BEF2978 | | AB+2 | TCB plan as AB. |
| Blackwater Signal BEF2978 – North Camp | | AB+2 | TCB plan as AB. |

SW300 GOMSHALL TO SHALFORD JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------------------------|-----------------------------------|-----------------------------------|-------|
| Gomshall – Chilworth (exclusive) | 3 – Non-stopping 4½ - Stopping | | |
| Chilworth (inclusive) – Shalford (exclusive) | 3 – Non-stopping 4½ - Stopping | | |
| Shalford (inclusive) – Shalford Junction | 3 – Non-stopping 3½ - Stopping | | |
| Shalford Junction - Shalford | | 3 – Non-stopping 3½ - Stopping | |
| Shalford – Chilworth (exclusive) | | 3 – Non-stopping 4 - Stopping | |
| Chilworth (inclusive) - Gomshall | | 3½ - Non-stopping 4 - Stopping | |

5.2.2 General Capacity Constraints

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

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

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

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

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

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

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

| SW100 LONDON WATERLOO TO CLAPHAM JUNCTION | | | |
|--------------------------------------------------|-----------------------------------------------------|--------------------------------|----------------------------------------------------------------------------------------------|
| LINE/LOCATION | SECTION | CRITICAL TIMES SX | REMARKS |
| | | | |
| Clapham Junction | Latchmere/Ludgate Lines | 07.00 – 09.00 16.30 – 18.30 | From Ludgate Line /Latchmere Reversible to Down Windsor Lines (Plats 5/6)/Clapham Yard |
| London Waterloo and Woking | It is intended to restrict usage to 90% of capacity | 06.00 – 21.00 EWD | In peak periods no more than 25 non stop trains per hour will be permitted on the fast Lines |

| SW100C WEST LONDON JUNCTION TO LATCHMERE JUNCTION (NO 3) | | | |
|-----------------------------------------------------------------|--------------------------------------------------|--------------------------|-----------------------------------------------------------|
| LINE/LOCATION | SECTION | CRITICAL TIMES SX | REMARKS |
| | | | |
| North Pole Junction and Latchmere Junction (No 3) | No more than 13 paths per hour in each direction | All day | Stopping services are likely to absorb more than one path |

SW100D CLAPHAM JUNCTION TO LONGHEDGE JUNCTION

| LINE/LOCATION | SECTION | CRITICAL TIMES SX | REMARKS |
|------------------|------------------|--------------------------------|----------------------------------------------------------------------------------------|
| Clapham Junction | Ludgate Junction | 07.00 – 09.00 16.30 – 18.30 | From Ludgate Line /Latchmere Reversible to Down Windsor Lines (Plats 5/6)/Clapham Yard |

SW100E CLAPHAM JUNCTION TO LATCHMERE JUNCTION (NO 2)

| LINE/LOCATION | SECTION | CRITICAL TIMES SX | REMARKS |
|---------------------------------------------------|--------------------------------------------------|--------------------------------|----------------------------------------------------------------------------------------|
| Clapham Junction | Latchmere Junction (No 2) | 07.00 – 09.00 16.30 – 18.30 | From Ludgate Line /Latchmere Reversible to Down Windsor Lines (Plats 5/6)/Clapham Yard |
| North Pole Junction and Latchmere Junction (No 3) | No more than 13 paths per hour in each direction | All day | Stopping services are likely to absorb more than one path |

SW105 CLAPHAM JUNCTION TO WEYMOUTH

| LINE/LOCATION | SECTION | CRITICAL TIMES SX | REMARKS |
|----------------------------|-----------------------------------------------------|--------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| Basingstoke | Southcote Junction | 06.00 – 09.00 16.30 – 19.30 | Southbound from Reading direction. |
| Eastleigh | Platforms 2 and 3 | 06.00 – 08.00 17.15 – 19.45 | Additional moves to/from the Depot and Yard will be subject to negotiation between the bidding operator and Network Rail. |
| London Waterloo and Woking | It is intended to restrict usage to 90% of capacity | 06.00 – 21.00 EWD | In peak periods no more than 25 non stop trains per hour will be permitted on the fast Lines |

SW125 SOUTHCOTE JUNCTION TO BASINGSTOKE

| LINE/LOCATION | SECTION | CRITICAL TIMES SX | REMARKS |
|---------------|--------------------|--------------------------------|------------------------------------|
| Basingstoke | Southcote Junction | 06.00 – 09.00 16.30 – 19.30 | Southbound from Reading direction. |

SW130 EASTLEIGH EAST JUNCTION TO ROMSEY

| LINE/LOCATION | SECTION | CRITICAL TIMES SX | REMARKS |
|---------------|-------------------|--------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| Eastleigh | Platforms 2 and 3 | 06.00 – 08.00 17.15 – 19.45 | Additional moves to/from the Depot and Yard will be subject to negotiation between the bidding operator and Network Rail. |

SW135 EASTLEIGH WEST JUNCTION TO FAREHAM

| LINE/LOCATION | SECTION | CRITICAL TIMES SX | REMARKS |
|---------------|-------------------|--------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| | | | |
| Eastleigh | Platforms 2 and 3 | 06.00 – 08.00 17.15 – 19.45 | Additional moves to/from the Depot and Yard will be subject to negotiation between the bidding operator and Network Rail. |

NOTE - Two line railway timetables on Sundays are detailed in the Engineering Access Statement document for the relevant parts of the region

5.3 Junction Margins and Station Planning Rules

The definition for Junction Margins and Station Planning Rules is listed in Section 1.6 - 1.10 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 B Plan. Negative adjustments are specially identified.

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.

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 planners.

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

| STANDARD VALUES – MINIMUM | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Attachment of Locomotives/Units | |
| Class 150 DMU | 5 |
| Class 153 DMU | 5 |
| Class 158 DMU | 2 |
| Class 158 DMU (GWR Services) | 5 |
| Class 159 DMU | 2 |
| Class 165/166 DMU | 4 |
| Class 22x DEMU | 7 |
| Class 377 EMU | 4 |
| Class 387 EMU | 4 |
| Class 444 EMU | 4 |
| Class 450 EMU | 4 |
| Class 455 EMU | 2 |
| Class 458 EMU | 5 |
| Class 701 EMU | 4 |
| Connectional Allowance | |
| 5 minutes | |
| Detachment of Locomotives/Units: | |
| Class 150 DMU | 4 |
| Class 153 DMU | 4 |
| Class 158 DMU | 2 |
| Class 158 DMU (GWR Services) | 4 |
| Class 159 DMU | 2 |
| Class 165/166 DMU | 4 |
| Class 22x DEMU | 7 |
| Class 377 EMU | 4 |
| Class 387 EMU | 4 |
| Class 444 EMU | 4 |
| Class 450 EMU | 4 |
| Class 455 EMU | 2 |
| Class 458 EMU | 5 |
| Class 701 EMU | 4 |
| Dwell Time* | |
| * Dwell times may be varied during the production of timings for trains in conjunction with engineering work or other special traffic arrangements at the discretion of the Amended Timetable Manager. | |

| | | | | | | | | | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|--------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|
| Class 15x DMU | ½ | | | | | | | | | | | |
| Class 165/166 DMU | ½ | | | | | | | | | | | |
| Class 22x DEMU | 1½ | | | | | | | | | | | |
| Class 377 EMU | ½ | | | | | | | | | | | |
| Class 387 EMU | ½ | | | | | | | | | | | |
| Class 444/450 EMU | ½ \$ | | | | | | | | | | | |
| Class 455 EMU | ½ | | | | | | | | | | | |
| Class 458 EMU | 1 | | | | | | | | | | | |
| Class 701 EMU | ½ | | | | | | | | | | | |
| Class 80X | 1½ | | | | | | | | | | | |
| Loco Hauled | 1 | | | | | | | | | | | |
| Trains terminating and then running ECS in the same direction (except SWR services) | 1* | | | | | | | | | | | |
| Trains terminating and then running ECS in the same direction (SWR services) | 2 (1-6 cars)* 4 (7-12 cars)* | | | | | | | | | | | |
| \$ An actual minimum dwell time of 45 seconds is required at all station stops. As timetable systems can only use multiples of 30 seconds, every second station stop must have a dwell time of at least 1 minute input into the system. | | | | | | | | | | | | |
| * By exception, allowances for trains terminating and then running ECS in the same direction may be reduced after discussion and agreement between the operator and Network Rail. | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Locomotive Change | 10 | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Locomotive Runaround | 10 | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Junction Margins | | | | | | | | | | | | |
| First Movement | Second Movement | Margin | | | | | | | | | | |
| Between all conflicting moves, except as below | | 3 | | | | | | | | | | |
| Arrival or pass | Conflicting departure (opposite direction) | 1 | | | | | | | | | | |
| | | | | | | | | | | | | |
| Platform Reoccupation | | | | | | | | | | | | |
| Platform reoccupation in the same direction is equal to the stopping headway minus 30 seconds except where stated otherwise. | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Minimum Turnround – Passenger Stock | | | | | | | | | | | | |
| Stock | 1 Car | 2 Car | 3 Car | 4 Car | 5 Car | 6 Car | 7 Car | 8 Car | 9 Car | 10 Car | 11 Car | 12 Car |
| Class 150 DMU | | 3 | 3 | 4 | 4 | 4 | | | | | | |
| Class 153 DMU | 3 | 3 | 4 | 4 | | | | | | | | |
| Class 158 DMU (GWR) | | 3 | 3 | 4 | 4 | 4 | | | | | | |
| Class 158/159 DMU (SWR) | | 3 | 4 | 5 | 5 | 5 | 6 | 6 | 6 | 7 | | |
| Class 165/166 DMU (GWR) | | 3 | 3 | 4 | 4 | 4 | 5 | 5 | | | | |
| Class 22x DEMU | | | | 10 | 10 | | | 10 | 10 | 10 | | |
| Class 377 EMU | | | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 6 | 6 | 6 |
| Class 378 EMU | | | | | 6# | | | | | | | |
| Class 387 EMU | | | | 4 | | | | 5 | | | | 6 |
| Class 444 EMU | | | | | 6 | | | | 7 | 7 | | |
| Class 450 EMU | | | | 5 | | | | 6 | 7 | | | 7 |
| Class 455 EMU | | | | 6 | | | | 7 | | | | 8 |
| Class 458 EMU | | | | 6 | 6 | | | 7 | | 7 | | |
| Class 701 EMU | | | | | 6 | | | | | 7 | | |
| Class 710 EMU | | | | 5 | 6# | | | | | | | |

5 minutes turnaround when forming an ECS.

CrossCountry 22x Train Preparation Allowances – minimum platform standing allowance between ECS arrival from depot and passenger train departure

| | |
|---------|----|
| 1 x 22X | 15 |
| 2 x 22X | 20 |

By exception, allowances for 'Train Preparation' (above) may be reduced after discussion and agreement between CrossCountry and Network Rail

CrossCountry 22x Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ECS departure to depot

| | |
|---------------------------------------------------|----|
| 1 x 22x departing in same direction as arrival | 8 |
| 1 x 22x departing in reverse direction to arrival | 10 |
| 2 x 22x departing in same direction as arrival | 15 |
| 2 x 22x departing in reverse direction to arrival | 20 |

Reversal

| | |
|---------------|---|
| Class 22x | 5 |
| 2 x Class 22x | 6 |

Minimum Allowance for Freight Movements

| | |
|-------------------------------------------|-----|
| Reversal before/after propelling movement | 2 |
| Crew change | 2* |
| Light engine reverse | 2 |
| Runaround in stations | 20* |
| Runaround in yards or depots | 20 |

* For all New or Changed paths, with Existing paths being actively looked at and changed wherever possible.

Generic Rolling Stock Classes

| Train Class | ITPS Timing Load |
|-------------------------------|------------------|
| Class 171 (Southern services) | Class 170 |
| Class 375 and 377 | Class 375 |

Adjustments to Sectional Running Times

| Movements | Reason | Value |
|-------------------------------------------------------------------------------------------------------|------------------|-------|
| Approaching All Loops, Crossovers and Occupied Platforms | Approach Control | {½} |
| Terminating trains arriving on half minutes in final timing link (with the exception of ARL services) | Station working | {½} |

For route divergence allowance see Station Entries.

All allowances mentioned in the exceptions should be included in train times when approaching the listed timing point unless otherwise noted.

Trains originating on whole minutes

CrossCountry* and Freight^ schedules must depart from origin on a whole minute. (This is due to IT systems requirements - *Integrale, ^TOPS).

Permissive Working

Where attaching/detaching and Platform sharing is permitted, only class 1, 2, 3 ECS, 5 and 0 trains are allowed to undertake permissive working. See Rule Book

Engineering Works

DOWN trains, plus UP trains not running to Waterloo are to be advertised 3 minutes later arrival if they have:-

- been subjected to Single Line Working
- operated as connecting services out of bus services
- been diverted via alternative routes

- operated through normally four line sections that have been reduced to two lines
- stopped additionally en route (which must be properly allowed for in the retiming)

Signal box allowance

A margin of 5 minutes between trains (should be allowed) when entering a block section where a box is either opening or closing

Light Engine Movements

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

THE FOLLOWING INFORMATION SHOWS THE EXCEPTIONS TO THESE STANDARD VALUES

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

London Waterloo

Berthing Facilities

| | Cars |
|--------------|------|
| South Siding | 10 |

Connectional Allowances

| | |
|--------------|----|
| All Services | 15 |
|--------------|----|

Engineering Works

UP trains to Waterloo are to be advertised 3 minutes later arrival if they have:-

- Been subjected to Single Line Working.
- Operated as connecting services out of bus services.
- Been diverted via alternative routes.
- Operated through normally four line sections that have been reduced to two lines.
- Stopped additionally en route (which must be properly allowed for in re-timings).

Junction Margins

| First Movement | Second Movement | Margin |
|----------------|----------------------------------------|--------|
| Any departure | Conflicting arrival at Platform 1 | 4 |
| Any departure | Conflicting arrival at Platforms 2-15 | 3½ |
| Any departure | Conflicting arrival at Platforms 16-24 | 4 |
| Any arrival | Departure crossing behind | 1 |

Trains are permitted to arrive and depart on the ½ minute subject to also complying with the junction margins above

Permissive Working

Permissive working should be avoided wherever possible but a service may be Platformed on top of another provided at least six minutes exists between departures where both trains are departing in passenger service. This is to enable the second train to be advertised after the first has departed, and to allow sufficient time for boarding.

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

| | |
|----------------|---------------------------------------------------------------------------------------------------------------------|
| Platforms 1-24 | Attaching/Detaching and Platform Sharing permitted in all platforms except where otherwise noted in the table below |
|----------------|---------------------------------------------------------------------------------------------------------------------|

| Plat | Operational Platform Length in Metres ‡ | Class 158 46.50 | Class 444 117.85 | Class 450 81.35 | Class 455 80.92 | Class 458/4 81.98 | Class 458/5 101.84 | Class 701 5-car 101.74 10-car 203.11 | Coupling/ Restrictions |
|------|-----------------------------------------|--------------------|---------------------|--------------------|--------------------|----------------------|-----------------------|--------------------------------------------------|------------------------|
|------|-----------------------------------------|--------------------|---------------------|--------------------|--------------------|----------------------|-----------------------|--------------------------------------------------|------------------------|

‡: When top train working, 2.0 metres should be factored into the total (train) length, and when detaching 0.6m should also be factored in.

| | | | | | | | | | |
|---|--------|----|----|---|---|----|----|----|------------------------------|
| 1 | 208.60 | NP | NP | 8 | 8 | NP | 10 | 10 | Offside ramp for 4 car units |
| 2 | 208.30 | NP | NP | 8 | 8 | NP | 10 | 10 | Offside ramp for 4 car units |
| 3 | 208.50 | NP | NP | 8 | 8 | NP | 10 | 10 | Offside ramp for 4 car units |

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

| | | | | | | | | | |
|----|--------|---------------|--------------|---------------|----|-------------------|------------|----|------------------------------|
| 4 | 208.80 | NP | NP | 8 | 8 | NP | 10 | 10 | Offside ramp for 4 car units |
| 5 | 208.10 | (6) 8 | (6) (7) 5 | (7) 8 | 8 | NP | 10 | 10 | Offside ramp for 4 car units |
| 6 | 208.70 | (6) 8 | (6) (7) 5 | (7) 8 | 8 | NP | 10 | 10 | Offside ramp for 5 car units |
| 7 | 243.70 | (5) (8) 10 | (5) 10 | (7) 8 | 8 | (9) (10) 8 | 10 | 10 | Offside ramp for 5 car units |
| 8 | 249.10 | 10 | 10 | (1) (2) 12 | 8 | (9) (10) 8 | 10 | 10 | Offside ramp for 5 car units |
| 9 | 249.40 | 10 | 10 | (2) (4) 12 | 12 | (9) (10) 8 | 10 | 10 | Offside ramp for 5 car units |
| 10 | 251.40 | 10 | 10 | 12 | 12 | (9) (10) 8 | 10 | 10 | Offside ramp for 5 car units |
| 11 | 246.40 | 10 | 10 | (1) 12 | 12 | (10) 8 | 10 | 10 | Offside ramp for 5 car units |
| 12 | 246.70 | (3) 10 | 10 | (4) 12 | 12 | (10) 8 | 10 | 10 | Offside ramp for 5 car units |
| 13 | 245.00 | (3) 10 | 10 | (4) 12 | 12 | (10) 8 | 10 | 10 | Offside ramp for 5 car units |
| 14 | 249.20 | (3) 10 | 10 | (4) 12 | 12 | (10) 8 | 10 | 10 | Offside ramp for 5 car units |
| 15 | 249.10 | (3) 10 | 10 | (1) (2) 12 | 12 | (10) 8 | 10 | 10 | Offside ramp for 5 car units |
| 16 | 254.70 | (3) 10 | 10 | 12 | 12 | (10) 8 | 10 | 10 | Offside ramp for 4 car units |
| 17 | 267.30 | 10 | 10 | 12 | 12 | (10) (12) 8 | (12) 10 | 10 | Offside ramp for 4 car units |
| 18 | 248.10 | 10 | 10 | (4) 12 | 12 | (10) (12) 8 | (12) 10 | 10 | Offside ramp for 5 car units |
| 19 | 253.70 | NP | 10 | (1) 12 | 12 | (10) (12) 8 | (12) 10 | 10 | Offside ramp for 5 car units |
| 20 | 246.00 | NP | (11) NP | 12 | 12 | (10) 8 | 10 | 10 | No attaching or detaching |
| 21 | 246.00 | NP | (11) NP | 12 | 12 | (10) 8 | 10 | 10 | No attaching or detaching |
| 22 | 246.00 | NP | (11) NP | 12 | 12 | (10) 8 | 10 | 10 | No attaching or detaching |
| 23 | 246.00 | NP | (11) NP | 12 | 12 | (10) 8 | 10 | 10 | No attaching or detaching |
| 24 | 246.00 | NP | (11) NP | 12 | 12 | (10) 8 | 10 | 10 | No attaching or detaching |

Restrictions

| | | | |
|-------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| (1)= No detaching or platform sharing totalling 12 car 450 stock. 12 car must depart complete owing to signal sighting. | (2)= Unable to attach to an 8 car train due to track circuit being occupied. | (3)= Severity of track curvature makes coupling of Class 158/159 difficult. | (4)= Only able to split 12 car once at a time. Three 4 car units not allowed. |
| (5)= No detaching or platform sharing totaling 10 car 158/159/444 stock. 10 car must depart | (6)= Class 444, 158, 159 may use the Up and Down Main Slow between Waterloo and West Crossings but stop all | (7)= Class 444/450 combinations totaling 9 cars can be accommodated. | (8)= 9 car 159 stock only able to split once at a time. Three 3 car units not allowed. |

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

| | | | |
|--------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| complete owing to signal sighting. | other movements entering or departing platforms 1-9 due to restricted passing clearance over Westminster Bridge Road. | | |
| (9)= Class 458/4 permitted ECS only. | (10)= Permissive working with 8 car not permitted. Permissive working with 4 car only permitted in disruption when authorised by signaller. | (11)= Units currently not permitted due to dust issues. Route cleared under NRSC. | (12)= No attachments with Class 458/4 or 458/5 stock due to coupling issues. |

Station Working Requirements

The following principles should be observed when compiling Platform arrangements at Waterloo. These principles are for guidance and are not factors that will determine the validity of an Operator access proposal.

It may be possible on a limited number of occasions for a departing Main Fast service to run down the Up Main Relief Line, and cross behind the arrival, or a departing Main Slow service to run Down Main Fast to West Crossings if the arrival is on the Up Main Slow. Under these circumstances, attention is drawn to the relevant junction margin value.

For amended timetable purposes, to avoid a number of re-timings, it is permissible to have a limited number of 'same arrival and departing time' workings in conflicting Platforms. Each occasion must be individually agreed with Network Rail's Amended Timetable Manager. This is not to be taken as a general exception to the normal junction margins as stated above.

Trains formed of Class 455 Units may be programmed to detach: -

- In any Platform (subject to route restrictions) provided that the jumpers are connected on the Platform side.
- In Platforms 1, 2, 3, 4, 5, 16 and 17 (which are equipped with off-side ramps) irrespective of which side the jumpers are connected

Down passenger services should not normally be retimed from Waterloo to accommodate an additional or retimed incoming service.

For further information regarding Platform availability please see the Sectional Appendix; Section 3B

Planning Restrictions

Pathing time must not be used in Up trains approaching Waterloo Platforms 20-24 (final signal is at West Crossings). N.B. It should be noted that it is not possible to stand a train at W906 signal.

When the Down Windsor is under possession in the vicinity of International Junction it is not possible for an Up train to cross from the Windsor Reversible to the Up Windsor at West Crossings, or for a Down train to cross from the Up Windsor to the Windsor Reversible at West Crossings.

Simultaneous Moves Not Permitted

| | |
|--------------------------------------------------------------------------------|-----------------------------------------------------------------|
| Up train on Windsor Reversible weaving to Up Windsor at West Crossings | Down train on Down Windsor passing West Crossings |
| Up train on Windsor Reversible passing West crossings towards Platforms 14-19 | Down train depart Waterloo Platforms 20-24 via Windsor Relief 1 |
| Up train using ladder at West Crossings to cross to the Windsor Reversible | Down train depart Waterloo via Up Windsor |
| Down train using ladder at West Crossings to cross from the Windsor Reversible | Down train depart Waterloo via Up Windsor |

SW100 LONDON WATERLOO TO CLAPHAM JUNCTION

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|
| Down train weaving from Up Main Relief to Down Windsor Fast at West Crossings | Up or Down train running straight along Up Windsor at West Crossings |
| Down train departing Waterloo via Down Windsor towards Down Windsor Slow (N.B. There is no restriction if train is routed towards Down Windsor Fast) | Down train departing Waterloo via Up Main Relief |
| Down train routed past West Crossings that has approached via Windsor Reversible (i.e. has a proceed aspect at W49) | Down train depart Waterloo via Up Windsor (towards W57) |
| Down train routed past West Crossings that has approached via Up Windsor (i.e. has a proceed aspect at W57) | Down train depart Waterloo via Down Windsor (towards W55) |

Train Length Restrictions

Maximum standage at final signals approaching Waterloo whilst still allowing trains to be routed over West Crossings in rear (N.B. longer trains than stated below may be stood but will foul West Crossings)

| Line | Maximum standage to be clear of West Crossings |
|-------------------|--------------------------------------------------------------------------------------------------------------------------|
| UMS (Signal W2) | 234 metres (10-car) |
| UMF (Signal W4) | 176 metres (8-car 450 – however can stand a 12-car 450 and allow route for following train to Up Main Relief) |
| UMR (Signal W6) | 150 metres (5-car 444/458/701- however can stand a 12-car 450 and allow route for following train to MFL) |
| UW (Signal W10) | 97 metres (4-car 450/455) |
| RVL (Signal W8) | 97 metres (4-car 450/455) |
| WR1 (Signal W906) | Cannot stand at this signal – route must be set into platform |
| WR2 (Signal W908) | 5-car to be clear of International Junction, if 10-car from Up Windsor then fouls both Up Windsor and Windsor Reversible |

Waterloo West Crossings

Adjustment to Sectional Running Times

Trains weaving between different running lines at Waterloo West Crossings do not require the standard $\frac{1}{2}$ as it is already included in the SRT.

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------|-----------------|--------|
| Between all conflicting movements | | 2 |

Simultaneous Moves Not Permitted

Up train on RVL weaving to UW at West Crossings Down train on DW passing West Crossings

Please also refer to Simultaneous Moves Not Permitted section under London Waterloo entry above

Vauxhall

Dwell Times

All Services 1

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------|--------|
| Between all movements | | 2 |

When a movement is taking place from the Down Windsor Fast or Slow Lines to the Down Windsor Line via 1778 points at Nine Elms Junction no movement is permitted beyond Signal W89 on the Down Windsor Fast Line or beyond Signal W87 on the Down Windsor Slow Line at Vauxhall.

Nine Elms Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------|
| Between all movements except as below | | 2 |
| Down Service crossing from the Windsor Reversible to the Down Waterloo Curve and Up Service crossing from the Up Waterloo Curve to the Windsor Reversible | | 3 |

Queenstown Road

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------|--------|
| Between all movements | | 2 |

Simultaneous Moves Not Permitted

| | |
|-------------------------------------------------------------------------------|--------------------------------|
| Up train crossing from Up Main Fast/Up Main Slow to Platform 2 | Down train arriving Platform 3 |
| Down train from Platform 2 to Down Main Slow/Down Main Fast/Down Windsor Slow | Down train arriving Platform 3 |

Planning Note

Trains formed of more than 8 cars must not be planned to reverse in Platform 2, due to signal sighting issues for signals at either end of the platform.

Clapham Yard

Acceptance of Trains

| | Margin |
|-----------------------------------------------------------------|--------|
| Between any two arrivals via the same entrance except as below: | 5 |
| Between consecutive arrivals from Up Main Lines | 10 |
| Between consecutive arrivals from Up Windsor Lines | 10 |

Dispatch of Trains

| | Margin |
|------------------------|--------------------------------------------|
| Via Up Main Fast Line | 5 |
| Via Down Main Lines | 10 |
| Via Up Windsor Lines | 5 |
| Via Down Windsor Lines | subject to two departures every 10 minutes |

Electric trains entering/exiting Clapham Yard via the ladder to/from the Up Windsor Lines must be formed of at least 6 cars, owing to risk caused by gaps in the conductor rail.

Planning Note

All trains crossing from West London Junction to Clapham Junction (Windsor Side) via Clapham Yard must have a stop of at least 10 minutes at Clapham Yard to allow for the transit time through the sidings.

Clapham Junction

Adjustment to Sectional Running Times

Clapham Junction

Up services stopping in the loop (Platform 7) do not require the standard {½} as it is already included in the SRT's.

Connectional Allowances

| | |
|--------------|----|
| All Services | 10 |
|--------------|----|

Dwell Times

| | |
|----------------------------|----|
| Up Main Fast Services Only | 1½ |
|----------------------------|----|

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

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------------------------------------------|----------------------------------------------------------|--------|
| Between all Main Line Side movements except as below | | 2* |
| Passing Up Fast or Up Slow train | Down train depart from Clapham Yard | 1½ |
| Down Fast or Down Slow Windsor Line train | Up departure from Clapham Yard | 1 |
| Train departs Platform 1 towards Latchmere Junction | Train departs Platform 3 or 4 towards Longhedge Junction | 2 |
| Freight passes/departs Platform 3 or 4 towards Longhedge Junction | Train arrives/passes from Latchmere Junction | 3 |
| Depart Platform 2 towards Longhedge Junction | Arrive at Platform 2 from Longhedge Junction | 4 |

* 2½ minutes Windsor Side

Simultaneous Moves Not Permitted

| | |
|-----------------------------------|--------------------------------------------------------------------------------------------------|
| Up train arriving into Platform 3 | Train passing/departing Platform 4 towards Up Windsor Slow/Longhedge Junction/Latchmere Junction |
| Up train arriving into Platform 3 | Train departing Platform 2 to Up Windsor Slow/Down Latchmere Curve |
| Up train arriving into Platform 3 | Train arriving into Platform 2 from Down Latchmere Curve/Signal W1049 |

Station Working Requirements

Passenger trains must not stop in Clapham Junction platform 8 except in an emergency. This is due to the curvature of the platform causing an unsafe stepping distance. Up Main Fast Line services stopping at Clapham Junction must be planned to use the Up Main Loop (Platform 7).

Limit of Shunt

| | |
|----------------------------|------|
| Platform 7 (clear of W124) | 181m |
|----------------------------|------|

SW100B NINE ELMS JUNCTION TO LINFORD STREET JUNCTION

Nine Elms Junction

See entry under route – SW100

SW100C WEST LONDON JUNCTION TO LATCHMERE JUNCTION (NO 3)

West London Junction

See entry under route – SW100

SW100D CLAPHAM JUNCTION TO LONGHEDGE JUNCTION

Clapham Junction

See entry under route – SW100

Longhedge Junction

See entry under route – SO250

SW100E CLAPHAM JUNCTION TO LATCHMERE JUNCTION (NO 2)

Clapham Junction

See entry under route – SW100

SW105 CLAPHAM JUNCTION TO WEYMOUTH

Clapham Junction

See entry under route – SW100

Durnsford Road Staff Halt

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------------------------------------------------|----------------------------------------------------------------------------|-----------|
| Weaving Movements | | |
| Pass/arrive Wimbledon from Down Fast | Pass/depart Durnsford Road Staff Halt crossing from Up Fast to Up Slow | Same time |
| Pass/depart Durnsford Road Staff Halt crossing from Up Fast to Up Slow | Pass Wimbledon from Down Fast | 3½ |
| Pass/depart Durnsford Road Staff Halt crossing from Up Fast to Up Slow | Arrive at Wimbledon from Down Fast | 4½ |
| Depot Arrivals | | |
| Arrive at Wimbledon Park C.S.D. from Down Fast via Durnsford Road entrance | Pass/depart Wimbledon to Up Fast | 1½ |
| Pass Wimbledon to Up Fast | Arrive at Wimbledon Park C.S.D. from Down Fast via Durnsford Road entrance | 5 |
| Depart Wimbledon to Up Fast | Arrive at Wimbledon Park C.S.D. from Down Fast via Durnsford Road entrance | 5½ |
| Depot Departures | | |
| Pass/arrive Wimbledon from Down Fast | Depart Wimbledon Park C.S.D. to Up Slow via Durnsford Road exit | Same time |
| Depart Wimbledon Park C.S.D. to Up Slow via Durnsford Road exit | Pass Wimbledon from Down Fast | 5 |
| Depart Wimbledon Park C.S.D. to Up Slow via Durnsford Road exit | Arrive at Wimbledon from Down Fast | 6 |
| Pass Wimbledon to Up Fast | Depart Wimbledon Park C.S.D. via Durnsford Road exit | 2 |
| Depart Wimbledon to Up Fast | Depart Wimbledon Park C.S.D. via Durnsford Road exit | 2½ |
| Depart Wimbledon Park C.S.D. via Durnsford Road exit | Pass/depart Wimbledon to Up Fast | 3½ |

Wimbledon Park Depot

Acceptance of Trains

| | | Margin |
|-------------------------------------------------------------------|--|--------|
| Down Putney to No.1 Reception via 710 points (East Putney) | | 4 *\$ |
| Down Fast Line to Siding No.1 via 705/707 points (Durnsford Road) | | 12 * |
| Wimbledon Station to Up Siding No.1 or Up Siding No.2 | | 4 # |

* One train can be accepted via each route simultaneously but 12 minutes must then elapse before acceptance of further trains via either route.

\$ Maximum of two trains in any 12 minutes

Subject to only one train having been accepted via East Putney or Durnsford Road in the previous 12 minutes.

Dispatch of Trains

| | | Margin |
|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Sliding Door trains – D.O.O and all non D.O.O. trains | From each of:- <ul style="list-style-type: none"> Up Siding No.1 (Washer Road) to USL via 720 points.* Siding No.1 to UFL via 707 points. No.1 Reception to Up Putney via 714 points | 10 |
| Sliding Door trains – D.O.O and all non D.O.O. trains | Up Siding Nos.1/2 towards Wimbledon Station | 5 |
| Sliding Door trains – D.O.O and all non D.O.O. trains | Depot to Up Fast Line via 702 points | 10 |

* A maximum of 8 cars only are allowed for these departures

Wimbledon

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|-------------------------------------------------------------------|--------------------|-------|
| Up Slow Line trains from Motspur Park not stopping at Raynes Park | Speed Differential | {1} |

Connectional Allowances

| | |
|--------------|---|
| All Services | 6 |
|--------------|---|

Dwell Times

| | |
|-----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| All Services | 1 |
| During Lawn Tennis Championships All Other Services | To allow extra stops at this station during the Lawn tennis Championship dwell times at surrounding stations may be reduced with agreement from the Business Manager. This is only permissible during the period of the event |

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------------------------|----------------------------------------------------------|--------|
| Between all movements except as below | | 2 |
| Arrival/pass from East Putney/Wimbledon Park Depot | Conflicting Up departure | 1 |
| Depart from Up Platforms in the down direction | Up Fast or Up Slow service re-occupying the Up Platforms | 4 |
| Passing Up Slow line train | Departure from Wimbledon Park Depot to Down Fast line | 1½ |

Simultaneous Moves Not Permitted

Wimbledon

Up train arriving Platform 6 | Train from Wimbledon Park/Wimbledon Depot to Platform 7

Station Working Requirements

All trains that stop additionally at Wimbledon (for Wimbledon Tennis Championships) are to be advertised 3 minutes later at destination.

Wimbledon West Junction

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------------------------------------------|--------------------------------------------------------------------------------|--------|
| Up train crossing from Up Fast to Up St. Helier passes Wimbledon West Junction | Down train departs Wimbledon to Down Fast/Down Slow | 1* |
| Up train crossing from Up Fast to Up St. Helier passes Wimbledon West Junction | Down train passes Wimbledon to Down Fast/Down Slow | 2* |
| Down train passes/departs Wimbledon to Down Fast/Down Slow | Up train crossing from Up Fast to Up St. Helier passes Wimbledon West Junction | 3 |

* Increase margin by ½ minute if the first movement is a freight service

Raynes Park

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|-------------------------|--------------------|-------|
| Down Slow to Platform 4 | Speed Differential | {½} |

Connectional Allowances

| | |
|--------------|---|
| All Services | 6 |
|--------------|---|

New Malden

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|-------------------------------------------------|--------------------|-------|
| Down trains towards Norbiton passing New Malden | Speed Differential | {½} |

Connectional Allowances

| | |
|--------------|---|
| All Services | 6 |
|--------------|---|

Overlap Restrictions

| First Movement | Second Movement | Signal | Margin |
|---------------------------------------------------------|---------------------------------------------------------|--------|--------|
| Down train arrives at Platform 4 from Down Slow | Train crosses from Down Fast to Down Slow/Down Kingston | W231 | 3 |
| Train crosses from Down Fast to Down Slow/Down Kingston | Down train arrives at Platform 4 from Down Slow | W231 | 3 |

Berrylands Junction

Adjustment to Sectional Running Times

Services crossing from Up Slow to Up Fast do not require the standard {½} as it is already included in the SRT's.

Surbiton

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|---------------------------------------------------------------------------------------------------------------------------|------------------|-------|
| Down Slow arrival at Platform 4 | Approach Control | {½} |
| Down Slow passing Platform 4 | Approach Control | {1} |
| Down Fast services crossing to stop at Platform 3 do not require the standard {½} as it is already included in the SRT's. | | |

Connectional Allowances

| | |
|--------------|---|
| All Services | 6 |
|--------------|---|

Dwell Times

| | |
|----------------------------------------------------------------------------------------------------------------------------------|----|
| All services except as below | 1 |
| Up direction services departing between 0645 and 0915 or Down direction services arriving between 1600 and 2000 Monday to Friday | 1½ |

Station Working Requirements

All trains that stop additionally at Surbiton (for Hampton Court Flower Show) are to be advertised 3 minutes later at destination.

Restriction

An Up train cannot depart/pass Surbiton until after the previous Up train via the same line has passed Berrylands Junction. This is because there is only one signal section between Surbiton and Berrylands Junction on both the Up Fast and Up Slow lines.

Hampton Court Junction

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|----------------------------------------------------|--------------------|-------|
| Down trains towards Hinchley Wood passing Surbiton | Speed Differential | {1} |
| Up trains from Hinchley Wood passing Surbiton | Speed Differential | {1}* |

* Applies approaching next timing point.

Esher

Dwell Times

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| Up direction services departing between 0730 and 0845 Monday to Friday | 1 |
| All Trains that stop additionally for Sandown Park Race Meetings | \$ |
| \$ To allow extra stops at this station during Sandown Park Race Meetings dwell times at surrounding stations may be reduced with agreement from the Business Manager. This is only permissible on days of the Race Meetings | |

Station Working Requirements

All trains that stop additionally at Esher (for Sandown Park races) are to be advertised 3 minutes later at destination

Walton on Thames

Dwell Times

| | |
|-----------|---|
| Class 450 | 1 |
|-----------|---|

Weybridge

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|---------------------------------------------------------------------|--------------------|-------|
| Up trains crossing Slow Line to Fast Line | Speed Differential | {1} |
| Down Slow Line trains towards Addlestone Junction passing Weybridge | Speed Differential | {1} |
| Up Slow Line trains from Addlestone Junction passing Weybridge | Speed Differential | {½}* |

* This allowance should appear in the section from Weybridge

Connectional Allowances

| | |
|--------------|---|
| All Services | 5 |
|--------------|---|

Dwell Times

| | |
|-----------|---|
| Class 450 | 1 |
|-----------|---|

Permissive Working

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

| | | |
|------------|-----------|-----------------------|
| Platform 1 | Up Bay | Attaching/Detaching * |
| Platform 2 | Up Slow | Prohibited |
| Platform 3 | Down Slow | Prohibited |

* In normal circumstances a second train is prohibited from entering this Platform if it will not attach to the first train

Byfleet and New Haw

Adjustment to Sectional Running Times

SL ONLY in the Down Direction between Byfleet and Woking for trains that have passed through Addlestone Junction. Adjustment allowances should be applied at the next timing point after Byfleet & New Haw.

| Train Class | Trailing Load | Reason | Value |
|-------------|---------------|--------------|-------|
| Class 6 | 801 – 1000t | TR55 | {½} |
| | 1001 – 1400t | TR70 | {1} |
| | 1401 – 2000t | TR85 – TR115 | {1½} |
| | 2001 – 2400t | TR130 + | {2} |
| Class 4 | Under 400t | TR20 | {1} |
| | 401 – 600t | TR30 | {1½} |
| | 601 – 800t | TR40 | {2} |
| | 801 – 1400t | TR50 – TR80 | {2½} |
| | 1401 – 1600t | TR90 | {3} |

SL ONLY in the Up Direction between Woking and Byfleet for trains passing towards Addlestone Junction

| Movement | Reason | Value |
|----------------------------------------------------------------|--------------------|-------|
| Up Freight Trains on SL travelling towards Addlestone Junction | Speed differential | {1½} |

Up trains crossing from FL towards SL or Addlestone Junction do not require the standard {½} as it is already included in the SRT's.

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------|--------------------------------|--------|
| Down freight from Addlestone Junction | Down Slow train from Weybridge | 3 |

West Byfleet

Dwell Times

West Byfleet

Class 450

1*

* Services Terminating at Woking (If train has 1 minute dwell at Byfleet and New Haw it is not necessary to have a 1 minute dwell here at West Byfleet).

Woking

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|----------------------------------------------------|--------------------|-------|
| Down arrival at Platform 1 or 2 | Approach Control | {1} |
| Down arrival at Platform 3 | Approach Control | {½} |
| Up trains departing Platform 4 or 5 | Speed Differential | {½}* |
| Up trains departing Platform 3 to the Up Slow Line | Speed Differential | {½}* |
| Arrival at Platform 6 from Up Guildford | Approach Control | {1} |

* These allowances should appear in the section from Woking

Berthing Facilities

| | Cars |
|--------------------------|------|
| East End Carriage Siding | 12 |
| No. 2 Up Siding | 8 |
| No. 3 Up Siding | 12 |
| No. 5 Up Siding | 12 |
| No. 6 Up Siding | 12* |

* Non-gangwayed stock is not permitted to work in multiple or permissively work in Siding 6 due to limited driver access.

Dwell Times

All Services 1½

Permissive Working

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

Woking

| | | |
|------------|-----------|------------------------------------------|
| Platform 1 | Up Slow | Attaching/Detaching |
| Platform 2 | Up Fast | Attaching/Detaching |
| Platform 3 | Up Bay | Attaching/Detaching |
| Platform 4 | Down Fast | Attaching/Detaching |
| Platform 5 | Down Slow | Attaching/Detaching |
| Platform 6 | Down Bay | Attaching/Detaching and Platform Sharing |

Note: A Down train from Platform 5 on the SL can depart the platform towards Guildford 1 minute after a down train on Platform 4 on the FL going towards Guildford has passed Woking Junction.

Platform Reoccupation

| Platform | Margin |
|-----------------------------|--------|
| Platform 1 (Up direction) | 3* |
| Platform 2 (Up direction) | 3* |
| Platform 4 (Down direction) | 2 |
| Platform 5 (Down direction) | 2½ |

* Can be reduced to 2 minutes if the second train has at least 1 minute of pathing time approaching Woking.

Overlap Restrictions

| First Movement | Second Movement | Signal | Margin |
|---------------------------------------------------------------|---------------------------------------------------------------|--------|--------|
| Up train arrives at Platform 2 | Up train departs from Platform 1 towards Up Fast | WK372 | 1* |
| Up train arrives at Platform 2 | Up train passes Platform 1 towards Up Fast | WK372 | 3* |
| Up train arrives at Platform 2 | Down train arrives/passes Platform 1 from Down Fast/Down Slow | WK372 | 4* |
| Up train departs/passes Platform 1 towards Up Fast | Up train arrives at Platform 2 | WK372 | 3* |
| Down train arrives/passes Platform 1 from Down Fast/Down Slow | Up train arrives at Platform 2 | WK372 | 3* |
| Up train arrives at Platform 6 | Down train arrives at Platform 5 | WK171 | 3 |
| Down train arrives at Platform 5 | Up train arrives at Platform 6 | WK171 | 3 |
| Down train arrives at Platform 5 | Down train departs Platform 6 | WK171 | 1 |
| Down train departs from Platform 6 | Down train arrives at Platform 5 | WK171 | 3 |

* Movements can be made in parallel if the Up arrival at Platform 2 has {½} approaching Woking to allow for the approach control when using the reduced overlap on WK372.

Woking Up Yard Entry/Exit

| | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| Acceptance of trains | |
| Minimum margin between consecutive arrivals | 10* |
| *This can be reduced to 7 minutes between two consecutive services to the electrified sidings or two consecutive services to the non-electrified sidings | |
| All trains entering Woking Up Yard Sidings must have a stop of at least 1 minute at Woking Up Yard Entry/Exit to allow for acceptance. | |
| Dispatch of trains | |
| Minimum margin between consecutive departures | 10# |
| # This can be reduced to 7 minutes between two consecutive services from the electrified sidings or two consecutive services from the non-electrified sidings | |
| Between Arrivals and Departures | |
| Arrival followed by a departure/Departure followed by an arrival. | 10 |
| Junction Margins | |

Woking Up Yard Entry/Exit

| First Movement | Second Movement | Margin |
|-------------------------------------------------------------------|-------------------------------------------------------------------------------------|--------|
| Train departs Woking Up Yard Entry/Exit to Woking Up Yard Sidings | Pass/Depart Woking Up Yard Entry/Exit from Woking Up Reception to Woking Platform 1 | 3 |
| Train departs Woking Up Yard Entry/Exit to Woking Up Yard Sidings | Up service arrives at Woking Platform 1 from Woking Junction | 2 |
| Train departs Woking Up Yard Entry/Exit to Woking Up Yard Sidings | Down service arrives at Woking Platform 1 from Down Fast or Down Slow | 2 |

Planning note

Due to services being foul of points 2219 whilst waiting acceptance, access to Woking Platform 1 in either direction will be restricted until a service has departed Woking Up Yard Sidings Entry/Exit to Woking Up Yard Sidings. Margins should be based on a train's departure time from Woking Up Yard Entry/Exit - see junction margins above.

Due to freight services being foul of points 2224 if performing a run-around at the London End of Woking Up Reception roads, access to and from Woking Up Yard will be restricted until the service has departed.

Woking Junction

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|---------------------------------------------------------------------------------|--------------------------------------|-------|
| Down trains which have stopped at Woking running via FL non-stop to Farnborough | Acceleration from stop | {½}* |
| Down train which has departed from Woking Up Yard/Down Yard Sidings | Acceleration from slower speed route | {1}* |

* This allowance should appear approaching the next timing point after Woking Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------------------------|----------------------------------------------------------------|--------|
| Between all movements except for below | | 3 |
| Down freight pass to Woking Down Yard Headshunt | Conflicting Up train passes Woking Junction from Up Guildford. | 6½ |
| Down freight pass to Woking Down Yard Headshunt | Down train passes Woking Junction to Down Guildford. | 4 |

Overlap Restrictions

| First Movement | Second Movement | Signal | Margin |
|----------------------------------------------------------------------|-------------------------------------------------------------------------|--------|--------|
| Down Fast train from Woking arrives at Woking Junction/Signal WK1208 | Up train passes Woking Junction from Up Guildford | WK375 | 3* |
| Up train passes Woking Junction from Up Guildford | Down train passes Woking station towards Woking Junction via Down Fast | WK375 | 2½* |
| Up train passes Woking Junction from Up Guildford | Down train departs Woking station towards Woking Junction via Down Fast | WK375 | 1½* |

* These margins only apply when there is also a train passing Woking Junction from the Down Slow to the Down Guildford less than 3 minutes before or after the train crossing from the Up Guildford.

Brookwood London End Junction

Adjustment to Sectional Running Times

The standard {½} for changing lines is already included in the SRT's.

Brookwood

Connectional Allowances

| | |
|--------------|---|
| All Services | 3 |
|--------------|---|

Dwell Times

| | |
|----------------------------------------------------------------------------------------------------------------------------------|---|
| Up direction services departing between 0700 and 0830 or Down direction services arriving between 1700 and 1930 Monday to Friday | 1 |
|----------------------------------------------------------------------------------------------------------------------------------|---|

Pirbright Junction

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|-----------------------------|--------------------|-------|
| Down train towards Ash Vale | Speed Differential | {½} |

Farnborough London End

Adjustment to Sectional Running Times

The standard {½} for changing lines is already included in the SRT's

Farnborough (Main)

Dwell Times

| | |
|----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| All Services | 1 |
| All Trains that stop additionally for the Farnborough Air Show | To allow extra stops at this station during the Farnborough Air Show dwell times at surrounding stations may be reduced with agreement from the Business Manager. This is only permissible on dates of the Air Show |

Farnborough Country End

Adjustment to Sectional Running Times

The standard {½} for changing lines is already included in the SRT's

Fleet

Dwell Times

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

Winchfield

Dwell Times

| | |
|------------------------------|---|
| Class 450 Down services Only | 1 |
|------------------------------|---|

Basingstoke

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|-------------------------------------------------------------------|--------------------|-------|
| Down Class 159/22x crossing from Platforms 1, 3 or 4 to Down Fast | Speed Differential | {½}* |

| Basingstoke | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------|---------------|----------------------------------------------------------|--------------------|--------|
| Down Class 159/22x crossing from Platform 2 to Down Slow | | | Speed Differential | {½}* |
| Down arrival at Platform 5 | | | Approach Control | {½}^ |
| * Applies approaching next timing point. | | | | |
| ^ Does not apply to Class 16x because the SRT is based on using Platform 5. | | | | |
| Up Class 22x crossing from Up Fast/Up Slow to Up Reading do not require the standard {½} as it is already included in the SRT's. | | | | |
| FL & SL for down freight trains passing from Southcote Junction. Allowances should be applied at the next timing point after Basingstoke. | | | | |
| Train Class | Trailing Load | | Reason | Value |
| Class 6 | 0 – 1000t | Up to TR55 | Speed Differential | {1} |
| | 1001 – 2400t | TR70 – TR130 | Speed Differential | {1½} |
| Class 4 | 0 – 600t | TR30 | Speed Differential | {1} |
| | 601 – 1000t | TR40 – TR50 | Speed Differential | {1½} |
| | 1001 – 1200t | TR60 – TR70 | Speed Differential | {2} |
| | 1201 – 1800t | TR80 – TR100 | Speed Differential | {2½} |
| | | | | |
| FL & SL in the Up Direction Adjustment to Sectional Running Times | | | | |
| Movement | | | Reason | Value |
| All freight timing loads approaching Basingstoke and passing towards Southcote Junction | | | Speed Differential | {1½} |
| | | | | |
| Berthing Facilities | | | | |
| | Cars | Notes | | |
| Barton Mill Siding No 1 | 12 | | | |
| Barton Mill Siding No 2 | 12 | | | |
| Barton Mill Siding No 3 | 12 | | | |
| Barton Mill Siding No 4 | 12 | | | |
| Up Siding East | 6 | | | |
| Down East End Siding No 1 (Long Valley Siding) | 12 | 11 car lengths electrified (blocks East End Siding No 2) | | |
| Down East End Siding No 2 (Long Valley Siding) | 8 | Non electrified (to permit use of run round facility) | | |
| Down Yard | 12 | | | |
| Up West Siding | 12 | | | |
| | | | | |
| Dwell Times | | | | |
| All Services | 1½ | | | |
| | | | | |
| Junction Margins | | | | |
| First Movement | | Second Movement | | Margin |

Basingstoke

| | | |
|----------------------------------------------------------------------------------------------|--------------------------------------------------------|------|
| Between all conflicting movements where the second train is arriving/passing except as below | | 4 |
| Down departure from Platform 1 or 2 to Down Fast/Down Slow | Conflicting departure from Down Yard | 2 |
| Down arrival at Platform 5 from Down Reading | Down arrival at Platform 1 or 2 from Down Reading | 4 |
| Down freight from Down Reading towards Down Fast/Down Slow | Down arrival at same platform from Down Fast/Down Slow | 3½# |
| Down freight from Down Reading | Conflicting Up departure | 1½\$ |
| Down freight from Down Reading/Up Reading via Platforms 3 or 4 crossing to Down Fast | Up arrival/pass from Up Fast | 5½## |
| Up pass/depart to Up Fast or Up Slow | Conflicting Down arrival/pass from Down Reading | 3 |
| Up pass/depart to Up Fast or Up Slow | Conflicting departure from Barton Mill Sidings | 2 |
| Up freight towards Up Reading | Up arrival at same platform | 3½# |

4 minutes if the first movement is longer than 70 SLU/450m.

\$ 2 minutes if first movement is longer than 97 SLU/620m.

6 minutes if the first movement is longer than 97 SLU/620m.

Overlap Restrictions

| First Movement | Second Movement | Signal | Margin |
|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|--------|--------|
| Down arrival at Platform 1 | Down pass Platform 2 towards Down Slow/Down Yard | BE165 | 2 |
| Down arrival at Platform 1 | Down departure from Platform 2 towards Down Slow/Down Yard | BE165 | 1 |
| Down pass/depart Platform 2 towards Down Slow/Down Yard | Down arrival at Platform 1 | BE165 | 4 |
| Down arrival at Platform 1 | Up arrive/pass Platform 2 from Down Yard | BE165 | 4 |
| Down arrive/pass Platform 1 from Down Reading/Up Reading / BE5105 / BE5106 / Barton Mill Sidings | Up arrival at Platform 2 | BE414 | 4 |
| Down arrive/pass Platform 3 from Down Reading/Up Reading | Up arrival at Platform 4 | BE158 | 4 |
| Up arrive/pass Platform 2 from Down Yard | Down arrival at Platform 1 | BE165 | 4 |
| Up arrival at Platform 4 | Down arrive/pass Platform 3 from Down Reading/Up Reading | BE158 | 4 |
| Up arrival at Platform 2 | Down arrive/pass Platform 1 from Down Reading/Up Reading / BE5105 / BE5106 / Barton Mill Sidings | BE414 | 4 |
| Up arrival at Platform 2 | Up departure from Platform 1 towards Up Fast/Up Slow/Up Reading/Barton Mill Sidings | BE414 | 1 |
| Up departure from Platform 1 towards Up Fast/Up Slow/Up Reading/Barton Mill Sidings | Up arrival at Platform 2 | BE414 | 4 |
| Up pass/depart Platform 3 towards Up Reading | Up arrival at Platform 4 | BE158 | 4 |
| Up arrival at Platform 4 | Up pass Platform 3 towards Up Reading | BE158 | 4 |
| Up arrival at Platform 4 | Up departure from Platform 3 towards Up Reading | BE158 | 1 |

Permissive Working

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

Basingstoke

| | | |
|------------|-----------|---------------------------------------------|
| Platform 1 | Down Slow | Attaching*% /Detaching |
| Platform 2 | Down Fast | Attaching*& /Detaching |
| Platform 3 | Up Fast | Attaching*% /Detaching |
| Platform 4 | Up Slow | Attaching*% /Detaching and Platform Sharing |
| Platform 5 | Up Bay | Attaching/Detaching and Platform Sharing |

* The second portion is not permitted to approach from the Down Slow, Down Fast, Down Reading or Up Reading

% The second train must arrive from the same direction as the first, except where the first train is a Down arrival no longer than 8-cars, followed by an Up arrival.

& The second train must arrive from the same direction as the first, except where the first train is a Down arrival no longer than 5-cars, followed by an Up arrival.

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

Worting Junction

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|-----------------------------------------------------|--------------------|-------|
| Up Class 159/22x crossing from Up Exeter to Up Slow | Speed Differential | {½}* |

* Applies approaching next timing point.

Micheldever

Limit Of Shunt

| | Length Limit |
|---------------------------------|--------------|
| Down Line clear of Platform End | 12 cars |

Wallers Ash

Adjustment to Sectional Running Times

Trains stopping in Wallers Ash Loops do not require the standard {½} as it is already included in the SRT's.

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------------------------|-------------------------------------------------|--------|
| Up direction train arrives in Wallers Ash (Loop) | Up direction train passes Wallers Ash (Loop) | 3½ |
| Down direction train arrives in Wallers Ash (Loop) | Down direction train passes Wallers Ash (Loop) | 3½ |
| Up direction train passes Wallers Ash (Loop) | Up direction train departs Wallers Ash (Loop) | 2 |
| Down direction train passes Wallers Ash (Loop) | Down direction train departs Wallers Ash (Loop) | 2 |

Winchester

Berthing Facilities

| | Cars | Notes |
|--|------|-------|
|--|------|-------|

| Winchester | | |
|-----------------------------------------------------------------|-----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Baltic Siding | 12 | 4 cars on conductor rail. No Overnight (except in connection with engineering work terminations) or Long term berthing permitted. Required by Control as refuge for failures. |
| Dwell Times | | |
| All Services | 1½ | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train passes/departs Platform 2 | Train departs from Baltic Siding towards Platform 2 | 1 |
| Restrictions | | |
| It is not possible for a down train to terminate in platform 1. | | |

| Shawford Down Junction | | |
|----------------------------------------------|----------------|-------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| All services crossing to Down Slow | Slow Crossover | {½} |

| Shawford Up Junction | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| Up passenger trains passing from Up Slow to Up Main not stopping at Shawford | Speed Differential | {½}* |
| * Applies approaching next timing point | | |
| NOTE: Services on the Up Slow or Up Fast must not have more than 1 minute of pathing time between Eastleigh and Shawford Up Junction. Services requiring regulation should instead be timed with a stop at Shawford Up Junction. No pathing is to be applied between Shawford Up Junction and Shawford. | | |

Allbrook

Adjustment to Sectional Running Times

| Movement | Reason | Timing Load | Value |
|--------------------------------------------------------------------------------------|-------------------------------------------------------|---------------------|------------|
| Crossing from Down Fast to Down Slow at Allbrook | Approach Control/Acceleration from slower speed route | Passenger | {½} |
| | | | {½}* |
| | | Class 4 freight | {1½} |
| | | | {1}* |
| | | Class 6 freight | {1½} |
| | | | {½}* |
| Crossing from Down Fast to Eastleigh East Yard | Approach Control | Class 4 freight | {2} |
| | | Class 6 freight | {1½} |
| Passing Allbrook on Down Fast crossing to Eastleigh Platforms 2/3 via 438/441 points | Approach Control | Passenger | {½} |
| | | Freight | {1} |
| Crossing from Down Slow to Eastleigh East Yard | Approach Control | All | {1½} |
| Crossing from Up Slow to Up Fast | Approach Control/Acceleration from slower speed route | Passenger | {½} |
| | | | {1}* |
| | | Freight up to 1200t | {1} |
| | | | See below* |
| Crossing from Up Fast to Up Slow | Approach Control/Acceleration from slower speed route | Freight over 1200t | {1½} |
| | | | See below* |
| | | Passenger | {½} |
| | | | {1}* |
| Up crossing from Down Fast/Down Slow to Up Fast | Acceleration from slower speed route | Freight up to 1400t | {1½} |
| | | | {½}* |
| | | Freight over 1400t | {1} |
| | | | {½}* |
| Up Fast train which has stopped at Eastleigh | Acceleration from stop | Passenger | {1}* |
| | | Freight | See below* |
| | | | |
| Up Fast train which has stopped at Eastleigh | Acceleration from stop | Passenger | {½}* |
| | | Freight up to 600t | {½}* |
| | | Freight over 600t | {1}* |
| Crossing from Eastleigh East Yard to Up Fast | Acceleration from slower speed route | All | See below* |
| Crossing from Eastleigh East Yard to Up Slow | Acceleration from slower speed route | All | {½}* |

* Applies approaching the next timing point.

Up Crossing from Up Slow/Down Fast/Down Slow/Eastleigh East Yard to Up Fast at Allbrook. Adjustment applies approaching next timing point

| Train Class | Trailing Load | Reason | Value |
|-------------|-------------------------------|--------------------------------------|-------|
| Class 4 | Up to 600t / TR30 | Acceleration from slower speed route | {1½} |
| | 601 to 800t / TR40 | | {1} |
| | 801 to 1000t / TR50 | | {1½} |
| | 1001 to 1800t / TR60 to TR100 | | {1} |
| Class 6 | Up to 800t / TR40 | | {1} |
| | 801 to 1000t / TR55 | | {1½} |
| | 1001 to 1800t / TR70 to TR100 | | {1} |
| | 1801 to 2000t / TR115 | | {1½} |
| | Over 2000t / TR130 + | | {1} |

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------|-----------------------------------|--------|
| Between all movements except as below | | 3 |
| Down Fast or Down Slow Line train | Up train departing Reception Road | 2 |

Eastleigh Signal E26

Length Restrictions

A train standing at Signal E26 on the Down Slow which exceeds 612m / 95 SLU in length (exclusive of standback allowance) will foul Allbrook Junction. Therefore, junction margins at Allbrook must be based on the train's departure time at Signal E26 if over length.

Eastleigh East Yard

Acceptance and Dispatch of Trains

| | |
|------------------------------------------------------------------------|-----|
| Minimum interval between Up arrivals from Eastleigh Station London End | 10* |
| Minimum interval between Down arrivals from Allbrook | 10* |
| Minimum interval between Down departures towards Eastleigh station | 20* |
| Minimum interval between Up departures towards Allbrook exit | 10* |
| Minimum interval between acceptance and despatch | 10* |

* Margins may be reduced on a train by train basis with agreement from GB Railfreight.

Planning Restriction

Any TOC/FOC/Charter Company that wish to use Eastleigh East Yard or Eastleigh Marshalling Yard, whether stabling or for operational purposes, must gain permission and agreement with the Lease Holder (currently GB Railfreight). Eastleigh East Yard and Marshalling Yard are not Network. GB Railfreight currently manage the Yard on behalf and under contract with Network Rail Route Services.

Eastleigh East Junction

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------------------------------------|---------------------------------------------------------------------------------------|--------|
| Up departure from Eastleigh Platforms 2/3 towards Chandlers Ford | Down arrival into Eastleigh Platform 2/3 from Chandlers Ford | 4 |
| Up freight departs Eastleigh Platform 1 towards Shawford | Train departs from Eastleigh East Junction (standing at Signal E32) towards Eastleigh | 2½* |

* Increase to 3 minutes if first train is longer than 97 SLU/620m.

Train Length Restrictions

| | |
|--------------------------------------------------------|----------------|
| Maximum standage behind Signal E32 clear of 427 points | 774m / 121 SLU |
|--------------------------------------------------------|----------------|

Eastleigh

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-------|
| Up passenger trains from Southampton Airport Parkway to Platforms 2 and 3 | Approach Control | {½} |
| Up freight approaching Eastleigh via Up Fast Line and passing through platforms. (Not applicable where freight stop in the platform as the adjustment is incorporated into the SRT). | Speed Differential | {1½} |

| Eastleigh | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------------------------------------------------|--------------------------------------|---------|
| Up train passing Platforms 1, 2 or 3 towards Shawford via Up Fast not crossing at Allbrook | | | Speed Differential | {1½}* |
| Departing from Platform 2/3 to Up Fast | | | Acceleration from slower speed route | {½}* |
| Down services crossing over to stop or entering the loop to stop, and up services entering Platform 1 do not require the standard {½} as it is already included in the SRT's. | | | | |
| * Applies approaching next timing point. | | | | |
| The following additional allowances should be utilised between Eastleigh and St Denys for Down Freight trains passing through Platforms 2 and 3 at Eastleigh or passing via DFL from the Romsey Line | | | | |
| Train Class | Trailing Load | | Reason | Value |
| Class 6 | 0 – 800t | Up to TR40 | Speed Differential | {1½} |
| | 801 – 1200t | TR55 – TR70 | Speed Differential | {2} |
| | 1201 – 1800t | TR85 – TR100 | Speed Differential | {2½} |
| | 1801 – 2400t | TR115 – TR130 | Speed Differential | {3} |
| Class 4 | 0 – 400t | TR20 | Speed Differential | {1½} |
| | 401 – 600t | TR30 | Speed Differential | {2} \$ |
| | 601 – 800t | TR40 | Speed Differential | {2½} \$ |
| | 801 – 1200t | TR50 – TR70 | Speed Differential | {3} \$ |
| | 1201 – 1600t | TR80 – TR90 | Speed Differential | {3½} \$ |
| | 1601 – 1800t | TR100 | Speed Differential | {4} \$ |
| \$ Increase by 1½ if train passes/departs Eastleigh having come from Eastleigh East Yard due to time taken for rear of train to clear 5mph speed restriction within the yard. | | | | |
| Berthing Facilities | | | | |
| | | Cars | Notes | |
| Eastleigh D.C.S. | | 8 | Electrified | |
| Connectional Allowances | | | | |
| All Services | | 3 | | |
| Dwell Times | | | | |
| All Services except as below | | 1 | | |
| CrossCountry Services | | 1½ | | |
| Length Restrictions | | | | |
| Up train stopping in Platform 1 arriving from Up FL | | Foul Up Fast line if longer than 265 metres (approx. 41 SLU) | | |
| Up train stopping in Platform 1 arriving from Up FL | | Foul points E465 if longer than 462 metres (approx. 72 SLU) | | |
| Up train stopping in Platform 1 arriving from Up SL | | Foul overlap of signal E85 if longer than 351m (approx. 54 SLU) | | |
| Up train stopping in Platform 2 | | Foul points E465 if longer than 453 metres (approx. 70 SLU) | | |
| Up train stopping in Platform 2 | | Foul points E450/E451 if longer than 253 metres (approx. 39 SLU). | | |
| Down train stopping in Platform 2 | | Foul points E438/E441 if longer than 253 metres (approx. 39 SLU). | | |
| Up train stopping in Platform 3 | | Foul points E465 if longer than 397 metres (approx. 62 SLU) | | |
| Up train stopping in Platform 3 | | Foul points E451/E452 if longer than 190 metres (approx. 29 SLU). | | |
| Down train stopping in Platform 3 | | Foul points E440 if longer than 190 metres (approx. 29 SLU). | | |
| Down train stopping in Platform 3 | | Foul points E438/E439 if longer than 253 metres (approx. 39 SLU). | | |
| n.b. the above length limits are total train length, not including stand-back from signals | | | | |
| Should a train be planned to stop which exceeds the length shown, junction margins must be based on the departure time of the fouling train. | | | | |
| Junction Margins | | | | |
| First Movement | | Second Movement | | Margin |

Eastleigh

| | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-----|
| Between all movements except as below | | 3 |
| Passenger train arrives/passes Eastleigh | Conflicting departure | 1 |
| Down or Up Main Line train | Train crossing from Romsey Line | 2 |
| Down Fast train | Up departure from Platform 2 or 3 to Up Fast Line | 1 |
| Up arrival in Platform 3 | Departure towards Portsmouth from Platform 2 | 2 |
| Down arrival from Eastleigh East Junction into Jubilee through siding (via points 440) or Up departure from Jubilee through siding (via points 440) to Eastleigh East Junction | Movements at the east end of Station | 4 |
| Up Train departing Platform 2/3 towards Eastleigh East Yard on Down Slow | Down arrival from Winchester into Platform 2/3 from Down Slow | 9 |
| Down freight passes/departs platform 2/3 towards St. Denys | Conflicting down train passes/arrives at Eastleigh | 4* |
| Down freight passes/departs Platform 2/3 towards St. Denys | Up train arrives at Platform 2/3 | 4½* |
| Up freight departs Platform 1 | Up train arrives or passes Platform 1 | 4* |
| Up freight departs Platform 1 towards Shawford | Train arrives or passes from Chandlers Ford | 4½* |
| Down passenger train passes/departs Platform 2/3 towards St. Denys | Conflicting Down train departs Eastleigh East Yard towards Platform 2/3 | 2 |
| Down freight passes/departs Platform 2/3 towards St. Denys | Conflicting Down train departs Eastleigh East Yard towards Platform 2/3 | 3* |
| Down train passes/departs Platform 2/3 towards Eastleigh South Junction/Eastleigh TMD/Eastleigh Works | Conflicting Down train departs Eastleigh East Yard towards Platform 2/3 | 2 |
| Pass/depart Platform 2 towards Eastleigh South Junction | Down departure from Platform 3 towards St. Denys | 2 |
| Down train arrives at Platform 2 from Down Slow | Down train departs Eastleigh East Yard towards Platform 3 | 1 |
| Down train arrives at Platform 3 | Down train departs Eastleigh East Yard towards Platform 2 | 1 |
| Train departs Platform 2/3 towards Up Fast/Down Salisbury | Conflicting Down train departs Eastleigh East Yard towards Platform 2/3 | 2 |
| Train passes/departs Platform 2/3 towards Down Salisbury | Up train departs Platform 1 towards Shawford | 2 |

* Increase margin by ½ minute if first train longer than 97 SLU / 620m.

Limit of Shunt

| | Length Limit |
|----------------------------|------------------|
| Up Platform (clear of E93) | 12 cars / 10 444 |

Permissive Working

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

| | | | |
|------------|-----------------|-------------------|------------------------------------------|
| Platform 1 | Up Slow | | Prohibited |
| Platform 2 | Down Slow | (Both Directions) | Attaching/Detaching and Platform Sharing |
| Platform 3 | Portsmouth Loop | (Both Directions) | Attaching/Detaching and Platform Sharing |

Platform Reoccupation

| Platform | Direction | Margin |
|----------------------------------|-----------|--------|
| Platform 1 (following passenger) | Up | 3 |
| Platform 1 (following freight) | Up | 4 |

Overlap Restrictions

| Eastleigh | | | |
|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|---------------|---------------|
| First Movement | Second Movement | Signal | Margin |
| Down train arrives at Platform 3 | Up train arrives/passes Platform 2 from Eastleigh South Junction/Eastleigh TMD/Eastleigh Works | E34 | 3 |
| Down train arrives at Platform 3 | Down train passes Platform 2 towards Eastleigh South Junction/Eastleigh TMD/Eastleigh Works | E34 | 3 |
| Down train arrives at Platform 3 | Down train departs from Platform 2 towards Eastleigh South Junction/Eastleigh TMD/Eastleigh Works | E34 | 1 |
| Up train arrives/passes Platform 2 from Eastleigh South Junction/Eastleigh TMD/Eastleigh Works | Conflicting Down train arrives at Platform 3 | E34 | 3 |
| Up train arrives/passes Platform 2 from Eastleigh South Junction/Eastleigh TMD/Eastleigh Works | Down train departs Eastleigh East Yard towards Platform 3 | E34 | 1 |
| Down train departs/passes Platform 2 towards Eastleigh South Junction/Eastleigh TMD/Eastleigh Works | Down train arrives at Platform 3 | E34 | 3 |
| Down train departs/passes Platform 2 towards Eastleigh South Junction/Eastleigh TMD/Eastleigh Works | Down train departs Eastleigh East Yard towards Platform 3 | E34 | 2 |
| Down train departs/passes Platform 3 towards St. Denys | Down train arrives at Platform 2 | E36 | 3# |
| Down train departs/passes Platform 3 towards St. Denys | Down train departs Eastleigh East Yard towards Platform 2 | E36 | 2\$ |
| Down train departs Platform 3 towards Eastleigh South Junction/Eastleigh TMD/Eastleigh Works | Down train arrives at Platform 2 | E36 | 3* |
| Up train arrives/passes Platform 3 from St. Denys | Down train arrives at Platform 2 | E36 | 3 |
| Up train arrives at Platform 3 from St. Denys | Down train departs Eastleigh East Yard towards Platform 2 | E36 | 1 |
| Up train arrives at Platform 3 from Eastleigh South Junction/Eastleigh TMD/Eastleigh Works | Down train arrives at Platform 2 | E36 | 3* |
| Down train arrives at Platform 2 | Down train passes Platform 3 towards St. Denys | E36 | 3 |
| Down train arrives at Platform 2 | Down train departs Platform 3 towards St. Denys | E36 | 1 |
| Down train arrives at Platform 2 | Down train departs Platform 3 towards Eastleigh South Junction/Eastleigh TMD/Eastleigh Works | E36 | 1* |
| Down train arrives at Platform 2 | Up train arrives/passes Platform 3 from St. Denys | E36 | 3 |
| Down train arrives at Platform 2 | Up train arrives at Platform 3 from Eastleigh South Junction/Eastleigh TMD/Eastleigh Works | E36 | 3* |
| Up train arrives at Platform 2 | Down train arrives/passes Platform 3 from Down Fast/Chandlers Ford | E99 | 3 |
| Up train arrives at Platform 2 | Up train passes Platform 3 towards Up Fast/Chandlers Ford | E99 | 3 |
| Up train arrives at Platform 2 | Up train departs Platform 3 towards Up Fast/Chandlers Ford | E99 | 1 |
| Down train arrives/passes Platform 3 from Down Fast/Chandlers Ford | Up train arrives at Platform 2 | E99 | 3 |

Eastleigh

| | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|-----|---|
| Up train passes/departs Platform 3 towards Up Fast/Chandlers Ford | Up train arrives at Platform 2 | E99 | 2 |
| <p># Increase to 4 minutes if first train freight up to 97 SLU / 620m; increase to 4½ minutes if first train is freight longer than 97 SLU / 620m.</p> <p>\$ Increase to 3 minutes if first train is freight up to 97 SLU / 620m; increase to 3½ minutes if first train is freight longer than 97 SLU / 620m.</p> <p>* Movements can be made in parallel unless there is also a train passing on the Down Fast less than 3 minutes before or after the Down arrival at Platform 2.</p> | | | |

Eastleigh Depot Ent/Ext Signal

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------|--------|
| Between all movements | | 1 |

Eastleigh T&R.S.M.D

Acceptance of Trains

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| Minimum margin | 10* |
| * Applies to trains arriving via the same route | |
| <p>Margin between consecutive arrivals of CrossCountry class 22x via the Depot Exit Road may be reduced as follows:</p> <ul style="list-style-type: none"> If the first train is formed of 5 cars or less the margin can be reduced to 5-minutes. If the first train is formed of more than 5 cars the margin is 10-minutes. <p>A 10-minute margin is to be applied between consecutive arrivals via Eastleigh South Junction.</p> | |
| Despatch of Trains | |
| Minimum margin | 10* |
| * Applies to trains departing via the same route | |

Eastleigh Jubilee Sidings

Station Working Requirements

| |
|---------------------------------------------------------------------------------------------------------------------|
| Access is only available by use of a 'Shunters Release' which enables Eastleigh Signalling Centre to set the route. |
|---------------------------------------------------------------------------------------------------------------------|

Eastleigh Up Loop

Freight Restrictions

| |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Pathing Allowance time of no more than 1 minute should be shown for Freight trains using the Up Loop; otherwise a stop should be shown at signal E85.</p> <p>Standage at E85 signal is 519m (approx. 81 SLU) clear of the overlap to E337 signal, or 1053m (approx. 164 SLU) clear of 466 points.</p> <p>Standage at E337 signal is 354m (approx. 55 SLU) clear of 466 points.</p> <p>Freight may depart E85 signal 1 minute after the previous Passenger service has departed Eastleigh platform 1.</p> <p>N.b. the above length limits are total train length, not including stand-back from signals.</p> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Southampton Airport Parkway

Adjustment to Sectional Running Times

| Movements | Reason | Value |
|----------------------------------------------------------|--------------------|-------|
| Up non-stop trains towards Eastleigh Up Loop via Up SL * | Speed Differential | {½} |

*to be shown approaching Southampton Airport Parkway

Dwell Times

| | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| All Services except as shown below | 1 |
| All SWR services departing between 0600 and 0845 or departing between 1600 and 1900 Monday to Friday except where formed of Class 158/159 no longer than 3 cars | 1½ |
| CrossCountry Services | 1½ |

Note:

For a Freight Standing at Signal E85 in Eastleigh Up Loop a following Passenger/Freight service would not be able to depart/Pass Southampton Airport Parkway onto the Up SL until 1 minute after the Freight had departed Eastleigh platform 1.

A Passenger Service could depart Southampton Airport Parkway onto the SL 1 minute after a passenger unit standing at Signal E85 in Eastleigh Up Loop had departed the Signal.

St. Denys

Adjustment to Sectional Running Times

| Movements | Reason | Value |
|---------------------------------------------------------------------------------------------------------------|--------------------|-------|
| Down freight trains from Eastleigh direction routed SL | Approach control | {1½} |
| Down passenger trains from Eastleigh direction routed SL | Approach control | {1} |
| Up trains towards Fareham except for Class 377/387 | Speed differential | {½} |
| Down trains (except for Class 22x/377/387) crossing from Up Netley to the Down Fast not stopping at St. Denys | Speed differential | {1}*^ |
| Down Class 22x crossing from Up Netley to the Down Fast not stopping at St. Denys | Speed differential | {½}* |

* Applies approaching next timing point.

^ Does not apply to Class 377/387 because the SRT is based on crossing from the Up Netley

Dwell Times

| | |
|----------------------------------------|---|
| Class 450 all services to/from Fareham | 1 |
|----------------------------------------|---|

Length Restrictions

Trains exceeding the following lengths will foul Mount Pleasant LC:

Up Fast line (E704 signal): 491m

Up Slow line (E706 signal): 492m (but foul of access to Bevois Park Nos.1 and 2 Receptions)

Up Slow line (E706 signal): 405m (clear of access to Bevois Park Nos.1 and 2 Receptions)

The above figures represent total length from signal to block joint. Signal standback allowance is not included – stand-back from signals must be deducted from these values.

Pathing and dwell times must not exceed 2 minutes unless the train concerned is shorter than the above length limits.

| St. Denys | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------------------------------------------------------------------------|--------|--------|
| Junction Margins | | | | |
| First Movement | | Second Movement | Margin | |
| Down Fast to Down Slow line Non-Stop Freight train | | Down Fast line Non-Stop Passenger train | 4 | |
| Train passes/departs Platform 2 to Down Fast | | Train arrives/passes Platform 3 from Up Fast/Up Slow | 2 | |
| | | | | |
| Overlap Restrictions | | | | |
| First Movement | | Second Movement | Signal | Margin |
| Train passes/departs Platform 4 to Down Fast/Up Fast LOS/Southampton Up Yard | | Train arrives at Platform 2 from Eastleigh | E705 | 3 |
| Train arrives at Platform 2 from Eastleigh | | Train passes Platform 4 to Down Fast/Up Fast LOS/Southampton Up Yard | E705 | 3 |
| Train arrives at Platform 2 from Eastleigh | | Train departs Platform 4 to Down Fast/Up Fast LOS/Southampton Up Yard | E705 | 1 |
| Train arrives at Platform 2 from Eastleigh | | Train arrives/passes Platform 3 from Up Fast/Up Slow/Southampton Up Yard | E705 | 2 |
| Train arrives/passes Platform 3 from Up Fast/Up Slow/Southampton Up Yard/Signal E904 | | Train arrives at Platform 2 from Eastleigh | E705 | 2 |
| | | | | |
| Limit of Shunt | | | | |
| | | Length Limit | | |
| Platform 4 (clear of E703) | 167 yards | 4 cars/5 444 | | |
| Up Fast Line (clear of E704) | | 12 cars/10 444 | | |
| | | | | |
| Note for Up Trains Calling in Platform 1: | | | | |
| Up trains formed of 8 or more vehicles calling in St. Denys platform 1 should, where possible, be routed via the Up Slow between Northam Junction and St. Denys. An 8-car train routed via the Up Fast standing in St. Denys platform 1 will foul 493A points at St. Denys Junction, preventing a following movement towards the Down Netley until after the first train has departed platform 1. | | | | |
| A 10-car train via the Up Slow calling in St. Denys platform 1 will stand foul of 495A points, preventing a following movement from the Up Slow towards the Down Netley; however access to the Down Netley will be available via the Up Fast. | | | | |

| Northam Junction | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Adjustment to Sectional Running Times | |
| Up trains crossing to the Up Slow and Down trains crossing towards Southampton Eastern Docks do not require the standard $\{\frac{1}{2}\}$ as it is already included in the SRT's. | |
| Length and Pathing Restrictions | |
| Trains exceeding the following lengths will foul Mount Pleasant LC: Down Slow line (E711 signal): 306m (but foul of access to Northam Nos.1 and 2 Receptions) Down Slow line (E711 signal): 258m (clear of access to Northam Nos.1 and 2 Receptions) Down Fast line (E713 signal): 238m (can be 306m but E705 signal at St Denys becomes approach controlled) | |
| The above figures represent total length from signal to block joint. Signal standback allowance is not included – stand-back from signals must be deducted from these values. | |
| Pathing and dwell times must not exceed 2 minutes unless the train concerned is shorter than the above length limits. | |
| Junction Margins | |

Northam Junction

| First Movement | Second Movement | Margin |
|---------------------------------------------------------------------------------------------|-----------------------------------------------------|--------|
| Between all movements | | 2 |
| Down freight towards Southampton Central | Up train passes from Eastern Docks | 3# |
| Down train passes towards Southampton Central | Departure from Signal E842 towards Northam Junction | 1\$ |
| Down train from Southampton Up Yard towards Depot Arrival/Departure Line or Eastern Docks | Conflicting Down or Up train | 3 |
| Up ECS from Signal E842/Down Main crossing to Up Fast/Up Slow/Northam Depot No. 1 Reception | Conflicting Down train | 3 |
| Up train from Signal E842 towards Southampton Up Yard | Conflicting Down train | 3½ |
| Up freight crossing from Eastern Docks/Down Main to Up Slow/Up Fast | Conflicting Down train | 3½ |
| Up freight crossing from Eastern Docks to Up Slow | Up train passing to Up Fast | 4 |

Increase to 3½ minutes if first train is longer than 84 SLU / 540m.

\$ Increase to 2 minutes if the first movement is longer than 39 SLU / 250m.

Length Restriction

The maximum standage behind E840 signal clear of Chapel Road Level Crossing is 87 SLU / 560m. Longer trains from Eastern Docks booked to stop at Northam Junction will instead need to stop behind E838 signal to clear the level crossing – this will block 580A points, preventing any movements between Northam Junction and the Depot Arrival/Departure Line (Signal E842).

Northam Depot

Acceptance and Dispatch of Trains

| | |
|---------------------------------------------------------------------------------------|----|
| Minimum interval between two departures, two arrivals, or departure following arrival | 15 |
| Minimum interval between arrival following departure | 5 |

Trains reversing at E842 Signal

| | |
|--------------------------------------|------------------------------------|
| Minimum reversal time at E842 signal | Standard turnaround plus 2 minutes |
|--------------------------------------|------------------------------------|

Southampton Central

Adjustment to Sectional Running Times

Down trains approaching Southampton do not require the standard {½} for crossing over at the London end crossovers as it is already included in the SRT's.

| Movements | Reason | Value |
|------------------------------------------------------------|--------------------|-------|
| Down trains crossing from Platforms 1,2 or 3 to Down Fast | Speed differential | {½}* |
| Down trains crossing from Platforms 1, 2 or 4 to Down Slow | Speed differential | {½}* |

* Applies approaching next timing point.

Connectional Allowances

| | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|
| Southampton Central | | | |
| All Services except as below | | 5 | |
| SWR Services | | 4 | |
| | | | |
| Dwell Times | | | |
| All Services | | 2 | |
| | | | |
| Junction Margins | | | |
| First Movement | | Second Movement | Margin |
| Between all movements except as below | | | 3 |
| Up freight crossing to Up Main at London end of Southampton Central | | Conflicting Down Arrival | 4^ |
| Up freight crossing from Down Fast/Down Loop at country end of Southampton Central | | Conflicting Up Arrival | 4 |
| Up Freight crossing from Down Fast/Down Loop | | Up train arriving into same platform | 4½ ^ |
| Up Freight from Down Fast or Down Loop passes Southampton towards Northam Junction | | Up departure towards Northam Junction | 4½ \$ |
| Down Freight passing Platform 4 towards Down Loop | | Down Arrival into Platform 4 | 4 |
| Train passes/departs to Down Loop | | Up train arrives/passes Southampton Central from Millbrook via Down Fast | 6 |
| Down Freight to Millbrook FLT via Up Fast from Platforms 2-4 | | Up train arrives/passes from Up Slow | 6 |
| Down train passes/departs Southampton Central | | Conflicting Up train departs Down Loop towards Southampton Central | 2 |
| Train arrives/passes Southampton Central | | Departures crossing behind | 1* |
| * 2 minutes if the first movement is a freight service \$ 3 minutes if the second train has {1½} approaching Northam Junction. ^ Increase margin by ½ minute if first train longer than 97 SLU / 620m. | | | |
| | | | |
| Permissive Working | | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | | |
| Platform 1 | Up Fast | (Both directions) | Attaching/Detaching |
| Platform 2 | Up Slow | (Both directions) | Attaching/Detaching and Platform Sharing * |
| Platform 3 | Down Slow | (Both directions) | Attaching/Detaching and Platform Sharing * |
| Platform 4 | Down Fast | (Both directions) | Attaching/Detaching |
| * A second train must arrive in an occupied Platform before the first train is allowed to depart | | | |
| | | | |
| Simultaneous moves not permitted | | | |
| Down Train departing from Platform 4 to the Down Slow | | Down Train arriving at Platform 3 | |
| Down Train departing Platforms 2/3/4/Bay to the Up Goods Loop/Up Fast or Up Train arriving Platforms 2/3/4/Bay from Up Goods Loop/Up Fast | | Up Train approaching E744 signal from Millbrook | |
| Down Train departing Platforms 1/2/3/4/Bay to the Up Goods Loop or Up Train arriving Platforms 1/2/3/4 from the Up Goods Loop | | Up Train approaching E746 signal from Millbrook | |
| Up Train from Down Loop/Down Fast/Down Slow/Up Slow to Platform 1 | | Down Train arriving in Platform 2 | |
| Down Train from Platform 1 to Down Slow/Down Fast/Down Loop | | Down Train arriving in Platform 2 | |
| Train arriving bay Platform from Up Slow/Up Fast/Up Goods Line | | Down Train arriving in Platforms 3 and 4 | |
| Train departing bay Platform to Down Fast Line | | Down Train arriving Platform 4 (only conflicts if there is also an up or down arrival into Platform 3 or a down departure from platform 3) | |

Southampton Central

| | |
|------------------------------------------------------------------------------------------------|----------------------------------------------------|
| Train departing bay Platform to Down Slow Line | Down Train arriving in Platforms 3 and 4 |
| Up Train arriving Platform 3 | Up Train departing Platform 4 |
| Up Train arriving Platform 1 and Down Train arriving Platform 3 | Up Train departing Platform 2 |
| Up Train from Down Loop to Platforms 1/2/3/4 or Down Train to Down loop from Platforms 1/2/3/4 | Up Train approaching signal E740 on Down Fast Line |

Note: The following routes are approach controlled:

Down Direction:

- * Platform 4 to routes other than Down Fast
- * Platform 3 to routes other than Down Slow
- * Platform 1 to routes other than Up Fast

Up Direction:

- * Up Fast to routes other than Platform 1
- * Up Slow to routes other than Platform 2
- * Down Fast to routes other than Platform 4

Southampton Up Goods Loop

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

Sharing, attaching and detaching is permitted

Berthing Facilities

| | Cars |
|---------------|------|
| Up Goods Loop | 12 |

Southampton Down Loop

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------------------------------|-------------------------------------------------------------|--------|
| Down Fast train passes Church Lane Junction towards Redbridge | Depart Down Loop towards Church Lane Junction via Down Fast | 1 |

Restrictions

Passenger trains are not able to be divided in the Down Loop

Locomotive hauled trains can only run round in the Down Loop when arriving from and departing towards Millbrook

Millbrook

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------------------------------------------------------------|-------------------------------------------------------------------|--------|
| Down Freight passes Millbrook from Down Fast towards Up Docks Branch/Maritime Back Road | Down Fast train passes Church Lane Junction | 4½ |
| Down train passes to Maritime Back Road | Up train departs Dock Exit | 3 |
| Down Fast train passes Church Lane Junction | Up train departs from E850 Signal on Up Docks Branch to Down Fast | 1 |

| | | |
|--------------------------------------------------------------------------|----------------------------------------------------|---------------------|
| Millbrook | | |
| Down train from UFL to Millbrook FLT | Up train passes Church Lane Junction to Up Fast | 7 |
| Down train from UFL to Millbrook FLT | Up train departs Maritime East Junction to Up Fast | 6* |
| * Based on departure time of second train from Maritime East Junction. | | |
| Limit of Shunt | | |
| | | Length Limit |
| Up Main (clear of Shunt Signal E946) | 146m | 4 cars/5 444 |
| Planning Restriction | | |
| Pathing time must not be used between Millbrook and Church Lane Junction | | |

| |
|---------------------------------------|
| Millbrook Signal E941 |
| |
| Run Round Allowance |
| Minimum run round time is 30 minutes. |

| |
|------------------------------------------------------------------------------|
| Millbrook FLT |
| Freight Restriction |
| Maximum train length that can be accommodated is 84 SLU including locomotive |

| | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|---------------|
| Church Lane Junction | | |
| Adjustment to Sectional Running Times | | |
| Movements | Reason | Value |
| Up trains from Redbridge (via Main Line) to Millbrook FLT | Slow speed yard entry and approach control | {1} |
| Down trains from Down Slow to Redbridge Goods | Speed differential and approach control | {1} |
| Down trains from Down Fast to Redbridge Goods | Speed differential and approach control | {1½} |
| Down trains from Millbrook FLT to Redbridge | Speed differential | {4}* |
| Up trains from Redbridge Goods to Up Fast/Up Slow | Speed differential | {1½}*^ |
| Up trains direct from Maritime FLT to Up Fast/Up Slow | Speed differential | {3}*# |
| Up trains direct from Maritime FLT to Down Fast | Speed differential | {1½}*\$ |
| * Applies approaching next timing point ^ Increase to {2} for freight longer than 97 SLU / 620m. # Increase to {4½} for freight longer than 97 SLU / 620m. \$ Increase to {3} for freight longer than 97 SLU / 620m. | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |

| Church Lane Junction | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-------|
| Down train passes towards Redbridge | Up train departs from Maritime East Junction Signal E756/E758 | 1 |
| Up train passes towards Southampton | Up train departs from Maritime East Junction Signal E756/E758 | 2*\$ |
| Up freight from Redbridge Goods to Up Fast/Up Slow | Down train towards Redbridge | 4½ £^ |
| Up freight direct from Maritime FLT to Up Fast/Up Slow | Down train towards Redbridge | 5½ £# |
| Up freight direct from Maritime FLT to Up Fast/Up Slow | Down train towards Redbridge which has stopped at Millbrook | 4½# |
| Up freight from Redbridge Goods to Up Fast/Up Slow | Up train passes Church Lane Junction from Redbridge | 5½*^ |
| Up freight direct from Maritime FLT to Up Fast/Up Slow | Up train passes Church Lane Junction from Redbridge | 7*# |
| Down freight from Down Fast to Redbridge Goods/Maritime FLT | Train from Down Fast towards Redbridge | 4# |
| Down freight from Down Slow to Redbridge Goods | Down train towards Redbridge | 4½ ^ |
| Down freight from Down Slow to Maritime FLT | Down train towards Redbridge | 6½# |
| Freight crossing to/from Millbrook FLT at Redbridge end | Up train to Up Fast/Slow | 7 |
| Up train passes from Redbridge via Up Main | Down departure from Millbrook FLT | 1 |
| <p>* Margin can be reduced by 1-minute if trains are taking different routes from Church Lane towards Southampton. \$ If the first train calls at Millbrook, then a following train can depart Maritime East Junction Signal E756/E758 towards the Up Slow 2 minutes following the departure of the preceding train from Millbrook. £ Margin can be reduced by ½ minute if the second train has stopped at Southampton Central. ^ Increase margin by ½ minute if first train longer than 97 SLU / 620m. # Increase margin by 1 minute if first train longer than 97 SLU / 620m.</p> | | |

| Maritime East Junction | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|---------------|
| Adjustment to Sectional Running Times | | |
| Movement | Reason | Value |
| Up trains from Maritime FLT | Slow speed from terminal exit | {2}* |
| *Approaching next timing point | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up departure from Maritime FLT | Up train pass from Maritime West Junction via Redbridge Goods | 10*# |
| Up departure from Maritime FLT | Down train from Millbrook/Church Lane Junction | 10*# |
| Up train pass from Maritime West Junction via Redbridge Goods | Up departure from Maritime FLT via a different route from Maritime East Junction | 4 |
| Down train to Maritime FLT | Up train pass from Maritime West Junction via Redbridge Goods | 9*# |
| Down train to Maritime FLT | Down train to Maritime West Junction via Redbridge Goods | 9# |
| Down train to Maritime West Junction via Redbridge Goods | Down train to Maritime FLT | 6 |
| <p>* Margin can be reduced by 1 minute if first train is 550m/86 SLU or less. Can be reduced by 3 minutes if the first movement is a light locomotive. # Increase margin by 1 minute if first train longer than 97 SLU / 620m.</p> | | |

Maritime East Junction

Simultaneous moves not permitted

| | |
|---------------------------------------------------------------------------------|-------------------------------------------|
| Down train approaching E757 signal on Redbridge Goods from Church Lane Junction | Train crossing to/from Maritime Back Road |
|---------------------------------------------------------------------------------|-------------------------------------------|

| | |
|---------------------------------------------------------------------------------|-------------------------------------|
| Up train approaching E758 signal on Redbridge Goods from Maritime West Junction | Train crossing to/from Maritime FLT |
|---------------------------------------------------------------------------------|-------------------------------------|

Planning Notes

A train in excess of 94 SLU stood at E755 signal on the Maritime Back Road will foul the Up Docks Branch at Millbrook. Therefore, junction margins at Millbrook should be based on the departure time from Maritime East Junction if this is the case.

A train in excess of 68 SLU stood at E757 signal on the Redbridge Goods will foul the Down Fast at Church Lane Junction (545A points). Therefore, junction margins at Church Lane Junction should be based on the departure time from Maritime East Junction if this is the case.

Maritime West Junction

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|--------------------------------------------------------------------------------|-------------------------|------------------|
| Up trains from Redbridge Sidings to Maritime East Junction via Redbridge Goods | Slow speed from sidings | {4} [*] |
| Down train from Maritime FLT to Redbridge via Redbridge Goods | Slow speed from sidings | {3} [*] |

* Applies approaching next timing point

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------------------------|-----------------------------------------------------------|-----------------|
| Between all movements except as below. | | 9 [*] |
| Down departure from Maritime FLT to Redbridge Goods | Down train on Redbridge Goods from Maritime East Junction | 10 [*] |
| Up train from Redbridge Goods to Maritime FLT | Down train on Redbridge Goods from Maritime East Junction | 10 [*] |
| Down train from Redbridge Goods to Redbridge Sidings | Down train on Redbridge Goods from Maritime East Junction | 10 [*] |
| Up train from Redbridge Goods to Maritime FLT | Up train on Redbridge Goods from Redbridge | 11 [*] |
| Up train from Redbridge Sidings to Redbridge Goods | Up train on Redbridge Goods from Redbridge | 11 [*] |
| Down train to Redbridge Sidings from Redbridge Goods | Up train on Redbridge Goods from Redbridge | 11 [*] |
| Down train passes on Redbridge Goods | Up train from Redbridge Sidings to Redbridge Goods | 5 |
| Up train passes on Redbridge Goods | Down train from Maritime FLT to Redbridge Goods | 5 |

* Margin can be reduced by 2 minutes if first train is 550m/86 SLU or less. Can be reduced by 3 minutes if the first movement is a light locomotive.

Simultaneous moves not permitted

| | |
|-------------------------------------------------|------------------------------------------------------------------------------------|
| Down train from Maritime FLT to Redbridge Goods | Down train approaching E777 signal from Maritime East Junction via Redbridge Goods |
|-------------------------------------------------|------------------------------------------------------------------------------------|

| | |
|-----------------------------------------------|------------------------------------------------------------------------------------|
| Up train from Redbridge Goods to Maritime FLT | Down train approaching E777 signal from Maritime East Junction via Redbridge Goods |
|-----------------------------------------------|------------------------------------------------------------------------------------|

| | |
|----------------------------------------------------|---------------------------------------------------------------------|
| Up train from Redbridge Sidings to Redbridge Goods | Up train approaching E770 signal from Redbridge via Redbridge Goods |
|----------------------------------------------------|---------------------------------------------------------------------|

| | |
|----------------------------------------------|-----------------------------------------------------|
| Down train from Redbridge Goods to Redbridge | Up train approaching E770 signal from Redbridge via |
|----------------------------------------------|-----------------------------------------------------|

Maritime West Junction

| | |
|---------|-----------------|
| Sidings | Redbridge Goods |
|---------|-----------------|

Planning Notes

An up train in excess of 93 SLU stood at Maritime West Jn signal E770 will be foul of the Up and Down Main lines at Redbridge. Therefore, junction margins at Redbridge should be based on departure time from Maritime West Jn if this is the case.

A down train in excess of 93 SLU stood at Redbridge signal E779 will be foul of Maritime West Jn. Therefore, junction margins at Maritime West Jn should be based on departure time from Redbridge if this is the case.

Redbridge

Adjustment to Sectional Running Times

| Movements | Reason | Value |
|---------------------------------------------------------------|--------------------|-------|
| Down trains towards Romsey not stopping at Redbridge | Speed Differential | {½} |
| For Freight trains going towards the Redbridge Goods | Approach Control | {1} |
| For Freight trains leaving the Redbridge Goods towards Romsey | Speed Differential | {½}* |
| Freight trains leaving the Redbridge Goods towards Totton | Speed Differential | {1}* |

* Applies approaching next timing point.

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------------------------|----------------------------------------------------------|--------|
| Between all movements except as below | | 3 |
| Up Bournemouth Line train | Down Romsey Line train | 1½ |
| Freight to/from Redbridge Goods crossing to/from Romsey line | Conflicting train arrives/passes Redbridge | 5 |
| Down Passenger pass Redbridge to Totton | Down freight departs from Redbridge Goods towards Romsey | 2 |

Simultaneous moves not permitted

| | |
|--------------------------------------------|----------------------------------------|
| Down train arrives in Redbridge Platform 2 | Train crossing to/from Redbridge Goods |
|--------------------------------------------|----------------------------------------|

Limit of Shunt

| | | Length Limit |
|-------------------------|------|----------------|
| Up Line (clear of E772) | 200m | 8 cars / 5 444 |

Totton

Dwell Times

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

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------------------------|---------------------------------|--------|
| Down train towards Brockenhurst | Up train departing Fawley Loops | 2 |
| Down train towards Brockenhurst | Down train towards Fawley Loops | 3 |
| Down train towards Fawley Loops | Down train towards Brockenhurst | 4 |
| Up train from Brockenhurst | Up train from Fawley Loops | 3 |
| Up train from Fawley Loops | Up train from Brockenhurst | 4 |
| Up train arrives/passes Platform 1 from Fawley Loops | Down train departs Platform 2 | 1# |

1½ following freight.

| | |
|------------------------------------------------------------------------------------------------------|---|
| Totton | |
| | |
| Planning Note | |
| Trains from Redbridge must not be planned to reverse in Platform 2 to depart back towards Redbridge. | |
| | |
| Platform Reoccupation | |
| All Platforms | 3 |

| | | | | |
|-------------------------------------------------------------------------|-------------|------------------------------------------------------|---------------|---------------|
| Brockenhurst | | | | |
| | | | | |
| Adjustment to Sectional Running Times | | | | |
| Movements | | Reason | Value | |
| Down Main Line arrivals Platform 1 or 4 | | Approach Control | {1} | |
| | | | | |
| Berthing Facilities | | | | |
| | Cars | Notes | | |
| Up Siding | 12 | Only to be used in connection with engineering works | | |
| | | | | |
| Connectional Allowances | | | | |
| All Services | | 3 | | |
| | | | | |
| Dwell Times | | | | |
| All Services except as below | | 1½ | | |
| Down direction SWR Services | | 1 | | |
| | | | | |
| Junction Margins | | | | |
| First Movement | | Second Movement | Margin | |
| Between all movements except as below | | | 3 | |
| Up Main Line or Up Lymington arrivals | | Down departures | 1 | |
| Platform 1 Down Main Line departures | | Up Lymington arrivals | 4½ | |
| Platform 1 Down Main Line departures | | Up Main Line arrivals | 4 | |
| Train passes on Up Main Line | | Up Main Line arrival platform 1 | 4½ | |
| Train passes on Down Main Line | | ECS crosses from Platform 1 to Down Passenger Loop | 2 | |
| Up Main Line departure | | Down Main Line arrival into platform 1 | 3 | |
| Down Main arrive in Platform 1 or 4 | | Passing Down Main Line | 5 | |
| | | | | |
| Overlap Restrictions | | | | |
| First Movement | | Second Movement | Signal | Margin |
| Down arrival at Platform 1 | | Up arrival at Platform 2 | BH6 | 3 |
| Up arrival at Platform 2 | | Down arrival at Platform 1 | BH6 | 3 |
| Up arrival at Platform 2 | | Up departure from Platform 1 | BH6 | 1 |
| Up departure from Platform 1 | | Up arrival at Platform 2 | BH6 | 3 |
| | | | | |
| Limit Of Shunt | | | | |
| | | Length Limit | | |
| Up Loop to Up Main (clear of BH60) Country end | | 12 cars / 10 444 | | |
| | | | | |
| Permissive Working | | | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | | | |

Brockenhurst

| | | | |
|------------|--------------------|-------------------|---------------------------------------------|
| Platform 1 | Up Platform Loop | (Up direction) | Attaching/Detaching * |
| Platform 2 | Up Main | (Up direction) | Attaching/Detaching * |
| Platform 3 | Down Main | | Prohibited |
| Platform 4 | Down Platform Loop | (Both directions) | Attaching/Detaching and Platform Sharing \$ |

* Attaching from Lymington Branch only

\$ A second train must arrive in an occupied Platform before the first train is allowed to depart

A down train entering occupied platform 4 must not exceed 5-coaches

Station Working Requirements

Lymington branch shuttle trains will normally run to Platform 4

New Milton

Dwell Times

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

Christchurch

Dwell Times

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

Bournemouth

Adjustment to Sectional Running Times

| Movements | Reason | Value |
|---------------------------------------------------------|--------------------|-------|
| Down arrival at Platform 1 | Approach Control | {1/2} |
| Down trains departing Platform 3 routed via the up line | Speed Differential | {1}* |

* These allowances should appear in the section from Bournemouth

Berthing Facilities

| | Length |
|--------------------|--------|
| Middle Siding No 1 | 175m |
| Middle Siding No 2 | 260m |

Connectional Allowance

| | |
|------------------------------------|---|
| All Services except below | 5 |
| All South Western Railway services | 3 |

CrossCountry Secure Train Allowance – minimum platform standing allowance between passenger train arrival and ECS departure to Bournemouth Middle Sidings (before returning to the station to form another passenger service)

| | |
|-----------|----|
| Class 22x | 5* |
|-----------|----|

* May be reduced to 3 minutes after discussion and agreement between CrossCountry and Network Rail.

Dwell Times

| | |
|--------------|---|
| All Services | 2 |
|--------------|---|

Junction Margins

| First Movement | Second Movement | Margin |
|----------------|-----------------|--------|
|----------------|-----------------|--------|

Bournemouth

| | | |
|--------------------------------------------------|-------------|---|
| Down departures via Up Line from Platforms 2 & 3 | Up arrivals | 4 |
|--------------------------------------------------|-------------|---|

Simultaneous Moves Not Permitted

| | |
|----------------------------------|--------------------------------------------------------------------|
| Up train arrives at Platform 2* | Train arrives or departs Platform 1 |
| Down train arrives at Platform 2 | Train to/from Platform 3 at country end of station via 2034 points |

* Not applicable if attaching to a train standing in Platform 2.

Permissive Working

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

| | | | |
|------------|-----------|-------------------|---------------------|
| Platform 1 | Up Bay | | Prohibited |
| Platform 2 | Up Main | (Both directions) | Attaching/Detaching |
| Platform 3 | Down Main | (Both directions) | Attaching/Detaching |
| Platform 4 | Down Main | (Both directions) | Prohibited |

Platform Re-occupation

| | |
|---------------------------------|---|
| All trains (opposing direction) | 3 |
| All trains (same direction) | 2 |

Branksome

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------|------------------------------------------|--------|
| Down Main Line train | Up pass/depart towards Bournemouth Depot | 1 |

Limit Of Shunt

| | Length Limit |
|-----------------------------------|------------------|
| Up Platform (clear of BC172/1025) | 12 cars / 10 444 |

Bournemouth T&R.S.M.D

Acceptance of Trains

| | |
|----------------|---|
| Minimum Margin | 4 |
|----------------|---|

Dispatch of Trains

| | |
|----------------|----|
| Minimum Margin | 10 |
|----------------|----|

Poole

Berthing Facilities

| | Cars | Notes |
|----------------|------|---------------------------------------------------|
| Shunting Neck | 12 | No overnight berthing permitted |
| Reception Road | 12 | No overnight berthing permitted |
| No. 2 Siding | 7 | Non- Electrified. No overnight berthing permitted |
| No. 1 Siding | 6 | No overnight berthing permitted |

Connectional Allowances

| | |
|--------------|---|
| All Services | 5 |
|--------------|---|

Dwell Times

| | | |
|-------------------------------------------------------------------------|-------------------------------------------------------------------------|---------------|
| Poole | | |
| All Services | 1½ | |
| Adjustment to Sectional Running Times | | |
| Movements | Reason | Margin |
| Up train arriving into Platform 2 from Hamworthy Direction* | Speed Differential | {½} |
| * These allowances should appear in the section from Hamworthy | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Between all movements except as below | | 3 |
| Up train arriving at Platform 1 | Down train crossing from Platform 2 to sidings | 1 |
| Up train arriving into Platform 2 | Down train starting from Platform 1 travelling towards Wareham/Weymouth | 1 |
| Down train starting from Platform 1 travelling towards Wareham/Weymouth | Up train arriving into Platform 1 from Wareham/Weymouth | 6 |
| Down train crossing from Platform 1 or 2 to sidings | Up train arriving at Platform 1 | 4 ½ |
| Up train departing Platform 1 towards Branksome | Down train arriving in platform 1 from Branksome | 4½ |
| Limit Of Shunt | | |
| | Length Limit | |
| Down Platform | 12 cars/10 class 444 | |

| | |
|-------------------------------------------|--|
| Poole Yard | |
| Freight Length Restrictions | |
| The freight length restriction is 47 SLUs | |

| | | |
|-------------------------|------------------------|---------------|
| Hamworthy | | |
| Dwell Times | | |
| All services | 1 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Between all movements | | 4 |

| | | |
|----------------------------|------------------------|---------------|
| Wareham | | |
| Berthing Facilities | | |
| | Cars | Notes |
| Down Siding | 12 | |
| Dwell Times | | |
| All Services | 1 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |

Wareham

| | | |
|---------------------------------------|--------------------------|---|
| Between all movements except as below | | 3 |
| Down Main Line departure | Up train from Furzebrook | 8 |

Wool

Dwell Times

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

Moreton

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-----------------|--------|
| Re-occupation of Single Line | | 1 |
| | | |

Station Working Requirements

Up trains must not be timed to stop for more than 1 minute due to level crossing arrangements

Dorchester South

Dwell Times

| | |
|--------------|----|
| All Services | 1½ |
|--------------|----|

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-----------------|--------|
| Re-occupation of Single Line | | 1 |

Restrictions

Pathing time must not be used between Dorchester South and Dorchester Junction because there are no signals between these locations

Weymouth

Berthing Facilities

| | Cars | Notes |
|-------------------------|------|--------------------------------|
| Jersey Siding No 1 | 12 | |
| Jersey Siding No 2 | 12 | Approximately 130m electrified |
| Jersey Siding Extension | 6 | |
| Jubilee Siding | 8 | |

Junction Margins

| First Movement | Second Movement | Margin |
|----------------|-----------------|--------|
|----------------|-----------------|--------|

Weymouth

| | | |
|--------------------------------------------------------|-------------------------------------------|---|
| Down arrival from Down Main | Conflicting departure from Jersey Sidings | 1 |
| Arrival from Jersey Sidings | Down arrival from Down Main | 4 |
| Up depart to Up Main | Down arrival from Down Main | 5 |
| Up Main Line departure | Down arrival from Jersey Sidings | 4 |
| Arrive at Jersey Sidings from Weymouth or Signal DR194 | Down arrival from Down Main | 4 |
| Arrive at Jersey Sidings from Weymouth or Signal DR194 | Up depart to Up Main | 2 |
| Up depart to Up Main | Up depart to Jersey Sidings | 3 |

Permissive Working

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

| | | |
|------------|--|-------------------------------------------|
| Platform 1 | | Attaching/Detaching and Platform Sharing |
| Platform 2 | | Attaching/Detaching and Platform Sharing* |
| Platform 3 | | Attaching/Detaching and Platform Sharing* |

* If platform occupied by more than 5 coaches, then it is not possible for another train to be permissively signalled into the platform.

Platform Capacity

| | Cars | Notes |
|------------|------|--------------------------------------------------------------------------------|
| Platform 1 | 5 | 1 x Class 444 or 1 x Class 450 |
| Platform 2 | 12 | 2 x Class 444 or 3 x Class 450 or 12 Mark 1 or 2 coaches including Locomotives |
| Platform 3 | 13 | 2 x Class 444 or 3 x Class 450 or 13 Mark 1 or 2 coaches including Locomotives |

SW105A SOUTHAMPTON TO SOUTHAMPTON WESTERN DOCKS

Southampton

See entry under route – SW105

SW105C WEYMOUTH JUNCTION TO WEYMOUTH SIGNAL DR194

Weymouth

See entry under route – SW105

SW110 WOKING JUNCTION TO PORTSMOUTH HARBOUR

Woking Junction

See entry under route – SW105

Woking Signal WK610

Restriction

Passenger trains or Empty Coaching Stock must not be reversed via Signal WK610.

Woking Down Reception Headshunt

Train Length Restrictions

Woking Down Reception Headshunt

Maximum standage behind Signal WK1216

263m / 41 SLU

Guildford

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-------|
| Down EMU trains from Woking to Platforms 2, 3, 5, 6 and 8 | Speed Differential | {½} |
| Up trains from Shalford Junction which are attaching/platform sharing at Guildford | Approach Control | {1} |
| Up trains approaching Guildford from Shalford Junction and Ash, and down trains from Effingham Junction, already have the standard {½} for crossing over included in the SRT's. | | |

Berthing Facilities

| | Cars | Notes |
|-------------------------|------|----------------------------------------------------|
| No 1 Up Carriage Siding | 12 | |
| No 2 Up Carriage Siding | 12 | |
| No 3 Up Carriage Siding | 10 | |
| No 1 North Box Siding | 10 | Maximum 5 cars 444, 9 cars 444+450, 8 cars 158/159 |
| No 2 North Box Siding | 10 | Maximum 5 cars 444, 9 cars 444+450, 8 cars 158/159 |

Dwell Times

| | |
|--------------------------------------------------------------------------------------------|----|
| All Services except as below | 1½ |
| All SWR services departing between 0630 and 0900 or between 1630 and 1900 Monday to Friday | 2 |

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------------------------------------|------------------------------------------------------------------------|--------|
| Between all movements except as below | | 3 |
| Departure towards Woking Junction | Down platform 3/5/6/8/Up Carriage Sidings arrival from Woking Junction | 4½ |
| Train departing Platforms 3/5/6/8 towards Shalford Junction | Train arriving from Shalford Junction | 4 |
| All arrivals | Departures crossing behind | 1 |
| Departure towards Wanborough/Ash | Converging departure from a different platform towards Wanborough/Ash | 3 |

Permissive Working

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

| | | |
|--------------|-------------|---------------------------------------------|
| Platform 1 | Bay | Attaching/Detaching and Platform Sharing \$ |
| Platform 2 | Down Cobham | Attaching/Detaching and Platform Sharing * |
| Platform 3 | Up Cobham | Attaching/Detaching and Platform Sharing * |
| Platform 4 | Down Main | Attaching/Detaching% |
| Platform 5 | Up Main | Attaching/Detaching and Platform Sharing * |
| Platform 6/7 | Up Ash | Attaching/Detaching and Platform Sharing * |
| Platform 8 | Up Ash | Attaching/Detaching and Platform Sharing * |

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

\$ If platform occupied by more than 5 coaches, then it is not possible for another train to be permissively signalled into the platform.

% 10 car Class 444 and 12 car Class 450 cannot detach in Platform 4. Additionally, trains cannot attach in Platform 4 to form a 10 car Class 444 or 12 car Class 450 formation if subsequently departing towards Woking or Ash. This is because of issues with signal sighting.

Restrictions

10 car Class 444 and 12 car Class 450 cannot reverse in Platform 4. This is because of issues with signal sighting.

Guildford

Safety Check Unit

All Cross Country - Class 22x trains which arrive ECS and depart as passenger trains to be allowed a Turnaround / Dwell time of 5 minutes providing the Safety Checks have been carried out prior to arrival at Guildford

Simultaneous Moves Not Permitted

| | | |
|-----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|---|
| Train arriving Platform 5 from Woking/Ash | Arrival from Shalford Junction | |
| Train arriving Platform 5 from Woking/Ash | Train arriving Platform 3 from Shalford Junction or train departing Platform 3 to Shalford Junction | * |
| Train arriving Platform 5 from Woking/Ash | Train arriving Platform 6 from Shalford Junction or train departing Platform 6 to Shalford Junction | * |
| Train arriving Platform 5 from Woking/Ash | Train arriving Platform 8 from Shalford Junction or train departing Platform 8 to Shalford Junction | * |
| Train from Ash arriving Platform 4 | Train arriving Platform 5 from Shalford Junction | |
| Train arriving Platform 5 from Shalford Junction | Departure from London end of Platform 4 towards Ash/Woking | |
| Train arriving Platform 3 from Shalford Junction | Train departing Platform 2 to Woking | |
| Train arriving Platform 3 from Shalford Junction | Down Train shunting from GD635 to Platform 2 | |
| * This is not applicable if the Down Train is "topping" a train already berthed at the tunnel end of Platform 5 | | |

Shalford Junction

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|------------------------------------------|--------------------------------------|--------|
| Cross from UL towards Farncombe | Acceleration from slower speed route | {1/2}* |
| * Applies approaching next timing point. | | |

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------|------------------------|--------|
| Between all movements except as below | | 3 |
| Down train towards Farncombe | Up train from Shalford | 2½ |

Farncombe

Dwell Times

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

Godalming

Dwell Times

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

Haslemere

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|-----------------------------|--------------------------------------|-------|
| Down pass/arrive Platform 2 | Approach Control | {½} |
| Up depart from Platform 1 | Acceleration from slower speed route | {½}* |
| Up arrival at Platform 3 | Approach Control | {½} |
| Up pass Platform 3 | Approach Control | {1} |
| | Acceleration from slower speed route | {½}* |

* Applies approaching the next timing point.

Connectional Allowances

| | |
|--------------|-----|
| All Services | 5 4 |
|--------------|-----|

Dwell Times

| | |
|----------------------------------------------------------------------------------------------------------------------------------|----|
| All services except as below | 1 |
| Up direction services departing between 0600 and 0845 or Down direction services arriving between 1700 and 1930 Monday to Friday | 1½ |

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------|--------------------------------------|--------|
| Up departure | Conflicting Down arrival | 4 |
| Up Departure from 2 or 3 | Up Departure from alternate Platform | 3½ |

Overlap Restrictions

| First Movement | Second Movement | Signal | Margin |
|--------------------------------------------------|--------------------------------------------------|---------|--------|
| Down arrival at Platform 1 | Down departure from Platform 2 | BEP2877 | 1 |
| Down departure from Platform 2 | Down arrival at Platform 1 | BEP2877 | 3½ |
| Down arrival at Platform 1 | Up arrival at Platform 2 from Signal BEP2874 | BEF2877 | 3 |
| Down arrival at Platform 2 | Up arrival/passing Platform 3 | BEP2879 | 3½* |
| Down arrival at Platform 2 | Up arrival at Platform 1 from Signal BEP2874 | BEP2872 | 3 |
| Up arrival at Platform 1 from Signal BEP2874 | Down arrival at Platform 2 | BEP2872 | 3½ |
| Up arrival/passing Platform 3 | Down arrival at Platform 2 | BEP2879 | 3* |
| Up arrival at Platform 2 from Signal BEP2874 | Down arrival at Platform 1 | BEP2877 | 3 |
| Down arrival at Platform 1/3 from Signal BEP2873 | Up arrival at Platform 2 | BEP2870 | 2½ |
| Up arrival at Platform 2 | Down arrival at Platform 1/3 from Signal BEP2873 | BEP2870 | 3 |
| Up arrival at Platform 2 | Up departure from Platform 1/3 | BEP2870 | 1 |
| Up departure from Platform 1/3 | Up arrival at Platform 2 | BEP2870 | 3½ |

* Movements can be made in parallel if there is not a Down departure from Platform 1 less than 4 minutes before or 1 minute after the Down arrival at Platform 2.

Liphook

Dwell Times

| | |
|-----------------------------------------------------------------------------------------------------------------|---|
| All Services | 1 |
| Trains departing Liphook to be advertised to depart 1 minute earlier than WTT if they depart on a whole minute. | |

Petersfield

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|---------------------------|--------------------------------------|-------|
| Up depart from Platform 2 | Acceleration from slower speed route | {½}* |

* Applies approaching the next timing point.

Dwell Times

| | |
|----------------------------------------------------------------------------------------------------------------------------------|----|
| All services except as below | 1 |
| Up direction services departing between 0600 and 0830 or Down direction services arriving between 1730 and 1945 Monday to Friday | 1½ |

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|----------------------------|--------|
| Up departure from Platform 2 | Down arrival at Platform 2 | 4 |

Overlap Restrictions

| First Movement | Second Movement | Signal | Margin |
|------------------------------------------------|------------------------------------------------|---------|--------|
| Down arrival at Platform 2 from Signal BEP2917 | Up arrival at Platform 1 | BEP2918 | 3 |
| Up arrival at Platform 1 | Down arrival at Platform 2 from Signal BEP2917 | BEP2918 | 3 |
| Up arrival at Platform 1 | Up departure from Platform 2 | BEP2918 | 1 |
| Up departure from Platform 2 | Up arrival at Platform 1 | BEP2918 | 4½. |

Havant

Dwell Times

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

Platform Re-occupation

| | Margin |
|---------------|--------|
| Up Platform | 2½ * |
| Down Platform | 2½ |

* A Margin of 2 minutes applies when there is pathing time approaching Havant

Havant Signal HT500

Restriction

The maximum standage between signal HT25 and HT500 is 4 cars.
Trains longer than 4 cars may only shunt behind HT500 when the route can be set beyond HT25.

Bedhampton

Dwell Times

| | |
|-----------------------------------------------------|---|
| Class 444/450 Down services also stopping at Hilsea | 1 |
|-----------------------------------------------------|---|

Farlington Junction

Adjustment to Sectional Running Times

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

Farlington Junction

| | | |
|-------------------------------------|------------------------|---------------|
| Down trains towards Cosham Junction | Speed Differential | {½} |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Between all movements | | 2 |

Portcreek Junction

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|-----------------------------------|--------------------|------------------------------------------------------------|
| Up trains towards Cosham Junction | Speed Differential | {½} |
| Down trains from Cosham Junction | Speed Differential | {½}* * Allowance to be applied after Portcreek Junction |

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------|---------------------------------|--------|
| Between all movements except as below | | 2 |
| Up Main line train | Down train from Cosham Junction | 2½ |

Fratton East

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|--------------------------------------------|------------------|-------|
| Train crossing to Down No 1 Reception Line | Approach control | {1} |

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------|-------------------------------------------|--------|
| Between all movements except as below | | 3 |
| Passing Down Service | Up train from Fratton CSD crossing behind | 1 |

Fratton

Dwell Times

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

Station Working Requirements

Down 10 and 12 car trains should be Platformed on the Down Main Line

Fratton S.S.

Acceptance of Trains

| | |
|----------------|----|
| Minimum Margin | 10 |
|----------------|----|

Dispatch of Trains

| | |
|----------------|-----|
| Minimum Margin | 10* |
|----------------|-----|

* A margin of 2 Minutes is to apply between arrivals and departures.

Fratton C.S.D.

Acceptance of Trains

Fratton C.S.D.

| | |
|----------------|----|
| Minimum Margin | 10 |
|----------------|----|

Dispatch of Trains

| | |
|----------------|-----|
| Minimum Margin | 10* |
|----------------|-----|

* A margin of 2 Minutes is to apply between arrivals and departures.

Fratton Staff Halt

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------------|----------------------------------------|--------|
| Arrival at Fratton C.S.D. | Arrival at Fratton S.S./Fuel Point | 10 |
| Arrival at Fratton S.S./Fuel Point | Arrival at Fratton C.S.D. | 10 |
| Departure from Fratton C.S.D. | Departure from Fratton S.S./Fuel Point | 10 |
| Departure from Fratton S.S./Fuel Point | Departure from Fratton C.S.D. | 10 |
| Arrival at Fratton C.S.D. | Departure from Fratton S.S./Fuel Point | 2 |
| Arrival at Fratton S.S./Fuel Point | Departure from Fratton C.S.D. | 2 |

A train standing at the Staff Halt blocks the route across 7 points. It is not possible for a train to depart Fratton C.S.D./Fratton S.S. towards Portsmouth whilst a train is stood at the Staff Halt.

Portsmouth and Southsea Down Carriage Sidings

Berthing Facilities

| | Cars | Notes |
|-----------|------|-------|
| No 1 Road | 12 | |
| No 2 Road | 12 | |
| No 3 Road | 8 | |

Portsmouth & Southsea

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|---------------------------------|------------------|-------|
| Down arrival at Platform 3 or 4 | Approach Control | {½} |

Dwell Times

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

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------|--------------------------------------|--------|
| Between all movements except as below | | 3 |
| Down arrival | Up departure crossing behind | 1 |
| Down Main Line arrival on Platform 2 | Arrival on Platform 4 from Back Road | 4 |
| Up Departure Platform 1 to Up Main | Arrival at Platform 3 or 4 | 4 |
| Up Departure Platform 3 to Up Main | Down Main arrival on Platform 4 | 4 |
| Up Departure Platform 4 | Down Arrival Platform 3 | 4 |

Permissive Working

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

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

Portsmouth & Southsea

Platform Re-occupation

| | Margin |
|-------------------------------|--------|
| Platforms 3 and 4 (Low Level) | 4 |

Portsmouth Harbour

Junction Margins

| First Movement | Second Movement | Margin |
|----------------|--------------------------|--------|
| Up departure | Conflicting Down arrival | 3 |
| Down arrival | Conflicting Up departure | 1 |

Permissive Working

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

| | | |
|------------|--|--------------------------------------------|
| Platform 1 | | 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 * |

* Class 444 are not permitted to attach by TOC instruction

Platform Re-occupation

| | Margin |
|---------------------------------------------------------|--------|
| Between a departure and an arrival in the same Platform | 3 |

Station Working Requirements

Platforms 3, 4 and 5 are restricted to 12 cars only and, if there are 12 cars they must not consist of more than two trains.

Platforming restrictions apply to trains formed of Class 165 or 166 – check Sectional Appendix for details.
Preferred platform for GWR services is Platform 1 due to availability of watering facilities.

SW115 WORTING JUNCTION TO PINHOE

Worting Junction

See entry under route – SW105

Overton

Dwell Times

| | |
|---------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Class 159 DMU Up direction services departing between 0600 and 0900 or Down direction services arriving between 1700 and 1930 Monday to Friday | 1 |
|---------------------------------------------------------------------------------------------------------------------------------------------------|---|

Whitchurch

Dwell Times

| | |
|---------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Class 159 DMU Up direction services departing between 0600 and 0900 or Down direction services arriving between 1700 and 1930 Monday to Friday | 1 |
|---------------------------------------------------------------------------------------------------------------------------------------------------|---|

| | | | |
|----------------------------------------------|----------------------------------------------|--------|--------|
| Andover | | | |
| | | | |
| Dwell Times | | | |
| Class 159 DMU | 1½ | | |
| | | | |
| Junction Margins | | | |
| First Movement | Second Movement | | Margin |
| Pass/depart to Grateley | Depart to Signal BE5202 | | 4 |
| | | | |
| Overlap Restrictions | | | |
| First Movement | Second Movement | Signal | Margin |
| Down arrival at Platform 2 | Down departure from Platform 1 | BE461 | 1 |
| Down departure from Platform 1 | Down arrival at Platform 2 | BE461 | 4½ |
| Down arrival at Platform 2 | Up arrive/pass Platform 1 from Signal BE5202 | BE461 | 3 |
| Up arrive/pass Platform 1 from Signal BE5202 | Down arrival at Platform 2 | BE461 | 3 |
| | | | |
| Platform Reoccupation | | | |
| All Platforms | | | 4 |
| Platform | Direction | | Margin |
| Platform 1 | Up | | 4 |
| Platform 2 | Down | | 4 |

| | |
|---------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Grateley | |
| Dwell Times | |
| Class 159 DMU Up direction services departing between 0545 and 0845 or Down direction services arriving between 1715 and 1945 Monday to Friday | 1 |

Laverstock North Junction

Adjustment to Sectional Running Times

| Movements | Reason | Value |
|----------------------------------------|--------------------------------------|-------|
| Down passenger towards Laverstock Loop | Approach Control | {½} |
| Down freight towards Laverstock Loop | Approach Control | {1½} |
| Up passenger from Laverstock Loop | Acceleration from slower speed route | {1}* |

* Applies approaching next timing point.

From Laverstock Loop to Up Main. Adjustment applies approaching next timing point.

| Train Class | Trailing Load | Reason | Value |
|-------------|-------------------------------|--------------------------------------|-------|
| Class 4 | Up to 400t / TR20 | Acceleration from slower speed route | {½} |
| | 401 to 600t / TR30 | | {1} |
| | 601 to 1000t / TR40 to TR50 | | {½} |
| | 1001 to 1400t / TR60 to TR80 | | {1} |
| | 1401 to 1600t / TR90 | | {½} |
| | 1601 to 1800t / TR100+ | | {1} |
| Class 6 | Up to 800t / TR40 | | {3} |
| | 801 to 1000t / TR55 | | {2½} |
| | 1001 to 1400t / TR70 | | {3} |
| | 1401 to 1800t / TR85 to TR100 | | {2½} |
| | 1801 to 2200t / TR115 | | {3} |
| | 2201 to 2400t / TR130+ | | {2½} |

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------|--------|
| Between all movements | | 4 *\$ |

* If a down train is signalled via Laverstock Loop then a train signalled from Salisbury to the Romsey direction must be held at signal SY40 until the train which has traversed Laverstock Loop has cleared signal SY34

\$ If a train is signalled from the Romsey direction via Laverstock Loop to the Up Main Line then trains bound for the Romsey line must be held at signal SY40 until the train has cleared Laverstock South Junction

Salisbury Tunnel Junction

Adjustment to Sectional Running Times

| Movements | Reason | Value |
|------------------------|------------------|-------|
| Up trains towards Dean | Approach Control | {½} |

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------|------------------------------|--------|
| Between all movements except as below | | 3 *\$ |
| Passing Down Mainline train | Passing Romsey bound train | 1½ |
| Passing Romsey bound Freight train | Passing Down Main line train | 3½ |

* If a down train is signalled via Laverstock Loop then a train signalled from Salisbury to the Romsey direction must be held at signal SY40 until the train which has traversed Laverstock Loop has cleared signal SY34.

\$ If a train is signalled from the Romsey direction via Laverstock Loop to the Up Main Line then trains bound for the Romsey line must be held at signal SY40 until the train has cleared Laverstock South Junction

Salisbury

Adjustment to Sectional Running Times

| Movements | Reason | Value |
|-------------------------------------------------------------------------------------|--------------------|-------|
| Trains departing from Platforms, 2, 5 or the Holding Siding towards Wilton Junction | Speed Differential | {1}* |

The standard {½} crossover/bay allowances are already included in the SRT's

* Applies approaching next timing point.

Salisbury

Dwell Times

| | |
|---------------|----|
| Class 150 DMU | 1 |
| Class 158 DMU | 1½ |
| Class 159 DMU | 2 |
| Class 16x DMU | 1½ |

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------------------|----------------------------------|--------|
| Between all movements except as below | | 3 |
| All arrivals | Departures crossing behind | 4 |
| Down train depart/passing Platforms 3 & 4 | Up train arrival Platforms 3 & 4 | 4 |

Overlap Restrictions

| First Movement | Second Movement | Signal | Margin |
|------------------------------------|---------------------------------------|--------|--------|
| Down train arrives at Platform 3 | Up train arrives at Platform 4 | SY50 | 3 |
| Down train arrives at Platform 4 | Up train arrives at Platform 3 | SY48 | 3 |
| Up train arrives at Platform 3 | Down train arrives at Platform 4 | SY48 | 3 |
| Up train arrives at Platform 3 | Up train departs Platform 4 | SY48 | 1 |
| Up train passes/departs Platform 3 | Up train passes/arrives at Platform 4 | SY50 | 3 |
| Up train arrives at Platform 4 | Down train arrives at Platform 3 | SY50 | 3 |
| Up train arrives at Platform 4 | Up train departs Platform 3 | SY50 | 1 |
| Up train passes/departs Platform 4 | Up train passes/arrives at Platform 3 | SY48 | 3 |

Permissive Working

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

| | | |
|------------|----------------|-----------------------------------------------|
| Platform 1 | Reception Road | Attaching/Detaching and Platform Sharing * \$ |
| Platform 2 | Up Main | Attaching/Detaching and Platform Sharing \$ |
| Platform 3 | Platform Loop | Attaching/Detaching and Platform Sharing \$ |
| Platform 4 | Down Main | Attaching/Detaching and Platform Sharing \$ |
| Platform 5 | West Bay | Attaching/Detaching and Platform Sharing * |
| Platform 6 | East Bay | Attaching/Detaching and Platform Sharing |

* Not a passenger line

\$ A second train must arrive in an occupied Platform before the first train is allowed to depart

Salisbury Depot

Acceptance of Trains

| | |
|----------------|----|
| Minimum Margin | 20 |
|----------------|----|

Dispatch of Trains

| | |
|----------------|----|
| Minimum Margin | 15 |
|----------------|----|

Between Arrivals and Departures

| | |
|----------------|----|
| Minimum Margin | 10 |
|----------------|----|

Timing Point

Timing Point is the train crew relief point/signal SY232

Salisbury Signal SY215

Station Working Requirements

Salisbury Signal SY215

Access is only available by use of a 'Shunters Release' which enables Salisbury Signal box to set the route. Additional trains planned to reverse behind SY215 should be arranged with local operations staff to ensure staff availability.

Salisbury East Sidings

Station Working Requirements

Access is only available by use of a 'Shunters Release' which enables Salisbury Signal box to set the route.

Wilton Junction

Adjustment to Sectional Running Times

| Movements | Reason | Value |
|---------------------------|--------------------|-------|
| Trains towards Warminster | Speed Differential | {½} |

Freight timing loads from Quidhampton Sidings towards Salisbury – allowances to be applied approaching next timing point after Wilton Junction:

| Train Class | Trailing Load | Reason | Value |
|-------------|---------------|---------------|------------------------------------------------|
| Class 6 | 601 – 1000t | TR40 – TR55 | Not at line speed passing Wilton Junction {½} |
| | 1001 – 1400t | TR70 | Not at line speed passing Wilton Junction {1} |
| | 1401 – 1800t | TR85 – TR100 | Not at line speed passing Wilton Junction {1½} |
| | 1801 – 2400t | TR115 – TR130 | Not at line speed passing Wilton Junction {2} |
| Class 4 | 601 – 1000t | TR40 – TR50 | Not at line speed passing Wilton Junction {½} |
| | 1001 – 1400t | TR60 – TR80 | Not at line speed passing Wilton Junction {1} |
| | 1401 – 1600t | TR90 | Not at line speed passing Wilton Junction {1½} |

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------|-----------------|--------|
| Between all movements except as below | | 3 |

A number of margins and restrictions apply for movements to/from Quidhampton Sidings - please see entry under route SW170 for Wilton Junction G.S.P.

Wilton

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-----------------|--------|
| Re-occupation of Single Line | | 3* |

* 1 minute from standing start

Tisbury Loop

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-----------------|--------|
| Re-occupation of Single Line | | * |

* Arrive 3 minutes before crossing, depart 1 minute after

Note: The signal protecting the loop in the Up direction is at Tisbury Station, so an up train cannot leave Tisbury until the crossing down train is stopped in the loop. If an up train calls at Tisbury, it cannot have pathing time between Tisbury and Tisbury Loop for a crossing movement

Tisbury

Dwell Times

| | |
|---------------|---|
| Class 159 DMU | 1 |
|---------------|---|

Gillingham

Dwell Times

| | |
|--------------|----|
| All Services | 1½ |
|--------------|----|

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-----------------|--------|
| Re-occupation of Single Line | | *\$ |

* Arrive 2 minutes before crossing a stopping train, depart 1 minute after

\$ Arrive 3 minutes before crossing a non-stopping train, depart 1 minute after

Gillingham Up Sidings

Station Working Requirements

Access is only available by use of a 'Shunters Release' via ground frame which enables Basingstoke Signalling Centre to set the route.

Templecombe

Adjustment to Sectional Running Times

| Movements | Reason | Value |
|----------------------------------------|--------------------|-------|
| Down passing trains proceeding onto ML | Speed Differential | {½} |

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------|--------|
| Between all movements | | 4 |

Sherborne

Dwell Times

| | |
|---------------|---|
| Class 159 DMU | 1 |
|---------------|---|

Yeovil Junction

Adjustment to Sectional Running Times

| Movements | Reason | Value |
|-------------------------------------------------------------------------------------------|-----------------------------------|-------|
| Down train signalled to arrive when movement signalled Single Line to/from Chard Junction | Speed Differential | {1} |
| Up trains entering the station | Approach Control on Signal SE4732 | {1} |

| | |
|------------------------|----|
| Connectional Allowance | 60 |
|------------------------|----|

Connectional allowance between Yeovil Junction and Yeovil Pen Mill

Dwell Times

| Yeovil Junction | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Class 159 DMU | 1½ | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Between all movements | | 4 |
| Reoccupation of single line | | 1 |
| | | |
| Limit of Shunt | | |
| | Length Limit | |
| Down Line (clear of SE4721) | 60 SLUs / 20Mk 1 vehicles | |
| | | |
| Permissive Working for attaching/detaching and Platform sharing is authorised as shown below: | | |
| Platform 1 | Attaching/Detaching \$ | |
| Platform 2 | Attaching/Detaching \$ | |
| \$ Attaching is only permitted when the second arrival is empty coaching stock shunting from signals 4721, 4723 or 4732. | | |
| \$ Detaching is permitted in order to form 2 or more separate workings or to remove vehicles | | |
| | | |
| Simultaneous Moves Not Permitted | | |
| Up Train signalled into Up Platform | Any Crossing move taking place at the London end of the station between the up and down lines or to or from the Pen Mill branch. Train must come to a stand in the Up platform before these moves are made. | |
| Down Train signalled into Up Platform | Train signalled into or out of the Crewkerne end of the down platform. | |
| | | |
| Station Working Requirements | | |
| <ul style="list-style-type: none">All attachments to up trains must be made by bringing the up train to a stand in the Platform, and attaching the portion at the London via signals SE4721 or SE4723. The shunt move must be made via SE4721 or SE4723 after the up train has arrived as it is not possible to be at a stand at SE4721 or SE4723 as this is in the overlap of SE4718 or SE4714It is possible to hold a 6 Car Class 159 at signal SE4710, waiting line clear for the section ahead. Note: This facility may be used when a train starts from Platform 1 or 2 towards Salisbury, to clear the Platform for another train before the preceding train has cleared the block section to Sherborne.Trains shunting via signal SE4753 are not allowed to run into any occupied Platform for attaching purposesA shunting move only is allowed from one platform to another or between or to and from the sidings for the purposes of attaching, detaching or removing vehicles from the platform. | | |

| |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Yeovil Up Siding |
| Station Working Requirements |
| Access is only available by use of a 'Shunters Release' via a ground frame. Access to and from this siding is available from Yeovil Junction when Yeovil Pen Mill Box is closed. |

| | |
|--------------------|---|
| Crewkerne | |
| | |
| Dwell Times | |
| Class 159 DMU | 1 |

| |
|----------------------------------------------|
| Chard Junction |
| Adjustment to Sectional Running Times |

Chard Junction

The standard {½} allowance required to stop in the loop is already included in the SRT.

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------------------------------|-----------------|--------|
| Re-occupation of Single Line | | * |
| * Arrive 3 minutes before crossing, depart 1 minute after | | |

Axminster East Junction

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|------------------------------------------------------------------------------------|--------------------|-------|
| Down trains approaching Axminster East Junction proceeding to Axminster Platform 1 | Speed Differential | {½} |

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-----------------|--------|
| Re-occupation of Single Line | | 2½ |

Axminster

Dwell Times

| | |
|--------------|----|
| All Services | 1½ |
|--------------|----|

Axminster West Junction

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|----------------------------------------------------------------------------------|--------------------|-------|
| Up trains approaching Axminster West Junction proceeding to Axminster Platform 2 | Speed Differential | {½} |

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-----------------|--------|
| Re-occupation of Single Line | | 2½ |

Note: A down train may not depart in the down direction towards Honiton if the preceding down train is signalled into or occupies the Down Platform at Honiton.

Honiton

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|--------------------------------------------------------------|---------------------------------------|-------|
| Loco Hauled & HST Only Up trains approaching Honiton Up Loop | Approach Control & Speed Differential | {1½} |

Dwell Times

| | |
|--------------|----|
| All Services | 1½ |
|--------------|----|

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-----------------|--------|
| Re-occupation of Single Line | | * |

* Arrive 2 minutes before crossing, depart 1 minute after

Honiton

Note: A down train may not depart Axminster West Junction in the down direction towards Honiton if the preceding down train is signalled into or occupies the Down Platform at Honiton.

Note: A train departing Pinhoe Platform 1 to shunt behind Signal EJ1 prevents a train in the Down direction from being signalled beyond Honiton station. Therefore, any Down direction trains must be planned to depart Honiton no less than 1 minute after a shunt move has arrived into Pinhoe Platform 2.

Permissive Working

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

| | | |
|------------|-------------|----------------|
| Platform 1 | Down Exeter | Detaching only |
| Platform 2 | Up Loop | Prohibited |

Operating Restriction

The Up Loop is NOT reversibly signalled and a down train can not enter the Up Loop.

An Up train that has terminated in the Up Loop may be signalled back towards Exeter from this loop.

Pinhoe

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------|-----------------|--------|
| Re-occupation of Single Line | | 3* |
| * 1 minute from standing start | | |

Planning Note

A train that is required to depart Pinhoe Platform 1 in the Up direction and shunt behind Signal EJ1 prevents a train in the Down direction from being signalled beyond Honiton station (SE4807 or SE4809). Therefore, any Down direction trains must be planned to depart Honiton no less than 1 minute after a shunt move has arrived into Pinhoe Platform 2.

Changes here to be consulted in tandem with the GW610 on the Western & Wales route.

SW115A ANDOVER TO LUDGERSHALL MOD

Andover

See entry under route – SW115

Ludgershall Branch Stop Board

All associated freight trains require a 5 minute OP stop at this location in order for the shunter to operate the ground frame.

Ludgershall Loop

Although the loop is on NR property, the country end points are on MOD property and therefore requires MOD authority prior to the loop being available for use.

SW115B LAVERSTOCK NORTH JUNCTION TO LAVERSTOCK SOUTH JUNCTION

Laverstock North Junction

See entry under route – SW115

Laverstock Loop

It is not possible for a train to stand on Laverstock Loop to await a train to pass on the Up/Down Main (SW115) or Up/Down Dean lines (SW150). Pathing time must not be used between Laverstock South Junction and Laverstock North Junction.

All “turning moves” of multiple units and steam locomotives, must be made from Laverstock South to Laverstock North Junctions.

Laverstock South Junction

See entry under route – SW150

SW115C YEOVIL JUNCTION TO YEOVIL PEN MILL

Yeovil Junction

See entry under route – SW115

Yeovil Up Siding

See entry under route – SW175

Yeovil Pen Mill

See entry under route – SW175

SW120 PIRBRIGHT JUNCTION TO ALTON

Pirbright Junction

See entry under route – SW105

Ash Vale

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|-----------------------------------------------------|--------------------|-------|
| Up trains towards Frimley Junction passing Ash Vale | Speed Differential | {½} |
| Down trains from Frimley Junction passing Ash Vale | Speed Differential | {½}* |

* This allowance should appear in the section from Ash Vale

Ash Vale

Dwell Times

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

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------------------|--------------------------------------|--------|
| Between all movements except as below | | 3 |
| Service arriving from Frimley | Departure towards Pirbright Junction | 1 |
| Up Camberley departure reoccupying single line | | 1 |

Aldershot North Junction

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|---------------------------------------------------------------|--------------------|-------|
| Up Passenger services towards Aldershot South Junction | Speed Differential | {½} |
| Up freight services towards Aldershot South Junction | Approach control | {1} |
| Down services towards Aldershot from Aldershot South Junction | Speed Differential | {½}* |

* This allowance should appear in the section from Aldershot North Junction

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------------------|-----------------------------|--------|
| Between all movements except as below | | 2 |
| Up services towards Aldershot South Junction | Down services from Ash Vale | 2½ |

Aldershot

Berthing Facilities

| | Cars |
|------------------|------|
| Platform 3 – DPL | 12 |

Connectional Allowances

| | |
|--------------|---|
| All Services | 4 |
|--------------|---|

Dwell Times

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

Overlap Restrictions

| First Movement | Second Movement | Signal | Margin |
|----------------------------------|----------------------------------|--------|--------|
| Down train arrives at Platform 2 | Down train departs Platform 3 | WK433 | 1 |
| Down train departs Platform 3 | Down train arrives at Platform 2 | WK433 | 3 |

Limit of Shunt

| | Length Limit |
|-----------------------------------|--------------|
| Up Main Platform (clear of WK422) | 12 cars |

Permissive Working

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

Aldershot

| | | | |
|---------------------------------------------------------------------------------------------------------------------|--------------------|------------------|---------------------|
| Platform 1 | Up Main | | Prohibited |
| Platform 2 | Down Main | (Down direction) | Attaching/Detaching |
| Platform 3 | Down Platform Loop | | Prohibited |
| In all circumstances a second train is prohibited from entering Platform 2 if it will not attach to the first train | | | |

Farnham

Dwell Times

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

Junction Margins

| First Movement | Second Movement | Margin |
|----------------|-----------------------------------------------|--------|
| Up arrive/pass | Down pass/depart towards Depot Reception Road | 1 |

Limit of Shunt

| | Length Limit |
|--------------------------------|--------------|
| Down Platform (Clear of WK443) | 10 cars |

Permissive Working

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

| | | | |
|------------|-----------|----------------|-----------------------|
| Platform 1 | Up Main | (Up direction) | Attaching/Detaching |
| Platform 2 | Down Main | (Up direction) | Attaching/Detaching * |

* A second train is prohibited from entering Platform 2 if it will not attach to the first train

Farnham Signal WK438

Train Length Restrictions

The standage at Farnham Signal WK438 to avoid fouling 2330 points is 426 metres

Planning note

All reversing moves from either platform towards the Up Alton line must either be routed all the way from WK443 to WK449 via WK1383 or to be routed from WK1381 towards WK1383 into Farnham Shed. If the shed is to be used to perform a reversal, permission must be obtained from the Shunter. Please note that if the route towards WK449 is under possession and a slot is unavailable at the depot, a reversal past WK438 will not be possible.

Farnham Single Line Junction

Train Length Restrictions

The standage at Farnham Signal WK445 to avoid fouling 2325 points is 316 metres

Bentley

Dwell Times

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

Standard Length

| | Limit |
|---------------------|-------|
| Down Passenger Loop | 350m |

Alton

Junction Margins

First Movement

Re-occupation of Single Line

Second Movement

Margin

1

SW120A ALDERSHOT JUNCTION TO ALDERSHOT SOUTH JUNCTION

Aldershot North Junction

See entry under route – SW120

Aldershot South Junction

See entry under route – SW265

SW125 SOUTHCOTE JUNCTION TO BASINGSTOKE

Basingstoke

See entry under route – SW105

Basingstoke Signal BE541

Junction Margins

First Movement

Up train passes/departs Basingstoke towards
Bramley

Second Movement

Down train passes BE541 towards
Basingstoke via Up Reading in Down direction

Margin

3#

4½ minutes if the first movement is a freight service

Basingstoke Signal BE547

Train Length Restrictions

Maximum standage at Basingstoke Signal BE547 clear of 2606A points

743m / 116 SLU

SW130 EASTLEIGH EAST JUNCTION TO ROMSEY

Eastleigh East Junction

See also entry under route – SW105

Eastleigh Single Line Junction

Junction Margins

First Movement

Re-occupation of Single Line

Second Movement

Margin

3*

* 1 minute from a standing start at signal E97

Maximum standage from Eastleigh signal E97 clear of 436 points

94 SLUs

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| Maximum standage from Eastleigh signal E97 clear of 442 points | 121 SLUs |
| Note: Train arriving from Eastleigh Platform 2/3 needs to be at a stand at Signal E97 before a down train can proceed from Signal E30 to Signal E32 | |

Romsey Single Line Junction

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------|-------------------------------------------|--------|
| Train passes from Eastleigh Single Line Jn | Train passes to Eastleigh Single Line Jn | 3 |
| Train passes from Eastleigh Single Line Jn | Train departs to Eastleigh Single Line Jn | 1 |

Train Length Restrictions

| | |
|---------------------------------------------------------|---------------|
| Maximum standage behind Signal E882 clear of 588 points | 476m / 74 SLU |
|---------------------------------------------------------|---------------|

Romsey Signal E883

Train Length Restrictions

| | |
|---------------------------------------------------------|---------------|
| Maximum standage behind Signal E883 clear of 585 points | 577m / 90 SLU |
|---------------------------------------------------------|---------------|

Romsey

See also entry under route – SW150

SW135 EASTLEIGH WEST JUNCTION TO FAREHAM

Eastleigh West Junction

See entry under route – SW105

Eastleigh South Junction

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-----------------|--------|
| Re-occupation of Single Line | | 2* |

* 1 minute from standing start at Signal E81

Hedge End

Dwell Times

| | |
|------------------|---|
| Up Services Only | 1 |
|------------------|---|

Botley

Dwell Times

| | |
|--------------------|---|
| Down Services Only | 1 |
|--------------------|---|

Junction Margins

| First Movement | Second Movement | Margin |
|----------------|-----------------|--------|
|----------------|-----------------|--------|

Botley

| | | |
|--------------------------------------------------|-------------------------------------|----|
| Up train arrive/pass | Down train pass | 3 |
| Up train arrive/pass | Down train or shunt movement depart | 1 |
| Down train pass/depart | Train depart aggregate siding | 2 |
| Train depart Platform 2 towards aggregate siding | Down train arrive Platform 2 | 5* |
| Up train depart Platform 2 | Down train arrive Platform 2 | 4 |
| Up train depart Platform 2 | Up train arrive Platform 1 | 4 |

* Can be reduced to 3 if first movement is light locomotive.

Simultaneous Moves Not Permitted

| | |
|----------------------------|----------------------------------------------|
| Up train arrive Platform 1 | Up train depart Platform 2 towards Eastleigh |
| Up train arrive Platform 1 | Train shunting via Signal E295 |

Planning Note

Freight Trains from the Aggregate Siding towards Hedge End must have a 20 minute run round allowance shown in platform 2.

Fareham North Junction

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-----------------------|--------|
| Re-occupation of Single Line | | 3* |
| Freight train to Fareham | Up train from Fareham | 3½ |
| Freight train into sidings | Up train from Fareham | 4\$ |

* 1 minute from standing start at Signal E822

\$ 3 minutes from standing start at Signal E822

Length Restrictions

A train standing at Signal E822 on the Up Portsmouth which exceeds 411m / 64 SLU in length (exclusive of standback allowance) will foul 594 points/595 diamond at Fareham (East) Junction. Therefore, junction margins at Fareham must be based on the train's departure time at Fareham North Junction if over length.

Fareham Signal E825

Length Restrictions

A train standing at Signal E825 on the Down Portsmouth which exceeds 270m / 42 SLU in length (exclusive of standback allowance) will foul 597B points at Fareham North Junction. Therefore, junction margins at Fareham North Junction must be based on the train's departure time at Signal E825 if over length.

A train standing at Signal E825 on the Down Portsmouth which exceeds 95m / 14 SLU in length (exclusive of standback allowance) will foul 596B points (Fareham Sidings). Therefore, junction margins at Fareham Sidings must be based on the train's departure time at Signal E825 if over length.

Fareham Sidings

See also entry under route – SW140

Fareham

See also entry under route – SW140

SW140 ST DENYS TO PORTCREEK JUNCTION

St. Denys

See entry under route – SW105

Bitterne

Dwell Times

| | |
|-----------|---|
| Class 450 | ½ |
|-----------|---|

Woolston

Dwell Times

| | |
|-----------|---|
| Class 450 | 1 |
|-----------|---|

Sholing

Dwell Times

| | |
|-----------|---|
| Class 450 | ½ |
|-----------|---|

Netley

Dwell Times

| | |
|-----------|---|
| Class 450 | ½ |
|-----------|---|

Hamble

Dwell Times

| | |
|-----------|---|
| Class 450 | 1 |
|-----------|---|

Bursledon

Dwell Times

| | |
|-----------|---|
| Class 450 | ½ |
|-----------|---|

Swanwick

Dwell Times

| | |
|-----------|---|
| Class 450 | 1 |
|-----------|---|

Fareham Sidings

Station Working Requirements

Access is only available by use of a 'Shunters Release' which enables Eastleigh Area Signalling centre to set the route

Berthing Facilities

| Fareham Sidings | | |
|----------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------------|
| | Length | Notes |
| Siding 1 | Length Limit 36 SLU (230 metres) | No long term berthing permitted |
| Permissive Working | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | |
| Siding 1 (Non Electrified) | Network Siding | Attaching/Detaching |
| Siding 2 (Non Electrified) | DBS Leased Siding | - |
| * This is only possible with agreement via the Eastleigh Panel and with the availability of a Shunter on the ground. | | |

| Fareham | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-------------------------------------------------------------------------------|-----------------------|--------|
| | | | | |
| Adjustment to Sectional Running Times | | | | |
| Movements | | Reason | Value | |
| Down arrival at Platform 2 | | Approach Control | {½} | |
| | | | | |
| Dwell Times | | | | |
| All Services | | 1 | | |
| | | | | |
| Extract from Sectional Appendix Local Instructions Fareham | | | | |
| All drivers of terminating trains which require shunting via either the Up Netley or Up Portsmouth lines must contact the signaller before any movement is made, even if a signal is already cleared. This is to ensure that the signaller is aware of and has a clear understanding of the movement to be made | | | | |
| | | | | |
| Junction Margins | | | | |
| First Movement | | Second Movement | Margin | |
| Between all movements except as below | | | 3* | |
| Service arriving from Netley Line | | Departure towards Eastleigh Line | 1 | |
| Note: For Down services of more than 8 coaches, Junction Margins should be applied based on the departure from Fareham. * It may be necessary to apply additional time for Trains arriving/departing Fareham Siding using Platform 3 to reverse as they will need to confirm they are clear of points 590 with Eastleigh Signal Centre. | | | | |
| | | | | |
| Overlap Restrictions | | | | |
| First Movement | | Second Movement | Signal | Margin |
| Up train arrives at Platform 1 | | Up train departs Platform 2 or 3 towards Swanwick/Fareham North Junction/E283 | E810 | 1 |
| Up train departs Platform 2 or 3 towards Swanwick/Fareham North Junction/E283 | | Up train arrives at Platform 1 | E810 | 3 |
| Train passes/arrives at Platform 2 or 3 from E283 | | Up train arrives at Platform 1 | E810 | 3* |
| * E283 signal is within the overlap of E810 – an Up train cannot arrive at Platform 1 whilst a shunt movement is standing at E283. | | | | |
| | | | | |
| Permissive Working | | | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | | | |
| Platform 1 | Up Portsmouth | (Up direction) | Attaching/Detaching * | |
| Platform 2 | Up Bay | | Prohibited | |
| Platform 3 | Down Portsmouth | (Down direction) | Detaching only | |
| * A second train is prohibited from entering this Platform if it will not attach to the first train | | | | |

Fareham

Platform Re-occupation

| Platform Re-Occupation | Margin |
|-----------------------------------------------------------------------------|--------|
| All Platforms | 3 |
| Except: Platform 3 when second movement is from the Botley direction | 2 |

Cosham

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|-----------------------------------|--------------------|-------------------|
| Up trains from Portcreek Junction | Speed Differential | { $\frac{1}{2}$ } |

Dwell Times

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

Station Working Requirements

Down trains exceeding eight cars should not be timed to stop for more than 1 minute to avoid blocking the level crossing.

Cosham Junction

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|----------------------------------------|--------------------|-------------------|
| Down trains towards Portcreek Junction | Speed Differential | { $\frac{1}{2}$ } |

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------|--------|
| Between all movements | | 2 |

Portcreek Junction

See also entry under route – SW110

SW140A COSHAM JUNCTION TO FARLINGTON JUNCTION

Cosham Junction

See entry under route – SW140

Farlington Junction

See also entry under route – SW110

SW145 NORTHAM JUNCTION TO SOUTHAMPTON EASTERN DOCKS

Northam Junction

See entry under route – SW105

Southampton Eastern Docks

Acceptance of Trains

Trains can enter when the departing train has cleared Northam Junction

Arriving train cannot depart Northam Junction until it has been accepted by a shunter

Freight Length Restrictions

Freight Length Restriction is 104 SLUs

SW150 REDBRIDGE JUNCTION TO SALISBURY TUNNEL JUNCTION

Redbridge

See entry under route – SW105

Romsey

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|------------------------------------------------|------------------|-------|
| Non-Stop Freight from Dean towards Redbridge | Approach Control | {1½}* |
| Non-Stop Passenger from Dean towards Redbridge | Approach Control | {1}* |

* Adjustment shown approaching Romsey

Dwell Times

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

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------------------|------------------------------------------------|--------|
| Between all movements except as below | | 3 |
| Service arriving from Eastleigh | Departure towards Redbridge | 1 |
| Freight Service Passing from Eastleigh | Departure towards Redbridge | 1½ |
| Up train passing/stopping Platform 1 towards Redbridge | Down train Terminate Platform 2 from Eastleigh | 4 |
| Up pass/depart Platform 1 towards Redbridge | Down departure from Signal E883 | 2* |
| Up train passes/departs Platform 1 towards Redbridge | Up train departs Platform 2 towards Eastleigh | 2* |
| Up train passes/departs Platform 1 towards Eastleigh | Up train departs Platform 2 towards Redbridge | 2* |

* 3 minutes if the first movement is a freight service.

Romsey

Platform Re-occupation

| | Margin |
|----------------------------|--------|
| Platform 1 (Up Platform) | 3 |
| Platform 2 (Down Platform) | 4 |

Simultaneous Moves Not Permitted

| | |
|-----------------------------------------------|--------------------------------------------|
| Up train departing down Platform (Platform 2) | Up train arriving up Platform (Platform 1) |
|-----------------------------------------------|--------------------------------------------|

Laverstock South Junction

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------------------------------------------------|---------------------------------------------------------------|--------|
| Between all movements | | 4*\$ |
| Down train via Laverstock Loop towards Andover passes Laverstock South Junction | Down train towards Salisbury passes Salisbury Tunnel Junction | 7 |

* If a down train is signalled via Laverstock Loop then a train signalled from Salisbury to the Romsey direction must be held at signal SY40 until the train which has traversed Laverstock Loop has cleared signal SY34

\$ If a train is signalled from the Romsey direction via Laverstock Loop to the Up Main Line then trains bound for the Romsey line must be held at signal SY40 until the train has cleared Laverstock South Junction

Salisbury Tunnel Junction

See entry under route – SW115

SW155 TOTTON FAWLEY LOOPS TO FAWLEY

Totton

See entry under route – SW105

Marchwood

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-----------------|--------|
| Re-occupation of Single Line | | * |

* Arrive 2 minutes before crossing, depart 1 minute after

Operating Note

Trains entering the Marchwood MOD from Totton must have a 2 minute OP stop to obtain permission to pass the stop board.

Trains departing Marchwood towards Totton do not require an OP stop at Marchwood.

SW160 BROCKENHURST TO LYMINGTON PIER

Brockenhurst

See entry under route – SW105

SW165 HAMWORTHY JUNCTION TO HAMWORTHY GOODS

Hamworthy

See entry under route – SW105

SW170 WARMINSTER TO WILTON JUNCTION

Wilton Junction

See entry under route – SW115

Wilton Junction G.S.P.

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|--------|
| Freight departs from Wilton Junction G.S.P. towards Quidhampton Sidings | Conflicting train passes Wilton Junction | 8* |
| Train from Warminster passes Wilton Junction towards Salisbury | Freight departs Wilton Junction G.S.P. Signal 7 towards Quidhampton Sidings | 3 |
| Train passes Wilton Junction towards Salisbury | Conflicting Freight departs Quidhampton Sidings towards Wilton Junction G.S.P. | 3 |
| Up train passes Wilton Junction on the Up Exeter from Tisbury | Train arrives at Wilton Junction G.S.P. from Down Warminster | 3 |
| Train departs Wilton Junction G.S.P. from Down Warminster towards Quidhampton Sidings | Up train passes Wilton Junction on the Up Exeter from Tisbury | 3 |

* Margin to be increased to 12 minutes if the freight is propelling into Quidhampton Sidings and only a single shunter is available.

Restrictions

A train arriving at Wilton Junction G.S.P. from SY60 signal on the Down Warminster will prevent a train from being signalled from SY56 on the Up Exeter, until the route is set from No. 4 points towards Quidhampton Sidings. It is not possible for a train to reverse behind Signal 7 on the Up Warminster to travel towards Salisbury. Trains reversing on the Up Warminster behind Signal 7 can only be signalled towards Quidhampton Sidings.

Limit of Shunt

| | Length Limit |
|-----------------------------------------------------------------------|--------------|
| Down Warminster (from Quidhampton Sidings) (clear of signal 250 or 8) | 301m/47 SLU |

SW170A WILTON JUNCTION G.S.P. TO QUIDHAMPTON SIDINGS

Wilton Junction G.S.P.

See entry under route – SW170

SW175 CASTLE CARY TO DORCHESTER JUNCTION

Yeovil Pen Mill

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|---------------------------------------------|--------------------|-------|
| Down passenger trains routed via Platform 1 | Speed Differential | {2} |

Connectional Allowance

60

Connectional allowance between Yeovil Junction and Yeovil Pen Mill

Dwell Times

All train classes to or from Maiden Newton, including test trains

2

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------------------------------|-------------------------|--------|
| Between all movements except as below | | 4 |
| Reoccupation of single line towards Yeovil Junction/ Maiden Newton | | 4 |
| Reoccupation of single line towards Castle Cary | | 1 |
| Arrival of first train | Arrival of second train | 3 |

Simultaneous Moves Not Permitted

| | |
|--------------------------------|--------------------------------|
| Down train arriving Platform 3 | Up train arriving Platform 1/2 |
| Up train arriving Platform 1/2 | Down train arriving Platform 3 |

Station Working Requirements

Down passenger trains should use Platform 1 whenever possible

Maiden Newton

Dwell Times

All Down train classes including test trains

2

All Up train classes including test trains

3

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-----------------|--------|
| Re-occupation of Single Line | | * |

* Depart 1 minute after arrival of up train. Depart 4 minutes after arrival of down train

Dorchester West

Dwell Times

DMU

1

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-----------------|--------|
| Re-occupation of Single Line | | * |

* Arrive 2 minutes before crossing, Depart 1 minute after

Dorchester West

Restrictions

Pathing time must not be used between Dorchester West and Dorchester Junction because there are no signals between these locations.

Dorchester Junction

See entry under route – SW105

SW180 RAYNES PARK TO LEATHERHEAD

Raynes Park

See entry under route – SW105

Motspur Park

Dwell Times

Up direction services departing between 0630 and 0900 Monday to Friday | 1

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------|--------------------------------------------|------------|
| Down pass/depart towards Chessington South | Up pass/arrive from Worcester Park | 4* |
| Up pass/arrive from Worcester Park | Down pass/depart towards Chessington South | Same time* |

* Conflicting point is Motspur Park Junction, 1 minute journey to/from Motspur Park

Epsom

Berthing Facilities

| | Cars |
|-------------|------|
| Down Siding | 12 |
| Up Siding | 10 |

Connectional Allowances

All Services | 3

Dwell Times

All Services | 1

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------------------------------------------------------------|-------------------------------------------------------------|--------|
| Between all conflicting moves where the second train is arriving/passing except as below | | 3 |
| Up departure from Platform 2 | Up departure from Platform 3 | 2 |
| Up departure from Platform 3 | Up departure from Platform 2 | 2 |
| Down arrival into Platform 2 | Up departure from Platform 3 | 2 |
| Up train arriving Platform 3 | Up train departing Platform 2 | 2 |
| Down train departing Platform 1 to Ashted/Up Siding | Down train arriving Platform 2 | 3½ |
| Down train arriving Platform 2 | Down train passing/departing Platform 1 to Ashted/Up Siding | 2 |
| Down departure towards Ashted | Conflicting departure towards Up Siding | 2½ |

Epsom

Simultaneous Moves Not Permitted - a 3-minute margin is to be applied except where stated above

| | |
|------------------------------------------------------|--------------------------------------------------|
| Up train arriving Platform 3 | Down train ex Ewell West arriving Platform 2 |
| Up train arriving Platform 3 | Up train departing Platform 2 towards Ewell West |
| Down train departing Platform 1 to Ashtead/Up Siding | Down train ex Ewell West arriving Platform 2 |
| Up train arriving Platform 1 from Ashtead/Up Siding | Down train ex Ewell West arriving Platform 2 |

Platform Reoccupation

| | |
|---------------|---|
| All Platforms | 3 |
|---------------|---|

Changes here to be consulted in tandem with the SO680 on the Sussex route.

Ashtead

Platform Reoccupation

| | |
|---------------|---|
| All Platforms | 3 |
|---------------|---|

Changes here to be consulted in tandem with the SO680 on the Sussex route.

Leatherhead

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|-------------------------------------------------|--------------------|-------|
| Down trains towards Bookham passing Leatherhead | Speed Differential | {½} |
| Up trains from Bookham passing Leatherhead | Speed Differential | {½}* |

* This allowance should appear in the section from Leatherhead

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------------------------------------------------------------|-----------------------------------------------|--------|
| Between all conflicting moves where the second train is arriving/passing except as below | | 3 |
| Up train arrives/passing from Dorking | Down train passes towards Effingham Junction | 1½ |
| Up train arrives/passing from Dorking | Down train departs towards Effingham Junction | 1 |

Limit of Shunt

| | Length Limit |
|-----------------------------|--------------|
| Up Platform (clear of W482) | 8 cars |

Platform Reoccupation

| | |
|---------------|---|
| All Platforms | 3 |
|---------------|---|

Changes here to be consulted in tandem with the SO680 on the Sussex route.

SW185 MOTSPUR PARK JUNCTION TO CHESSINGTON SOUTH

Motspur Park Junction

See entry under route – SW180

Tolworth Sidings

Junction Margins

| First Movement | Second Movement | Margins |
|--------------------------------------|-------------------------------------|---------|
| Down arrival at Siding | Down arrival at Tolworth station | 4 |
| Down departure from Tolworth station | Up departure from Siding | 3 |
| Up departure from Siding | Down arrival at Tolworth station | 5½ |
| Up departure from Siding | Up departure from Chessington South | 5 |

Chessington South

Junction Margins

| First Movement | Second Movement | Margins |
|--------------------------------------|-----------------|---------|
| Down freight pass/depart to Sidings | Down arrival | 5 |
| Up passenger departure | Down arrival | 3½ |
| Up freight pass/depart from Platform | Down arrival | 4 |

SW190 NEW MALDEN TO SHEPPERTON

New Malden

See entry under route – SW105

Norbiton

Dwell Times

| | |
|------------------------------------------------------------------------|---|
| Up direction services departing between 0630 and 0900 Monday to Friday | 1 |
|------------------------------------------------------------------------|---|

Kingston

Adjustment to Sectional Running Times

| Movements | Reason | Value |
|-------------------------------|------------------|-------|
| Up arrival at Platform 1 or 2 | Approach Control | {½} |

Dwell Times

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

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------|-------------------------|--------|
| Between all movements except as below | | 3 |
| Bay Platform arrival | Down Teddington service | 1½ |

Simultaneous Moves Not Permitted

| | |
|--------------------------------------|-------------------------------|
| Train arrives/departs Bay Platform 1 | Down train arrives Platform 2 |
|--------------------------------------|-------------------------------|

Shacklegate Junction

Access to Strawberry Hill CSD

Trains to Strawberry Hill CSD must travel to Strawberry Hill Station and reverse or shunt via 2449 signal on the Up Kingston to gain access to the CSD

Shacklegate Junction

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|---------------------------------------------|--------------------|-------|
| Down trains towards Fulwell from Teddington | Speed Differential | {½} |

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------|--------|
| Between all movements | | 2 |

Fulwell

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------|---------------------------------------|--------|
| Down pass/arrive from Strawberry Hill | Up depart towards Teddington | 1* |
| Down pass/arrive from Strawberry Hill | Up pass towards Teddington | 2* |
| Up pass/depart towards Teddington | Down pass/arrive from Strawberry Hill | 3* |

* Conflict point is Fulwell Junction, ½ minute journey to/from Fulwell

Shepperton

Permissive Working

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

| | | |
|--------|--|------------------------------------------|
| Single | | Attaching/Detaching and Platform Sharing |
|--------|--|------------------------------------------|

SW195 SURBITON TO HAMPTON COURT

Surbiton

See entry under route – SW105

Hampton Court Junction

See entry under route – SW105

Hampton Court

Dwell Times

Dwell Time at Stations along the Line of Route on SW100, SW105, SW195
All trains including additional trains running during the Hampton Court Flower Show
To enable paths to be provided for additional services to run to Hampton Court during the Hampton Court Flower Show dwell times at intermediate stations between Waterloo and Hampton Court may be reduced with agreement from the Business Manager. This is only permissible during the period of the Hampton Court Flower Show

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------|---------------------------|--------|
| Re-occupation of Platforms except as below | | 2½ |
| Arrival at Platform 1 | Departure from Platform 2 | 1 |

Permissive Working

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

Hampton Court

| | | |
|------------|--|---------------------|
| Platform 1 | | Attaching/Detaching |
| Platform 2 | | Attaching/Detaching |

SW200 HAMPTON COURT JUNCTION TO GUILFORD (VIA COBHAM)

Hampton Court Junction

See entry under route – SW105

Hinchley Wood

Dwell Times

Up direction services departing between 0630 and 0900 Monday to Friday

1

Effingham Junction

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|------------------------------------------------------|--------------------|-------|
| Up trains towards Bookham passing Effingham Junction | Speed Differential | {½} |
| Down trains from Bookham passing Effingham Junction | Speed Differential | {½} * |

* This allowance should appear in the section from Effingham Junction

Connectional Allowances

All Services 6

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------|---------------------------------|--------|
| Down Cobham train | Up Bookham train passing behind | 1 |

Simultaneous Moves Not Permitted

Down train arriving Train arriving via crossover of 3152 points

Restriction

A down train cannot pass/depart Effingham Junction until the previous train has departed Horsley. This is because there are no signals between these locations.

Horsley

Restriction

An up train cannot depart Horsley until the previous train has departed Effingham Junction. This is because there are no signals between these locations.

Guildford

See entry under route – SW110

SW205 LEATHERHEAD TO EFFINGHAM JUNCTION

Leatherhead

See entry under route – SW180

Effingham Junction

See entry under route – SW200

SW210 CLAPHAM JUNCTION TO READING (VIA RICHMOND)

Clapham Junction

See entry under route – SW100 and also Adjustments to Sectional Running Times below

Adjustment to Sectional Running Times

For all freight timing loads in the Up Direction on Fast Line or Slow Line

| Movement | Reason | Value |
|-----------------------------------------------------------------|--------------------|-------|
| Trains passing towards Latchmere Junction or Longhedge Junction | Speed Differential | {1} |

Point Pleasant Junction

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------|---------------------------|--------|
| Between all movements except as below | | 3 |
| Down Windsor Line service | Up train from East Putney | 2 |

Putney

Dwell Times

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

Barnes

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|------------------------------------------------------|--------------------|-------|
| Down passenger trains passing towards Barnes Bridge | Speed Differential | {½} |
| Down freight passing towards Barnes Bridge | Speed Differential | {1} |
| Down departure from Platform 1 or 2 towards Mortlake | Speed Differential | {½}* |
| Up passenger trains passing from Barnes Bridge | Speed Differential | {½}* |

* Applies approaching next timing point.

Barnes

Adjustments to Sectional Running Times for up freight trains passing from Barnes Bridge. Allowances should be applied at the next timing point after Barnes.

| Train Class | Trailing Load | Reason | Value |
|---------------|---------------|---------------|-------|
| Class 6 and 7 | 801 – 1200t | TR40 – TR70 | {1½} |
| | 1201 – 2000t | TR85 – TR115 | {1} |
| | 2001 – 2400t | TR130 – TR145 | {1½} |
| Class 4 | Under 1200t | TR30 – TR70 | {1} |
| | 1201 – 1600t | TR80 – TR90 | {1½} |

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------|-----------------------------------|--------|
| Between all movements except as below | | 2½ |
| Up Richmond train | Down passing service to Hounslow | 1½ |
| Up Richmond train | Down starting service to Hounslow | 1 |

Overlap Restrictions

| First Movement | Second Movement | Signal | Margin |
|------------------------------------------------------------|-----------------------------------------------------|--------|--------|
| Up train departs/passes Platform 1 towards Up Fast | Up train arrives at Platform 2 | W520 | 2½ |
| Up train arrives at Platform 2 | Up train passes Platform 1 towards Up Fast | W520 | 2½ |
| Up train arrives at Platform 2 | Up train departs Platform 1 towards Up Fast | W520 | 1 |
| Down train departs/passes Platform 4 towards Barnes Bridge | Down train arrives at Platform 3 | W525 | 2½ |
| Down train arrives at Platform 3 | Down train passes Platform 4 towards Barnes Bridge | W525 | 2½ |
| Down train arrives at Platform 3 | Down train departs Platform 4 towards Barnes Bridge | W525 | 1 |

Terminating Trains Procedure

Barnes Junction allows trains to be terminated on the Up Lines and sent back towards Richmond or towards Hounslow.

Up train via Richmond and forming a Down train towards Richmond

Train runs into either Up Platform at Barnes but Platform 2 retains the most flexibility.

The driver will change ends and inform the signaller when ready to proceed, who will then set the route and clear the signal. The signaller will clear the signal (either W529 or W527 whichever is appropriate) and route the train over Vine Road (Richmond Line) crossing and 2589 points onto the Down Richmond Line.

Up train via Hounslow and forming a Down train towards Hounslow

Train runs into either Up Platform at Barnes but Platform 2 retains the most operating flexibility

The driver will then change ends and inform the signaller when ready to proceed, who will then set the route and clear the signal

The train is routed onto Down Richmond behind shunt signal W1090 and is brought to a stand

The driver will again change ends and inform the signaller when ready to proceed

Shunt signal W1090 will then be cleared and the train routed over Vine Road (Richmond Line) CCTV level crossing to LOS signal W1092 (platform 4)

The driver will again change ends and inform the signaller when ready to proceed

The signaller will signal W523 and route the train over Vine Road crossing (Hounslow Line) to the Down Hounslow Line

Richmond

Dwell Times

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

| St Margarets | | |
|-----------------------------------------------------|---------------------------------------------|--------|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up train arrives/passes Platform 2 | Down train crossing to Up Twickenham | 1 |
| Up train passes from Up Loop to Richmond | Up train passes/arrives from Up Twickenham | 3 |
| | | |
| Simultaneous Moves Not Permitted | | |
| Up train departs/passes Platform 1 towards Richmond | Up train arrives platform 2 from Twickenham | |

| Twickenham | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|--------------------------------------------------|---------|--------|
| | | | | |
| Adjustment to Sectional Running Times | | | | |
| Movements | | Reason | Value | |
| Down trains towards Strawberry Hill passing Twickenham | | Speed Differential | {½} | |
| | | | | |
| Dwell Times | | | | |
| All Services | 1 | | | |
| | | | | |
| Junction Margins | | | | |
| First Movement | | Second Movement | Margin | |
| Down train departs Platform 3 or 4 | | Up train arrives in Platform 3 or 4 | 4 | |
| Down train departs Platform 3 or 4 towards Whitton via UL | | Up train arrives in Platform 3 or 4 from Whitton | 4½ | |
| | | | | |
| Overlap Restrictions | | | | |
| First Movement | | Second Movement | Signal | Margin |
| Up train departs Platform 3 to Up Twickenham | | Up train arrives at Platform 4 | BEF2126 | 3 |
| Up train arrives at Platform 4 | | Up train departs Platform 3 to Up Twickenham | BEF2126 | 1 |
| Up train arrives at Platform 4 | | Down train arrives at Platform 3 | BEF2126 | 3 |
| Down train arrives at Platform 3 | | Up train arrives at Platform 4 | BEF2126 | 2 |
| Up train arrives/passes Platform 3 from Whitton | | Down train arrives at Platform 4 | BEF2127 | 3 |
| Down train arrives at Platform 4 | | Up train arrives/passes Platform 3 from Whitton | BEF2127 | 3 |
| Down train departs Platform 3 | | Down train arrives at Platform 4 | BEF2127 | 3 |
| Down train arrives at Platform 4 | | Down train departs Platform 3 | BEF2127 | 1 |
| | | | | |
| Platform Reoccupation | | | | |
| Platform | | | Margin | |
| Platform 3 (Up direction) | | | 3* | |
| * Can be reduced to 2½ minutes if the second train has pathing time approaching Twickenham Junction. | | | | |
| | | | | |
| Station Working Requirements | | | | |
| All trains that serve Twickenham in the 3 hour period after the end of specified events (by SWR Train Planning Manager) to be advertised 3 minutes later at destination. | | | | |
| | | | | |
| Restrictions | | | | |
| Pathing time must not be used between Twickenham Junction and Twickenham. | | | | |

Twickenham Junction

Adjustment to Sectional Running Times

| Movements | Reason | Value |
|-------------------------------------------------------|--------------------------------------|-------|
| All freight timing loads routed via up passenger loop | | {1½} |
| Up from Strawberry Hill | Acceleration from slower speed route | {½}* |

* Applies approaching next timing point.

Whitton Junction

Adjustments to Sectional Running Times

| Movements | Reason | Value |
|---------------------------------------------------------|--------------------|-------|
| Train from Hounslow Junction towards Whitton/Twickenham | Speed Differential | {½}* |

* Applies approaching next timing point.

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------------------------|-------------------------------------------------|--------|
| Between all movements except as below | | 2 |
| Train from Feltham Junction towards Twickenham | Train from Hounslow Junction towards Twickenham | 2½#* |
| Train from Hounslow Junction towards Twickenham | Train from Feltham Junction towards Twickenham | 3 |

3 minutes if the first movement is a freight service.

* 2 minutes if the second movement has pathing time/dwell approaching Whitton Junction.

Feltham Junction

Adjustments to Sectional Running Times

| Movements | Reason | Value |
|--------------------------------------------------------------|--------------------|-------|
| Down passenger trains from Hounslow Junction towards Feltham | Speed Differential | {½}* |
| Up trains towards Hounslow Junction | Speed Differential | {½} |

* Applies approaching next timing point. Does not apply to trains towards Feltham Depot Arrival Road London End because it is built into the SRT's.

Adjustments to Sectional Running Times for down freight trains passing from Hounslow. Allowances should be applied at the next timing point after Feltham Junction.

| Train Class | Trailing Load | Reason | Value |
|-------------|---------------|---------------|-------|
| Class 4 | Up to 800t | TR30 – TR40 | {1} |
| | 801 – 1600t | TR50 – TR90 | {1½} |
| Class 6 | Up to 1000t | Up to TR55 | {1} |
| | 1001 – 2400t | TR70 – TR130 | {1½} |
| Class 7 | Up to 800t | Up to TR40 | {½} |
| | 801 – 1600t | TR55 – TR85 | {1} |
| | 1601 – 2400t | TR100 – TR130 | {1½} |

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------|-----------------------------------|--------|
| Between all movements except as below | | 2* |
| Down freight from Hounslow Junction | Up train towards Whitton Junction | 3* |
| Down freight from Hounslow Junction | Down train from Whitton Junction | 3½* |

* Margin can be reduced by ½ minute when the second train has at least 1 minute pathing time approaching Feltham Junction.

Feltham Signal BEF2157

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------------------------------------|----------------------------------------------------------|--------|
| Down train departs Signal BEF2157 towards Feltham/Feltham Depot | Up train passes/departs Feltham towards Feltham Junction | 2½ * |

* Based on time of second train at Feltham

Feltham Depot Arrival Road London End

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------------------------------------------------------|--------------------------------------------------------------|-------------|
| Down train from Feltham Junction passes/arrives Feltham | Up train departs Depot Arrival Road towards Feltham Junction | Same time * |
| Down train arrives into Depot Arrival Road London End from Feltham Junction/Signal BEF2157 | Down train passes Feltham Junction towards Feltham | 1 \$ |
| Up train passes Feltham Junction from Feltham | Up train departs Depot Arrival Road towards Feltham Junction | 1 £ |
| Up train departs Depot Arrival Road towards Feltham Junction | Down train passes Feltham Junction towards Feltham | 4 \$ |

* Based on time of first train at Feltham

\$ Based on time of second train at Feltham Junction

£ Based on time of first train at Feltham Junction

Simultaneous Moves Not Permitted

| | |
|--------------------------------------------------------------|-----------------------------------------------|
| Train arrives at Arrival Road Country End | Down train arrives at Arrival Road London End |
| Train departs Arrival Road Country End towards Feltham Depot | Down train arrives at Arrival Road London End |

Feltham Depot Arrival Road Country End

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------------------------------------------------|---------------------------------------------------------------------|--------|
| Train arrives at Arrival Road Country End from Feltham station or Feltham Depot | Down train arrives at Arrival Road London End from Feltham Junction | 3 |
| Train departs Arrival Road Country End towards Feltham Depot | Down train arrives at Arrival Road London End from Feltham Junction | 6 |
| Train arrives at Arrival Road London End from Feltham Junction | Up train arrives at Arrival Road Country End from Feltham | 3 |
| Train arrives at Arrival Road London End from Feltham Junction | Train departs from Feltham Depot towards Arrival Road Country End | 1 |

Simultaneous Moves Not Permitted

| | |
|--------------------------------------------------------------|-----------------------------------------------|
| Train arrives at Arrival Road Country End | Down train arrives at Arrival Road London End |
| Train departs Arrival Road Country End towards Feltham Depot | Down train arrives at Arrival Road London End |

Feltham

Dwell Times

Feltham

| | | |
|---------------------------------------|-----------------------------------|---------------|
| All Services | 1 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Between all movements except as below | | 3 |
| Up train to Feltham Depot | Down train from Feltham Junction | 4½ |
| Up train to Feltham Depot | Up train from Staines | 3½ |
| Down train from Feltham Junction | Up train passes to Feltham Depot | 2 |
| Down train from Feltham Junction | Up train departs to Feltham Depot | 1 |
| Down train passes from Feltham Depot | Down train from Feltham Junction | 4 |

Staines Up Goods Loop

| | |
|-----------------------------------------------|-----------|
| Minimum Reversal Time | |
| Non-gangwayed SWR Stock (2 x 5-car Class 701) | 9 minutes |

Staines

| | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|----------------------------------------------|------------------------|
| Berthing Facilities | | | |
| | Cars | Notes | |
| No 1 Siding | 10 | | |
| No 2 Siding | 10 | | |
| No 3 Siding | 10 | | |
| Up Loop | 10 | | |
| Dwell Times | | | |
| All Services | | 1 | |
| Junction Margins | | | |
| First Movement | | Second Movement | Margin |
| Down train passes/departs towards Windsor | | Up train passes/arrives from Virginia Water | 4* |
| Up train departs Platform 2 | | Down train arrives/passes Platform 2 | 3½ |
| Up train arrives/passes Platform 1 from Virginia Water | | Down train passes Platform 2 towards Windsor | 2 |
| * Can be reduced to 3 minutes if the second train has at least 1 minute of pathing time approaching Staines. | | | |
| Limit of Shunt | | | |
| | | Length Limit | |
| Up Platform (clear of BEF2186) | | 231m (exclusive of standback) | |
| Permissive Working | | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | | |
| Platform 1 | Up Main | (Up direction) | Attaching^/Detaching |
| Platform 2 | Down Main | (Down direction) | Attaching*/^/Detaching |
| * The second portion is not permitted to approach from the Down Main line | | | |
| ^ If platform occupied by more than 104m train (5-car Class 458/701), then it is not possible for another train to be permissively signalled into the platform. | | | |
| Restrictions | | | |
| Up trains from Virginia Water longer than 10-cars calling in platform 1 will prevent down departures towards Windsor – the junction margin must be based on the departure time of the up train in this instance. This restriction also applies to 10-car class 444 calling in platform 1. | | | |

Egham

Dwell Times

| | |
|------------------|---|
| Up services only | 1 |
|------------------|---|

Virginia Water

Adjustments to Sectional Running Times

| Movements | Reason | Value |
|----------------------------------------------------------|--------------------|-------|
| Down arrival at Platform 4 | Speed Differential | {½} |
| Down trains towards Chertsey passing Virginia Water | Speed Differential | {1} |
| Up passenger trains from Chertsey passing Virginia Water | Speed Differential | {1}* |
| Up trains departing Platforms 2/3/4 towards Staines | Speed Differential | {½}* |

* This allowance should appear in the section from Virginia Water

Adjustments to Sectional Running Times for freight timing loads shown in the Up Direction only between Virginia Water and Staines for trains passing from Addlestone Junction. Allowances to be applied approaching the next timing point after Virginia Water.

| Train Class | Trailing Load | Reason | Value |
|---------------|---------------|--------------|--------------------|
| Class 6 and 7 | Up to 800t | Up to TR40 | Speed Differential |
| | 801 – 2000t | TR55 – TR115 | Speed Differential |
| | 2001 – 2400t | TR130 + | Speed Differential |
| Class 4 | Up to 800t | Up to TR40 | Speed Differential |
| | 801 – 1600t | TR50 – TR90 | Speed Differential |

Connectional Allowances

| | |
|--------------|---|
| All Services | 4 |
|--------------|---|

Junction Margins

| First Movement | Second Movement | Margin |
|----------------|-----------------|--------|
|----------------|-----------------|--------|

Virginia Water

| | | |
|----------------------------------------------------------------------|---------------------------------------------------|----|
| Up freight passes/departs Platform 3 towards Staines | Up train passes Platform 1 from Sunningdale | 4 |
| Up freight passes from Chertsey towards Staines | Down train arrives/passes Platform 2 from Staines | 4 |
| Up train departing Platforms 2/4 towards Staines | Down train arrives/passes from Staines | 5 |
| Down train departs Platform 3 towards Chertsey | Up train arrives/passes Platform 3 from Chertsey | 4½ |
| Train which has shunted via Signal BEF2706 arrives/passes Platform 3 | Down train passes Platform 4 towards Chertsey | 2 |

Overlap Restrictions

| First Movement | Second Movement | Signal | Margin |
|--------------------------------------------------------------|--------------------------------------------------------------|---------|--------|
| Up train arrives at Platform 1 from Sunningdale | Up train passes Platform 3 towards Egham | BEF2214 | 3* |
| Up train arrives at Platform 1 from Sunningdale | Up train departs Platform 2/3/4 towards Egham | BEF2214 | 1* |
| Up train arrives at Platform 1 from Sunningdale | Down train arrives/passes Platform 2/3/4 from Signal BEF2217 | BEF2214 | 3* |
| Up train passes/departs Platform 2/3/4 towards Egham | Up train arrives at Platform 1 from Sunningdale | BEF2214 | 4* |
| Down train arrives/passes Platform 2/3/4 from Signal BEF2217 | Up train arrives at Platform 1 from Sunningdale | BEF2214 | 3* |
| Train arrives at Platform 4 from Signal BEF2706 | Down train arrives/passes Platform 2 from Egham | BEF2702 | 3 |
| Train arrives at Platform 4 from Signal BEF2706 | Up train departs Platform 2 towards Egham | BEF2702 | 1 |
| Down train arrives/passes Platform 2 from Egham | Train arrives at Platform 4 from Signal BEF2706 | BEF2702 | 3 |
| Up train departs Platform 2 towards Egham | Train arrives at Platform 4 from Signal BEF2706 | BEF2702 | 3 |

* Movements can be made in parallel if the arrival into Platform 1 has {1½} approaching Virginia Water to allow for the approach control when using the reduced overlap.

Ascot

Adjustments to Sectional Running Times

| Movement | Reason | Value |
|--------------------------------------------------|--------------------|-------|
| Up passenger train passing from Frimley | Speed Differential | {½}* |
| Up freight up to 1200t/TR70 passing from Frimley | Speed Differential | {½}* |
| Up freight over 1201t/TR85 passing from Frimley | Speed Differential | {1}* |

* Allowance to be applied approaching the next timing point after Ascot

Connectional Allowances

| | |
|--------------|---|
| All Services | 3 |
|--------------|---|

Dwell Times

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

Junction Margins

| First Movement | Second Movement | Margin |
|----------------|-----------------|--------|
|----------------|-----------------|--------|

| Ascot | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|----------------|---------------------|
| Up train passes/departs Platform 1 | Up train passes from Bagshot | 4 | |
| Up train departs Platform 2 or 3 | Up train passes from Bagshot | 4½ | |
| Down train departs/passes Platforms 2 or 3 towards Bagshot | Up train arrives/passes Platforms 2 or 3 from Bagshot | 5 | |
| Up train departs Platforms 2 or 3 | Down train arrives/passes Platform 2 | 3½ | |
| Down train towards Bracknell | Conflicting Up train from Bagshot | 4½ | |
| Down train departs Platform 1 towards Bracknell | Up train arrives/passes Platform 1 from Bracknell | 3½ | |
| Down train departs Platform 1 towards Bracknell | Up train arrives/passes Platform 2 from Bracknell | 4 | |
| Up train arrives at Platform 2 from Bracknell | Up train arrives at Platform 1 from Bagshot | 3½ | |
| Overlap Restrictions | | | |
| First Movement | Second Movement | Signal | Margin |
| Up train arrives at Platform 2 | Up train passes Platform 3 | BEF2234 | 4½ |
| Up train arrives at Platform 2 | Up train departs Platform 3 | BEF2234 | 1 |
| Up train arrives at Platform 2 | Down train passes/arrives at Platform 3 | BEF2234 | 3 |
| Up train departs Platform 3 | Up train arrives at Platform 2 from Bagshot | BEF2234 | 4½ |
| Up train departs/passes Platform 3 | Up train arrives at Platform 2 from Bracknell | BEF2234 | 3 |
| Down train arrives at Platform 3 | Up train arrives at Platform 2 from Bagshot | BEF2243 | 4½ |
| Down train passes/arrives at Platform 3 | Up train arrives at Platform 2 from Bracknell | BEF2234 | 3 |
| Down train departs Platform 2 towards Bagshot | Down train arrives at Platform 3 | BEF2243 | 3 |
| Down train arrives at Platform 3 | Down train departs Platform 2 towards Bagshot | BEF2243 | 1 |
| Down train arrives at Platform 2 | Down train departs Platform 3 towards Bagshot | BEF2239 | 1* |
| Down train departs Platform 3 towards Bagshot | Down train arrives at Platform 2 | BEF2239 | 4* |
| * Movements can be made in parallel unless there is also an Up train passing/arriving at Platform 1 from Bagshot less than 3 minutes before or 4 minutes after the Down arrival into Platform 2. | | | |
| Permissive Working | | | |
| Attaching/Detaching and Platform Sharing is authorised as shown below - | | | |
| Platform 1 | Up Main | (Up direction) | Attaching/Detaching |
| Platform 2 | Down Main | (Up direction) | Attaching/Detaching |
| Platform 3 | Down Platform Loop | (Up direction) | Prohibited |

| Bracknell | | |
|-----------------------------------------------|--------------------|-------|
| Adjustments to Sectional Running Times | | |
| Movements | Reason | Value |
| Up train departing Platform 2 towards Ascot | Speed Differential | {½}* |
| * Applies approaching next timing point. | | |
| Dwell Times | | |

| Bracknell | | | |
|-------------------------------------------|--|-------------------------------------------|--|
| All Services | | 1 | |
| | | | |
| Junction Margins | | | |
| First Movement | | Second Movement | |
| Up train departs Platform 2 | | Down train arrives Platform 2 | |
| | | 4 | |
| | | | |
| Overlap Restrictions | | | |
| First Movement | | Second Movement | |
| Up train arrives at Platform 1 | | Up train departs Platform 2 towards Ascot | |
| Up train departs Platform 2 towards Ascot | | Up train arrives at Platform 1 | |
| | | 4½ | |

| Wokingham | | |
|--------------------------------------------------------------|------------------------------------------------------------------|--------|
| | | |
| Berthing Facilities | | |
| | Cars | Notes |
| Down Siding | 12 | |
| | | |
| Dwell Times | | |
| All Services | 1 | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train arrives/passes Platform 2 from Bracknell | Up train passes Platform 1 towards Blackwater | 2 |
| Down train arrives at Platform 2 from Signal BEF2267/BEF2995 | Up train passes Platform 1 towards Blackwater/ Bracknell | 2 |
| Up train passes/departs Platform 1 towards Blackwater | Down train arrives/passes Platform 2 from Bracknell | 3½ |
| Up train departs Platform 2 | Down train arrives/passes Platform 2 from Blackwater/Bracknell | 4 |
| Up train departs Platform 2 towards Blackwater | Up train passes Platform 1 towards Bracknell | 2½ |
| Up train departs Platform 2 towards Blackwater | Up train departs Platform 1 towards Bracknell | 2 |
| Up train passes/departs Wokingham towards Blackwater | Up train passes/departs Wokingham towards Signal BEF2994/BEF2995 | 3½ |

| Reading Spur Junction | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|--------|
| | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Up Class 22x passing from Up Reading Spur | Speed Differential | {½}* |
| * Applies approaching next timing point. | | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Between all movements except as below | | 3 |
| Up Reading Line train | Down service to Western Route crossing behind | 2 |
| Reversal of trains – when a train is reversing to precede to or from Platforms 4, 5 or 6 no movement is permitted on the Down Line beyond signal BEE2283 at Earley | | |

Reading Southern Junction

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------------------------------|--------------------------------------------------------------------|--------|
| Up train departs Reading platforms 4, 5 or 6 | Down train passing Reading Southern Junction towards Western Route | 4 |
| Down train passing Reading Southern Junction towards Western Route | Up departure from Reading platforms 4, 5 or 6 | 1 |

Reading

Connectional Allowances

| | |
|----------------------------------------------------------------------------|----|
| All Services | 7* |
| * 13 minutes to be allowed for connections between train and bus services. | |

Permissive Working

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

| | | |
|------------|--|------------------------------------------|
| Platform 4 | | Attaching/Detaching and Platform Sharing |
| Platform 5 | | Attaching/Detaching and Platform Sharing |
| Platform 6 | | Attaching/Detaching and Platform Sharing |

SW210A HOUNSLOW JUNCTION TO WHITTON JUNCTION

Hounslow Junction

See entry under route – SW230

Whitton Junction

See entry under route – SW210

SW210B READING SPUR JUNCTION TO READING NEW JUNCTION

Reading Spur Junction

See entry under route – SW210

SW225 POINT PLEASANT JUNCTION TO WIMBLEDON

Point Pleasant Junction

See entry under route – SW210

East Putney

Looping and Passing Trains

East Putney

If it is required to pass two trains at East Putney the maximum permitted length (clear of both the LUL District Lines and the single line) is as follows.

| | |
|-------------------------|------|
| Up line stood at W352 | 211m |
| Down line stood at W353 | 121m |

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------|--------|
| Between all movements | | 2 |

Wimbledon

See entry under route – SW105

SW230 BARNES TO FELTHAM JUNCTION (VIA HOUNSLOW)

Barnes

See entry under route – SW210

New Kew Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------------------------------|-------------------------------------------------------|----------------|
| Train crosses towards Kew East Junction from Chiswick | Up train passes Kew Bridge towards Chiswick | 3 [#] |
| Train crosses towards Kew East Junction from Chiswick | Up train departs Kew Bridge towards Chiswick | 1½* |
| Up train passes/departs Kew Bridge towards Chiswick | Train crosses towards Kew East Junction from Chiswick | 2 |
| Train passes from Kew East Junction towards Chiswick | Up train passes/departs Kew Bridge towards Chiswick | 3½ |
| Up train passes/departs Kew Bridge towards Chiswick | Train passes from Kew East Junction towards Chiswick | 4 |
| Up train passes/departs Kew Bridge towards Chiswick | Train departs from Down Kew Spur towards Chiswick | 3 |
| Train crosses towards Kew East Junction from Chiswick | Down train arrives/passes Kew Bridge from Chiswick | 3½^ |

3½ minutes if the second movement is a freight service.

* 2 minutes if the first movement is longer than 62 SLU/400m.

^ 4 minutes if the first movement is longer than 62 SLU/400m.

Overlap Restrictions

| First Movement | Second Movement | Signal | Margin |
|----------------------------------------------------------|----------------------------------------------------------|---------|--------|
| Train crosses towards Kew East Junction from Chiswick | Up train arrives at Kew Bridge Platform 1 from Brentford | BEF2340 | 4* |
| Up train arrives at Kew Bridge Platform 1 from Brentford | Train crosses towards Kew East Junction from Chiswick | BEF2340 | 3* |

* Movements can be made in parallel if the arrival at Kew Bridge Platform 1 has {½} approaching Kew Bridge to allow for the approach control when using the reduced overlap on BEF2340.

Kew Bridge

Adjustments to Sectional Running Times

| Movements | Reason | Value |
|--------------------------------------------------------------|--------------------|-------|
| Down train departing Kew Bridge Platform 1 towards Brentford | Speed Differential | {1}* |

* Applies approaching next timing point.

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------------------------|---------------------------------------------------|--------|
| Down train departs Platform 1 towards Brentford | Up train arrives/passes Platform 1 from Brentford | 4 |

Old Kew Junction

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------------------------------|---------------------------------------------------|--------|
| Down train from Kew East Junction | Down train departs/passes Kew Bridge | 3 |
| Down train departs Kew Bridge Platform 1 towards Brentford | Up train towards Kew East Junction | 4 |
| Down train from Kew East Junction | Up train towards Kew East Junction | 4 |
| Down train from Kew East Junction towards Brentford | Up train arrives/passes Kew Bridge from Brentford | 4 |
| Up train arrives/passes Kew Bridge from Brentford | Down train from Kew East Junction | 2½ |
| Up train towards Kew East Junction | Down train from Kew East Junction | 4 |
| Up train towards Kew East Junction | Down train departs Kew Bridge Platform 1 | 2 |
| Up train passes/arrives at Kew Bridge | Up train towards Kew East Junction | 2½ |
| Up train towards Kew East Junction | Up train passes/arrives at Kew Bridge | 4 |

Hounslow

Dwell Times

| | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------|---------------|---------------|
| Hounslow | | | | |
| All Services | | 1 | | |
| | | | | |
| Junction Margins | | | | |
| First Movement | | Second Movement | Margin | |
| Down train departs Platform 1 | | Up train arrives/passes Platform 1 | 4 | |
| Down train departs Platform 1 | | Down train passes Platform 2 | 3½ | |
| Train arrives at Platform 1 from Signal BEF2376 | | Down train passes Platform 2 | 2½ | |
| | | | | |
| Overlap Restrictions | | | | |
| First Movement | | Second Movement | Signal | Margin |
| Down train departs Platform 1 | | Down train arrives at Platform 2 | BEF2377 | 3½ |
| Down train arrives at Platform 2 | | Down train departs Platform 1 | BEF2377 | 1 |
| Train arrives at Platform 1 from Signal BEF2376 | | Down train arrives at Platform 2 | BEF2377 | 2½* |
| Up train departs Platform 2 | | Up train arrives at Platform 1 | BEF2374 | 4 |
| Up train arrives at Platform 1 | | Up train departs Platform 2 | BEF2374 | 1 |
| Train arrives at Platform 2 from Signal BEF2375 | | Up train arrives at Platform 1 | BEF2374 | 3^ |
| * Signal BEF2376 is within the overlap of BEF2377 – a Down train cannot arrive at Platform 2 whilst a shunt movement is standing at BEF2376. | | | | |
| ^ Signal BEF2375 is within the overlap of BEF2374 – an Up train cannot arrive at Platform 1 whilst a shunt movement is standing at BEF2375. | | | | |
| | | | | |
| Restrictions | | | | |
| If a train longer than 188m (9 cars) has shunted from Signal BEF2375 to Platform 2, it is not possible for a train to be signalled into Platform 1 until after the Down train has departed from Platform 2 due to being foul of 4087A/B points. | | | | |
| If a train longer than 198m (9 cars) has shunted from Signal BEF2376 to Platform 1, it is not possible for a train to be signalled into Platform 2 until after the Up train has departed from Platform 1 due to being foul of 4088A/B points. | | | | |
| | | | | |
| Minimum reversal time for 10 car trains which terminate/reverse at Hounslow and then depart in the opposite direction from the same platform | | | | |
| Class 458/701 | | 10 minutes* | | |
| * 10-car trains turning round/reversing in Hounslow Platform 1 or 2 are required to stop in the platform, then draw forwards following completion of station duties, in order to sight the signal before departure. This is to be shown as an extended stop at Hounslow between the arrival of the inbound service and the departure of the return working. The 10-minute minimum reversal time is made up of: | | | | |
| <ul style="list-style-type: none">• 2 minutes dwell on arrival.• 1 minute to draw forwards to sight the signal in rear.• 7 minutes reversal/turnround time (standard for 10-car Class 458/701). | | | | |

| | | |
|-----------------------------------------------|------------------------|---------------|
| Hounslow Junction | | |
| Adjustments to Sectional Running Times | | |
| Movements | Reason | Value |
| Up trains passing from Whitton Junction | Speed Differential | {½}* |
| * Applies approaching next timing point. | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |

Hounslow Junction

| | | |
|---------------------------------------|-------------------------------------|-----|
| Down train towards Feltham Junction | Up train from Whitton Junction | 2½# |
| Down freight towards Feltham Junction | Down train towards Whitton Junction | 2½ |
| Up train from Whitton Junction | Down train towards Feltham Junction | 2½ |
| Up train from Feltham Junction | Up train from Whitton Junction | 2½ |
| Up train from Whitton Junction | Up train from Feltham Junction | 3 |

Increase to 3 minutes following a freight service.

Feltham Junction

See entry under route – SW210

SW240 KEW EAST JUNCTION TO OLD KEW JUNCTION

Old Kew Junction

See entry under route – SW230

Length Restrictions

A train standing at Signal BEF2345 on the Down Kew Branch which exceeds 456m / 71 SLU in length (exclusive of standback allowance) will foul AW206 points at Kew East Junction. Therefore, junction margins at Kew East Junction must be based on the train's departure time at Old Kew Junction if over length.

Kew East Junction

Length Restrictions

A train standing at Signal AW114 on the Up Kew Branch which exceeds 415m / 64 SLU in length (exclusive of standback allowance) will foul 4076 points at Old Kew Junction. Therefore, junction margins at Old Kew Junction must be based on the train's departure time at Kew East Junction if over length.

SW240A NEW KEW JUNCTION TO KEW EAST JUNCTION

New Kew Junction

See entry under route – SW230

Restriction affecting trains using the Up Kew Spur

A train cannot be signalled from New Kew Junction towards Kew East Junction unless Signal AW112 approaching Kew East Junction is showing proceed. Therefore, a train cannot be timed to pass New Kew Junction towards Kew East Junction whilst a conflicting move is taking place at Kew East Junction. Trains on via the Up Kew Spur must not be planned with dwell or pathing time between New Kew Junction and Kew East Junction.

SW245 TWICKENHAM JUNCTION TO SHACKLEGATE JUNCTION

Twickenham Junction

See entry under route – SW210

| | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|---------------|
| Strawberry Hill | | |
| Limit of Shunt | | |
| | Length Limit | |
| Twickenham End (clear of Signal 2457) | 10 cars | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Re-occupation of Up Platform | | 3 |
| Between all movements except as below | | 2½ * |
| Up Kingston Line train | Down service to Shepperton crossing behind | 1* |
| * Conflicting point is Strawberry Hill Junction. | | |
| Minimum reversal time for 10 car trains which arrive in Platform 2 from Fulwell/Shacklegate Junction in passenger service and then depart ECS towards Strawberry Hill Depot | | |
| Class 458/701 | 13 minutes* | |
| * 10-car trains arriving from Fulwell/Shacklegate Junction in passenger service are required to stop in the platform, then draw forwards following completion of station duties, to sight signal BEF2461 before departing towards the Depot. This is to be shown as an extended stop at Strawberry Hill between the arrival in passenger service and the departure of the ECS towards the Depot. The 13-minute minimum reversal time is made up of: <ul style="list-style-type: none">• 4 minutes standard dwell for arriving in passenger service then departing ECS in the same direction,• 2 minutes to draw forwards to the Depot stop car mark.• 7 minutes reversal time (standard for 10-car Class 458/701). | | |
| Planning Note | | |
| Trains longer than 8 cars must not be planned to reverse in Platform 2 to travel back towards Twickenham, due to signal sighting issues. | | |

| |
|-------------------------------|
| Shacklegate Junction |
| See entry under route – SW190 |

| |
|------------------------------------------------------------|
| SW245A STRAWBERRY HILL JUNCTION TO FULWELL JUNCTION |
| Strawberry Hill Junction |
| See entry under route – SW245 |

| |
|-------------------------------|
| Fulwell Junction |
| See entry under route – SW190 |

| |
|----------------------------------------------------|
| SW250 STAINES TO WINDSOR AND ETON RIVERSIDE |
| Staines |
| See entry under route – SW210 |

Windsor and Eton Riverside

Permissive Working

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

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

SW255 VIRGINIA WATER TO WEYBRIDGE

Virginia Water

See entry under route – SW210

Chertsey

Dwell Times

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

Station Working Requirements

Down trains must not be timed to stop for more than 1 minute owing to level crossing treadle arrangement

Addlestone

Station Working Requirements

Up trains longer than 8 cars must not be timed to stop for more than 1 minute to avoid blocking the level crossing

Weybridge

See entry under route – SW105

SW255A ADDLESTONE JUNCTION TO BYFLEET JUNCTION

Addlestone Junction

See entry under route – SW255

Byfleet Junction

See entry under route – SW105

SW260 ASCOT TO ASH VALE JUNCTION

Ascot

See entry under route – SW210

Camberley

Station Working Requirements

Down trains exceeding five cars must not be timed to stop for more than ½ minute to avoid blocking the level crossing

Frimley Junction

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-----------------|--------|
| Re-occupation of Single Line | | 2 |

SW265 GUILDFORD TO WOKINGHAM

Guildford

See entry under route – SW110

Ash

Dwell Times

Class 16x 45 seconds* to be shown as alternate ½ and 1 minute dwells

* Increase to 1 minute for services departing between 0700-0900 or 1600-1830 (both SX only)

Aldershot South Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------|--------|
| Between all movements | | 2½ |

North Camp

Dwell Times

Class 16x 45 seconds* to be shown as alternate ½ and 1 minute dwells

* Increase to 1 minute for services departing between 0700-0900 or 1600-1830 (both SX only)

Farnborough North

Dwell Times

Class 16x 45 seconds* to be shown as alternate ½ and 1 minute dwells

* Increase to 1 minute for services departing between 0700-0900 or 1600-1830 (both SX only)

Blackwater

Adjustments to Sectional Running Times

| Movements | Reason | Value |
|-----------|--------|-------|
|-----------|--------|-------|

Blackwater

| | | |
|---------------------------------------------------------------------------------------------|------------------------------------------------------------|------|
| Depart Blackwater Platform 1 having arrived with the section beyond BEF2978 occupied | Restrictive Aspects | {½}* |
| Depart Blackwater Platform 2 having arrived with the section beyond BEF2979 occupied | Restrictive Aspects | {½}* |
| * Applies approaching next timing point. | | |
| | | |
| Dwell Times | | |
| Class 16x | 45 seconds* to be shown as alternate ½ and 1 minute dwells | |
| * Increase to 1 minute for services departing between 0700-0900 or 1600-1830 (both SX only) | | |

Blackwater Signal BEF2980

| | | |
|-----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up train departs Blackwater Signal BEF2980 towards Up Blackwater | Down train passes Blackwater | 3 |
| Up train departs Blackwater Signal BEF2980 towards Up Blackwater | Down train arrives at Blackwater | 3½* |
| Up train passes Blackwater Signal BEF2978 | Up train departs Blackwater Signal BEF2980 towards Up Blackwater | 1½ |
| * A Down train cannot arrive at Blackwater Platform 2 whilst a shunt movement is standing behind BEF2980. | | |

Sandhurst

| | | |
|---------------------------------------------------------------------------------------------|------------------------------------------------------------|--------------|
| Adjustments to Sectional Running Times | | |
| Movements | Reason | Value |
| Depart Sandhurst Platform 1 having arrived with the section beyond BEF2982 occupied | Restrictive Aspects | {½}* |
| * Applies approaching next timing point. | | |
| | | |
| Dwell Times | | |
| Class 16x | 45 seconds* to be shown as alternate ½ and 1 minute dwells | |
| * Increase to 1 minute for services departing between 0700-0900 or 1600-1830 (both SX only) | | |

Crowthorne

| | |
|---------------------------------------------------------------------------------------------|------------------------------------------------------------|
| | |
| Dwell Times | |
| Class 16x | 45 seconds* to be shown as alternate ½ and 1 minute dwells |
| * Increase to 1 minute for services departing between 0700-0900 or 1600-1830 (both SX only) | |

Wokingham

| |
|-------------------------------|
| See entry under route – SW210 |
|-------------------------------|

| |
|--------------------------------------------|
| SW300 GOMSHALL TO SHALFORD JUNCTION |
|--------------------------------------------|

| |
|-----------------|
| Gomshall |
|-----------------|

| |
|--------------------|
| Dwell Times |
|--------------------|

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

| |
|-----------------|
| Shalford |
|-----------------|

| |
|--------------------|
| Dwell Times |
|--------------------|

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

| |
|--------------------------|
| Shalford Junction |
|--------------------------|

| |
|-------------------------------|
| See entry under route – SW110 |
|-------------------------------|

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.

| STATION | PLATFORM AND LINE | USABLE LENGTH | NOTES |
|---------------------|-------------------------|---------------|----------------------------------------------|
| Addlestone | 1 - Down | 166 | |
| Addlestone | 2 - Up | 176 | |
| Aldershot | 1 - Up | 247 | |
| Aldershot | 2 - Down | 252 | Trains can reverse in the Platform |
| Aldershot | 3 - Down Passenger Loop | 252 | Trains can reverse in the Platform |
| Alton | 1 - Up | 167 | |
| Alton | 2 - Down | 170 | |
| Andover | 1 - Up | 219 | |
| Andover | 2 - Down | 223 | |
| Ascot | 1* - Up | 220 | * - Station entrance side. Down direction |
| Ascot | 1* - Up | 252 | * - Station entrance side. Up direction |
| Ascot | 2 - Down | 211 | Down direction |
| Ascot | 2 - Down | 224 | Up direction |
| Ascot | 3 - Down Passenger Loop | 212 | Down direction |
| Ascot | 3 - Down Passenger Loop | 214 | Up direction |
| Ash | 1 - Up | 173 | |
| Ash | 2 - Down | 101 | |
| Ash Vale | 1 - Up | 169 | |
| Ash Vale | 2 - Down | 170 | |
| Ashford (Middlesex) | 1 - Up | 206 | |
| Ashford (Middlesex) | 2 - Down | 206 | |
| Ashted | 1 - Up Portsmouth | 209 | |
| Ashted | 2 - Down Portsmouth | 206 | |
| Ashurst New Forest | 1 - Up | 155 | |
| Ashurst New Forest | 2 - Down | 156 | |
| Axminster | 1 - Up | 148 | |
| Axminster | 2 - Down | 142 | |
| Bagshot | 1 - Up | 90 | |
| Bagshot | 2 - Down | 89 | |
| Barnes | 1 - Up Slow | 207 | Trains can reverse in the Platform |
| Barnes | 2 - Up Fast | 214 | Trains can reverse in the Platform |
| Barnes | 3 - Down Fast | 206 | |
| Barnes | 4 - Down Slow | 212 | |
| Barnes Bridge | 1 - Up | 204 | |
| Barnes Bridge | 2 - Down | 203 | |
| Basingstoke | 1 - Down Slow | 296 | Trains can reverse in the Platform |
| Basingstoke | 2 - Down Fast | 245 | |
| Basingstoke | 3 - Up Fast | 245 | |
| Basingstoke | 4 - Up Slow | 245 | |
| Basingstoke | 5 - East Bay | 117 | |
| Beaulieu Road | 1 - Up | 101 | |
| Beaulieu Road | 2 - Down | 101 | |
| Bedhampton | 1 - Up | 124 | |
| Bedhampton | 2 - Down | 124 | |
| Bentley | 1 - Up | 123 | Down direction |
| Bentley | 1 - Up | 123 | Up direction |
| Bentley | 2 - Down Passenger Loop | 122 | |
| Berrylands | 1 - Up Slow | 209 | |
| Berrylands | 2 - Down Slow | 207 | |
| Bitterne | 1 - Up | 136 | |
| Bitterne | 2 - Down | 148 | |

| | | | |
|---------------------|-------------------------|-----|-------------------------------------|
| Blackwater | 1 - Up | 85 | |
| Blackwater | 2 - Down | 85 | |
| Bookham | 1 - Up | 200 | |
| Bookham | 2 - Down | 201 | |
| Botley | 1 - Up | 132 | |
| Botley | 2 - Down | 132 | |
| Bournemouth | 1 - Up Bay | 84 | |
| Bournemouth | 2 - Up | 247 | Down direction |
| Bournemouth | 2 - Up | 247 | Up direction |
| Bournemouth | 3 - Down | 263 | Down direction |
| Bournemouth | 3 - Down | 263 | Up direction |
| Bournemouth | 4 - Down Extension | 206 | |
| Bournemouth | 3 & 4 - Down | 522 | |
| Bracknell | 1 - Up | 222 | |
| Bracknell | 2 - Down | 209 | |
| Bramley | 1 - Up | 90 | |
| Bramley | 2 - Down | 84 | |
| Branksome | 1 - Up | 114 | |
| Branksome | 2 - Down | 114 | |
| Brentford | 1 - Up | 205 | |
| Brentford | 2 - Down | 205 | |
| Brockenhurst | 1 - Up Passenger Loop | 262 | Down direction |
| Brockenhurst | 1 - Up Passenger Loop | 240 | Up direction |
| Brockenhurst | 2 - Up | 260 | |
| Brockenhurst | 3 - Down | 243 | |
| Brockenhurst | 4 - Down Passenger Loop | 243 | Down direction |
| Brockenhurst | 4 - Down Passenger Loop | 195 | Up direction (to Signal BH8) |
| Brookwood | 1 - Up Slow | 248 | |
| Brookwood | 2 - Down Slow | 248 | |
| Bursledon | 1 - Up | 167 | |
| Bursledon | 2 - Down | 167 | |
| Byfleet and New Haw | 1 - Up Slow | 247 | |
| Byfleet and New Haw | 2 - Down Slow | 247 | |
| | | | |
| Camberley | 1 - Up | 132 | |
| Camberley | 2 - Down | 136 | |
| Chandlers Ford | 1 - Down & Up | 100 | |
| Chertsey | 1 - Down | 211 | |
| Chertsey | 2 - Up | 209 | |
| Chessington North | 1 - Up | 207 | |
| Chessington North | 2 - Down | 205 | |
| Chessington South | Single | 204 | |
| Chetnole | Single | 45 | Down direction |
| Chetnole | Single | 45 | Up direction |
| Chilworth | 1 - Up Reading | 85 | |
| Chilworth | 2 - Down Reading | 92 | |
| Chiswick | 1 - Up | 205 | |
| Chiswick | 2 - Down | 205 | |
| Christchurch | 1 - Up | 185 | |
| Christchurch | 2 - Down | 185 | |
| Clandon | 1 - Up | 204 | |
| Clandon | 2 - Down | 206 | |
| Clapham Junction | 1 - Up Bay | 99 | 129m between W306 and buffer stops. |
| Clapham Junction | 2 - Up Bay | 112 | |
| Clapham Junction | 3 - Up Windsor Slow | 214 | |
| Clapham Junction | 4 - Up Windsor Fast | 215 | |
| Clapham Junction | 5 - Down Windsor Fast | 213 | |

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| Clapham Junction | 6 - Down Windsor Slow | 214 | |
| Clapham Junction | 7 - Up Passenger Loop | 206 | |
| Clapham Junction | 8 - Up Main Fast | 183 | Must only be used for stopping passenger trains in an emergency. |
| Clapham Junction | 9 - Down Main Fast | 220 | |
| Clapham Junction | 10 - Up Main Slow | 210 | |
| Clapham Junction | 11 - Down Main Slow | 204 | |
| Claygate | 1 - Up | 204 | |
| Claygate | 2 - Down | 207 | |
| Cobham and Stoke D'Abernon | 1 - Up | 201 | |
| Cobham and Stoke D'Abernon | 2 - Down | 206 | |
| Cosham | 1 - Up | 169 | |
| Cosham | 2 - Down | 169 | |
| Cranbrook | Single –Up | 152 | |
| Cranbrook | Single -Down | 152 | |
| Crewkerne | Single | 148 | Down direction |
| Crewkerne | Single | 148 | Up direction |
| Crowthorne | 1 - Up | 87 | |
| Crowthorne | 2 - Down | 90 | |
| | | | |
| Datchet | 1 - Up | 171 | |
| Datchet | 2 - Down | 143 | |
| Dean | 1 - Up | 152 | |
| Dean | 2 - Down | 152 | |
| Dorchester South | 1 - Up | 171 | Down direction |
| Dorchester South | 1 - Up | 171 | Up direction. |
| Dorchester South | 2 - Down | 120 | Down direction |
| Dorchester South | 2 - Down | 120 | Up direction |
| Dorchester West | 1 - Up | 170 | |
| Dorchester West | 2 - Down | 170 | |
| Durnsford Rd Staff Halt | - Up Fast | 8 | |
| | | | |
| Earley | 1 - Down | 168 | |
| Earley | 2 - Up | 169 | |
| Earlsfield | 1 - Down Fast | 205 | |
| Earlsfield | 2 - Up Slow | 205 | |
| Earlsfield | 3 - Down Slow | 205 | |
| Eastleigh | 1 - Up | 253 | |
| Eastleigh | 2 - Up | 253 | |
| Eastleigh | 2 - Down | 253 | |
| Eastleigh | 3 - Down Passenger Loop | 253 | Down direction |
| Eastleigh | 3 - Down Passenger Loop | 190 | Up direction |
| Effingham Junction | 1 - Up | 204 | |
| Effingham Junction | 2 - Down | 205 | |
| Egham | 1 - Up | 207 | |
| Egham | 2 - Down | 209 | |
| Epsom | 1 - Down Portsmouth | 208 | Down direction |
| Epsom | 1 - Down Portsmouth | 208 | Up direction |
| Epsom | 2 - Down Epsom | 206 | Down direction |
| Epsom | 2 - Down Epsom | 206 | Up direction |
| Epsom | 3 - Up Portsmouth | 206 | |
| Epsom | 4 - Up Epsom | 208 | |
| Esher | 1 - Up Slow | 247 | |
| Esher | 4 - Down Slow | 247 | |
| Ewell West | 1 - Up | 205 | |

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|---------------------|-------------------------|-----|------------------------------------------|
| Ewell West | 2 - Down | 205 | |
| | | | |
| Fareham | 1 - Up | 189 | |
| Fareham | 2 - Up Bay | 186 | |
| Fareham | 3 - Down | 169 | |
| Farnborough (Main) | 1 - Up Slow | 245 | |
| Farnborough (Main) | 2 - Down Slow | 245 | |
| Farnborough North | 1 - Up | 91 | |
| Farnborough North | 2 - Down | 81 | |
| Farncombe | 1 - Up | 246 | |
| Farncombe | 2 - Down | 183 | |
| Farnham | 1 - Up | 268 | |
| Farnham | 2 - Down | 249 | |
| Feltham | 1 - Up | 224 | |
| Feltham | 2 - Down | 205 | |
| Feniton | Single | 98 | Down direction |
| Feniton | Single | 98 | Up direction |
| Fleet | 1 - Up Slow | 252 | |
| Fleet | 2 - Down Slow | 252 | |
| Fratton | 1 - Up | 187 | |
| Fratton | 2 - Down | 187 | |
| Fratton | 3 - Down Relief | 187 | |
| Frimley | 1 - Up | 86 | |
| Frimley | 2 - Down | 85 | |
| Fulwell | 1 - Up | 204 | |
| Fulwell | 2 - Down | 206 | |
| | | | |
| Gillingham (Dorset) | 1 - Up | 149 | Down direction |
| Gillingham (Dorset) | 1 - Up | 140 | Up direction |
| Gillingham (Dorset) | 2 - Down Passenger Loop | 149 | Down direction |
| Gillingham (Dorset) | 2 - Down Passenger Loop | 140 | Up direction |
| Godalming | 1 - Up | 249 | |
| Godalming | 2 - Down | 249 | |
| Gomshall | 1 - Up Reading | 91 | |
| Gomshall | 2 - Down Reading | 91 | |
| Grateley | 1 - Up | 222 | |
| Grateley | 2 - Down | 222 | |
| Guildford | 1 - Up Bay | 211 | |
| Guildford | 2 - Down Cobham | 315 | Down direction, 232m if via 3114 points. |
| Guildford | 2 - Down Cobham | 232 | Up direction |
| Guildford | 3 - Up Cobham | 244 | Down direction |
| Guildford | 3 - Up Cobham | 248 | Up direction |
| Guildford | 4 - Down Portsmouth | 254 | Down direction |
| Guildford | 4 - Down Portsmouth | 248 | Up direction |
| Guildford | 5 - Up Portsmouth | 253 | Down direction |
| Guildford | 5 - Up Portsmouth | 242 | Up direction |
| Guildford | 6 - Up Ash | 248 | Down direction |
| Guildford | 6 - Up Ash | 262 | Up direction |
| Guildford | 7 - Up Ash | 248 | Down direction |
| Guildford | 7 - Up Ash | 258 | Up direction |
| Guildford | 8 - Down Ash | 189 | Down direction |
| Guildford | 8 - Down Ash | 208 | Up direction |
| | | | |
| Hamble | 1 - Up | 92 | |
| Hamble | 2 - Down | 92 | |
| Hampton | 1 - Up | 204 | |
| Hampton | 2 - Down | 206 | |

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|-----------------------|----------------------------------|-----|------------------------------------|
| Hampton Court | 1 - Up | 208 | |
| Hampton Court | 2 - Down | 208 | |
| Hampton Wick | 1 - Up | 205 | |
| Hampton Wick | 2 - Down | 206 | |
| Hamworthy | 1 - Up | 124 | |
| Hamworthy | 2 - Down | 124 | |
| Haslemere | 1 - Down | 249 | |
| Haslemere | 2 - Up | 249 | Down direction |
| Haslemere | 2 - Up | 249 | Up direction |
| Haslemere | 3 - Up Passenger Loop | 249 | |
| Havant | 1 - Up | 251 | |
| Havant | 2 - Down Passenger Loop | 251 | Trains can reverse in the Platform |
| Hedge End | 1 - Up | 166 | |
| Hedge End | 2 - Down | 166 | |
| Hersham | 1 - Up Slow | 246 | |
| Hersham | 2 - Down Slow | 245 | |
| Hilsea | 1 - Up | 163 | |
| Hilsea | 2 - Down | 163 | |
| Hinchley Wood | 1 - Up | 204 | |
| Hinchley Wood | 2 - Down | 205 | |
| Hinton Admiral | 1 - Up | 138 | |
| Hinton Admiral | 2 - Down | 138 | |
| Holton Heath | 1 - Up | 124 | |
| Holton Heath | 2 - Down | 124 | |
| Honiton | 1 - Single | 143 | Down direction |
| Honiton | 1 - Single | 148 | Up direction |
| Honiton | 2 - Crossing Loop in Single Line | 138 | Up direction |
| Hook | 1 - Up Slow | 198 | |
| Hook | 2 - Down Slow | 198 | |
| Horsley | 1 - Up | 204 | |
| Horsley | 2 - Down | 205 | |
| Hounslow | 1 - Up | 166 | |
| Hounslow | 2 - Down | 168 | |
| | | | |
| Isleworth | 1 - Up | 156 | |
| Isleworth | 2 - Down | 166 | |
| | | | |
| Kempton Park | 1 - Up | 204 | |
| Kempton Park | 2 - Down | 288 | |
| Kew Bridge | 1 - Up | 205 | |
| Kew Bridge | 2 - Down | 205 | |
| Kingston | 1 - Down Bay | 163 | |
| Kingston | 2 - Down | 208 | |
| Kingston | 3 - Up | 208 | |
| | | | |
| Leatherhead | 1 - Up | 206 | |
| Leatherhead | 2 - Down | 206 | |
| Liphook | 1 - Up | 168 | |
| Liphook | 2 - Down | 168 | |
| Liss | 1 - Up | 161 | |
| Liss | 2 - Down | 161 | |
| London Road Guildford | 1 - Up | 206 | |
| London Road Guildford | 2 - Down | 205 | |
| London Waterloo | 1 | 208 | |
| London Waterloo | 2 | 208 | |
| London Waterloo | 3 | 208 | |

| | | | |
|------------------------|---------------|-----|---------------------------|
| London Waterloo | 4 | 208 | |
| London Waterloo | 5 | 208 | |
| London Waterloo | 6 | 208 | |
| London Waterloo | 7 | 245 | (see note in Section 5.3) |
| London Waterloo | 8 | 246 | |
| London Waterloo | 9 | 250 | |
| London Waterloo | 10 | 252 | |
| London Waterloo | 11 | 246 | |
| London Waterloo | 12 | 247 | |
| London Waterloo | 13 | 247 | |
| London Waterloo | 14 | 247 | |
| London Waterloo | 15 | 256 | |
| London Waterloo | 16 | 256 | |
| London Waterloo | 17 | 268 | |
| London Waterloo | 18 | 249 | |
| London Waterloo | 19 | 253 | |
| London Waterloo | 20 | 246 | |
| London Waterloo | 21 | 246 | |
| London Waterloo | 22 | 246 | |
| London Waterloo | 23 | 246 | |
| London Waterloo | 24 | 246 | |
| Longcross | 1 - Up | 159 | |
| Longcross | 2 - Down | 160 | |
| Lymington Pier | Single | 163 | |
| Lymington Town | Single | 78 | Up direction |
| Lymington Town | Single | 78 | Down direction |
| | | | |
| Maiden Newton | 1 - Up | 114 | |
| Maiden Newton | 2 - Down | 114 | |
| Malden Manor | 1 - Up | 208 | |
| Malden Manor | 2 - Down | 205 | |
| Martins Heron | 1 - Up | 205 | |
| Martins Heron | 2 - Down | 209 | |
| Micheldever | 1 - Up | 137 | Down direction |
| Micheldever | 1 - Up | 125 | Up direction |
| Micheldever | 2 - Down | 125 | Down direction |
| Micheldever | 2 - Down | 93 | Up direction |
| Milford | 1 - Up | 162 | |
| Milford | 2 - Down | 155 | |
| Millbrook | 1 - Up Slow | 182 | |
| Millbrook | 2 - Down Slow | 182 | |
| Moreton | 1 - Up | 121 | |
| Moreton | 2 - Down | 121 | |
| Mortimer | 1 - Down | 84 | |
| Mortimer | 2 - Up | 84 | |
| Mortlake | 1 - Up | 205 | |
| Mortlake | 2 - Down | 205 | |
| Motspur Park | 1 - Up | 204 | |
| Motspur Park | 2 - Down | 202 | |
| Mottisfont & Dunbridge | 1 - Up | 58 | |
| Mottisfont & Dunbridge | 2 - Down | 74 | |
| | | | |
| Netley | 1 - Up | 155 | |
| Netley | 2 - Down | 170 | |
| New Malden | 1 - Up Slow | 208 | |
| New Malden | 4 - Down Slow | 206 | |
| New Milton | 1 - Up | 137 | |

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|-----------------------------|-----------------------|-----|----------------|
| New Milton | 2 - Down | 137 | |
| Norbiton | 1 - Up | 206 | |
| Norbiton | 2 - Down | 206 | |
| North Camp | 1 | 153 | |
| North Camp | 2 | 131 | |
| North Sheen | 1 - Up | 205 | |
| North Sheen | 2 - Down | 205 | |
| | | | |
| Overton | 1 - Up | 223 | |
| Overton | 2 - Down | 223 | |
| Oxshott | 1 - Up | 202 | |
| Oxshott | 2 - Down | 203 | |
| | | | |
| Parkstone | 1 - Up | 130 | |
| Parkstone | 2 - Down | 130 | |
| Petersfield | 1 - Up | 241 | |
| Petersfield | 2 - Down | 251 | |
| Pinhoe | 1 - Up | 154 | |
| Pinhoe | 2 - Down | 150 | |
| Pokesdown | 1 - Up | 167 | |
| Pokesdown | 2 - Down | 231 | |
| Poole | 1 - Up | 247 | Down direction |
| Poole | 1 - Up | 247 | Up direction |
| Poole | 2 - Down | 247 | |
| Portchester | 1 - Up | 123 | |
| Portchester | 2 - Down | 125 | |
| Portsmouth and Southsea | 1 - Up (High level) | 247 | |
| Portsmouth and Southsea | 2 - Down (High level) | 247 | |
| Portsmouth and Southsea | 3 - Bay (Low level) | 205 | |
| Portsmouth and Southsea | 4 - Bay (Low level) | 253 | |
| Portsmouth Harbour | 1 | 163 | |
| Portsmouth Harbour | 3 | 244 | |
| Portsmouth Harbour | 4 | 244 | |
| Portsmouth Harbour | 5 | 244 | |
| Putney | 1 - Up Slow | 207 | |
| Putney | 2 - Up Fast | 205 | |
| Putney | 3 - Down Fast | 204 | |
| Putney | 4 - Down Slow | 206 | |
| | | | |
| Queenstown Road (Battersea) | 2 - Up Windsor | 208 | Down direction |
| Queenstown Road (Battersea) | 2 - Up Windsor | 205 | Up direction |
| Queenstown Road (Battersea) | 3 - Down Windsor | 204 | |
| | | | |
| Raynes Park | 1 - Up Branch | 206 | |
| Raynes Park | 2 - Up Slow | 206 | |
| Raynes Park | 3 - Down Slow | 208 | |
| Raynes Park | 4 - Down Branch | 206 | |
| Reading | 6 - Up | 268 | |
| Reading | 5 - Down | 268 | |
| Reading | 4 - Down | 268 | |
| Reading Green Park | 1 - Up | 150 | |
| Reading Green Park | 2 - Down | 150 | |
| Redbridge | 1 - Up | 148 | |
| Redbridge | 2 - Down | 148 | |

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|-----------------------------|-------------------------|-----|-----------------------------------------|
| Richmond | 1 - Down | 203 | |
| Richmond | 2 - Up | 203 | |
| Romsey | 1 - Up | 157 | |
| Romsey | 2 - Down | 154 | |
| Rowlands Castle | 1 - Up | 133 | |
| Rowlands Castle | 2 - Down | 133 | |
| Salisbury | 1 - Reception Road | 223 | Only to be used by special instruction. |
| Salisbury | 2 - Up | 228 | |
| Salisbury | 3 - Down Passenger Loop | 228 | Down direction |
| Salisbury | 3 - Down Passenger Loop | 228 | Up direction |
| Salisbury | 4 - Down | 289 | Down direction |
| Salisbury | 4 - Down | 289 | Up direction |
| Salisbury | 5 - West Bay | 143 | (special instruction) |
| Salisbury | 6 - East Bay | 162 | |
| Sandhurst | 1 - Up | 84 | |
| Sandhurst | 2 - Down | 84 | |
| Shalford | 1 - Up Reading | 104 | |
| Shalford | 2 - Down Reading | 97 | Down direction |
| Shalford | 2 - Down Reading | 97 | Up direction |
| Shawford | 1 - Up | 105 | |
| Shawford | 2 - Down Fast | 105 | Down direction |
| Shawford | 2 - Down Fast | 105 | Up direction |
| Shawford | 3 - Down Slow | 86 | Down direction |
| Shawford | 3 - Down Slow | 105 | Up direction |
| Shepperton | Single | 210 | |
| Sherborne | 1 - Up | 143 | Down direction |
| Sherborne | 1 - Up | 143 | |
| Sherborne | 2 - Down | 159 | |
| Sholing | 1 - Up | 160 | |
| Sholing | 2 - Down | 160 | |
| Southampton Airport Parkway | 1 - Up | 248 | |
| Southampton Airport Parkway | 2 - Down | 248 | |
| Southampton Central | 1 - Up Fast | 277 | Down direction |
| Southampton Central | 1 - Up Fast | 277 | Up direction |
| Southampton Central | 2 - Up Slow | 277 | Down direction |
| Southampton Central | 2 - Up Slow | 277 | Up direction |
| Southampton Central | 3 - Down Slow | 277 | Down direction |
| Southampton Central | 3 - Down Slow | 277 | Up direction |
| Southampton Central | 4 - Down Fast | 277 | Down direction |
| Southampton Central | 4 - Down Fast | 277 | Up direction |
| Southampton Central | 5 - Down Bay | 136 | (special instruction) |
| St Denys | 1 - Up | 139 | |
| St Denys | 2 - Down | 139 | |
| St Denys | 3 - Down Netley | 140 | |
| St Denys | 4 - Up Netley | 140 | |
| St Margarets | 1 - Up Passenger Loop | 204 | |
| St Margarets | 2 - Up | 205 | |
| St Margarets | 3 - Down | 205 | |
| Staines | 1 - Up | 206 | |
| Staines | 2 - Down | 206 | |
| Stoneleigh | 1 - Up | 205 | |
| Stoneleigh | 2 - Down | 208 | |
| Strawberry Hill | 1 - Down | 204 | |
| Strawberry Hill | 2 - Up | 178 | Down direction |

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|-----------------|------------------------|-----|------------------------------------|
| Strawberry Hill | 2 - Up | 217 | Up direction |
| Sunbury | 1 - Up | 204 | |
| Sunbury | 2 - Down | 205 | |
| Sunningdale | 1 - Up | 205 | |
| Sunningdale | 2 - Down | 207 | |
| Sunnymeads | 1 - Up | 160 | |
| Sunnymeads | 2 - Down | 159 | |
| Surbiton | 1 - Up Slow | 243 | |
| Surbiton | 2 - Up Fast | 243 | |
| Surbiton | 3 - Down Slow | 243 | |
| Surbiton | 4 - Down Hampton Court | 243 | |
| Swanwick | 1 - Up | 159 | |
| Swanwick | 2 - Down | 159 | |
| Sway | 1 - Up | 137 | |
| Sway | 2 - Down | 137 | |
| Swaythling | 1 - Up | 92 | |
| Swaythling | 2 - Down | 92 | |
| Syon Lane | 1 - Up | 166 | |
| Syon Lane | 2 - Down | 162 | |
| | | | |
| Teddington | 1 - Down | 207 | |
| Teddington | 2 - Up | 203 | |
| Templecombe | Single | 147 | Down direction. |
| Templecombe | Single | 147 | Up direction |
| Thames Ditton | 1 - Up | 203 | |
| Thames Ditton | 2 - Down | 205 | Down direction |
| Thames Ditton | 2 - Down | 207 | Up direction |
| Thornford | Single | 45 | Down direction |
| Thornford | Single | 45 | Up direction |
| Tisbury | Single | 90 | Down direction |
| Tisbury | Single | 90 | Up direction |
| Tolworth | 1 - Up | 205 | |
| Tolworth | 2 - Down | 207 | |
| Totton | 1 - Up | 128 | |
| Totton | 2 - Down | 128 | |
| Twickenham | 3 - Up Passenger Loop | 207 | Trains can reverse in the Platform |
| Twickenham | 4 - Up | 207 | Trains can reverse in the Platform |
| Twickenham | 5 - Down | 206 | |
| | | | |
| Upper Halliford | 1 - Up | 206 | |
| Upper Halliford | 2 - Down | 203 | |
| Upwey | 1 - Up | 127 | |
| Upwey | 2 - Down | 127 | |
| | | | |
| Vauxhall | 1 - Windsor Reversible | 209 | Down direction |
| Vauxhall | 1 - Windsor Reversible | 209 | Up direction |
| Vauxhall | 2 - Up Windsor | 209 | |
| Vauxhall | 3 - Down Windsor Fast | 209 | |
| Vauxhall | 4 - Down Windsor Slow | 209 | |
| Vauxhall | 5 - Up Main Fast | 191 | |
| Vauxhall | 6 - Down Main Fast | 191 | |
| Vauxhall | 7 - Up Main Slow | 206 | |
| Vauxhall | 8 - Down Main Slow | 204 | |
| Virginia Water | 1 - Up | 205 | |
| Virginia Water | 2 - Down | 238 | |
| Virginia Water | 3 - Up Chertsey | 131 | Up direction |
| Virginia Water | 3 - Up Chertsey | 164 | Down direction |

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| Virginia Water | 4 - Down Chertsey | 205 | |
| Walton on Thames | 1 - Up Slow | 245 | |
| Walton on Thames | 2 - Down Slow | 245 | |
| Wanborough | 1 - Up | 90 | |
| Wanborough | 2 - Down | 90 | |
| Wandsworth Town | 1 - Down Slow | 205 | |
| Wandsworth Town | 2 - Down Fast | 206 | |
| Wandsworth Town | 3 - Up Fast | 206 | |
| Wandsworth Town | 4 - Up Slow | 212 | |
| Wareham | 1 - Up | 174 | |
| Wareham | 2 - Down | 174 | |
| West Byfleet | 1 - Up Slow | 245 | |
| West Byfleet | 2 - Down Fast | 245 | |
| West Byfleet | 3 - Down Slow | 245 | |
| Weybridge | 1 - Up Bay Platform | 205 | |
| Weybridge | 2 - Up Slow | 233 | |
| Weybridge | 3 - Down Slow | 250 | |
| Weymouth | 1 | 120 | |
| Weymouth | 2 | 272 | |
| Weymouth | 3 | 272 | |
| Whimple | Single | 78 | Down direction |
| Whimple | Single | 78 | Up direction |
| Whitchurch | 1 - Up | 219 | |
| Whitchurch | 2 - Down | 219 | |
| Whitton | 1 - Up | 206 | |
| Whitton | 2 - Down | 206 | |
| Wimbledon | 5 - Up Slow | 230 | Down direction |
| Wimbledon | 5 - Up Slow | 230 | Up direction |
| Wimbledon | 6 - Up Fast | 230 | Down direction |
| Wimbledon | 6 - Up Fast | 230 | Up direction |
| Wimbledon | 7 - Down Fast | 230 | |
| Wimbledon | 8 - Down Slow | 225 | |
| Winchester | 1 - Up | 247 | |
| Winchester | 2 - Down | 247 | |
| Winchfield | 1 - Up Slow | 161 | |
| Winchfield | 2 - Down Slow | 198 | |
| Windsor and Eton Riverside | 1 - Up | 217 | 279m between BEF2632 and buffer stops. |
| Windsor and Eton Riverside | 2 - Down | 218 | 289m between BEF2630 and buffer stops. |
| Winnersh | 1 - Up | 168 | |
| Winnersh | 2 - Down | 166 | |
| Winnersh Triangle | 1 - Up | 166 | |
| Winnersh Triangle | 2 - Down | 166 | |
| Witley | 1 - Up | 165 | |
| Witley | 2 - Down | 165 | |
| Woking | 1 - Up Slow | 253 | Down direction |
| Woking | 1 - Up Slow | 253 | Up direction |
| Woking | 2 - Up Fast | 254 | Down direction |
| Woking | 2 - Up Fast | 251 | Up direction |
| Woking | 3 - Up Bay | 255 | |
| Woking | 4 - Down Fast | 252 | Down direction |
| Woking | 4 - Down Fast | 256 | Up direction |
| Woking | 5 - Down Slow | 289 | Down direction |
| Woking | 5 - Down Slow | 275 | Up direction |
| Woking | 6 - Down Bay | 127 | |

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|-----------------|----------------------------------|-----|---------------------|
| Wokingham | 1 - Up | 209 | |
| Wokingham | 2 - Down | 273 | |
| Wool | 1 - Up | 123 | |
| Wool | 2 - Down | 118 | |
| Woolston | 1 - Up | 150 | |
| Woolston | 2 - Down | 150 | |
| Worcester Park | 1 - Up | 208 | |
| Worcester Park | 2 - Down | 206 | |
| Worplesdon | 1 - Up | 246 | |
| Worplesdon | 2 - Down | 246 | |
| Wraysbury | 1 - Up | 172 | |
| Wraysbury | 2 - Down | 166 | |
| | | | |
| Yeovil Junction | 1 - Up Passenger Loop | 185 | Down direction |
| Yeovil Junction | 1 - Up Passenger Loop | 153 | Up direction |
| Yeovil Junction | 2 - Down | 160 | Down direction. |
| Yeovil Junction | 2 - Down | 152 | Up direction |
| Yeovil Pen Mill | 1 - Crossing Loop in Single Line | 175 | Down direction |
| Yeovil Pen Mill | 1 - Crossing Loop in Single Line | 189 | Up direction |
| Yeovil Pen Mill | 2 - Crossing Loop in Single Line | 163 | Down direction |
| Yeovil Pen Mill | 2 - Crossing Loop in Single Line | 163 | Up direction |
| Yeovil Pen Mill | 3 - Single | 162 | Down direction only |
| Yetminster | Single | 93 | Down direction |
| Yetminster | Single | 93 | Up direction |
| | | | |

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.

| SW105 CLAPHAM JUNCTION TO WEYMOUTH | | | | |
|-------------------------------------------|-----------|---------------|--------|-------------------------------------|
| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
| | | SLU | METRES | |
| | | | | |
| Wallers Ash Up Passenger Loop | Up | 125 | 805 | |
| Wallers Ash Down Passenger Loop | Down | 173 | 1108 | |
| Southampton Up Goods Loop | Up / Down | 67 | 433 | Between E748 and E753 |
| Southampton Down Loop | Down | 69 | 443 | Between E743 and E738 |
| Southampton Down Loop | Up | 69 | 443 | At E738 Signal clear of 536A points |
| Southampton Down Loop | Up | 116 | 745 | At E738 Signal clear of 539B points |

| SW115 WORTING JUNCTION TO PINHOE | | | | |
|-----------------------------------------|-----------|---------------|--------|---------------------------|
| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
| | | SLU | METRES | |
| | | | | |
| Tisbury Loop | Both | 47 | 301 | Between SY80 and SY83 |
| Gillingham Up Exeter (Platform 1) | Both | 52 | 333 | Between SE4672 and SE4683 |
| Gillingham Down Loop (Platform 2) | Both | 52 | 335 | Between SE4674 and SE4681 |

| SW210 CLAPHAM JUNCTION TO READING (VIA RICHMOND) | | | | |
|---------------------------------------------------------|-----------|---------------|--------|-------|
| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
| | | SLU | METRES | |
| | | | | |
| Staines Up Goods Loop | Up | 36 | 236 | |

5.5 Timing Allowances

All allowances shown are in minutes.

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

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

E [] refers to engineering allowance

P < > refers to performance allowances

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

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.

| Weekdays (Monday to Saturday) | | |
|------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| Movement | Differential | Reason |
| | | |
| All SX trains arriving at Waterloo between 0700 and 1000 | Advertised to arrive 2 minutes later than the WTT time | |
| All SX trains departing from Waterloo between 1600 and 1900 | Advertised to arrive 2 minutes later than the WTT time at the ultimate destination UNLESS by doing so onward connections are severed. Such instances must be agreed by the service specifier's performance manager. | |
| Other trains may be advertised to depart earlier or later at the discretion of the service specifier | | In order to maintain standard departure patterns |

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.