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28<sup>th</sup> March 2025

**Commentary on the Kent Timetable Planning Rules 2026**  
**Version 3**  
**Draft Rules for Subsidiary Timetable Change Timetable 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.

The following is a summary of changes in content from Version 3 of the May 2026 Timetable Planning Rules:

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## 1. Introduction and General Notes

### **1.1 Index of Routes**

Line of Route Header added

### **1.2 Sectional Appendices and Rule Book**

Wording amendments, removal of Rule Book and extra wording additions

### **1.3 Definitions**

Header additional and removal of wording

#### **1.3.1 Train Classification**

Source detail removed relating to Rule Book

#### **1.3.2 Days of Operation**

No change

#### **1.3.3 Traction and Rolling Stock**

No change

#### **1.3.4 Line Codes**

No change

#### **1.3.5 Activity and Other Codes**

No change

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## 2. Route Description

### **2.1 Planning Geography**

Header Wording Amendments

SO110 – Beckenham Junction Platform detail added  
SO110 – Rochester Bridge Junction note addition  
SO110 – Sittingbourne Down Sidings addition  
SO260 – Shortlands Junction line code removed  
SO310 – Strood Notes added  
SO310C – Title wording amended  
SO280B – Cambria Junction signal naming convention amended

## **2.2 Route Opening Hours**

Header wording additions

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## **3. Electrification**

### **3.1 Electrification Limits**

No change

### **3.2 Electrification Supply Restrictions**

Header wording additions

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## **4. Rolling Stock Restrictions**

### **4.1 Locomotive Route Availability**

Header wording addition

### **4.2 Passenger Stock Restrictions**

Header wording addition

### **4.3 Freight Wagon Restrictions**

Header wording removal and addition

### **4.4 Freight Train Load Limits**

No change

### **4.5 Freight Train Length Limits**

Header wording removal

### **4.6 Driver Only Operation Limits**

No change

### **4.7 Engineers' Trains Restrictions**

Removal of entire entry

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## **5. Running Times, Margins and Allowances**

### **5.1 Sectional Running Times**

Header Removals and amendments

SO110 – St Mary Cray – Swanley FL s/s SRT's

### **5.2.1 Headways**

Header amendments

### **5.2.2 General Capacity Constraints**

No change

## **5.3 Junction Margins and Station Planning Rules**

SO110 – London Victoria – Planning Note wording amendment

SO110 – Sittingbourne – Berthing Facilities new entries

SO110 – Gillingham – Overlap wording amendments and addition

SO280 – Elephant & Castle – Platform ReOcc wording amendments

SO290B – Angerstein Wharf – Planning Note wording updates

SO320 – Hoo Junction NK509 Signal – New Planning Note added

## **5.4 Platform Lengths**

No change

### **5.4.1 Loop Lengths**

No change

## **5.5 Timing Allowances**

Header removals

### **5.5.1 SX Daytime**

No change

### **5.5.2 SX Night Time**

No change

### **5.5.3 SO Daytime**

No change

### **5.5.4 SO Night Time**

No change

### **5.5.5 Sundays Daytime**

No change

### **5.5.6 Sundays Night Time**

No change

## **6 Timing Considerations**

### **6.1 Advertised and Working Times**

No change

### **6.2 Timing of Light Locomotives**

No change

### **6.3 Two-Track Railway Timetable**

No change

These represent the revised Timetable Planning Rules (the “Draft Rules”) for the Subsidiary May 2026 timetable in accordance with Part D of the Network Code, Section 2.2.5.

As per Condition D2.2.15 of Part D of the Network Code, any Timetable Participant dissatisfied with any decision of Network Rail in respect of those Rules is entitled to appeal against any part of it. Any such appeal shall be conducted in accordance with Condition D 5 of Part D of the Network Code and must be made by a Timetable Participant and initiated in accordance with Network Code Part D Condition D2.2.15 (a) and (b).

Please send any responses to [michael.fox@networkrail.co.uk](mailto:michael.fox@networkrail.co.uk) by Friday 2<sup>nd</sup> May 2025 in order that any queries and concerns can be dealt with in the publication of any revision required of the Final Rules at D-59. It is appreciated that this might not be achievable in all cases and this request does not affect any timetable participant’s ability to respond after D-59 in accordance with Network Code D2.2.4 and 2.2.5.

Regards

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# **Timetable Planning Rules**

## **South East Route**

### **Kent & HS1 Area**

**May 2026 TIMETABLE**

**Version 3**

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Draft Rules for Subsidiary Timetable Change 2026  
28<sup>th</sup> March 2025

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# 1 Introduction and General Notes

Network Rail provide the Timetable Planning Rules document to Timetable Participants and other interested parties to set out the rules which are applicable to Access Proposals for scheduling of train paths on the Network Rail network. Separate 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 Timetable Participants with the primary aim of achieving the optimal balance between access to the network for Timetable Participants and performance robustness of the resulting train plan. This consultation is in line with the Network Code Part D, and Timetable Participants have a right of appeal to a Timetabling Panel against the contents of the Final 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

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

## 1.1 Index of Routes

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

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



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

## 1.2 Sectional Appendices and Rule Book

### 1.2.1 Sectional Appendix

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

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

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

## 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 at the email address shown on the cover.

### 1.3.1 Train Classification

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

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

# **TIDs EAST LONDON LINE / THAMESLINK SERVICE GROUPS**

| <b>TID</b>             | <b>East London Line / Thameslink Service Groups</b>  |
|------------------------|--|
| 9Axx                   | East London Line to Crystal Palace   |
| 9A01-89                | Thameslink STP shuttles between Plumstead / Dartford and Gillingham / Rainham when access to London Bridge is not available.   |
| 9A90-99                | Thameslink LTP shuttles between Dartford and Gillingham / Rainham  |
| 9Bxx                   | East London Line from Crystal Palace   |
| 9Cxx                   | East London Line to West Croydon   |
| 9Dxx                   | East London Line from West Croydon   |
| 9Exx                   | East London Line to New Cross<br>St Albans City and St Pancras International (all stations services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof   |
| 9Fxx                   | East London Line from New Cross  |
| 9Gxx                   | East London Line to Clapham Junction<br>Bedford and St Pancras International (semi-fast services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof  |
| 9Hxx                   | East London Line from Clapham Junction and Battersea Park<br>Luton and St Pancras International (all stations services) – Not to be used for services <del>th</del> through the Thameslink Core beyond St Pancras and south thereof                            |
| 9lxx                   | East London Line to/from New Cross Gate  |
| 9Jxx                   | Peterborough and Horsham via London Bridge and Redhill (Mondays to Saturdays)<br><br>Bedford or London Bridge (Central) to Horsham via Redhill (Southbound, Sundays only)  |
| 9K00-75                | Luton / Kentish Town and Orpington via Catford   |
| 9K76-88 (even numbers) | Orpington to West Hampstead via Catford or London Victoria via Catford (Sundays)   |
| 9K90-98 (even numbers) | Orpington to London Blackfriars via Catford  |
| 9Lxx                   | Bedford and East Grinstead via London Bridge – Northbound services terminating at London Bridge (Central) must be allocated numbers between 70 and 99  |
| 9Mxx                   | Bedford and St Pancras International (all stations services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof East London Line services to Battersea Park   |
| 9N00-21                | Bedford and Three Bridges / Brighton overnight services diverted via London Bridge (“QY” paths in WTT to match LTP 9W00-21 via Herne Hill north of Blackfriars Jn and south of Windmill Bridge Jn).  |
| 9N30-99                | RESERVED FOR VSTP EMERGENCIES  |
| 9O01-79                | St Albans and Sutton via Mitcham Eastfields, Sutton and St Albans via Wimbledon  |
| 9O80-88                | Sutton via Wimbledon to West Hampstead, Kentish Town or Blackfriars  |
| 9O90-98                | Sutton via Wimbledon to Luton or Bedford   |
| 9P00-75                | Luton and Rainham or Gillingham via Woolwich Arsenal   |
| 9P76-88 (even numbers) | Rainham/Gillingham to West Hampstead   |
| 9P81-89 (odd numbers)  | Bedford to Rainham / Gillingham (fast from St Albans)  |
| 9P90-97                | Shuttle services between London Bridge / Dartford and Rainham / Gillingham via Woolwich Arsenal  |
| 9P98 & 9P99            | West Hampstead and Rainham via Lewisham and Bexleyheath  |
| 9Qxx                   | NOT USED   |
| 9R01-69 (odd numbers)  | Bedford and Gatwick Airport / Three Bridges / Brighton via London Bridge and Redhill   |
| 9R00-68 (even numbers) | Brighton / Horsham / Three Bridges / Gatwick Airport to Bedford via Redhill and London Bridge. Northbound services terminating at London Bridge (Central) must be allocated numbers between 70 and 79 Mondays to Fridays and 70 to 99 on Saturdays and Sundays |

|                        |   |
|------------------------|---|
| 9R80-99                | Bedford and Gatwick Airport/Three Bridges/Brighton via London Bridge and Redhill that have a maximum of four station calls between Bedford and St Pancras (applies SX)  |
| 9Sxx                   | Cambridge and Gatwick Airport/Three Bridges/Brighton via London Bridge and Quarry Lines   |
| 9T00-9T73              | Bedford and Gatwick Airport/Three Bridges / Brighton via London Bridge and Quarry Lines - Northbound services terminating at London Bridge (Central) must be allocated numbers between 74 and 79 SX and 74 to 99 SO and SUN |
| 9T80 – 9T99            | Bedford and Brighton via London Bridge and Quarry Lines that have a maximum of four station calls between Bedford and St Pancras (applies SX)   |
| 9Uxx                   | NOT USED due to confusion with 9Vxx on Signalling Centre monitors   |
| 9V01-79                | St Albans and Sutton via Wimbledon, Sutton and St Albans via Mitcham Eastfields   |
| 9V80-88                | Sutton via Mitcham Eastfields to West Hampstead, Kentish Town or Blackfriars  |
| 9V90-98                | Suton via Mitcham Eastfields to Luton or Bedford  |
| 9W01-9W89              | Bedford and Gatwick Airport/Three Bridges / Brighton via Tulse Hill and Streatham   |
| 9W90-9W99              | Horsham or Three Bridges and Peterborough via Tulse Hill and Streatham  |
| 9Xxx                   | NOT USED  |
| 9Y00-75                | Welwyn Garden City (southbound only) / Kentish Town / Blackfriars and Sevenoaks via Catford and Swanley   |
| 9Y76-98 (even numbers) | Sevenoaks to Welwyn Garden City via Swanley and Catford (SX) or London Victoria via Swanley and Catford (Sundays)   |
| 9Zxx                   | Not to be used in the WTT   |

**Thameslink services †**  
**Northbound Services**  
**Southbound Services**

**EVEN NUMBERS\***  
**ODD NUMBERS\***

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

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

**Note:**

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

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

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

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

### Sussex TIDs services to / from Kent

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

### Third and Fourth Character

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

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

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

### The following apply only to High Speed 1:

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

### TIDs HIGH SPEED 1 ROUTE EUROSTAR SERVICES

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

### TIDs HIGH SPEED 1 ROUTE DOMESTIC SERVICES TO AND FROM KENT



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

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

#### Empty Coaching Stock Movements

3Y/5Ynn  
(via Metropolitan Reversible)  
3O/5Onn

Any empty train routed directly between Victoria and Blackfriars (via Canterbury Road Spur) or Charing Cross and Cannon Street

Victoria (Eastern) to Stewarts Lane, 00 to 48  
Stewarts Lane to Victoria (Eastern), 50 to 98

Reserved for NR Seasonal Traffic, not Empty Coaching Stock Movements

3Sxx / 3Wxx

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

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

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

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

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

5R00 - Grove Park CSD & Ashford DCS via Orpington

5R51 - Ashford DCS & Ramsgate T&RSMD

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

5W00 - Ashford DCS & Grove Park CSD via Orpington

5W99 - Ramsgate EMUD – Ashford DCS

5Y17 - Gillingham EMUD & Ramsgate EMUD

5Y17 - Slade Green T&RSMD & Ramsgate EMUD

5Y70 - Grove Park CSD & Gillingham EMUD

5Y71 - Gillingham EMUD & Grove Park CSD

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

### 1.3.2 Days of Operation

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

| Abbreviation    | Description  |
|-----------------|--|
| M               | Monday   |
| T               | Tuesday  |
| W               | Wednesday  |
| Th              | Thursday   |
| F               | Friday   |
| S               | Saturday   |
| Su              | Sunday   |
| EWD             | Every Week Day (Monday to Saturday)  |
|                 |  |
| <b>Suffixes</b> |  |
| 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  |
|                 |  |
| <b>General</b>  |  |
| BHX             | Denotes that this train does not run on a bank holiday                             |

### 1.3.3 Traction and Rolling Stock

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

### 1.3.4 Line Codes

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

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

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

### 1.3.5 Activity and Other Codes

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

### Activity Codes – Notes

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

## 2 Route Description

### 2.1 Planning Geography

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

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

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

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

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

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

In the tables below, the following codes apply:

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

| <b>SO110 LONDON VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)</b> |                               |            |             |   |
|---|-------------------------------|------------|-------------|---|
| <b>TIMING POINT</b>   | <b>DOWN</b>                   | <b>UP</b>  | <b>CODE</b> | <b>NOTES</b>  |
| <b><u>London Victoria (E)</u></b>                                     | DFL<br>UFX<br>DSL<br>DBS<br>- |            |             | Platform detail must be shown (1-8)<br>Use TIPLOC VICTRIE   |
| Victoria Grosvenor Carriage Shed Entry/Exit                           | -                             | -          | S           | Timing point for all trains to or from Victoria Grosvenor Carriage Shed<br>Access controlled by TOC shunter |
| Victoria Grosvenor Carriage Shed                                      | -                             | -          | S           | Timing point for trains into and out of the shed<br>Access controlled by TOC shunter                        |
| <b><u>Grosvenor Bridge Junction</u></b>                               | DFL<br>DSL<br>RVL<br>-        | UFL<br>USL |             | <i>To/from Stewarts Lane Junction - SO250A</i>  |

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



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

| TIMING POINT                                 | DOWN                | UP              | CODE | NOTES  |
|--|---------------------|-----------------|------|--|
| <i>Shortlands Junction</i>                   |                     |                 |      | <i>To/from Ravensbourne - SO260</i>  |
| <b><u>Shortlands</u></b>                     | FL SL               | -<br>UCL<br>URC |      | Platform detail must be shown<br><i>To/from Ravensbourne - SO260</i>                                   |
| <i>Bromley South Signal VS617</i>            | FL                  | FL              |      | Shunt available for crossing<br>Use TIPLOC BROM617   |
| <b><u>Bromley South</u></b>                  | FL SL               | FL SL           | S    | Platform detail must be shown  |
| Bickley                                      | FL SL               | FL SL           | S    |  |
| <b><u>Bickley Junction</u></b>               | FL SL<br>DFV<br>DSV | FL SL           |      | <i>To/from Petts Wood Junction - SO110A</i>  |
| <b><u>St Mary Cray Junction</u></b>          | FL SL               | FL SL<br>CL RVL |      | <i>To/from Chislehurst - SO130G</i><br>Line codes CL and RVL are to/from Chislehurst                   |
| St Mary Cray                                 | FL SL               | FL SL           | S    | Platform detail must be shown  |
| <i>Swanley Signal VS631</i>                  | FL SL               | FL SL           |      | Shunt available for crossing<br>Use TIPLOC SWLY631   |
| <b><u>Swanley</u></b>                        | -                   | FL SL           |      | Platform detail must be shown<br><i>To/from Eynsford - SO140</i>                                       |
| <i>Swanley Shunt Signal VS636</i>            | FL SL               |                 |      | Use TIPLOC SWLY636   |
| Farningham Road                              | -                   | -               | S    |  |
| <b><u>Fawkham Junction</u></b>               | -                   | -               |      | <i>To/from Southfleet Junction (CTRL). Refer to SO460</i>  |
| Longfield                                    | -                   | -               | S    |  |
| Meopham                                      | -                   | -               | S    |  |
| <b><u>Sole Street</u></b>                    | -                   | -               |      |  |
| <b><u>Rochester Bridge Junction</u></b>      | -                   | -               |      | <i>To/from Strood - SO310C</i>   |
| <b><u>Rochester</u></b>                      | -                   | -               |      | Platform detail must be shown  |
| Rochester Down Loop                          | -                   | -               | S    | TIPLOC RCHTDL  |
| Rochester Up Loop                            |                     | -               | S    | TIPLOC RCHTULS   |
| Chatham                                      | -                   | -               | S    |  |
| <b><u>Gillingham</u></b>                     | -                   | -               |      | Platform detail must be shown  |
| Gillingham Down Sidings                      |                     |                 | S    |  |
| Gillingham Reception Road                    |                     |                 | S    | Timing point for trains between Gillingham Station or Gillingham Down Sidings and Gillingham EMU Depot |
| Gillingham EMU Depot                         |                     |                 | S    | Timing point for trains to/from Gillingham Reception Road or Gillingham Station                        |
| <b><u>Rainham</u></b>                        | -                   | -               |      | Platform detail must be shown  |
| <b><u>Rainham East Junction</u></b>          | DC<br>DNL           | -               |      |  |
| <b><u>Newington</u></b>                      | -                   | UC<br>UNL       |      |  |
| <b><u>Sittingbourne Western Junction</u></b> | -                   | -               |      | <i>To/from Sheerness - SO150</i>   |

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

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



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

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

## SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)

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

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

### SO130A LONDON CANNON STREET TO METROPOLITAN JUNCTION

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

### SO130B LONDON CANNON STREET TO LONDON BRIDGE

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

### SO130C TANNERS HILL JUNCTION TO LEWISHAM VALE JUNCTION

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



### SO130D ST JOHNS JUNCTION TO LEWISHAM JUNCTION

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

### SO130E PARKS BRIDGE JUNCTION TO LADYWELL JUNCTION

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

### SO130F COURTHILL LOOP NORTH JUNCTION TO COURTHILL LOOP SOUTH JUNCTION

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

### SO130G CHISLEHURST JUNCTION TO ST MARY CRAY JUNCTION

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

### SO130H SALTWOOD JUNCTION TO CTRL/ET BOUNDARY

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

### SO130K SEVINGTON LOOP TO SEVINGTON SIDINGS

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

### SO140 SWANLEY TO ASHFORD INTERNATIONAL (VIA MAIDSTONE EAST)

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

### SO140A OTFORD JUNCTION TO SEVENOAKS

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

### SO150 SITTINGBOURNE WESTERN JUNCTION TO SHEERNESS ON SEA

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

### SO150A SITTINGBOURNE EASTERN JUNCTION TO SITTINGBOURNE MIDDLE JUNCTION

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

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

## SO170 TONBRIDGE TO BOPEEP JUNCTION

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

### SO180 PADDOCK WOOD TO-MAIDSTONE WEST

| TIMING POINT                 | DOWN | UP | CODE | NOTES   |
|------------------------------|------|----|------|---|
| <b><u>Paddock Wood</u></b>   | -    | -  |      | Platform detail including through lines must be shown<br><i>To/from Tonbridge - SO130</i> |
| Beltring                     | -    | -  | S    |   |
| East Peckham Tip             | -    | -  | S    | Access controlled by FOC shunter and groundframe operator                                 |
| East Peckham Groundframe     | -    |    | S    | Use TIPLOC EPKCKMR<br>Timing point for trains accessing the sidings                       |
| Yalding                      | -    | -  | S    |   |
| <b><u>Wateringbury</u></b>   | -    | -  |      |   |
| <b><u>East Farleigh</u></b>  | -    | -  |      |   |
| Maidstone West Up Sidings    | -    |    | S    | Use TIPLOC MSTOWUS<br>(Non-Electrified)   |
| Maidstone West Signal MS108  |      | -  | S    | USE TIPLOC MSTO108  |
| <b><u>Maidstone West</u></b> | -    | -  |      | Platform detail must be shown   |

### SO200 - Please see Sussex Timetable Planning Rules – SO600

### SO210 - Please see Sussex Timetable Planning Rules – SO610

### SO220 ASHFORD TO RAMSGATE (VIA CANTERBURY WEST)

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

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

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

### SO240A MINSTER SOUTH JUNCTION TO MINSTER WEST JUNCTION

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

### SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------|------|----|------|-------|
|              |      |    |      |       |

For Route SO250 Please see Sussex Timetable Planning Rules

### SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------|------|----|------|-------|
|              |      |    |      |       |

For Route SO250A Please see Sussex Timetable Planning Rules

### SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------|------|----|------|-------|
|              |      |    |      |       |

For Route SO250B Please see Sussex Timetable Planning Rules

### SO250C LONGHEDGE JUNCTION TO POUPARTS JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------|------|----|------|-------|
|              |      |    |      |       |

For Route SO250C Please see Sussex Timetable Planning Rules

### SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

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

### SO260 BRIXTON JUNCTION TO SHORTLANDS JUNCTION (CATFORD LOOP)

| TIMING POINT                     | DOWN            | UP   | CODE | NOTES   |
|----------------------------------|-----------------|------|------|---|
| <i>Brixton Junction</i>          |                 |      |      | <i>To/from Shepherds Lane Junction - SO110<br/>Use TIPLOC BRIXTON to/from Catford Loop</i>          |
| <b>Canterbury Road Junction</b>  | -               | -    |      | <i>To/from Loughborough Junction - SO280C</i>   |
| Cambria Junction Signal TVS679   | -               | -    |      | Shunt available<br>Use TIPLOC CBRI679   |
| <b>Cambria Junction</b>          | -               | -    |      | <i>To/from Loughborough Junction - SO280B</i>   |
| Cambria Junction Signal TVS678   | -               | -    |      | Shunt available<br>Use TIPLOC CBRI678   |
| <b>Denmark Hill</b>              | -               | -    |      | Platform detail must be shown.  |
| <b>Crofton Road Junction</b>     | -               | - AL |      | <i>To/from Denmark Hill (Atlantic Lines) –<br/>Refer to Sussex Timetable Planning Rules - SO645</i> |
| Peckham Rye                      | -               | -    | S    |   |
| <b>Nunhead</b>                   | -               | -    |      | Platform detail must be shown   |
| <i>Nunhead Junction</i>          | -               | -    |      | <i>To/from Lewisham Vale Junction - SO330</i>   |
| Crofton Park                     | -               | -    | S    |   |
| Catford                          | -               | -    | S    |   |
| <b>Bellingham</b>                | -               | -    |      | Platform detail must be shown   |
| Bellingham Down Carriage Sidings | -               | -    | S    | Timing point for trains into and out of the Sidings   |
| Bellingham Shunt Signal TVS688   | -               | -    |      | Use TIPLOC BELN688  |
| Beckenham Hill                   | -               | -    | S    |   |
| <b>Ravensbourne</b>              | -<br>DCL<br>DRC | -    |      | <i>To/from Shortlands - SO110</i><br><br>Use TIPLOC RBRN to / from Catford Loop                     |
| <i>Shortlands Junction</i>       |                 |      |      | <i>To/from Shortlands - SO110</i>   |

### SO280 FARRINGDON TO HERNE HILL

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



### SO280 FARRINGDON TO HERNE HILL

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

### SO280A BLACKFRIARS JUNCTION TO METROPOLITAN JUNCTION

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

### SO280B LOUGHBOROUGH JUNCTION TO CAMBRIA JUNCTION

| TIMING POINT                        | DOWN | UP    | CODE | NOTES                                      |
|-------------------------------------|------|-------|------|--|
|                                     |      |       |      |  |
| <b><u>Loughborough Junction</u></b> | -    | FL SL |      | <i>To/from Elephant and Castle - SO280</i> |
| Cambria Junction Signal VS675       | -    | -     |      | Shunt available<br>Use TIPLOC CBR1675      |
| <b><u>Cambria Junction</u></b>      | -    | -     |      | <i>To/from Denmark Hill – SO260</i>        |

### SO280C LOUGHBOROUGH JUNCTION TO CANTERBURY ROAD JUNCTION

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

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

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

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

| TIMING POINT             | DOWN       | UP | CODE | NOTES                                      |
|--------------------------|------------|----|------|--|
| <u>Dartford Junction</u> | DML<br>RVL | -  |      | To/from Crayford Spur 'B' Junction - SO310 |

### SO290A BLACKHEATH JUNCTION TO CHARLTON JUNCTION

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

### SO290B ANGERSTEIN JUNCTION TO ANGERSTEIN WHARF

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

### SO300 LEWISHAM JUNCTION TO CRAYFORD CREEK JUNCTION (VIA BEXLEYHEATH)

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

### SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION

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

### SO310 HITHER GREEN TO MAIDSTONE WEST (VIA SIDCUP)

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

| <b>SO310 HITHER GREEN TO MAIDSTONE WEST (VIA SIDCUP)</b> |             |                   |             |  |
|--|-------------|-------------------|-------------|--|
| <b>TIMING POINT</b>                                      | <b>DOWN</b> | <b>UP</b>         | <b>CODE</b> | <b>NOTES</b>   |
|  |             |                   |             |  |
|  | DML<br>RVL  |                   |             |  |
| <b><u>Dartford</u></b>                                   | -           | UML<br>DML<br>RVL |             | Platform detail must be shown  |
| Dartford Up Sidings                                      | -           | -                 | S           | Timing point for trains to and from Up Sidings.<br>Siding numbers to be shown  |
| Dartford Down Siding                                     | -           | -                 | S           | Timing point for trains to and from Down Siding  |
| Stone Crossing   | -           | -                 | S           |  |
| Greenhithe   | -           | -                 | S           |  |
| Swanscombe   | -           | -                 | S           |  |
| Northfleet Junction                                      | -<br>UM     | -                 | S<br>X      | Timing point for trains to and from Northfleet<br>Tarmac and for Down trains crossing over to up<br>line.<br>TIPLOC NRTHFTJ  |
| Northfleet Tarmac  |             | -                 | S           | TIPLOC NRTHDBC<br>Access controlled by FOC shunter   |
| Northfleet   | -           | -                 | S           | Platform detail must be shown  |
| <b><u>Springhead Road Junction</u></b>                   | -           | -                 |             | <i>To/from Ebbsfleet International – SO450</i>   |
| <b><u>Gravesend</u></b>                                  | -           | -                 |             | Platform detail must be shown.   |
| Signal NK1611  | -           | -                 | S           | For freight moves between Grain Branch and<br>Hoo Yards<br>TIPLOC HOOJ611  |
| Signal NK443   | -           |                   | S           | TIPLOC HOOJD16   |
| <b><u>Hoo Junction</u></b>                               | -           | -                 |             | <i>To/from Grain - SO320</i> See also Section 5.3  |
| Hoo Down Yard  | -           |                   | S           | TIPLOC HOOJDYD   |
| Hoo Up Yard  |             |                   | S           | Departures in Up direction to use TIPLOC –<br>HOOJ512<br>Departures in Down direction to use TIPLOC –<br>HOOJ511<br>See also Section 5.3<br>Access controlled by FOC shunter |
| Higham   | -           | -                 | S           |  |
| <b><u>Strood</u></b>                                     | -           | -                 |             | Platform detail must be shown<br><i>To/from Rochester Bridge Junction – SO310C</i>   |
| Strood Signal NK1630                                     | -           | -                 |             | Timing point for trains reversing at Strood  |
| <b><u>Cuxton</u></b>                                     | -           | -                 |             |  |
| Rugby Sidings  | -           | -                 | S           | TIPLOC HALGDBC (DBC)<br>TIPLOC HALGGBR (GBRf)<br>TIPLOC HALGFHH (FHH)<br>TIPLOC HALGCLR (Colas)  |
| Halling Groundframe                                      | -           |                   | S           | Use TIPLOC HALGGF<br>Timing point for trains accessing the sidings   |
| Halling  | -           | -                 | S           |  |
| Snodland   | -           | -                 | S           |  |
| New Hythe  | -           | -                 | S           |  |
| Brookgate Sidings  | -           | -                 | S           |  |
| <b><u>Aylesford</u></b>                                  | -           | -                 |             |  |
| Allington Groundframe                                    | -           | -                 | S           | Use TIPLOC ALLGREV<br>Timing point for trains accessing the sidings  |

### SO310 HITHER GREEN TO MAIDSTONE WEST (VIA SIDCUP)

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

### SO310A LEE SPUR JUNCTION TO LEE LOOP JUNCTION

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

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

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

### SO310C STROOD TO ROCHESTER BRIDGE JUNCTION

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

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

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

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

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



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

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

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

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

## SO410A REGENTS CANAL JUNCTION TO YORK WAY NORTH JUNCTION

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

## SO410B REGENTS CANAL JUNCTION TO CEDAR JUNCTION

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

## SO420 YORK WAY SOUTH JUNCTION TO CAMDEN ROAD INCLINE JUNCTION

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

### SO430 STRATFORD INTERNATIONAL WEST JUNCTION TO TEMPLE MILLS DEPOT

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

### SO440 RIPPLE LANE EXCHANGE SIDINGS TO DAGENHAM JUNCTION

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

### SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION

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

### SO460 FAWKHAM JUNCTION TO SOUTHFLEET JUNCTION

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

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

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

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

| TIMING POINT   | DOWN | UP         | CODE | NOTES   |
|--|------|------------|------|---|
|  |      |            |      |   |
| Line codes on SO470 apply forward from the timing point against which they are shown |      |            |      |   |
|  |      |            |      | SO130   |
| <u>Ashford International</u>   | -    | DWC<br>UWC |      | Only applies to trains which routed via the Ashford CTRL Chords |

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

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

### SO490 DOLLANDS MOOR WEST JUNCTION TO DOLLANDS MOOR SIDINGS

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

## 2.2 Route Opening Hours

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

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

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

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

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

## 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.

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

### 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 Sectional Appendix does not cover the HS1 route. The HS1 route has its own Working Manual.*

### 4.4 Freight Train Load Limits

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

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

### 4.5 Freight Train Length Limits

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

## 4.6 Driver Only Operation Limits

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

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

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

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

### SO110A BICKLEY JUNCTION TO PETTS WOOD JUNCTION

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

### SO130A LONDON CANNON STREET TO METROPOLITAN JUNCTION

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

### SO130B LONDON CANNON STREET TO LONDON BRIDGE

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



### SO130C TANNERS HILL JUNCTION TO LEWISHAM VALE JUNCTION

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

### SO130D ST JOHNS JUNCTION TO LEWISHAM JUNCTION

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

### SO130E PARKS BRIDGE JUNCTION TO LADYWELL JUNCTION

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

### SO130F COURTHILL LOOP NORTH JUNCTION TO COURTHILL LOOP SOUTH JUNCTION

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

### SO130G CHISLEHURST JUNCTION TO ST MARY CRAY JUNCTION

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

### SO130H SALTWOOD JUNCTION TO CTRL/ET BOUNDARY

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

### SO130K SEVINGTON LOOP TO SEVINGTON SIDINGS

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

### SO140 SWANLEY TO ASHFORD INTERNATIONAL

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

### SO140A OTFORD JUNCTION TO SEVENOAKS

| Route Section               | Pass | ECS Slide |
|-----------------------------|------|-----------|
| Otford Junction – Sevenoaks | P    | P         |

### SO150 SITTINGBOURNE WESTERN JUNCTION TO SHEERNESS ON SEA

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

### SO150A SITTINGBOURNE EASTERN JUNCTION TO SITTINGBOURNE MIDDLE JUNCTION

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

### SO160 FAVERSHAM TO DOVER PRIORY

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

### SO170 TONBRIDGE TO BOPEEP JUNCTION

| Route Section               | Pass | ECS Slide |
|-----------------------------|------|-----------|
| Tonbridge – Bopeep Junction | NA   | P         |

### SO180 PADDOCK WOOD TO MAIDSTONE WEST

| Route Section         | Pass | ECS Slide |
|-----------------------|------|-----------|
| Paddock Wood – Strood | NA   | P         |

|   |
|---|
| <b>SO200 - Please see Sussex Timetable Planning Rules – SO600</b> |
|   |

|   |
|---|
| <b>SO210 - Please see Sussex Timetable Planning Rules – SO610</b> |
|   |

|  |
|--|
| <b>SO220 ASHFORD TO RAMSGATE (VIA CANTERBURY WEST)</b> |
|  |

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

|   |
|---|
| <b>SO240 BUCKLAND JUNCTION TO MINSTER EAST JUNCTION<br/>(VIA DEAL AND SANDWICH)</b> |
|   |

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

|   |
|---|
| <b>SO240A MINSTER SOUTH JUNCTION TO MINSTER WEST JUNCTION</b> |
|   |

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

|  |
|--|
| <b>SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION</b> |
|  |

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

|   |
|---|
| <b>SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION</b> |
|   |

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

### SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

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

### SO250C LONGHEDGE JUNCTION TO POUPARTS JUNCTION

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

### SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

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

### SO260 BRIXTON JUNCTION TO SHORTLANDS JUNCTION (CATFORD LOOP)

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

### SO280 FARRINGDON TO HERNE HILL

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

### SO280A LONDON BLACKFRIARS TO METROPOLITAN JUNCTION

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

### SO280B LOUGHBOROUGH JUNCTION TO CAMBRIA JUNCTION

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

### SO280C LOUGHBOROUGH JUNCTION TO CANTERBURY ROAD JUNCTION

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

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

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

### SO290A BLACKHEATH JUNCTION TO CHARLTON JUNCTION

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

### SO290B ANGERSTEIN JUNCTION TO ANGERSTEIN WHARF

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

### SO300 LEWISHAM JUNCTION TO CRAYFORD CREEK JUNCTION (VIA BEXLEYHEATH)

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

### SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION

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

### SO310 HITHER GREEN TO MAIDSTONE WEST (VIA SIDCUP)

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

### SO310A LEE SPUR JUNCTION TO LEE LOOP JUNCTION

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

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

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

### SO310C STROOD TO ROCHESTER BRIDGE JUNCTION

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

### SO320 HOO JUNCTION TO GRAIN SIDINGS

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

### SO330 NUNHEAD TO HAYES

| Route Section   | Pass | ECS Slide |
|-----------------|------|-----------|
| Nunhead – Hayes | P    | P         |

### SO330A NEW BECKENHAM TO BECKENHAM JUNCTION

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

### SO350 GROVE PARK TO BROMLEY NORTH

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

### SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION

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

### SO460 FAWKHAM JUNCTION TO SOUTHFLEET JUNCTION

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

## 5 Running Times, Margins and Allowances

### 5.1 Sectional Running Times

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

#### 5.1.1 Source of Current SRTs

The definitive catalogue of SRTs is held within BPlan.

#### 5.1.2 Method of Calculation

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

- i) Where a 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.

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

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

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

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

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

#### 5.1.3 New and Revised Sectional Running Times

New and revised SRTs are agreed between 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 Capacity Planning Department.

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



## 5.2 Headways

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

### 5.2.1 Headway Values

All times are in minutes. All routes are shown.

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

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

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

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

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

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

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

### SO110A BICKLEY JUNCTION TO PETTS WOOD JUNCTION

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

### SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)

| TIMING POINT                     | DOWN                             | UP                                | NOTES  |
|----------------------------------|----------------------------------|-----------------------------------|--|
| London Charing Cross – New Cross | 2                                | 2                                 |  |
| New Cross - Grove Park           | 2 Non-Stopping *<br>2½ Stopping  | 2 Non-Stopping *<br>2½ Stopping   | *3 minutes following freight   |
| Grove Park —Saltwood Junction    | 2 Non-Stopping *<br>3 Stopping** | 2 Non-Stopping *<br>3 Stopping*** | *3 minutes following freight<br><br>** A 2 minute headway can be applied at Orpington if the first passenger train does not call at Chelsfield<br><br>***A 2 minute headway can be applied at Sevenoaks if the first passenger train does not call at Dunton Green |
| Saltwood Junction – Dover Priory | 3                                | 3                                 |  |

### SO130A LONDON CANNON STREET TO METROPOLITAN JUNCTION

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

### SO130B LONDON CANNON STREET TO LONDON BRIDGE

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

### SO130C TANNERS HILL JUNCTION TO LEWISHAM VALE JUNCTION

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

### SO130D ST JOHNS JUNCTION TO LEWISHAM JUNCTION

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

**SO130E PARKS BRIDGE JUNCTION TO LADYWELL JUNCTION**

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

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

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

**SO130G CHISLEHURST JUNCTION TO ST MARY CRAY JUNCTION**

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

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

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

**SO130K SEVINGTON LOOP TO SEVINGTON SIDINGS**

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

### SO140 SWANLEY TO ASHFORD INTERNATIONAL (VIA MAIDSTONE EAST)

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

### SO140A OTFORD JUNCTION TO SEVENOAKS

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

### SO150 SITTINGBOURNE WESTERN JUNCTION TO SHEERNESS ON SEA

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

### SO150A SITTINGBOURNE EASTERN JUNCTION TO SITTINGBOURNE MIDDLE JUNCTION

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

### SO160 FAVERSHAM TO DOVER PRIORY

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

### SO170 TONBRIDGE TO BOPEEP JUNCTION

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

### SO180 PADDOCK WOOD TO MAIDSTONE WEST

| TIMING POINT                              | DOWN                         | UP                           | NOTES   |
|---|------------------------------|------------------------------|---|
|   |                              |                              |   |
| Paddock Wood (exclusive) – Watlingtonbury | 6 Non-Stopping<br>7 Stopping | 6 Non-Stopping<br>7 Stopping | Trains can arrive/depart/pass Paddock Wood 3 minutes apart  |
| Watlingtonbury - East Farleigh            | AB+2                         | AB+2                         |   |
| East Farleigh - Maidstone West            | AB+2*                        | AB+2                         | *Anything up to 250m to be planned as AB+2 on arrival. Anything longer than 250m to be planned as AB+2 on departure |

### SO200- Please see Sussex Timetable Planning Rules – SO600

### SO210 - Please see Sussex Timetable Planning Rules – SO610

### SO220 ASHFORD TO RAMSGATE (VIA CANTERBURY WEST)

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

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

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

### SO240A MINSTER WEST JUNCTION TO MINSTER SOUTH JUNCTION

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

### SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--------------|------|----|-------|
|              |      |    |       |

For Route SO250 Please see Sussex Timetable Planning Rules

### SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--------------|------|----|-------|
|              |      |    |       |

For Route SO250A Please see Sussex Timetable Planning Rules

### SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--------------|------|----|-------|
|              |      |    |       |

For Route SO250B Please see Sussex Timetable Planning Rules

### SO250C LONGHEDGE JUNCTION TO POUPARTS JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--------------|------|----|-------|
|              |      |    |       |

For Route SO250C Please see Sussex Timetable Planning Rules

### SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

| TIMING POINT | DOWN | UP | NOTES |
|--------------|------|----|-------|
|              |      |    |       |

For Route SO250D Please see Sussex Timetable Planning Rules

### SO260 BRIXTON JUNCTION TO SHORTLANDS JUNCTION (CATFORD LOOP)

| TIMING POINT                                | DOWN                            | UP                              | NOTES   |
|---|---------------------------------|---------------------------------|---|
| Brixton Junction – Crofton Road Junction    | 2 Non-Stopping *<br>3 Stopping  | 3*                              | <b>DOWN</b><br>3 Following Freight<br><b>UP</b><br>*3 Following Freight   |
| Crofton Road Junction – Shortlands Junction | 2½ Non-Stopping *<br>3 Stopping | 2 Non-Stopping **<br>3 Stopping | <b>*DOWN</b><br>3 Following Freight<br><b>**UP</b><br>3 Following Freight |

### SO280 FARRINGDON TO HERNE HILL

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

### SO280A LONDON BLACKFRIARS TO METROPOLITAN JUNCTION

| TIMING POINT                               | DOWN | UP | NOTES |
|--|------|----|-------|
| London Blackfriars – Metropolitan Junction | 2½   | 2½ |       |

### SO280B LOUGHBOROUGH JUNCTION TO CAMBRIA JUNCTION

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

### SO280C LOUGHBOROUGH JUNCTION TO CANTERBURY ROAD JUNCTION

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

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

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

### SO290A BLACKHEATH JUNCTION TO CHARLTON JUNCTION

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

### SO290B ANGERSTEIN JUNCTION TO ANGERSTEIN WHARF

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



### SO300 LEWISHAM TO CRAYFORD CREEK JUNCTION (VIA BEXLEYHEATH)

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

### SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION

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

### SO310 HITHER GREEN TO MAIDSTONE WEST (VIA SIDCUP)

| TIMING POINT                        | DOWN                               | UP                               | NOTES   |
|-------------------------------------|------------------------------------|----------------------------------|---|
| Hither Green – Lee                  | 2½*                                | 2½                               | <u>DOWN</u><br><br>2½ - Stopping passenger arrive at Lee following freight from Lee Spur Junction<br><br>4 minutes for consecutive freight if preceding is from Lee Spur Junction |
| Lee – Crayford                      | 2 Non-Stopping *<br>2½ Stopping    | 2 Non-Stopping *<br>2½ Stopping  | <u>DOWN</u><br>*2½ Following Freight<br><br><u>UP</u><br>3 minutes if preceding train travels towards Lee Spur Junction   |
| Crayford – Hoo Junction             | 2 Non-Stopping<br>2½ Stopping      | 2 Non-Stopping<br>2½ Stopping    |   |
| Hoo Junction - Strood               | 3*                                 | 2 Non-Stopping *<br>3 Stopping*  | *4½ minutes Following Freight   |
| Strood – Cuxton (inclusive)         | 3 Non-Stopping<br>4 Stopping       | 3 Non-Stopping<br>4 Stopping     |   |
| Cuxton (exclusive) - Aylesford      | 4 Non-Stopping<br>5 Stopping       | 4 ½ Non-Stopping<br>5 ½ Stopping |   |
| Aylesford – Maidstone Barracks      | 3 ½ Non-Stopping*<br>4 ½ Stopping* | 3 ½ Non-Stopping<br>4 ½ Stopping | *Down train cannot pass / depart Aylesford towards Maidstone Barracks until 2 minutes after the proceeding train has arrived at Maidstone West                                    |
| Maidstone Barracks – Maidstone West | AB+2                               | AB+2                             |   |

### SO310A LEE SPUR JUNCTION TO LEE LOOP JUNCTION

| TIMING POINT                          | DOWN | UP | NOTES |
|---------------------------------------|------|----|-------|
| Lee Spur Junction – Lee Loop Junction | 3    | 3  |       |

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

| TIMING POINT  | DOWN | UP | NOTES |
|---|------|----|-------|
| Crayford Spur 'A' Junction – Crayford Spur 'B' Junction | 3    | 3  |       |

### SO310C STROOD TO ROCHESTER BRIDGE JUNCTION

| TIMING POINT                       | DOWN | UP   | NOTES                   |
|------------------------------------|------|------|-------------------------|
| Strood – Rochester Bridge Junction | AB+1 | AB+1 | TCB to be planned as AB |

### SO320 HOO JUNCTION TO GRAIN SIDINGS

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

### SO330 NUNHEAD TO HAYES

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

### SO330A NEW BECKENHAM TO BECKENHAM JUNCTION

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

### SO350 GROVE PARK TO BROMLEY NORTH

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

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

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

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

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

### SO410A REGENTS CANAL JUNCTION TO YORK WAY NORTH JUNCTION

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

### SO410B SILO CURVE JUNCTION TO CEDAR JUNCTION

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

### SO420 YORK WAY SOUTH JUNCTION TO CAMDEN ROAD INCLINE JUNCTION

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

### SO430 STRATFORD INTERNATIONAL WEST JUNCTION TO TEMPLE MILLS DEPOT

| TIMING POINT   | DOWN | UP | NOTES   |
|--|------|----|---|
|  |      |    |   |
| Stratford International West Junction – Temple Mills Depot | 5*   | 5  | Single Line<br>*30 minutes required between arrivals should the preceeding train go via the Carriage Washer |

### SO440 RIPPLE LANE EXCHANGE SIDINGS TO DAGENHAM JUNCTION

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

### SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION

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

**SO460 FAWKHAM JUNCTION TO SOUTHFLEET JUNCTION**

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

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

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

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

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

**SO490 DOLLANDS MOOR WEST JUNCTION TO DOLLANDS MOOR SIDINGS**

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

## 5.2.2 General Capacity Constraints

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

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

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

### Junctions

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

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

#### SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)

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

#### SO130D ST JOHNS JUNCTION TO LEWISHAM JUNCTION

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

#### SO130H SALTWOOD JUNCTION TO RT/ET BOUNDARY

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

#### SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

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

#### SO250A GROSVENOR BRIDGE JUNCTION TO FACTORY JUNCTION

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

#### SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

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

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

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

### SO300 LEWISHAM TO CRAYFORD CREEK JUNCTION

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

### SO310 HITHER GREEN TO MAIDSTONE WEST (VIA DARTFORD)

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

### SO330 NUNHEAD TO HAYES

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

#### Route Sections

### SO140A OTFORD JUNCTION TO SEVENOAKS

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

### SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

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

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

## 5.3 Junction Margins and Station Planning Rules

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

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

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

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

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

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

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



### STANDARD VALUES – MINIMUM

|               |   |
|---------------|---|
| Class 376 EMU | 4 |
| Class 395 EMU | 4 |
| Class 465 EMU | 3 |
| Class 466 EMU | 3 |

|                               |   |
|-------------------------------|---|
| <b>Connectional Allowance</b> | 5 |
|-------------------------------|---|

### Detachment of Units:

|                       |   |
|-----------------------|---|
| Class 375/377/387 EMU | 4 |
| Class 465/466 EMU     | 3 |
| Class 395 EMU         | 4 |

### Dwell Time

|   |    |
|---|----|
| Standard  | ½  |
| Class 395   | 1  |
| Class 700 EMU when traction changeover is required  | 1  |
| Empty Coaching Stock (ECS) to passenger services in the same direction unless otherwise specified | 1* |
| Passenger service to Empty Coaching Stock (ECS) in the same direction unless otherwise specified  | 1* |

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

### Dwell Times – Empty Coaching Stock to Passenger Service in the same direction

| Stock             | Eurostar |
|-------------------|----------|
| Class 373/374 EMU | 26       |

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

| 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 | Eurostar |
|-------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|----------|
| Class 171 DMU     |       | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2      | 2      | 2      |          |
| Class 373/374 EMU |       |       |       |       |       |       |       |       |       |        |        |        | 35       |
| Class 700 EMU     |       |       |       |       |       |       |       | 4     |       |        |        | 4      |          |

### Generic Rolling Stock Classes

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

### Junction Margins

### STANDARD VALUES – MINIMUM

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

### Platform Reoccupation

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

### Minimum allowance for freight movements

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

### Permissive Working

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

### Station Allowances

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

### Minimum Turnround – 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 | Eurostar |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|----------|
| Class 171 DMU                             |       | 3     | 4     | 4     | 4     | 4     | 5     | 5     | 6     | 6      |        |        |          |
| Class 373/374 EMU                         |       |       |       |       |       |       |       |       |       |        |        |        | 52       |
| Class 375/377 EMU (Southeastern Services) |       |       | 5     | 5     |       | 6     | 6     | 7     | 7     | 7      | 9      | 9      |          |
| Class 376 EMU                             |       |       |       |       | 6     |       |       |       |       | 7      |        |        |          |
| Class 377/387 EMU (Southern Services)     |       |       | 4     | 4     | 4     | 4     | 5     | 5     | 5     | 6      | 6      | 6      |          |
| Class 395 EMU                             |       |       |       |       |       | 6     |       |       |       |        |        | 9      |          |
| Class 465 / 466 EMU                       |       | 4     |       | 5     |       | 6     |       | 7     |       | 7      |        | 9      |          |
| Class 700 EMU                             |       |       |       |       |       |       |       | 8     |       |        |        | 10     |          |
| Class 707 EMU                             |       |       |       |       | 6     |       |       |       |       | 7      |        |        |          |

THE FOLLOWING PAGES SHOW- THE EXCEPTIONS TO THESE STANDARD VALUES

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

### London Victoria (Eastern)

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

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

### Berthing Facilities

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

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

**Connectional Allowance** 15\*

\* - Connectional allowance of 10 minutes applies to Southeastern

### Junction Margins

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

### Planning Notes

Any train planned into Platform 2 which is longer than 250m/39 SLU/12 cars will foul TVS3 signal and 704 points. An extra minute should be added into schedules for Platform re-occupation for movements in opposing directions

London Victoria (E) Platforms 3-8 are accessible to / from the Up Brighton Slow (UBS) via 219 points.

GTR Southern services should not be planned to use platforms 1 to 7 due to driver route knowledge restrictions

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

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

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

### London Victoria (Eastern)

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

### Station Working Requirements

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

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

### Victoria Grosvenor Carriage Shed

#### Berthing Facilities

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

### Brixton

#### Adjustments to Sectional Running Times

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

#### Overlap Restrictions

| First Movement                 | Second Movement                 | Reason       | Value |
|--------------------------------|---------------------------------|--------------|-------|
| Up train from the Catford Loop | Up train pass/arrive Platform 1 | VS114 Signal | 2*    |
| Up train arrive Platform 1     | Up train pass from Catford Loop | VS114 Signal | 2     |
| *2½ following freight          |                                 |              |       |

### Herne Hill

#### Adjustments to Sectional Running Times

| Movement Down  | Reason             | Value |
|--|--------------------|-------|
| All freight trains which are being routed via Tulse Hill | Speed differential | 1     |

| Herne Hill  |   |                                  |
|---|---|----------------------------------|
|   |   |                                  |
| Down trains from London Blackfriars not calling at Herne Hill                                       | Approach control on signal VS123                            | 1*                               |
| Down trains from London Blackfriars towards Kent House not calling at Herne Hill                    | Acceleration from 20mph crossover                           | {½}<br>approaching<br>Kent House |
| Down trains from Brixton towards Tulse Hill not calling at Herne Hill                               | Approach control on signal VS151 and 20mph crossover        | {½}<br>approaching<br>Herne Hill |
| *adjustment only applies when margin at Herne Hill is less than 2 minutes                           |   |                                  |
|   |   |                                  |
| Movement Up   | Reason  | Value                            |
| All freight trains from Tulse Hill towards Brixton or from Loughborough Junction towards Kent House | Speed differential  | 1½                               |
| Up trains from Kent House towards Blackfriars not calling at Herne Hill                             | Approach control on signal VS126 and 20mph crossover        | {½}<br>approaching<br>Herne Hill |
| Up trains from Kent House running non-stop via platform 1 at Herne Hill                             | Approach control on signal VS134 and 15mph crossover        | {½}<br>approaching<br>Herne Hill |
| Up trains towards Brixton running non-stop via platform 1 at Herne Hill                             | Acceleration from 30mph crossover                           | {½}<br>approaching<br>Brixton    |
|   |   |                                  |
| Connectional Allowance  | 4   |                                  |
|   |   |                                  |
| Dwell Time  |   |                                  |
| All Thameslink services   | 1   |                                  |
|   |   |                                  |
| Junction Margins  |   |                                  |
| First Movement  | Second Movement   | Margin                           |
| Up non-stop towards Brixton   | Down departure for Tulse Hill                               | 1                                |
| Down non-stop from Brixton  | Up departure towards Loughborough Junction                  | 1                                |
| Up train passing Platform 2 towards Brixton   | Up train departing Platform 1 towards Loughborough Junction | 1                                |
| Down train passing Platform 3 towards Beckenham Junction  | Down train departing Platform 4 towards Tulse Hill          | 1                                |
| Down train into turnback siding   | Down train arrives/passes Herne Hill                        | 3                                |
| Up train from platform 4 or turnback siding to Up Holborn   | Down train on Down Holborn (non-stop or stopping)           | 4                                |
| Up train from platform 4 to Up Holborn  | Down train from Down Chatham arrives / passes platform 4    | 4                                |
| Up train from platform 4 to Up Chatham  | Down train from Down Chatham arrives/passes platform 3 or 4 | 4                                |
| Up train on Up Holborn (non-stop or stopping)   | Up train from turnback siding to Up Holborn                 | 3                                |
| Up train from turnback siding to Up Holborn   | Up train on Up Holborn (non-stop or stopping)               | 3½                               |
| Up train from Platform 4 to Up Holborn  | Up train on Up Holborn (non-stop or stopping)               | 3                                |
| Up train departing from Platform 1 or 2 to Up Holborn   | Down train on Down Chatham Main running non-stop            | 2½                               |

## Herne Hill Turnback Siding

### Length of Turnback Siding

270 metres or 42 SLU (12 cars EMU Stock)

## Kent House

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

## Beckenham Junction

### Berthing Facilities

| Location              | Cars | Notes                                    |
|-----------------------|------|--|
| Down Bay (Platform 4) | 8    |  |
| Up Bay (Platform 1)   | 8    | Not to be used without prior arrangement |

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

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

|            |           |  |
|------------|-----------|--|
| Platform 1 | Up Bay    | Attaching/Detaching and Platform Sharing |
| Platform 2 | Up Main   | Attaching/Detaching and Platform Sharing |
| Platform 3 | Down Main | Attaching/Detaching and Platform Sharing |
| Platform 4 | Down Bay  | Attaching/Detaching and Platform Sharing |

### Junction Margins

| First Movement                                     | Second Movement  | Value |
|--|--|-------|
| Platform 4 depart to Up Chatham Main               | Down Chatham Main passing service                        | 3     |
| Platform 4 depart to Up Chatham Main               | Down Beckenham Spur to Down Chatham Main passing service | 3     |
| Re-occupation of single line to/from New Beckenham |  | 3     |

## Shortlands

### Adjustments to Sectional Running Times

| Movement Up  | Reason             | Value |
|--|--------------------|-------|
| All freight trains which will travel from Up Slow to Up Catford Loop | Speed Differential | 1     |

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

### Freight Restrictions

Freight trains using the Up Ravensbourne Chord or Down Ravensbourne Chord should not have any pathing time as the chord lines are steeply graded

### Junction Margins

| <b>Shortlands</b>   |  |              |
|---|--|--------------|
| <b>First Movement</b>   | <b>Second Movement</b>                               | <b>Value</b> |
| Freight train crosses from Up Chatham Slow to Up Catford Loop   | Pass to Down Chatham Slow not stopping at Shortlands | 3            |
| <b>Length Limits</b>  |  |              |
| A train exceeding 250m/39SLU in length will foul 844 points in rear at Ravensbourne Chord Junction (CAT) when standing at VS177 on the Down Ravensbourne Chord<br>Therefore, junction margins must be based on train's departure time at Shortlands |  |              |
| A train exceeding 242m/37SLU in length will foul 845 points in rear at Ravensbourne Chord Junction (CAT) when standing at VS173 on the Down Catford Loop<br>Therefore, junction margins must be based on train's departure time at Shortlands       |  |              |

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

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

## Bickley Junction

### Adjustments to Sectional Running Times

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

| Movement Down  | Reason   | Value  |
|--|--|--|
| Down Chatham Fast to Down Slow Tonbridge Loop          | Approach Control VS203   | $\{\frac{1}{2}\}$  |
| Crossing Down Chatham Fast to Down Slow                | Approach Control signal VS199 for 15mph using 854-856 crossover and speed differential | $\{1\}$ and also $\{1\}$ approaching next timing point                     |
| Crossing Down Chatham Slow to Down Fast                | Approach Control signal VS201 for 40mph using 869-871 crossover and speed differential | $\{\frac{1}{2}\}$ and also $\{\frac{1}{2}\}$ approaching next timing point |
| Crossing Down Chatham Slow to Down Slow Tonbridge Loop | Approach Control signal VS201 for 30mph using 859-861 crossover and speed differential | $\{\frac{1}{2}\}$  |

| Movement Up   | Reason  | Value   |
|---|---|---|
| Crossing Up Fast Tonbridge Loop to Up Chatham Fast                        | Speed differential  | $\{\frac{1}{2}\}$ approaching next timing point   |
| All trains passing from Up Slow Tonbridge Loop to Up Chatham Slow or Fast | Speed differential  | $\{\frac{1}{2}\}$ approaching next timing point * |
| Crossing Up Chatham Slow to Up Chatham Fast                               | Approach Control signal VS200 for 15mph using 854-857 crossover<br>Speed differential | $\{1\}$<br>$\{1\}$ approaching next timing point  |

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

### Length Restrictions

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

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

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

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

## St Mary Cray Junction

### Adjustments to Sectional Running Times

Down direction crossing moves at St Mary Cray Junction do require the standard  $\{\frac{1}{2}\}$  adjustment from Bickley Junction. Additionally the following values should be applied

| Movement Down  | Reason             | Value  |
|--|--------------------|--|
| <b>Pass Down Chatham Slow to Down Chatham Fast, or pass from Reversible Chatham Loop</b> |                    |  |
| Freight-up to 1200t / TR70 inclusive   | Speed Differential | $\{\frac{1}{2}\}$ approaching next timing point  |
| Freight between 1400t / 1600t / TR85   | Speed Differential | $\{1\}$ approaching next timing point            |
| Any freight 1800t / TR100 and above  | Speed Differential | $\{1\frac{1}{2}\}$ approaching next timing point |
| All passenger trains   | Speed Differential | $\{\frac{1}{2}\}$ approaching next timing point  |

### Adjustments to Sectional Running Times

| Movement Up                                | Reason  | Value             |
|--|---|-------------------|
| Up Chatham Slow to Reversible Chatham Loop | Approach Control signal VS216 for 40mph using 877 crossover | $\{\frac{1}{2}\}$ |



| <b>St Mary Cray Junction</b>  |   |     |
|---|---|-----|
| Up Chatham Fast to Up Chatham Slow  | Approach Control signal VS218 for 40mph using 876-874 crossovers and acceleration | {½} |
| Up Chatham Slow to Up Chatham Fast  | Approach Control signal VS220 for 40mph using 882-880 crossovers                  | {½} |
| Up Chatham Slow to Up Chatham Loop  | Approach Control signal VS220 for 40mph using 882-880 crossovers                  | {½} |
| Up Chatham Fast to Up Chatham Loop  | Approach Control signal VS222 for 40mph using 879-873 crossovers                  | {½} |
| <b>Planning Note</b>  |   |     |
| Trains on the Up Chatham Loop are unable to pass VS220 and VS222 until VS290 shows a proceed aspect |   |     |

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

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

## Swanley

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

**Connectional Allowance** 4

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

### Planning Note

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

## Sole Street

### Adjustment Allowance

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

## Rochester Bridge Junction

### Adjustments to Sectional Running Times

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

### Length Restrictions

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

|   |                     |                     |
|---|---------------------|---------------------|
| Rochester   |                     |                     |
|   |                     |                     |
| Connectional Allowance  | 4                   |                     |
|   |                     |                     |
| Berthing Facilities   |                     |                     |
| Location  | Cars                | Notes               |
| Platform 3  | 12                  |                     |
| Up Loop   | 12                  |                     |
| Down Loop   | 12                  |                     |
|   |                     |                     |
| Limit of Shunt  | Length Limit        |                     |
| Up Chatham Main (clear of signal ER5)   | 10                  |                     |
| Up Passenger Loop (clear of signal ER3)   | 10                  |                     |
|   |                     |                     |
| Permissive working for attaching/detaching and platform sharing is authorised as shown below: |                     |                     |
| Platform 3  | Down Rochester Loop | Attaching/Detaching |

|                               |   |  |
|-------------------------------|---|--|
| <b>Chatham</b>                |   |  |
|                               |   |  |
| <b>Connectional Allowance</b> | 4 |  |
|                               |   |  |
| <b>Dwell Time</b>             |   |  |
| All Services                  | 1 |  |

| Gillingham  |   |   |                   |
|---|---|---|-------------------|
|   |   |   |                   |
| Adjustments to Sectional Running Times  |   |   |                   |
| Movement Down   |   | Reason                                    | Value             |
| All freight trains using all 60mph timing loads which are routed via Gillingham Down Reception Line |   | Speed differential approaching Gillingham | 1½                |
|   |   |   |                   |
| Berthing Facilities   |   |   |                   |
| Cars  |   | Cars                                      | Notes             |
| Up Gillingham Siding  |   | 8   |                   |
| Up Passenger Loop (Platform 1)  |   | 12  |                   |
| Down Gillingham Siding 1  |   | 8   | 12 if pushed back |
|   |   |   |                   |
| Connectional Allowance  | 4 |   |                   |
|   |   |   |                   |
| Dwell Time  |   |   |                   |
| All other services  |   | 1   |                   |
| All Thameslink services   |   | 1½  |                   |
|   |   |   |                   |
| Limit of Shunt  |   | Length Limit                              |                   |
| Down Main   |   | 10 cars                                   |                   |

## Gillingham

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

|                                   |                    |   |               |              |
|-----------------------------------|--------------------|---|---------------|--------------|
| Platform 1                        | Up Gillingham Loop | Attaching/Detaching in both directions    |               |              |
| Platform 2                        | Up Chatham         | Attaching/Detaching – Down direction only |               |              |
| Platform 3                        | Down Chatham       | Detaching only                            |               |              |
|                                   |                    |   |               |              |
| <b>Overlap Restrictions</b>       |                    |   |               |              |
| <b>First Movement</b>             |                    | <b>Second Movement</b>                    | <b>Signal</b> | <b>Value</b> |
| Down Train arrive platform 1      |                    | Up Train arrive / pass platform 2         | EK4110        | 2            |
| Up Train arrive / pass platform 2 |                    | Down Train arrive / pass platform 1       | EK4110        | 2            |
| Up Train depart platform 1        |                    | Up Train arrive / pass platform 2         | EK4110        | 2            |
| Down Train arrive platform 2      |                    | Up Train arrive / pass platform 1         | EK4108        | 2            |

## Gillingham CSD

### Berthing Facilities

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

## Rainham

### Adjustments to Sectional Running Times

| Movement Down  | Reason                                     | Value                            |
|--|--|----------------------------------|
| Arrive Platform 0 or 1   | Approach Control on signal EK4157          | ½*                               |
| * Does not apply to trains timed as 700 as allowance is included within Sectional Running Time |  |                                  |
| Movement Up  | Reason                                     | Value                            |
| Depart Platform 0  | Slow speed crossovers / Speed differential | ½ approaching next timing point* |
| * Does not apply to trains timed as 700 as allowance is included within Sectional Running Time |  |                                  |

### Junction Margins

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

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|                            |                                    |              |
|----------------------------|------------------------------------|--------------|
| Departure from platform 0  | Pass platform 1 from Sittingbourne | 3            |
| <b>Berthing Facilities</b> |                                    |              |
| <b>Location</b>            | <b>Cars</b>                        | <b>Notes</b> |
| Platform 0 Up Bay          | 12                                 |              |

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

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

| Sittingbourne   |   |  |
|---|---|--|
|   |   |  |
| Berthing Facilities   |   |  |
| Location  | Cars  | Notes                                      |
| Down Platform Loop (Platform 3)   | 10  |  |
| Down Carriage Siding  | 6   |  |
| Down Sittingbourne Siding No 1  | 17 SLU  | Non-Electrified                            |
| Down Sittingbourne Siding No 2  | 17 SLU  | Non-Electrified                            |
|   |   |  |
| Connectional Allowance  | 4   |  |
|   |   |  |
| Junction Margins  |   |  |
| First Movement  | Second Movement   | Margin                                     |
| Up train departs Platform 1 at Sittingbourne towards Rainham                                  | Up train departs Platform 2 or 3 towards Sheerness-On-Sea | 2  |
| Down train arrives from the Rainham direction into Platform 2                                 | Down train arrives into Platform 3 from Sheerness-On-Sea  | 2  |
|   |   |  |
| Permissive Working for attaching/detaching and platform sharing is authorised as shown below: |   |  |
| Platform 1  | Up Main   | Prohibited                                 |
| Platform 2  | Down Main   | Attaching/Detaching in Down direction ONLY |
| Platform 3  | Down Passenger Loop                                       | Attaching/Detaching in Down direction ONLY |

## Sittingbourne

### Overlap Restrictions

| First Movement                  | Second Movement                | Signal | Value |
|---------------------------------|--------------------------------|--------|-------|
| Down train departing Platform 3 | Down train arriving Platform 2 | EK4217 | 2     |
| Up train departing Platform 3   | Up train arriving Platform 1   | EK4206 | 3*    |

\* Can be reduced to 0 rather than 3 minutes provided that the Up Arrival into platform 1 has an adjustment of {1} applied approaching Sittingbourne.

## Faversham

### Adjustments to Sectional Running Times

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

| Movement Down   | Reason                                     | Value                           |
|---|--|---------------------------------|
| Depart / pass from Platforms 1, 2 & 4 towards Herne Bay     | Slow speed crossovers / Speed differential | ½ approaching next timing point |
| Depart / pass from Platforms 1 or 2 towards Canterbury East | Slow speed crossovers / Speed differential | ½ approaching next timing point |
| Down arrive / pass Platform 1 or 4                          | Slow speed crossovers / Speed differential | 1 passenger<br>1½ freight       |
| Depart / pass Platform 4 towards Canterbury East            | Slow speed crossovers / Speed differential | ½ approaching next timing point |

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

### Berthing Facilities

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

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

### Dwell Time

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

## Faversham

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

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

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

## Junction Margins

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

## Overlap Restrictions

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

## Herne Bay

### Platform Reoccupation

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

## Margate

### Adjustments to Sectional Running Times

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

| Movement Down                           | Reason             | Value                           |
|---|--------------------|---------------------------------|
| Arrive Platform 2 from Herne Bay        | Speed differential | ½                               |
| Pass Platform 2 from Herne Bay          | Speed differential | 1                               |
| Depart Platform 2 or 3 towards Ramsgate | Speed differential | ½ approaching next timing point |
| Depart Platform 4                       | Speed differential | 1 approaching next timing point |

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

### Berthing Facilities

| Location            | Cars | Notes |
|---------------------|------|-------|
| Up Bay (Platform 4) | 12   |       |

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

### Dwell Time

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

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

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

## Ramsgate

### Berthing Facilities

| Location                           | Cars | Notes   |
|------------------------------------|------|---|
| No 1 Siding (formerly No 1 Lay by) | 12   |   |
| New Sidings No 2                   | 6    |   |
| New Sidings No 3                   | 8    |   |
| Platform 1                         | 12   |   |
| Platform 2                         |      | Berthing in platform is prohibited                      |
| Platform 3                         |      | Berthing in platform is prohibited                      |
| Platform 4                         | 12   |   |
| Up Siding                          | 12   |   |
| West Depot No 1                    | 12   | Carriage washing facilities available                   |
| West Depot No 2                    | 12   | Carriage washing facilities available                   |
| West Depot No 3                    | 12   | Carriage washing facilities available                   |
| West Depot No 4                    | 12   | Carriage washing facilities available                   |
| West Depot No 19 Slip              | 8    | Carriage washing facilities available                   |
| West Depot No 5                    | 12   | Carriage washing and CET discharge facilities available |
| West Depot No 6                    | 12   | Carriage washing and CET discharge facilities available |
| West Depot No 7                    | 12   | Carriage washing facilities available                   |
| West Depot No 8                    | 12   | Carriage washing facilities available                   |



|  |   |  |
|--|---|--|
| <b>Ramsgate</b>  |   |  |
| West Depot No 9  | 12  | Carriage washing facilities available  |
| Berthing and Light Maintenance Shed No 10  | 12  |  |
| Berthing and Light Maintenance Shed No 11  | 12  |  |
| Berthing and Light Maintenance Shed No 12  | 12  |  |
| Berthing and Light Maintenance Shed No 13  | 12  |  |
| Berthing and Light Maintenance Shed No 14  | 8   | CET discharge facilities available   |
| West Depot No 15   | 12  | Carriage washing and CET discharge facilities available  |
| West Depot No 16   | 8   | Carriage washing and CET discharge facilities available  |
| West Depot No 17   | 12  | Carriage washing and CET discharge facilities available  |
| West Depot No 18   | 6   | Carriage washing facilities available  |
| West Depot No 19   | 6   | CET discharge facilities available   |
| West Depot No 20   | 6   | CET discharge facilities available   |
| Traincare Facility No 21   | 4   |  |
| Traincare Facility No 22   | 8   |  |
| Traincare Facility No 23   | 8   |  |
| Traincare Facility No 24   | 8   |  |
| Traincare Facility No 25   | 8   |  |
| Ramsgate Depot Washer Spur   | 6   | Carriage washing facilities available. Standage for 6 cars between signals EK4989 and EK4972<br>TIPLOC RAMSDWS |
| Ramsgate Depot Reception West  | 12  | Standage for 12 cars between the buffer stops and signal EK4983, TIPLOC RAMSDRW                                |
| Ramsgate Up Siding West  | 8   |  |
|  |   |  |
| <b>Connectional Allowance</b>  | 4   |  |
|  |   |  |
| <b>Dwell Time</b>  |   |  |
| All services   | 1   |  |
|  |   |  |
| <b>Permissive Working for attaching/detaching and platform sharing is authorised as shown below:</b>       |   |  |
| Platform 1   | Up Passenger Loop                             | Attaching/Detaching and Platform Sharing in Both directions  |
| Platform 2   | Up Main                                       | Attaching/Detaching and Platform Sharing in Both directions  |
| Platform 3   | Down Main                                     | Attaching/Detaching and Platform Sharing in Both directions  |
| Platform 4   | Down Passenger Loop                           | Attaching/Detaching and Platform Sharing in Both directions  |
| <b>A second train must arrive in an occupied platform before the first train is allowed to depart</b>      |   |  |
| <b>Shunt Limits</b>  |   |  |
| Standage between EK4985 and EK4968 on the Up Stour is 8 cars   |   |  |
| Standage between EK4981 and the Limit of Shunt (EK4966) on the Down Stour is 12 cars                       |   |  |
| Standage on both EK5143 (Down Thanet) and EK5145 (Up Thanet) at Margate end of Ramsgate station is 12 cars |   |  |
|  |   |  |
| <b>Overlap Restrictions</b>  |   |  |
| <b>First Movement</b>  | <b>Second Movement</b>                        | <b>Value</b>   |
| Train arrives Platform 3 from Minster direction  | Train departs from Platform 4 towards Margate | 2  |
| Train arrives Platform 4 from Minster direction  | Train departs from Platform 3 towards Margate | 2  |

### Ramsgate

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

## SO130 LONDON CHARING CROSS TO DOVER PRIORY (VIA TONBRIDGE)

### London Charing Cross

#### Berthing Facilities

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

#### Additional Note

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

|                               |   |
|-------------------------------|---|
| <b>Connectional Allowance</b> | 4 |
|-------------------------------|---|

#### Junction Margins

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

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

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

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

#### Station Working Requirements

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

### London Waterloo East

|                               |   |
|-------------------------------|---|
| <b>Connectional Allowance</b> | 4 |
|-------------------------------|---|

#### Dwell Time

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

|                              |               |
|------------------------------|---------------|
| <b>Platform Reoccupation</b> | <b>Margin</b> |
|------------------------------|---------------|

|               |   |
|---------------|---|
| All platforms | 2 |
|---------------|---|

### Ewer Street Junction

| Junction Margins      | Margin |
|-----------------------|--------|
| Between all movements | 2*     |

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

### London Bridge (Eastern)

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

#### Connectional Allowance

4

#### Dwell Time

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

#### Junction Margins

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

#### Margin

3

#### Platform Reoccupation (same direction)

##### Location

Platforms 1-9

#### Margin

1½

#### Planning Notes

##### Notes

Platforms 7-9

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

### Blue Anchor

#### Junction Margins

Up train via lines 7 or 8

Down train crossing to Spa Road

#### Margin

2

### North Kent East Junction

#### Junction Margins

Between all movements

#### Margin

2\*

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

### New Cross

#### Berthing Facilities

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

#### Connectional Allowance

4

#### Overlap Restrictions

##### First Movement

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

##### Second Movement

Train arriving on Up Kent Slow into Platform A or B

##### Signal

TL2544 and TL2548

##### Value

1

## St Johns

### Berthing Facilities

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

## Tanners Hill Junction

### Junction Margins

Between all movements

### Margin

2\*

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

### Length Restrictions

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

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

## Parks Bridge Junction

### Adjustments to Sectional Running Times

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

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

\*Applied approaching next timing point

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

\*Applied approaching next timing point

### Planning Note

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

### Junction Margins

#### Conflicts at School Junction

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

### Parks Bridge Junction

|                          |  |    |
|--------------------------|--|----|
| Up cross from UKS to UKF | Down pass on DKF towards Hither Green or Ladywell Jn | 2½ |
|--------------------------|--|----|

### Conflicts at Parks Bridge Junction

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

### Conflicts at Courthill Loop South Junction

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

\*additional 1 minute required when freight is the first move

### Hither Green

#### Adjustments to Sectional Running Times

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

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

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

| Movement Up             | Reason                           | Value   |
|-------------------------|----------------------------------|---------|
| Pass Up Slow to Up Fast | Approach control on signal TL296 | ½<br>½* |
| Up Fast to Up Slow      | Approach control on signal TL304 | ½<br>½* |

\*approaching next timing point if not stopping at Hither Green

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

\*approaching next timing point

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

#### Dwell Time

|                                     |   |
|-------------------------------------|---|
| All services (Up morning peak only) | 1 |
|-------------------------------------|---|

#### Length Restrictions

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

### Planning Note

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

### Lee Spur Junction

#### Length Restrictions

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

### Grove Park Down Sidings, Carriage Service Shed and Up Sidings

#### Berthing Facilities

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

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

Carriage washer available for both Up and Down side vehicles

#### Length Restriction

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

## Grove Park Down Sidings, Carriage Service Shed and Up Sidings

### Berthing Facilities

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

### ECS Allowances

### Margin

The following minimum times between successive arrivals and departures apply:

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

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

## Grove Park

### Dwell Time

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

### Connectional Allowance

4

## Chislehurst

### Adjustments to Sectional Running Times

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

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

| Movement Up                             | Reason             | Value |
|---|--------------------|-------|
| Class 4 less than 600 tonnes            | Speed Differential | ½*    |
| Class 4 between 600 and 1000T inclusive | Speed Differential | 1*    |
| Class 4 over 1000T                      | Speed Differential | 1½*   |
| Class 6                                 | Speed Differential | ½*    |

\* allowance to be applied at the next timing point

### Overlap Restrictions

| First Movement                             | Second Movement                | Signal | Value |
|--|--------------------------------|--------|-------|
| Down Fast train to Reversible Chatham Loop | Down train arrive on Down Slow | AD19   | 2½    |
| Down Fast train to Reversible Chatham Loop | Down train pass on Down Slow   | AD19   | 3     |

### Planning Note



## Chislehurst

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

### Length Restrictions

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

## Petts Wood Junction

### Adjustments to Sectional Running Times

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

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

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

^ applied approaching next timing point

### Length Restrictions

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

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

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

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

## Petts Wood

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

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

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

| Orpington   |           |  |
|---|-----------|--|
|   |           |  |
| <b>Permissive Working for attaching/detaching and platform sharing is authorised as shown below:</b>  |           |  |
| Platform 1  | Up Bay    | Attaching/Detaching and Platform Sharing |
| Platform 2  | Up Fast   | Attaching/Detaching in Up direction ONLY |
| Platform 3  | Down Fast | Attaching/Detaching in Both directions   |
| Platform 4  | Up Slow   | Attaching/Detaching in Both directions   |
| Platform 5  | Down Slow | Attaching/Detaching in Both directions   |
| Platform 6  | Down Bay  | Attaching/Detaching and Platform Sharing |
| Platform 7  | Down Bay  | Attaching/Detaching and Platform Sharing |
| Platform 8  | Down Bay  | Attaching/Detaching and Platform Sharing |
|   |           |  |
| <b>Planning Notes</b>   |           |  |
| All trains to / from the Carriage Sidings must be planned to stop at Orpington  |           |  |
| The non-stop headway applies for consecutive trains departing from or passing Orpington towards Sevenoaks <i>providing</i> the second train uses a different platform and stops at Chelsfield |           |  |

## Sevenoaks

### Adjustments to Sectional Running Times

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

\*Applied approaching next timing point

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

### Berthing Facilities

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

**Connectional Allowance** | 4

### Dwell Time

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

### Overlap Restrictions

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

### Planning Restrictions

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

### Planning Note

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

## Sevenoaks

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

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

## Tonbridge

### Adjustments to Sectional Running Times

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

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

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

\*Applied approaching next timing point

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

## Tonbridge

### Planning Restrictions

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

### Berthing Facilities

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

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

### Connectional Allowance

4

### Dwell Time

All passenger services 1

### Planning Restrictions – Movements to/from Tonbridge West Yard

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

### Planning Restrictions

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

### Junction Margins

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

| Tonbridge   |   |  |              |
|---|---|--|--------------|
|   |   |  |              |
| Depart platform 1,2 or 3 when occupied by multiple trains   |   | Depart same platform in opposite direction                         | 2            |
| Propelling move Depart from Down Fast   |   | Conflicting Down Departure   | 2            |
| Arrive platform 1,2 or 3 permissively   |   | Depart same platform   | 3            |
| Arrive platform 1,2 or 3  |   | Arrive same platform permissively                                  | 3            |
| Depart platform 1 or 2 to Paddock Wood  |   | Arrive from Paddock Wood   | 4            |
| Down depart Platform 1 or 2 to Paddock Wood   |   | Start of conflicting propelling movement                           | 5**          |
| Down depart Platform 3 towards Somerhill Tunnel   |   | Start of conflicting propelling movement                           | 4            |
| Up pass / depart to Edenbridge  |   | Conflicting Up departure to Jubilee Sidings or Tonbridge West Yard | 2            |
| Up pass / depart to Sevenoaks   |   | Conflicting Up departure to Jubilee Sidings or Tonbridge West Yard | 1½*          |
| Up 'Light Locomotive' pass / depart to Tonbridge West Yard  |   | Conflicting Up departure   | 2            |
| Up freight to Tonbridge West Yard (not propelling)  |   | Conflicting Up departure   | 2½           |
| Up pass / depart to Sevenoaks   |   | Conflicting Down arrival from Jubilee Sidings                      | 3½           |
| Up pass / depart platform 2 to Edenbridge / Jubilee Sidings   |   | Up depart platform 1 to Sevenoaks                                  | 2            |
| Depart platform 3 or 4 to Down Main Siding  |   | Arrive/pass platform 3 or 4 from Sevenoaks                         | 4            |
| Depart platform 3 or 4 to Sevenoaks   |   | Arrive/pass from Sevenoaks   | 5            |
| *increase to 2 if second movement is a propelling move  |   |  |              |
| ** <b>if</b> the second movement is unable to propel via the Down Slow due to conflicting move via Platform 3 |   |  |              |
|   |   |  |              |
| <b>Permissive Working for attaching/detaching and platform sharing is authorised as shown below:</b>          |   |  |              |
| Platform 1  | Up Platform Loop  | Attaching/Detaching and Platform Sharing in both directions        |              |
| Platform 2  | Up Slow   | Attaching/Detaching and Platform Sharing in both directions        |              |
| Platform 3  | Down Slow   | Attaching/Detaching and Platform Sharing in both directions        |              |
| Platform 4  | Down Bay  | Attaching/Detaching and Platform Sharing from the London end       |              |
|   |   |  |              |
| <b>Permissive Working Rules – to allow ARS to operate correctly</b>   |   |  |              |
| <b>First Move</b>   | <b>Second Move</b>  |  | <b>Value</b> |
| Train departs platform 1  | Second train departs platform 1 in the opposite direction |  | 2            |
| Train departs platform 2  | Second train departs platform 2 in the opposite direction |  | 2            |
| Train departs platform 3  | Second train departs platform 3 in the opposite direction |  | 2            |
| Train arrives platform 1  | Second train depart platform 1                            |  | 3            |
| Train arrives platform 2  | Second train depart platform 2                            |  | 3            |
| Train arrives platform 3  | Second train depart platform 3                            |  | 3            |
| Train arrives platform 1  | Second train arrives permissively in platform 1           |  | 3            |
| Train arrives platform 2  | Second train arrives permissively in platform 2           |  | 3            |
| Train arrives platform 3  | Second train arrives permissively in platform 3           |  | 3            |
|   |   |  |              |
| <b>Overlap Restrictions</b>   |   |  |              |
| <b>First Movement</b>   | <b>Second Movement</b>                                    | <b>Signal</b>  | <b>Value</b> |
| Arrive/pass/depart Platform 1 from/to Sevenoaks   | Up arrive Platform 2                                      | AD152  | 2½           |
| Arrive/pass Down Fast from Edenbridge or Tonbridge West Yard  | Up arrive Platform 2                                      | AD152  | 2½*          |
| Up arrive Platform 2  | Up arrive/pass/depart Platform 1 from/to Sevenoaks        | AD152  | 2½           |



## Tonbridge

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

## Paddock Wood

### Adjustments to Sectional Running Times

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

**Connectional Allowance** 4

### Junction Margins

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

## Cranmore Down Loop

### Adjustments to Sectional Running Times

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

### Planning Note

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

## Ashford International

### Adjustments to Sectional Running Times

#### Movement Down

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

Does not apply to trains routed to Down Fast

#### Movement Up

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

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

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

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

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

### Berthing Facilities

| Location               | Cars | Notes         |
|------------------------|------|---------------|
| Platform 3             | 18   | Eurostar Only |
| Platform 4             | 18   | Eurostar Only |
| Down Loop (Platform 6) | 12   |               |

## Ashford International

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

## Connectional Allowance

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

## Minimum Dwell Time

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

## Freight Restrictions

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

## Junction Margins International Platforms

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

## Junction Margins Domestic Platforms

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

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

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

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

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

## Permissive Working Rules – to allow ARS to operate correctly

| First Move | Second Move | Margin |
|------------|-------------|--------|
|------------|-------------|--------|

## Ashford International

|                          |   |   |
|--------------------------|---|---|
| Train departs platform 1 | Second train departs platform 1 in the opposite direction | 2 |
| Train departs platform 2 | Second train departs platform 2 in the opposite direction | 2 |
| Train arrives platform 1 | Second train depart platform 1                            | 3 |
| Train arrives platform 2 | Second train depart platform 2                            | 3 |
| Train arrives platform 1 | Second train arrives permissively in platform 1           | 3 |
| Train arrives platform 2 | Second train arrives permissively in platform 2           | 3 |

| Platform Reoccupation  | Margin |
|--|--------|
| Platforms 1 and 2  | 2      |
| Reoccupation of Platforms 5 or 6 when a change of direction to/from Maidstone East Relief Line | 6      |
| Reoccupation of Platform 6 when a change of direction to/from Canterbury West                  | 4      |
| Reoccupation of Platform 5 when a change of direction to/from Canterbury West                  | 6      |

| Overlap Restrictions                       |                                   |       |
|--|-----------------------------------|-------|
| First Movement                             | Second Movement                   | Value |
| Down arrival from Pluckley into Platform 6 | Up train arriving Platform 5      | 3     |
| Up train arriving Platform 5               | Down train arriving from Pluckley | 2     |

| Planning Note   |
|---|
| 5 minutes attachment time is required for Class 375 / 377 either when two passenger trains are attaching or when a passenger train is attaching to an ECS already in the station platform |

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

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

## Ashford Hitachi Depot

| Berthing Facilities |      |       |
|---------------------|------|-------|
| Location            | Cars | Notes |
| Depot Road No 1     | 12   |       |
| Depot Road No 2     | 12   |       |
| Depot Road No 3     | 12   |       |
| Depot Road No 4     | 16   |       |
| Depot Road No 5     | 16   |       |
| Depot Road No 6     | 16   |       |

## Ashford Hitachi Depot

### Berthing Facilities

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

## Ashford East Junction

### Adjustments to Sectional Running Times

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

## Saltwood Junction

### Adjustments to Sectional Running Times

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

## Folkestone East

### Berthing Facilities

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

### Planning Note

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

## Dover Priory

### Berthing Facilities

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

### Connectional Allowance

4

### Dwell Time

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

### Overlap Restrictions

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

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

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

### Planning Note

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

## SO130A LONDON CANNON STREET TO METROPOLITAN JUNCTION

### London Cannon Street

See entry under route SO130B

## SO130B LONDON CANNON STREET TO LONDON BRIDGE

### London Cannon Street

#### Berthing Facilities

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

#### Junction Margins

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

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

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

#### Station Working Requirements

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

### Borough Market Junction

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

### London Bridge

See entry under route SO130

## SO130F COURTHILL LOOP NORTH JUNCTION TO COURTHILL LOOP SOUTH JUNCTION

See entry under route SO130

## SO130H SALTWOOD JUNCTION TO CTRL/ET BOUNDARY

### Saltwood Junction

See entry under route SO130

## SO140 SWANLEY TO ASHFORD INTERNATIONAL

### Swanley

See entry under route SO110

### Otford

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

### Planning Note

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

### Otford Junction

#### Adjustments to Sectional Running Times

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

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

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

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



|                     |  |   |
|---------------------|--|---|
| <b>West Malling</b> |  |   |
|                     |  |   |
| <b>Dwell Time</b>   |  |   |
| All services        |  | 1 |

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

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

### Hothfield

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

### SO140A OTFORD JUNCTION TO SEVENOAKS

#### Sevenoaks

See entry under route SO130

### SO150 SITTINGBOURNE WESTERN JUNCTION TO SHEERNESS ON SEA

#### Sittingbourne Western Junction

See entry under route SO110

#### Sheerness Steel Works

| Freight Length Restrictions | Length Limit |
|-----------------------------|--------------|
|                             | 54 SLU       |

#### Sheerness Dockyard

| Freight Length Restrictions | Length Limit |
|-----------------------------|--------------|
|                             | 36 SLU       |

#### Sheerness on Sea

##### Berthing Facilities

| Location   | Cars | Notes |
|------------|------|-------|
| Platform 1 | 8    |       |
| Platform 2 | 8    |       |

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

|            |            |
|------------|------------|
| Platform 1 | Prohibited |
| Platform 2 | Prohibited |

### SO160 FAVERSHAM TO DOVER PRIORY

#### Faversham

See entry under route SO110

### Canterbury East

**Connectional Allowance** 4

#### Dwell Time

All Services 1

#### Platform Reoccupation

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

### Buckland Junction

#### Adjustments to Sectional Running Times

| Movement Down                     | Reason     | Value |
|-----------------------------------|------------|-------|
| 12 Car trains towards Martin Mill | Slow speed | ½     |

#### Junction Margins

| Between all conflicting movements | Margin |
|-----------------------------------|--------|
|                                   | 2      |

### Dover Priory

See entry under route SO130

### SO170 TONBRIDGE TO BOPEEP JUNCTION

#### Tonbridge

See entry under route SO130

### Somerhill Tunnel

#### Junction Margins

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

### Wells Tunnel Junction

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

### Tunbridge Wells and Tunbridge Wells Turnback Siding

#### Berthing Facilities

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

### Tunbridge Wells and Tunbridge Wells Turnback Siding

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

### Strawberry Hill Tunnel

|  |                                   |               |
|--|-----------------------------------|---------------|
| <b>Junction Margins</b>                  |                                   |               |
| <b>First Movement</b>                    | <b>Second Movement</b>            | <b>Margin</b> |
| Down Train has passed through the tunnel | Up Train approaching the tunnel   | 3             |
| Up Train has passed through the tunnel   | Down Train approaching the tunnel | 3             |

### Wadhurst Station

|                                |                               |               |
|--------------------------------|-------------------------------|---------------|
| <b>Junction Margins</b>        |                               |               |
| <b>First Movement</b>          | <b>Second Movement</b>        | <b>Margin</b> |
| Up train arrives in Platform 1 | Down train departs Platform 2 | ½             |

### Wadhurst Tunnel South

|  |                                 |               |
|--|---------------------------------|---------------|
| <b>Junction Margins</b>                  |                                 |               |
| <b>First Movement</b>                    | <b>Second Movement</b>          | <b>Margin</b> |
| Down Train has passed through the tunnel | Up Train approaching the tunnel | 3             |

## Mountfield Tunnel

### Junction Margins

| First Movement                           | Second Movement                   | Margin |
|--|-----------------------------------|--------|
| Up train has passed through the tunnel   | Down train approaching the tunnel | 3      |
| Down train has passed through the tunnel | Up train approaching the tunnel   | 3      |

### Planning Note

Up trains approaching Mountfield Tunnel cannot be held at signal RB6 and will be held back at signal RB5

## SO180 PADDOCK WOOD TO MAIDSTONE WEST

### Paddock Wood

See entry under route SO130

## East Peckham Tip

### Junction Margins

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

## Maidstone West

### Junction Margins

| First Movement                       | Second Movement                    | Margin |
|--------------------------------------|------------------------------------|--------|
| Northbound departure from Platform 2 | Southbound arrival into platform 2 | 3      |

**Connectional Allowance** 4

### Dwell Time

All Services 1

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

|            |                                       |
|------------|---------------------------------------|
| Platform 1 | Attaching/Detaching in Up direction   |
| Platform 2 | Attaching/Detaching in Down direction |

In all circumstances, a second train is prohibited from entering these platforms if it will not attach to the first train

### Planning Note

Please note a change of line designation here when planning trains to/from the Paddock Wood direction

## SO200 - Please see Sussex Timetable Planning Rules – SO600

## SO210 - Please see Sussex Timetable Planning Rules – SO610

## SO220 ASHFORD TO RAMSGATE (VIA CANTERBURY WEST)

### Canterbury West

#### Berthing Facilities

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

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

**Connectional Allowance** 4

#### Dwell Time

All Services 1

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

### Minster

**Connectional Allowance** 4

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

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

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

### Minster East Junction

#### Adjustments to Sectional Running Times

| Movement Down                                 | Reason                           | Value                           |
|---|----------------------------------|---------------------------------|
| All trains from Sandwich                      | Speed differential               | 1 approaching next timing point |
| Movement Up                                   | Reason                           | Value                           |
| All freight trains towards Sandwich           | Approach control on signal EBE66 | 1                               |
| If stopped at Thanet Parkway towards Sandwich | Approach control on signal EBE66 | 1                               |
| If passing Thanet Parkway towards Sandwich    | Approach control on signal EBE66 | 1½                              |

#### Junction Margins

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

### Minster East Junction

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

### Thanet Parkway

#### Platform Reoccupation

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

### Ramsgate

See entry under route SO110

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

#### Buckland Junction

See entry under route SO160

### Martin Mill

#### Adjustments to Sectional Running Times

| Movement Up                             | Reason     | Value |
|---|------------|-------|
| 12 Car trains towards Buckland Junction | Slow speed | ½     |

### Deal

#### Engineering Allowance

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

### Sandwich

#### Adjustments to Sectional Running Times

| Movement Down                                | Reason   | Value |
|--|--|-------|
| 12 Car trains towards Minster South Junction | Slow speed of the curve between Minster East Junction and Minster South Junction | ½     |

### Minster South Junction

#### Adjustments to Sectional Running Times

| Movement Up                    | Reason   | Value |
|--------------------------------|--|-------|
| 12 Car trains towards Sandwich | Slow speed of the curve between Minster East Junction and Minster South Junction | ½     |

### Minster East Junction

See entry under route SO220

### SO250 FACTORY JUNCTION TO MITRE BRIDGE JUNCTION

For Route SO250 Please see Sussex Timetable Planning Rules

### SO250B BATTERSEA PIER JUNCTION TO LONGHEDGE JUNCTION

For Route SO250 Please see Sussex Timetable Planning Rules

### SO250D FALCON JUNCTION TO LATCHMERE JUNCTION (NO 1)

For Route SO250 Please see Sussex Timetable Planning Rules

### SO260 BRIXTON JUNCTION TO SHORTLANDS JUNCTION (CATFORD LOOP)

### Canterbury Road Junction

#### Junction Margin

| First Movement                    | Second Movement                    | Margin |
|-----------------------------------|------------------------------------|--------|
| Down Catford Loop Freight service | Up Brixton Spur to Up Catford Loop | 3      |

### Denmark Hill

#### Dwell Time

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

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

### Crofton Road Junction

#### Adjustments to Sectional Running Times

| Movement Up   | Movement Down      | Margin |
|---|--------------------|--------|
| Up train not stopping at Peckham Rye crossing<br>Up Catford Loop to Up Atlantic | Speed differential | ½      |



|   |   |               |
|---|---|---------------|
| <b>Peckham Rye</b>  |   |               |
|   |   |               |
| <b>Connectional Allowances</b>  |   |               |
| All Services  | 4   |               |
|   |   |               |
| <b>Dwell Time</b>   |   |               |
| All GTR services  | 1 – may be reduced to ½ minute outside SX peak hours by exception only with the agreement of Train Operator |               |
|   |   |               |
| <b>Junction Margins</b>   |   |               |
| <b>First Movement</b>   | <b>Second Movement</b>  | <b>Margin</b> |
| Train from East Dulwich towards Peckham Rye   | Train from Peckham Rye towards Denmark Hill on Up Atlantic Line   | 1             |
| Train from Peckham Rye towards Denmark Hill on Up Atlantic Line   | Train from East Dulwich towards Peckham Rye   | 3             |
|   |   |               |
| <b>Planning Note</b>  |   |               |
| Pathing time should not be added between Crofton Road Junction and Peckham Rye as the end of train is likely to foul Crofton Road Junction or Peckham Rye Junction. This applies to all trains from the Atlantic Lines and not the Catford Loop which are longer than 5 coaches or 87m length |   |               |

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

|                         |   |  |
|-------------------------|---|--|
| <b>Catford</b>          |   |  |
| <b>Dwell Time</b>       |   |  |
| All Thameslink Services | 1 |  |

|                         |   |  |
|-------------------------|---|--|
| <b>Bellingham</b>       |   |  |
| <b>Dwell Time</b>       |   |  |
| All Thameslink Services | 1 |  |

|  |                                   |              |
|--|-----------------------------------|--------------|
| <b>Bellingham</b>  |                                   |              |
| <b>Berthing Facilities</b>   |                                   |              |
| <b>Location</b>  | <b>Cars</b>                       | <b>Notes</b> |
| Down Sidings 1   | 8                                 |              |
| Down Sidings 2   | 8                                 |              |
| Down Sidings 3   | 8                                 |              |
| Headshunt  | 8                                 |              |
| <b>Overlap Restrictions</b>  |                                   |              |
| <b>First Movement</b>  | <b>Second Movement</b>            | <b>Value</b> |
| Train arrives or passes platform 1 from Sidings  | Down train arrive/pass platform 2 | 2            |
| Train departs platform 1 to Sidings or towards Shortlands Junction   | Down train arrive/pass platform 2 | 2            |
| <b>Planning Restrictions</b>   |                                   |              |
| When a movement from the Down Sidings to the Down Catford Loop takes place, occupation of Platform 1 is necessary to reverse |                                   |              |

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

## SO280 FARRINGDON TO HERNE HILL

### Farringdon

**Connectional Allowance** 3

#### Dwell Time

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

#### Platform Reoccupation

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

### Smithfield Sidings

#### Berthing Facilities

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

#### Planning Restrictions

Class 375/465/466 units are prohibited from working to Smithfield Sidings due to OHLE clearance issues between City Thameslink and Smithfield Sidings/London Blackfriars.  
Please also refer to the Sectional Appendix, Route SO280, Route Clearance

### City Thameslink

**Connectional Allowance** 3

#### Dwell Time

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

#### Junction Margins/Platform Reoccupation

Same direction 1½

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

#### Planning Restrictions

Class 375/465/466 units are prohibited from working to City Thameslink due to OHLE clearance issues between City Thameslink and Smithfield Sidings/London Blackfriars.  
Please also refer to the Sectional Appendix, Route SO280, Route Clearance

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

| Elephant and Castle                  |  |               |
|--------------------------------------|--|---------------|
|                                      |  |               |
| <b>Dwell Time</b>                    |  |               |
| All peak services                    | 1  |               |
| All Thameslink services              | 1  |               |
|                                      |  |               |
| <b>Platform Reoccupation Margins</b> |  |               |
| <b>First Movement</b>                | <b>Second Movement</b>   | <b>Margin</b> |
| Down train depart / pass Platform 2  | Up train arrive platform 2 via signal TVS1286 and 8092/3 crossover | 3             |

| Loughborough Junction                         |  |               |
|---|--|---------------|
|   |  |               |
| <b>Adjustments to Sectional Running Times</b> |  |               |
| <b>Movement Down</b>                          | <b>Reason</b>  | <b>Value</b>  |
| Up Non-Stop train crossing to Up Fast         | Approach control on signal VS414 and 20mph crossover | ½             |
|   |  |               |
| <b>Junction Margins</b>                       |  |               |
| <b>First Movement</b>                         | <b>Second Movement</b>                               | <b>Margin</b> |
| Between all movements (except as below)       |  | 2             |

### Loughborough Junction

|   |   |   |
|---|---|---|
| Down train crossing from Down Holborn Fast to the Up Brixton Spur | Up train from the Cambria Spur passing Loughborough Junction and/or<br>Up train from the Up Holborn passing Loughborough Junction | 3 |
|---|---|---|

### Herne Hill

See entry under route SO110

### SO280A BLACKFRIARS JUNCTION TO METROPOLITAN JUNCTION

### Metropolitan Junction

See entry under route SO130A

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

### North Kent East Junction

See entry under route SO130

### Greenwich

|                               |   |
|-------------------------------|---|
| <b>Connectional Allowance</b> | 4 |
| <b>Dwell Time</b>             |   |
| All Thameslink Services       | 1 |

### Charlton

|                               |   |
|-------------------------------|---|
| <b>Connectional Allowance</b> | 4 |
| <b>Dwell Time</b>             |   |
| All Thameslink Services       | 1 |

### Woolwich Dockyard

#### Berthing Facilities

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

### Woolwich Arsenal

|                               |                                   |
|-------------------------------|-----------------------------------|
| <b>Connectional Allowance</b> | 4                                 |
| <b>Dwell Time</b>             |                                   |
| All Thameslink Services       | 1                                 |
| All Other Services            | 1 (Up morning peak services only) |

### Plumstead

|                         |  |
|-------------------------|--|
| <b>Dwell Time</b>       |  |
| All Thameslink Services | 1 (May be reduced to ½ minute off-peak only by agreement with GTR) |

### Berthing Facilities

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

### Abbey Wood

|                         |   |
|-------------------------|---|
| <b>Dwell Time</b>       |   |
| All Thameslink Services | 1 |

### Slade Green

### Berthing Facilities

| Location         | Cars | Notes   |
|------------------|------|---|
| Depot No 1 Road  | 18   |   |
| Depot No 2 Road  | 18   |   |
| Depot No 3 Road  | 20   |   |
| Depot No 4 Road  | 20   |   |
| Depot No 5 Road  | 18   | CWM Road  |
| Depot No 6 Road  | 12   | Cleaning Road   |
| Depot No 7 Road  | 12   | Cleaning Road   |
| Depot No 8 Road  | 12 * |   |
| Depot No 9 Road  | 12 * |   |
| Depot No 10 Road | 12 * |   |
| Depot No 11 Road | 12 * |   |
| Depot No 12 Road |      | Reception Road  |
| Depot No 13 Road |      | Reception Road  |
| Depot No 14 Road |      | Wheel Lathe - not for berthing                            |
| Depot No 15 Road |      | CET discharge/carriage washing machine - not for berthing |
| Up Side No 1     | 10   |   |
| Up Side No 2     | 10   |   |
| Up Side No 3     | 10   | 8 Class 465/466 cars only                                 |
| Up Side No 4     | 10   | 8 Class 465/466 cars only                                 |
| Up Side No 5     | 10   | 8 Class 465/466 cars only                                 |

### Slade Green

|                |    |   |
|----------------|----|---|
| East Headshunt | 10 | 12 car can be berthed if departing London end of the depot as train will be past NK524 signal |
|----------------|----|---|

\* - Total capacity not to exceed 30 cars in maintenance roads 8-11

### Junction Margins

| First Movement                              | Second Movement  | Margin |
|---|--|--------|
| Depart/pass Platform 2 to Slade Green Depot | Pass Slade Green Platform 2 towards Dartford                   | 3½     |
| Depart/pass Platform 2 to Slade Green Depot | Pass Slade Green Platform 2 towards Perry Street Fork Junction | 3      |
| Depart/pass Platform 2 to Slade Green Depot | Arrive Slade Green Platform 2                                  | 3      |

**Connectional Allowance** 4

### Planning Note

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

### Slade Green Up Carriage Sidings

#### Planning Restriction

Freight trains must not be booked to recess within this location

### Crayford Creek Junction

#### Adjustments to Sectional Running Times

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

### Crayford Spur 'A' Junction

#### Adjustments to Sectional Running Times

| Movement                                     | Reason                           | Value |
|--|----------------------------------|-------|
| All trains travelling onto the Crayford Spur | Approach Control on signal NK147 | 1     |

| Movement  | Reason             | Value                           |
|---|--------------------|---------------------------------|
| All trains from the Crayford Spur towards Crayford Creek Junction | Speed Differential | ½ approaching next timing point |

#### Planning Restriction

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

## SO290B ANGERSTEIN JUNCTION TO ANGERSTEIN WHARF

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

## SO300 LEWISHAM JUNCTION TO CRAYFORD CREEK JUNCTION (VIA BEXLEYHEATH)

### Lewisham Junction

#### Length Restrictions

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

### Lewisham

See entry under route SO330

### Blackheath

#### Connectional Allowance

4

### Kidbrooke

#### Berthing Facilities

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



## Eltham

### Dwell Time

|              |                        |
|--------------|------------------------|
| All services | 1 (Peak services only) |
|--------------|------------------------|

## Falconwood

### Berthing Facilities

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

## Welling

### Berthing Facilities

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

## Barnehurst

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

## SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION

### Erith Loop

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

## SO310 HITHER GREEN TO MAIDSTONE WEST (VIA SIDCUP)

### Hither Green

For full entry refer to route SO130

### Length Restrictions

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

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

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

## Lee

### Junction Margins

| First Movement  | Second Movement                                       | Margin    |
|---|---|-----------|
| Arrive / pass Platform 2 towards Sidcup from Lee Spur | Depart / pass towards Hither Green                    | Same time |
| Depart / pass towards Hither Green                    | Arrive / pass Platform 2 towards Sidcup from Lee Spur | 3         |

| Sidcup  |                                |       |
|---|--------------------------------|-------|
| <b>Berthing Facilities</b>                                    |                                |       |
| Location  | Cars                           | Notes |
| Sidcup Berthing Siding  | 12                             |       |
| <b>Dwell Time</b>   |                                |       |
| All services  | 1                              |       |
| <b>Overlap Restrictions</b>                                   |                                |       |
| First Movement  | Second Movement                | Value |
| Train arriving Platform 1 from Up Siding or 1538 shunt signal | Down Train arriving Platform 2 | 2     |

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

| Crayford Spur 'B' Junction   |                                  |       |
|--|----------------------------------|-------|
| <b>Adjustments to Sectional Running Times</b>  |                                  |       |
| Movement Down  | Reason                           | Value |
| All Freight trains travelling onto the Crayford Spur   | Approach Control on signal NK343 | 1½    |
| <b>Planning Restriction</b>  |                                  |       |
| All trains travelling between Crayford Spur 'A' Junction and Crayford Spur 'B' Junction should be shown a dot stop at Crayford Spur timing point (which is located on the Spur) to enable ARS to regulate trains correctly |                                  |       |

| Dartford  |      |  |
|---|------|--|
| <b>Berthing Facilities</b>  |      |  |
| Location  | Cars | Notes  |
| No 1 Up Siding  | 16   | Siding numbers to be specified in the timetable. Can accommodate 8+8 car |
| No 2 Up Siding  |      | Non-Electrified  |
| No 3 Up Siding  | 8    | Siding numbers to be specified in the timetable                          |
| No 4 Up Siding  | 8*   | Siding numbers to be specified in the timetable                          |
| Down Siding   | 10   | Siding numbers to be specified in the timetable                          |
| Platform 1  | 10   |  |
| * No 4 Up Siding can accommodate 10 car trains shunting from Platform 1 to No 4 Up Siding and returning to Platform 1 |      |  |
| <b>Connectional Allowance</b>   |      |  |
|   | 4    |  |

|  |   |  |               |              |
|--|---|--|---------------|--------------|
| <b>Dartford</b>  |   |  |               |              |
|  |   |  |               |              |
| <b>Dwell Time</b>  |   |  |               |              |
| All Thameslink services  | 1½* may be reduced to 1 minute outside SX peak hours by exception only with the agreement of Train Operator |  |               |              |
| All other services   | 1   |  |               |              |
|  |   |  |               |              |
| <b>Permissive working for attaching/detaching and platform sharing is authorised as shown below:</b>   |   |  |               |              |
| Platform 1   | Up Passenger Loop   | Attaching/Detaching in Both directions                                     |               |              |
| Platform 2   | Up Main   | Attaching/Detaching in Both directions                                     |               |              |
| Platform 3   | Down Main   | Attaching/Detaching in Both directions                                     |               |              |
| Platform 4   | Down Passenger Loop   | Attaching/Detaching in Both directions                                     |               |              |
|  |   |  |               |              |
| <b>Planning Note</b>   |   |  |               |              |
| The non-stop headway applies for consecutive trains departing from or passing Dartford towards Dartford Junction <i>providing</i> the second train uses a different platform |   |  |               |              |
|  |   |  |               |              |
| <b>Platform Reoccupation</b>   |   |  |               |              |
| <b>First Movement</b>  |   | <b>Second Movement</b>   | <b>Value</b>  |              |
| Down train to Up or Reception Sidings  |   | Down train arriving into same platform                                     | 3             |              |
|  |   |  |               |              |
| <b>Overlap Restrictions</b>  |   |  |               |              |
| <b>First Movement</b>  |   | <b>Second Movement</b>   | <b>Reason</b> | <b>Value</b> |
| Up Train depart Platform 1   |   | Up train pass/arrive Platform 2  | NK404         | 2            |
| Up depart/pass Platforms 1 or 2 to Reversible  |   | Up train arrive Platform 3   | NK496         | 2            |
| Up depart/pass Platforms 1 or 2 to Reversible  |   | Up arrival Platform 4 prevents Down arrival into Platform 3 from down Main | NK497         | 2            |
| Down train arrive Platform 1   |   | Up Train pass/arrive Platform 2  | NK404         | 2            |
| Train depart Platform 1 towards Gravesend  |   | Down train pass/arrive Platform 2  | NK485         | 2            |
| Up train arrive Platform 2   |   | Up train depart Platform 1   | NK404         | 2            |
| Up train arrive Platform 2   |   | Down train arrive Platform 1   | NK404         | 2            |
| Up train arrive Platform 2   |   | Up train arrive Platform 1 from Up Siding 4                                | Same time     |              |
| Down train pass/arrive Platform 2  |   | Up train arrive Platform 1   | NK485         | 2            |
| Down train arrive Platform 2 or 3  |   | Train arrive/depart Platform 3 or 4 from/to the Up Sidings 1 or 3          | NK485         | 2            |
| Up train depart/pass Platform 3 to Down Main   |   | Up train arrive Platform 4   | NK482         | 2            |
| Train arrive/depart Platform 3 or 4 from/to the Up Sidings   |   | Down train arrive Platform 2 or 3  | NK485/497     | 2            |
|  |   |  |               |              |
| <b>Station Working Requirements</b>  |   |  |               |              |
| All trains to/from the sidings must stop in a platform for a minimum of 1 minute to allow for route setting  |   |  |               |              |

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

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

### Hoo Down Yard

| Freight Length Restrictions | Length Limit |
|-----------------------------|--------------|
|                             | 60 SLU       |

### Hoo Up Yard

| Freight Length Restrictions | Length Limit |
|-----------------------------|--------------|
|                             | 67 SLU       |

### Strood

#### Berthing Facilities

| Location                      | Cars | Notes |
|-------------------------------|------|-------|
| Up Platform Loop (Platform 3) | 8    |       |

#### Connectional Allowance

4

#### Dwell Time

|                                   |    |
|-----------------------------------|----|
| 12 Car 465 services in platform 2 | 1½ |
| All other services                | 1  |

#### ECS Working

ECS trains from Down Main Signal NK1630 running beyond Strood towards Gravesend are required to stand in platforms 2 or 3 for 1 minute to ensure correct operation of ARS

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

|            |                 |  |
|------------|-----------------|--|
| Platform 1 | Down North Kent | Detaching only                           |
| Platform 2 | Up North Kent   | Prohibited                               |
| Platform 3 | Up Loop         | Attaching/Detaching and Platform Sharing |

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

#### Overlap Restrictions

| First Movement                                      | Second Movement   | Signal | Value |
|---|---|--------|-------|
| Train departing from NK1625 signal into Platform 3  | Arrive into Platform 2 from Maidstone West or Rochester | NK468  | 2     |
| Platform 3 departure in Up direction towards Higham | Arrive into Platform 2 from Maidstone West or Rochester | NK468  | 2     |

#### Length Restrictions

A train exceeding 111m/17SLU in length will foul 2003 points when standing at NK472 on the Up North Kent. Therefore, junction margins must be based on train's departure/passing time at Strood. No allowances are permitted for any train over the above stated lengths

|                               |                               |   |
|-------------------------------|-------------------------------|---|
| <b>Halling</b>                |                               |   |
| <b>Junction Margins</b>       |                               |   |
| Train arrives Halling Sidings | Down train depart/pass Cuxton | ½ |

|   |
|---|
| <b>Halling Sidings</b>  |
| <b>Planning Note</b>  |
| A train exceeding 271m/42SLU in length will foul the road crossing at the rear of the yard itself |

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

|   |
|---|
| <b>SO310A LEE SPUR JUNCTION TO LEE LOOP JUNCTION</b>  |
| <b>Length Restrictions</b>  |
| A train exceeding 352m/55SLU in length will foul Lee Spur Junction when standing at TL345. Therefore, junction margins must be based on train's departure time from TL345 signal    |
| A train exceeding 423m/66SLU in length will foul 906 points at Lee when standing at TL299. Therefore, junction margins must be based on train's departure time at Lee Spur Junction |
| The standage between Shunt signal 1302 is 1 loco (22m) to be clear of fouling 910 points  |
| The standage between Shunt signal 1305 is 1 loco (22m) to be clear of fouling 910 points  |

|  |
|--|
| <b>SO310B CRAYFORD SPUR 'A' JUNCTION TO CRAYFORD SPUR 'B' JUNCTION</b> |
| <b>Crayford Spur 'A' Junction</b>                                      |
| See entry under route SO290  |

|                                   |
|-----------------------------------|
| <b>Crayford Spur 'B' Junction</b> |
| See entry under route SO310       |

|   |
|---|
| <b>SO310C STROOD TO ROCHESTER BRIDGE JUNCTION</b> |
| <b>Rochester Bridge Junction</b>                  |
| See entry under route SO110                       |

## Cliffe Brett Marine

### Operational Restriction

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

## SO320 HOO JUNCTION TO GRAIN SIDINGS

### Hoo Junction

See entry under route – SO310

### Hoo Junction Signal NK509

| Operational Requirement  |                                    | Value |
|--|------------------------------------|-------|
| Token stop (trains to/from Grain) or operation of ground frame (trains to/from Cliffe Brett Marine)                |                                    | 3     |
| First Movement   | Second Movement                    | Value |
| Depart towards Cliffe Brett Marine   | Depart towards Hoo Jn (from Grain) | 5*    |
| Depart towards Grain   | Arrive from Cliffe Brett Marine    | 5\$   |
| * includes 3 minute token stop   |                                    |       |
| \$ includes 3 minutes stop for operation of ground frame   |                                    |       |
| Planning Note  |                                    |       |
| Any train traversing to / from Grain via Cliffe Brett Marine must to do so via Hoo Junction on the Up or Down Main |                                    |       |

### Grain Level Crossing

| Operational Requirement |                         | Value |
|-------------------------|-------------------------|-------|
| Token stop              |                         | 1     |
| First Movement          | Second Movement         | Value |
| Depart to Shared Area   | Arrive from Shared Area | 10    |

### Grain Shared Area

| Planning Note  |                                  |        |
|--|----------------------------------|--------|
| Only 1 train can move within the Shared Area at a time with permission from the Grain Network Rail Signaller and the nominated Person in Charge. |                                  |        |
| First Movement   | Second Movement                  | Value  |
| Depart to/arrive from Thamesport   | Depart BP Terminal               | 40     |
| Arrive BP terminal   | Depart to/arrive from Thamesport | 12     |
| Grain Thamesport   |                                  |        |
| Movement   |                                  | Margin |

## Grain Level Crossing

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

### Dwell Time

|              |   |
|--------------|---|
| All services | An 'OP' dot stop is required in both directions |
|--------------|---|

## SO330 NUNHEAD TO HAYES

### Nunhead

See entry under route SO260

## Lewisham Vale Junction

### Length Restrictions

The standage at Signal TL253 to be clear of fouling Lewisham Vale Junction in rear is 180 metres/28 SLUs  
A train exceeding 270m/42SLU in length on the Up Lewisham will foul Lewisham Junction when standing at TL252. Therefore, junction margins must be based on train's departure time at Lewisham Vale Junction  
A train exceeding 225m/35SLU in length on the Down Tanners Hill will foul the route in at Tanners Hill Junction when standing at TL243.  
Therefore, junction margins must be based on train's departure time at Lewisham Vale Junction

## Lewisham

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

### Dwell Time

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

### Junction Margins for Lewisham Station

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

### Planning Note

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

## New Beckenham

### Berthing Facilities

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



### New Beckenham

|  |   |
|--|---|
| <b>Connectional Allowance</b>  | 4 |
| <b>Junction Margins</b>  |   |
| Re-occupation of single line to/from Beckenham Junction  | 3 |
| <b>Planning Restrictions</b>   |   |
| When a movement to/from the siding takes place, another train cannot be signalled to run from Beckenham Junction towards New Beckenham |   |

### Elmers End

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

### Hayes

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

### SO330A NEW BECKENHAM TO BECKENHAM JUNCTION

|                             |
|-----------------------------|
| <b>New Beckenham</b>        |
| See entry under route SO330 |

### Beckenham Junction

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

### SO350 GROVE PARK TO BROMLEY NORTH

|                             |
|-----------------------------|
| <b>Grove Park</b>           |
| See entry under route SO130 |

## Bromley North

### Berthing Facilities

| Location   | Cars | Notes |
|------------|------|-------|
| Platform 1 | 8    |       |
| Platform 2 | 8    |       |

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

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

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

### Dot Stops

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

### London St Pancras International

#### Junction Margins - International

| First Movement                | Second Movement | Margin |
|-------------------------------|-----------------|--------|
| Between all conflicting moves |                 | 3      |

| Platform Reoccupation             | Value |
|-----------------------------------|-------|
| Platforms 5 to 10 (International) | 4     |

#### Junction Margins - Domestic

| First Movement                               | Second Movement                              | Margin |
|--|--|--------|
| All conflicting moves except as shown below: |  | 3      |
| Any arrival                                  | Departure crossing behind                    | 1      |
| Any departure                                | Any arrival involving a conflicting movement | 3      |

| Platform Reoccupation         | Value |
|-------------------------------|-------|
| Platforms 11 to 13 (Domestic) | 3     |

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

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

## York Way South Junction

### Adjustments to Sectional Running Times

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

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

### Stratford International West Junction

#### Adjustments to Sectional Running Times

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

#### Junction Margins

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

### Stratford International

#### Dwell Time

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

#### Junction Margins

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

#### Platform Reoccupation

| Value                   |
|-------------------------|
| International Platforms |

### Stratford International East Junction

#### Adjustments to Sectional Running Times

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

#### Junction Margins

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

### Dagenham Dock Junction

#### Adjustments to Sectional Running Times

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

#### Junction Margins

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

### Wennington Crossover

#### Junction Margins

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

### Ebbsfleet International West Junction

#### Adjustments to Sectional Running Times

| Movement Down  | Reason   | Value         |
|--|--|---------------|
| Class 395 train stopping at Ebbsfleet International Platforms 2 or 3 | Speed differential approaching Ebbsfleet International | ½             |
| <b>Junction Margins</b>  |  | <b>Margin</b> |
| All conflicting moves  |  | 3             |

### Ebbsfleet International

#### Adjustments to Sectional Running Times

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

#### Connectional Allowances

|                       |    |
|-----------------------|----|
| Southeastern services | 10 |
|-----------------------|----|

#### Dwell Time

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

#### Junction Margins

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

### Ebbsfleet International East Junction

|                         |               |
|-------------------------|---------------|
| <b>Junction Margins</b> | <b>Margin</b> |
| All conflicting moves   | 3             |

### Southfleet Junction

#### Adjustments to Sectional Running Times

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

### Southfleet Junction

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

### Southfleet Crossover

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

### Singlewell Loop

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

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

| Junction Margins | First Move                                       | Second Move        | Margin |
|------------------|--|--------------------|--------|
|                  | Pass loop on DNC towards Ashford International   | Depart loop to DNC | ½      |
|                  | Pass loop on UPC towards Ebbsfleet International | Depart loop to UPC | ½      |

### Singlewell Crossover

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

### Nashenden Crossover

#### Adjustments to Sectional Running Times

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

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

### Crismill Crossover

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

### Lenham Loop

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

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

| <b>Lenham Loop</b>                               |                    |               |
|--|--------------------|---------------|
| <b>Junction Margins</b>                          |                    |               |
| <b>First Move</b>                                | <b>Second Move</b> | <b>Margin</b> |
| Pass loop on DNC towards Ashford International   | Depart loop to DNC | ½             |
| Pass loop on UPC towards Ebbsfleet International | Depart loop to UPC | ½             |

| <b>Lenham Crossover</b>                                    |  |               |
|--|--|---------------|
|  |  |               |
| <b>Adjustments to Sectional Running Times</b>              |  |               |
| <b>Movement Up</b>   | <b>Reason</b>                                  | <b>Value</b>  |
| Up Eurostar Class 373/374 train from Ashford International | Speed differential after Ashford West Junction | 1             |
|  |  |               |
| <b>Junction Margins</b>                                    |  | <b>Margin</b> |
| All conflicting moves                                      |  | 3             |

| <b>Charing Crossover</b> |  |               |
|--------------------------|--|---------------|
|                          |  |               |
| <b>Junction Margins</b>  |  | <b>Margin</b> |
| All conflicting moves    |  | 3             |

| <b>Ashford West Junction</b> |  |
|------------------------------|--|
|                              |  |
| See entry under route SO470  |  |

| <b>Ashford International</b> |  |
|------------------------------|--|
|                              |  |
| See entry under route SO130  |  |

| <b>Ashford East Junction</b> |  |
|------------------------------|--|
|                              |  |
| See entry under route SO480  |  |

## Westenhanger Crossover

### Adjustments to Sectional Running Times

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

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

## (High Speed 1) Eurotunnel Boundary

### Restriction

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

## SO420 YORK WAY SOUTH JUNCTION TO CAMDEN ROAD INCLINE JUNCTION

### Signal AF41

#### Dwell Time

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

## SO430 STRATFORD INTERNATIONAL WEST JUNCTION TO TEMPLE MILLS DEPOT

### Temple Mills Depot

#### Berthing Facilities

| Location | Trains | Notes                       |
|----------|--------|-----------------------------|
| Shed     | 25     | Carriage Washing Facilities |

## SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION

### Dot Stops

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

## Ebbsfleet International

See entry under route SO400

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

### Dot Stops

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

### Ashford West Junction

#### Junction Margins

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

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

### Dot Stops

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

### Ashford East Junction

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

  

| Junction Margins                      |  |        |
|---------------------------------------|--|--------|
| First Movement                        | Second Movement                                | Margin |
| Down train from Ashford International | Down train running fast towards Channel Tunnel | 3      |



## 5.4 Platform Lengths

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

| STATION               | PLATFORM                  | USABLE LENGTH | NOTES   |
|-----------------------|---------------------------|---------------|---|
| Abbey Wood            | 1 - Up North Kent         | 241           | 12 cars                                       |
| Abbey Wood            | 2 - Down North Kent       | 244           | 12 cars                                       |
| Adisham               | 1 - Up Main               | 166           |   |
| Adisham               | 2 - Down Main             | 170           |   |
| Albany Park           | 1 - Up Dartford Loop      | 284           |   |
| Albany Park           | 2 - Down Dartford Loop    | 284           |   |
| Ashford International | 1 - Up Passenger Loop     | 265           | Down direction                                |
| Ashford International | 1 - Up Passenger Loop     | 265           | Up direction                                  |
| Ashford International | 2 - Up Slow               | 265           | Down direction                                |
| Ashford International | 2 - Up Slow               | 265           | Up direction                                  |
| Ashford International | 3 – Up International      | 412 #         | Down direction<br>International services only |
| Ashford International | 3 - Up International      | 412 #         | Up direction<br>International services only   |
| Ashford International | 4 – Down International    | 412 #         | Down direction<br>International services only |
| Ashford International | 4 - Down International    | 412 #         | Up direction<br>International services only   |
| Ashford International | 5 - Down Slow             | 260           | Down direction                                |
| Ashford International | 5 - Down Slow             | 260           | Up direction                                  |
| Ashford International | 6 - Down Passenger Loop   | 260           | Down direction                                |
| Ashford International | 6 - Down Passenger Loop   | 260           | Up direction                                  |
| Aylesford             | 1 - Up Maidstone Branch   | 106           |   |
| Aylesford             | 2 - Down Maidstone Branch | 94            |   |
| Aylesham              | 1 - Up Main               | 167           |   |
| Aylesham              | 2 - Down Main             | 167           |   |
| Barming               | 1 - Up Maidstone          | 122           |   |
| Barming               | 2 - Down Maidstone        | 125           |   |
| Barnehurst            | 1 - Up Bexleyheath        | 282           |   |
| Barnehurst            | 2 - Down Bexleyheath      | 284           |   |
| Bat and Ball          | 1 – Up                    | 170           |   |
| Bat and Ball          | 2 – Down                  | 167           |   |
| Battle                | 1 - Up Hastings           | 167           |   |
| Battle                | 2 - Down Hastings         | 172           |   |
| Bearstead             | 1 - Up Maidstone          | 167           |   |
| Bearstead             | 2 - Down Maidstone        | 169           |   |
| Beckenham Hill        | 1 - Up Catford Loop       | 170           |   |
| Beckenham Hill        | 2 - Down Catford Loop     | 169           |   |
| Beckenham Junction    | 1 - Crystal Palace Single | 164           |   |
| Beckenham Junction    | 2 - Up Chatham Main       | 243           |   |
| Beckenham Junction    | 3 - Down Chatham Main     | 209           |   |
| Beckenham Junction    | 4 - Down Bay              | 177           |   |
| Bekesbourne           | 1 - Up Main               | 165           |   |

| STATION                   | PLATFORM               | USABLE LENGTH | NOTES |
|---------------------------|------------------------|---------------|-------|
|                           |                        |               |       |
| Bekesbourne               | 2 - Down Main          | 166           |       |
| Bellingham                | 1 - Up Catford Loop    | 164           |       |
| Bellingham                | 2 - Down Catford Loop  | 164           |       |
| Beltring                  | 1 - Up Maidstone       | 88            |       |
| Beltring                  | 2 - Down Maidstone     | 88            |       |
| Belvedere                 | 1 - Up North Kent      | 248           |       |
| Belvedere                 | 2 - Down North Kent    | 249           |       |
| Bexley                    | 1 - Up Dartford Loop   | 285           |       |
| Bexley                    | 2 - Down Dartford Loop | 285           |       |
| Bexleyheath               | 1 - Up Bexleyheath     | 287           |       |
| Bexleyheath               | 2 - Down Bexleyheath   | 294           |       |
| Bickley                   | 1 - Up Chatham Fast    | 184           |       |
| Bickley                   | 2 - Down Chatham Fast  | 183           |       |
| Bickley                   | 3 - Up Chatham Slow    | 184           |       |
| Bickley                   | 4 - Down Chatham Slow  | 184           |       |
| Birchington on Sea        | 1 – Up                 | 247           |       |
| Birchington on Sea        | 2 – Down               | 247           |       |
| Blackheath                | 1 - Up North Kent      | 269           |       |
| Blackheath                | 2 - Down North Kent    | 242           |       |
| Borough Green and Wrotham | 1 - Up Maidstone       | 167           |       |
| Borough Green and Wrotham | 2 - Down Maidstone     | 167           |       |
| Brixton                   | 1 – Up                 | 164           |       |
| Brixton                   | 2 – Down               | 165           |       |
| Broadstairs               | 1 - Up Main            | 247           |       |
| Broadstairs               | 2 - Down Main          | 248           |       |
| Bromley North             | 1 – Up                 | 179           |       |
| Bromley North             | 2 – Down               | 179           |       |
| Bromley South             | 1 - Up Chatham Fast    | 264           |       |
| Bromley South             | 2 - Down Chatham Fast  | 264           |       |
| Bromley South             | 3 - Up Chatham Slow    | 264           |       |
| Bromley South             | 4 - Down Chatham Slow  | 264           |       |
|                           |                        |               |       |
| Canterbury East           | 1 - Up Main            | 164           |       |
| Canterbury East           | 2 - Down Main          | 166           |       |
| Canterbury West           | 1 - Up Main            | 159           |       |
| Canterbury West           | 2 - Down Main          | 166           |       |
| Catford                   | 1 - Up Catford Loop    | 164           |       |
| Catford                   | 2 - Down Catford Loop  | 162           |       |
| Catford Bridge            | 1 - Up Mid Kent        | 300           |       |
| Catford Bridge            | 2 - Down Mid Kent      | 316           |       |
| Charing                   | 1 - Up Maidstone       | 124           |       |
| Charing                   | 2 - Down Maidstone     | 124           |       |
| Charlton                  | 1 - Up North Kent      | 242           |       |
| Charlton                  | 2 - Down North Kent    | 243           |       |
| Chartham                  | 1 - Up Main            | 130           |       |
| Chartham                  | 2 - Down Main          | 121           |       |
| Chatham                   | 1 - Up Main            | 249           |       |
| Chatham                   | 2 - Down Main          | 249           |       |
| Chelsfield                | 1 - Up Main            | 249           |       |
| Chelsfield                | 2 - Down Main          | 244           |       |

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

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

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

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

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

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



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

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

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

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

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

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

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

## 5.4.1 Loop Lengths

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

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

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

### SO130 LONDON CHARING CROSS TO DOVER (VIA TONBRIDGE)

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

### SO140 SWANLEY TO ASHFORD INTERNATIONAL (VIA MAIDSTONE EAST)

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

### SO180 PADDOCK WOOD TO MAIDSTONE WEST

| LOCATION                         | DIRECTION | USABLE LENGTH |        | NOTES   |
|----------------------------------|-----------|---------------|--------|---|
|                                  |           | SLU           | METRES |   |
| Maidstone West Up Passenger Loop | Up        | 23            | 150    | Between MS9 (UPL starting signal) and MS41 (UPL to East Farleigh starting signal) |
| Maidstone West Up Main           | Up        | 19            | 123    | Between MS10 (UPL starting signal) and MS88 shunt signal                          |
| Maidstone West Up Siding         | Up        | 36            | 232    |   |

### SO220 ASHFORD TO RAMSGATE (VIA CANTERBURY WEST)

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

### SO300A SLADE GREEN JUNCTION TO PERRY STREET FORK JUNCTION

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

### SO310 HITHER GREEN TO MAIDSTONE WEST (VIA SIDCUP)

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

### SO310A LEE LOOP JUNCTION TO LEE SPUR JUNCTION

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

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

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

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

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

## 5.5 Timing Allowances

All allowances shown are in minutes.

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

E refers to engineering allowance  
P refers to performance allowances

### Pathing Time:

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

### SIMBIDS

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

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

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

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

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



## 6 Timetabling Considerations

### 6.1 Advertised and Working Times

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

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

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

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

## 6.2 Timing of Light Locomotives

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

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

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

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

# HS1 Specific Reference Appendix

## 1. Train Classification (*Main Document Section 1.3.1*)

The following apply only to High Speed 1:

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

### TID<sub>s</sub> HIGH SPEED 1 ROUTE EUROSTAR SERVICES

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

### TID<sub>s</sub> HIGH SPEED 1 ROUTE DOMESTIC SERVICES TO AND FROM KENT

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

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

## 2. Route Description (*Main Document Section 2.1*)

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

| SO400 LONDON ST PANCRAS INTERNATIONAL TO HIGH SPEED 1/ET BOUNDARY                           |                              |                       |      |   |
|---|------------------------------|-----------------------|------|---|
| TIMING POINT  | DOWN                         | UP                    | CODE | NOTES   |
|   |                              |                       |      |   |
| <b>Line codes on SO400 apply forward from the timing point against which they are shown</b> |                              |                       |      |   |
| <b><u>London St Pancras International</u></b>   | DNC<br>PCO<br>PNL PRL<br>UPC |                       |      | Platform detail must be shown                       |
| Regents Canal Junction  |                              |                       | X    | <i>To/from York Way North Junction – SO410A</i>     |
| <b><u>York Way South Junction</u></b>   | DNC<br>UPC                   | DNC<br>NLC PRL<br>UPC |      | <i>To/from Cedar Junction – SO420</i>               |
| <b><u>Stratford International West Junction</u></b>   | TPM<br>DNC<br>UPC 1 2<br>3 4 | DNC<br>UPC            |      | <i>To/from Temple Mills Depot – SO430</i>           |
| Stratford International   | DNC<br>UPC                   | DNC<br>UPC            | S    | Platform detail must be shown                       |
| <b><u>Stratford International East Junction</u></b>   | DNC<br>UPC                   | DNC<br>UPC 1 2<br>3 4 |      |   |
| <b><u>Dagenham Dock Junction</u></b>  | DNC<br>UPC                   | DNC<br>UPC            |      | <i>To/from Ripple Lane Exchange Sidings - SO440</i> |
| <b><u>Wennington Crossover</u></b>  | DNC<br>UPC                   | DNC<br>UPC            |      |   |
| <b><u>Ebbsfleet International West Junction</u></b>   | DNC<br>UPC 1 2<br>3 4 5 6    | DNC<br>UPC            |      |   |

|   |                          |                       |   |  |
|---|--------------------------|-----------------------|---|--|
| Ebbsfleet International                             | DNC<br>UPC               | DNC<br>UPC            | S | Platform detail must be shown<br><i>To/from Springhead Road Junction – SO450</i>     |
| <b><u>Ebbsfleet International East Junction</u></b> | DNC<br>UPC               | DNC<br>UPC 1 2<br>3 4 |   |  |
| <b><u>Southfleet Junction</u></b>                   | DNC<br>UPC               | DNC<br>UPC            |   | <i>To/from Fawkham Junction – SO460</i>  |
| Southfleet Crossover                                | UPC                      | DNC                   | X |  |
| Singlewell Loop                                     | -                        | -                     | S |  |
| Singlewell Crossover                                | DNC<br>UPC               | DNC<br>UPC            | X |  |
| <b><u>Nashenden Crossover</u></b>                   | DNC<br>UPC               | DNC<br>UPC            |   |  |
| <b><u>Crismill Crossover</u></b>                    | DNC<br>UPC               | DNC<br>UPC            |   |  |
| <b><u>Lenham Crossover</u></b>                      | DNC<br>UPC<br>DNL<br>UPL | DNC<br>UPC            |   | Line codes DNL or UPL must be used for trains travelling into Lenham Heath Loop      |
| Lenham Heath Loop                                   | -                        | UPC<br>DNC            | S |  |
| <b>Charing Crossover</b>                            |                          | UPL<br>DNL            | X | Timing point for trains crossing to enter Lenham Heath Loop in the Up Direction only |
| <b><u>Ashford West Junction</u></b>                 | DNC<br>UPC               | DNC<br>UPC            |   | CTRL TIPLOC to be used<br><i>To/from Ashford International – SO470</i>               |
| <b><u>Ashford East Junction</u></b>                 | DNC<br>UPC               | DNC<br>UPC            |   | CTRL TIPLOC to be used<br><i>To/from Ashford International – SO480</i>               |
| <b><u>Westenhanger Crossover</u></b>                | DNC<br>UPC               | DNC<br>UPC            |   |  |
|   |                          |                       |   |  |
| <i>Dollands Moor West Junction</i>                  | -                        | -                     |   | <i>To/from Dollands Moor Sidings – SO490</i>   |
| <b><u>HS1/ET Boundary</u></b>                       |                          | -                     |   |  |

### SO410A REGENTS CANAL JUNCTION TO YORK WAY NORTH JUNCTION

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

### SO410B REGENTS CANAL JUNCTION TO CEDAR JUNCTION

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

### SO420 YORK WAY SOUTH JUNCTION TO CAMDEN ROAD INCLINE JUNCTION

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

### SO430 STRATFORD INTERNATIONAL WEST JUNCTION TO TEMPLE MILLS DEPOT

| TIMING POINT   | DOWN | UP         | CODE | NOTES                                   |
|--|------|------------|------|---|
|  |      |            |      |   |
| Line codes on SO430 apply forward from the timing point against which they are shown |      |            |      |   |
| <u>Stratford International West Junction</u>   | TPM  | DNC<br>UPC |      | To/from York Way South Junction – SO400 |

|  |   |   |  |   |
|--|---|---|--|---|
| <b><u>Temple Mills Depot Reception</u></b> | - | - |  | Trains can be routed into any of 4 reception sidings controlled by Temple Mills Depot signaller |
|--|---|---|--|---|

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

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

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



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

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

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

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

### SO490 DOLLANDS MOOR WEST JUNCTION TO DOLLANDS MOOR SIDINGS

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

### 3. Headway Values (*Main Document Section 5.2.1*)

| SO400 ST PANCRAS INTERNATIONAL TO HIGH SPEED 1/ET BOUNDARY  |      |    |       |
|---|------|----|-------|
| TIMING POINT  | DOWN | UP | NOTES |
| Standard Headways   | 3    | 3  |       |
| <b>Exceptions:</b>  |      |    |       |
| 4 minute headway is required at Ashford West Junction for Eurostar trains when following slower trains in the Up direction  |      |    |       |
| 2½ minute headway is permissible at Stratford International West Junction when the first train has run non stop and the second train has stopped at Stratford International                                 |      |    |       |
| 2½ minute headway is permissible at Stratford International East Junction when the first train has run non stop and the second train has stopped at Stratford International                                 |      |    |       |
| 2½ minute headway is permissible at Ebbsfleet International West Junction when the first train has run non stop and the second train has stopped at Ebbsfleet International                                 |      |    |       |
| 2½ minute headway is permissible at Ebbsfleet International East Junction when the first train has run non stop and the second train has stopped at Ebbsfleet International                                 |      |    |       |
| 2½ minute headway is permissible at Ashford International West Junction when the first train has run non stop via the Ashford Avoiding Line SO400 and the second train has stopped at Ashford International |      |    |       |
| 2½ minute headway is permissible at Ashford International East Junction when the first train has run non stop via the Ashford Avoiding Line SO400 and the second train has stopped at Ashford International |      |    |       |

### 4. Junction Margins & Station Planning Rules (*Main Document Section 5.3*)

| STANDARD VALUES – MINIMUM   |                  |              |
|---|------------------|--------------|
| <b>Additional Allowances</b>  |                  |              |
| All the additional allowances referred to in this section must be explicitly identified in the Working Timetable and on no account may they be consolidated into the basic point to point timing. It is essential to the efficient operation of the automatic route setting equipment as installed at Ashford Integrated Electronic Control Centre (IECC) that allowances are separated this way.                     |                  |              |
| Where a pathing allowance is required for a train that would also be provided with a performance allowance, the performance allowance may be consolidated into the pathing allowance except where mandated by Timetable Planning Rules. However, engineering allowances mandated by Timetable Planning Rules must be kept completely separate from and, where appropriate, additional to any other form of allowance. |                  |              |
| <b>Adjustments to Sectional Running Times</b>   |                  |              |
| <b>Movements</b>  | <b>Reason</b>    | <b>Value</b> |
| Approaching <b>ALL</b> Bays, Loops and Crossovers   | Approach Control | ½*           |
| Terminating trains arriving on half minutes in final timing link  | Station working  | ½            |
| *except where otherwise stated  |                  |              |
| <b>Trains originating on whole minutes</b>  |                  |              |

Freight<sup>^</sup> schedules must depart from origin on a whole minute. (This is due to IT systems requirements - <sup>^</sup>TOPS)

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

#### Attachment of Units

|          |    |
|----------|----|
| Standard | 4* |
|----------|----|

\* - At least ½ minute must be added to the schedule of the rear portion when approaching the front portion to attach

|                       |   |
|-----------------------|---|
| Class 375/377/387 EMU | 4 |
|-----------------------|---|

#### STANDARD VALUES – MINIMUM

|               |   |
|---------------|---|
| Class 376 EMU | 4 |
|---------------|---|

|               |   |
|---------------|---|
| Class 395 EMU | 4 |
|---------------|---|

|               |   |
|---------------|---|
| Class 465 EMU | 3 |
|---------------|---|

|               |   |
|---------------|---|
| Class 466 EMU | 3 |
|---------------|---|

|                        |   |
|------------------------|---|
| Connectional Allowance | 5 |
|------------------------|---|

#### Detachment of Units:

|                       |   |
|-----------------------|---|
| Class 375/377/387 EMU | 4 |
|-----------------------|---|

|                   |   |
|-------------------|---|
| Class 465/466 EMU | 3 |
|-------------------|---|

|               |   |
|---------------|---|
| Class 395 EMU | 4 |
|---------------|---|

#### Dwell Time

|          |   |
|----------|---|
| Standard | ½ |
|----------|---|

|  |   |
|--|---|
| Class 395 and 700 EMU when traction changeover is required | 1 |
|--|---|

|   |    |
|---|----|
| Empty Coaching Stock (ECS) to passenger services in the same direction unless otherwise specified | 1* |
|---|----|

|  |    |
|--|----|
| Passenger service to Empty Coaching Stock (ECS) in the same direction unless otherwise specified | 1* |
|--|----|

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

#### Dwell Times – Empty Coaching Stock to Passenger Service in the same direction

| Stock | Eurostar |
|-------|----------|
|-------|----------|

|                   |    |
|-------------------|----|
| Class 373/374 EMU | 26 |
|-------------------|----|

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

| 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 | Eurostar |
|-------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|----------|
| Class 171 DMU     |       | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2      | 2      | 2      |          |
| Class 373/374 EMU |       |       |       |       |       |       |       |       |       |        |        |        | 35       |
| Class 700 EMU     |       |       |       |       |       |       | 4     |       |       |        |        | 4      |          |

| Generic Rolling Stock Classes  |       |       |  |       |       |                    |       |       |       |        |                  |        |          |
|--|-------|-------|--|-------|-------|--------------------|-------|-------|-------|--------|------------------|--------|----------|
| Train Class  |       |       |  |       |       | ITPS Timing Load   |       |       |       |        | TPR Values       |        |          |
| Class 171 DMU  |       |       |  |       |       | 170100 timing load |       |       |       |        | Class 171 values |        |          |
| Class 375 EMU  |       |       |  |       |       | 375 timing load    |       |       |       |        | Class 375 values |        |          |
| Class 376 EMU  |       |       |  |       |       | 465 timing load    |       |       |       |        | Class 465 values |        |          |
| Class 377 EMU  |       |       |  |       |       | 375 timing load    |       |       |       |        | Class 375 values |        |          |
| Class 387 EMU  |       |       |  |       |       | 375 timing load    |       |       |       |        | Class 387 values |        |          |
| Class 395 EMU  |       |       |  |       |       | 395 timing load    |       |       |       |        | Class 395 values |        |          |
| Class 465/466 EMU  |       |       |  |       |       | 465 timing load    |       |       |       |        | Class 465 values |        |          |
| Class 700 EMU  |       |       |  |       |       | 700 timing load    |       |       |       |        | Class 700 values |        |          |
| Class 707 EMU  |       |       |  |       |       | 465 timing load    |       |       |       |        | Class 465 values |        |          |
|  |       |       |  |       |       |                    |       |       |       |        |                  |        |          |
| Junction Margins   |       |       |  |       |       |                    |       |       |       |        |                  |        |          |
| Between all conflicting movements at London Area Junctions between London Termini and Orpington (exclusive), Otford Junction and Gillingham inclusive                      |       |       |  |       |       |                    |       |       | 2     |        |                  |        |          |
| Between all conflicting movements at all other junctions   |       |       |  |       |       |                    |       |       | 3     |        |                  |        |          |
| Between all conflicting movements following a class 4, 6, 7 or non-seasonal class 8  |       |       |  |       |       |                    |       |       | 3     |        |                  |        |          |
| Arrival or pass  |       |       | Conflicting departure (opposite direction) |       |       |                    |       |       | 1     |        |                  |        |          |
|  |       |       |  |       |       |                    |       |       |       |        |                  |        |          |
| Platform Reoccupation  |       |       |  |       |       |                    |       |       |       |        |                  |        |          |
| Platform re-occupation in the same direction unless stated otherwise   |       |       |  |       |       |                    |       |       | 2     |        |                  |        |          |
| Platform re-occupation for movements in opposing directions  |       |       |  |       |       |                    |       |       | 3     |        |                  |        |          |
|  |       |       |  |       |       |                    |       |       |       |        |                  |        |          |
| Minimum allowance for freight movements  |       |       |  |       |       |                    |       |       |       |        |                  |        |          |
| Reversal before/after propelling movement  |       |       |  |       |       |                    |       | 2     |       |        |                  |        |          |
| Crew change  |       |       |  |       |       |                    |       | 2     |       |        |                  |        |          |
| Light engine reverse   |       |       |  |       |       |                    |       | 2     |       |        |                  |        |          |
| Change of Locomotive   |       |       |  |       |       |                    |       | 10    |       |        |                  |        |          |
| Runround in stations   |       |       |  |       |       |                    |       | 20    |       |        |                  |        |          |
| Runround in yards or depots  |       |       |  |       |       |                    |       | 20    |       |        |                  |        |          |
|  |       |       |  |       |       |                    |       |       |       |        |                  |        |          |
| Permissive Working   |       |       |  |       |       |                    |       |       |       |        |                  |        |          |
| Where attaching/detaching and platform sharing is permitted, only class 1, 2, 3, ECS 5, 9 and 0 trains are allowed to undertake permissive working. See Sectional Appendix |       |       |  |       |       |                    |       |       |       |        |                  |        |          |
|  |       |       |  |       |       |                    |       |       |       |        |                  |        |          |
| Station Allowances   |       |       |  |       |       |                    |       |       |       |        |                  |        |          |
| These minimum allowances may be increased by negotiation for specific traffic needs. Any subsequent reduction in these allowances must be agreed by Network Rail.          |       |       |  |       |       |                    |       |       |       |        |                  |        |          |
|  |       |       |  |       |       |                    |       |       |       |        |                  |        |          |
| Minimum Turnround – 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 | Eurostar |

|  |  |   |   |   |   |   |   |   |   |   |   |    |    |
|--|--|---|---|---|---|---|---|---|---|---|---|----|----|
| Class 171 DMU                                |  | 3 | 4 | 4 | 4 | 4 | 5 | 5 | 6 | 6 |   |    |    |
| Class 373/374 EMU                            |  |   |   |   |   |   |   |   |   |   |   |    | 52 |
| Class 375/377 EMU<br>(Southeastern Services) |  |   | 5 | 5 |   | 6 | 6 | 7 | 7 | 7 | 9 | 9  |    |
| Class 377/387 EMU<br>(Southern Services)     |  |   | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 6 | 6 | 6  |    |
| Class 376 EMU                                |  |   |   |   | 6 |   |   |   | 7 | 7 |   |    |    |
| Class 395 EMU                                |  |   |   |   |   | 6 |   |   |   |   |   | 9  |    |
| Class 465 / 466 EMU                          |  | 4 |   | 5 |   | 6 |   | 7 |   | 7 |   | 9  |    |
| Class 700 EMU                                |  |   |   |   |   |   |   | 8 |   |   |   | 10 |    |
| Class 707 EMU                                |  |   |   |   | 6 |   |   |   |   | 7 |   |    |    |

## Ashford International

### Adjustments to Sectional Running Times

#### Movement Down

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

Does not apply to trains routed to Down Fast

#### Movement Up

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

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

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

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

### Ashford International

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

### Berthing Facilities

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

### Connectional Allowance

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

## Ashford International

### Minimum Dwell Time

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

### Freight Restrictions

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

### Junction Margins International Platforms

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

### Junction Margins Domestic Platforms

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

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

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

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

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

### Permissive Working Rules – to allow ARS to operate correctly

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

### Platform Reoccupation

| Platform Reoccupation  | Margin |
|--|--------|
| Platforms 1 and 2  | 2      |
| Reoccupation of Platforms 5 or 6 when a change of direction to/from Maidstone East Relief Line | 6      |
| Reoccupation of Platform 6 when a change of direction to/from Canterbury West                  | 4      |
| Reoccupation of Platform 5 when a change of direction to/from Canterbury West                  | 6      |

### Overlap Restrictions

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

## Ashford International

### Planning Note

5 minutes attachment time is required for Class 375 / 377 either when two passenger trains are attaching or when a passenger train is attaching to an ECS already in the station platform

### Reversals at Ashford International

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

### Station Working Requirements

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

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

### Dot Stops

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

### London St Pancras International

#### Junction Margins - International

| First Movement                | Second Movement | Margin |
|-------------------------------|-----------------|--------|
| Between all conflicting moves |                 | 3      |

#### Platform Reoccupation

| Value                             |
|-----------------------------------|
| Platforms 5 to 10 (International) |

#### Junction Margins - Domestic

| First Movement                               | Second Movement                              | Margin |
|--|--|--------|
| All conflicting moves except as shown below: |  | 3      |
| Any arrival                                  | Departure crossing behind                    | 1      |
| Any departure                                | Any arrival involving a conflicting movement | 3      |

#### Platform Reoccupation

| Value                         |
|-------------------------------|
| Platforms 11 to 13 (Domestic) |

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

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

## York Way South Junction

### Adjustments to Sectional Running Times

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



|  |  |               |
|--|--|---------------|
| International Passenger trains that stopped at Stratford International | Speed differential after York Way South Junction | 1             |
|  |  |               |
| <b>Junction Margins</b>  |  | <b>Margin</b> |
| All conflicting moves  |  | 3             |

|                                |                        |               |
|--------------------------------|------------------------|---------------|
| <b>Stratford International</b> |                        |               |
|                                |                        |               |
| <b>Dwell Time</b>              |                        |               |
| Class 395                      | 1                      |               |
| International passenger trains | 2                      |               |
|                                |                        |               |
| <b>Junction Margins</b>        |                        |               |
| <b>First Movement</b>          | <b>Second Movement</b> | <b>Margin</b> |
| To Down International Platform | To Down CTRL Line      | 3             |
| To Up International Platform   | To Up CTRL Line        | 3             |
|                                |                        |               |
| <b>Platform Reoccupation</b>   |                        | <b>Value</b>  |
| International Platforms        |                        | 3             |

|   |  |               |
|---|--|---------------|
| <b>Stratford International West Junction</b>                            |  |               |
|   |  |               |
| <b>Adjustments to Sectional Running Times</b>                           |  |               |
| <b>Movement Down</b>  | <b>Reason</b>  | <b>Value</b>  |
| Down International passenger trains stopping at Stratford International | Speed differential approaching Stratford International West Junction | ½             |
|   |  |               |
| <b>Junction Margins</b>   |  | <b>Margin</b> |
| All conflicting moves   |  | 3             |

|  |
|--|
| <b>Stratford International East Junction</b> |
|--|

|   |   |               |
|---|---|---------------|
| <b>Adjustments to Sectional Running Times</b>                               |   |               |
| <b>Movement Down</b>  | <b>Reason</b>   | <b>Value</b>  |
| Down International passenger trains that stopped at Stratford International | Speed differential approaching Dagenham Dock Junction | 1             |
|   |   |               |
| <b>Junction Margins</b>   |   | <b>Margin</b> |
| All conflicting moves   |   | 3             |

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

|                             |               |
|-----------------------------|---------------|
| <b>Wennington Crossover</b> |               |
|                             |               |
| <b>Junction Margins</b>     | <b>Margin</b> |
| All conflicting moves       | 3             |

|  |  |               |
|--|--|---------------|
| <b>Ebbsfleet International West Junction</b>                         |  |               |
|  |  |               |
| <b>Adjustments to Sectional Running Times</b>                        |  |               |
| <b>Movement Down</b>   | <b>Reason</b>  | <b>Value</b>  |
| Class 395 train stopping at Ebbsfleet International Platforms 2 or 3 | Speed differential approaching Ebbsfleet International | ½             |
|  |  |               |
| <b>Junction Margins</b>  |  | <b>Margin</b> |
| All conflicting moves  |  | 3             |

## Ebbsfleet International

### Adjustments to Sectional Running Times

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

### Connectional Allowances

|                       |    |
|-----------------------|----|
| Southeastern services | 10 |
|-----------------------|----|

### Dwell Time

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

### Junction Margins

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

## Ebbsfleet International East Junction

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

## Southfleet Junction

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

|                             |  |
|-----------------------------|--|
| <b>Southfleet Crossover</b> |  |
| <b>Junction Margins</b>     |  |
| All conflicting moves       |  |
| 3                           |  |

|  |                             |               |
|--|-----------------------------|---------------|
| <b>Singlewell Loop</b>   |                             |               |
| <b>Loop Re-Occupation Rules – to allow for ETCS to operate correctly</b> |                             |               |
| <b>First Move</b>  | <b>Second Move</b>          | <b>Margin</b> |
| Train departs Loop   | Train arrives into the loop | 4             |
| <b>Junction Margins</b>  |                             |               |
| <b>First Move</b>  | <b>Second Move</b>          | <b>Margin</b> |
| Pass loop on DNC towards Ashford International                           | Depart loop to DNC          | ½             |
| Pass loop on UPC towards Ebbsfleet International                         | Depart loop to UPC          | ½             |

|                             |  |
|-----------------------------|--|
| <b>Singlewell Crossover</b> |  |
| <b>Junction Margins</b>     |  |
| All conflicting moves       |  |
| 3                           |  |

|   |  |              |
|---|--|--------------|
| <b>Nashenden Crossover</b>  |  |              |
| <b>Adjustments to Sectional Running Times</b>                             |  |              |
| <b>Movement Down</b>  | <b>Reason</b>                                      | <b>Value</b> |
| Down Eurostar Class 373/374 train that stopped at Ebbsfleet International | Speed differential approaching Nashenden Crossover | ½            |
| <b>Junction Margins</b>   |  |              |
| All conflicting moves   |  | 3            |

### Crismill Crossover

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

### Lenham Loop

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

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

#### Junction Margins

| First Move                                       | Second Move        | Margin |
|--|--------------------|--------|
| Pass loop on DNC towards Ashford International   | Depart loop to DNC | ½      |
| Pass loop on UPC towards Ebbsfleet International | Depart loop to UPC | ½      |

### Lenham Crossover

#### Adjustments to Sectional Running Times

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

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

### Charing Crossover

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

### Ashford West Junction

See entry under route SO470

### Ashford International

See entry under route SO130

### Ashford East Junction

See entry under route SO480

## Westenhanger Crossover

### Adjustments to Sectional Running Times

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

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

## (High Speed 1) Eurotunnel Boundary

### Restriction

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

## SO420 YORK WAY SOUTH JUNCTION TO CAMDEN ROAD INCLINE JUNCTION

### Signal AF41

#### Dwell Time

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

## SO430 STRATFORD INTERNATIONAL WEST JUNCTION TO TEMPLE MILLS DEPOT

### Temple Mills Depot

#### Berthing Facilities

| Location | Trains | Notes                       |
|----------|--------|-----------------------------|
| Shed     | 25     | Carriage Washing Facilities |

## SO450 EBBSFLEET WEST JUNCTION TO SPRINGHEAD ROAD JUNCTION

### Dot Stops

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

## Ebbsfleet International

See entry under route SO400

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

### Dot Stops

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

### Ashford West Junction

#### Junction Margins

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

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

### Dot Stops

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

### Ashford East Junction

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

  

| Junction Margins                      |  |        |
|---------------------------------------|--|--------|
| First Movement                        | Second Movement                                | Margin |
| Down train from Ashford International | Down train running fast towards Channel Tunnel | 3      |

## 5. Platform Lengths (*Main Document Section 5.4*)

| STATION               | PLATFORM               | USABLE LENGTH | NOTES   |
|-----------------------|------------------------|---------------|---|
| Ashford International | 1 - Up Passenger Loop  | 265           | Down direction                                |
| Ashford International | 1 - Up Passenger Loop  | 265           | Up direction                                  |
| Ashford International | 2 - Up Slow            | 265           | Down direction                                |
| Ashford International | 2 - Up Slow            | 265           | Up direction                                  |
| Ashford International | 3 – Up International   | 412 #         | Down direction<br>International services only |
| Ashford International | 3 - Up International   | 412 #         | Up direction<br>International services only   |
| Ashford International | 4 – Down International | 412 #         | Down direction<br>International services only |
| Ashford International | 4 - Down International | 412 #         | Up direction<br>International services only   |

|                                       |                         |     |   |
|---------------------------------------|-------------------------|-----|---|
| Ashford International                 | 5 - Down Slow           | 260 | Down direction                                |
| Ashford International                 | 5 - Down Slow           | 260 | Up direction                                  |
| Ashford International                 | 6 - Down Passenger Loop | 260 | Down direction                                |
| Ashford International                 | 6 - Down Passenger Loop | 260 | Up direction                                  |
| Ebbsfleet International<br>Low Level  | 1 Up International#     | 409 | Up direction<br>International services only   |
| Ebbsfleet International<br>Low Level  | 2 Up Domestic\$         | 290 | Down direction<br>Domestic services only      |
| Ebbsfleet International<br>Low Level  | 2 Up Domestic\$         | 290 | Up direction<br>Domestic services only        |
| Ebbsfleet International<br>Low Level  | 3 Down Domestic\$       | 291 | Down direction<br>Domestic services only      |
| Ebbsfleet International<br>Low Level  | 3 Down Domestic\$       | 291 | Up direction<br>Domestic services only        |
| Ebbsfleet International<br>Low Level  | 4 Down International#   | 414 | Down direction<br>International services only |
| Ebbsfleet International<br>Low Level  | 4 Down International#   | 414 | Up direction<br>International services only   |
| Ebbsfleet International<br>High Level | 5 Up Domestic\$         | 290 | Down direction<br>Domestic services only      |
| Ebbsfleet International<br>High Level | 5 Up Domestic\$         | 290 | Up direction<br>Domestic services only        |
| Ebbsfleet International<br>High Level | 6 Down Domestic\$       | 290 | Down direction<br>Domestic services only      |
| Ebbsfleet International<br>High Level | 6 Down Domestic\$       | 290 | Up direction<br>Domestic services only        |
| London St Pancras<br>International    | 5#                      | 433 | CTRL International services only              |
| London St Pancras<br>International    | 6#                      | 433 | CTRL International services only              |
| London St Pancras<br>International    | 7#                      | 433 | CTRL International services only              |
| London St Pancras<br>International    | 8#                      | 433 | CTRL International services only              |
| London St Pancras<br>International    | 9#                      | 433 | CTRL International services only              |
| London St Pancras<br>International    | 10#                     | 433 | CTRL International services only              |
| London St Pancras<br>International    | 11\$                    | 295 | CTRL Domestic services only                   |
| London St Pancras<br>International    | 12\$                    | 295 | CTRL Domestic services only                   |
| London St Pancras<br>International    | 13\$                    | 295 | CTRL Domestic services only                   |
| Stratford International               | 1 Up International#     | 410 | Down direction<br>International services only |
| Stratford International               | 1 Up International#     | 410 | Up direction<br>International services only   |
| Stratford International               | 2 Up Domestic LL\$      | 285 | Down direction<br>Domestic services only      |
| Stratford International               | 2 Up Domestic LL\$      | 285 | Up direction<br>Domestic services only        |
| Stratford International               | 3 Down Domestic LL\$    | 276 | Down direction<br>Domestic services only      |
| Stratford International               | 3 Down Domestic LL\$    | 276 | Up direction                                  |



|                         |                       |     |   |
|-------------------------|-----------------------|-----|---|
|                         |                       |     | Domestic services only                        |
| Stratford International | 4 Down International# | 410 | Down direction<br>International services only |
| Stratford International | 4 Down International# | 410 | Up direction<br>International services only   |

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

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

## 6. Loop Lengths (*Main Document Section 5.4.1*)

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.

| <b>SO400 LONDON ST PANCRA'S INTERNATIONAL TO HIGH SPEED 1/ET BOUNDARY</b> |           |               |        |       |
|---|-----------|---------------|--------|-------|
| LOCATION  | DIRECTION | USABLE LENGTH |        | NOTES |
|   |           | SLU           | METRES |       |
| Singlewell Down Loop  | Down      | 252           | 1614   |       |
| Singlewell Up Loop  | Up        | 237           | 1521   |       |
| Lenham Down Loop  | Down      | 372           | 2383   |       |
| Lenham Up Loop  | Up        | 361           | 2290   |       |