

BOOK PB

WORKING TIMETABLE

SATURDAY 08 JUNE 2024 to SATURDAY 14 DECEMBER 2024

PASSENGER TRAIN SERVICES

**CHALLOW TO STANDISH JN, HULLAVINGTON AND
BATHAMPTON JN**

BARNT GREEN TO BRISTOL PARKWAY

**HULLAVINGTON AND GLOUCESTER TO MAESTEG
AND SWANSEA**

**SWANSEA TO WEST WALES and OXFORD TO
WORCESTER SHRUB HILL**

**HARTLEBURY, STOKE WORKS JN AND
ABBOTSWOOD JN TO HEREFORD**

**SUTTON BRIDGE JN TO NEWPORT and EBBW VALE
PARKWAY TO EBBW JN**

**CRAVEN ARMS TO LLANELLI (including SWANSEA
DISTRICT LINE)**

Network Rail
MILTON KEYNES

Produced and published by Network Rail, Planning Publication

Email: NRT-WTT@NetworkRail.Co.Uk

Train Operating Companies and Infrastructure Company users should contact their own documentation control point

This timetable contains Passenger and Mail train services, together with associated stock and locomotive movements. The importance of these services dictates that the planned working for these trains must always be maintained. The train(s) concerned will normally be altered through printed supplements and only in exceptional cases will alterations be issued at other 493-524times

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NOTES

1. Where no separate time is shown for arrival and departure, the time indicated is the departure time.
2. Trains must leave at the advertised times whenever practicable. Where the advertised departure times of passenger trains are slightly earlier than those shown in the Working Timetable, the former must be used in all quotations to the public.
3. A half-minute is allowed for station duties unless separate arrival and departure times are provided or a different time is specified by letter indications.
4. Figures in light type indicate the time at which a train should pass a Station, Signal Box or Junction point.

FOUR-CHARACTER TRAIN IDENTIFICATION SYSTEM

The number inserted in each column above the train title is the description allocated under the four character train identification system and provides the following information:-

1. The first figure indicates the classification of the train.
2. The second character indicates the destination area or Zone (see also below).
3. The third and fourth figures represent the individual number of the train.

X In the second character indicates trains conveying out-of-gauge or other exceptional load.
Z In the second character indicates excursion, military, Royal or other special train.

LIGHT LOCOMOTIVE AND EMPTY COACHING STOCK MOVEMENTS

These will normally be allocated the individual number of the trains they are "to work" or "after working".

INTER - REGIONAL DESTINATION INDICATIONS

| LETTER | DENOTES DESTINATION IN:- |
|----------|-------------------------------|
| E | London North Eastern area |
| L | East Anglia area |
| M | Midlands and North West areas |
| O | Southern area |
| S | Scottish area |
| V | Great Western area |

GREAT WESTERN AREA WTT DESTINATION INDICATIONS

TRAINS RUNNING WITHIN THE SECTION PA AREA

Letter Denotes Destination/Routes

- A** Trains to or within the PA WTT Area (unless shown otherwise).
- B** Class 1 trains to the PB WTT Area (unless shown otherwise).
Class 2 trains between Paddington and Maidenhead/Bourne End and all Maidenhead to Bourne End/Marlow branch trains.
- C** Trains to the PC WTT Area. Trains to Dorridge via Birmingham Snow Hill
- D** First Great Western services class 1 from Paddington to Oxford.
- E** First Great Western Link class 2 trains (including associated class 5 ECS movements) to or from the Cotswold line starting or terminating at Oxford.
- G** Trains between Paddington and Greenford and from Paddington to Cheltenham/Worcester via Kemble.
- H** Trains to/from Henley-on-Thames except up through trains to Paddington (P).
Up trains from Chiltern Line to Paddington.
- J** Trains to/from Basingstoke
- K** Trains to/from Newbury/Bedwyn. Class 1 trains to/from Paddington, class 2 trains to/from Reading.
- L** Class 2 trains between Reading, Didcot Parkway, Oxford, Banbury and Bicester Town.
First Great Western services Class 1 originating in the PB WTT area.
- N** All down class 2 trains from Paddington except as shown under **E, G, H, K R** and **S**.
Class 1 up services from Reading/Henley/Bourne End to Paddington.
- P** All class 2 trains to Paddington except **G** and **S**.
Class 1 up services from Reading/Henley/Bourne End to Paddington.
- R** All down trains terminating at Reading.
- S** All class 2 trains from Paddington to Hayes & Harlington or Slough and vice versa.
Services to Whitlocks End or Stratford on Avon via Birmingham Snow Hill.
- T** All down class 1 Heathrow Express and class 2 Heathrow Connect services.
- W** Class 2 trains to/from Windsor & Eton Central.
Class 1 services from Paddington to Moreton-in-Marsh, Evesham, Worcester, Great Malvern and Hereford. To avoid confusion at Hereford only the series 1W01 to 1W04 to be used for services terminating there.
- Y** All up class 1 Heathrow Express and class 2 Heathrow Connect services.

INDEPENDENT 'LIGHT' LOCOMOTIVE MOVEMENTS TO THE FOLLOWING MAINTENANCE DEPOTS OR STABLING POINTS

| DESTINATION:- | 4 CHARACTER |
|----------------------|--------------------|
| Bristol | 0F74 |
| Cardiff (Canton) | 0F84 |
| Didcot TC | 0A16 |
| Exeter St. David's | 0F76 |
| Gloucester | 0F80 |
| Margam | 0F85 |
| Old Oak Common | 0F70 |
| Penzance | 0F79 |
| Plymouth (Laira) | 0F77 |
| Reading | 0F71 |
| St. Blazey | 0F78 |
| Swansea (Landore) | 0F86 |
| Westbury | 0F75 |

INTER-AREA INDEPENDENT 'LIGHT' LOCOMOTIVE MOVEMENTS OTHER THAN TO MAINTENANCE DEPOTS OR STABLING POINTS

| DESTINATION:- | 4 CHARACTER |
|-------------------------------|--------------------|
| London Area (PA WTT Area) | 0F90 |
| Cardiff Area (PB/PD WTT Area) | 0F92 |
| West of England (PC WTT Area) | 0F91 |

EXPLANATION OF ABBREVIATIONS, NOTES AND SYMBOLS

TIMING LOADS IN WORKING TIMETABLES

The timing load at the head of a unit operated train indicates the type of unit on which the timing of the train is based.

The timing load for locomotive hauled trains indicates the maximum speed of the train, i.e. **100, 75, 95** etc. the class of loco traction, **47, 86, or 90** etc. followed by the tonnage on which the timing of the train is based.

TRAIN BRAKING

All passenger and parcels trains will normally be air braked.

DAYS OF OPERATION

| | | | | | |
|----------|-----------|-----------|----------|------------|----------|
| M | Monday | TH | Thursday | S | Saturday |
| T | Tuesday | F | Friday | SUN | Sunday |
| W | Wednesday | | | | |



O The addition of the letter "O" indicates that the train will run on that day or those days only.

X The addition of the letter "X" indicates that the train will **not** run on that day or those days.

BHX Does not run on designated Bank/Public Holidays.

The days run normally appear between square brackets, e.g. [SX]. In the case of overnight trains, the days run may appear between asterisks indicating that the train departure was on the previous day, e.g. *MX*. In this example they indicate that the main train starting point is SX but all the times in that particular column are MX.

OPERATING CHARACTERISTICS

| | |
|---|---|
| C or + | Must only convey vehicles authorised to run at 100 mph or more. |
| D | Driver Only Operation applies for trains consisting of coaching stock vehicles. |
| | Passenger trains between Maidenhead and Marlow operate under D.O.O. (P) conditions only |
| | between Maidenhead and Bourne End. |
| NA | Not Advertised |
| Q | Runs when required |
| VB | Vacuum Braked Train |
| R or □ | Air Conditioned. Public address system applies on day coaches. |
|  | Conveys sleeping cars. Timed to a maximum speed of 80 mph. |
|  | Timed to a maximum speed of 110 mph. |

TRAIN COLUMN NOTES AND STATION ACTIVITIES

| | |
|------------------|--|
| AE | Stops to attach/detach assisting locomotive(s) |
| C | Stops only to change traincrew |
| D | Stops to set down/detach |
| L | Stops to change locomotive |
| N | Stop not advertised |
| OP | Stops for other operational reasons |
| OR | Train locomotive in rear |
| PR | Propelling movement between points shown |
| R | Stops when required |
| RM | Stops for reversing movement or driver to change ends |
| RR | Stops to run round |
| S | Stops for railway personnel only |
| U | Stops to take up/attach |
| W | Stops for watering of coaches |
| X | Points at which trains (a) run from one running line to another, or (b) crossing point at which trains on single lines will cross |
| a | Arrives 1 minute earlier |
| b | Arrives 1½ minutes earlier |
| c | Arrives 2 minutes earlier |
| d | Arrives 2½ minutes earlier |
| e | Arrives 3 minutes earlier |
| f | Arrives 3½ minutes earlier |
| g | Arrives 4 minutes earlier |
| h | Arrives 4½ minutes earlier |
| j | Arrives 5 minutes earlier |
| p | Advertised departure time 1/1½ minutes earlier |
| q | Advertised departure time 2/2½ minutes earlier |
| r | Advertised departure time 3/3½ minutes earlier |
| t | Stops only for tablet, staff and token purposes |
| v | Advertised arrival time 1 minute later |
| w | Advertised arrival time 1½/2 minutes later |
| y | Advertised arrival time 2½/3 minutes later |
| z | Advertised arrival time 3½/4 minutes later |
| * | Stops or shunts for other trains ahead or to pass only (* in arrival and departure times) |
| | Traffic and/or shunts for other trains to pass (* in departure time) |
| [3] | Indicates the number of minutes allowed for temporary speed restrictions and other engineering work |
| (2) | Extra time for pathing requirements |
| <1> | Performance allowance |

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