

BOOK GF

# **WORKING TIMETABLE**

**SATURDAY 08 JUNE 2024 to SATURDAY 14 DECEMBER 2024**

**FREIGHT AND DEPARTMENTAL TRAIN SERVICES**

**CARLISLE TO MOSSEND & COATBRIDGE**

**CARLISLE TO FALKLAND AND KILMARNOCK**

**MOSSEND TO FALKLAND**

**BERWICK TO MILLERHILL, CARSTAIRS, HOLYTOWN JN &  
GREENHILL UPPER JN**

**HAYMARKET WEST JN TO TAY BRIDGE SOUTH & BRANCHES**

**MOSSEND TO GRANGEMOUTH & ABERDEEN**

**MOSSEND TO FORT WILLIAM**

**STANLEY JN AND ABERDEEN TO GEORGEMAS JN**

Network Rail

MILTON KEYNES

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

This WTT contains freight and departmental trains which are of stable and regular nature. There may, however, be occasions on which they will be subject to short notice cancellation on a day to day basis when insufficient traffic is available for movement. On these occasions, separate advice will be given.

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## NOTES

### TIMING LOADS

#### TRAINS WITH AN X HEADCODE

The use of an 'X' in the headcode of a train shown in this working timetable indicates that the train conveys an exceptional load for which special conditions apply. Signallers must ensure that they are in possession of the special conditions relevant to the train(s).

#### TIMING LOAD DESCRIPTIONS

The timing load description depicts the particular combination of trailing weight and traction type used for timing the train. The timing load used for any particular train is separate from and does not override the maximum load applicable for the route and traction concerned as published by Network Rail.

In order to avoid excessively large numbers of different timing loads, a banded approach has been adopted for loads in regular use, with steps approximately every 200 tonnes. In some cases, the sectional running times (SRTs) may be common to two or more timing load bands pending review of the data used to determine the timings.

The descriptions used reflect the limitation of eight characters imposed by train planning systems. The following three formats are currently used for freight timing load descriptions :

- 1 Diesel hauled class 6, 7 and 8 trains (other than Class 60 hauled - see below) without specifying a particular traction class. The maximum trailing weight on which the timing is based can be determined by reference to the Timing Reference Matrix.

45	-	TR70
Maximum speed of the train	Indicates whether the timings incorporate BR 29973 (RT3973) speed restrictions	Timing reference number.
	<b>B</b> = Both (i.e. a Heavy Axle Weight Container train)	

	<b>C</b> = Container <b>H</b> = Heavy Axle weight - = Standard SRTs	
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**TIMING LOADS /contd.**

2 Used for Class 60 hauled services.

<b>60</b>	<b>H</b>	<b>60</b>	<b>S</b>	<b>12</b>
Maximum speed of the train	Indicates whether the timings incorporate BR 29973 (RT3973) speed restrictions	Loco class	Indicates whether the train is single or double headed	Trailing weight-upper limit of a two hundred tonne band (i.e. 12 indicates a weight between 1001 and 1200 tonnes)
	<b>B</b> = Both (i.e. a Heavy Axle Weight Container train) <b>C</b> = Container <b>H</b> = Heavy Axle weight - = Standard SRTs	Loco class number	<b>S</b> = Single headed <b>D</b> = Double headed	Where appropriate a leading zero is used (i.e. 08 indicates 601-800 tonnes)

3 Used for other freight services (i.e. class 3 and 4 freight trains), electrically hauled freight and other specific load and traction combinations.

<b>75</b>	<b>C</b>	<b>86</b>	<b>D</b>	<b>12</b>
Maximum speed of the train	Indicates whether the timings incorporate BR 29973	Loco class	Indicates whether the train is single or double headed	Trailing weight in hundreds of tonnes with final two

	(RT3973) speed restrictions			figures omitted (i.e. 12 indicates a weight between 1200 and 1299)
	<b>B</b> = Both (i.e. a Heavy Axle Weight Container train) <b>C</b> = Container <b>H</b> = Heavy Axle weight - = Standard SRTs	Loco class number	<b>S</b> = Single headed <b>D</b> = Double headed	For less than 1000 tonnes a leading zero is used. (i.e. 08 indicates 800- 899 tonnes)

### TIMING LOADS /contd.

Pending a full evaluation of the characteristics of the Class 66, the Class 56 values shown below should be used, subject to any maximum load for a Class 66 over the route(s) in question.

### TIMING REFERENCE MATRIX

TIMING		Class 37		Class 47		Class 59		Class 60		Class 66
REF No.		tonnes		tonnes		tonnes		tonnes		tonnes
TR40		300		535		695		655		695
TR55		430		735		955		900		950
TR70		555		940		1210		1145		1210
TR85		685		1145		1465		1390		1465

TR100		810		1345		1725		1630	1720
TR115		940		1550		1980		1875	1975
TR130		1065		1755		2235		2120	2235
TR145		1190		1955		2490		2365	2490
TR160		1320		2160		2750		2610	2745
TR175		1445		2360		3005		2865	3000
TR190		1575		2565		3260		3095	3260
TR200		1660		2700		3430		3260	3430

### **TIMING LOADS USED FOR CONTAINER OR HEAVY AXLE WEIGHT TRAINS**

A separate series of timing loads will be used for trains conveying containers or heavy axle weight vehicles and therefore subject to specific restrictions. It is the intention that such restrictions will in future be incorporated in the sectional running times for these trains, although this may not universally be the case at present.

## DOUBLE HEADED TRAINS

The Working Manual for Rail Staff, Freight Train Operations (GO/RM3056, Section C7) contains instructions regarding assisted train loads. It may not, however, necessarily be the case that the sectional running times for a single locomotive may be maintained as published by double heading a train and increasing the weight hauled. Where possible, specific double headed timing loads are shown.

### EXPLANATION OF REFERENCES AND ABBREVIATIONS

#### DAYS RUN

<b>M</b>	Monday	<b>Th</b>	Thursday	<b>Sun</b>	Sunday
<b>T</b>	Tuesday	<b>F</b>	Friday		
<b>W</b>	Wednesday	<b>S</b>	Saturday		

#### OPERATING CHARACTERISTICS

**(G)** Train (wo)man required for trains consisting of other than coaching stock vehicles.

**Q** Runs when required.

**VB** Vacuum-braked train.

**Y** Runs to and from terminals/ yards as determined by traffic demand.

#### LINE ABBREVIATIONS

<b>AD</b>	Arrival/Departure Line	<b>GL</b>	Goods Line Goods and	<b>UFL</b>	Up Fast Line
<b>CL</b>	Carriage Line	<b>GSL</b>	Goods and Slow Line	<b>UGL</b>	Up Goods Line
<b>CDL</b>	Clydesdale Line	<b>HS</b>	Holding Siding	<b>UL</b>	Up Line
<b>DFL</b>	Down Fast Line	<b>ML</b>	Main Line	<b>UML</b>	Up Main Line
<b>DL</b>	Down Line	<b>PL</b>	Platform Line	<b>UPV</b>	Up Passenger Loop
<b>DML</b>	Down Main Line	<b>RCL</b>	Reception Line	<b>US</b>	Up Sidings



OFFICIAL

<b>DPV</b>	Down Passenger Loop	<b>RRL</b>	Reversing Line	<b>USL</b>	Up Slow Line
<b>DS</b>	Down Sidings	<b>SL</b>	Slow Line	<b>V</b>	Loop Platform or Loop Line
<b>DSL</b>	Down Slow Line	<b>SGL</b>	Slow and Goods Line	<b>WSL</b>	West Slow Line
<b>ESL</b>	East Slow Line	<b>TL</b>	Through Line		
<b>FL</b>	Fast Line	<b>UDS</b>	Up and Down Slow Line		

**EXPLANATION OF REFERENCES AND ABBREVIATIONS /contd.****ACTIVITIES AND COLUMN NOTES**

<b>AE</b>	Stops to attach/detach assisting locomotives.
<b>C</b>	(In dep time only) - Stops to change traincrew.
<b>C</b>	(In arr and dep time) - Stops only to change traincrew.
<b>D</b>	Stops to set down/detach.
<b>E</b>	Electric Train
<b>L</b>	Stops to change locomotive.
<b>N</b>	Stop not advertised.
<b>OP</b>	Stops for other Operational Reasons.
<b>OR</b>	Train locomotive in rear.
<b>PR</b>	Propelling between points shown.
<b>R</b>	Stops when required.
<b>RM</b>	Stops for reversing movement or driver to change end.
<b>RR</b>	Stops to run round.
<b>S</b>	Stops for railway personnel only.
<b>t</b>	Stops only for tablet, staff and token purposes.
<b>U</b>	Stops to take up/attach only.
<b>W</b>	(In dep time only) - Stops for traffic purposes and watering of coaches.
<b>W</b>	(In arr and dep times) - Stops for watering of coaches only.
<b>X</b>	Points at which (a) trains run from one running line to another, or (b) cross on single line, at crossing points.
<b>Z</b>	May convey traffic to Channel Tunnel gauge not to be diverted from booked route without authority
<b>a</b>	Arrives 1 minute earlier.
<b>b</b>	Arrives 1½ minutes earlier.
<b>c</b>	Arrives 2 minutes earlier.
<b>d</b>	Arrives 2½ minutes earlier.
<b>e</b>	Arrives 3 minutes earlier.
<b>f</b>	Arrives 3½ minutes earlier.
<b>g</b>	Arrives 4 minutes earlier.
<b>h</b>	Arrives 4½ minutes earlier.
<b>j</b>	Arrives 5 minutes earlier.
<b>[4]</b>	Indicates the number of minutes allowed for temporary speed restrictions and engineering work.

(2)	Extra time for pathing requirements.
<2>	Performance Allowance to offset delays and may also cover some engineering work.
Ø	See explanatory notes (can be supplemented by 'k' or 'n').
→	Train timings continued in a subsequent column.
←	Train timings continued from previous column.
II	Light locomotive.
§	Indicates headcode or train number change en route.
*	(In arr and dep times) - Stops or shunts for other trains ahead or to pass only.
*	(In dep time) - Traffic and shunts for other trains to pass.